
APPENDIX E

Historic District Parking Committee Recommendations
and Traffic Impact Study

HISTORIC DISTRICT PARKING COMMITTEE RECOMMENDATIONS

On June 23, 2020 the Historic District Parking Solutions Ad Hoc Committee (Committee) presented recommendations from their year-long effort to explore solutions to alleviate traffic and parking concerns in the residential and commercial portions of the Historic District to the City Council. The core issues that the Committee evaluated included impacts to residential area quality of life, access to parking for Historic District patrons, employee and commuter access to parking, underutilized parking garage capacity, lack of dedicated parking enforcement, special event parking impacts, and immediate and future growth and parking demands. The Committee presented a number of different traffic and parking solutions to the City Council including short-term high priority recommendations, short-term low priority recommendations, long-term high priority recommendations, and long-term low priority recommendations. The following is a comprehensive list of all the Committee recommendations:

Short-term high priority recommendations

- Establish designated loading zones for ridesharing and Smart RT
- Design, implement, and enforce residential parking permit program
- Establish an in-lieu fee for parking
- Enhance pedestrian safety to and from the Railroad Block garage
- Improve and expand wayfinding signage to encourage use of parking garage
- Increase frequency and scope of parking enforcement
- Creation of a special district for parking

Short-term low priority recommendations

- Provide shuttle options to parking garage and Light Rail
- Educate employees about parking options

Long-term high priority recommendations

- Offer behavioral incentives to reward beneficial parking behavior
- Build an additional public parking garage

Long-term low priority recommendations

- Consider establishing valet parking services at key locations
- Improve overall circulation design for access to the Historic District
- Consider use of small undeveloped or underdeveloped lots for infill parking

In addition to recommending a number of short-term and long-term solutions to traffic and parking challenges in the Historic District, the Committee provided the City Council with suggested funding options to facilitate implementation of the solutions including creating or establishing the following:

- Parking Benefit District
- Permit program parking fees
- Grant funding for parking improvements
- Parking enforcement fines
- Additional fees on downtown purchases, hotel stays, and development
- Fees from parking meters or paid parking programs

Subsequent to the Committee providing their recommendations to the City Council, City staff has been meeting on a regular basis to prioritize the short-term, long-term, and ongoing solutions to address traffic and parking concerns within the Historic District. Among the solutions that have been identified as higher priorities are the establishment of a resident permit parking program, creation of an in-lieu fee for parking improvements, designation of loading zones for ridesharing and Smart RT, improvement and expansion of wayfinding signage to encourage use of the parking garage, enhancement of pedestrian safety to and from the parking structure, increasing the frequency and scope of parking enforcement, and creating a special fund for parking improvements.

Traffic Impact Study

**Historic Sutter Mixed-Use Building
603 Sutter Street, Folsom, California**

July 30, 2019

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EXECUTIVE SUMMARY

This report documents the results of a traffic impact analysis completed for the Historic Sutter Mixed-Use Building Project proposed to be located at 603 Sutter Street in the City of Folsom, California (the “Proposed Project” or “Project”). The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). In addition, this study evaluates the anticipated parking demand associated with the proposed Project and provides parking management strategies.

The proposed Project includes a mixed-use building with office, retail, and restaurant uses. This analysis is prepared to document potential impacts associated with the proposed Project square footage as follows: 10,300-sf office, 2,500-sf retail, and 2,500-sf restaurant.

Pedestrian access to the project site will be provided from the adjacent Sutter Street and Scott Street roadways. There is no direct vehicle access as no parking is provided onsite. The following intersections are included in this evaluation:

1. Riley Street/Greenback Lane @ Folsom-Auburn Road
2. Riley Street @ Scott Street
3. Riley Street @ Leidesdorff Street
4. Riley Street @ Sutter Street
5. Sutter Street @ Scott Street

The following traffic scenarios are analyzed as a part of this report:

- A. Existing (2019) Conditions
- B. Existing (2019) plus Proposed Project Conditions
- C. Cumulative (2035) Conditions
- D. Cumulative (2035) plus Proposed Project Conditions

Significant findings of this study include:

- The proposed Project is estimated to generate 418 total new weekday trips, with 35 new trips and 38 new trips occurring during the weekday AM and PM peak-hour periods, respectively.
- The addition of the proposed Project does not result in any significant impacts.
- The proposed Project is estimated to generate demand for 43 to 76 parking spaces during a typical weekday. In addition, the proposed Project is estimated to generate demand for 18 to 51 parking spaces during a typical weekend day.
 - It is anticipated that the proposed Project parking demand will be satisfied by existing off- and on-street parking supply documented to be available within the Historic District.
- Excess parking demand should be diverted to existing off- and on-street parking supply within the Historic District to avoid parking in residential areas adjacent to the Project site. This strategy may be accomplished by the following actions:
 - Offer incentives to employees for parking in the parking garage along Reading Street
 - Provide freely available maps of the Historic District parking facilities to customers by adding information to the proposed Project website
 - Remind customers not to park in residential areas and offer incentives to customers who park in the parking garage along Reading Street
 - Direct customers and employees to the newly installed wayfinding signs for the parking garage
 - Establish or contribute to a privately operated or coordinated trolley service between Historic District parking and the proposed Project site.

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INTRODUCTION

This report documents the results of a traffic impact analysis completed for the Historic Sutter Mixed-Use Building project proposed to be located at 603 Sutter Street just east of Riley Street in the City of Folsom, California (the “Proposed Project” or “Project”). The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). In addition, this study evaluates the anticipated parking demand associated with the proposed Project and provides parking management strategies.

PROJECT DESCRIPTION

The proposed Project includes a mixed-use building with office, retail, and restaurant uses. This analysis is prepared to document potential impacts associated with the proposed Project square footage as follows:

- 10,300-sf office
- 2,500-sf retail
- 2,500-sf restaurant

The Project location is shown in **Figure 1**, and the proposed Project site plan is shown in **Figure 2**. **Figure 3** illustrates the study facilities, existing traffic control, and existing lane configurations. The Project site is located at the southwest corner of the Sutter Street intersection with Scott Street. Pedestrian access to the project site will be provided from the adjacent Sutter Street and Scott Street roadways. There is no direct vehicle access as no parking is provided onsite. The following intersections are included in this evaluation:

1. Riley Street/Greenback Lane @ Folsom-Auburn Road
2. Riley Street @ Scott Street
3. Riley Street @ Leidesdorff Street
4. Riley Street @ Sutter Street
5. Sutter Street @ Scott Street

PROJECT AREA ROADWAYS

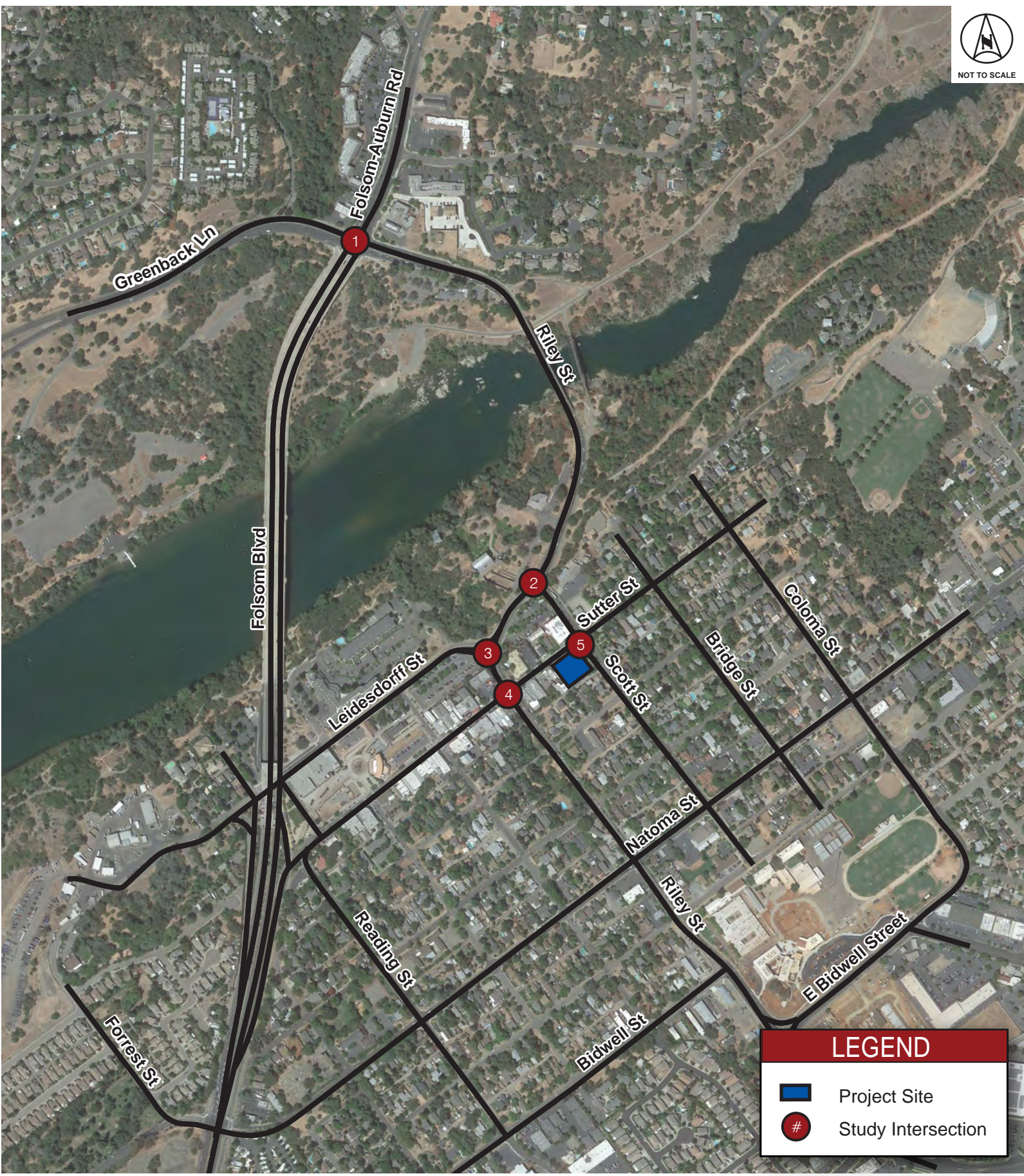
The following are descriptions of the primary roadways in the vicinity of the Project.

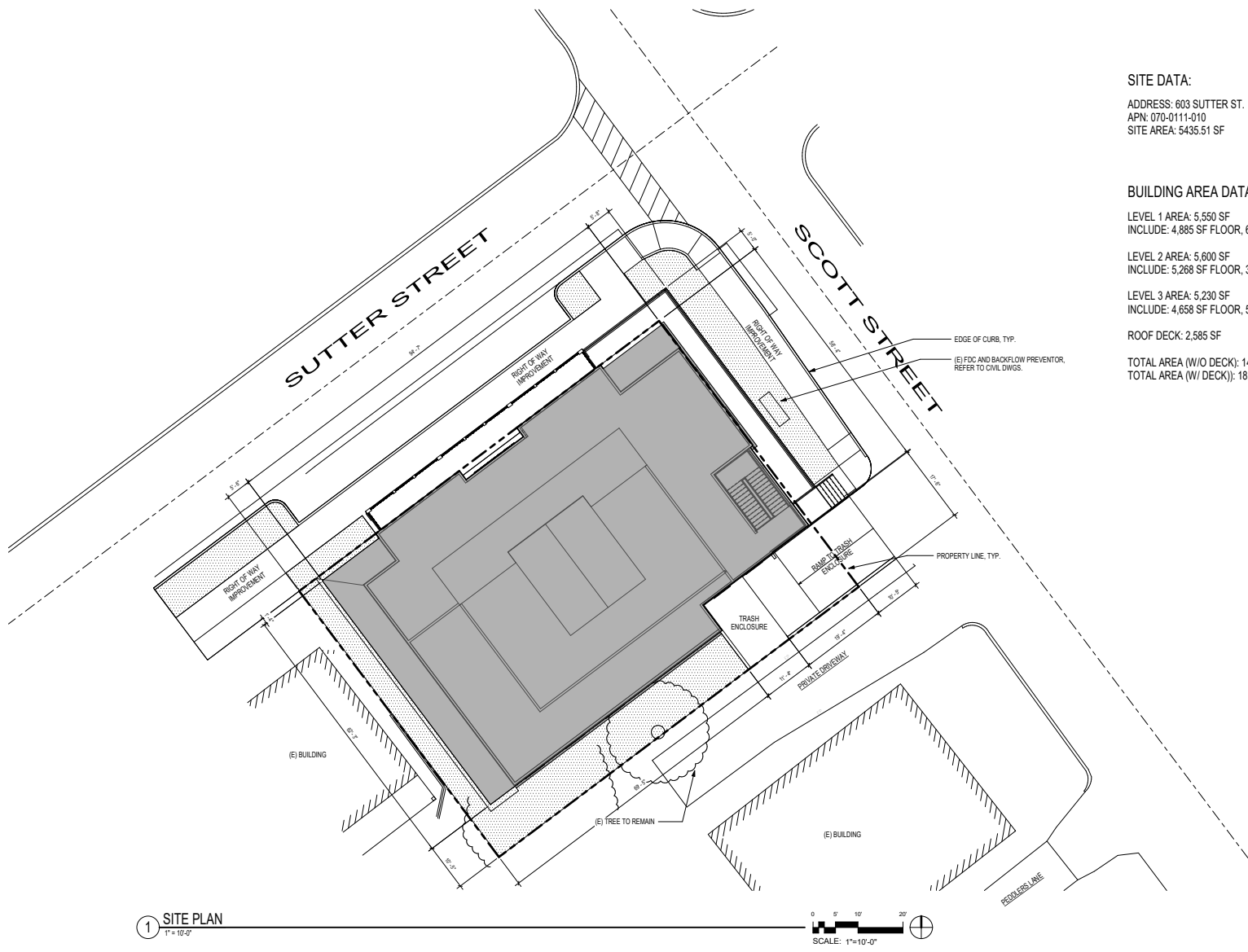
Riley Street is a north-south arterial roadway that runs through the center of the City of Folsom Historic District, and crosses Lake Natoma along the Rainbow Bridge. Riley Street is two-lanes through the study area to the westbound approach at the intersection of Greenback Lane @ Folsom-Auburn Road.

Sutter Street is an east-west local roadway that provides access to the Folsom Historic District between Folsom Boulevard and east of Riley Street. Sutter Street provides two-way traffic without a painted centerline and allows on-street parking.

Scott Street is a north-south local roadway that provides access to the eastern edge of the Folsom Historic District between Greenback Lane/Riley Street to Persifer Street. Scott Street provides two-way traffic without a painted centerline.

Historic Sutter Mixed-Use Building Project

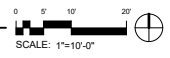


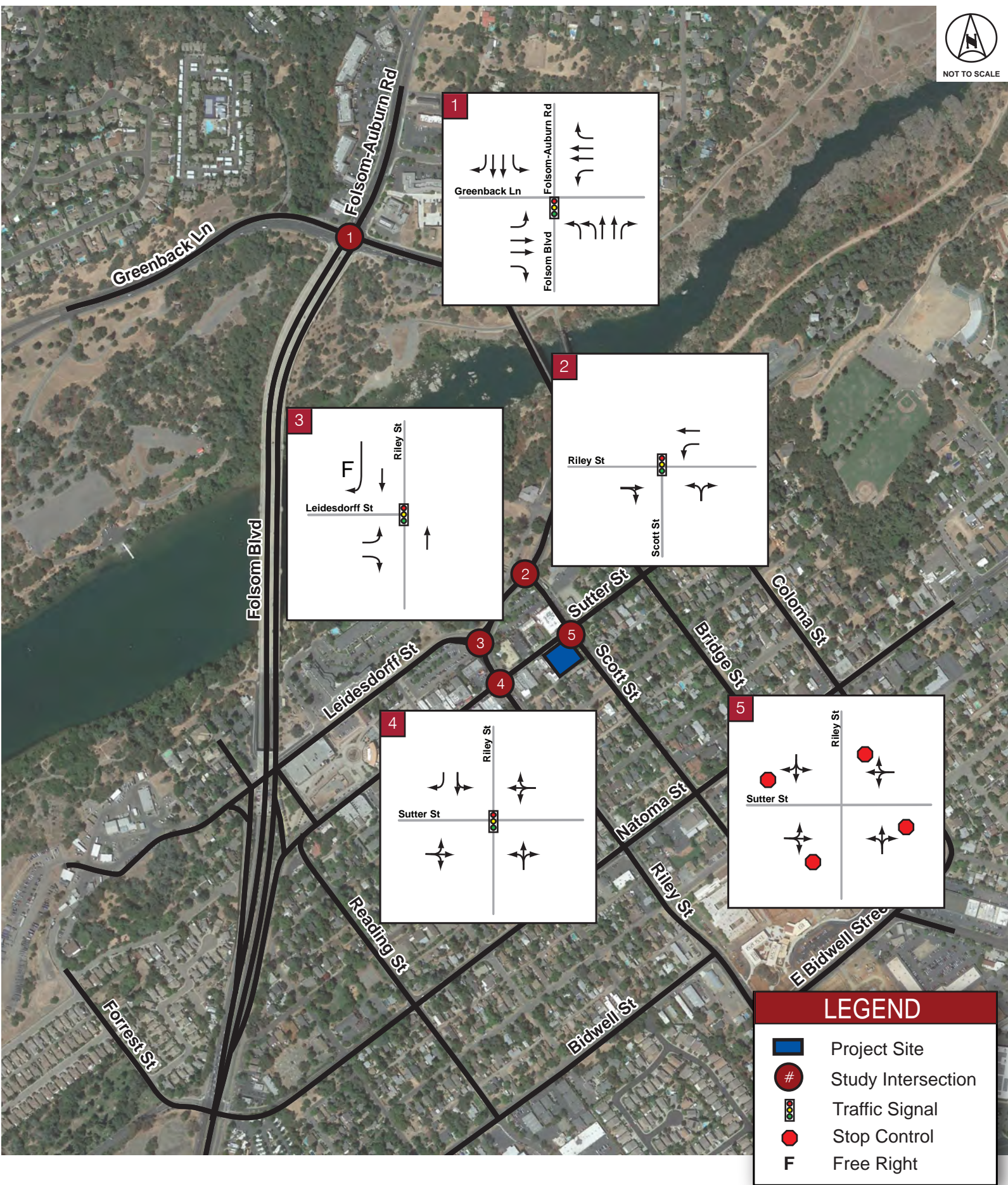


SITE DATA:
 ADDRESS: 603 SUTTER ST.
 APN: 070-0111-010
 SITE AREA: 5435.51 SF

BUILDING AREA DATA:
 LEVEL 1 AREA: 5,550 SF
 INCLUDE: 4,885 SF FLOOR, 665 SF DECK
 LEVEL 2 AREA: 5,600 SF
 INCLUDE: 5,268 SF FLOOR, 332 SF DECK
 LEVEL 3 AREA: 5,230 SF
 INCLUDE: 4,658 SF FLOOR, 572 SF DECK
 ROOF DECK: 2,585 SF
 TOTAL AREA (W/O DECK): 14,811 SF
 TOTAL AREA (W/ DECK): 18,915 SF

1 SITE PLAN
1"=10'-0"





LEGEND

- Project Site
- Study Intersection
- Traffic Signal
- Stop Control
- F** Free Right

ASSESSMENT OF PROPOSED PROJECT

Trip generation for development projects is typically calculated based on rates contained in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual, 10th Edition*. The *Trip Generation Manual* is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed developments. A trip is defined in the *Trip Generation Manual* as a single or one-directional vehicle movement with either the origin or destination at the Project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site).

Trip generation for the proposed Project was estimated using ITE's *Trip Generation Manual, 10th Edition* based on the "General Office Building" category (ITE Land Use 710), "Shopping Center" category (ITE Land Use 820), and "High-Turnover (Sit-Down) Restaurant" (ITE Land Use 932). An internal trip reduction was applied to the Project volumes according to National Cooperative Highway Research Program (NCHRP) Report 684 methodologies to account for Project trips occurring between land uses within the mixed-use building. The anticipated weekday trip generation for this Project is shown in **Table 1**.

Table 1 – Proposed Project Weekday Trip Generation

Land Use (ITE Code)	Size (ksf)	Daily Trips	AM Peak-Hour				PM Peak-Hour					
			Total Trips	IN		OUT		Total Trips	IN		OUT	
				%	Trips	%	Trips		%	Trips	%	Trips
General Office Building (710)	10.3	102	12	83%	10	17%	2	12	17%	2	83%	10
Shopping Center (820)	2.5	96	2	50%	1	50%	1	10	50%	5	50%	5
High-Turnover (Sit-Down) Restaurant (932)	2.5	280	25	56%	14	44%	11	24	63%	15	38%	9
<i>Internal Capture Reduction¹</i>		-60	-4		-2		-2	-8		-4		-4
Subtotal Trips:		418	35		23		12	38		18		20

Source: *Trip Generation Manual, 10th Edition, ITE*.

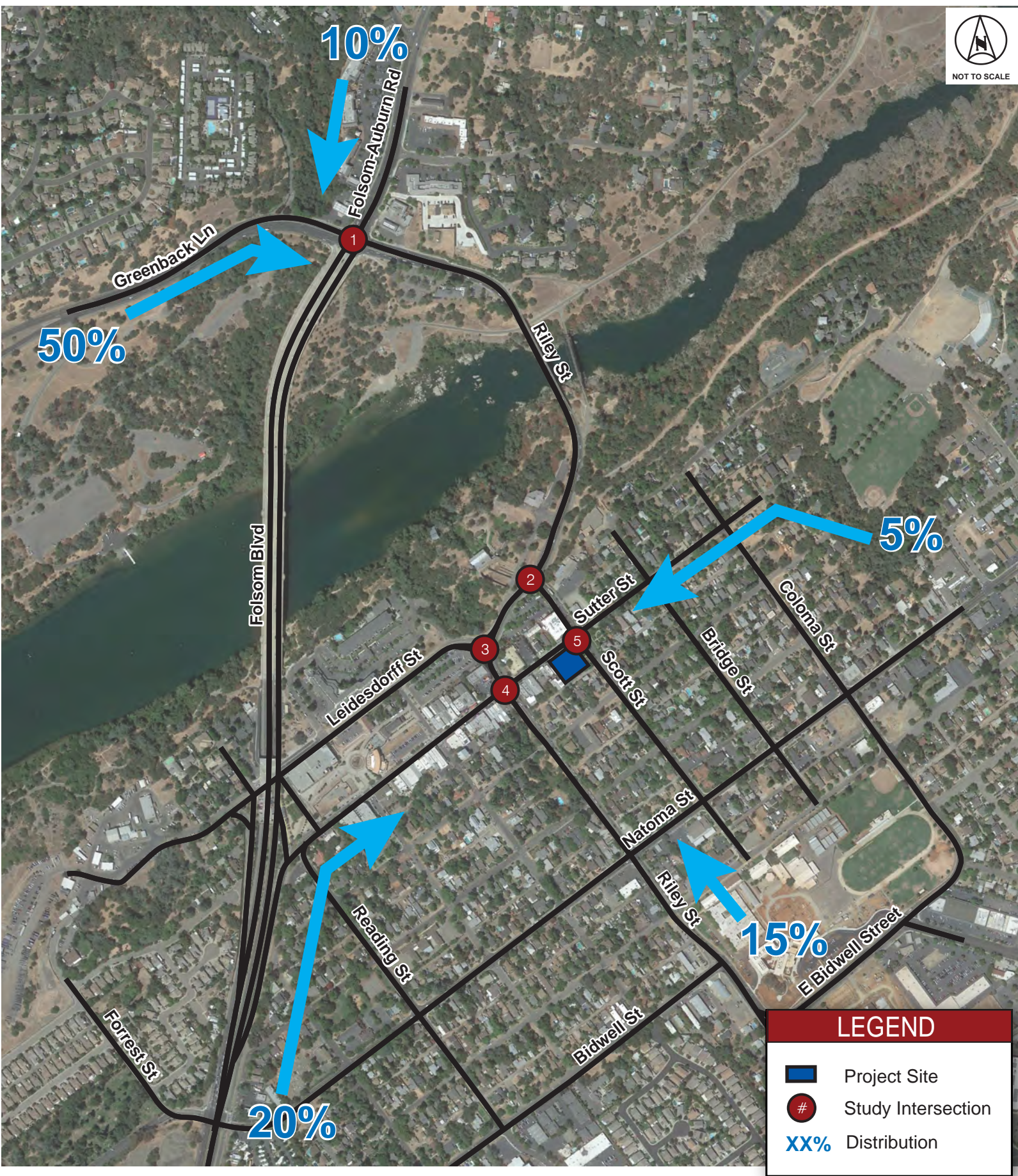
¹ NCHRP 684 *Internal Trip Capture Estimate Tool*

As shown in **Table 1**, the proposed Project is estimated to generate 418 total new daily weekday trips, with 35 new trips occurring during the AM peak-hour, and 38 new trips occurring during the PM peak-hour.

Proposed Project Trip Distribution

Proposed Project trip distribution was estimated based on existing traffic patterns in the study area. As shown in **Figure 4**, approximately 60-percent of Project trips are assumed to access the Project site Greenback Lane and Folsom-Auburn Road from the west, approximately 20-percent via Folsom Boulevard from the southwest, approximately 15-percent via Riley Street and Scott Street from the southeast, and approximately 5-percent via local streets from the east.

Historic Sutter Mixed-Use Building Project



LEGEND	
	Project Site
	Study Intersection
	XX% Distribution

TRAFFIC IMPACT ANALYSIS METHODOLOGY

Level of Service Definitions

Analysis of transportation facility significant environmental impacts is based on the concept of Level of Service (LOS). The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual, 6th Edition* (HCM) and appropriate traffic analysis software.

Intersection Analysis

The HCM includes procedures for analyzing side-street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. **Table 2** presents intersection LOS definitions as defined in the HCM.

Table 2 – Intersection Level of Service Criteria

Level of Service (LOS)	Un-Signalized	Signalized
	Average Control Delay* (sec/veh)	Control Delay per Vehicle (sec/veh)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Source: Highway Capacity Manual, 6th Edition
* Applied to the worst lane/lane group(s) for SSSC

Due to the close spacing of the Riley Street intersections in the Folsom Historic District, levels of service for the study intersections were determined using SimTraffic® micro-simulation analysis software. For this simulation effort, a seed time of 1- minutes was used and 10 runs were averaged to obtain the results.

Analysis Scenarios

The following traffic scenarios are analyzed as a part of this report:

- A. Existing (2019) Conditions
- B. Existing (2019) plus Proposed Project Conditions
- C. Cumulative (2035) Conditions⁺
- D. Cumulative (2035) plus Proposed Project Conditions

⁺ Traffic volumes for Cumulative (2035) Conditions were obtained from the City's *General Plan*¹.

The following is a discussion of the analyses for these scenarios.

¹ *Folsom General Plan 2035 Final Draft*, City of Folsom, May 2018.

EXISTING (2019) CONDITIONS

One (1) new weekday AM and PM peak period intersection turning movement traffic count was conducted in 2019 for study intersection #5 (Sutter Street at Scott Street). All other existing traffic counts were obtained from the *Folsom Historic District Access Study*². These counts were conducted between the hours of 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. As presented in the *Folsom Historic District Access Study*, the weekday peak-hours for the Historic District are 7:45 a.m. to 8:45 a.m. and 4:00 p.m. to 5:00 p.m.

