

APPENDIX E

Future Year 2045

Performance Measures

Contents:

- *Level of Service (LOS) Summary Tables for Vehicles*
 - *AM, PM, & Saturday Peaks*
- *Level of Service (LOS) Summary Tables for Bikes/Pedestrians*
 - *AM, PM, & Saturday Peaks*
- *Synchro Printouts of Highway Capacity Manual 6th Edition*
 - *AM, PM, & Saturday Peaks (Raw Data)*

Level of Service Letter Grade (based on average delay per vehicle in seconds)		
Signalized Intersections		
A	=	0.0 - 9.9
B	=	10.0 - 19.9
C	=	20.0 - 34.9
D	=	35.0 - 54.9
E	=	55.0 - 79.9
F	=	80.0 & Above
V/C Ratios		
Intersections		
=	< 0.85	
=	0.85 - 0.95	
=	0.96 - 1.00	
=	> 1.00	

Bike & Pedestrian Scores		
BLOS & PLOS		
Signalized Intersections		
A	<=	1.50
B	>	1.50 - 2.50
C	>	2.50 - 3.50
D	>	3.50 - 4.50
E	>	4.50 - 5.50
F	>	5.50

SCENARIO/ANALYSIS YEAR			Road Diet/Future Year 2045							
PEAK HOUR			AM Peak (08:00 AM to 09:00 AM)							
HCM 6th Edition			Vehicular Performance Measures							
			DELAY (seconds) & LOS (Letter Grade)				Volume to Capacity Ratio			
Intersection	Approach	Lane Config.	By Lane Config.		By Approach		By Overall Intersection		By Lane Config.	Max
Atlantic Ave @ Coolidge Ave	Eastbound	Left	1.8	A	2.9	A	4.6	A	0.01	0.34
		Thru	0.0	A					0.00	
		Right	2.9	A					0.31	
	Westbound	Left	0.3	A	0.5	A			0.01	
		Thru	0.0	A					0.00	
		Right	0.5	A					0.27	
	Northbound	Left	43.7	D	43.7	D			0.13	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
	Southbound	Left	48.6	D	48.6	D			0.34	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Washington Ave	Eastbound	Left	0.1	A	1.0	A	4.3	A	0.05	0.48
		Thru	0.0	A					0.00	
		Right	1.1	A					0.40	
	Westbound	Left	0.0	A	1.0	A			0.01	
		Thru	0.0	A					0.00	
		Right	1.0	A					0.39	
	Northbound	Left	36.7	D	36.7	D			0.08	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
	Southbound	Left	45.8	D	45.8	D			0.48	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Cedar Grove Ave	Eastbound	Left	0.6	A	1.1	A	43.8	D	0.03	0.42
		Thru	0.0	A					0.00	
		Right	1.1	A					0.42	
	Westbound	Left	1.8	A	3.1	A			0.01	
		Thru	0.0	A					0.00	
		Right	3.1	A					0.35	
	Northbound	Left	44.4	D	44.4	D			0.19	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
	Southbound	Left	43.8	D	43.8	D			0.16	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Mansfield Ave	Eastbound	Left	2.0	A	0.8	A	7.2	A	0.01	0.63
		Thru	0.0	A					0.00	
		Right	0.8	A					0.33	
	Westbound	Left	5.9	A	10.2	B			0.03	
		Thru	0.0	A					0.00	
		Right	10.2	B					0.35	
	Northbound	Left	59.5	E	59.5	E			0.63	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	

SCENARIO/ANALYSIS YEAR			Road Diet/Future Year 2045							
PEAK HOUR			AM Peak (08:00 AM to 09:00 AM)							
HCM 6th Edition			Vehicular Performance Measures							
			DELAY (seconds) & LOS (Letter Grade)					Volume to Capacity Ratio v/c Ratio (decimal ratio)		
Intersection	Approach	Lane Config.	By Lane Config.		By Approach		By Overall Intersection		By Lane Config.	Max
Atlantic Ave @ Huntington Ave	Eastbound	Left	0.0	A	0.8	A	2.3	A	0.02	0.63
		Thru	0.0	A					0.00	
		Right	0.8	A					0.36	
	Westbound	Left	0.0	A	0.8	A			0.01	
		Thru	0.0	A					0.00	
		Right	0.9	A					0.38	
	Northbound	Left	59.5	E	59.5	E			0.63	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Essex Ave	Eastbound	Left	0.1	A	0.8	A	4.2	A	0.05	0.50
		Thru	0.9	A					0.37	
	Westbound	Thru	0.0	A	0.8	A			0.00	
		Right	0.8	A					0.37	
	Southbound	Left	45.2	D	45.2	D			0.50	
		Right	0.0	A					0.00	
Atlantic Ave @ Douglass Ave	Eastbound	Left	0.0	A	0.8	A	2.3	A	0.02	0.63
		Thru	0.0	A					0.00	
		Right	0.8	A					0.37	
	Westbound	Left	0.0	A	1.0	A			0.01	
		Thru	0.0	A					0.00	
		Right	1.0	A					0.41	
	Northbound	Left	59.5	E	59.5	E			0.63	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Fredericksburg Ave	Eastbound	Left	0.6	A	0.9	A	4.8	A	0.01	0.41
		Thru	0.0	A					0.00	
		Right	0.9	A					0.38	
	Westbound	Left	1.7	A	3.5	A			0.01	
		Thru	0.0	A					0.00	
		Right	3.5	A					0.41	
	Northbound	Left	43.9	D	43.9	D			0.21	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
	Southbound	Left	43.4	D	43.4	D			0.20	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	

SCENARIO/ANALYSIS YEAR			Road Diet/Future Year 2045							
PEAK HOUR			PM Peak (05:00 PM to 06:00 PM)							
HCM 6th Edition			Vehicular Performance Measures							
			DELAY (seconds) & LOS (Letter Grade)					Volume to Capacity Ratio		
Intersection	Approach	Lane Configuration	By Lane Configuration		By Approach		By Overall Intersection		By Lane Configuration	Max
Atlantic Ave @ Coolidge Ave	Eastbound	Left	3.2	A	2.8	A	5.9	A	0.01	0.42
		Thru	0.0	A					0.00	
		Right	2.7	A					0.30	
	Westbound	Left	2.9	A	2.9	A			0.01	
		Thru	0.0	A					0.00	
		Right	2.9	A					0.35	
	Northbound	Left	42.8	D	42.8	D			0.25	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
	Southbound	Left	46.9	D	46.9	D			0.42	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Washington Ave	Eastbound	Left	0.1	A	0.6	A	3.9	A	0.04	0.44
		Thru	0.0	A					0.00	
		Right	0.7	A					0.39	
	Westbound	Left	0.0	A	1.0	A			0.01	
		Thru	0.0	A					0.00	
		Right	1.0	A					0.44	
	Northbound	Left	38.7	D	38.7	D			0.26	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
	Southbound	Left	43.5	D	43.5	D			0.44	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Cedar Grove Ave	Eastbound	Left	0.0	A	0.8	A	3.4	A	0.02	0.40
		Thru	0.0	A					0.00	
		Right	0.9	A					0.40	
	Westbound	Left	0.0	A	0.8	A			0.02	
		Thru	0.0	A					0.00	
		Right	0.9	A					0.40	
	Northbound	Left	41.6	D	41.6	D			0.24	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
	Southbound	Left	41.0	D	41.0	D			0.23	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Mansfield Ave	Eastbound	Left	0.0	A	0.6	A	1.4	A	0.01	0.45
		Thru	0.0	A					0.00	
		Right	0.6	A					0.28	
	Westbound	Left	0.0	A	0.6	A			0.01	
		Thru	0.0	A					0.00	
		Right	0.6	A					0.30	
	Northbound	Left	45.4	D	45.4	D			0.45	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	

SCENARIO/ANALYSIS YEAR			Road Diet/Future Year 2045							
PEAK HOUR			PM Peak (05:00 PM to 06:00 PM)							
HCM 6th Edition			Vehicular Performance Measures							
			DELAY (seconds) & LOS (Letter Grade)				Volume to Capacity Ratio			
Intersection	Approach	Lane Configuration	By Lane Configuration		By Approach		By Overall Intersection		By Lane Configuration	Max
Atlantic Ave @ Huntington Ave	Eastbound	Left	0.1	A	0.7	A	1.6	A	0.02	0.35
		Thru	0.0	A					0.00	
		Right	0.7	A					0.31	
	Westbound	Left	0.0	A	0.7	A			0.01	
		Thru	0.0	A					0.00	
		Right	0.7	A					0.35	
	Northbound	Left	39.0	D	39.0	D			0.13	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Essex Ave	Eastbound	Left	0.3	A	0.9	A	4.4	A	0.11	0.65
		Thru	1.0	A					0.42	
	Westbound	Thru	0.0	A	0.7	A			0.00	
		Right	0.7	A					0.35	
	Southbound	Left	44.1	D	44.1	D			0.65	
		Right	0.0	A					0.00	
Atlantic Ave @ Douglass Ave	Eastbound	Left	0.2	A	0.8	A	1.6	A	0.05	0.35
		Thru	0.0	A					0.00	
		Right	0.9	A					0.33	
	Westbound	Left	0.1	A	0.8	A			0.01	
		Thru	0.0	A					0.00	
		Right	0.9	A					0.35	
	Northbound	Left	38.9	D	38.9	D			0.26	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Fredericksburg Ave	Eastbound	Left	0.4	A	0.8	A	3.7	A	0.01	0.36
		Thru	0.0	A					0.00	
		Right	0.8	A					0.34	
	Westbound	Left	1.6	A	3.1	A			0.01	
		Thru	0.0	A					0.00	
		Right	3.1	A					0.36	
	Northbound	Left	44.6	D	44.6	D			0.23	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
	Southbound	Left	45.9	D	45.9	D			0.30	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	



















SCENARIO/ANALYSIS YEAR					Road Diet/Future Year 2045						
PEAK HOUR					SAT Peak (12:00 PM to 01:00 PM)						
HCM 6th Edition					Vehicular Performance Measures						
					DELAY (seconds) & LOS (Letter Grade)					Volume to Capacity Ratio	
Intersection	Approach	Lane Config.	By:					By:			
			Lane Config.	Approach		Overall Int.		Lane Config.	Max		
Atlantic Ave @ Coolidge Ave	Eastbound	Left	2.1	A	8.5	A	8.1	A	0.03	0.71	
		Thru	0.0	A					0.00		
		Right	8.6	A					0.71		
	Westbound	Left	4.4	A	2.5	A			0.02		
		Thru	0.0	A					0.00		
		Right	2.4	A					0.68		
	Northbound	Left	47.9	D	47.9	D			0.21		
		Thru	0.0	A					0.00		
		Right	0.0	A					0.00		
	Southbound	Left	49.1	D	49.1	D			0.37		
		Thru	0.0	A					0.00		
		Right	0.0	A					0.00		
Atlantic Ave @ Washington Ave	Eastbound	Left	0.2	A	3.3	A	6.9	A	0.10	0.76	
		Thru	0.0	A					0.00		
		Right	3.5	A					0.74		
	Westbound	Left	0.0	A	3.9	A			0.02		
		Thru	0.0	A					0.00		
		Right	3.9	A					0.76		
	Northbound	Left	39.6	D	39.6	D			0.13		
		Thru	0.0	A					0.00		
		Right	0.0	A					0.00		
	Southbound	Left	63.0	E	63.0	E			0.67		
		Thru	0.0	A					0.00		
		Right	0.0	A					0.00		
Atlantic Ave @ Cedar Grove Ave	Eastbound	Left	0.1	A	2.9	A	5.8	A	0.03	0.74	
		Thru	0.0	A					0.00		
		Right	3.0	A					0.74		
	Westbound	Left	0.1	A	2.9	A			0.03		
		Thru	0.0	A					0.00		
		Right	3.0	A					0.69		
	Northbound	Left	47.9	D	47.9	D			0.24		
		Thru	0.0	A					0.00		
		Right	0.0	A					0.00		
	Southbound	Left	48.9	D	48.9	D			0.37		
		Thru	0.0	A					0.00		
		Right	0.0	A					0.00		
Atlantic Ave @ Mansfield Ave	Eastbound	Left	0.0	A	1.0	A	2.2	A	0.02	0.57	
		Thru	0.0	A					0.00		
		Right	1.0	A					0.53		
	Westbound	Left	0.0	A	1.5	A			0.01		
		Thru	0.0	A					0.00		
		Right	1.5	A					0.57		
	Northbound	Left	52.4	D	52.4	D			0.31		
		Thru	0.0	A					0.00		
		Right	0.0	A					0.00		

SCENARIO/ANALYSIS YEAR			Road Diet/Future Year 2045							
PEAK HOUR			SAT Peak (12:00 PM to 01:00 PM)							
HCM 6th Edition			Vehicular Performance Measures							
			DELAY (seconds) & LOS (Letter Grade)						Volume to Capacity Ratio	
Intersection	Approach	Lane Config.	By:						By:	
			Lane Config.		Approach		Overall Int.		Lane Config.	Max
Atlantic Ave @ Huntington Ave	Eastbound	Left	0.2	A	1.8	A	3.0	A	0.02	0.63
		Thru	0.0	A					0.00	
		Right	1.9	A					0.56	
	Westbound	Left	0.1	A	2.3	A			0.03	
		Thru	0.0	A					0.00	
		Right	2.3	A					0.63	
	Northbound	Left	41.3	D	41.3	D			0.26	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Essex Ave	Eastbound	Left	0.3	A	1.1	A	8.0	A	0.10	0.85
		Thru	1.2	A					0.47	
	Westbound	Thru	0.0	A	1.2	A			0.00	
		Right	1.2	A					0.47	
	Southbound	Left	57.1	E	57.1	E			0.85	
		Right	0.0	A					0.00	
Atlantic Ave @ Douglass Ave	Eastbound	Left	0.1	A	0.9	A	1.9	A	0.06	0.48
		Thru	0.0	A					0.00	
		Right	0.9	A					0.47	
	Westbound	Left	0.0	A	1.0	A			0.01	
		Thru	0.0	A					0.00	
		Right	1.0	A					0.47	
	Northbound	Left	58.3	E	58.3	E			0.48	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
Atlantic Ave @ Fredericksburg Ave	Eastbound	Left	1.0	A	1.1	A	5.1	A	0.02	0.49
		Thru	0.0	A					0.00	
		Right	1.2	A					0.48	
	Westbound	Left	1.7	A	4.0	A			0.01	
		Thru	0.0	A					0.00	
		Right	4.1	A					0.49	
	Northbound	Left	47.5	D	47.5	D			0.14	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	
	Southbound	Left	49.5	D	49.5	D			0.32	
		Thru	0.0	A					0.00	
		Right	0.0	A					0.00	

SCENARIO/ANALYSIS YEAR		Road Diet/Future Year 2045				
PEAK HOUR		AM Peak (08:00 AM to 09:00 AM)				
HCM 6th Edition	Bike Performance Measures			Pedestrian Performance Measures		
Intersection	Approach	Score	LOS	Crosswalk	Score	LOS
Atlantic Ave @ Coolidge Ave	Eastbound	1.93	B	Southbound	2.20	B
	Westbound	1.80	B	Northbound	2.20	B
	Northbound	1.46	A	Eastbound	1.76	B
	Southbound	1.47	A	Westbound	1.76	B
Atlantic Ave @ Washington Ave	Eastbound	2.34	B	Westbound	2.42	B
	Westbound	1.98	B	Northbound	2.25	B
	Northbound	1.46	A	Eastbound	1.85	B
	Southbound	1.51	B	Westbound	1.82	B
Atlantic Ave @ Cedar Grove Ave	Eastbound	2.05	B	Southbound	2.27	B
	Westbound	1.99	B	Northbound	2.26	B
	Northbound	1.46	A	Eastbound	1.77	B
	Southbound	1.47	A	Westbound	1.77	B
Atlantic Ave @ Mansfield	Eastbound	1.93	B	Southbound	2.22	B
	Westbound	1.83	B	Northbound	2.23	B
	Northbound	1.46	A	Eastbound	1.77	B
	Southbound	N/A	N/A	Westbound	1.49	A
Atlantic Ave @ Huntingon Ave	Eastbound	1.98	B	Southbound	2.23	B
	Westbound	1.85	B	Northbound	2.24	B
	Northbound	1.46	A	Eastbound	1.78	B
	Southbound	N/A	N/A	Westbound	1.49	A
Atlantic Ave @ Essex Ave	Eastbound	2.19	B	Southbound	2.24	B
	Westbound	1.97	B	Northbound	2.18	B
	Southbound	1.54	B	Westbound	1.88	B
Atlantic Ave @ Douglass Ave	Eastbound	2.01	B	Southbound	2.25	B
	Westbound	1.92	B	Northbound	2.27	B
	Northbound	1.46	A	Eastbound	1.78	B
	Southbound	N/A	N/A	Westbound	1.50	A
Atlantic Ave @ Fredericksburg Ave	Eastbound	2.04	B	Southbound	2.29	B
	Westbound	2.12	B	Northbound	2.29	B
	Northbound	1.47	A	Eastbound	1.77	B
	Southbound	1.48	A	Westbound	1.77	B



















SCENARIO/ANALYSIS YEAR	Road Diet/Future Year 2045					
PEAK HOUR	PM Peak (05:00 PM to 06:00 PM)					
HCM 6th Edition	Bike Performance Measures			Pedestrian Performance Measures		
Intersection	Approach	Score	LOS	Crosswalk	Score	LOS
Atlantic Ave @ Coolidge Ave	Eastbound	1.92	B	Southbound	2.25	B
	Westbound	2.01	B	Northbound	2.25	B
	Northbound	1.47	A	Eastbound	1.77	B
	Southbound	1.48	A	Westbound	1.77	B
Atlantic Ave @ Washington Ave	Eastbound	2.10	B	Southbound	2.31	B
	Westbound	2.13	B	Northbound	2.30	B
	Northbound	1.48	A	Eastbound	1.87	B
	Southbound	1.51	B	Westbound	1.83	B
Atlantic Ave @ Cedar Grove Ave	Eastbound	2.14	B	Southbound	2.32	B
	Westbound	2.15	B	Northbound	2.32	B
	Northbound	1.47	A	Eastbound	1.79	B
	Southbound	1.49	A	Westbound	1.79	B
Atlantic Ave @ Mansfield Ave	Eastbound	1.92	B	Southbound	2.22	B
	Westbound	1.81	B	Northbound	2.22	B
	Northbound	1.44	A	Eastbound	1.76	B
	Southbound	N/A	N/A	Westbound	1.47	A
Atlantic Ave @ Huntington Ave	Eastbound	2.11	B	Southbound	2.27	B
	Westbound	1.91	B	Northbound	2.28	B
	Northbound	1.46	A	Eastbound	1.78	B
	Southbound	N/A	N/A	Westbound	1.49	A
Atlantic Ave @ Essex Ave	Eastbound	2.47	B	Southbound	2.37	B
	Westbound	2.00	B	Northbound	2.27	B
	Southbound	1.58	B	Westbound	1.98	B
Atlantic Ave @ Douglass Ave	Eastbound	2.29	B	Southbound	2.32	B
	Westbound	1.97	B	Northbound	2.32	B
	Northbound	1.46	A	Eastbound	1.83	B
	Southbound	N/A	N/A	Westbound	1.53	B
Atlantic Ave @ Fredericksburg Ave	Eastbound	2.21	B	Southbound	2.33	B
	Westbound	2.13	B	Northbound	2.32	B
	Northbound	1.46	A	Eastbound	1.77	B
	Southbound	1.47	A	Westbound	1.76	B

SCENARIO / ANALYSIS YEAR	Road Diet/Future Year 2045					
PEAK HOUR	SAT Peak (12:00 PM to 01:00 PM)					
HCM 6th Edition	Bike Performance Measures			Pedestrian Performance Measures		
Intersection	Approach	Score	LOS	Crosswalk	Score	LOS
Atlantic Ave @ Coolidge Ave	Eastbound	2.46	B	Southbound	2.47	B
	Westbound	2.46	B	Northbound	2.46	B
	Northbound	1.47	A	Eastbound	1.81	B
	Southbound	1.54	B	Westbound	1.81	B
Atlantic Ave @ Washington Ave	Eastbound	2.54	C	Southbound	2.46	B
	Westbound	2.46	B	Northbound	2.46	B
	Northbound	1.48	A	Eastbound	1.90	B
	Southbound	1.54	B	Westbound	1.87	B
Atlantic Ave @ Cedar Grove Ave	Eastbound	2.53	C	Southbound	2.53	C
	Westbound	2.51	C	Northbound	2.51	C
	Northbound	1.82	B	Eastbound	1.82	B
	Southbound	1.83	B	Westbound	1.83	B
Atlantic Ave @ Mansfield Ave	Eastbound	2.30	B	Southbound	2.38	B
	Westbound	2.26	B	Northbound	2.39	B
	Northbound	1.46	A	Eastbound	1.79	B
	Southbound	N/A	N/A	Westbound	1.51	B
Atlantic Ave @ Huntington Ave	Eastbound	2.28	B	Southbound	2.36	B
	Westbound	2.23	B	Northbound	2.39	B
	Northbound	1.47	A	Eastbound	1.79	B
	Southbound	N/A	N/A	Westbound	1.52	B
Atlantic Ave @ Essex Ave	Eastbound	2.44	B	Southbound	2.44	B
	Westbound	2.18	B	Northbound	2.36	B
	Southbound	1.69	B	Westbound	2.03	B
Atlantic Ave @ Douglass Ave	Eastbound	2.43	B	Southbound	2.39	B
	Westbound	2.18	B	Northbound	2.39	B
	Northbound	1.46	A	Eastbound	1.84	B
	Southbound	N/A	N/A	Westbound	1.54	B
Atlantic Ave @ Fredericksburg Ave	Eastbound	2.27	B	Southbound	2.38	B
	Westbound	2.32	B	Northbound	2.39	B
	Northbound	1.47	A	Eastbound	1.78	B
	Southbound	1.50	A	Westbound	1.79	B

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	338	7	7	269	10	7	7	7	9	7	7
Future Volume (veh/h)	7	338	7	7	269	10	7	7	7	9	7	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1489	1590	407	1850	1504	1662	1850	1850	1850	1850	407	1273
Adj Flow Rate, veh/h	8	393	8	8	313	12	8	8	8	10	8	8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	25	18	100	0	24	13	0	0	0	0	100	40
Cap, veh/h	775	1266	26	824	1172	45	74	62	44	56	12	8
Arrive On Green	0.81	0.81	0.81	1.00	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	863	1553	32	999	1439	55	346	831	588	86	164	111
Grp Volume(v), veh/h	8	0	401	8	0	325	24	0	0	26	0	0
Grp Sat Flow(s),veh/h/ln	863	0	1585	999	0	1494	1765	0	0	361	0	0
Q Serve(g_s), s	0.2	0.0	6.3	0.1	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	6.3	6.3	0.0	0.0	1.3	0.0	0.0	7.2	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.33		0.33	0.38		0.31
Lane Grp Cap(c), veh/h	775	0	1291	824	0	1217	180	0	0	77	0	0
V/C Ratio(X)	0.01	0.00	0.31	0.01	0.00	0.27	0.13	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	775	0	1291	824	0	1217	411	0	0	127	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.94	0.00	0.94	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.7	0.0	2.3	0.2	0.0	0.0	43.4	0.0	0.0	46.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	0.5	0.3	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4	0.0	0.0	0.2	0.6	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.8	0.0	2.9	0.3	0.0	0.5	43.7	0.0	0.0	48.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		409			333			24			26	
Approach Delay, s/veh		2.9			0.5			43.7			48.6	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		87.5		12.5		87.5		12.5				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		67.0		22.0		67.0		22.0				
Max Q Clear Time (g_c+I1), s		8.3		3.3		8.3		9.2				
Green Ext Time (p_c), s		1.6		0.0		1.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	23	12	7	7
Ped. Right-Left Flow Rate (p/h)	50	25	7	7
Ped. R. Sidewalk Flow Rate (p/h)	14	14	37	73
Veh. Perm. L. Flow in Walk (v/h)	9	7	7	7
Veh. Perm. R. Flow in Walk (v/h)	7	7	10	7
Veh. RTOR Flow in Walk (v/h)	2	3	4	3
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	111.2	191.9	149.1	78.6
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	80.6	161.7	380.3	385.3
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	39.6	39.6	39.6	39.6
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.20	2.20	1.76	1.76
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	92	59	7	7
Total Flow Rate (veh/h)	409	333	24	26
Effct. Green for Bike (s)	91.5	91.5	10.1	10.1
Cross Street Width (ft)	24.1	24.1	36.2	36.1
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1830	1830	202	202
Bicycle Delay (s/bike)	0.4	0.4	40.6	40.6
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	1.53	1.41	1.08	1.08
Bicycle LOS	B	A	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	348	7	7	294	74	7	7	7	28	7	9
Future Volume (veh/h)	28	348	7	7	294	74	7	7	7	28	7	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1590	1432	1850	1850	1561	1677	1850	1850	1850	1186	407	407
Adj Flow Rate, veh/h	33	409	8	8	346	87	8	8	8	33	8	11
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	18	29	0	0	20	12	0	0	0	46	100	100
Cap, veh/h	681	1021	20	791	879	221	107	103	81	88	11	11
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	834	1399	27	985	1204	303	394	689	541	194	71	71
Grp Volume(v), veh/h	33	0	417	8	0	433	24	0	0	52	0	0
Grp Sat Flow(s),veh/h/ln	834	0	1427	985	0	1507	1624	0	0	336	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	15.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.20	0.33		0.33	0.63		0.21
Lane Grp Cap(c), veh/h	681	0	1041	791	0	1100	292	0	0	109	0	0
V/C Ratio(X)	0.05	0.00	0.40	0.01	0.00	0.39	0.08	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	681	0	1041	791	0	1100	435	0	0	139	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.97	0.00	0.97	0.96	0.00	0.96	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	36.6	0.0	0.0	42.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.0	0.0	1.0	0.1	0.0	0.0	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.3	0.5	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.0	1.1	0.0	0.0	1.0	36.7	0.0	0.0	45.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		450			441			24			52	
Approach Delay, s/veh		1.0			1.0			36.7			45.8	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.0		21.0		79.0		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		24.0		64.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0		3.2		2.0		17.0				
Green Ext Time (p_c), s		1.9		0.0		1.8		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				4.3								
HCM 6th LOS				A								


