Existing (2019) peak-hour turn movement volumes are presented in **Figure 5**, and the traffic count data sheets are provided in **Appendix A**. Analysis worksheets for this scenario are provided in **Appendix B**. **Table 3** presents the peak-hour intersection operating conditions for this analysis scenario. As shown in **Table 3**, the study intersections operate from LOS A to LOS F during the AM and PM peak-hours.

Table 3 – Existing (2019) Intersection Levels of Service

#	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Riley Street/Greenback Lane @ Folsom-Auburn Road	Signal	103.1	F	100.5	F
2	Riley Street @ Scott Street	Signal	7.8	A	13.2	B
3	Riley Street @ Leidesdorff Street	Signal	2.9	A	9.6	A
4	Riley Street @ Sutter Street	Signal	4.2	A	12.2	B
5	Sutter Street @ Scott Street	AWSC	9.0	A	9.2	A

Notes: **Bold** values indicate unacceptable intersection operations. AWSC = All Way Stop Controlled intersection.

EXISTING (2019) PLUS PROPOSED PROJECT CONDITIONS

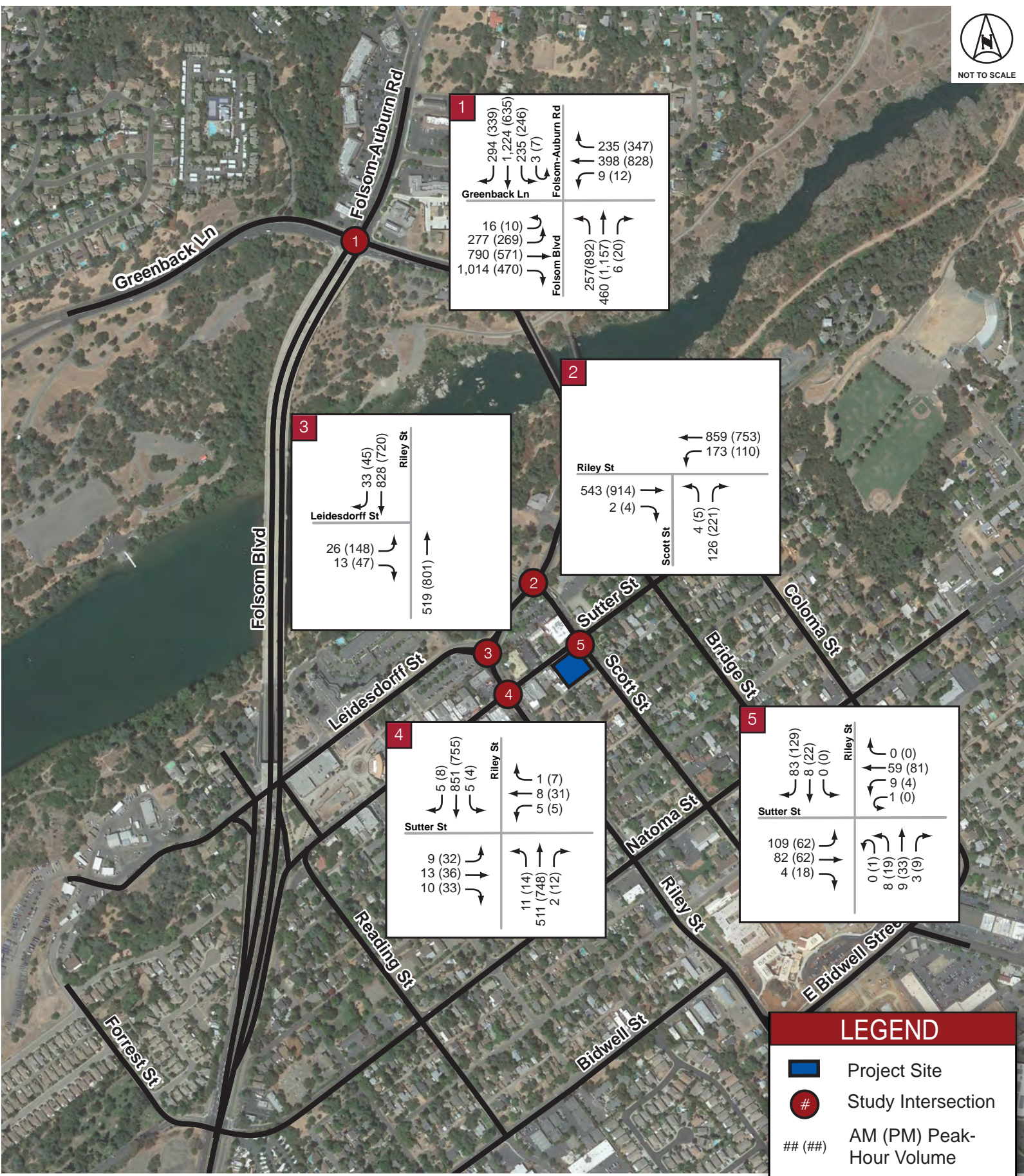
Peak-hour traffic associated with the proposed Project was added to the existing traffic volumes and levels of service were determined at the study intersections. The analysis worksheets for this scenario are provided in **Appendix C**. **Table 4** provides a summary of the intersection analysis and **Figure 6** provides the AM and PM peak-hour traffic volumes at the study intersections for this analysis scenario. As shown in **Table 4**, the study intersections operate from LOS A to LOS F with the addition of Project traffic during the AM and PM peak-hours.

Table 4 – Existing (2019) plus Proposed Project Intersection Levels of Service

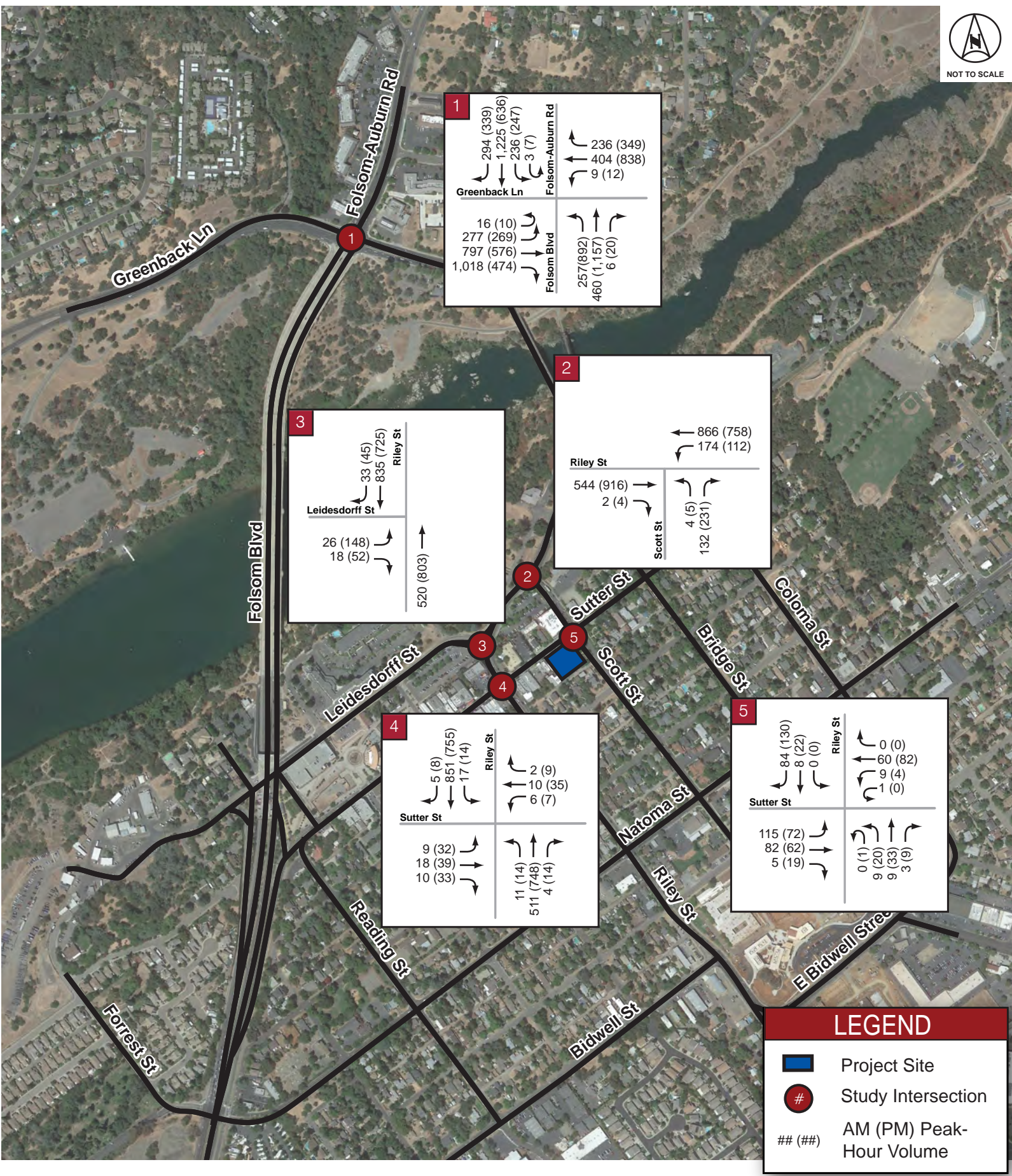
#	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Riley Street/Greenback Lane @ Folsom-Auburn Road	Signal	105.7	F	102.0	F
2	Riley Street @ Scott Street	Signal	7.8	A	14.7	B
3	Riley Street @ Leidesdorff Street	Signal	3.0	A	11.5	B
4	Riley Street @ Sutter Street	Signal	4.5	A	16.9	B
5	Sutter Street @ Scott Street	AWSC	9.1	A	9.4	A

Notes: **Bold** values indicate unacceptable intersection operations. AWSC = All Way Stop Controlled intersection.

² *Historic District Access Study*, Technical Memorandum #1, Kimley-Horn and Associates, Inc., September 20, 2018.



Historic Sutter Mixed-Use Building Project



CUMULATIVE (2035) CONDITIONS

Traffic volume for the Cumulative (2035) Condition were obtained from the City’s General Plan¹. The analysis worksheets for this scenario are provided in **Appendix D**. **Table 5** provides a summary of the intersection analysis and **Figure 7** provides the AM and PM traffic volumes for this analysis scenario. As shown in **Table 5**, the study intersections operate from LOS A to LOS F during the AM and PM peak-hours.

Table 5 – Cumulative (2035) Intersection Levels of Service

#	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Riley Street/Greenback Lane @ Folsom-Auburn Road	Signal	145.1	F	190.0	F
2	Riley Street @ Scott Street	Signal	10.6	B	46.4	D
3	Riley Street @ Leidesdorff Street	Signal	5.5	A	36.5	D
4	Riley Street @ Sutter Street	Signal	10.2	B	53.5	D
5	Sutter Street @ Scott Street	AWSC	9.0	A	9.1	A

Notes: **Bold** values indicate unacceptable intersection operations. AWSC = All Way Stop Controlled intersection.

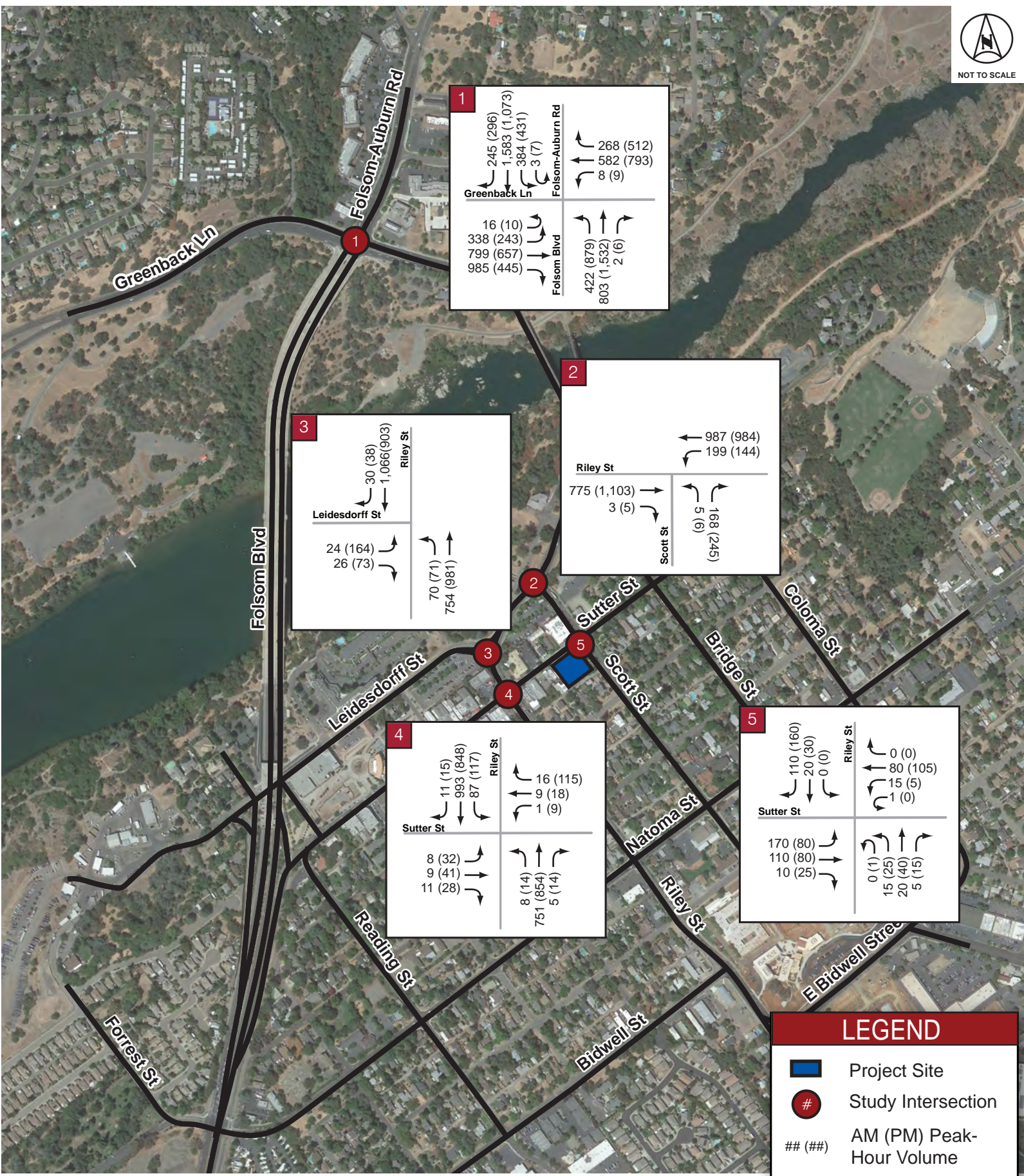
CUMULATIVE (2035) PLUS PROPOSED PROJECT CONDITIONS

Peak-hour traffic associated with the proposed Project was added to the Cumulative (2035) traffic volumes, and levels of service were determined at the study facilities. The analysis worksheets for this scenario are provided in **Appendix E**. **Table 6** provides a summary of the intersection operating conditions for this analysis scenario. **Figure 8** provides the AM and PM traffic volumes for this analysis scenario. As shown in **Table 6**, the study intersections operate from LOS A to LOS F during the AM and PM peak-hours with the addition of the proposed Project.

Table 6 – Cumulative (2035) plus Proposed Project Intersection Levels of Service

#	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Riley Street/Greenback Lane @ Folsom-Auburn Road	Signal	149.7	F	186.0	F
2	Riley Street @ Scott Street	Signal	20.9	C	47.3	D
3	Riley Street @ Leidesdorff Street	Signal	21.3	C	38.3	D
4	Riley Street @ Sutter Street	Signal	26.4	C	53.5	D
5	Sutter Street @ Scott Street	AWSC	9.8	A	9.1	A

Notes: **Bold** values indicate unacceptable intersection operations. AWSC = All Way Stop Controlled intersection.



1

245 (296) 1,583 (1,073) 384 (431) 3 (7)	Folsom-Auburn Rd Folsom-Auburn Rd	268 (512) 582 (793) 8 (9)
16 (10) 338 (243) 799 (657) 985 (445)	Greenback Ln Folsom Blvd	422 (879) 803 (1,532) 2 (6)

2

987 (984) 199 (144)	Riley St Riley St	775 (1,103) 3 (5)
168 (245) 5 (6)	Scott St Scott St	

3

30 (38) 1,066 (903)	Riley St Riley St	70 (71) 754 (981)
24 (164) 26 (73)	Leidesdorff St Leidesdorff St	

4

11 (15) 993 (848) 87 (117)	Riley St Riley St	16 (115) 9 (18) 1 (9)
8 (32) 9 (41) 11 (28)	Sutter St Sutter St	8 (14) 751 (854) 5 (14)

5

110 (160) 20 (30) 0 (0)	Riley St Riley St	0 (0) 80 (105) 15 (5) 1 (0)
170 (80) 110 (80) 10 (25)	Sutter St Sutter St	0 (1) 15 (25) 20 (40) 5 (15)

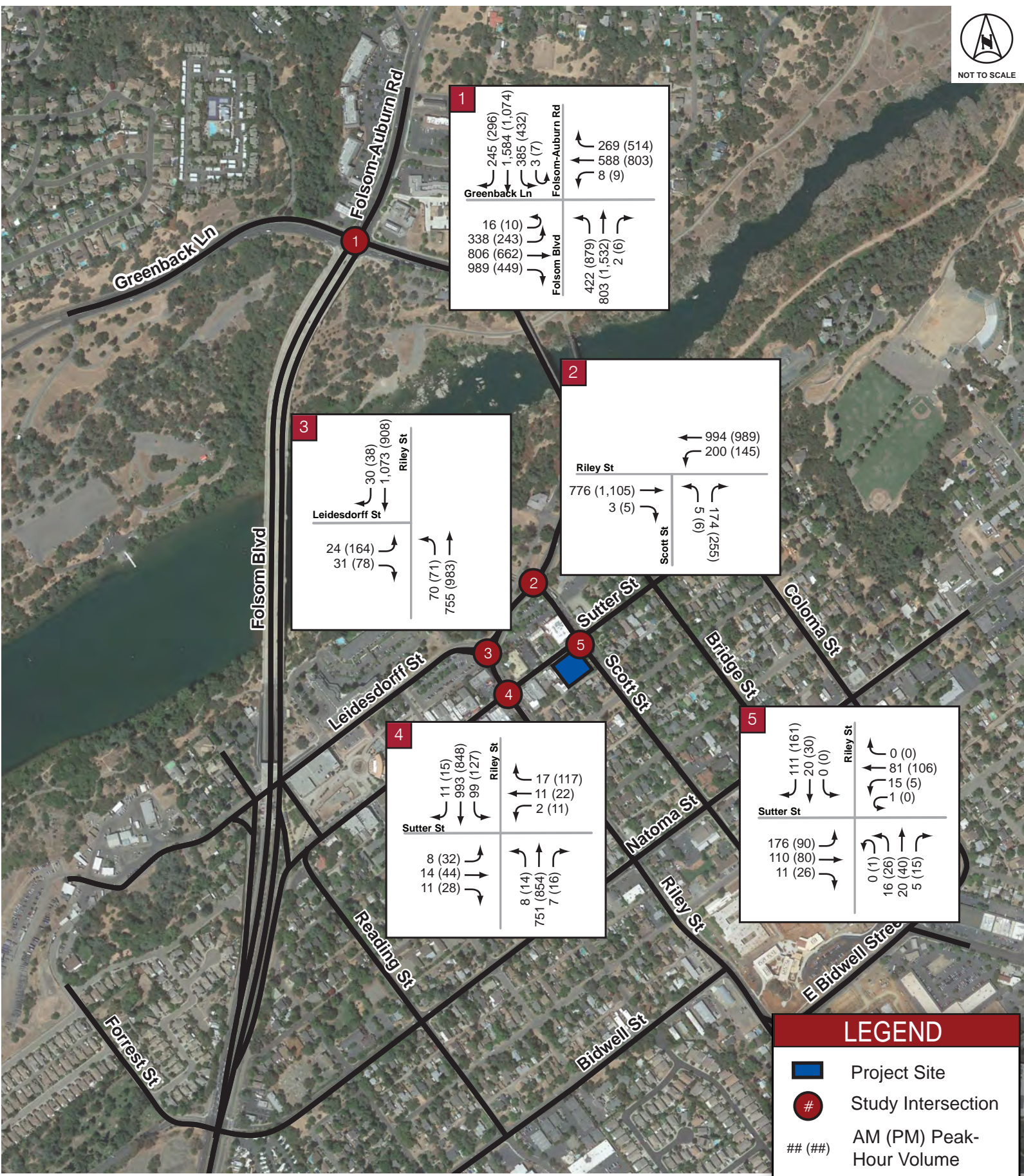


Figure 8
Cumulative (2035) plus Proposed Project Peak-Hour Traffic Volumes

IMPACTS AND MITIGATION

Standards of Significance

Project impacts were determined by comparing conditions with the proposed Project to those without the Project. Impacts for intersections are created when traffic from the proposed Project forces the LOS to fall below a specific threshold.

The City of Folsom *2035 General Plan Update* states that a significant impact at an intersection would occur if implementation of the Project would result in traffic operations that exceed the following thresholds:

- *Cause an intersection in Folsom north of US 50 (outside of the Folsom Plan Area Specific Plan [FPASP] areas) that currently operates at LOS C or better to degrade to LOS D or worse.*
- *Cause a new or existing intersection in Folsom south of US 50 (within the FPASP area) to operate at LOS E or worse.*
- *Increase the average delay by five seconds or more at an existing intersection in Folsom north of US 50 (outside of FPASP area) that currently operates at an unacceptable LOS D, E, or F.*

Impacts and Mitigation

Existing (2019) plus Proposed Project Conditions

As reflected in **Table 4**, the addition of the proposed Project does not result in any significant impacts as defined by the City.

Impacts:

Intersections: *None.*

Cumulative (2035) plus Proposed Project Conditions

As reflected in **Table 6**, the addition of the proposed Project does not result in any significant impacts as defined by the City.

Impacts:

Intersections: *None.*

OTHER CONSIDERATIONS

Bicycle, Pedestrian, and Transit Facility Evaluation

The site plan for the proposed Project (**Figure 2**) was qualitatively reviewed for general access and on-site circulation. According to the site plan, pedestrian access to the project site will be provided from the adjacent Sutter Street and Scott Street roadways. Sidewalks currently exist on Sutter Street and will remain with the proposed Project. In addition, the sidewalk will be extended onto Scott Street at the Project site. Bicycle facilities are not currently provided along Sutter Street or Scott Street. There are Class II facilities along Leidesdorff Street and Natoma Street, and Class I bike paths with connections to the American River Trail and Lake Natoma Trail networks.

The City of Folsom offers transit service through the Historic District via Route 10, which provides service northbound along Riley Street, Natoma Street, Folsom Boulevard, Leidesdorff Street, and Riley Street/Greenback Lane. Southbound service is provided along Folsom Boulevard, Leidesdorff Street, and Riley Street. Bus stops are provided near the Riley Street intersection with Natoma Street, in the vicinity of the Project. Historic Folsom Station is located at the intersection of Leidesdorff Street @ Reading Street and provides transit service via the Sacramento Regional Transit Gold Line. The proposed Project is not anticipated to impact existing or planned bicycle, pedestrian, or transit facilities.

Parking Evaluation

As shown in the site plan (Figure 2), no onsite parking is provided by the proposed Project. The following data was utilized to calculate the project’s anticipated parking demand:

- Off-street parking requirements per the City’s *Municipal Code Section 17.52.510 Part F*
- Parking demand per ITE’s *Parking Generation, 5th Edition*
- Parking requirement as presented in the recently completed *Historic District Parking Study*³

The results of these calculations for weekday and weekend peak parking demand and supply are presented in **Table 7** and **Table 8**, respectively.

Table 7 – Weekday Peak Parking Demand and Supply

Parking Demand				Maximum Parking Demand	Minimum Parking Demand
Data Source	Land Use Type (# parking spaces)				
	Office	Retail	Restaurant		
City of Folsom Municipal Code	29	7	7	76	43
ITE Parking Generation, 5 th Edition	25	5	24		
Historic District Parking Study	46	11	19		

Table 8 – Weekend Peak Parking Demand Supply

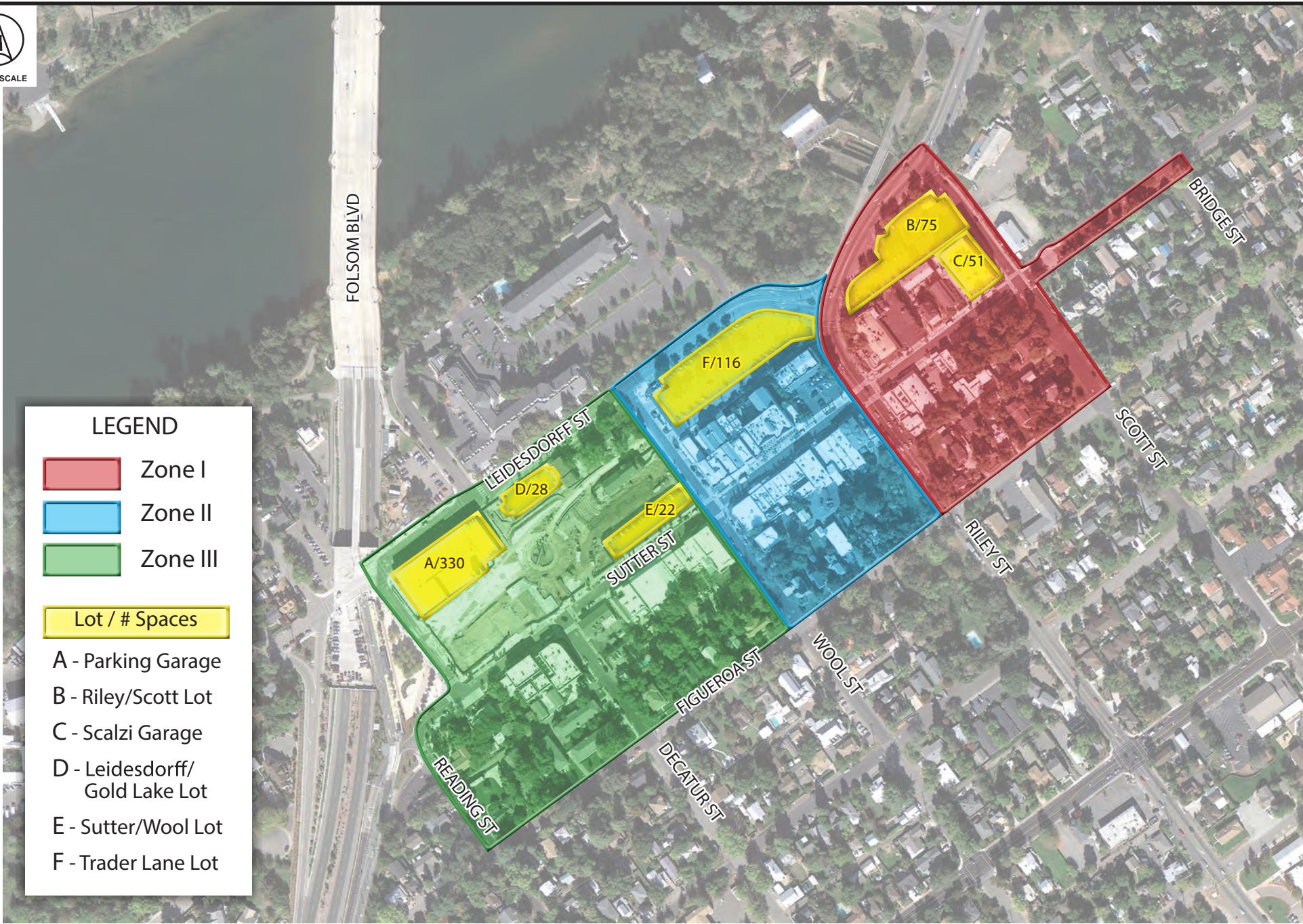
Parking Demand				Maximum Parking Demand*	Minimum Parking Demand
Data Source	Land Use Type (# parking spaces)				
	Office	Retail	Restaurant		
City of Folsom Municipal Code	29*	7	7	51	18
ITE Parking Generation, 5 th Edition	3	7	31		
Historic District Parking Study	4	11	36		

* Office parking demand is not anticipated to exceed 4 spaces during the weekend peak period. Therefore, maximum estimates assume a demand of 4 parking spaces for office use.