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	19	15	8	12
Ped. Right-Left Flow Rate (p/h)	18	8	8	8
Ped. R. Sidewalk Flow Rate (p/h)	20	16	23	37
Veh. Perm. L. Flow in Walk (v/h)	28	7	28	7
Veh. Perm. R. Flow in Walk (v/h)	7	9	74	7
Veh. RTOR Flow in Walk (v/h)	4	6	50	5
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	174.9	221.5	208.4	135.3
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	151.7	259.6	209.9	269.1
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	39.6	39.6	39.6	39.6
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.26	2.25	1.85	1.82
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	98	64	7	7
Total Flow Rate (veh/h)	450	441	24	52
Effct. Green for Bike (s)	80.7	80.7	11.7	11.7
Cross Street Width (ft)	24.2	24.2	36.1	36.2
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1614	1614	234	234
Bicycle Delay (s/bike)	2.0	1.9	39.1	39.1
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	1.60	1.59	1.08	1.13
Bicycle LOS	B	B	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	385	10	7	349	13	7	7	7	10	7	7
Future Volume (veh/h)	7	385	10	7	349	13	7	7	7	10	7	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	407	1403	1128	1850	1561	1720	768	1128	984	1662	1850	1850
Adj Flow Rate, veh/h	8	464	12	8	420	16	8	8	8	12	8	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	100	31	50	0	20	9	75	50	60	13	0	0
Cap, veh/h	230	1107	29	831	1216	46	63	37	26	87	53	35
Arrive On Green	1.00	1.00	1.00	0.81	0.81	0.81	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	213	1361	35	933	1494	57	190	483	337	464	697	464
Grp Volume(v), veh/h	8	0	476	8	0	436	24	0	0	28	0	0
Grp Sat Flow(s),veh/h/ln	213	0	1396	933	0	1551	1010	0	0	1625	0	0
Q Serve(g_s), s	0.4	0.0	0.0	0.2	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	0.2	0.0	7.3	2.1	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.04	0.33		0.33	0.43		0.29
Lane Grp Cap(c), veh/h	230	0	1136	831	0	1262	125	0	0	176	0	0
V/C Ratio(X)	0.03	0.00	0.42	0.01	0.00	0.35	0.19	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	230	0	1136	831	0	1262	245	0	0	369	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.94	0.00	0.94	0.93	0.00	0.93	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.3	0.0	0.0	1.8	0.0	2.4	43.6	0.0	0.0	43.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.1	0.0	0.0	0.7	0.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	1.6	0.6	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.6	0.0	1.1	1.8	0.0	3.1	44.4	0.0	0.0	43.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		484			444			24			28	
Approach Delay, s/veh		1.1			3.1			44.4			43.8	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		87.4		12.6		87.4		12.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		69.0		20.0		69.0		20.0				
Max Q Clear Time (g_c+I1), s		9.6		4.1		9.3		3.5				
Green Ext Time (p_c), s		2.2		0.0		1.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				4.3								
HCM 6th LOS				A								


















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	8	44	7	7
Ped. Right-Left Flow Rate (p/h)	23	27	7	7
Ped. R. Sidewalk Flow Rate (p/h)	14	14	71	31
Veh. Perm. L. Flow in Walk (v/h)	10	7	7	7
Veh. Perm. R. Flow in Walk (v/h)	7	7	13	10
Veh. RTOR Flow in Walk (v/h)	5	5	10	7
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	213.1	125.0	73.9	175.2
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	191.4	83.6	375.4	380.3
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	39.6	39.6	39.6	39.6
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.27	2.26	1.77	1.77
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	117	63	9	7
Total Flow Rate (veh/h)	484	444	24	28
Effct. Green for Bike (s)	87.3	87.3	10.1	10.1
Cross Street Width (ft)	24.0	24.1	36.0	36.0
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1746	1746	202	202
Bicycle Delay (s/bike)	0.9	0.8	40.6	40.6
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	1.65	1.59	1.08	1.08
Bicycle LOS	B	B	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	358	7	7	380	23	7	7	7	0	0	0
Future Volume (veh/h)	7	358	7	7	380	23	7	7	7	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1850	1460	407	407	1533	1273	1850	407	407			
Adj Flow Rate, veh/h	8	393	8	8	418	25	8	8	8			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	0	27	100	100	22	40	0	100	100			
Cap, veh/h	655	1112	23	243	1117	67	13	13	13			
Arrive On Green	1.00	1.00	1.00	0.52	0.52	0.52	0.10	0.10	0.10			
Sat Flow, veh/h	962	1426	29	220	1432	86	126	126	126			
Grp Volume(v), veh/h	8	0	401	8	0	443	24	0	0			
Grp Sat Flow(s),veh/h/ln	962	0	1455	220	0	1517	378	0	0			
Q Serve(g_s), s	0.2	0.0	0.0	1.8	0.0	17.3	6.1	0.0	0.0			
Cycle Q Clear(g_c), s	17.5	0.0	0.0	1.8	0.0	17.3	6.1	0.0	0.0			
Prop In Lane	1.00		0.02	1.00		0.06	0.33		0.33			
Lane Grp Cap(c), veh/h	655	0	1135	243	0	1183	38	0	0			
V/C Ratio(X)	0.01	0.00	0.35	0.03	0.00	0.37	0.63	0.00	0.00			
Avail Cap(c_a), veh/h	655	0	1135	243	0	1183	83	0	0			
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.00	0.93	0.93	0.00	0.93	1.00	0.00	0.00			
Uniform Delay (d), s/veh	1.9	0.0	0.0	5.7	0.0	9.4	43.2	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.2	0.0	0.8	16.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.1	0.0	6.5	0.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.0	0.0	0.8	5.9	0.0	10.2	59.5	0.0	0.0			
LnGrp LOS	A	A	A	A	A	B	E	A	A			
Approach Vol, veh/h		409			451			24				
Approach Delay, s/veh		0.8			10.2			59.5				
Approach LOS		A			B			E				
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		84.0		16.0		84.0						
Change Period (Y+Rc), s		* 6		6.0		6.0						
Max Green Setting (Gmax), s		* 67		22.0		66.0						
Max Q Clear Time (g_c+I1), s		19.5		2.0		19.3						
Green Ext Time (p_c), s		1.6		0.0		2.0						
Intersection Summary												
HCM 6th Ctrl Delay			7.2									
HCM 6th LOS			A									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												











Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	1
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Act+Rest	Actuated	Actuated
Corresponding Signal Phase	4	4	2	6
Effective Walk Time (s)	11.0	15.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	15	7	7	7
Ped. Right-Left Flow Rate (p/h)	13	7	7	7
Ped. R. Sidewalk Flow Rate (p/h)	14	14	14	28
Veh. Perm. L. Flow in Walk (v/h)	0	7	7	7
Veh. Perm. R. Flow in Walk (v/h)	7	0	23	7
Veh. RTOR Flow in Walk (v/h)	3	0	15	5
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	233.4	318.9	318.9	185.3
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	218.9	602.5	358.9	385.3
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	39.6	36.1	39.6	39.6
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.22	2.23	1.77	1.49
Pedestrian Crosswalk LOS	B	B	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	93	92	7	7
Total Flow Rate (veh/h)	409	451	24	0
Effct. Green for Bike (s)	78.9	77.9	10.1	0.0
Cross Street Width (ft)	24.0	12.0	35.8	38.6
Through Lanes Number	1	1	1	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1578	1558	202	0
Bicycle Delay (s/bike)	2.3	2.6	40.6	0.0
Bicycle Compliance	Good	Good	Poor	
Bicycle LOS Score	1.53	1.42	1.07	0.00
Bicycle LOS	B	A	A	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	378	7	7	390	23	7	7	7	0	0	0
Future Volume (veh/h)	14	378	7	7	390	23	7	7	7	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1720	1489	1850	1850	1504	1706	1850	407	1561			
Adj Flow Rate, veh/h	15	415	8	8	429	25	8	8	8			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	9	25	0	0	24	10	0	100	20			
Cap, veh/h	780	1165	22	856	1126	66	13	13	13			
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.10	0.10	0.10			
Sat Flow, veh/h	885	1456	28	979	1407	82	126	126	126			
Grp Volume(v), veh/h	15	0	423	8	0	454	24	0	0			
Grp Sat Flow(s),veh/h/ln	885	0	1484	979	0	1489	378	0	0			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0			
Prop In Lane	1.00		0.02	1.00		0.06	0.33		0.33			
Lane Grp Cap(c), veh/h	780	0	1187	856	0	1191	38	0	0			
V/C Ratio(X)	0.02	0.00	0.36	0.01	0.00	0.38	0.63	0.00	0.00			
Avail Cap(c_a), veh/h	780	0	1187	856	0	1191	79	0	0			
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(l)	0.94	0.00	0.94	0.93	0.00	0.93	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	43.2	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	0.9	16.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.3	0.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.8	0.0	0.0	0.9	59.5	0.0	0.0			
LnGrp LOS	A	A	A	A	A	A	E	A	A			
Approach Vol, veh/h		438			462			24				
Approach Delay, s/veh		0.8			0.8			59.5				
Approach LOS		A			A			E				
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		85.0		15.0		85.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		69.0		21.0		69.0						
Max Q Clear Time (g_c+I1), s		2.0		2.0		2.0						
Green Ext Time (p_c), s		1.8		0.0		1.9						
Intersection Summary												
HCM 6th Ctrl Delay			2.3									
HCM 6th LOS			A									


















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	1
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	4	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	7.0	7.0	7.0	7.0
Right Corner Size B (ft)	7.0	7.0	7.0	7.0
Right Corner Curb Radius (ft)	14.0	14.0	14.0	14.0
Right Corner Total Area (sq.ft)	6.86	6.86	6.86	6.86
Ped. Left-Right Flow Rate (p/h)	25	15	7	7
Ped. Right-Left Flow Rate (p/h)	22	8	7	7
Ped. R. Sidewalk Flow Rate (p/h)	14	14	23	47
Veh. Perm. L. Flow in Walk (v/h)	0	7	14	7
Veh. Perm. R. Flow in Walk (v/h)	7	0	23	7
Veh. RTOR Flow in Walk (v/h)	3	0	15	4
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	63.2	106.5	84.7	42.5
Right Corner Quality of Service	A	A	A	B
Ped. Circulation Area (sq.ft)	129.8	266.7	347.3	385.3
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	39.6	39.6	39.6	39.6
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.23	2.24	1.78	1.49
Pedestrian Crosswalk LOS	B	B	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	87	89	7	7
Total Flow Rate (veh/h)	438	462	24	0
Effct. Green for Bike (s)	80.0	80.0	10.0	0.0
Cross Street Width (ft)	24.2	12.1	36.1	37.0
Through Lanes Number	1	1	1	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	Yes	Yes	Yes	No
Bicycle Lane Capacity (bike/h)	1600	1600	200	0
Bicycle Delay (s/bike)	2.1	2.1	40.6	0.0
Bicycle Compliance	Good	Good	Poor	
Bicycle LOS Score	1.58	1.44	1.08	0.00
Bicycle LOS	B	A	A	

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	392	366	34	29	39
Future Volume (veh/h)	38	392	366	34	29	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00			1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1807	1475	1518	1316	1677	1561
Adj Flow Rate, veh/h	41	426	398	37	32	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	26	23	37	12	20
Cap, veh/h	810	1150	1067	99	64	84
Arrive On Green	1.00	1.00	1.00	1.00	0.10	0.10
Sat Flow, veh/h	946	1475	1368	127	638	837
Grp Volume(v), veh/h	41	426	0	435	75	0
Grp Sat Flow(s),veh/h/ln	946	1475	0	1495	1494	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	4.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	4.8	0.0
Prop In Lane	1.00			0.09	0.43	0.56
Lane Grp Cap(c), veh/h	810	1150	0	1166	149	0
V/C Ratio(X)	0.05	0.37	0.00	0.37	0.50	0.00
Avail Cap(c_a), veh/h	810	1150	0	1166	329	0
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.00	0.91	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	42.6	0.0
Incr Delay (d2), s/veh	0.1	0.9	0.0	0.8	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.3	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.1	0.9	0.0	0.8	45.2	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h		467	435		75	
Approach Delay, s/veh		0.8	0.8		45.2	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		84.0		16.0		84.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		66.0		22.0		66.0
Max Q Clear Time (g_c+I1), s		2.0		6.8		2.0
Green Ext Time (p_c), s		1.9		0.2		1.7
Intersection Summary						
HCM 6th Ctrl Delay			4.2			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						



















Approach	EB	WB	SB
Crosswalk Length (ft)	35.0	35.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0
Total Number of Lanes Crossed	3	2	2
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	4	8
Effective Walk Time (s)	11.0	11.0	0.0
Right Corner Size A (ft)	7.0	7.0	7.0
Right Corner Size B (ft)	7.0	7.0	7.0
Right Corner Curb Radius (ft)	12.0	12.0	12.0
Right Corner Total Area (sq.ft)	18.04	18.04	18.04
Ped. Left-Right Flow Rate (p/h)	23	12	7
Ped. Right-Left Flow Rate (p/h)	50	7	7
Ped. R. Sidewalk Flow Rate (p/h)	0	14	73
Veh. Perm. L. Flow in Walk (v/h)	0	0	38
Veh. Perm. R. Flow in Walk (v/h)	0	39	34
Veh. RTOR Flow in Walk (v/h)	0	15	15
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	143.1	328.8	91.6
Right Corner Quality of Service	A	A	A
Ped. Circulation Area (sq.ft)	84.5	292.8	0.0
Crosswalk Circulation Code	A	A	F
Pedestrian Delay (s/p)	39.6	39.6	50.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.24	2.18	1.88
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	93	90	9
Total Flow Rate (veh/h)	467	435	74
Effct. Green for Bike (s)	77.5	77.5	10.5
Cross Street Width (ft)	36.0	23.9	35.9
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1550	1550	210
Bicycle Delay (s/bike)	2.7	2.7	40.2
Bicycle Compliance	Good	Good	Poor
Bicycle LOS Score	1.81	1.57	1.16
Bicycle LOS	B	B	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	375	7	7	393	30	7	7	7	0	0	0
Future Volume (veh/h)	10	375	7	7	393	30	7	7	7	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1489	1504	1128	1128	1518	1403	1850	407	1850			
Adj Flow Rate, veh/h	12	441	8	8	462	35	8	8	8			
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85			
Percent Heavy Veh, %	25	24	50	50	23	31	0	100	0			
Cap, veh/h	661	1178	21	539	1115	84	13	13	13			
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.10	0.10	0.10			
Sat Flow, veh/h	736	1472	27	583	1394	106	126	126	126			
Grp Volume(v), veh/h	12	0	449	8	0	497	24	0	0			
Grp Sat Flow(s),veh/h/ln	736	0	1499	583	0	1499	378	0	0			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0			
Prop In Lane	1.00		0.02	1.00		0.07	0.33		0.33			
Lane Grp Cap(c), veh/h	661	0	1199	539	0	1199	38	0	0			
V/C Ratio(X)	0.02	0.00	0.37	0.01	0.00	0.41	0.63	0.00	0.00			
Avail Cap(c_a), veh/h	661	0	1199	539	0	1199	76	0	0			
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(l)	0.93	0.00	0.93	0.93	0.00	0.93	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	43.2	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	1.0	16.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.3	0.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.8	0.0	0.0	1.0	59.5	0.0	0.0			
LnGrp LOS	A	A	A	A	A	A	E	A	A			
Approach Vol, veh/h		461			505			24				
Approach Delay, s/veh		0.8			1.0			59.5				
Approach LOS		A			A			E				
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		85.0		15.0		85.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		70.0		20.0		70.0						
Max Q Clear Time (g_c+I1), s		2.0		2.0		2.0						
Green Ext Time (p_c), s		1.9		0.0		2.1						
Intersection Summary												
HCM 6th Ctrl Delay			2.3									
HCM 6th LOS			A									



















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	22.0	15.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	2	1
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Pretimed	Actuated
Corresponding Signal Phase	4	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	6.0	6.0	6.0	6.0
Right Corner Size B (ft)	6.0	6.0	6.0	6.0
Right Corner Curb Radius (ft)	10.0	10.0	10.0	10.0
Right Corner Total Area (sq.ft)	14.50	14.50	14.50	14.50
Ped. Left-Right Flow Rate (p/h)	25	19	7	7
Ped. Right-Left Flow Rate (p/h)	13	10	7	7
Ped. R. Sidewalk Flow Rate (p/h)	14	14	29	38
Veh. Perm. L. Flow in Walk (v/h)	0	7	10	7
Veh. Perm. R. Flow in Walk (v/h)	7	0	30	7
Veh. RTOR Flow in Walk (v/h)	4	4	20	4
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	182.7	214.2	163.4	127.4
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	322.0	422.9	640.0	612.8
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	39.6	39.6	39.6	39.6
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.25	2.27	1.78	1.50
Pedestrian Crosswalk LOS	B	B	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	78	99	7	7
Total Flow Rate (veh/h)	461	505	24	0
Effct. Green for Bike (s)	80.0	80.0	10.0	0.0
Cross Street Width (ft)	24.0	12.0	36.0	38.3
Through Lanes Number	1	1	1	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	4.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	7.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	Yes	Yes	Yes	No
Bicycle Lane Capacity (bike/h)	1600	1600	200	0
Bicycle Delay (s/bike)	2.1	2.1	40.6	0.0
Bicycle Compliance	Good	Good	Poor	
Bicycle LOS Score	1.62	1.50	1.29	0.00
Bicycle LOS	B	B	A	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	375	7	7	404	18	8	7	7	13	7	10
Future Volume (veh/h)	7	375	7	7	404	18	8	7	7	13	7	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1850	1489	1561	1850	1547	926	1128	1128	1850	1201	1850	1489
Adj Flow Rate, veh/h	9	457	9	9	493	22	10	9	9	16	9	12
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	25	20	0	21	64	50	50	0	45	0	25
Cap, veh/h	723	1188	23	841	1200	54	67	38	27	92	51	44
Arrive On Green	1.00	1.00	1.00	0.82	0.82	0.82	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	900	1455	29	941	1470	66	220	460	322	482	607	523
Grp Volume(v), veh/h	9	0	466	9	0	515	28	0	0	37	0	0
Grp Sat Flow(s),veh/h/ln	900	0	1484	941	0	1535	1003	0	0	1612	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.2	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0	0.2	0.0	9.3	2.5	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.36		0.32	0.43		0.32
Lane Grp Cap(c), veh/h	723	0	1212	841	0	1253	133	0	0	186	0	0
V/C Ratio(X)	0.01	0.00	0.38	0.01	0.00	0.41	0.21	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	723	0	1212	841	0	1253	245	0	0	367	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.93	0.00	0.93	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.5	0.0	0.0	1.7	0.0	2.5	43.1	0.0	0.0	42.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.0	1.0	0.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	2.1	0.7	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.6	0.0	0.9	1.7	0.0	3.5	43.9	0.0	0.0	43.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		475			524			28			37	
Approach Delay, s/veh		0.9			3.5			43.9			43.4	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.6		13.4		86.6		13.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		70.0		20.0		70.0		20.0				
Max Q Clear Time (g_c+I1), s		11.4		4.5		11.3		4.0				
Green Ext Time (p_c), s		1.9		0.0		2.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				4.8								
HCM 6th LOS				A								



















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	22.0	22.4
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	6.0	6.0	6.0	6.0
Right Corner Size B (ft)	6.0	6.0	6.0	6.0
Right Corner Curb Radius (ft)	10.0	10.0	10.0	10.0
Right Corner Total Area (sq.ft)	14.50	14.50	14.50	14.50
Ped. Left-Right Flow Rate (p/h)	12	38	7	8
Ped. Right-Left Flow Rate (p/h)	12	32	7	8
Ped. R. Sidewalk Flow Rate (p/h)	16	14	70	24
Veh. Perm. L. Flow in Walk (v/h)	13	8	7	7
Veh. Perm. R. Flow in Walk (v/h)	7	10	18	7
Veh. RTOR Flow in Walk (v/h)	4	7	10	4
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	224.2	110.7	70.3	188.4
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	245.9	83.8	346.7	322.8
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	39.6	39.6	39.6	39.6
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.29	2.29	1.77	1.77
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	77	99	7	9
Total Flow Rate (veh/h)	475	524	28	37
Effct. Green for Bike (s)	87.8	87.8	10.2	10.2
Cross Street Width (ft)	24.1	24.3	36.3	36.0
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1756	1756	204	204
Bicycle Delay (s/bike)	0.8	0.8	40.5	40.5
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	1.64	1.72	1.09	1.10
Bicycle LOS	B	B	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	365	7	7	408	18	7	13	7	14	7	14
Future Volume (veh/h)	9	365	7	7	408	18	7	13	7	14	7	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1677	407	1850	1662	1547	407	696	407	1720	407	1850
Adj Flow Rate, veh/h	10	388	7	7	434	19	7	14	7	15	7	15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	14	12	100	0	13	21	100	80	100	9	100	0
Cap, veh/h	742	1290	23	798	1242	54	56	40	16	63	11	14
Arrive On Green	0.79	0.79	0.79	1.00	1.00	1.00	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	849	1642	30	1005	1581	69	86	408	165	101	112	145
Grp Volume(v), veh/h	10	0	395	7	0	453	28	0	0	37	0	0
Grp Sat Flow(s),veh/h/ln	849	0	1672	1005	0	1650	659	0	0	358	0	0
Q Serve(g_s), s	0.2	0.0	6.3	0.1	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	6.3	6.4	0.0	0.0	3.8	0.0	0.0	9.4	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.25		0.25	0.41		0.41
Lane Grp Cap(c), veh/h	742	0	1313	798	0	1296	112	0	0	89	0	0
V/C Ratio(X)	0.01	0.00	0.30	0.01	0.00	0.35	0.25	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	742	0	1313	798	0	1296	195	0	0	134	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.93	0.00	0.93	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.2	0.0	2.9	0.3	0.0	0.0	40.3	0.0	0.0	42.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	0.7	1.1	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	0.0	0.0	0.2	0.6	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.2	0.0	3.5	0.3	0.0	0.7	41.4	0.0	0.0	46.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		405			460			28			37	
Approach Delay, s/veh		3.4			0.7			41.4			46.0	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.6		14.4		80.6		14.4				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		62.0		22.0		62.0		22.0				
Max Q Clear Time (g_c+I1), s		8.3		5.8		8.4		11.4				
Green Ext Time (p_c), s		1.6		0.0		1.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				4.9								
HCM 6th LOS				A								



