As shown in these tables, the Proposed Project is estimated to generate demand for 43 to 76 parking spaces during a typical weekday, and 18 to 51 parking spaces during a typical weekend day.

As presented in the *Historic District Parking Study*³, the District was observed to have 622 existing off-street (see **Figure 9**) and 179 existing on-street parking spaces (see **Figure 10**). In addition, the District’s parking occupancy was observed to peak at 60-percent during weekday peak-periods, and at 55-percent during weekend peak-periods. As a result of the observed parking occupancy levels, it is reasonably anticipated that the Proposed Project’s parking demand will be satisfied by existing off- and on-street supply documented to be available within the Historic District.

³ *Technical Memorandum #1 – Implementation Plan Update, Historic District Parking Implementation Plan Update*, Kimley-Horn and Associates, Inc., October 18, 2018.



LEGEND

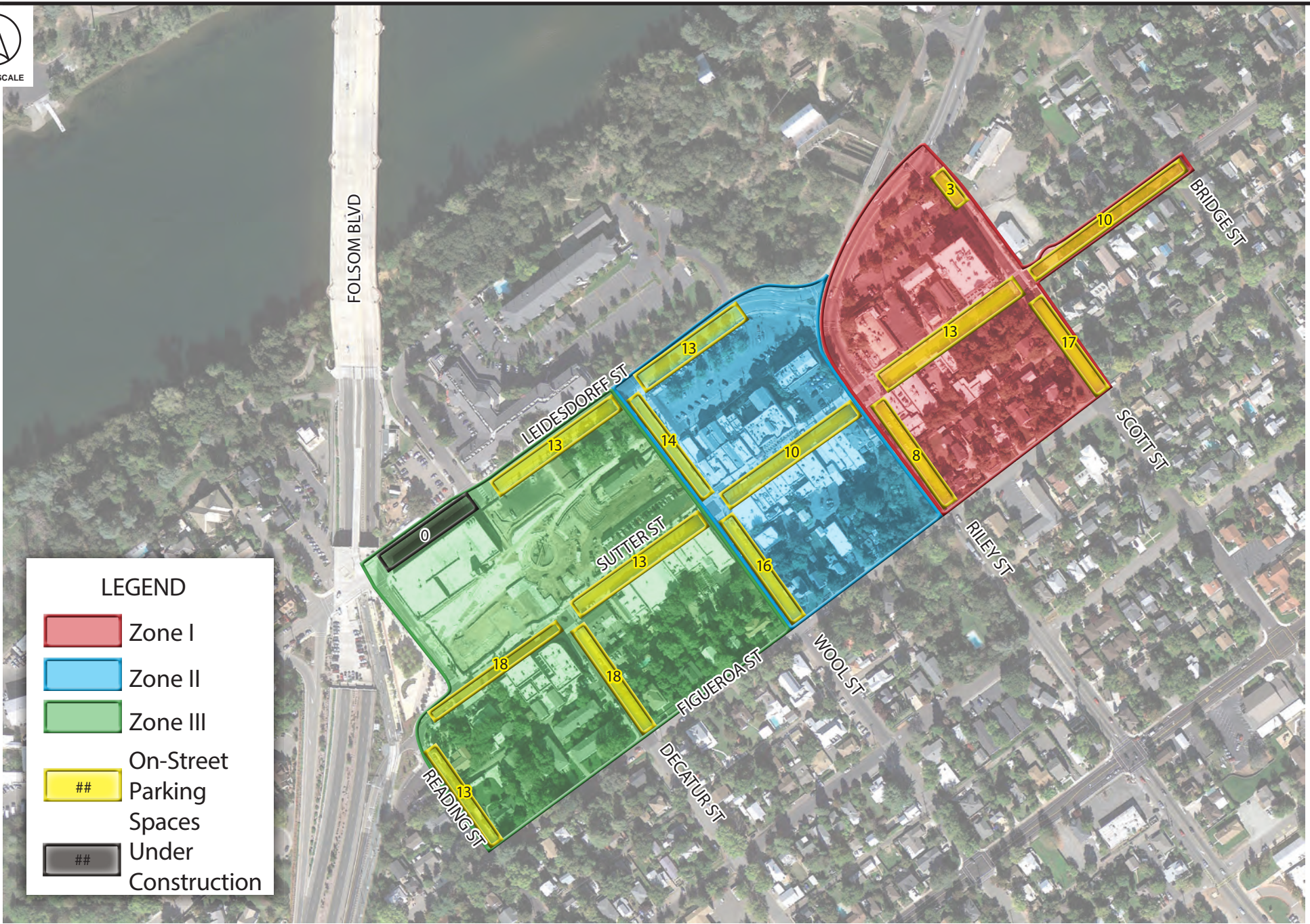
- Zone I
- Zone II
- Zone III

Lot / # Spaces

- A - Parking Garage
- B - Riley/Scott Lot
- C - Scalzi Garage
- D - Leidesdorff/Gold Lake Lot
- E - Sutter/Wool Lot
- F - Trader Lane Lot

Note: The source of this figure is Figure 2 per *Technical Memorandum #1 - Historic District Parking Implementation Plan Update*, October 18, 2018.

Historic Sutter Mixed-Use Building Project



Note: The source of this figure is Figure 3 per *Technical Memorandum #1 - Historic District Parking Implementation Plan Update*, October 18, 2018.

To encourage proposed Project parking activities to remain within the Historic District, the following strategies are recommended:

- Offer incentives to employees for parking in the parking garage along Reading Street
- Provide freely available maps of the Historic District parking facilities to customers by adding information to the proposed Project website
- Remind customers not to park in residential areas and offer incentives to customers who park in the parking garage along Reading Street
- Direct customers and employees to the newly installed wayfinding signs for the parking garage
- Establish or contribute to a privately operated or coordinated trolley service between Historic District parking and the proposed Project site

Intersection Queuing Evaluation

Vehicle queuing for the study intersections was evaluated for Existing (2019) and Cumulative (2035) plus proposed Project conditions. For the queuing analysis, the anticipated vehicle queues for critical movements at these intersections were evaluated. The calculated vehicle queues were compared to actual or anticipated vehicle storage/segment lengths. Results of the queuing evaluation are presented in **Table 9** and **Table 10**.

Table 9 – Existing (2019) Intersection Queuing Evaluation Results for Select Locations

ID	Intersection	Movement	Available Storage (ft)	Existing (2019)		Existing (2019) plus Project	
				95th % Queue (ft)		95th % Queue (ft)	
				AM	PM	AM	PM
				Peak-Hour	Peak-Hour	Peak-Hour	Peak-Hour
1	Riley Street/Greenback Lane @ Folsom-Auburn Road	EBL	640	429	386	494	404
		EBT	1535	1664	321	1489	317
		EBR	500	646	180	644	186
		WBT	>1000	278	500	276	621
		NBL	550	437	583	508	582
		NBT	1590	497	1911	517	2004
		SBL	600	811	321	802	327
		SBT	1430	1799	332	1784	325
2	Riley St @ Scott St	SBL	215	196	142	181	147
		WBLR	325	97	128	96	135
3	Riley St @ Leidesdorff St	EBL	200	55	164	58	151
		SBT	360	128	215	124	295
		NBT	160	82	222	78	236
4	Riley St @ Sutter St	SBT	160	168	172	180	217
		NBT	1000	193	462	153	551

Note: **Bold** text represents queue length that exceeds available storage capacity.

Table 10 – Cumulative (2035) Intersection Queuing Evaluation Results for Select Locations

ID	Intersection	Movement	Available Storage (ft)	Cumulative (2035)		Cumulative (2035) plus Project	
				95th % Queue (ft)		95th % Queue (ft)	
				AM	PM	AM	PM
				Peak-Hour	Peak-Hour	Peak-Hour	Peak-Hour
1	Riley Street/Greenback Lane @ Folsom-Auburn Road	EBL	640	537	968	710	955
		EBT	1535	1260	2052	1512	2051
		EBR	500	617	722	618	726
		WBT	>1000	395	385	398	371
		NBL	550	638	591	683	589
		NBT	1590	2054	2211	2103	2238
		SBL	600	805	775	787	736
		SBT	1430	1457	1882	1543	1818
2	Riley St @ Scott St	SBL	215	186	287	244	291
		WBLR	325	133	164	134	156
3	Riley St @ Leidesdorff St	EBL	200	55	217	48	228
		SBT	360	156	401	485	393
		NBLT	160	222	236	266	233
4	Riley St @ Sutter St	SBT	160	20	232	259	219
		NBT	1000	40	567	702	547

Note: **Bold** text represents queue length that exceeds available storage capacity.

CONCLUSIONS

Based upon the analysis documented in this report, the following conclusions are offered:

- The proposed Project is estimated to generate 418 total new weekday trips, with 35 new trips and 38 new trips occurring during the weekday AM and PM peak-hour periods, respectively.
- The addition of the proposed Project does not result in any significant impacts.
- The proposed Project is estimated to generate demand for 43 to 76 parking spaces during a typical weekday. In addition, the proposed Project is estimated to generate demand for 18 to 51 parking spaces during a typical weekend day.
 - It is anticipated that the proposed Project parking demand will be satisfied by existing off- and on-street parking supply documented to be available within the Historic District.
- Excess parking demand should be diverted to existing off- and on-street parking supply within the Historic District to avoid parking in residential areas adjacent to the Project site. This strategy may be accomplished by the following actions:
 - Offer incentives to employees for parking in the parking garage along Reading Street
 - Provide freely available maps of the Historic District parking facilities to customers by adding information to the proposed Project website
 - Remind customers not to park in residential areas and offer incentives to customers who park in the parking garage along Reading Street
 - Direct customers and employees to the newly installed wayfinding signs for the parking garage
 - Establish or contribute to a privately operated or coordinated trolley service between Historic District parking and the proposed Project site.

Appendix A:

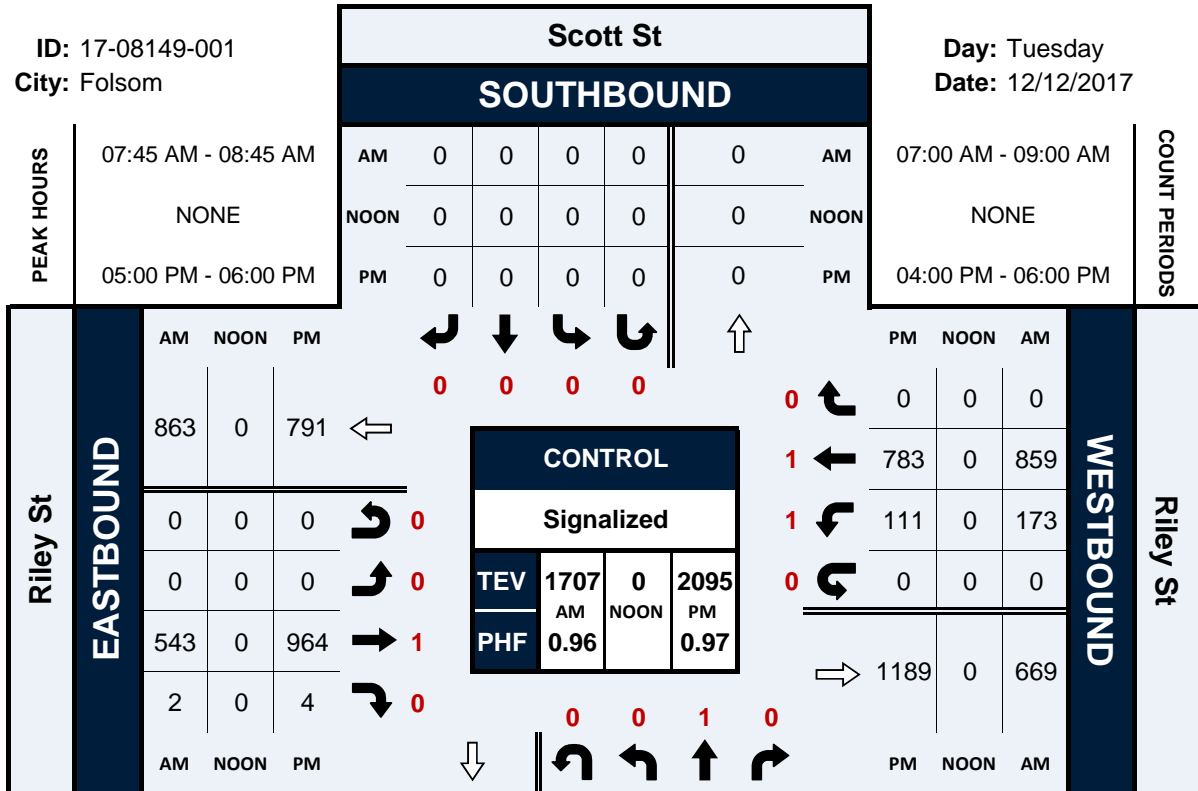
Traffic Count Data Sheets

Scott St & Riley St

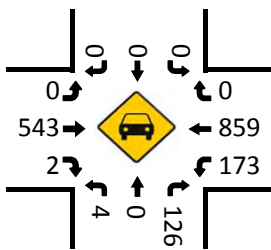
Peak Hour Turning Movement Count

ID: 17-08149-001
City: Folsom

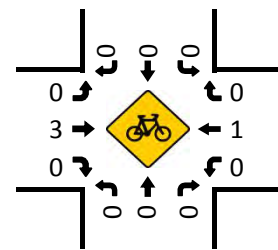
Day: Tuesday
Date: 12/12/2017



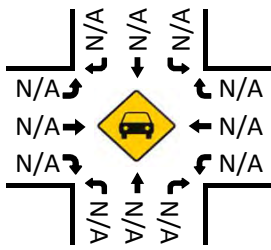
Total Vehicles (AM)



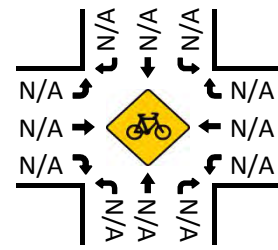
Bikes (AM)



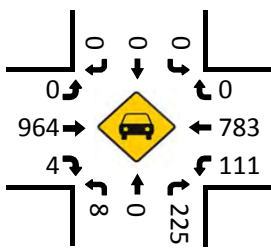
Total Vehicles (Noon)



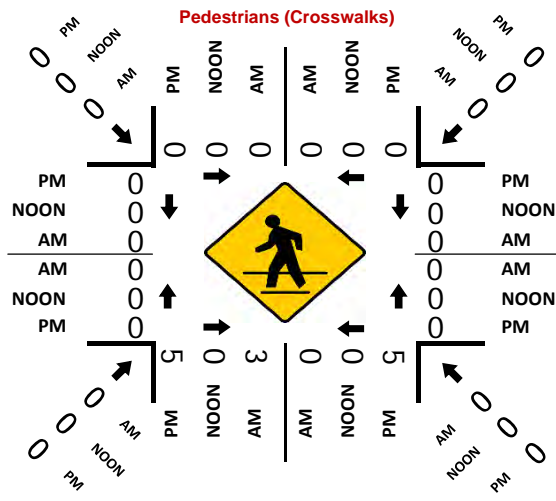
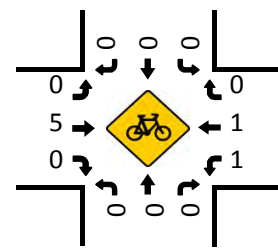
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

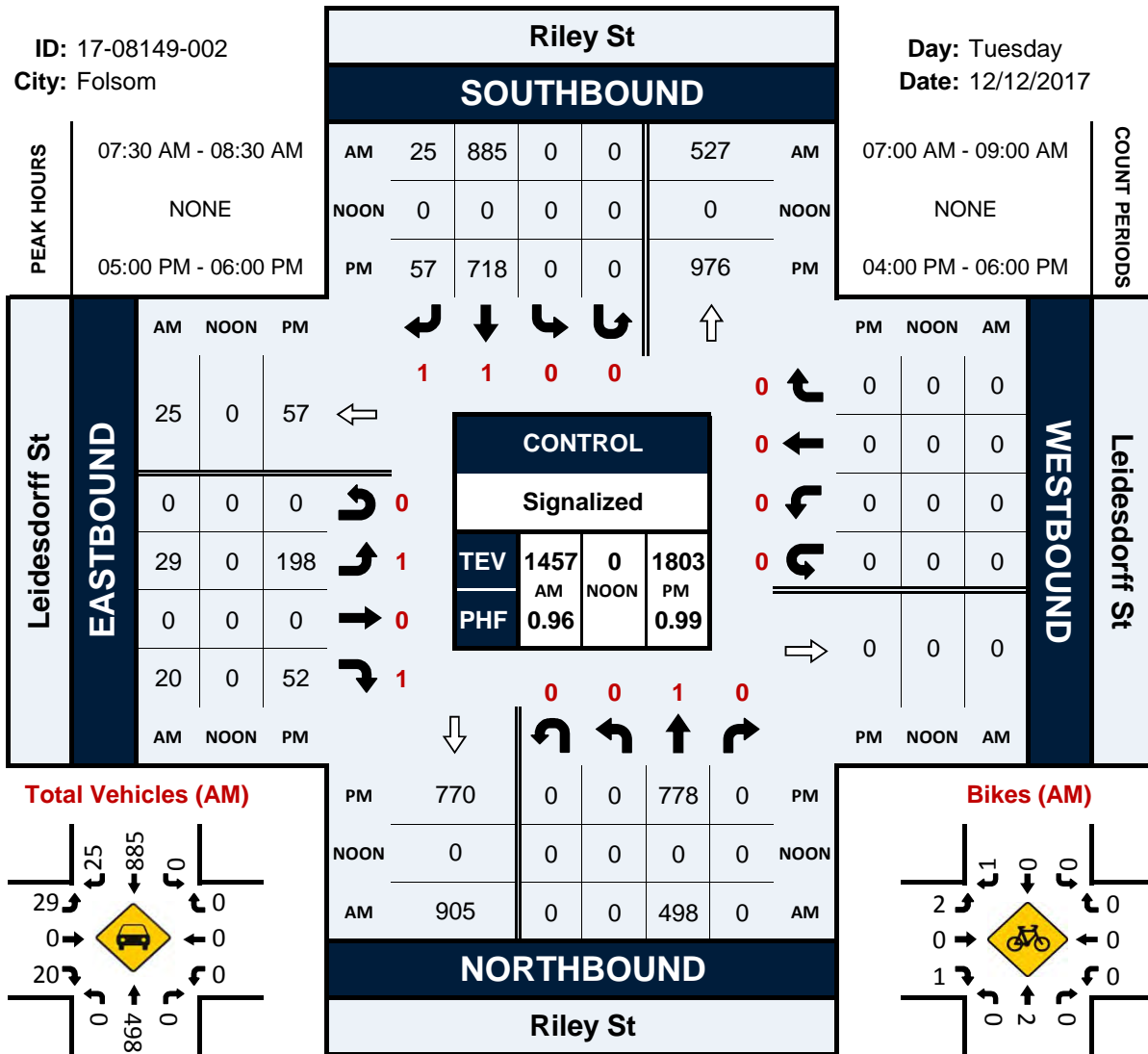


Riley St & Leidesdorff St

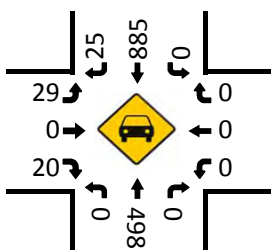
Peak Hour Turning Movement Count

ID: 17-08149-002
City: Folsom

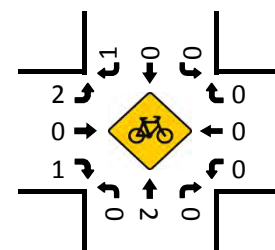
Day: Tuesday
Date: 12/12/2017



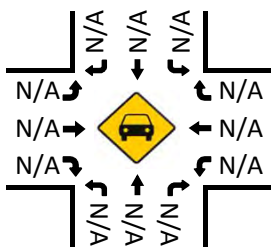
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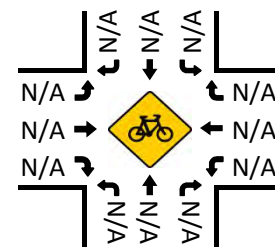
Bikes (AM)



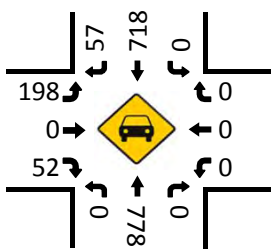
Total Vehicles (Noon)



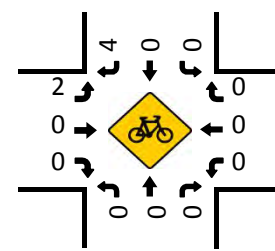
Bikes (NOON)



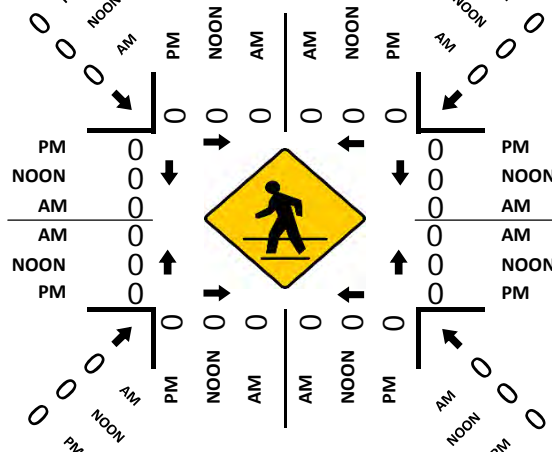
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

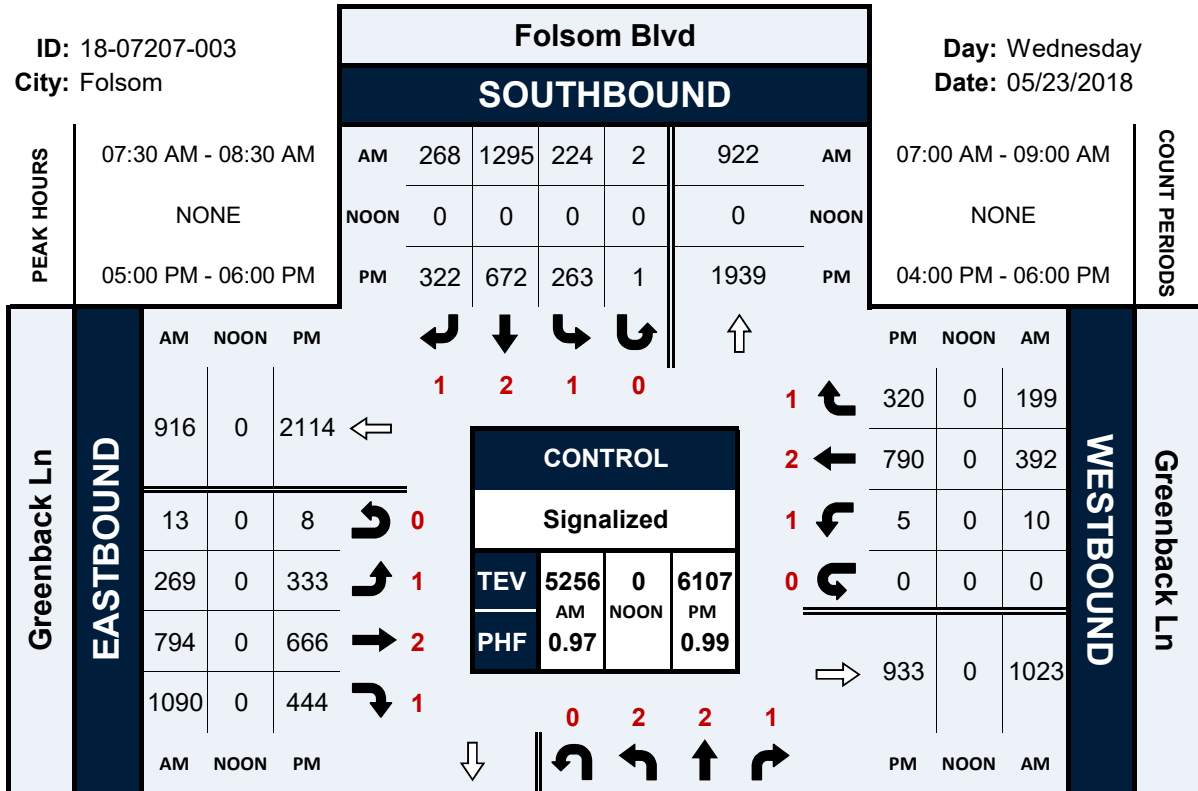


Folsom Blvd & Greenback Ln

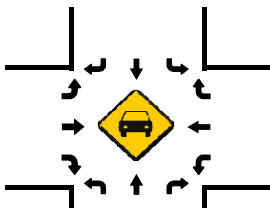
Peak Hour Turning Movement Count

ID: 18-07207-003
City: Folsom

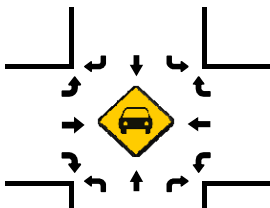
Day: Wednesday
Date: 05/23/2018



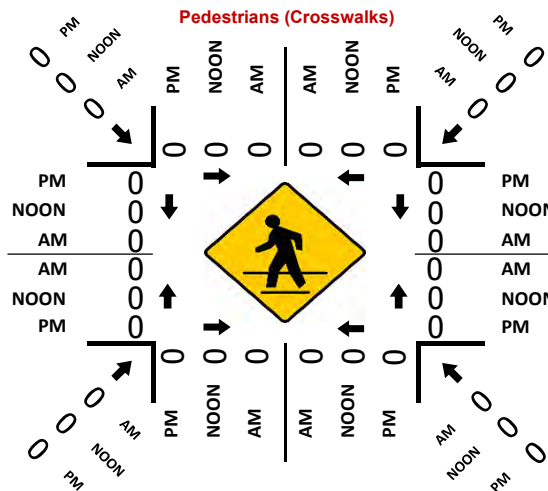
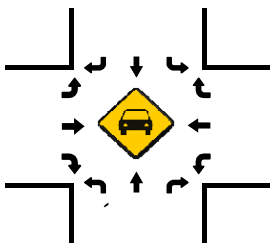
Total Vehicles (AM)



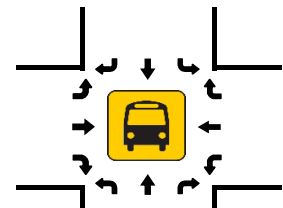
Total Vehicles (NOON)



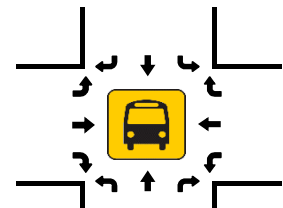
Total Vehicles (PM)