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	27	13	38	9
Ped. Right-Left Flow Rate (p/h)	25	15	23	9
Ped. R. Sidewalk Flow Rate (p/h)	17	61	28	52
Veh. Perm. L. Flow in Walk (v/h)	14	7	9	7
Veh. Perm. R. Flow in Walk (v/h)	7	14	18	7
Veh. RTOR Flow in Walk (v/h)	4	12	10	5
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	85.6	121.0	105.9	101.5
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	118.7	221.7	87.1	316.1
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	37.1	37.1	37.1	37.1
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.25	2.25	1.77	1.77
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	42	50	10	7
Total Flow Rate (veh/h)	405	460	28	37
Effct. Green for Bike (s)	82.0	82.0	10.4	10.4
Cross Street Width (ft)	24.1	24.1	36.2	36.1
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1726	1726	219	219
Bicycle Delay (s/bike)	0.9	0.9	37.9	37.8
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	1.52	1.62	1.09	1.10
Bicycle LOS	B	B	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	444	7	9	408	81	7	13	13	29	7	11
Future Volume (veh/h)	30	444	7	9	408	81	7	13	13	29	7	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1850	1677	739	1648	1677	1706	1850	667	1056	1677	407	1691
Adj Flow Rate, veh/h	32	472	7	10	434	86	7	14	14	31	7	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	12	77	14	12	10	0	82	55	12	100	11
Cap, veh/h	728	1200	18	679	989	196	55	44	36	90	10	12
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	896	1648	24	829	1359	269	67	305	248	196	71	84
Grp Volume(v), veh/h	32	0	479	10	0	520	35	0	0	50	0	0
Grp Sat Flow(s),veh/h/ln	896	0	1672	829	0	1628	620	0	0	351	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	13.4	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.17	0.20		0.40	0.62		0.24
Lane Grp Cap(c), veh/h	728	0	1217	679	0	1185	136	0	0	113	0	0
V/C Ratio(X)	0.04	0.00	0.39	0.01	0.00	0.44	0.26	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	728	0	1217	679	0	1185	180	0	0	137	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.97	0.00	0.97	0.93	0.00	0.93	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	36.7	0.0	0.0	40.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.0	0.0	1.1	1.0	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.4	0.8	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.0	0.9	0.0	0.0	1.1	37.7	0.0	0.0	42.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		511			530			35			50	
Approach Delay, s/veh		0.9			1.1			37.7			42.9	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.2		19.8		75.2		19.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		62.0		21.0		62.0		21.0				
Max Q Clear Time (g_c+I1), s		2.0		6.8		2.0		15.4				
Green Ext Time (p_c), s		2.1		0.1		2.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				4.0								
HCM 6th LOS				A								


















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	23	14	22	40
Ped. Right-Left Flow Rate (p/h)	34	25	44	13
Ped. R. Sidewalk Flow Rate (p/h)	53	66	39	57
Veh. Perm. L. Flow in Walk (v/h)	30	7	30	9
Veh. Perm. R. Flow in Walk (v/h)	13	11	81	7
Veh. RTOR Flow in Walk (v/h)	5	7	55	5
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	65.1	69.9	78.9	74.2
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	101.2	160.0	51.4	104.9
Crosswalk Circulation Code	A	A	B	A
Pedestrian Delay (s/p)	37.1	37.1	37.1	37.1
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.31	2.30	1.87	1.83
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	48	57	18	7
Total Flow Rate (veh/h)	511	530	35	50
Effct. Green for Bike (s)	81.2	81.2	10.6	10.6
Cross Street Width (ft)	24.2	24.2	36.1	36.2
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1709	1709	223	223
Bicycle Delay (s/bike)	1.0	1.0	37.8	37.6
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	1.70	1.73	1.10	1.12
Bicycle LOS	B	B	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	495	9	14	485	20	7	9	14	15	11	15
Future Volume (veh/h)	14	495	9	14	485	20	7	9	14	15	11	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1850	1662	1850	1735	1662	1533	1850	1027	1605	1735	1691	1850
Adj Flow Rate, veh/h	15	516	9	15	505	21	7	9	15	16	11	16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	13	0	8	13	22	0	57	17	8	11	0
Cap, veh/h	783	1293	23	739	1258	52	55	34	40	84	52	50
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	891	1629	28	836	1585	66	98	375	444	351	580	552
Grp Volume(v), veh/h	15	0	525	15	0	526	31	0	0	43	0	0
Grp Sat Flow(s),veh/h/ln	891	0	1657	836	0	1651	917	0	0	1483	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.23		0.48	0.37		0.37
Lane Grp Cap(c), veh/h	783	0	1316	739	0	1310	129	0	0	186	0	0
V/C Ratio(X)	0.02	0.00	0.40	0.02	0.00	0.40	0.24	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	783	0	1316	739	0	1310	236	0	0	358	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.95	0.00	0.95	0.95	0.00	0.95	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	40.6	0.0	0.0	40.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.0	0.9	0.9	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.3	0.7	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.9	0.0	0.0	0.9	41.6	0.0	0.0	41.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		540			541			31			43	
Approach Delay, s/veh		0.8			0.8			41.6			41.0	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		81.4		13.6		81.4		13.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		64.0		20.0		64.0		20.0				
Max Q Clear Time (g_c+I1), s		2.0		4.9		2.0		4.4				
Green Ext Time (p_c), s		2.2		0.0		2.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				3.4								
HCM 6th LOS				A								


















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	22	15	7	57
Ped. Right-Left Flow Rate (p/h)	33	19	17	17
Ped. R. Sidewalk Flow Rate (p/h)	74	24	34	55
Veh. Perm. L. Flow in Walk (v/h)	15	7	14	14
Veh. Perm. R. Flow in Walk (v/h)	14	10	20	9
Veh. RTOR Flow in Walk (v/h)	7	7	14	7
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	79.7	79.8	136.7	66.6
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	109.5	184.4	217.2	72.4
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	37.1	37.1	37.1	37.1
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.32	2.32	1.79	1.79
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	58	63	7	7
Total Flow Rate (veh/h)	540	541	31	43
Effct. Green for Bike (s)	82.3	82.3	10.1	10.1
Cross Street Width (ft)	24.0	24.1	36.0	36.0
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1733	1733	213	213
Bicycle Delay (s/bike)	0.9	0.9	38.1	38.1
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	1.75	1.75	1.09	1.11
Bicycle LOS	B	B	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	373	5	5	399	15	5	5	5	0	0	0
Future Volume (veh/h)	8	373	5	5	399	15	5	5	5	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1850	1677	1374	1850	1735	1374	1128	407	1850			
Adj Flow Rate, veh/h	8	389	5	5	416	16	5	5	5			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	12	33	0	8	33	50	100	0			
Cap, veh/h	822	1269	16	849	1275	49	13	13	13			
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.11	0.11	0.11			
Sat Flow, veh/h	971	1652	21	1006	1659	64	126	126	126			
Grp Volume(v), veh/h	8	0	394	5	0	432	15	0	0			
Grp Sat Flow(s),veh/h/ln	971	0	1673	1006	0	1723	378	0	0			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0			
Prop In Lane	1.00		0.01	1.00		0.04	0.33		0.33			
Lane Grp Cap(c), veh/h	822	0	1286	849	0	1324	40	0	0			
V/C Ratio(X)	0.01	0.00	0.31	0.01	0.00	0.33	0.38	0.00	0.00			
Avail Cap(c_a), veh/h	822	0	1286	849	0	1324	80	0	0			
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(l)	0.94	0.00	0.94	0.94	0.00	0.94	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	39.6	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	0.6	5.8	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.0	0.0	0.2	0.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.6	0.0	0.0	0.6	45.4	0.0	0.0			
LnGrp LOS	A	A	A	A	A	A	D	A	A			
Approach Vol, veh/h		402			437			15				
Approach Delay, s/veh		0.6			0.6			45.4				
Approach LOS		A			A			D				
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		79.0		16.0		79.0						
Change Period (Y+Rc), s		* 6		6.0		6.0						
Max Green Setting (Gmax), s		* 64		20.0		63.0						
Max Q Clear Time (g_c+I1), s		2.0		2.0		2.0						
Green Ext Time (p_c), s		1.5		0.0		1.7						
Intersection Summary												
HCM 6th Ctrl Delay			1.4									
HCM 6th LOS			A									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

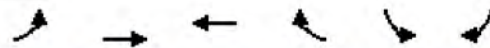
Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	1
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	4	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	7	7	7	7
Ped. Right-Left Flow Rate (p/h)	7	7	7	7
Ped. R. Sidewalk Flow Rate (p/h)	14	14	14	14
Veh. Perm. L. Flow in Walk (v/h)	0	7	10	7
Veh. Perm. R. Flow in Walk (v/h)	7	0	17	7
Veh. RTOR Flow in Walk (v/h)	4	0	14	4
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	319.2	319.2	319.2	319.2
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	463.0	463.0	385.4	406.9
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	37.1	37.1	37.1	37.1
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.22	2.22	1.76	1.47
Pedestrian Crosswalk LOS	B	B	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	47	40	7	7
Total Flow Rate (veh/h)	402	437	15	0
Effct. Green for Bike (s)	74.0	73.0	10.0	0.0
Cross Street Width (ft)	24.0	12.0	35.8	38.6
Through Lanes Number	1	1	1	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1558	1537	211	0
Bicycle Delay (s/bike)	2.4	2.6	38.2	0.0
Bicycle Compliance	Good	Good	Poor	
Bicycle LOS Score	1.52	1.39	1.06	0.00
Bicycle LOS	B	A	A	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	473	7	7	447	25	7	8	8	0	0	0
Future Volume (veh/h)	15	473	7	7	447	25	7	8	8	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1374	1720	768	1850	1706	1850	1850	1605	1605			
Adj Flow Rate, veh/h	16	493	7	7	466	26	7	8	8			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	33	9	75	0	10	0	0	17	17			
Cap, veh/h	615	1336	19	796	1263	70	48	55	55			
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.11	0.11	0.11			
Sat Flow, veh/h	683	1692	24	912	1600	89	453	518	518			
Grp Volume(v), veh/h	16	0	500	7	0	492	23	0	0			
Grp Sat Flow(s),veh/h/ln	683	0	1716	912	0	1690	1489	0	0			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0			
Prop In Lane	1.00		0.01	1.00		0.05	0.30		0.35			
Lane Grp Cap(c), veh/h	615	0	1355	796	0	1334	157	0	0			
V/C Ratio(X)	0.03	0.00	0.37	0.01	0.00	0.37	0.15	0.00	0.00			
Avail Cap(c_a), veh/h	615	0	1355	796	0	1334	313	0	0			
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(l)	0.96	0.00	0.96	0.94	0.00	0.94	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	38.6	0.0	0.0			
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.0	0.0	0.7	0.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.3	0.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.0	0.7	0.0	0.0	0.7	39.0	0.0	0.0			
LnGrp LOS	A	A	A	A	A	A	D	A	A			
Approach Vol, veh/h		516			499			23				
Approach Delay, s/veh		0.7			0.7			39.0				
Approach LOS		A			A			D				
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		80.0		15.0		80.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		65.0		20.0		65.0						
Max Q Clear Time (g_c+I1), s		2.0		2.0		2.0						
Green Ext Time (p_c), s		2.1		0.0		2.0						
Intersection Summary												
HCM 6th Ctrl Delay				1.6								
HCM 6th LOS				A								

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	1
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	4	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	7.0	7.0	7.0	7.0
Right Corner Size B (ft)	7.0	7.0	7.0	7.0
Right Corner Curb Radius (ft)	14.0	14.0	14.0	14.0
Right Corner Total Area (sq.ft)	6.86	6.86	6.86	6.86
Ped. Left-Right Flow Rate (p/h)	43	10	7	8
Ped. Right-Left Flow Rate (p/h)	8	8	7	13
Ped. R. Sidewalk Flow Rate (p/h)	21	14	18	51
Veh. Perm. L. Flow in Walk (v/h)	0	7	15	7
Veh. Perm. R. Flow in Walk (v/h)	8	0	25	7
Veh. RTOR Flow in Walk (v/h)	5	0	16	5
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	63.7	102.5	107.7	29.1
Right Corner Quality of Service	A	A	A	C
Ped. Circulation Area (sq.ft)	124.9	359.8	364.0	270.6
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	37.1	37.1	37.1	37.1
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.27	2.28	1.78	1.49
Pedestrian Crosswalk LOS	B	B	B	A


















Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	47	42	7	7
Total Flow Rate (veh/h)	516	499	23	0
Effct. Green for Bike (s)	75.0	75.0	10.0	0.0
Cross Street Width (ft)	24.2	12.1	36.1	37.0
Through Lanes Number	1	1	1	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	Yes	Yes	Yes	No
Bicycle Lane Capacity (bike/h)	1579	1579	211	0
Bicycle Delay (s/bike)	2.2	2.2	38.2	0.0
Bicycle Compliance	Good	Good	Poor	
Bicycle LOS Score	1.71	1.50	1.08	0.00
Bicycle LOS	B	A	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	514	382	40	48	44
Future Volume (veh/h)	77	514	382	40	48	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1677	1691	1706	1605	1749	1706
Adj Flow Rate, veh/h	83	553	411	43	52	47
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	12	11	10	17	7	10
Cap, veh/h	739	1300	1167	122	86	78
Arrive On Green	1.00	1.00	1.00	1.00	0.11	0.11
Sat Flow, veh/h	863	1691	1518	159	819	740
Grp Volume(v), veh/h	83	553	0	454	100	0
Grp Sat Flow(s),veh/h/ln	863	1691	0	1677	1575	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	5.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	5.8	0.0
Prop In Lane	1.00			0.09	0.52	0.47
Lane Grp Cap(c), veh/h	739	1300	0	1289	166	0
V/C Ratio(X)	0.11	0.43	0.00	0.35	0.60	0.00
Avail Cap(c_a), veh/h	739	1300	0	1289	348	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.00	0.92	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	40.6	0.0
Incr Delay (d2), s/veh	0.3	1.0	0.0	0.7	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.0	0.2	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	1.0	0.0	0.7	44.1	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h		636	454		100	
Approach Delay, s/veh		0.9	0.7		44.1	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		79.0		16.0		79.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		62.0		21.0		62.0
Max Q Clear Time (g_c+I1), s		2.0		7.8		2.0
Green Ext Time (p_c), s		2.9		0.2		1.8
Intersection Summary						
HCM 6th Ctrl Delay			4.4			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						



















Approach	EB	WB	SB
Crosswalk Length (ft)	35.0	35.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0
Total Number of Lanes Crossed	3	2	2
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	4	8
Effective Walk Time (s)	11.0	11.0	0.0
Right Corner Size A (ft)	7.0	7.0	7.0
Right Corner Size B (ft)	7.0	7.0	7.0
Right Corner Curb Radius (ft)	12.0	12.0	12.0
Right Corner Total Area (sq.ft)	18.04	18.04	18.04
Ped. Left-Right Flow Rate (p/h)	14	7	7
Ped. Right-Left Flow Rate (p/h)	7	10	20
Ped. R. Sidewalk Flow Rate (p/h)	0	27	17
Veh. Perm. L. Flow in Walk (v/h)	48	0	77
Veh. Perm. R. Flow in Walk (v/h)	0	44	40
Veh. RTOR Flow in Walk (v/h)	0	25	25
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	410.2	216.3	221.5
Right Corner Quality of Service	A	A	A
Ped. Circulation Area (sq.ft)	272.7	341.6	0.0
Crosswalk Circulation Code	A	A	F
Pedestrian Delay (s/p)	37.1	37.1	47.5
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.37	2.27	1.98
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	59	37	7
Total Flow Rate (veh/h)	636	454	99
Effct. Green for Bike (s)	72.1	72.1	10.9
Cross Street Width (ft)	36.0	23.9	35.9
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1518	1518	229
Bicycle Delay (s/bike)	2.8	2.8	37.4
Bicycle Compliance	Good	Good	Poor
Bicycle LOS Score	2.09	1.60	1.20
Bicycle LOS	B	B	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	536	7	7	458	34	7	7	7	0	0	0
Future Volume (veh/h)	40	536	7	7	458	34	7	7	7	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1533	1735	883	1128	1691	1706	1850	1850	1273			
Adj Flow Rate, veh/h	43	576	8	8	492	37	8	8	8			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	22	8	67	50	11	10	0	0	40			
Cap, veh/h	657	1347	19	482	1226	92	60	60	60			
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.11	0.11	0.11			
Sat Flow, veh/h	736	1707	24	515	1553	117	573	573	573			
Grp Volume(v), veh/h	43	0	584	8	0	529	24	0	0			
Grp Sat Flow(s),veh/h/ln	736	0	1730	515	0	1670	1718	0	0			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0			
Prop In Lane	1.00		0.01	1.00		0.07	0.33		0.33			
Lane Grp Cap(c), veh/h	657	0	1366	482	0	1319	181	0	0			
V/C Ratio(X)	0.07	0.00	0.43	0.02	0.00	0.40	0.13	0.00	0.00			
Avail Cap(c_a), veh/h	657	0	1366	482	0	1319	362	0	0			
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(l)	0.90	0.00	0.90	0.95	0.00	0.95	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	38.6	0.0	0.0			
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.1	0.0	0.9	0.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.3	0.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.0	0.9	0.1	0.0	0.9	38.9	0.0	0.0			
LnGrp LOS	A	A	A	A	A	A	D	A	A			
Approach Vol, veh/h		627			537			24				
Approach Delay, s/veh		0.8			0.9			38.9				
Approach LOS		A			A			D				
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		80.0		15.0		80.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		65.0		20.0		65.0						
Max Q Clear Time (g_c+I1), s		2.0		2.0		2.0						
Green Ext Time (p_c), s		2.8		0.0		2.3						
Intersection Summary												
HCM 6th Ctrl Delay				1.6								
HCM 6th LOS				A								



















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	22.0	15.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	2	1
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Pretimed	Actuated
Corresponding Signal Phase	4	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	6.0	6.0	6.0	6.0
Right Corner Size B (ft)	6.0	6.0	6.0	6.0
Right Corner Curb Radius (ft)	10.0	10.0	10.0	10.0
Right Corner Total Area (sq.ft)	14.50	14.50	14.50	14.50
Ped. Left-Right Flow Rate (p/h)	15	7	10	7
Ped. Right-Left Flow Rate (p/h)	17	17	7	7
Ped. R. Sidewalk Flow Rate (p/h)	14	17	24	32
Veh. Perm. L. Flow in Walk (v/h)	0	7	40	7
Veh. Perm. R. Flow in Walk (v/h)	7	0	34	7
Veh. RTOR Flow in Walk (v/h)	5	0	25	5
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	187.2	217.0	190.8	154.2
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	403.9	539.0	459.9	648.6
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	37.1	37.1	37.1	37.1
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.32	2.32	1.83	1.53
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	39	52	7	7
Total Flow Rate (veh/h)	627	537	24	0
Effct. Green for Bike (s)	75.0	75.0	10.0	0.0
Cross Street Width (ft)	24.0	12.0	36.0	38.3
Through Lanes Number	1	1	1	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	4.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	7.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	Yes	Yes	Yes	No
Bicycle Lane Capacity (bike/h)	1579	1579	211	0
Bicycle Delay (s/bike)	2.1	2.2	38.2	0.0
Bicycle Compliance	Good	Good	Poor	
Bicycle LOS Score	1.89	1.56	1.29	0.00
Bicycle LOS	B	B	A	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	533	8	7	476	16	7	7	7	13	7	7
Future Volume (veh/h)	7	533	8	7	476	16	7	7	7	13	7	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1850	1720	883	1850	1691	1749	1850	407	1850	1850	407	1850
Adj Flow Rate, veh/h	7	567	9	7	506	17	7	7	7	14	7	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	9	67	0	11	7	0	100	0	0	100	0
Cap, veh/h	733	1382	22	772	1331	45	56	14	10	67	11	7
Arrive On Green	1.00	1.00	1.00	0.82	0.82	0.82	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	893	1689	27	850	1627	55	76	185	130	139	144	94
Grp Volume(v), veh/h	7	0	576	7	0	523	21	0	0	28	0	0
Grp Sat Flow(s),veh/h/ln	893	0	1715	850	0	1681	391	0	0	378	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.1	0.0	7.8	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	7.9	0.0	0.0	0.1	0.0	7.8	5.0	0.0	0.0	7.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03	0.33		0.33	0.50		0.25
Lane Grp Cap(c), veh/h	733	0	1404	772	0	1376	80	0	0	86	0	0
V/C Ratio(X)	0.01	0.00	0.41	0.01	0.00	0.38	0.26	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	733	0	1404	772	0	1376	127	0	0	131	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.90	0.00	0.90	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.4	0.0	0.0	1.6	0.0	2.3	42.9	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	0.8	1.7	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	1.8	0.5	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.0	0.8	1.6	0.0	3.1	44.6	0.0	0.0	45.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		583			530			21			28	
Approach Delay, s/veh		0.8			3.1			44.6			45.9	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.7		12.3		82.7		12.3				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		65.0		20.0		65.0		20.0				
Max Q Clear Time (g_c+I1), s		9.9		7.0		9.8		9.0				
Green Ext Time (p_c), s		2.4		0.0		2.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				3.7								
HCM 6th LOS				A								



















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	22.0	22.4
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	6.0	6.0	6.0	6.0
Right Corner Size B (ft)	6.0	6.0	6.0	6.0
Right Corner Curb Radius (ft)	10.0	10.0	10.0	10.0
Right Corner Total Area (sq.ft)	14.50	14.50	14.50	14.50
Ped. Left-Right Flow Rate (p/h)	10	7	7	7
Ped. Right-Left Flow Rate (p/h)	20	14	12	7
Ped. R. Sidewalk Flow Rate (p/h)	14	19	14	30
Veh. Perm. L. Flow in Walk (v/h)	13	7	7	7
Veh. Perm. R. Flow in Walk (v/h)	7	7	16	8
Veh. RTOR Flow in Walk (v/h)	5	5	12	6
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	187.2	223.6	225.3	165.7
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	207.3	302.0	272.8	388.3
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	37.1	37.1	37.1	37.1
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.33	2.32	1.77	1.76
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	42	45	7	7
Total Flow Rate (veh/h)	583	530	21	28
Effct. Green for Bike (s)	87.0	87.0	10.0	10.0
Cross Street Width (ft)	24.1	24.3	36.3	36.0
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1832	1832	211	211
Bicycle Delay (s/bike)	0.3	0.3	38.2	38.2
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	1.82	1.73	1.08	1.08
Bicycle LOS	B	B	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	615	12	8	599	38	7	10	7	30	8	23
Future Volume (veh/h)	17	615	12	8	599	38	7	10	7	30	8	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1518	1244	883	1850	1316	1561	407	1128	1850	1850	1850	1201
Adj Flow Rate, veh/h	19	699	14	9	681	43	8	11	8	34	9	26
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	23	42	67	0	37	20	100	50	0	0	0	45
Cap, veh/h	561	989	20	486	997	63	57	47	26	101	33	51
Arrive On Green	0.81	0.81	0.81	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	608	1215	24	749	1225	77	175	547	304	606	380	596
Grp Volume(v), veh/h	19	0	713	9	0	724	27	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	608	0	1240	749	0	1302	1025	0	0	1582	0	0
Q Serve(g_s), s	0.7	0.0	27.7	0.4	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	27.7	28.1	0.0	0.0	2.6	0.0	0.0	4.4	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.06	0.30		0.30	0.49		0.38
Lane Grp Cap(c), veh/h	561	0	1009	486	0	1060	131	0	0	185	0	0
V/C Ratio(X)	0.03	0.00	0.71	0.02	0.00	0.68	0.21	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	561	0	1009	486	0	1060	207	0	0	303	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.71	0.00	0.71	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.0	0.0	4.5	4.4	0.0	0.0	47.1	0.0	0.0	47.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	4.2	0.0	0.0	2.6	0.8	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.9	0.1	0.0	0.8	0.7	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.1	0.0	8.6	4.4	0.0	2.6	47.9	0.0	0.0	49.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		732			733			27			69	
Approach Delay, s/veh		8.5			2.6			47.9			49.1	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		95.5		14.5		95.5		14.5				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		81.0		18.0		81.0		18.0				
Max Q Clear Time (g_c+I1), s		29.7		4.6		30.1		6.4				
Green Ext Time (p_c), s		3.7		0.0		3.6		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				8.2								
HCM 6th LOS				A								



