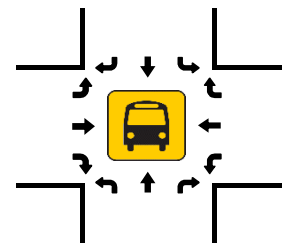
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)

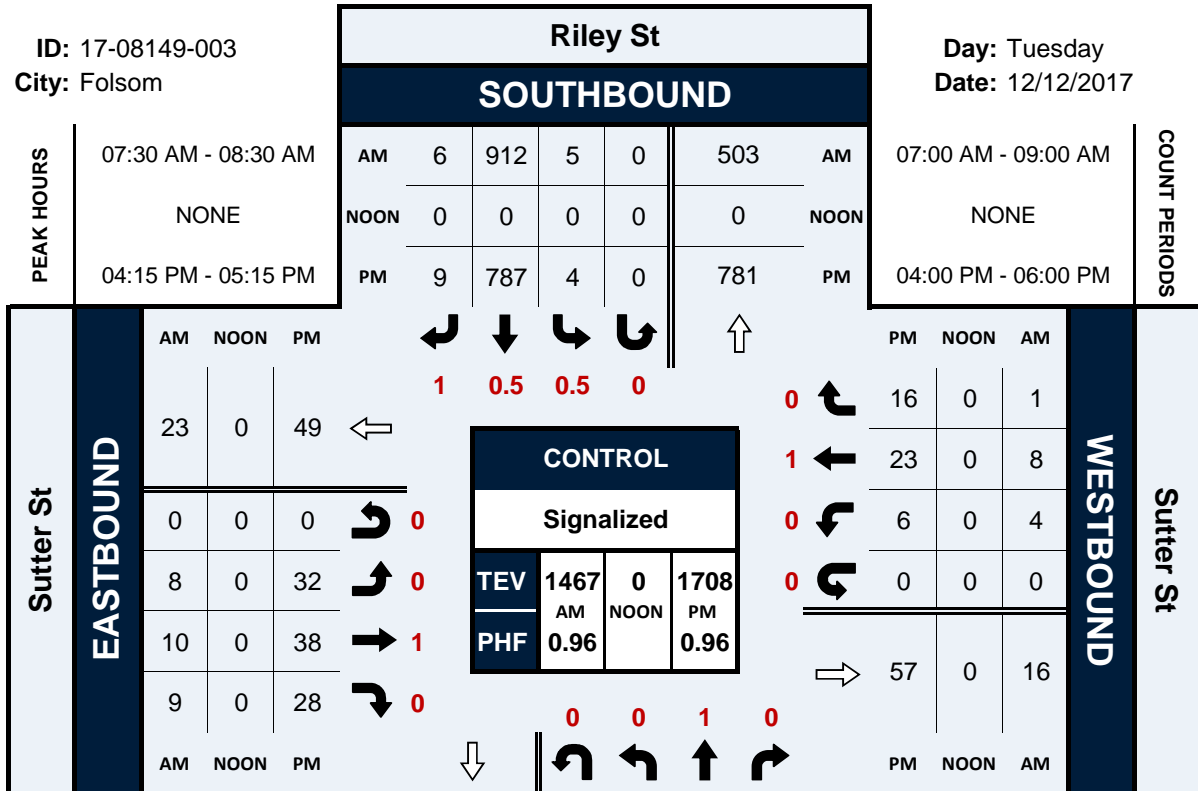


Riley St & Sutter St

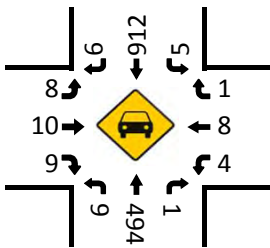
Peak Hour Turning Movement Count

ID: 17-08149-003
City: Folsom

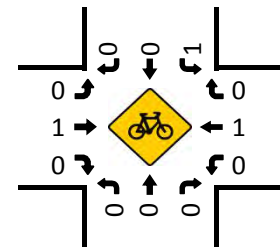
Day: Tuesday
Date: 12/12/2017



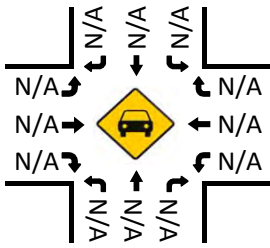
Total Vehicles (AM)



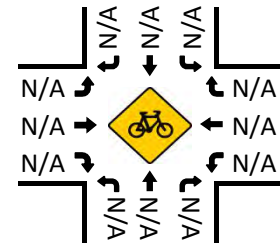
Bikes (AM)



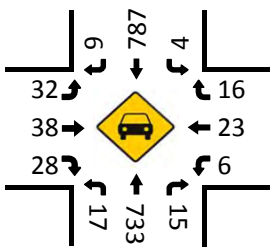
Total Vehicles (Noon)



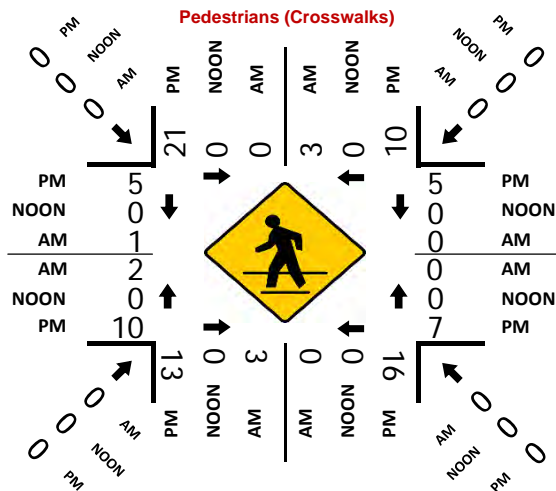
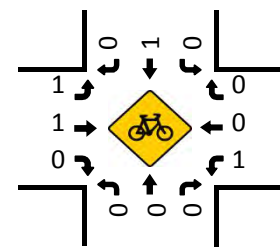
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

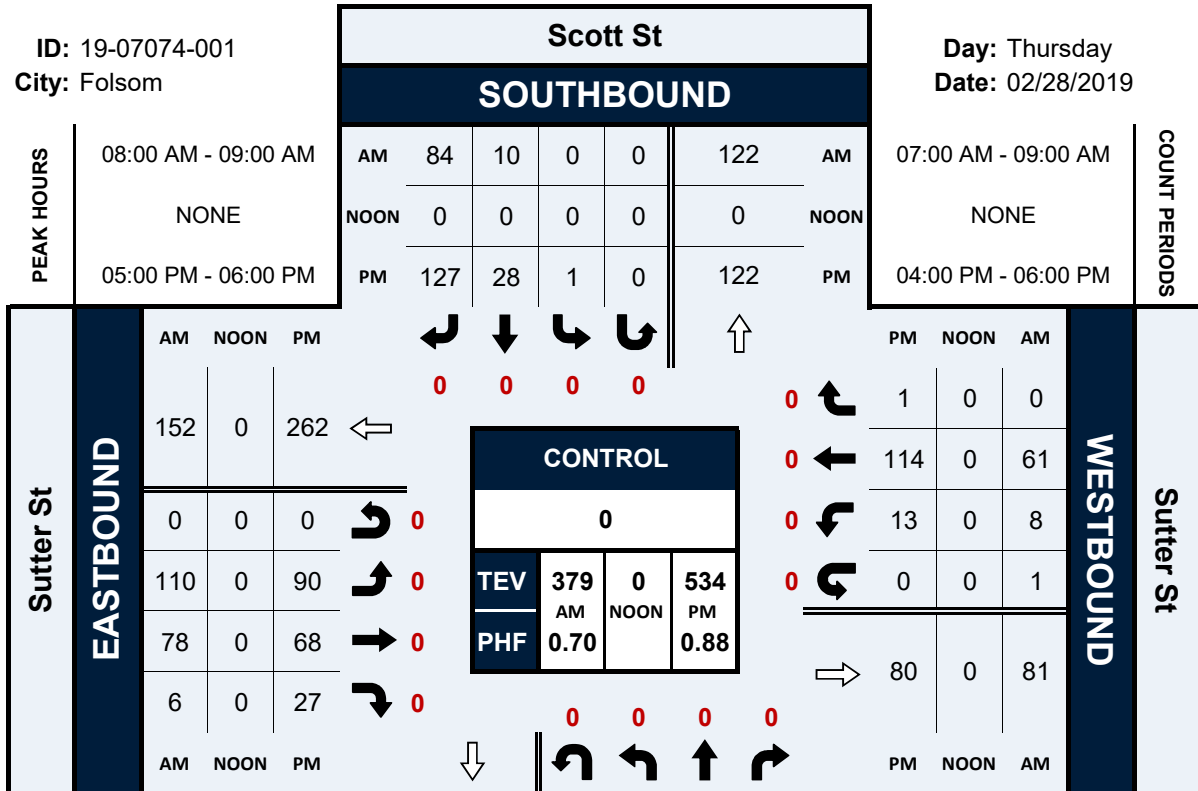


Scott St & Sutter St

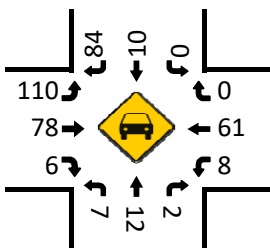
Peak Hour Turning Movement Count

ID: 19-07074-001
City: Folsom

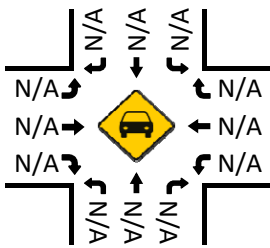
Day: Thursday
Date: 02/28/2019



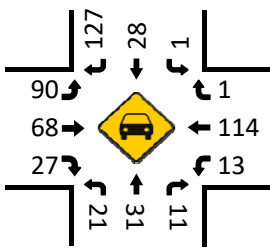
Total Vehicles (AM)



Total Vehicles (Noon)



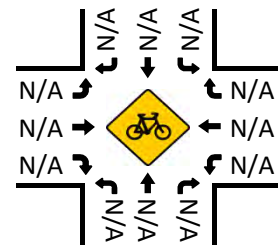
Total Vehicles (PM)



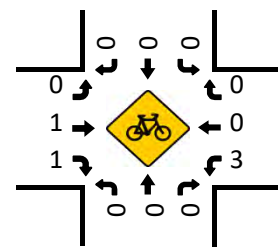
Bikes (AM)



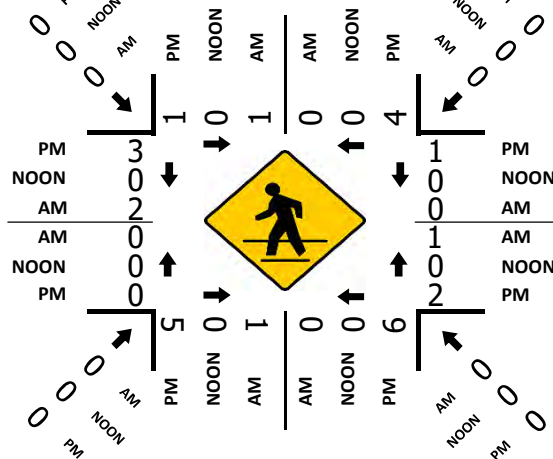
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



Appendix B:

*Analysis Worksheets for
Existing (2019) Conditions*

5: Scott St & Sutter St

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Traffic Vol, veh/h	109	82	4	1	9	59	0	8	9	3	0	8
Future Vol, veh/h	109	82	4	1	9	59	0	8	9	3	0	8
Peak Hour Factor	0.74	0.74	0.74	0.60	0.60	0.60	0.60	0.71	0.71	0.71	0.73	0.73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	111	5	2	15	98	0	11	13	4	0	11
Number of Lanes	0	1	0	0	0	1	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	8.4	8.2	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	56%	13%	0%
Vol Thru, %	45%	42%	87%	9%
Vol Right, %	15%	2%	0%	91%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	195	69	91
LT Vol	8	109	9	0
Through Vol	9	82	60	8
RT Vol	3	4	0	83
Lane Flow Rate	28	264	115	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.33	0.147	0.149
Departure Headway (Hd)	4.951	4.507	4.598	4.298
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	722	798	780	834
Service Time	2.988	2.534	2.629	2.326
HCM Lane V/C Ratio	0.039	0.331	0.147	0.15
HCM Control Delay	8.2	9.8	8.4	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	1.4	0.5	0.5

5: Scott St & Sutter St**Intersection**

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations

Traffic Vol, veh/h 83

Future Vol, veh/h 83

Peak Hour Factor 0.73

Heavy Vehicles, % 2

Mvmt Flow 114

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:30	7:30	7:30	7:30	7:30	7:30	7:30
End Time	8:45	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5528	5441	5327	5311	5397	5291	5387
Vehs Exited	5436	5450	5371	5360	5391	5279	5409
Starting Vehs	233	233	283	325	250	268	296
Ending Vehs	325	224	239	276	256	280	274
Denied Entry Before	1	2	61	6	2	3	3
Denied Entry After	152	1	359	213	83	191	10
Travel Distance (mi)	3739	3742	3685	3635	3710	3655	3680
Travel Time (hr)	353.6	266.3	571.3	461.4	337.6	376.2	276.3
Total Delay (hr)	258.2	170.6	477.0	368.8	242.9	282.0	182.6
Total Stops	8471	7566	7921	8167	7574	8238	7391
Fuel Used (gal)	201.1	179.6	248.4	223.5	195.4	202.4	180.2

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:30	7:30	7:30	7:30
End Time	8:45	8:45	8:45	8:45
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	5357	5220	5470	5371
Vehs Exited	5369	5307	5386	5374
Starting Vehs	277	310	201	264
Ending Vehs	265	223	285	262
Denied Entry Before	1	1	0	7
Denied Entry After	149	256	34	145
Travel Distance (mi)	3691	3641	3717	3689
Travel Time (hr)	377.1	414.0	277.8	371.1
Total Delay (hr)	282.8	320.6	182.7	276.8
Total Stops	7911	7686	6812	7770
Fuel Used (gal)	203.8	210.1	181.2	202.6

Interval #0 Information Seeding

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1317	1345	1331	1175	1302	1252	1269
Vehs Exited	1320	1305	1336	1262	1285	1271	1320
Starting Vehs	233	233	283	325	250	268	296
Ending Vehs	230	273	278	238	267	249	245
Denied Entry Before	1	2	61	6	2	3	3
Denied Entry After	18	1	170	158	5	34	17
Travel Distance (mi)	888	901	929	846	890	881	892
Travel Time (hr)	63.0	55.9	97.8	88.5	66.2	64.3	61.2
Total Delay (hr)	40.4	33.1	74.0	66.8	43.4	41.5	38.5
Total Stops	1727	1602	1866	1868	1782	1880	1583
Fuel Used (gal)	43.1	41.1	52.3	47.2	43.3	42.8	42.1

Interval #1 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1344	1235	1304	1288
Vehs Exited	1356	1307	1316	1308
Starting Vehs	277	310	201	264
Ending Vehs	265	238	189	248
Denied Entry Before	1	1	0	7
Denied Entry After	1	58	2	45
Travel Distance (mi)	932	888	908	895
Travel Time (hr)	69.6	79.1	47.7	69.3
Total Delay (hr)	45.9	56.1	24.2	46.4
Total Stops	1853	2040	1391	1760
Fuel Used (gal)	45.6	46.1	38.8	44.3

Interval #2 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1534	1491	1427	1471	1459	1489	1485
Vehs Exited	1453	1427	1375	1404	1405	1370	1407
Starting Vehs	230	273	278	238	267	249	245
Ending Vehs	311	337	330	305	321	368	323
Denied Entry Before	18	1	170	158	5	34	17
Denied Entry After	91	45	377	219	97	114	16
Travel Distance (mi)	995	984	948	965	988	966	957
Travel Time (hr)	86.0	82.2	146.0	113.7	87.3	102.0	70.8
Total Delay (hr)	60.6	57.0	121.6	89.2	62.1	77.2	46.4
Total Stops	2351	2398	2324	2066	2114	2533	2042
Fuel Used (gal)	51.2	50.2	62.9	57.3	51.3	54.3	46.2

Interval #2 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1456	1456	1443	1470
Vehs Exited	1379	1395	1401	1401
Starting Vehs	265	238	189	248
Ending Vehs	342	299	231	315
Denied Entry Before	1	58	2	45
Denied Entry After	141	170	87	135
Travel Distance (mi)	950	962	946	966
Travel Time (hr)	93.6	100.8	65.0	94.7
Total Delay (hr)	69.2	76.4	41.0	70.1
Total Stops	2393	2052	1730	2200
Fuel Used (gal)	51.6	53.4	45.0	52.3

Interval #3 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1343	1308	1269	1341	1302	1279	1312
Vehs Exited	1356	1412	1335	1378	1370	1357	1366
Starting Vehs	311	337	330	305	321	368	323
Ending Vehs	298	233	264	268	253	290	269
Denied Entry Before	91	45	377	219	97	114	16
Denied Entry After	103	2	366	242	112	141	4
Travel Distance (mi)	943	959	901	927	920	922	926
Travel Time (hr)	97.0	77.8	171.0	129.3	95.3	104.3	73.7
Total Delay (hr)	72.9	53.1	148.0	105.7	71.8	80.7	50.2
Total Stops	2188	2038	1834	2041	1893	1979	1892
Fuel Used (gal)	52.9	48.5	68.2	59.5	51.2	53.4	46.7

Interval #3 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1270	1317	1322	1307
Vehs Exited	1343	1332	1338	1358
Starting Vehs	342	299	231	315
Ending Vehs	269	284	215	262
Denied Entry Before	141	170	87	135
Denied Entry After	161	177	130	143
Travel Distance (mi)	919	909	922	925
Travel Time (hr)	110.3	111.2	84.6	105.4
Total Delay (hr)	86.8	88.2	61.1	81.8
Total Stops	1890	1780	1712	1925
Fuel Used (gal)	54.5	54.9	49.0	53.9

Interval #4 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1334	1297	1300	1324	1334	1271	1321
Vehs Exited	1307	1306	1325	1316	1331	1281	1316
Starting Vehs	298	233	264	268	253	290	269
Ending Vehs	325	224	239	276	256	280	274
Denied Entry Before	103	2	366	242	112	141	4
Denied Entry After	152	1	359	213	83	191	10
Travel Distance (mi)	914	899	907	897	913	886	906
Travel Time (hr)	107.6	50.5	156.5	129.9	88.9	105.4	70.6
Total Delay (hr)	84.3	27.5	133.4	107.1	65.6	82.6	47.6
Total Stops	2205	1528	1897	2192	1785	1846	1874
Fuel Used (gal)	54.0	39.8	65.0	59.4	49.7	52.0	45.2

Interval #4 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1287	1212	1401	1307
Vehs Exited	1291	1273	1331	1309
Starting Vehs	269	284	215	262
Ending Vehs	265	223	285	262
Denied Entry Before	161	177	130	143
Denied Entry After	149	256	34	145
Travel Distance (mi)	889	883	941	903
Travel Time (hr)	103.6	122.8	80.6	101.6
Total Delay (hr)	81.0	99.9	56.4	78.5
Total Stops	1775	1814	1979	1888
Fuel Used (gal)	52.0	55.7	48.4	52.1

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.2	2.4	5.6	8.4	0.0	0.0	0.0	0.2	0.0	0.0	0.1	11.2
Denied Del/Veh (s)	38.4	30.5	25.8	29.6	0.0	0.0	0.0	3.0	0.2	2.8	203.8	170.1
Total Delay (hr)	0.3	5.2	11.4	21.7	0.3	6.1	0.8	10.5	7.6	0.0	0.1	12.0
Total Del/Veh (s)	66.2	66.0	51.9	76.1	106.1	48.9	12.1	136.4	56.9	6.8	194.1	182.7
Vehicles Entered	15	278	776	1008	10	440	233	256	465	8	2	222
Vehicles Exited	15	273	776	1003	10	441	234	271	472	7	2	222
Hourly Exit Rate	15	273	776	1003	10	441	234	271	472	7	2	222
Input Volume	16	277	790	1014	9	426	235	257	460	6	3	235
% of Volume	94	98	98	99	108	104	100	106	103	112	67	94
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	1
Denied Entry After	0	2	8	11	0	0	0	0	0	0	0	15

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	57.5	14.3	99.8
Denied Del/Veh (s)	169.6	173.1	68.3
Total Delay (hr)	63.9	11.9	151.7
Total Del/Veh (s)	192.0	148.8	103.1
Vehicles Entered	1133	275	5121
Vehicles Exited	1127	270	5123
Hourly Exit Rate	1127	270	5123
Input Volume	1224	294	5246
% of Volume	92	92	98
Denied Entry Before	5	1	7
Denied Entry After	87	22	145

2: Riley St/Greenback Ln & Scott St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.4	1.0	0.0	1.8	0.6	3.8
Total Del/Veh (s)	52.5	1.1	10.6	6.2	2.9	36.5	2.6	7.8
Vehicles Entered	3	3	123	568	2	170	854	1723
Vehicles Exited	3	3	123	568	2	171	854	1724
Hourly Exit Rate	3	3	123	568	2	171	854	1724
Input Volume	4	3	126	553	2	173	870	1731
% of Volume	71	100	98	103	100	99	98	100
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

3: Riley St & Leidesdorff St Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.3	0.5	0.0	1.2
Total Del/Veh (s)	39.5	9.2	1.9	2.3	2.2	2.9
Vehicles Entered	26	12	537	820	33	1428
Vehicles Exited	26	12	537	821	32	1428
Hourly Exit Rate	26	12	537	821	32	1428
Input Volume	26	13	522	838	34	1432
% of Volume	100	91	103	98	96	100
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

4: Riley St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.2	0.3	0.0	0.1	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.6	0.0	0.0	0.7	0.0
Total Del/Veh (s)	38.2	38.5	13.6	42.1	3.4	4.6	16.2	4.2	2.7	5.8	3.0	0.5
Vehicles Entered	8	14	9	3	144	1	12	527	2	5	836	6
Vehicles Exited	8	14	9	3	144	1	12	527	2	5	835	6
Hourly Exit Rate	8	14	9	3	144	1	12	527	2	5	835	6
Input Volume	9	13	10	5	144	1	11	511	2	5	851	5
% of Volume	86	108	92	63	100	100	107	103	100	95	98	114
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

4: Riley St & Sutter St Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.8
Total Del/Veh (s)	4.2
Vehicles Entered	1567
Vehicles Exited	1566
Hourly Exit Rate	1566
Input Volume	1568
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

5: Scott St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.6
Total Del/Veh (s)	5.5	6.8	3.6	3.4	4.8	5.3	4.6	6.1	3.1	2.3	4.5	4.8
Vehicles Entered	107	82	5	1	8	59	8	8	3	91	81	453
Vehicles Exited	107	82	5	1	8	59	8	8	3	91	81	453
Hourly Exit Rate	107	82	5	1	8	59	8	8	3	91	81	453
Input Volume	109	82	4	1	9	59	8	9	3	92	83	459
% of Volume	98	100	118	80	89	100	100	86	92	99	97	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

6: External Performance by approach

Approach	SE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Vehicles Entered	21	21
Vehicles Exited	21	21
Hourly Exit Rate	21	21
Input Volume	21	21
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

12: External Performance by approach

Approach	SW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Vehicles Entered	32	32
Vehicles Exited	32	32
Hourly Exit Rate	32	32
Input Volume	34	34
% of Volume	96	96
Denied Entry Before	0	0
Denied Entry After	0	0

15: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.9	0.9
Total Del/Veh (s)	3.2	3.2
Vehicles Entered	981	981
Vehicles Exited	978	978
Hourly Exit Rate	978	978
Input Volume	975	975
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

18: Bend Performance by approach

Approach	EB	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.9	0.2	3.1
Total Del/Veh (s)	10.2	0.9	6.5
Vehicles Entered	1012	682	1694
Vehicles Exited	1012	683	1695
Hourly Exit Rate	1012	683	1695
Input Volume	1032	669	1701
% of Volume	98	102	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

19: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	2.5	2.5
Vehicles Entered	967	967
Vehicles Exited	971	971
Hourly Exit Rate	971	971
Input Volume	964	964
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

27: Bend Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	3.3	0.1	3.3
Total Del/Veh (s)	11.7	0.3	7.1
Vehicles Entered	1006	683	1689
Vehicles Exited	1012	682	1694
Hourly Exit Rate	1012	682	1694
Input Volume	1032	669	1701
% of Volume	98	102	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

28: Bend Performance by approach

Approach	SE	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1
Total Del/Veh (s)	1.1	0.9	1.0
Vehicles Entered	173	115	288
Vehicles Exited	173	115	288
Hourly Exit Rate	173	115	288
Input Volume	175	118	293
% of Volume	99	97	98
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

29: Bend Performance by approach

Approach	WB	NE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	3.3	0.1	1.5
Vehicles Entered	32	38	70
Vehicles Exited	32	38	70
Hourly Exit Rate	32	38	70
Input Volume	34	39	73
% of Volume	96	97	96
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

30: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.0	0.0
Vehicles Entered	26	26
Vehicles Exited	25	25
Hourly Exit Rate	25	25
Input Volume	24	24
% of Volume	102	102
Denied Entry Before	0	0
Denied Entry After	0	0

31: External Performance by approach

Approach	SE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.8	0.8
Vehicles Entered	848	848
Vehicles Exited	847	847
Hourly Exit Rate	847	847
Input Volume	865	865
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

32: Bend Performance by approach

Approach	EB	SW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	1.0	0.8
Vehicles Entered	31	26	57
Vehicles Exited	31	26	57
Hourly Exit Rate	31	26	57
Input Volume	32	24	56
% of Volume	97	106	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

49: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	3.3	3.8
Total Del/Veh (s)	2.3	11.7	8.0
Vehicles Entered	681	1012	1693
Vehicles Exited	682	1013	1695
Hourly Exit Rate	682	1013	1695
Input Volume	669	1032	1701
% of Volume	102	98	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

53: External Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	2.2	2.2
Vehicles Entered	87	87
Vehicles Exited	86	86
Hourly Exit Rate	86	86
Input Volume	86	86
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

60: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	5.7	5.7
Total Del/Veh (s)	9.6	9.6
Vehicles Entered	2139	2139
Vehicles Exited	2131	2131
Hourly Exit Rate	2131	2131
Input Volume	2247	2247
% of Volume	95	95
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance

Denied Delay (hr)	99.9
Denied Del/Veh (s)	65.2
Total Delay (hr)	176.9
Total Del/Veh (s)	113.0
Vehicles Entered	5371
Vehicles Exited	5374
Hourly Exit Rate	5374
Input Volume	21178
% of Volume	25
Denied Entry Before	7
Denied Entry After	145

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	UL	T	T	R	L	T	T	R	L	L	T	T
Maximum Queue (ft)	491	1359	1410	525	102	296	294	182	449	477	601	561
Average Queue (ft)	273	702	857	474	15	172	178	81	190	228	232	206
95th Queue (ft)	429	1544	1664	646	59	273	278	141	405	437	497	455
Link Distance (ft)		1535	1535			434	434				1592	1592
Upstream Blk Time (%)		3	8									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	700			500	100			400	550	550		
Storage Blk Time (%)		0	0	26		35			1	3	0	1
Queuing Penalty (veh)		0	5	105		3			2	7	0	0

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	NB	SB	SB	SB	SB
Directions Served	R	UL	T	T	R
Maximum Queue (ft)	52	624	1432	1425	275
Average Queue (ft)	4	450	1325	1317	194
95th Queue (ft)	37	811	1797	1799	378
Link Distance (ft)			1430	1430	
Upstream Blk Time (%)			42	46	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)	300	600			250
Storage Blk Time (%)		0	55	62	0
Queuing Penalty (veh)		1	132	183	3