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	28	27	39	13
Ped. Right-Left Flow Rate (p/h)	62	35	8	30
Ped. R. Sidewalk Flow Rate (p/h)	43	47	62	90
Veh. Perm. L. Flow in Walk (v/h)	30	7	17	8
Veh. Perm. R. Flow in Walk (v/h)	7	23	38	12
Veh. RTOR Flow in Walk (v/h)	3	15	20	5
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	46.9	74.9	70.8	48.6
Right Corner Quality of Service	B	A	A	B
Ped. Circulation Area (sq.ft)	54.6	82.1	81.9	108.7
Crosswalk Circulation Code	B	A	A	A
Pedestrian Delay (s/p)	44.5	44.5	44.5	44.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.47	2.46	1.81	1.81
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	263	225	7	7
Total Flow Rate (veh/h)	732	733	27	69
Effct. Green for Bike (s)	92.0	92.0	11.2	11.2
Cross Street Width (ft)	24.1	24.1	36.2	36.1
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1673	1673	204	204
Bicycle Delay (s/bike)	1.7	1.7	44.5	44.5
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	2.06	2.07	1.09	1.15
Bicycle LOS	B	B	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	667	13	9	563	115	10	11	8	39	14	15
Future Volume (veh/h)	49	667	13	9	563	115	10	11	8	39	14	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1634	1345	984	1850	1345	1475	1850	1533	1128	1186	407	1287
Adj Flow Rate, veh/h	52	710	14	10	599	122	11	12	9	41	15	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	15	35	60	0	35	26	0	22	50	46	100	39
Cap, veh/h	543	956	19	605	789	161	99	96	59	80	15	12
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	656	1314	26	741	1084	221	337	585	361	176	90	76
Grp Volume(v), veh/h	52	0	724	10	0	721	32	0	0	72	0	0
Grp Sat Flow(s),veh/h/ln	656	0	1340	741	0	1305	1283	0	0	341	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	18.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.17	0.34		0.28	0.57		0.22
Lane Grp Cap(c), veh/h	543	0	975	605	0	949	254	0	0	107	0	0
V/C Ratio(X)	0.10	0.00	0.74	0.02	0.00	0.76	0.13	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	543	0	975	605	0	949	254	0	0	107	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.70	0.00	0.70	0.71	0.00	0.71	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	39.3	0.0	0.0	47.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.6	0.0	0.0	4.1	0.2	0.0	0.0	15.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.0	0.0	0.0	1.1	0.8	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.0	3.6	0.0	0.0	4.1	39.6	0.0	0.0	63.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	E	A	A
Approach Vol, veh/h		776			731			32			72	
Approach Delay, s/veh		3.4			4.0			39.6			63.0	
Approach LOS		A			A			D			E	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.0		24.0		86.0		24.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		80.0		18.0		80.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		4.1		2.0		20.0				
Green Ext Time (p_c), s		4.1		0.0		3.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				7.1								
HCM 6th LOS				A								


















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	33	48	54	43
Ped. Right-Left Flow Rate (p/h)	62	48	29	72
Ped. R. Sidewalk Flow Rate (p/h)	115	83	95	96
Veh. Perm. L. Flow in Walk (v/h)	39	10	49	9
Veh. Perm. R. Flow in Walk (v/h)	8	15	115	13
Veh. RTOR Flow in Walk (v/h)	2	7	50	5
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	25.9	30.6	35.7	26.8
Right Corner Quality of Service	C	C	C	C
Ped. Circulation Area (sq.ft)	49.8	53.5	16.5	39.2
Crosswalk Circulation Code	B	B	D	C
Pedestrian Delay (s/p)	44.5	44.5	44.5	44.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.46	2.46	1.90	1.87
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	244	253	7	42
Total Flow Rate (veh/h)	776	731	32	72
Effct. Green for Bike (s)	89.2	89.2	13.2	13.2
Cross Street Width (ft)	24.2	24.2	36.1	36.2
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1622	1622	240	240
Bicycle Delay (s/bike)	2.2	2.3	42.7	43.5
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	2.14	2.06	1.09	1.16
Bicycle LOS	B	B	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	710	19	15	639	30	7	7	20	28	12	21
Future Volume (veh/h)	15	710	19	15	639	30	7	7	20	28	12	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1720	1388	1460	1518	1359	1792	1850	1561	1605	1792	1850	1460
Adj Flow Rate, veh/h	17	807	22	17	726	34	8	8	23	32	14	24
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	9	32	27	23	34	4	0	20	17	4	0	27
Cap, veh/h	607	1093	30	513	1046	49	52	37	71	96	43	48
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	666	1345	37	551	1288	60	138	424	808	555	496	548
Grp Volume(v), veh/h	17	0	829	17	0	760	39	0	0	70	0	0
Grp Sat Flow(s),veh/h/ln	666	0	1382	551	0	1349	1370	0	0	1598	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	4.4	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.04	0.21		0.59	0.46		0.34
Lane Grp Cap(c), veh/h	607	0	1122	513	0	1095	160	0	0	188	0	0
V/C Ratio(X)	0.03	0.00	0.74	0.03	0.00	0.69	0.24	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	607	0	1122	513	0	1095	261	0	0	304	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.00	0.71	0.82	0.00	0.82	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	47.1	0.0	0.0	47.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.1	0.1	0.0	3.0	0.8	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.0	0.0	0.0	0.9	1.0	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.0	3.1	0.1	0.0	3.0	47.9	0.0	0.0	48.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h	846			777			39			70		
Approach Delay, s/veh	3.1			2.9			47.9			48.9		
Approach LOS	A			A			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	95.4			14.6			95.4			14.6		
Change Period (Y+Rc), s	6.0			5.0			6.0			5.0		
Max Green Setting (Gmax), s	81.0			18.0			81.0			18.0		
Max Q Clear Time (g_c+I1), s	2.0			4.9			2.0			6.4		
Green Ext Time (p_c), s	4.5			0.1			4.0			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	5.9											
HCM 6th LOS	A											


















Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	78	43	38	7
Ped. Right-Left Flow Rate (p/h)	39	42	9	20
Ped. R. Sidewalk Flow Rate (p/h)	27	47	85	117
Veh. Perm. L. Flow in Walk (v/h)	28	7	15	15
Veh. Perm. R. Flow in Walk (v/h)	20	21	30	19
Veh. RTOR Flow in Walk (v/h)	12	15	22	12
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	51.2	71.3	51.4	33.0
Right Corner Quality of Service	B	A	B	C
Ped. Circulation Area (sq.ft)	40.0	60.0	86.8	162.2
Crosswalk Circulation Code	B	B	A	A
Pedestrian Delay (s/p)	44.5	44.5	44.5	44.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.53	2.51	1.82	1.83
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	228	243	7	7
Total Flow Rate (veh/h)	846	777	39	70
Effct. Green for Bike (s)	92.0	92.0	11.2	11.2
Cross Street Width (ft)	24.0	24.1	36.0	36.0
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1673	1673	204	204
Bicycle Delay (s/bike)	1.7	1.7	44.5	44.5
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	2.25	2.14	1.10	1.15
Bicycle LOS	B	B	A	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	536	8	8	590	30	7	7	9	0	0	0
Future Volume (veh/h)	13	536	8	8	590	30	7	7	9	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1850	1403	1605	1850	1489	1735	1850	1850	1230			
Adj Flow Rate, veh/h	15	609	9	9	670	34	8	8	10			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	31	17	0	25	8	0	0	43			
Cap, veh/h	701	1160	17	753	1182	60	26	26	33			
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.05	0.05	0.05			
Sat Flow, veh/h	755	1379	20	818	1405	71	525	525	656			
Grp Volume(v), veh/h	15	0	618	9	0	704	26	0	0			
Grp Sat Flow(s),veh/h/ln	755	0	1399	818	0	1476	1706	0	0			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0			
Prop In Lane	1.00		0.01	1.00		0.05	0.31		0.38			
Lane Grp Cap(c), veh/h	701	0	1177	753	0	1242	85	0	0			
V/C Ratio(X)	0.02	0.00	0.53	0.01	0.00	0.57	0.31	0.00	0.00			
Avail Cap(c_a), veh/h	701	0	1177	753	0	1242	279	0	0			
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(l)	0.64	0.00	0.64	0.82	0.00	0.82	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	50.4	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.0	0.0	1.5	2.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	0.5	0.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	1.1	0.0	0.0	1.5	52.4	0.0	0.0			
LnGrp LOS	A	A	A	A	A	A	D	A	A			
Approach Vol, veh/h		633			713			26				
Approach Delay, s/veh		1.1			1.5			52.4				
Approach LOS		A			A			D				
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		98.5		11.5		98.5						
Change Period (Y+Rc), s		* 6		6.0		6.0						
Max Green Setting (Gmax), s		* 81		18.0		80.0						
Max Q Clear Time (g_c+I1), s		2.0		2.0		2.0						
Green Ext Time (p_c), s		2.9		0.0		3.4						
Intersection Summary												
HCM 6th Ctrl Delay			2.3									
HCM 6th LOS			A									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

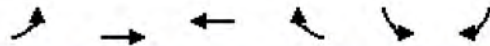
Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	1
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	4	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	8.0	8.0	8.0	8.0
Right Corner Size B (ft)	8.0	8.0	8.0	8.0
Right Corner Curb Radius (ft)	15.0	15.0	15.0	15.0
Right Corner Total Area (sq.ft)	15.62	15.62	15.62	15.62
Ped. Left-Right Flow Rate (p/h)	18	14	7	9
Ped. Right-Left Flow Rate (p/h)	10	30	7	7
Ped. R. Sidewalk Flow Rate (p/h)	16	14	44	28
Veh. Perm. L. Flow in Walk (v/h)	0	7	13	8
Veh. Perm. R. Flow in Walk (v/h)	9	0	30	8
Veh. RTOR Flow in Walk (v/h)	5	0	15	4
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	226.1	160.6	126.4	175.9
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	197.0	125.5	300.1	301.4
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	44.5	44.5	44.5	44.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.38	2.39	1.79	1.51
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	158	160	7	7
Total Flow Rate (veh/h)	633	713	26	0
Effct. Green for Bike (s)	97.4	96.8	10.0	0.0
Cross Street Width (ft)	24.0	12.0	35.8	38.6
Through Lanes Number	1	1	1	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1771	1760	182	0
Bicycle Delay (s/bike)	0.8	0.9	45.6	0.0
Bicycle Compliance	Good	Good	Poor	
Bicycle LOS Score	1.90	1.85	1.08	0.00
Bicycle LOS	B	B	A	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	554	7	13	587	39	7	7	13	0	0	0
Future Volume (veh/h)	10	554	7	13	587	39	7	7	13	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.94		0.85	0.94		0.85	1.00		0.29			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1648	1475	1850	1331	1489	1691	1850	1720	1605			
Adj Flow Rate, veh/h	11	602	8	14	638	42	8	8	14			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	14	26	0	36	25	11	0	9	17			
Cap, veh/h	547	1079	14	475	1017	67	31	31	54			
Arrive On Green	0.99	0.99	0.99	1.00	1.00	1.00	0.16	0.16	0.16			
Sat Flow, veh/h	646	1448	19	556	1364	90	190	190	332			
Grp Volume(v), veh/h	11	0	610	14	0	680	30	0	0			
Grp Sat Flow(s),veh/h/ln	646	0	1467	556	0	1454	712	0	0			
Q Serve(g_s), s	0.0	0.0	0.9	0.0	0.0	0.0	4.0	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.9	0.9	0.0	0.0	4.0	0.0	0.0			
Prop In Lane	1.00		0.01	1.00		0.06	0.27		0.47			
Lane Grp Cap(c), veh/h	547	0	1094	475	0	1084	116	0	0			
V/C Ratio(X)	0.02	0.00	0.56	0.03	0.00	0.63	0.26	0.00	0.00			
Avail Cap(c_a), veh/h	547	0	1094	475	0	1084	116	0	0			
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(l)	0.86	0.00	0.86	0.87	0.00	0.87	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.1	0.0	0.1	0.0	0.0	0.0	40.2	0.0	0.0			
Incr Delay (d2), s/veh	0.1	0.0	1.8	0.1	0.0	2.4	1.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.0	0.0	0.7	0.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.0	1.9	0.1	0.0	2.4	41.3	0.0	0.0			
LnGrp LOS	A	A	A	A	A	A	D	A	A			
Approach Vol, veh/h		621			694			30				
Approach Delay, s/veh		1.9			2.4			41.3				
Approach LOS		A			A			D				
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		87.0		23.0		87.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		82.0		18.0		82.0						
Max Q Clear Time (g_c+I1), s		2.9		2.0		2.9						
Green Ext Time (p_c), s		2.8		0.1		3.4						
Intersection Summary												
HCM 6th Ctrl Delay			3.0									
HCM 6th LOS			A									