Intersection: 2: Riley St/Greenback Ln & Scott St

Movement	WB	NB	SB	SB	B49	B18	B27	B27
Directions Served	LR	TR	L	T	T	T	T	
Maximum Queue (ft)	126	283	216	426	64	279	453	272
Average Queue (ft)	55	99	114	54	4	158	74	13
95th Queue (ft)	97	218	196	254	80	320	315	137
Link Distance (ft)	142	373		728	861	192	434	434
Upstream Blk Time (%)	0	0		0		9	0	0
Queuing Penalty (veh)	0	0		2		98	2	0
Storage Bay Dist (ft)			200					
Storage Blk Time (%)			2	0				
Queuing Penalty (veh)			21	0				

Intersection: 3: Riley St & Leidesdorff St

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	72	33	139	184
Average Queue (ft)	22	10	21	43
95th Queue (ft)	55	32	82	128
Link Distance (ft)	174		186	373
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		200		
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 4: Riley St & Sutter St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	85	53	322	194	12
Average Queue (ft)	27	12	66	68	0
95th Queue (ft)	65	41	193	168	6
Link Distance (ft)	375	411	519	186	186
Upstream Blk Time (%)			0	1	
Queuing Penalty (veh)			0	2	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Scott St & Sutter St

Movement	EB	WB	NB	SB
Directions Served	LTR	ULTR	LTR	LTR
Maximum Queue (ft)	94	64	43	118
Average Queue (ft)	51	32	16	46
95th Queue (ft)	81	59	44	92
Link Distance (ft)	411	182	215	107
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 569

5: Scott St & Sutter St

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕			↕
Traffic Vol, veh/h	62	62	18	4	81	0	1	19	33	9	0	22
Future Vol, veh/h	62	62	18	4	81	0	1	19	33	9	0	22
Peak Hour Factor	0.62	0.62	0.62	0.63	0.63	0.63	0.74	0.74	0.74	0.74	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	100	100	29	6	129	0	1	26	45	12	0	27
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1
Approach	EB			WB			NB					SB
Opposing Approach	WB			EB			SB					NB
Opposing Lanes	1			1			1					1
Conflicting Approach Left	SB			NB			EB					WB
Conflicting Lanes Left	1			1			1					1
Conflicting Approach Right	NB			SB			WB					EB
Conflicting Lanes Right	1			1			1					1
HCM Control Delay	9.8			9			8.7					8.7
HCM LOS	A			A			A					A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	44%	5%	0%
Vol Thru, %	54%	44%	95%	15%
Vol Right, %	15%	13%	0%	85%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	142	85	151
LT Vol	19	62	4	0
Through Vol	34	62	81	22
RT Vol	9	18	0	129
Lane Flow Rate	84	229	135	184
Geometry Grp	1	1	1	1
Degree of Util (X)	0.116	0.301	0.181	0.225
Departure Headway (Hd)	5	4.726	4.838	4.4
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	712	756	737	812
Service Time	3.061	2.778	2.897	2.451
HCM Lane V/C Ratio	0.118	0.303	0.183	0.227
HCM Control Delay	8.7	9.8	9	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.3	0.7	0.9

5: Scott St & Sutter St

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations

Traffic Vol, veh/h 129

Future Vol, veh/h 129

Peak Hour Factor 0.82

Heavy Vehicles, % 2

Mvmt Flow 157

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	4904	4828	5026	4948	4831	4822	4929
Vehs Exited	4909	4845	4967	4939	4820	4872	4885
Starting Vehs	238	263	246	219	250	257	229
Ending Vehs	233	246	305	228	261	207	273
Denied Entry Before	271	214	294	162	229	164	227
Denied Entry After	1654	1596	1552	1378	1555	1481	1458
Travel Distance (mi)	3476	3427	3518	3473	3422	3444	3442
Travel Time (hr)	1247.2	1181.0	1257.4	1031.8	1142.7	1064.2	1110.3
Total Delay (hr)	1154.1	1089.2	1163.5	939.2	1051.1	971.9	1018.6
Total Stops	6423	5947	6210	6272	6214	5967	6004
Fuel Used (gal)	394.2	376.0	397.5	343.5	368.4	350.2	361.1

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	4843	4834	4748	4868
Vehs Exited	4823	4914	4767	4873
Starting Vehs	219	318	230	245
Ending Vehs	239	238	211	243
Denied Entry Before	180	97	165	199
Denied Entry After	1581	1515	1539	1531
Travel Distance (mi)	3431	3477	3393	3450
Travel Time (hr)	1137.5	1110.4	1118.6	1140.1
Total Delay (hr)	1045.5	1017.1	1027.3	1047.7
Total Stops	6158	6887	6388	6247
Fuel Used (gal)	366.7	363.3	362.5	368.3

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1164	1188	1172	1169	1178	1168	1223
Vehs Exited	1179	1205	1188	1158	1196	1198	1211
Starting Vehs	238	263	246	219	250	257	229
Ending Vehs	223	246	230	230	232	227	241
Denied Entry Before	271	214	294	162	229	164	227
Denied Entry After	605	547	652	416	471	425	461
Travel Distance (mi)	835	864	848	827	847	866	875
Travel Time (hr)	166.7	157.9	176.4	129.4	151.7	131.1	146.7
Total Delay (hr)	144.3	135.0	153.5	107.5	129.3	108.0	123.4
Total Stops	1376	1442	1325	1412	1414	1423	1657
Fuel Used (gal)	64.4	62.6	66.6	55.7	61.1	56.9	60.9

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1191	1155	1145	1179
Vehs Exited	1138	1221	1142	1184
Starting Vehs	219	318	230	245
Ending Vehs	272	252	233	235
Denied Entry Before	180	97	165	199
Denied Entry After	462	431	476	494
Travel Distance (mi)	842	861	836	850
Travel Time (hr)	143.4	137.1	138.0	147.9
Total Delay (hr)	120.9	113.9	115.6	125.1
Total Stops	1433	1960	1430	1489
Fuel Used (gal)	58.7	58.6	57.9	60.3

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1354	1267	1316	1334	1325	1318	1291
Vehs Exited	1287	1279	1309	1327	1282	1283	1272
Starting Vehs	223	246	230	230	232	227	241
Ending Vehs	290	234	237	237	275	262	260
Denied Entry Before	605	547	652	416	471	425	461
Denied Entry After	1055	1012	1061	811	937	844	928
Travel Distance (mi)	885	868	896	895	880	885	860
Travel Time (hr)	282.1	256.3	279.4	219.5	240.2	221.5	232.3
Total Delay (hr)	258.3	232.8	255.4	195.6	216.5	197.7	209.3
Total Stops	1888	1579	1600	1821	1677	1678	1472
Fuel Used (gal)	92.4	85.2	91.7	78.1	82.2	78.5	79.8

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1280	1299	1254	1302
Vehs Exited	1293	1260	1250	1284
Starting Vehs	272	252	233	235
Ending Vehs	259	291	237	254
Denied Entry Before	462	431	476	494
Denied Entry After	963	910	952	946
Travel Distance (mi)	874	883	860	879
Travel Time (hr)	241.6	235.6	245.8	245.4
Total Delay (hr)	218.0	211.8	222.3	221.8
Total Stops	1628	1813	1847	1698
Fuel Used (gal)	82.4	81.6	83.5	83.6

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1206	1211	1254	1207	1179	1148	1174
Vehs Exited	1263	1206	1222	1212	1142	1168	1191
Starting Vehs	290	234	237	237	275	262	260
Ending Vehs	233	239	269	232	312	242	243
Denied Entry Before	1055	1012	1061	811	937	844	928
Denied Entry After	1324	1289	1348	1156	1239	1200	1222
Travel Distance (mi)	897	854	878	875	842	833	848
Travel Time (hr)	363.2	348.7	367.3	305.6	338.1	317.2	333.7
Total Delay (hr)	339.4	325.9	344.1	281.9	315.5	294.8	311.1
Total Stops	1697	1581	1665	1598	1543	1409	1377
Fuel Used (gal)	111.3	106.5	111.7	96.7	103.8	98.4	102.8

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1170	1136	1210	1189
Vehs Exited	1190	1184	1234	1199
Starting Vehs	259	291	237	254
Ending Vehs	239	243	213	244
Denied Entry Before	963	910	952	946
Denied Entry After	1263	1251	1234	1252
Travel Distance (mi)	847	846	875	859
Travel Time (hr)	338.6	333.1	333.3	337.9
Total Delay (hr)	315.9	310.4	309.9	314.9
Total Stops	1531	1537	1740	1566
Fuel Used (gal)	104.2	102.6	103.3	104.1

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1180	1162	1284	1238	1149	1188	1241
Vehs Exited	1180	1155	1248	1242	1200	1223	1211
Starting Vehs	233	239	269	232	312	242	243
Ending Vehs	233	246	305	228	261	207	273
Denied Entry Before	1324	1289	1348	1156	1239	1200	1222
Denied Entry After	1654	1596	1552	1378	1555	1481	1458
Travel Distance (mi)	860	840	895	876	854	859	859
Travel Time (hr)	435.2	418.1	434.2	377.3	412.7	394.4	397.4
Total Delay (hr)	412.1	395.5	410.5	354.2	389.8	371.5	374.7
Total Stops	1462	1345	1620	1441	1580	1457	1498
Fuel Used (gal)	126.0	121.6	127.5	113.0	121.3	116.4	117.5

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1202	1244	1139	1203
Vehs Exited	1202	1249	1141	1205
Starting Vehs	239	243	213	244
Ending Vehs	239	238	211	243
Denied Entry Before	1263	1251	1234	1252
Denied Entry After	1581	1515	1539	1531
Travel Distance (mi)	868	888	822	862
Travel Time (hr)	414.0	404.6	401.5	408.9
Total Delay (hr)	390.6	381.0	379.5	385.9
Total Stops	1566	1577	1371	1487
Fuel Used (gal)	121.4	120.5	117.9	120.3

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.2	0.1	0.3	0.0	0.2	0.0	380.0	498.2	9.3	0.0	0.2
Denied Del/Veh (s)	2.5	2.3	0.4	2.3	0.6	0.7	0.2	1403.0	1408.8	1456.1	2.7	2.2
Total Delay (hr)	0.2	4.9	4.8	0.9	0.4	13.2	1.5	78.4	11.3	0.1	0.1	3.7
Total Del/Veh (s)	66.0	63.9	29.5	7.0	113.2	56.3	15.7	705.3	97.8	33.7	48.7	52.6
Vehicles Entered	11	266	574	468	12	824	347	323	410	8	6	245
Vehicles Exited	11	266	572	469	12	826	348	323	407	8	6	245
Hourly Exit Rate	11	266	572	469	12	826	348	323	407	8	6	245
Input Volume	10	269	571	470	12	828	347	892	1157	20	7	246
% of Volume	107	99	100	100	98	100	100	36	35	40	83	99
Denied Entry Before	0	0	0	0	0	0	0	88	109	2	0	0
Denied Entry After	0	0	0	0	0	0	0	652	863	15	0	0

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	888.6
Denied Del/Veh (s)	0.2	2.2	533.2
Total Delay (hr)	7.3	2.1	128.7
Total Del/Veh (s)	40.7	21.9	100.5
Vehicles Entered	640	336	4470
Vehicles Exited	641	335	4469
Hourly Exit Rate	641	335	4469
Input Volume	635	339	5804
% of Volume	101	99	77
Denied Entry Before	0	0	199
Denied Entry After	0	0	1530

2: Riley St/Greenback Ln & Scott St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.2	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	7.7	3.8	0.0	0.0	0.2	0.0	0.4
Total Delay (hr)	0.0	1.2	4.5	0.0	1.0	0.8	7.5
Total Del/Veh (s)	25.9	19.1	17.0	11.5	33.8	3.8	13.2
Vehicles Entered	3	219	947	4	107	757	2037
Vehicles Exited	3	220	946	4	107	757	2037
Hourly Exit Rate	3	220	946	4	107	757	2037
Input Volume	5	221	945	4	110	762	2047
% of Volume	60	99	100	100	97	99	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	1	0	0	0	0	1

3: Riley St & Leidesdorff St Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.1
Total Delay (hr)	1.4	0.1	2.0	1.2	0.0	4.7
Total Del/Veh (s)	30.8	9.6	8.9	6.1	2.8	9.6
Vehicles Entered	158	49	793	712	47	1759
Vehicles Exited	158	49	793	712	47	1759
Hourly Exit Rate	158	49	793	712	47	1759
Input Volume	148	47	801	720	45	1760
% of Volume	107	105	99	99	105	100
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

4: Riley St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.0	1.6	1.4	1.6	0.0	0.0	0.0
Total Delay (hr)	0.3	0.3	0.2	0.1	0.3	0.0	0.1	3.9	0.1	0.0	1.0	0.0
Total Del/Veh (s)	34.2	32.3	18.2	42.2	5.7	18.9	27.8	18.7	16.0	26.2	4.9	1.5
Vehicles Entered	32	35	33	5	215	7	13	738	14	2	753	8
Vehicles Exited	32	35	33	5	215	7	14	740	14	2	753	8
Hourly Exit Rate	32	35	33	5	215	7	14	740	14	2	753	8
Input Volume	32	36	33	5	218	7	14	748	12	4	757	8
% of Volume	99	97	99	95	99	104	98	99	114	50	99	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

4: Riley St & Sutter St Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.6
Total Delay (hr)	6.3
Total Del/Veh (s)	12.2
Vehicles Entered	1855
Vehicles Exited	1858
Hourly Exit Rate	1858
Input Volume	1875
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

5: Scott St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBU	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1		0.1	0.1	0.1	0.4	0.2	0.2
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.7
Total Del/Veh (s)	6.0	7.4	4.3	4.9	5.7		5.0	6.2	3.0	8.1	5.1	5.8
Vehicles Entered	59	61	19	3	80	0	21	30	9	20	126	428
Vehicles Exited	59	61	19	3	80	0	21	31	9	20	126	429
Hourly Exit Rate	59	61	19	3	80	0	21	31	9	20	126	429
Input Volume	62	62	18	4	81	1	19	33	9	22	129	439
% of Volume	96	99	107	80	99	0	109	94	100	92	97	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

6: External Performance by approach

Approach	SE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Vehicles Entered	42	42
Vehicles Exited	42	42
Hourly Exit Rate	42	42
Input Volume	44	44
% of Volume	95	95
Denied Entry Before	0	0
Denied Entry After	0	0

15: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.9	0.9
Total Del/Veh (s)	3.2	3.2
Vehicles Entered	1027	1027
Vehicles Exited	1023	1023
Hourly Exit Rate	1023	1023
Input Volume	1780	1780
% of Volume	57	57
Denied Entry Before	0	0
Denied Entry After	0	0

16: External Performance by approach

Approach	SW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Vehicles Entered	47	47
Vehicles Exited	47	47
Hourly Exit Rate	47	47
Input Volume	45	45
% of Volume	105	105
Denied Entry Before	0	0
Denied Entry After	0	0

18: Bend Performance by approach

Approach	EB	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.0	0.4	1.3
Total Del/Veh (s)	4.2	1.2	2.5
Vehicles Entered	827	1132	1959
Vehicles Exited	827	1133	1960
Hourly Exit Rate	827	1133	1960
Input Volume	837	1135	1972
% of Volume	99	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

19: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.5	1.5
Total Del/Veh (s)	3.6	3.6
Vehicles Entered	1496	1496
Vehicles Exited	1498	1498
Hourly Exit Rate	1498	1498
Input Volume	2069	2069
% of Volume	72	72
Denied Entry Before	0	0
Denied Entry After	0	0

27: Bend Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.2	0.3	1.5
Total Del/Veh (s)	5.2	1.1	2.8
Vehicles Entered	826	1133	1959
Vehicles Exited	827	1133	1960
Hourly Exit Rate	827	1133	1960
Input Volume	837	1135	1972
% of Volume	99	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

28: Bend Performance by approach

Approach	SE	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1
Total Del/Veh (s)	1.0	1.7	1.3
Vehicles Entered	110	90	200
Vehicles Exited	110	90	200
Hourly Exit Rate	110	90	200
Input Volume	114	95	208
% of Volume	97	95	96
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

29: Bend Performance by approach

Approach	WB	NE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.2
Total Delay (hr)	0.0	0.0	0.1
Total Del/Veh (s)	3.3	0.5	1.0
Vehicles Entered	47	206	253
Vehicles Exited	47	206	253
Hourly Exit Rate	47	206	253
Input Volume	45	195	240
% of Volume	105	106	106
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

31: External Performance by approach

Approach	SE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.9	0.9
Vehicles Entered	787	787
Vehicles Exited	786	786
Hourly Exit Rate	786	786
Input Volume	794	794
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

32: External Performance by approach

Approach	SW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.4	1.4
Vehicles Entered	51	51
Vehicles Exited	51	51
Hourly Exit Rate	51	51
Input Volume	54	54
% of Volume	95	95
Denied Entry Before	0	0
Denied Entry After	0	0

49: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.2	1.6	2.8
Total Del/Veh (s)	3.8	6.7	5.1
Vehicles Entered	1133	827	1960
Vehicles Exited	1132	828	1960
Hourly Exit Rate	1132	828	1960
Input Volume	1135	837	1972
% of Volume	100	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

53: External Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	2.1	2.1
Vehicles Entered	70	70
Vehicles Exited	70	70
Hourly Exit Rate	70	70
Input Volume	71	71
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

60: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.1	2.1
Total Del/Veh (s)	6.6	6.6
Vehicles Entered	1122	1122
Vehicles Exited	1124	1124
Hourly Exit Rate	1124	1124
Input Volume	1118	1118
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance

Denied Delay (hr)	889.2
Denied Del/Veh (s)	500.3
Total Delay (hr)	158.5
Total Del/Veh (s)	111.6
Vehicles Entered	4868
Vehicles Exited	4873
Hourly Exit Rate	4873
Input Volume	24264
% of Volume	20
Denied Entry Before	199
Denied Entry After	1531

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B27	B27	B18	NB
Directions Served	UL	T	T	R	L	T	T	R	T	T	T	L
Maximum Queue (ft)	420	357	330	233	112	497	509	425	76	101	14	562
Average Queue (ft)	253	212	153	51	18	343	353	185	6	8	1	554
95th Queue (ft)	386	321	299	180	65	484	500	416	51	61	15	583
Link Distance (ft)		1535	1535			434	434		192	192	861	
Upstream Blk Time (%)						3	3	0	0	0		
Queuing Penalty (veh)						16	19	0	0	1		
Storage Bay Dist (ft)	700			500	100			400				550
Storage Blk Time (%)						54	5	0				10
Queuing Penalty (veh)						7	18	1				60

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	UL	T	T	R
Maximum Queue (ft)	575	1626	1614	174	364	374	393	275
Average Queue (ft)	573	1612	1561	9	195	224	205	148
95th Queue (ft)	578	1622	1911	81	321	332	328	277
Link Distance (ft)		1592	1592			1430	1430	
Upstream Blk Time (%)		92	31					
Queuing Penalty (veh)		0	0					
Storage Bay Dist (ft)	550			300	600			250
Storage Blk Time (%)	82	0	8	0			2	1
Queuing Penalty (veh)	478	2	2	0			8	4

Intersection: 2: Riley St/Greenback Ln & Scott St

Movement	WB	B28	NB	SB	SB	B18	B27
Directions Served	LR	T	TR	L	T	T	T
Maximum Queue (ft)	153	10	389	178	279	158	108
Average Queue (ft)	87	0	268	75	82	23	6
95th Queue (ft)	128	8	453	142	205	99	94
Link Distance (ft)	117	121	373		728	192	434
Upstream Blk Time (%)	2		4			0	0
Queuing Penalty (veh)	3		37			1	0
Storage Bay Dist (ft)				200			
Storage Blk Time (%)				0	0		
Queuing Penalty (veh)				3	0		

Intersection: 3: Riley St & Leidesdorff St

Movement	EB	EB	B29	NB	SB
Directions Served	L	R	T	T	T
Maximum Queue (ft)	197	132	6	206	247
Average Queue (ft)	95	32	0	113	116
95th Queue (ft)	164	82	6	222	215
Link Distance (ft)	174		733	186	373
Upstream Blk Time (%)	1	0		3	
Queuing Penalty (veh)	0	0		28	
Storage Bay Dist (ft)		200			
Storage Blk Time (%)	1	0			0
Queuing Penalty (veh)	0	0			0

Intersection: 4: Riley St & Sutter St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	147	98	502	201	31
Average Queue (ft)	62	35	221	81	2
95th Queue (ft)	116	78	462	172	14
Link Distance (ft)	403	415	520	186	186
Upstream Blk Time (%)			3	1	
Queuing Penalty (veh)			0	2	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Scott St & Sutter St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	ULTR	LTR
Maximum Queue (ft)	96	67	65	131
Average Queue (ft)	45	36	30	60
95th Queue (ft)	76	60	57	110
Link Distance (ft)	415	194	227	121
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 690

Appendix C:

*Analysis Worksheets for
Existing (2019) plus Proposed Project Conditions*

5: Scott St & Sutter St

Intersection												
Intersection Delay, s/veh	9.1											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Traffic Vol, veh/h	115	83	5	1	9	60	0	9	9	3	0	8
Future Vol, veh/h	115	83	5	1	9	60	0	9	9	3	0	8
Peak Hour Factor	0.74	0.74	0.74	0.60	0.60	0.60	0.60	0.71	0.71	0.71	0.73	0.73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	155	112	7	2	15	100	0	13	13	4	0	11
Number of Lanes	0	1	0	0	0	1	0	0	1	0	0	1
Approach	EB	WB			NB			SB				
Opposing Approach	WB	EB			SB			NB				
Opposing Lanes	1	1			1			1				
Conflicting Approach Left	SB	NB			EB			WB				
Conflicting Lanes Left	1	1			1			1				
Conflicting Approach Right	NB	SB			WB			EB				
Conflicting Lanes Right	1	1			1			1				
HCM Control Delay	9.9	8.5			8.2			8.1				
HCM LOS	A	A			A			A				
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	43%	57%	13%	0%								
Vol Thru, %	43%	41%	87%	9%								
Vol Right, %	14%	2%	0%	91%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	21	203	70	92								
LT Vol	9	115	9	0								
Through Vol	9	83	61	8								
RT Vol	3	5	0	84								
Lane Flow Rate	30	274	117	126								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.041	0.344	0.15	0.152								
Departure Headway (Hd)	4.995	4.518	4.621	4.33								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	715	796	776	828								
Service Time	3.034	2.546	2.652	2.359								
HCM Lane V/C Ratio	0.042	0.344	0.151	0.152								
HCM Control Delay	8.2	9.9	8.5	8.1								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.1	1.5	0.5	0.5								

5: Scott St & Sutter St**Intersection**

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations

Traffic Vol, veh/h 84

Future Vol, veh/h 84

Peak Hour Factor 0.73

Heavy Vehicles, % 2

Mvmt Flow 115

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:30	7:30	7:30	7:30	7:30	7:30	7:30
End Time	8:45	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5441	5397	5130	5340	5318	5315	5387
Vehs Exited	5357	5359	5192	5380	5292	5254	5373
Starting Vehs	198	215	304	269	216	216	301
Ending Vehs	282	253	242	229	242	277	315
Travel Distance (mi)	3729	3697	3603	3680	3649	3604	3639
Travel Time (hr)	319.1	313.0	611.9	355.6	353.5	281.4	363.4
Total Delay (hr)	223.1	218.1	519.2	261.6	259.5	189.5	270.7
Total Stops	7811	7648	8614	7723	7757	7367	8103
Fuel Used (gal)	189.6	188.4	255.2	198.6	196.7	179.4	201.6

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:30	7:30	7:30	7:30
End Time	8:45	8:45	8:45	8:45
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	5485	5321	5371	5349
Vehs Exited	5436	5361	5406	5341
Starting Vehs	227	294	295	248
Ending Vehs	276	254	260	262
Travel Distance (mi)	3751	3683	3699	3673
Travel Time (hr)	323.2	472.5	373.7	376.7
Total Delay (hr)	227.2	378.3	279.2	282.6
Total Stops	7807	7787	7930	7855
Fuel Used (gal)	193.6	225.6	203.5	203.2

Interval #0 Information Seeding

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1275	1312	1296	1267	1299	1193	1255
Vehs Exited	1270	1320	1333	1319	1259	1232	1291
Starting Vehs	198	215	304	269	216	216	301
Ending Vehs	203	207	267	217	256	177	265
Travel Distance (mi)	886	911	921	895	887	844	883
Travel Time (hr)	47.6	50.2	99.9	67.4	60.6	45.1	72.0
Total Delay (hr)	24.7	27.0	76.0	44.5	37.8	23.6	49.3
Total Stops	1447	1496	2395	1660	1811	1275	1830
Fuel Used (gal)	38.3	39.4	52.9	43.6	41.6	36.9	44.3

Interval #1 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1346	1248	1283	1277
Vehs Exited	1342	1282	1326	1296
Starting Vehs	227	294	295	248
Ending Vehs	231	260	252	231
Travel Distance (mi)	927	881	909	894
Travel Time (hr)	56.3	82.4	74.7	65.6
Total Delay (hr)	32.6	59.8	51.4	42.7
Total Stops	1613	1748	1831	1709
Fuel Used (gal)	42.6	47.1	46.3	43.3

Interval #2 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1580	1522	1369	1447	1432	1600	1452
Vehs Exited	1413	1361	1234	1376	1358	1440	1425
Starting Vehs	203	207	267	217	256	177	265
Ending Vehs	370	368	402	288	330	337	292
Travel Distance (mi)	979	966	889	948	943	997	944
Travel Time (hr)	74.6	75.9	133.0	90.5	83.7	69.5	86.3
Total Delay (hr)	49.7	50.9	110.2	66.3	59.5	44.0	62.1
Total Stops	2351	2371	2346	2212	2236	2155	2139
Fuel Used (gal)	47.2	47.2	58.6	51.1	49.1	47.2	50.4

Interval #2 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1492	1470	1474	1484
Vehs Exited	1395	1392	1416	1380
Starting Vehs	231	260	252	231
Ending Vehs	328	338	310	332
Travel Distance (mi)	971	971	974	958
Travel Time (hr)	80.5	117.3	93.2	90.5
Total Delay (hr)	55.6	92.2	68.2	65.9
Total Stops	2231	2325	2370	2273
Fuel Used (gal)	48.9	57.2	51.8	50.9

Interval #3 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1231	1249	1188	1331	1244	1265	1337
Vehs Exited	1334	1341	1313	1352	1333	1316	1338
Starting Vehs	370	368	402	288	330	337	292
Ending Vehs	267	276	277	267	241	286	291
Travel Distance (mi)	921	906	899	926	901	886	919
Travel Time (hr)	102.2	91.9	186.4	103.8	102.8	83.9	102.2
Total Delay (hr)	78.4	68.5	163.3	80.2	79.4	61.3	78.9
Total Stops	2108	1904	2161	1922	1845	2045	2116
Fuel Used (gal)	52.5	50.7	71.4	53.5	52.4	47.9	53.5

Interval #3 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1286	1258	1326	1266
Vehs Exited	1331	1326	1356	1333
Starting Vehs	328	338	310	332
Ending Vehs	283	270	280	267
Travel Distance (mi)	924	903	929	911
Travel Time (hr)	97.7	138.4	99.2	110.8
Total Delay (hr)	73.8	115.3	75.5	87.5
Total Stops	1905	1851	1915	1975
Fuel Used (gal)	51.8	60.8	52.4	54.7

Interval #4 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1355	1314	1277	1295	1343	1257	1343
Vehs Exited	1340	1337	1312	1333	1342	1266	1319
Starting Vehs	267	276	277	267	241	286	291
Ending Vehs	282	253	242	229	242	277	315
Travel Distance (mi)	943	914	894	910	918	878	893
Travel Time (hr)	94.7	95.0	192.6	93.9	106.4	82.9	102.9
Total Delay (hr)	70.4	71.6	169.7	70.6	82.8	60.6	80.4
Total Stops	1905	1877	1712	1929	1865	1892	2018
Fuel Used (gal)	51.6	51.2	72.3	50.4	53.6	47.3	53.4

Interval #4 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1361	1345	1288	1318
Vehs Exited	1368	1361	1308	1330
Starting Vehs	283	270	280	267
Ending Vehs	276	254	260	262
Travel Distance (mi)	929	928	888	910
Travel Time (hr)	88.7	134.5	106.6	109.8
Total Delay (hr)	65.1	110.9	84.0	86.6
Total Stops	2058	1863	1814	1896
Fuel Used (gal)	50.3	60.5	53.1	54.4

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.4	0.9	1.5	0.0	0.0	0.0	0.2	0.0	0.0	0.2	13.5
Denied Del/Veh (s)	5.5	5.3	4.2	5.4	0.0	0.0	0.0	3.0	0.2	2.9	308.9	205.8
Total Delay (hr)	0.3	5.4	12.3	17.8	0.3	5.8	0.8	13.1	8.1	0.0	0.1	12.0
Total Del/Veh (s)	65.0	68.0	54.7	62.4	95.7	48.0	12.1	166.3	62.9	7.4	217.6	190.8

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	69.3	16.6	102.8
Denied Del/Veh (s)	203.4	200.3	70.1
Total Delay (hr)	66.0	12.2	154.3
Total Del/Veh (s)	203.4	156.9	105.7

2: Riley St/Greenback Ln & Scott St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.4	1.0	0.0	1.8	0.6	3.7
Total Del/Veh (s)	51.4	0.9	10.3	6.3	2.2	36.6	2.5	7.8

3: Riley St & Leidesdorff St Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.3	0.6	0.0	1.2
Total Del/Veh (s)	39.0	9.7	1.9	2.4	2.3	3.0

4: Riley St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.3	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.0	0.1	0.1	0.0	0.0	0.5	0.0	0.0	0.9	0.0
Total Del/Veh (s)	40.2	37.4	17.5	38.0	3.0	10.9	13.6	3.3	3.7	5.9	3.8	0.6

4: Riley St & Sutter St Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.0
Total Del/Veh (s)	4.5

5: Scott St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.2
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.5
Total Del/Veh (s)	3.8	4.5	2.8	2.7	4.6	5.4	4.7	5.6	3.2	2.3	4.6	4.0

Total Network Performance

Denied Delay (hr)	102.8
Denied Del/Veh (s)	67.0
Total Delay (hr)	179.8
Total Del/Veh (s)	115.5

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	UL	T	T	R	L	T	T	R	L	L	T	T
Maximum Queue (ft)	594	1305	1452	525	101	304	309	193	500	510	659	605
Average Queue (ft)	295	573	743	466	17	169	173	87	227	261	264	232
95th Queue (ft)	494	1275	1489	644	64	269	276	154	486	508	580	517
Link Distance (ft)		1535	1535			434	434				1592	1592
Upstream Blk Time (%)		1	4									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	700			500	100			400	550	550		
Storage Blk Time (%)		1	1	22		33			1	5	0	2
Queuing Penalty (veh)		3	16	89		3			2	12	1	0

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	NB	SB	SB	SB	SB
Directions Served	R	UL	T	T	R
Maximum Queue (ft)	22	625	1464	1464	275
Average Queue (ft)	3	444	1342	1334	201
95th Queue (ft)	14	802	1781	1784	383
Link Distance (ft)			1430	1430	
Upstream Blk Time (%)			45	49	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)	300	600			250
Storage Blk Time (%)		1	58	64	0
Queuing Penalty (veh)		4	138	188	3

Intersection: 2: Riley St/Greenback Ln & Scott St

Movement	WB	NB	SB	SB	B49	B18	B27	B27
Directions Served	LR	TR	L	T	T	T	T	
Maximum Queue (ft)	118	261	202	420	28	278	479	313
Average Queue (ft)	55	99	110	45	1	161	98	15
95th Queue (ft)	96	206	181	200	29	322	374	145
Link Distance (ft)	142	373		728	861	192	434	434
Upstream Blk Time (%)	0			0		10	1	0
Queuing Penalty (veh)	0			1		109	3	1
Storage Bay Dist (ft)			200					
Storage Blk Time (%)			2	0				
Queuing Penalty (veh)			13	0				

Intersection: 3: Riley St & Leidesdorff St

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	75	45	115	160
Average Queue (ft)	22	14	21	45
95th Queue (ft)	58	40	78	124
Link Distance (ft)	174		186	373
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		200		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Riley St & Sutter St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	84	65	211	195	15
Average Queue (ft)	31	20	63	83	1
95th Queue (ft)	70	53	153	180	8
Link Distance (ft)	375	251	519	186	186
Upstream Blk Time (%)				1	
Queuing Penalty (veh)				3	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Scott St & Sutter St

Movement	EB	WB	NB	SB
Directions Served	LTR	ULTR	LTR	LTR
Maximum Queue (ft)	82	69	38	108
Average Queue (ft)	53	35	16	46
95th Queue (ft)	80	59	43	90
Link Distance (ft)	104	182	215	107
Upstream Blk Time (%)	0			0
Queuing Penalty (veh)	0			0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 589

5: Scott St & Sutter St

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕			↕
Traffic Vol, veh/h	72	63	19	4	82	0	1	20	33	9	0	22
Future Vol, veh/h	72	63	19	4	82	0	1	20	33	9	0	22
Peak Hour Factor	0.62	0.62	0.62	0.63	0.63	0.63	0.74	0.74	0.74	0.74	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	116	102	31	6	130	0	1	27	45	12	0	27
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1
Approach	EB	WB			NB			SB				
Opposing Approach	WB	EB			SB			NB				
Opposing Lanes	1	1			1			1				
Conflicting Approach Left	SB	NB			EB			WB				
Conflicting Lanes Left	1	1			1			1				
Conflicting Approach Right	NB	SB			WB			EB				
Conflicting Lanes Right	1	1			1			1				
HCM Control Delay	10.1	9.1			8.8			8.9				
HCM LOS	B	A			A			A				

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	47%	5%	0%
Vol Thru, %	53%	41%	95%	14%
Vol Right, %	15%	12%	0%	86%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	154	86	152
LT Vol	20	72	4	0
Through Vol	34	63	82	22
RT Vol	9	19	0	130
Lane Flow Rate	85	248	137	185
Geometry Grp	1	1	1	1
Degree of Util (X)	0.12	0.328	0.185	0.23
Departure Headway (Hd)	5.064	4.749	4.876	4.458
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	702	753	730	801
Service Time	3.132	2.808	2.943	2.513
HCM Lane V/C Ratio	0.121	0.329	0.188	0.231
HCM Control Delay	8.8	10.1	9.1	8.9
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	1.4	0.7	0.9

5: Scott St & Sutter St**Intersection**

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations

Traffic Vol, veh/h 130

Future Vol, veh/h 130

Peak Hour Factor 0.82

Heavy Vehicles, % 2

Mvmt Flow 159

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	4827	4762	4902	4920	4847	4871	4874
Vehs Exited	4856	4786	4902	4938	4756	4871	4856
Starting Vehs	261	258	220	243	201	244	232
Ending Vehs	232	234	220	225	292	244	250
Travel Distance (mi)	3449	3377	3473	3483	3352	3445	3442
Travel Time (hr)	1047.4	1056.8	1146.5	1068.1	1069.3	1105.6	1212.9
Total Delay (hr)	955.2	966.2	1053.4	974.8	980.1	1013.4	1120.5
Total Stops	6347	5735	6785	6365	5833	6223	6614
Fuel Used (gal)	347.1	347.4	370.0	353.3	348.8	360.1	384.5

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	4844	4833	4837	4853
Vehs Exited	4819	4845	4830	4846
Starting Vehs	246	261	244	235
Ending Vehs	271	249	251	244
Travel Distance (mi)	3389	3482	3471	3436
Travel Time (hr)	1146.0	1171.8	1220.6	1124.5
Total Delay (hr)	1055.6	1078.0	1127.1	1032.4
Total Stops	6188	7502	7767	6533
Fuel Used (gal)	367.6	376.7	387.7	364.3

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1199	1150	1339	1173	1201	1199	1211
Vehs Exited	1215	1177	1251	1203	1173	1205	1139
Starting Vehs	261	258	220	243	201	244	232
Ending Vehs	245	231	308	213	229	238	304
Travel Distance (mi)	875	830	908	857	827	850	854
Travel Time (hr)	134.8	121.6	153.3	143.6	135.0	135.8	160.0
Total Delay (hr)	111.5	99.4	129.2	120.5	113.1	113.1	136.8
Total Stops	1797	1435	1852	1376	1417	1476	1697
Fuel Used (gal)	58.4	53.4	63.2	59.4	56.8	57.7	63.0

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1188	1193	1261	1214
Vehs Exited	1191	1196	1187	1194
Starting Vehs	246	261	244	235
Ending Vehs	243	258	318	253
Travel Distance (mi)	840	857	883	858
Travel Time (hr)	153.3	152.8	168.8	145.9
Total Delay (hr)	131.1	129.7	145.3	123.0
Total Stops	1431	1865	2163	1651
Fuel Used (gal)	61.5	62.1	66.1	60.2

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1299	1321	1286	1380	1333	1239	1282
Vehs Exited	1283	1288	1317	1337	1263	1236	1320
Starting Vehs	245	231	308	213	229	238	304
Ending Vehs	261	264	277	256	299	241	266
Travel Distance (mi)	875	903	902	928	878	852	884
Travel Time (hr)	220.2	220.3	238.3	227.0	230.1	232.8	272.4
Total Delay (hr)	196.6	195.8	214.0	202.1	206.6	209.7	248.5
Total Stops	1489	1626	1971	1798	1655	1534	1965
Fuel Used (gal)	77.6	78.3	82.5	80.9	79.8	79.6	89.8

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1287	1326	1289	1307
Vehs Exited	1235	1283	1301	1286
Starting Vehs	243	258	318	253
Ending Vehs	295	301	306	274
Travel Distance (mi)	856	910	901	889
Travel Time (hr)	244.6	254.8	267.1	240.8
Total Delay (hr)	221.6	230.3	242.6	216.8
Total Stops	1514	2082	2161	1784
Fuel Used (gal)	82.5	86.4	89.7	82.7

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1172	1155	1146	1156	1103	1239	1115
Vehs Exited	1182	1152	1196	1154	1164	1168	1156
Starting Vehs	261	264	277	256	299	241	266
Ending Vehs	251	267	227	258	238	312	225
Travel Distance (mi)	856	830	844	823	803	863	825
Travel Time (hr)	310.4	314.2	337.0	312.0	306.8	333.6	357.7
Total Delay (hr)	287.4	291.9	314.3	289.7	285.5	310.6	335.6
Total Stops	1583	1387	1432	1562	1322	1743	1400
Fuel Used (gal)	97.6	98.2	102.8	97.0	95.4	103.1	107.4

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1160	1190	1145	1158
Vehs Exited	1165	1201	1201	1175
Starting Vehs	295	301	306	274
Ending Vehs	290	290	250	257
Travel Distance (mi)	833	881	848	841
Travel Time (hr)	340.8	348.2	356.7	331.7
Total Delay (hr)	318.5	324.4	333.8	309.2
Total Stops	1654	2074	1831	1599
Fuel Used (gal)	103.6	106.9	108.3	102.0

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1157	1136	1131	1211	1210	1194	1266
Vehs Exited	1176	1169	1138	1244	1156	1262	1241
Starting Vehs	251	267	227	258	238	312	225
Ending Vehs	232	234	220	225	292	244	250
Travel Distance (mi)	842	815	819	876	844	880	879
Travel Time (hr)	382.1	400.8	417.8	385.6	397.4	403.4	422.7
Total Delay (hr)	359.6	379.1	395.9	362.5	374.9	380.0	399.5
Total Stops	1478	1287	1530	1629	1439	1470	1552
Fuel Used (gal)	113.5	117.4	121.5	116.0	116.8	119.7	124.3

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1209	1124	1142	1180
Vehs Exited	1228	1165	1141	1192
Starting Vehs	290	290	250	257
Ending Vehs	271	249	251	244
Travel Distance (mi)	859	834	838	849
Travel Time (hr)	407.2	416.1	427.9	406.1
Total Delay (hr)	384.5	393.6	405.4	383.5
Total Stops	1589	1481	1612	1506
Fuel Used (gal)	119.9	121.3	123.6	119.4

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.2	0.1	0.3	0.0	0.3	0.1	376.5	479.5	8.4	0.0	0.2
Denied Del/Veh (s)	2.6	2.4	0.4	2.3	1.2	1.3	0.6	1384.3	1382.0	1380.4	2.5	2.2
Total Delay (hr)	0.2	5.0	4.3	0.9	0.4	14.3	1.7	79.1	11.1	0.0	0.1	3.6
Total Del/Veh (s)	63.7	63.8	27.7	6.9	103.8	60.4	17.2	738.2	98.1	21.3	54.2	51.7

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	865.7
Denied Del/Veh (s)	0.2	2.1	520.0
Total Delay (hr)	7.6	1.9	130.3
Total Del/Veh (s)	41.4	20.4	102.0

2: Riley St/Greenback Ln & Scott St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.3	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	4.3	4.5	0.0	0.0	0.3	0.1	0.5
Total Delay (hr)	0.0	1.2	4.9	0.0	1.0	1.1	8.3
Total Del/Veh (s)	31.8	18.9	18.6	14.5	32.3	5.6	14.7

3: Riley St & Leidesdorff St Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0	0.2
Total Delay (hr)	1.3	0.2	2.2	1.9	0.0	5.6
Total Del/Veh (s)	31.2	13.8	9.8	9.6	3.4	11.5

4: Riley St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.0	9.9	9.0	8.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.3	0.2	0.1	0.4	0.1	0.1	5.5	0.1	0.1	1.6	0.0
Total Del/Veh (s)	34.3	30.3	18.6	38.0	6.8	21.1	33.2	26.3	22.4	22.9	7.8	1.8

4: Riley St & Sutter St Performance by movement

Movement	All
Denied Delay (hr)	2.0
Denied Del/Veh (s)	3.8
Total Delay (hr)	8.8
Total Del/Veh (s)	16.9

5: Scott St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBU	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.1
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.7
Total Del/Veh (s)	5.9	7.3	4.3	4.8	5.6	2.8	4.8	6.3	3.4	7.9	5.0	5.7

Total Network Performance

Denied Delay (hr)	868.0
Denied Del/Veh (s)	489.7
Total Delay (hr)	164.4
Total Del/Veh (s)	116.3

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B27	B27	B18	NB
Directions Served	UL	T	T	R	L	T	T	R	T	T	T	L
Maximum Queue (ft)	433	357	311	242	99	506	508	415	103	119	54	562
Average Queue (ft)	259	208	150	52	17	356	364	203	16	18	4	554
95th Queue (ft)	404	317	292	186	59	508	517	447	100	104	54	582
Link Distance (ft)		1535	1535			434	434		192	192	861	
Upstream Blk Time (%)						6	6	1	0	1		
Queuing Penalty (veh)						34	35	0	3	3		
Storage Bay Dist (ft)	700			500	100			400				550
Storage Blk Time (%)					0	56	9	0				9
Queuing Penalty (veh)					1	7	30	1				50

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	UL	T	T	R
Maximum Queue (ft)	575	1626	1616	82	356	360	380	275
Average Queue (ft)	573	1612	1533	6	197	227	212	136
95th Queue (ft)	578	1621	2004	51	327	324	325	265
Link Distance (ft)		1592	1592			1430	1430	
Upstream Blk Time (%)		93	28					
Queuing Penalty (veh)		0	0					
Storage Bay Dist (ft)	550			300	600			250
Storage Blk Time (%)	83	1	8				2	1
Queuing Penalty (veh)	482	6	1				8	3

Intersection: 2: Riley St/Greenback Ln & Scott St

Movement	WB	NB	SB	SB	B49	B18	B27	B27
Directions Served	LR	TR	L	T	T	T	T	
Maximum Queue (ft)	150	386	198	405	4	114	200	46
Average Queue (ft)	89	276	79	95	0	13	9	2
95th Queue (ft)	135	460	147	254	5	63	116	47
Link Distance (ft)	117	373		728	861	192	434	434
Upstream Blk Time (%)	3	5		0		0	0	0
Queuing Penalty (veh)	3	45		1		0	0	0
Storage Bay Dist (ft)			200					
Storage Blk Time (%)			0	2				
Queuing Penalty (veh)			1	2				

Intersection: 3: Riley St & Leidesdorff St

Movement	EB	EB	B29	NB	SB	SB
Directions Served	L	R	T	T	T	R
Maximum Queue (ft)	182	105	2	210	368	160
Average Queue (ft)	88	33	0	120	141	7
95th Queue (ft)	151	75	2	236	295	83
Link Distance (ft)	174		733	186	373	
Upstream Blk Time (%)	1	0		5	1	
Queuing Penalty (veh)	0	0		37	11	
Storage Bay Dist (ft)		200				300
Storage Blk Time (%)	1	0			3	0
Queuing Penalty (veh)	0	0			1	0

Intersection: 4: Riley St & Sutter St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	143	102	506	205	31
Average Queue (ft)	64	40	260	111	2
95th Queue (ft)	117	86	551	217	13
Link Distance (ft)	403	415	520	186	186
Upstream Blk Time (%)			10	5	
Queuing Penalty (veh)			0	20	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Scott St & Sutter St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	ULTR	LTR
Maximum Queue (ft)	96	66	63	132
Average Queue (ft)	46	35	31	58
95th Queue (ft)	76	60	56	104
Link Distance (ft)	415	194	227	121
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 787

Appendix D:

*Analysis Worksheets for
Cumulative (2035) Conditions*

5: Scott St & Sutter St

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	80	80	25	5	105	0	25	40	15	0	30	160
Future Vol, veh/h	80	80	25	5	105	0	25	40	15	0	30	160
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	87	27	5	114	0	27	43	16	0	33	174
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	8.8	8.6	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	43%	5%	0%
Vol Thru, %	50%	43%	95%	16%
Vol Right, %	19%	14%	0%	84%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	185	110	190
LT Vol	25	80	5	0
Through Vol	40	80	105	30
RT Vol	15	25	0	160
Lane Flow Rate	87	201	120	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.118	0.265	0.161	0.247
Departure Headway (Hd)	4.898	4.748	4.854	4.312
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	754	735	830
Service Time	2.951	2.799	2.909	2.355
HCM Lane V/C Ratio	0.119	0.267	0.163	0.249
HCM Control Delay	8.6	9.5	8.8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.1	0.6	1

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:30	7:30	7:30	7:30	7:30	7:30	7:30
End Time	8:45	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5864	6073	6208	5878	5860	6040	6099
Vehs Exited	5894	6128	6200	5865	5920	6069	6138
Starting Vehs	380	391	348	400	348	316	350
Ending Vehs	350	336	356	413	288	287	311
Denied Entry Before	83	28	83	64	123	83	49
Denied Entry After	1313	1011	877	1291	1250	956	1036
Travel Distance (mi)	3871	3995	4017	3841	3838	3911	3935
Travel Time (hr)	1034.4	915.2	853.8	1107.2	1070.5	892.9	895.1
Total Delay (hr)	934.3	813.0	751.4	1008.0	972.2	793.5	795.1
Total Stops	10455	10770	10278	9577	9661	10016	9552
Fuel Used (gal)	365.2	341.3	328.3	379.1	370.2	332.5	333.8

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:30	7:30	7:30	7:30
End Time	8:45	8:45	8:45	8:45
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	6055	5802	6133	5998
Vehs Exited	6133	5865	6177	6036
Starting Vehs	380	367	362	360
Ending Vehs	302	304	318	322
Denied Entry Before	108	42	70	72
Denied Entry After	1080	1394	931	1112
Travel Distance (mi)	3944	3819	3978	3915
Travel Time (hr)	944.4	1013.6	833.5	956.1
Total Delay (hr)	843.7	914.9	732.2	855.8
Total Stops	9540	10149	9453	9947
Fuel Used (gal)	345.7	356.8	321.2	347.4

Interval #0 Information Seeding

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1475	1571	1492	1384	1450	1381	1468
Vehs Exited	1546	1587	1526	1426	1449	1414	1529
Starting Vehs	380	391	348	400	348	316	350
Ending Vehs	309	375	314	358	349	283	289
Denied Entry Before	83	28	83	64	123	83	49
Denied Entry After	312	216	288	430	360	293	259
Travel Distance (mi)	994	1020	993	932	949	916	967
Travel Time (hr)	139.8	124.2	131.4	152.7	151.3	121.4	121.2
Total Delay (hr)	114.4	98.3	105.8	128.8	127.1	98.2	96.5
Total Stops	2395	2896	2378	2149	2234	2076	2337
Fuel Used (gal)	65.1	63.0	63.0	65.4	65.7	57.6	59.5

Interval #1 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1438	1493	1425	1459
Vehs Exited	1524	1539	1491	1504
Starting Vehs	380	367	362	360
Ending Vehs	294	321	296	314
Denied Entry Before	108	42	70	72
Denied Entry After	315	242	275	297
Travel Distance (mi)	980	989	958	970
Travel Time (hr)	139.8	116.3	125.5	132.3
Total Delay (hr)	114.7	91.1	101.0	107.6
Total Stops	2335	2247	2245	2329
Fuel Used (gal)	64.4	59.5	60.7	62.4

Interval #2 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1678	1653	1735	1590	1587	1790	1692
Vehs Exited	1564	1592	1609	1557	1519	1606	1592
Starting Vehs	309	375	314	358	349	283	289
Ending Vehs	423	436	440	391	417	467	389
Denied Entry Before	312	216	288	430	360	293	259
Denied Entry After	626	516	445	729	713	562	567
Travel Distance (mi)	1026	1050	1061	1015	999	1064	1041
Travel Time (hr)	218.1	191.1	184.2	238.5	231.0	198.0	195.2
Total Delay (hr)	191.8	164.3	157.1	212.3	205.3	170.9	168.9
Total Stops	3000	3025	2904	2578	2777	3080	2591
Fuel Used (gal)	84.4	78.1	77.4	87.9	84.8	79.8	78.4

Interval #2 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1704	1699	1730	1683
Vehs Exited	1586	1587	1628	1584
Starting Vehs	294	321	296	314
Ending Vehs	412	433	398	415
Denied Entry Before	315	242	275	297
Denied Entry After	640	582	502	587
Travel Distance (mi)	1048	1036	1053	1039
Travel Time (hr)	205.0	196.6	187.2	204.5
Total Delay (hr)	178.2	170.0	160.6	177.9
Total Stops	2672	2989	2589	2818
Fuel Used (gal)	81.1	78.2	76.9	80.7

Interval #3 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1397	1391	1474	1348	1362	1406	1465
Vehs Exited	1421	1459	1513	1378	1404	1485	1498
Starting Vehs	423	436	440	391	417	467	389
Ending Vehs	399	368	401	361	375	388	356
Denied Entry Before	626	516	445	729	713	562	567
Denied Entry After	954	838	651	1094	1012	823	789
Travel Distance (mi)	950	947	962	912	913	947	963
Travel Time (hr)	304.9	273.8	249.6	320.6	316.6	275.3	264.6
Total Delay (hr)	280.1	249.3	225.2	296.7	292.9	250.8	240.1
Total Stops	2753	2453	2440	2304	2329	2539	2229
Fuel Used (gal)	101.3	93.4	88.5	102.9	102.3	94.4	92.0

Interval #3 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1480	1277	1472	1405
Vehs Exited	1527	1321	1584	1461
Starting Vehs	412	433	398	415
Ending Vehs	365	389	286	365
Denied Entry Before	640	582	502	587
Denied Entry After	825	1019	716	870
Travel Distance (mi)	976	869	992	943
Travel Time (hr)	272.9	301.0	238.0	281.7
Total Delay (hr)	248.2	278.1	212.7	257.4
Total Stops	2239	2617	2376	2427
Fuel Used (gal)	94.6	97.2	87.1	95.4

Interval #4 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1314	1458	1507	1556	1461	1463	1474
Vehs Exited	1363	1490	1552	1504	1548	1564	1519
Starting Vehs	399	368	401	361	375	388	356
Ending Vehs	350	336	356	413	288	287	311
Denied Entry Before	954	838	651	1094	1012	823	789
Denied Entry After	1313	1011	877	1291	1250	956	1036
Travel Distance (mi)	902	978	1000	983	977	984	965
Travel Time (hr)	371.7	326.2	288.6	395.5	371.6	298.2	314.1
Total Delay (hr)	348.1	301.1	263.2	370.2	346.9	273.5	289.6
Total Stops	2307	2396	2556	2546	2321	2321	2395
Fuel Used (gal)	114.4	106.9	99.4	122.9	117.5	100.9	103.9

Interval #4 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1433	1333	1506	1451
Vehs Exited	1496	1418	1474	1494
Starting Vehs	365	389	286	365
Ending Vehs	302	304	318	322
Denied Entry Before	825	1019	716	870
Denied Entry After	1080	1394	931	1112
Travel Distance (mi)	941	925	975	963
Travel Time (hr)	326.7	399.7	282.9	337.5
Total Delay (hr)	302.7	375.7	257.9	312.9
Total Stops	2294	2296	2243	2363
Fuel Used (gal)	105.6	121.9	96.5	109.0

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.3	0.3	0.8	0.0	0.0	0.0	30.6	54.9	0.2	0.4	87.7
Denied Del/Veh (s)	3.1	2.7	1.5	2.8	0.0	0.0	0.0	261.8	248.5	316.1	685.9	773.7
Total Delay (hr)	0.3	6.4	12.6	12.7	0.2	8.8	1.0	65.6	15.3	0.0	0.2	25.3
Total Del/Veh (s)	67.2	67.9	55.8	44.9	110.8	46.4	12.8	566.6	78.5	48.4	302.2	330.7
Vehicles Entered	14	337	795	993	8	662	271	360	684	2	1	239
Vehicles Exited	14	332	803	1006	8	672	270	362	690	2	2	259
Hourly Exit Rate	14	332	803	1006	8	672	270	362	690	2	2	259
Input Volume	16	338	799	985	8	666	268	422	803	2	3	384
% of Volume	88	98	101	102	97	101	101	86	86	100	67	67
Denied Entry Before	0	0	1	2	0	0	0	0	0	0	0	11
Denied Entry After	0	0	0	0	0	0	0	61	112	0	1	169

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	356.1	54.5	585.7
Denied Del/Veh (s)	776.9	790.9	319.2
Total Delay (hr)	75.6	8.4	232.4
Total Del/Veh (s)	255.8	194.7	145.1
Vehicles Entered	984	146	5496
Vehicles Exited	976	144	5540
Hourly Exit Rate	976	144	5540
Input Volume	1583	245	6522
% of Volume	62	59	85
Denied Entry Before	51	6	71
Denied Entry After	666	102	1111

2: Riley St/Greenback Ln & Scott St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.7	0.8	0.4	0.0	0.0	0.0	0.2
Total Delay (hr)	0.0	0.8	2.6	0.0	1.8	0.9	6.0
Total Del/Veh (s)	44.2	18.1	11.5	1.7	35.2	3.4	10.6
Vehicles Entered	4	160	793	4	176	906	2043
Vehicles Exited	4	160	794	4	176	907	2045
Hourly Exit Rate	4	160	794	4	176	907	2045
Input Volume	5	168	790	3	199	995	2160
% of Volume	76	95	101	133	89	91	95
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

3: Riley St & Leidesdorff St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.2	1.5	0.1	0.0	1.8
Denied Del/Veh (s)	0.0	0.0	8.3	7.3	0.2	0.0	3.3
Total Delay (hr)	0.3	0.0	0.3	1.5	0.7	0.0	2.9
Total Del/Veh (s)	42.0	5.8	14.4	7.3	2.6	2.4	5.5
Vehicles Entered	26	24	66	758	982	27	1883
Vehicles Exited	26	24	66	757	982	27	1882
Hourly Exit Rate	26	24	66	757	982	27	1882
Input Volume	24	26	70	754	1066	30	1970
% of Volume	109	92	95	100	92	89	96
Denied Entry Before	0	0	0	1	0	0	1
Denied Entry After	0	0	0	1	0	0	1

4: Riley St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.4	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	2.1	1.3	0.1	0.1	0.8	0.0	0.0	0.0	0.1	0.0	4.6
Total Del/Veh (s)	42.8	43.4	33.3	34.3	10.7	5.5	5.3	1.4	0.5	1.5	10.2
Vehicles Entered	172	106	9	12	262	17	19	4	904	101	1606
Vehicles Exited	173	106	9	12	262	17	19	4	904	101	1607
Hourly Exit Rate	173	106	9	12	262	17	19	4	904	101	1607
Input Volume	170	110	10	15	274	15	20	5	982	110	1712
% of Volume	102	96	88	79	96	111	96	80	92	92	94
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

5: Scott St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.2	0.2	0.0	0.0	0.2	0.0	0.1	0.0	0.1	0.3	1.0
Total Del/Veh (s)	7.4	8.5	5.3	5.7	5.9	5.1	6.3	3.2	7.7	6.6	6.6
Vehicles Entered	74	77	26	4	108	21	35	16	35	145	541
Vehicles Exited	74	77	26	4	108	21	35	16	35	145	541
Hourly Exit Rate	74	77	26	4	108	21	35	16	35	145	541
Input Volume	80	80	25	5	105	25	40	15	42	160	577
% of Volume	92	96	105	80	103	85	88	105	83	91	94
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

6: External Performance by approach

Approach	SE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Vehicles Entered	55	55
Vehicles Exited	55	55
Hourly Exit Rate	55	55
Input Volume	60	60
% of Volume	92	92
Denied Entry Before	0	0
Denied Entry After	0	0

15: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.3	1.3
Total Del/Veh (s)	3.7	3.7
Vehicles Entered	1293	1293
Vehicles Exited	1290	1290
Hourly Exit Rate	1290	1290
Input Volume	1412	1412
% of Volume	91	91
Denied Entry Before	0	0
Denied Entry After	0	0

16: External Performance by approach

Approach	SW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Vehicles Entered	93	93
Vehicles Exited	92	92
Hourly Exit Rate	92	92
Input Volume	100	100
% of Volume	92	92
Denied Entry Before	0	0
Denied Entry After	0	0

18: Bend Performance by approach

Approach	EB	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	3.9	0.3	4.2
Total Del/Veh (s)	13.0	1.1	7.4
Vehicles Entered	1071	941	2012
Vehicles Exited	1072	941	2013
Hourly Exit Rate	1072	941	2013
Input Volume	1185	943	2128
% of Volume	90	100	95
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

19: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.0	1.0
Total Del/Veh (s)	3.1	3.1
Vehicles Entered	1106	1106
Vehicles Exited	1094	1094
Hourly Exit Rate	1094	1094
Input Volume	1264	1264
% of Volume	87	87
Denied Entry Before	0	0
Denied Entry After	0	0

27: Bend Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	4.3	0.1	4.4
Total Del/Veh (s)	14.5	0.5	7.9
Vehicles Entered	1063	941	2004
Vehicles Exited	1071	942	2013
Hourly Exit Rate	1071	942	2013
Input Volume	1185	943	2128
% of Volume	90	100	95
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

28: Bend Performance by approach

Approach	SE	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1
Total Del/Veh (s)	1.7	1.4	1.6
Vehicles Entered	180	108	288
Vehicles Exited	180	108	288
Hourly Exit Rate	180	108	288
Input Volume	202	120	322
% of Volume	89	90	89
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

29: Bend Performance by approach

Approach	WB	NE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	1.5	0.1	1.1
Vehicles Entered	93	49	142
Vehicles Exited	93	49	142
Hourly Exit Rate	93	49	142
Input Volume	100	50	150
% of Volume	93	98	95
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

31: External Performance by approach

Approach	SE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.4	0.4
Vehicles Entered	38	38
Vehicles Exited	38	38
Hourly Exit Rate	38	38
Input Volume	45	45
% of Volume	84	84
Denied Entry Before	0	0
Denied Entry After	0	0

32: External Performance by approach

Approach	SW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Vehicles Entered	191	191
Vehicles Exited	190	190
Hourly Exit Rate	190	190
Input Volume	206	206
% of Volume	92	92
Denied Entry Before	0	0
Denied Entry After	0	0

49: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.8	4.1	5.0
Total Del/Veh (s)	3.2	13.8	8.9
Vehicles Entered	939	1072	2011
Vehicles Exited	941	1074	2015
Hourly Exit Rate	941	1074	2015
Input Volume	943	1185	2128
% of Volume	100	91	95
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

53: External Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	2.0	2.0
Vehicles Entered	93	93
Vehicles Exited	93	93
Hourly Exit Rate	93	93
Input Volume	96	96
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0

60: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	5.1	5.1
Total Del/Veh (s)	9.1	9.1
Vehicles Entered	1990	1990
Vehicles Exited	1987	1987
Hourly Exit Rate	1987	1987
Input Volume	2576	2576
% of Volume	77	77
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance

Denied Delay (hr)	587.7
Denied Del/Veh (s)	297.6
Total Delay (hr)	268.2
Total Del/Veh (s)	151.8
Vehicles Entered	5998
Vehicles Exited	6036
Hourly Exit Rate	6036
Input Volume	25555
% of Volume	24
Denied Entry Before	72
Denied Entry After	1112

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B27	B27	NB	NB
Directions Served	UL	T	T	R	L	T	T	R	T	T	L	L
Maximum Queue (ft)	595	929	1176	525	100	400	417	328	5	11	562	575
Average Queue (ft)	335	476	567	435	10	243	252	106	0	0	544	562
95th Queue (ft)	537	1064	1260	617	48	378	386	233	5	9	629	638
Link Distance (ft)		1535	1535			422	422		192	192		
Upstream Blk Time (%)		1	2			0	0	0				
Queuing Penalty (veh)		0	0			2	2	0				
Storage Bay Dist (ft)	700			500	100			400			550	550
Storage Blk Time (%)	0	1	2	12		43	1	0			8	73
Queuing Penalty (veh)	0	4	25	49		4	2	0			22	194

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	TR	UL	T	T	R
Maximum Queue (ft)	1592	1578	1462	625	1461	1461	275
Average Queue (ft)	1337	1166	420	555	1446	1445	147
95th Queue (ft)	2054	2051	1223	805	1457	1457	356
Link Distance (ft)	1592	1592	1592		1426	1426	
Upstream Blk Time (%)	53	11	0		69	62	
Queuing Penalty (veh)	0	0	0		0	0	
Storage Bay Dist (ft)				600			250
Storage Blk Time (%)	1			28	50	71	0
Queuing Penalty (veh)	4			221	194	174	2

Intersection: 2: Riley St/Greenback Ln & Scott St

Movement	WB	NB	NB	SB	SB	B49	B18	B27	B27
Directions Served	LR	T	R	L	T	T	T	T	
Maximum Queue (ft)	160	387	18	206	412	112	279	508	352
Average Queue (ft)	78	173	1	115	70	11	201	133	24
95th Queue (ft)	133	365	8	186	287	171	348	426	187
Link Distance (ft)	146	370	370		728	861	192	422	422
Upstream Blk Time (%)	1	1			0	0	19	1	0
Queuing Penalty (veh)	1	6			5	3	229	7	1
Storage Bay Dist (ft)				200					
Storage Blk Time (%)				2	0				
Queuing Penalty (veh)				17	1				

Intersection: 3: Riley St & Leidesdorff St

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	LT	T	T
Maximum Queue (ft)	69	53	210	169	187
Average Queue (ft)	22	17	125	39	56
95th Queue (ft)	55	45	222	133	156
Link Distance (ft)	174		186	186	370
Upstream Blk Time (%)			2	0	
Queuing Penalty (veh)			2	0	
Storage Bay Dist (ft)		200			
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

Intersection: 4: Riley St & Sutter St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	341	136	46	33	58
Average Queue (ft)	186	63	13	4	19
95th Queue (ft)	306	115	40	20	48
Link Distance (ft)	403	397	520	186	186
Upstream Blk Time (%)	1				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Scott St & Sutter St

Movement	EB	WB	NB	SB	B28
Directions Served	LTR	LTR	LTR	LTR	T
Maximum Queue (ft)	109	81	66	156	13
Average Queue (ft)	56	41	35	79	1
95th Queue (ft)	92	67	56	139	9
Link Distance (ft)	397	224	219	88	146
Upstream Blk Time (%)				4	
Queuing Penalty (veh)				8	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 1179

5: Sutter St

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕			↕
Traffic Vol, veh/h	80	80	25	5	105	0	5	25	40	15	0	30
Future Vol, veh/h	80	80	25	5	105	0	5	25	40	15	0	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	87	27	5	114	0	5	27	43	16	0	33
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	8.9	8.7	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	43%	5%	0%
Vol Thru, %	50%	43%	95%	16%
Vol Right, %	19%	14%	0%	84%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	185	110	190
LT Vol	27	80	5	0
Through Vol	42	80	105	30
RT Vol	16	25	0	160
Lane Flow Rate	92	201	120	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.126	0.266	0.162	0.248
Departure Headway (Hd)	4.9	4.763	4.868	4.321
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	728	750	732	828
Service Time	2.956	2.817	2.928	2.367
HCM Lane V/C Ratio	0.126	0.268	0.164	0.25
HCM Control Delay	8.7	9.6	8.9	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.1	0.6	1

5: Sutter St

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement SBR

Lane Configurations	
Traffic Vol, veh/h	160
Future Vol, veh/h	160
Peak Hour Factor	0.92
Heavy Vehicles, %	2
Mvmt Flow	174
Number of Lanes	0

Approach

Opposing Approach
Opposing Lanes
Conflicting Approach Left
Conflicting Lanes Left
Conflicting Approach Right
Conflicting Lanes Right
HCM Control Delay
HCM LOS

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	4735	5005	4981	4758	4671	4539	5037
Vehs Exited	4673	4897	4907	4679	4543	4459	4948
Starting Vehs	421	400	399	406	369	384	361
Ending Vehs	483	508	473	485	497	464	450
Denied Entry Before	152	73	206	229	335	123	353
Denied Entry After	2708	2230	2520	2780	3010	2997	2513
Travel Distance (mi)	3374	3558	3547	3366	3304	3239	3568
Travel Time (hr)	1902.4	1539.7	1799.6	1927.2	2027.3	1992.1	1851.2
Total Delay (hr)	1810.6	1443.7	1703.8	1836.1	1937.6	1904.3	1754.7
Total Stops	12362	11827	12130	12628	11513	11735	11653
Fuel Used (gal)	543.6	463.9	520.3	548.6	567.7	559.4	533.1

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	4436	4811	5112	4810
Vehs Exited	4350	4663	4931	4705
Starting Vehs	392	372	321	380
Ending Vehs	478	520	502	483
Denied Entry Before	245	220	301	222
Denied Entry After	3212	2659	2464	2709
Travel Distance (mi)	3179	3408	3567	3411
Travel Time (hr)	2150.2	1900.1	1758.4	1884.8
Total Delay (hr)	2063.7	1807.8	1662.7	1792.5
Total Stops	11728	12547	12062	12020
Fuel Used (gal)	593.2	544.3	514.0	538.8

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1178	1248	1299	1260	1243	1263	1242
Vehs Exited	1195	1313	1311	1239	1243	1152	1216
Starting Vehs	421	400	399	406	369	384	361
Ending Vehs	404	335	387	427	369	495	387
Denied Entry Before	152	73	206	229	335	123	353
Denied Entry After	704	535	730	723	844	617	860
Travel Distance (mi)	830	926	923	875	912	855	887
Travel Time (hr)	206.0	161.8	219.8	223.9	235.4	199.7	248.4
Total Delay (hr)	183.6	136.8	194.9	200.3	210.6	176.9	224.3
Total Stops	2705	2542	3174	3176	2829	3149	2909
Fuel Used (gal)	73.6	65.3	78.8	79.1	81.2	72.9	84.0

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1258	1298	1290	1259
Vehs Exited	1139	1242	1301	1236
Starting Vehs	392	372	321	380
Ending Vehs	511	428	310	399
Denied Entry Before	245	220	301	222
Denied Entry After	784	674	716	718
Travel Distance (mi)	840	901	928	888
Travel Time (hr)	241.8	213.1	214.4	216.4
Total Delay (hr)	219.2	188.9	189.6	192.5
Total Stops	3185	3000	2681	2934
Fuel Used (gal)	82.0	77.6	77.4	77.2

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1192	1323	1266	1204	1179	1087	1347
Vehs Exited	1114	1195	1236	1152	1091	1079	1257
Starting Vehs	404	335	387	427	369	495	387
Ending Vehs	482	463	417	479	457	503	477
Denied Entry Before	704	535	730	723	844	617	860
Denied Entry After	1538	1144	1452	1486	1637	1663	1464
Travel Distance (mi)	847	878	896	845	765	786	909
Travel Time (hr)	405.3	308.7	380.1	393.7	408.3	412.1	397.1
Total Delay (hr)	382.2	285.1	355.7	370.9	387.6	390.5	372.8
Total Stops	3390	2847	3133	3031	2494	2924	2949
Fuel Used (gal)	119.8	97.7	113.9	117.1	118.1	119.5	118.6

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1214	1261	1419	1247
Vehs Exited	1211	1218	1242	1180
Starting Vehs	511	428	310	399
Ending Vehs	514	471	487	473
Denied Entry Before	784	674	716	718
Denied Entry After	1676	1447	1350	1483
Travel Distance (mi)	878	886	904	859
Travel Time (hr)	437.1	386.7	355.2	388.4
Total Delay (hr)	413.2	362.8	331.2	365.2
Total Stops	3394	3372	2920	3047
Fuel Used (gal)	128.2	116.9	109.0	115.9

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1207	1258	1237	1160	1215	1119	1142
Vehs Exited	1194	1241	1205	1103	1226	1200	1221
Starting Vehs	482	463	417	479	457	503	477
Ending Vehs	495	480	449	536	446	422	398
Denied Entry Before	1538	1144	1452	1486	1637	1663	1464
Denied Entry After	2059	1638	1940	2096	2251	2343	1982
Travel Distance (mi)	846	915	884	803	881	836	852
Travel Time (hr)	570.2	465.2	529.5	584.2	602.9	611.6	535.4
Total Delay (hr)	547.3	440.2	505.7	562.2	579.1	589.0	512.0
Total Stops	3021	3598	2797	3208	3360	3042	2646
Fuel Used (gal)	157.7	135.9	148.1	159.3	166.0	166.9	148.7

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	941	1029	1276	1158
Vehs Exited	1002	1048	1259	1168
Starting Vehs	514	471	487	473
Ending Vehs	453	452	504	460
Denied Entry Before	1676	1447	1350	1483
Denied Entry After	2487	2174	1814	2078
Travel Distance (mi)	711	758	904	839
Travel Time (hr)	641.1	571.8	524.1	563.6
Total Delay (hr)	621.7	550.9	499.8	540.8
Total Stops	2375	2628	3370	3003
Fuel Used (gal)	169.4	155.3	149.2	155.6

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1158	1176	1179	1134	1034	1070	1306
Vehs Exited	1170	1148	1155	1185	983	1028	1254
Starting Vehs	495	480	449	536	446	422	398
Ending Vehs	483	508	473	485	497	464	450
Denied Entry Before	2059	1638	1940	2096	2251	2343	1982
Denied Entry After	2708	2230	2520	2780	3010	2997	2513
Travel Distance (mi)	851	838	844	842	746	763	920
Travel Time (hr)	720.9	604.0	670.2	725.4	780.7	768.7	670.3
Total Delay (hr)	697.6	581.6	647.5	702.6	760.3	747.9	645.5
Total Stops	3246	2840	3026	3213	2830	2620	3149
Fuel Used (gal)	192.6	165.0	179.5	193.1	202.4	200.2	181.7

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1023	1223	1127	1143
Vehs Exited	998	1155	1129	1121
Starting Vehs	453	452	504	460
Ending Vehs	478	520	502	483
Denied Entry Before	2487	2174	1814	2078
Denied Entry After	3212	2659	2464	2709
Travel Distance (mi)	750	863	832	825
Travel Time (hr)	830.2	728.5	664.7	716.4
Total Delay (hr)	809.6	705.3	642.1	694.0
Total Stops	2774	3547	3091	3035
Fuel Used (gal)	213.6	194.5	178.3	190.1

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.6	13.9	36.3	25.1	0.0	0.0	0.0	409.6	718.0	2.3	0.2	17.0
Denied Del/Veh (s)	208.4	204.0	201.0	202.8	0.1	0.0	0.0	1545.6	1557.1	1659.5	123.9	139.9
Total Delay (hr)	0.5	13.0	55.5	18.1	0.2	8.6	1.4	82.8	9.6	0.0	0.5	34.6
Total Del/Veh (s)	215.1	216.2	352.0	171.7	117.2	44.1	11.9	1030.9	93.9	58.2	279.2	291.1
Vehicles Entered	8	207	549	375	7	693	423	210	364	1	6	398
Vehicles Exited	7	196	494	352	7	694	424	208	364	1	6	378
Hourly Exit Rate	7	196	494	352	7	694	424	208	364	1	6	378
Input Volume	10	243	657	445	9	830	512	879	1532	6	7	431
% of Volume	68	81	75	79	76	84	83	24	24	16	83	88
Denied Entry Before	0	0	0	0	0	0	0	74	126	0	0	0
Denied Entry After	2	39	101	71	0	0	0	744	1296	4	0	39

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	39.6	11.1	1273.7
Denied Del/Veh (s)	133.4	134.3	664.2
Total Delay (hr)	18.8	2.7	246.4
Total Del/Veh (s)	68.5	35.6	190.0
Vehicles Entered	967	270	4478
Vehicles Exited	973	269	4373
Hourly Exit Rate	973	269	4373
Input Volume	1073	296	6931
% of Volume	91	91	63
Denied Entry Before	0	0	200
Denied Entry After	102	28	2426

2: Riley St/Greenback Ln & Scott St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.4	0.0	0.0	1.4	8.9	10.8
Denied Del/Veh (s)	6.6	6.7	0.0	0.0	44.1	40.6	18.8
Total Delay (hr)	0.1	1.6	5.5	0.0	2.7	17.1	26.9
Total Del/Veh (s)	57.2	23.9	21.3	2.3	82.1	77.2	46.4
Vehicles Entered	6	231	921	3	113	776	2050
Vehicles Exited	6	231	923	3	115	778	2056
Hourly Exit Rate	6	231	923	3	115	778	2056
Input Volume	6	245	1140	5	144	994	2534
% of Volume	96	94	81	60	80	78	81
Denied Entry Before	0	0	0	0	0	3	3
Denied Entry After	0	0	0	0	3	17	20

3: Riley St & Leidesdorff St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.4	0.0	0.0	0.4
Denied Del/Veh (s)	0.0	0.0	3.5	1.8	0.0	0.0	0.8
Total Delay (hr)	1.6	1.6	0.5	4.9	10.0	0.1	18.7
Total Del/Veh (s)	33.1	77.9	33.3	23.2	48.0	10.0	36.5
Vehicles Entered	167	72	50	758	741	33	1821
Vehicles Exited	167	72	50	758	744	32	1823
Hourly Exit Rate	167	72	50	758	744	32	1823
Input Volume	164	73	71	981	952	38	2279
% of Volume	102	99	71	77	78	85	80
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

4: Riley St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	2.0	140.2	2.2	0.0	0.1	0.0
Denied Del/Veh (s)	1.9	1.5	1.9	0.0	0.0	0.0	555.5	572.1	534.4	0.2	0.4	0.0
Total Delay (hr)	0.9	0.9	0.5	0.1	0.3	1.0	0.3	18.1	0.3	0.7	4.1	0.0
Total Del/Veh (s)	101.2	75.2	62.8	45.1	6.9	33.0	110.9	101.4	97.5	28.6	21.3	2.3
Vehicles Entered	31	41	30	8	155	106	10	626	11	92	680	13
Vehicles Exited	31	41	29	8	156	106	10	624	11	92	680	13
Hourly Exit Rate	31	41	29	8	156	106	10	624	11	92	680	13
Input Volume	32	41	28	9	165	115	14	854	14	117	848	15
% of Volume	96	101	104	89	94	92	70	73	77	78	80	85
Denied Entry Before	0	0	0	0	0	0	0	19	0	0	0	0
Denied Entry After	0	0	0	0	0	0	3	256	4	0	0	0

4: Riley St & Sutter St Performance by movement

Movement	All
Denied Delay (hr)	144.5
Denied Del/Veh (s)	251.8
Total Delay (hr)	27.2
Total Del/Veh (s)	53.5
Vehicles Entered	1803
Vehicles Exited	1801
Hourly Exit Rate	1801
Input Volume	2254
% of Volume	80
Denied Entry Before	19
Denied Entry After	263

5: Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBU	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.1	0.1	0.2	0.2	0.6	0.3	0.2
Total Delay (hr)	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.2	0.9
Total Del/Veh (s)	6.3	7.6	4.4	5.2	6.0	4.0	5.3	6.4	3.4	7.7	5.3	6.0
Vehicles Entered	69	68	21	4	106	5	26	39	19	24	138	519
Vehicles Exited	69	68	21	4	106	5	26	39	20	24	138	520
Hourly Exit Rate	69	68	21	4	106	5	26	39	20	24	138	520
Input Volume	80	80	25	5	105	5	25	40	15	30	160	570
% of Volume	86	85	85	80	101	100	105	98	131	80	86	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

6: External Performance by approach

Approach	SE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Vehicles Entered	54	54
Vehicles Exited	55	55
Hourly Exit Rate	55	55
Input Volume	65	65
% of Volume	85	85
Denied Entry Before	0	0
Denied Entry After	0	0

15: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.8	0.8
Total Del/Veh (s)	2.8	2.8
Vehicles Entered	991	991
Vehicles Exited	994	994
Hourly Exit Rate	994	994
Input Volume	2294	2294
% of Volume	43	43
Denied Entry Before	0	0
Denied Entry After	0	0

16: External Performance by approach

Approach	SW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Vehicles Entered	83	83
Vehicles Exited	83	83
Hourly Exit Rate	83	83
Input Volume	108	108
% of Volume	76	76
Denied Entry Before	0	0
Denied Entry After	0	0

18: Bend Performance by approach

Approach	EB	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	7.4	0.4	7.8
Total Del/Veh (s)	30.5	1.2	14.0
Vehicles Entered	870	1121	1991
Vehicles Exited	866	1120	1986
Hourly Exit Rate	866	1120	1986
Input Volume	1094	1348	2442
% of Volume	79	83	81
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

19: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.0	1.0
Total Del/Veh (s)	3.2	3.2
Vehicles Entered	1148	1148
Vehicles Exited	1148	1148
Hourly Exit Rate	1148	1148
Input Volume	1978	1978
% of Volume	58	58
Denied Entry Before	0	0
Denied Entry After	0	0

27: Bend Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	10.7	0.2	10.8
Total Del/Veh (s)	43.6	0.5	19.5
Vehicles Entered	873	1120	1993
Vehicles Exited	870	1120	1990
Hourly Exit Rate	870	1120	1990
Input Volume	1094	1348	2442
% of Volume	80	83	82
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

28: Bend Performance by approach

Approach	SE	NW	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	1.4	1.9	1.7
Vehicles Entered	118	108	226
Vehicles Exited	118	107	225
Hourly Exit Rate	118	107	225
Input Volume	149	120	269
% of Volume	79	89	84
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

29: Bend Performance by approach

Approach	WB	NE	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.2
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	1.6	1.4	1.5
Vehicles Entered	83	240	323
Vehicles Exited	83	239	322
Hourly Exit Rate	83	239	322
Input Volume	108	237	346
% of Volume	76	101	93
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

31: External Performance by approach

Approach	SE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.4	1.4
Vehicles Entered	718	718
Vehicles Exited	716	716
Hourly Exit Rate	716	716
Input Volume	885	885
% of Volume	81	81
Denied Entry Before	0	0
Denied Entry After	0	0

32: External Performance by approach

Approach	SW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.2	1.2
Vehicles Entered	41	41
Vehicles Exited	41	41
Hourly Exit Rate	41	41
Input Volume	47	47
% of Volume	87	87
Denied Entry Before	0	0
Denied Entry After	0	0

49: Bend Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.3	17.4	18.7
Total Del/Veh (s)	4.1	70.4	33.3
Vehicles Entered	1121	866	1987
Vehicles Exited	1121	865	1986
Hourly Exit Rate	1121	865	1986
Input Volume	1348	1094	2442
% of Volume	83	79	81
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

53: External Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.9	1.9
Vehicles Entered	88	88
Vehicles Exited	88	88
Hourly Exit Rate	88	88
Input Volume	96	96
% of Volume	92	92
Denied Entry Before	0	0
Denied Entry After	0	0

60: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	3.1	3.1
Total Del/Veh (s)	8.3	8.3
Vehicles Entered	1332	1332
Vehicles Exited	1334	1334
Hourly Exit Rate	1334	1334
Input Volume	1527	1527
% of Volume	87	87
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance

Denied Delay (hr)	1429.5
Denied Del/Veh (s)	684.4
Total Delay (hr)	363.0
Total Del/Veh (s)	251.9
Vehicles Entered	4810
Vehicles Exited	4705
Hourly Exit Rate	4705
Input Volume	29508
% of Volume	16
Denied Entry Before	222
Denied Entry After	2709

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B27	B27	NB	NB
Directions Served	UL	T	T	R	L	T	T	R	T	T	L	L
Maximum Queue (ft)	725	1567	1568	525	78	394	413	318	6	13	562	575
Average Queue (ft)	588	1270	1255	438	9	242	252	125	0	0	547	572
95th Queue (ft)	968	2041	2052	722	44	362	375	252	6	10	591	579
Link Distance (ft)		1535	1535			422	422		192	192		
Upstream Blk Time (%)		45	45			0	0	0				
Queuing Penalty (veh)		0	0			1	2	0				
Storage Bay Dist (ft)	700			500	100			400			550	550
Storage Blk Time (%)	0	63	61	2		42	0	0			14	90
Queuing Penalty (veh)	1	160	270	6		4	2	0			68	459

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	TR	UL	T	T	R
Maximum Queue (ft)	1625	1615	1592	625	1381	1359	275
Average Queue (ft)	1611	1374	670	555	1093	1053	169
95th Queue (ft)	1620	2211	1770	775	1882	1860	346
Link Distance (ft)	1592	1592	1592		1426	1426	
Upstream Blk Time (%)	99	23	0		41	14	
Queuing Penalty (veh)	0	0	0		0	0	
Storage Bay Dist (ft)				600			250
Storage Blk Time (%)	0			59	1	24	0
Queuing Penalty (veh)	4			318	5	70	2

Intersection: 2: Riley St/Greenback Ln & Scott St

Movement	WB	B28	NB	NB	SB	SB	B49	B18	B27	B27
Directions Served	LR	T	T	R	L	T	T	T	T	
Maximum Queue (ft)	192	22	388	27	225	796	951	283	477	476
Average Queue (ft)	103	1	300	1	151	716	806	270	411	152
95th Queue (ft)	164	16	475	10	287	952	1316	300	562	491
Link Distance (ft)	142	92	372	372		728	861	192	422	422
Upstream Blk Time (%)	4	0	7			39	42	90	19	3
Queuing Penalty (veh)	5	0	39			429	457	981	106	18
Storage Bay Dist (ft)					200					
Storage Blk Time (%)					0	52				
Queuing Penalty (veh)					4	75				

Intersection: 3: Riley St & Leidesdorff St

Movement	EB	EB	B29	NB	NB	SB	SB
Directions Served	L	R	T	LT	T	T	R
Maximum Queue (ft)	247	173	77	241	228	386	325
Average Queue (ft)	120	78	5	202	113	374	80
95th Queue (ft)	217	161	39	236	256	401	309
Link Distance (ft)	174		733	186	186	372	
Upstream Blk Time (%)	6	2		32	6	33	
Queuing Penalty (veh)	0	0		161	33	323	
Storage Bay Dist (ft)		200					300
Storage Blk Time (%)	6	2				55	0
Queuing Penalty (veh)	4	2				21	1

Intersection: 4: Riley St & Sutter St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	286	250	551	215	84
Average Queue (ft)	104	86	538	192	7
95th Queue (ft)	256	194	567	232	56
Link Distance (ft)	403	400	520	186	186
Upstream Blk Time (%)	2	0	69	32	0
Queuing Penalty (veh)	0	1	0	158	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Sutter St

Movement	EB	WB	NB	SB	B28
Directions Served	LTR	LTR	ULTR	LTR	T
Maximum Queue (ft)	86	76	70	142	2
Average Queue (ft)	45	42	36	67	0
95th Queue (ft)	70	67	61	119	2
Link Distance (ft)	400	260	223	92	142
Upstream Blk Time (%)				2	
Queuing Penalty (veh)				3	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 4195

Appendix E:

*Analysis Worksheets for
Cumulative (2035) plus Proposed Project Conditions*

5: Scott St & Sutter St

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Traffic Vol, veh/h	176	111	11	5	15	81	0	16	20	5	0	20
Future Vol, veh/h	176	111	11	5	15	81	0	16	20	5	0	20
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	191	121	12	5	16	88	0	17	22	5	0	22
Number of Lanes	0	1	0	0	0	1	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.9	8.6	8.5	8.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	59%	16%	0%
Vol Thru, %	49%	37%	84%	15%
Vol Right, %	12%	4%	0%	85%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	298	101	131
LT Vol	16	176	16	0
Through Vol	20	111	85	20
RT Vol	5	11	0	111
Lane Flow Rate	45	324	110	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.064	0.414	0.145	0.178
Departure Headway (Hd)	5.143	4.596	4.776	4.505
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	693	781	748	795
Service Time	3.195	2.635	2.825	2.547
HCM Lane V/C Ratio	0.065	0.415	0.147	0.179
HCM Control Delay	8.5	10.9	8.6	8.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.2	2	0.5	0.6

5: Scott St & Sutter St

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations

Traffic Vol, veh/h 111

Future Vol, veh/h 111

Peak Hour Factor 0.92

Heavy Vehicles, % 2

Mvmt Flow 121

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	7:30	7:30	7:30	7:30	7:30	7:30	7:30
End Time	8:45	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	6079	5601	5973	5678	5736	5542	5852
Vehs Exited	6158	5697	5875	5650	5644	5436	5904
Starting Vehs	416	441	374	387	364	379	359
Ending Vehs	337	345	472	415	456	485	307
Travel Distance (mi)	4177	3908	4058	3852	3892	3772	4049
Travel Time (hr)	951.1	1157.0	918.7	1030.5	964.3	1027.6	913.2
Total Delay (hr)	843.7	1055.2	814.7	931.2	863.6	930.0	808.8
Total Stops	11500	11783	11876	11941	11856	12283	11157
Fuel Used (gal)	350.1	388.6	339.4	358.5	345.4	355.9	337.2

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	7:30	7:30	7:30	7:30
End Time	8:45	8:45	8:45	8:45
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	5691	6029	5786	5795
Vehs Exited	5680	5919	5765	5774
Starting Vehs	421	336	329	374
Ending Vehs	432	446	350	398
Travel Distance (mi)	3929	4055	3956	3965
Travel Time (hr)	1077.2	867.1	962.8	987.0
Total Delay (hr)	975.1	763.2	861.2	884.7
Total Stops	11862	11220	10653	11610
Fuel Used (gal)	371.2	327.2	346.0	351.9

Interval #0 Information Seeding

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1461	1471	1428	1400	1417	1370	1437
Vehs Exited	1611	1514	1515	1476	1467	1407	1501
Starting Vehs	416	441	374	387	364	379	359
Ending Vehs	266	398	287	311	314	342	295
Travel Distance (mi)	1034	1047	1004	988	1005	993	1028
Travel Time (hr)	122.7	149.9	134.8	140.0	116.0	113.9	122.6
Total Delay (hr)	96.1	122.9	108.9	114.5	90.2	88.3	96.1
Total Stops	2438	2613	2700	2558	2475	2396	2498
Fuel Used (gal)	60.9	67.6	62.3	63.5	58.8	57.6	60.8

Interval #1 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1397	1458	1427	1426
Vehs Exited	1452	1500	1488	1492
Starting Vehs	421	336	329	374
Ending Vehs	366	294	268	312
Travel Distance (mi)	993	1012	994	1010
Travel Time (hr)	140.1	124.9	117.8	128.3
Total Delay (hr)	114.3	99.0	92.6	102.3
Total Stops	2903	2230	2054	2483
Fuel Used (gal)	63.8	60.8	58.7	61.5

Interval #2 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1724	1500	1662	1671	1717	1554	1717
Vehs Exited	1522	1428	1539	1530	1511	1411	1558
Starting Vehs	266	398	287	311	314	342	295
Ending Vehs	468	470	410	452	520	485	454
Travel Distance (mi)	1085	990	1079	1074	1069	967	1085
Travel Time (hr)	203.7	233.7	198.9	217.3	182.7	199.2	190.4
Total Delay (hr)	176.2	207.9	171.4	190.1	155.8	174.5	162.8
Total Stops	3413	3126	3117	2979	3155	3007	3357
Fuel Used (gal)	80.3	84.8	80.2	83.8	76.0	76.1	78.2

Interval #2 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1537	1737	1697	1656
Vehs Exited	1430	1571	1527	1502
Starting Vehs	366	294	268	312
Ending Vehs	473	460	438	458
Travel Distance (mi)	1018	1104	1064	1054
Travel Time (hr)	232.3	182.3	194.2	203.5
Total Delay (hr)	205.7	154.3	167.1	176.6
Total Stops	2942	2991	3051	3112
Fuel Used (gal)	85.5	76.1	78.1	79.9

Interval #3 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1438	1351	1441	1406	1253	1326	1368
Vehs Exited	1519	1344	1418	1388	1324	1266	1422
Starting Vehs	468	470	410	452	520	485	454
Ending Vehs	387	477	433	470	449	545	400
Travel Distance (mi)	1037	936	999	952	897	895	982
Travel Time (hr)	290.7	346.3	256.9	298.5	287.7	316.8	263.2
Total Delay (hr)	263.8	321.9	231.2	274.0	264.1	293.4	237.8
Total Stops	3094	3387	2833	3394	3070	3583	2933
Fuel Used (gal)	99.8	108.6	90.4	99.0	94.5	101.6	91.2

Interval #3 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1509	1380	1306	1377
Vehs Exited	1548	1415	1349	1398
Starting Vehs	473	460	438	458
Ending Vehs	434	425	395	439
Travel Distance (mi)	1046	965	928	964
Travel Time (hr)	313.8	250.2	284.7	290.9
Total Delay (hr)	287.1	225.0	260.6	265.9
Total Stops	2896	2906	2811	3090
Fuel Used (gal)	105.6	88.4	94.3	97.4

Interval #4 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1456	1279	1442	1201	1349	1292	1330
Vehs Exited	1506	1411	1403	1256	1342	1352	1423
Starting Vehs	387	477	433	470	449	545	400
Ending Vehs	337	345	472	415	456	485	307
Travel Distance (mi)	1020	935	976	838	922	915	954
Travel Time (hr)	334.0	427.0	328.0	374.7	377.9	397.7	337.0
Total Delay (hr)	307.6	402.6	303.2	352.5	353.5	373.8	312.1
Total Stops	2555	2657	3226	3010	3156	3297	2369
Fuel Used (gal)	109.1	127.6	106.5	112.2	116.0	120.5	107.0

Interval #4 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1248	1454	1356	1337
Vehs Exited	1250	1433	1401	1376
Starting Vehs	434	425	395	439
Ending Vehs	432	446	350	398
Travel Distance (mi)	871	974	970	937
Travel Time (hr)	391.0	309.7	366.1	364.3
Total Delay (hr)	368.0	284.9	341.0	339.9
Total Stops	3121	3093	2737	2923
Fuel Used (gal)	116.3	101.9	114.9	113.2

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.1	1.4	2.7	3.7	0.0	0.0	0.0	28.0	51.1	0.1	0.4	81.2
Denied Del/Veh (s)	12.3	14.3	12.2	13.6	0.0	0.0	0.0	239.2	228.7	256.1	494.3	749.4
Total Delay (hr)	0.4	7.5	18.8	15.1	0.2	8.2	0.9	60.1	14.1	0.0	0.2	27.9
Total Del/Veh (s)	75.9	78.0	82.6	54.8	114.1	45.5	12.8	562.3	75.5	78.3	358.3	377.2

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	343.2	52.3	564.1
Denied Del/Veh (s)	759.8	753.3	310.7
Total Delay (hr)	72.7	8.3	234.5
Total Del/Veh (s)	246.9	189.1	149.7

2: Riley St/Greenback Ln & Scott St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.6	0.4	0.3
Total Delay (hr)	0.1	0.0	0.7	2.6	0.0	2.1	6.1	11.7
Total Del/Veh (s)	42.4	2.5	17.0	12.4	2.6	43.2	24.9	20.9

3: Riley St & Leidesdorff St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.2	6.1	0.2	6.6
Denied Del/Veh (s)	0.0	0.0	0.9	1.1	23.3	25.6	13.0
Total Delay (hr)	0.2	0.3	0.6	3.4	6.2	0.0	10.8
Total Del/Veh (s)	36.1	30.6	31.5	16.9	23.8	5.5	21.3

4: Riley St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	14.4	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	54.9	68.8	51.2	0.4	0.2	0.0
Total Delay (hr)	0.1	0.2	0.1	0.0	0.2	0.1	0.1	10.1	0.1	0.5	3.0	0.0
Total Del/Veh (s)	45.3	41.0	18.3	54.5	3.3	15.2	54.8	49.3	62.7	20.5	12.1	1.6

4: Riley St & Sutter St Performance by movement

Movement	All
Denied Delay (hr)	14.7
Denied Del/Veh (s)	26.8
Total Delay (hr)	14.4
Total Del/Veh (s)	26.4

5: Scott St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.3	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.9
Total Del/Veh (s)	6.1	7.4	4.7	3.7	4.9	5.7	5.2	6.3	3.4	3.5	5.0	5.6

Total Network Performance

Denied Delay (hr)	585.6
Denied Del/Veh (s)	301.4
Total Delay (hr)	299.1
Total Del/Veh (s)	174.5

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B27	B27	NB	NB
Directions Served	UL	T	T	R	L	T	T	R	T	T	L	L
Maximum Queue (ft)	659	1442	1384	525	104	441	453	395	18	34	562	575
Average Queue (ft)	401	644	683	448	11	233	241	101	1	2	507	529
95th Queue (ft)	710	1443	1512	618	53	392	398	222	13	24	672	683
Link Distance (ft)		1535	1535			422	422		192	192		
Upstream Blk Time (%)		3	7			1	0	0				
Queuing Penalty (veh)		0	0			2	2	0				
Storage Bay Dist (ft)	700			500	100			400			550	550
Storage Blk Time (%)	0	10	10	10		39	1	0			6	63
Queuing Penalty (veh)	0	33	99	42		3	2	0			16	167

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	TR	UL	T	T	R
Maximum Queue (ft)	1604	1589	1461	625	1461	1459	275
Average Queue (ft)	1161	1028	453	569	1446	1441	149
95th Queue (ft)	2103	2032	1314	787	1455	1543	358
Link Distance (ft)	1592	1592	1592		1426	1426	
Upstream Blk Time (%)	50	14	0		70	61	
Queuing Penalty (veh)	0	0	0		0	0	
Storage Bay Dist (ft)				600			250
Storage Blk Time (%)	1			33	47	69	0
Queuing Penalty (veh)	3			262	181	170	2

Intersection: 2: Riley St/Greenback Ln & Scott St

Movement	WB	B28	NB	NB	SB	SB	B49	B18	B27	B27
Directions Served	LR	T	T	R	L	T	T	T	T	
Maximum Queue (ft)	162	10	377	49	224	789	949	282	494	424
Average Queue (ft)	73	0	179	2	137	309	225	223	224	59
95th Queue (ft)	134	10	379	34	244	799	864	354	560	308
Link Distance (ft)	146	88	370	370		728	861	192	422	422
Upstream Blk Time (%)	1	0	1			9	8	36	5	1
Queuing Penalty (veh)	2	0	3			109	98	419	27	6
Storage Bay Dist (ft)					200					
Storage Blk Time (%)						1	18			
Queuing Penalty (veh)						5	35			

Intersection: 3: Riley St & Leidesdorff St

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	R
Maximum Queue (ft)	70	83	228	187	386	325
Average Queue (ft)	17	27	168	43	274	25
95th Queue (ft)	48	64	266	157	485	167
Link Distance (ft)	174		186	186	370	
Upstream Blk Time (%)		0	24	0	14	
Queuing Penalty (veh)		0	95	1	138	
Storage Bay Dist (ft)		200				300
Storage Blk Time (%)		0			25	0
Queuing Penalty (veh)		0			8	0

Intersection: 4: Riley St & Sutter St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	81	68	547	207	27
Average Queue (ft)	29	23	365	165	2
95th Queue (ft)	67	56	702	259	15
Link Distance (ft)	403	397	520	186	186
Upstream Blk Time (%)			29	19	
Queuing Penalty (veh)			0	104	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Scott St & Sutter St

Movement	EB	WB	NB	SB	B28
Directions Served	LTR	ULTR	LTR	LTR	T
Maximum Queue (ft)	121	65	42	139	7
Average Queue (ft)	60	40	26	57	0
95th Queue (ft)	92	59	51	109	5
Link Distance (ft)	397	224	219	88	146
Upstream Blk Time (%)				1	
Queuing Penalty (veh)				2	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 2037

5: Sutter St

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕			↕
Traffic Vol, veh/h	90	81	26	5	106	0	5	26	40	15	0	30
Future Vol, veh/h	90	81	26	5	106	0	5	26	40	15	0	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	88	28	5	115	0	5	28	43	16	0	33
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	8.9	8.7	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	46%	5%	0%
Vol Thru, %	49%	41%	95%	16%
Vol Right, %	19%	13%	0%	84%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	197	111	191
LT Vol	28	90	5	0
Through Vol	42	81	106	30
RT Vol	16	26	0	161
Lane Flow Rate	93	214	121	208
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.284	0.164	0.251
Departure Headway (Hd)	4.944	4.781	4.895	4.359
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	747	729	820
Service Time	3.002	2.836	2.956	2.407
HCM Lane V/C Ratio	0.129	0.286	0.166	0.254
HCM Control Delay	8.7	9.7	8.9	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.2	0.6	1

5: Sutter St

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations

Traffic Vol, veh/h 161

Future Vol, veh/h 161

Peak Hour Factor 0.92

Heavy Vehicles, % 2

Mvmt Flow 175

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	4721	4683	5039	4739	4951	4897	4654
Vehs Exited	4674	4572	4841	4640	4817	4805	4532
Starting Vehs	437	374	311	450	346	383	342
Ending Vehs	484	485	509	549	480	475	464
Travel Distance (mi)	3387	3354	3528	3355	3498	3463	3294
Travel Time (hr)	1979.3	1813.7	1679.9	1928.0	1809.2	1614.2	1847.7
Total Delay (hr)	1887.6	1722.5	1585.4	1837.8	1714.9	1521.0	1758.5
Total Stops	12722	12226	11178	11882	11298	11628	11197
Fuel Used (gal)	562.1	521.7	495.1	548.1	524.2	478.5	527.0

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	4983	4771	4818	4825
Vehs Exited	4856	4678	4680	4709
Starting Vehs	413	398	362	380
Ending Vehs	540	491	500	495
Travel Distance (mi)	3498	3413	3366	3415
Travel Time (hr)	1776.5	1818.5	1913.0	1818.0
Total Delay (hr)	1682.1	1726.2	1822.0	1725.8
Total Stops	12651	12226	11810	11878
Fuel Used (gal)	518.0	525.4	543.3	524.3

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1200	1280	1376	1229	1253	1299	1265
Vehs Exited	1202	1212	1344	1255	1267	1364	1258
Starting Vehs	437	374	311	450	346	383	342
Ending Vehs	435	442	343	424	332	318	349
Travel Distance (mi)	834	902	981	899	907	971	928
Travel Time (hr)	227.5	209.3	194.2	250.1	213.1	164.0	204.1
Total Delay (hr)	205.2	184.9	168.2	226.1	188.6	138.1	178.8
Total Stops	2830	3230	2782	3315	2554	2853	3186
Fuel Used (gal)	79.0	75.9	75.1	86.2	76.4	67.8	75.1

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1266	1210	1238	1263
Vehs Exited	1282	1216	1227	1263
Starting Vehs	413	398	362	380
Ending Vehs	397	392	373	378
Travel Distance (mi)	914	882	887	910
Travel Time (hr)	195.4	224.3	228.5	211.1
Total Delay (hr)	170.8	200.4	204.6	186.6
Total Stops	3012	3184	2982	2990
Fuel Used (gal)	73.5	79.3	79.7	76.8

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1265	1349	1315	1326	1410	1376	1388
Vehs Exited	1166	1309	1257	1277	1317	1191	1230
Starting Vehs	435	442	343	424	332	318	349
Ending Vehs	534	482	401	473	425	503	507
Travel Distance (mi)	859	935	907	932	979	876	892
Travel Time (hr)	418.5	366.5	325.0	386.8	354.1	303.7	348.9
Total Delay (hr)	395.3	341.3	300.7	361.8	327.8	280.1	325.4
Total Stops	3452	3566	2622	3332	3107	2904	2966
Fuel Used (gal)	123.7	114.2	102.4	117.3	111.1	96.1	108.2

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1422	1333	1280	1345
Vehs Exited	1303	1224	1153	1242
Starting Vehs	397	392	373	378
Ending Vehs	516	501	500	481
Travel Distance (mi)	941	899	834	905
Travel Time (hr)	360.0	372.8	386.8	362.3
Total Delay (hr)	334.7	348.5	364.3	338.0
Total Stops	3686	3296	2695	3164
Fuel Used (gal)	112.6	114.1	114.2	111.4

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1103	1045	1215	1160	1116	1111	1054
Vehs Exited	1152	1031	1079	1096	1035	1075	1073
Starting Vehs	534	482	401	473	425	503	507
Ending Vehs	485	496	537	537	506	539	488
Travel Distance (mi)	840	769	804	787	743	783	761
Travel Time (hr)	589.2	536.0	496.9	544.8	535.9	495.1	542.3
Total Delay (hr)	566.0	514.7	475.3	523.7	516.0	473.7	521.6
Total Stops	3100	2924	2820	2693	2308	2958	2621
Fuel Used (gal)	161.9	147.1	139.0	150.4	146.9	138.4	149.0

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1099	1140	1223	1126
Vehs Exited	1128	1154	1218	1104
Starting Vehs	516	501	500	481
Ending Vehs	487	487	505	500
Travel Distance (mi)	791	838	862	798
Travel Time (hr)	522.3	538.8	571.7	537.3
Total Delay (hr)	501.1	516.1	548.5	515.7
Total Stops	2685	2874	3312	2826
Fuel Used (gal)	145.1	150.5	158.5	148.7

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1153	1009	1133	1024	1172	1111	947
Vehs Exited	1154	1020	1161	1012	1198	1175	971
Starting Vehs	485	496	537	537	506	539	488
Ending Vehs	484	485	509	549	480	475	464
Travel Distance (mi)	854	748	836	737	868	833	712
Travel Time (hr)	744.1	701.8	663.9	746.2	706.0	651.5	752.4
Total Delay (hr)	721.0	681.6	641.2	726.1	682.4	629.1	732.7
Total Stops	3340	2506	2954	2542	3329	2913	2424
Fuel Used (gal)	197.5	184.5	178.5	194.2	189.7	176.1	194.9

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	1196	1088	1077	1091
Vehs Exited	1143	1084	1082	1100
Starting Vehs	487	487	505	500
Ending Vehs	540	491	500	495
Travel Distance (mi)	853	795	783	802
Travel Time (hr)	698.9	682.6	725.9	707.3
Total Delay (hr)	675.6	661.1	704.5	685.5
Total Stops	3268	2872	2821	2897
Fuel Used (gal)	186.9	181.5	191.0	187.5

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.7	14.9	40.7	27.6	0.0	0.0	0.0	397.1	693.0	2.9	0.1	8.9
Denied Del/Veh (s)	229.5	220.1	224.1	224.3	0.0	0.0	0.0	1515.8	1506.5	1480.6	75.1	75.5
Total Delay (hr)	0.6	11.6	52.9	16.7	0.2	8.4	1.4	82.5	9.6	0.0	0.6	36.2
Total Del/Veh (s)	222.3	204.0	344.8	167.1	115.3	43.4	12.0	1002.8	88.8	59.3	291.1	304.7

1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	22.3	6.0	1214.1
Denied Del/Veh (s)	73.2	73.9	633.8
Total Delay (hr)	19.3	2.5	242.5
Total Del/Veh (s)	66.8	33.0	186.0

2: Riley St/Greenback Ln & Scott St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.3	0.0	0.0	1.2	8.9	10.5
Denied Del/Veh (s)	4.5	4.7	0.0	0.0	39.3	41.5	18.4
Total Delay (hr)	0.1	1.5	5.0	0.0	2.7	17.6	27.0
Total Del/Veh (s)	60.1	22.8	19.6	2.3	85.5	82.3	47.3

3: Riley St & Leidesdorff St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.0	0.0	0.4
Denied Del/Veh (s)	0.0	0.0	2.4	1.5	0.0	0.0	0.7
Total Delay (hr)	1.5	2.0	0.5	4.9	10.3	0.1	19.4
Total Del/Veh (s)	34.3	91.9	32.2	23.1	51.0	10.3	38.3

4: Riley St & Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	2.1	135.9	2.4	0.0	0.1	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.0	594.0	563.5	548.8	0.4	0.7	0.0
Total Delay (hr)	0.7	0.7	0.4	0.1	0.3	1.0	0.3	18.1	0.3	0.9	4.1	0.0
Total Del/Veh (s)	77.4	59.4	47.0	48.4	8.4	34.4	109.5	100.0	89.5	32.4	22.2	2.4

4: Riley St & Sutter St Performance by movement

Movement	All
Denied Delay (hr)	140.6
Denied Del/Veh (s)	249.6
Total Delay (hr)	27.0
Total Del/Veh (s)	53.5

5: Sutter St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBU	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.1	0.1	0.4	0.3	0.2
Total Delay (hr)	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.2	0.9
Total Del/Veh (s)	6.3	7.5	4.4	5.9	6.1	3.0	5.3	6.5	3.4	8.1	5.3	6.0

Total Network Performance

Denied Delay (hr)	1365.6
Denied Del/Veh (s)	656.6
Total Delay (hr)	360.2
Total Del/Veh (s)	249.2

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	UL	T	T	R	L	T	T	R	L	L	T	T
Maximum Queue (ft)	725	1567	1569	525	66	382	405	367	562	575	1626	1615
Average Queue (ft)	538	1202	1182	410	7	243	250	120	548	572	1612	1333
95th Queue (ft)	955	2038	2051	726	36	365	371	236	589	580	1620	2238
Link Distance (ft)		1535	1535			422	422				1592	1592
Upstream Blk Time (%)		43	42			0	0	0			99	21
Queuing Penalty (veh)		0	0			0	1	0			0	0
Storage Bay Dist (ft)	700			500	100			400	550	550		
Storage Blk Time (%)	0	60	59	1		41	0	0	6	89	0	
Queuing Penalty (veh)	1	152	265	4		4	1	0	29	456	5	

Intersection: 1: Folsom-Auburn Rd/Folsom Blvd & Greenback Ln

Movement	NB	SB	SB	SB	SB
Directions Served	TR	UL	T	T	R
Maximum Queue (ft)	1585	625	1460	1455	275
Average Queue (ft)	613	597	1170	1104	165
95th Queue (ft)	1679	736	1818	1804	343
Link Distance (ft)	1592		1426	1426	
Upstream Blk Time (%)	0		36	11	
Queuing Penalty (veh)	0		0	0	
Storage Bay Dist (ft)		600			250
Storage Blk Time (%)		67	1	25	0
Queuing Penalty (veh)		358	3	74	2

Intersection: 2: Riley St/Greenback Ln & Scott St

Movement	WB	B28	NB	NB	SB	SB	B49	B18	B27	B27
Directions Served	LR	T	T	R	L	T	T	T	T	
Maximum Queue (ft)	179	11	394	57	225	796	951	283	477	474
Average Queue (ft)	101	0	282	3	151	736	812	265	400	125
95th Queue (ft)	156	5	478	38	291	922	1300	324	586	442
Link Distance (ft)	142	92	372	372		728	861	192	422	422
Upstream Blk Time (%)	3		5			40	42	88	20	2
Queuing Penalty (veh)	4		31			444	461	964	109	12
Storage Bay Dist (ft)					200					
Storage Blk Time (%)					1	54				
Queuing Penalty (veh)					6	79				

Intersection: 3: Riley St & Leidesdorff St

Movement	EB	EB	B29	NB	NB	SB	SB
Directions Served	L	R	T	LT	T	T	R
Maximum Queue (ft)	247	169	169	238	233	387	324
Average Queue (ft)	118	80	21	200	114	376	55
95th Queue (ft)	228	159	142	233	259	393	256
Link Distance (ft)	174		733	186	186	372	
Upstream Blk Time (%)	10	3		32	6	35	
Queuing Penalty (veh)	0	0		163	31	346	
Storage Bay Dist (ft)		200					300
Storage Blk Time (%)	10	3				58	0
Queuing Penalty (veh)	8	5				22	1

Intersection: 4: Riley St & Sutter St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	268	238	553	215	89
Average Queue (ft)	95	92	539	195	7
95th Queue (ft)	217	195	547	219	57
Link Distance (ft)	403	400	520	186	186
Upstream Blk Time (%)	0	0	69	35	0
Queuing Penalty (veh)	0	1	0	173	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Sutter St

Movement	EB	WB	NB	SB	B28
Directions Served	LTR	LTR	ULTR	LTR	T
Maximum Queue (ft)	79	71	64	144	6
Average Queue (ft)	44	43	35	64	0
95th Queue (ft)	67	66	58	118	5
Link Distance (ft)	400	260	223	92	142
Upstream Blk Time (%)				2	
Queuing Penalty (veh)				3	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 4216