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	25.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	1
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	4	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	7.0	7.0	7.0	7.0
Right Corner Size B (ft)	7.0	7.0	7.0	7.0
Right Corner Curb Radius (ft)	14.0	14.0	14.0	14.0
Right Corner Total Area (sq.ft)	6.86	6.86	6.86	6.86
Ped. Left-Right Flow Rate (p/h)	29	30	17	9
Ped. Right-Left Flow Rate (p/h)	40	22	38	10
Ped. R. Sidewalk Flow Rate (p/h)	19	55	52	69
Veh. Perm. L. Flow in Walk (v/h)	0	7	10	13
Veh. Perm. R. Flow in Walk (v/h)	13	0	39	7
Veh. RTOR Flow in Walk (v/h)	2	0	20	5
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	21.0	35.3	15.0	25.5
Right Corner Quality of Service	D	C	D	C
Ped. Circulation Area (sq.ft)	78.0	106.1	72.6	248.7
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	44.5	44.5	44.5	44.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.36	2.39	1.79	1.52
Pedestrian Crosswalk LOS	B	B	B	B


















Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	137	165	17	7
Total Flow Rate (veh/h)	621	694	30	0
Effct. Green for Bike (s)	97.4	97.4	10.6	0.0
Cross Street Width (ft)	24.2	12.1	36.1	37.0
Through Lanes Number	1	1	1	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	Yes	Yes	Yes	No
Bicycle Lane Capacity (bike/h)	1771	1771	193	0
Bicycle Delay (s/bike)	0.8	0.8	45.3	0.0
Bicycle Compliance	Good	Good	Poor	
Bicycle LOS Score	1.88	1.82	1.09	0.00
Bicycle LOS	B	B	A	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	507	454	70	70	82
Future Volume (veh/h)	67	507	454	70	70	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00			1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1763	1518	1590	1460	1778	1576
Adj Flow Rate, veh/h	72	545	488	75	75	88
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	23	18	27	5	19
Cap, veh/h	696	1168	1035	159	88	104
Arrive On Green	1.00	1.00	1.00	1.00	0.12	0.12
Sat Flow, veh/h	820	1518	1346	207	726	852
Grp Volume(v), veh/h	72	545	0	563	164	0
Grp Sat Flow(s),veh/h/ln	820	1518	0	1553	1588	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	11.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	11.1	0.0
Prop In Lane	1.00			0.13	0.46	0.54
Lane Grp Cap(c), veh/h	696	1168	0	1194	193	0
V/C Ratio(X)	0.10	0.47	0.00	0.47	0.85	0.00
Avail Cap(c_a), veh/h	696	1168	0	1194	332	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.00	0.90	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	47.3	0.0
Incr Delay (d2), s/veh	0.3	1.2	0.0	1.2	9.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.0	0.4	4.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	1.2	0.0	1.2	57.1	0.0
LnGrp LOS	A	A	A	A	E	A
Approach Vol, veh/h		617	563		164	
Approach Delay, s/veh		1.1	1.2		57.1	
Approach LOS		A	A		E	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		90.6		19.4		90.6
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		75.0		23.0		75.0
Max Q Clear Time (g_c+I1), s		2.0		13.1		2.0
Green Ext Time (p_c), s		2.8		0.4		2.4
Intersection Summary						
HCM 6th Ctrl Delay			8.0			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						



















Approach	EB	WB	SB
Crosswalk Length (ft)	35.0	35.0	25.0
Crosswalk Width (ft)	6.0	6.0	6.0
Total Number of Lanes Crossed	3	2	2
Number of Right-Turn Islands	0	0	0
Type of Control	Actuated	Actuated	Actuated
Corresponding Signal Phase	6	4	8
Effective Walk Time (s)	11.0	11.0	0.0
Right Corner Size A (ft)	7.0	7.0	7.0
Right Corner Size B (ft)	7.0	7.0	7.0
Right Corner Curb Radius (ft)	12.0	12.0	12.0
Right Corner Total Area (sq.ft)	18.04	18.04	18.04
Ped. Left-Right Flow Rate (p/h)	7	20	29
Ped. Right-Left Flow Rate (p/h)	13	33	39
Ped. R. Sidewalk Flow Rate (p/h)	7	68	20
Veh. Perm. L. Flow in Walk (v/h)	70	0	67
Veh. Perm. R. Flow in Walk (v/h)	0	82	70
Veh. RTOR Flow in Walk (v/h)	0	40	35
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	180.0	65.6	121.9
Right Corner Quality of Service	A	A	A
Ped. Circulation Area (sq.ft)	221.4	78.7	0.0
Crosswalk Circulation Code	A	A	F
Pedestrian Delay (s/p)	44.5	44.5	55.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.44	2.36	2.03
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	107	112	19
Total Flow Rate (veh/h)	617	563	163
Effct. Green for Bike (s)	83.3	83.3	14.7
Cross Street Width (ft)	36.0	23.9	35.9
Through Lanes Number	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1515	1515	267
Bicycle Delay (s/bike)	3.4	3.4	41.7
Bicycle Compliance	Good	Good	Poor
Bicycle LOS Score	2.06	1.78	1.31
Bicycle LOS	B	B	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	614	8	7	569	40	7	7	7	0	0	0
Future Volume (veh/h)	42	614	8	7	569	40	7	7	7	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1763	1662	739	1850	1619	1850	1850	1128	1128			
Adj Flow Rate, veh/h	45	660	9	8	612	43	8	8	8			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	6	13	77	0	16	0	0	50	50			
Cap, veh/h	715	1410	19	738	1289	91	17	17	17			
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.05	0.05	0.05			
Sat Flow, veh/h	753	1636	22	780	1495	105	349	349	349			
Grp Volume(v), veh/h	45	0	669	8	0	655	24	0	0			
Grp Sat Flow(s),veh/h/ln	753	0	1658	780	0	1600	1048	0	0			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0			
Prop In Lane	1.00		0.01	1.00		0.07	0.33		0.33			
Lane Grp Cap(c), veh/h	715	0	1429	738	0	1379	50	0	0			
V/C Ratio(X)	0.06	0.00	0.47	0.01	0.00	0.47	0.48	0.00	0.00			
Avail Cap(c_a), veh/h	715	0	1429	738	0	1379	191	0	0			
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(l)	0.84	0.00	0.84	0.87	0.00	0.87	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	51.1	0.0	0.0			
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.0	0.0	1.0	7.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	0.4	0.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.0	0.9	0.0	0.0	1.0	58.3	0.0	0.0			
LnGrp LOS	A	A	A	A	A	A	E	A	A			
Approach Vol, veh/h		714			663			24				
Approach Delay, s/veh		0.9			1.0			58.3				
Approach LOS		A			A			E				
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		99.8		10.2		99.8						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		80.0		20.0		80.0						
Max Q Clear Time (g_c+I1), s		2.0		2.0		2.0						
Green Ext Time (p_c), s		3.3		0.0		3.0						
Intersection Summary												
HCM 6th Ctrl Delay				1.9								
HCM 6th LOS				A								

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	22.0	11.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	2	1
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Pretimed	Actuated
Corresponding Signal Phase	4	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	6.0	6.0	6.0	6.0
Right Corner Size B (ft)	6.0	6.0	6.0	6.0
Right Corner Curb Radius (ft)	10.0	10.0	10.0	10.0
Right Corner Total Area (sq.ft)	14.50	14.50	14.50	14.50
Ped. Left-Right Flow Rate (p/h)	43	9	86	17
Ped. Right-Left Flow Rate (p/h)	15	14	17	47
Ped. R. Sidewalk Flow Rate (p/h)	64	103	23	58
Veh. Perm. L. Flow in Walk (v/h)	0	7	42	7
Veh. Perm. R. Flow in Walk (v/h)	7	0	40	8
Veh. RTOR Flow in Walk (v/h)	4	0	22	5
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	33.0	59.6	77.9	44.7
Right Corner Quality of Service	C	B	A	B
Ped. Circulation Area (sq.ft)	189.9	484.2	54.3	95.7
Crosswalk Circulation Code	A	A	B	A
Pedestrian Delay (s/p)	44.5	44.5	44.5	44.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.39	2.39	1.84	1.54
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	107	134	18	7
Total Flow Rate (veh/h)	714	663	24	0
Effct. Green for Bike (s)	102.0	102.0	10.0	0.0
Cross Street Width (ft)	24.0	12.0	36.0	38.3
Through Lanes Number	1	1	1	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	4.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	7.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	Yes	Yes	Yes	No
Bicycle Lane Capacity (bike/h)	1855	1855	182	0
Bicycle Delay (s/bike)	0.3	0.3	45.9	0.0
Bicycle Compliance	Good	Good	Poor	
Bicycle LOS Score	2.03	1.77	1.29	0.00
Bicycle LOS	B	B	A	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	555	7	7	559	33	8	7	7	17	12	14
Future Volume (veh/h)	9	555	7	7	559	33	8	7	7	17	12	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1850	1533	1273	1850	1576	1547	739	1850	739	1850	1374	1735
Adj Flow Rate, veh/h	10	597	8	8	601	35	9	8	8	18	13	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	22	40	0	19	21	77	0	77	0	33	8
Cap, veh/h	637	1250	17	751	1222	71	75	60	43	71	40	32
Arrive On Green	1.00	1.00	1.00	0.83	0.83	0.83	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	804	1509	20	828	1475	86	379	748	531	314	500	394
Grp Volume(v), veh/h	10	0	605	8	0	636	25	0	0	46	0	0
Grp Sat Flow(s),veh/h/ln	804	0	1529	828	0	1560	1658	0	0	1208	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.2	0.0	13.0	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	0.0	0.2	0.0	13.0	1.5	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.06	0.36		0.32	0.39		0.33
Lane Grp Cap(c), veh/h	637	0	1267	751	0	1293	178	0	0	143	0	0
V/C Ratio(X)	0.02	0.00	0.48	0.01	0.00	0.49	0.14	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	637	0	1267	751	0	1293	338	0	0	261	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.90	0.00	0.90	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.9	0.0	0.0	1.6	0.0	2.7	47.2	0.0	0.0	48.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.0	0.0	1.3	0.4	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	3.0	0.7	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.0	0.0	1.2	1.7	0.0	4.1	47.5	0.0	0.0	49.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	A
Approach Vol, veh/h		615			644			25			46	
Approach Delay, s/veh		1.2			4.0			47.5			49.5	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.1		13.9		96.1		13.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		80.0		20.0		80.0		20.0				
Max Q Clear Time (g_c+I1), s		15.2		3.5		15.0		5.8				
Green Ext Time (p_c), s		2.7		0.0		2.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				5.1								
HCM 6th LOS				A								

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	35.0	35.0	22.0	22.4
Crosswalk Width (ft)	6.0	6.0	6.0	6.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	Actuated	Actuated	Actuated	Actuated
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	11.0	11.0	11.0	11.0
Right Corner Size A (ft)	6.0	6.0	6.0	6.0
Right Corner Size B (ft)	6.0	6.0	6.0	6.0
Right Corner Curb Radius (ft)	10.0	10.0	10.0	10.0
Right Corner Total Area (sq.ft)	14.50	14.50	14.50	14.50
Ped. Left-Right Flow Rate (p/h)	38	9	30	7
Ped. Right-Left Flow Rate (p/h)	27	17	7	7
Ped. R. Sidewalk Flow Rate (p/h)	14	37	26	65
Veh. Perm. L. Flow in Walk (v/h)	17	8	9	7
Veh. Perm. R. Flow in Walk (v/h)	7	14	33	7
Veh. RTOR Flow in Walk (v/h)	4	10	15	4
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	85.1	152.1	136.6	73.2
Right Corner Quality of Service	A	A	A	A
Ped. Circulation Area (sq.ft)	79.9	203.3	104.6	333.2
Crosswalk Circulation Code	A	A	A	A
Pedestrian Delay (s/p)	44.5	44.5	44.5	44.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.38	2.39	1.78	1.79
Pedestrian Crosswalk LOS	B	B	B	B

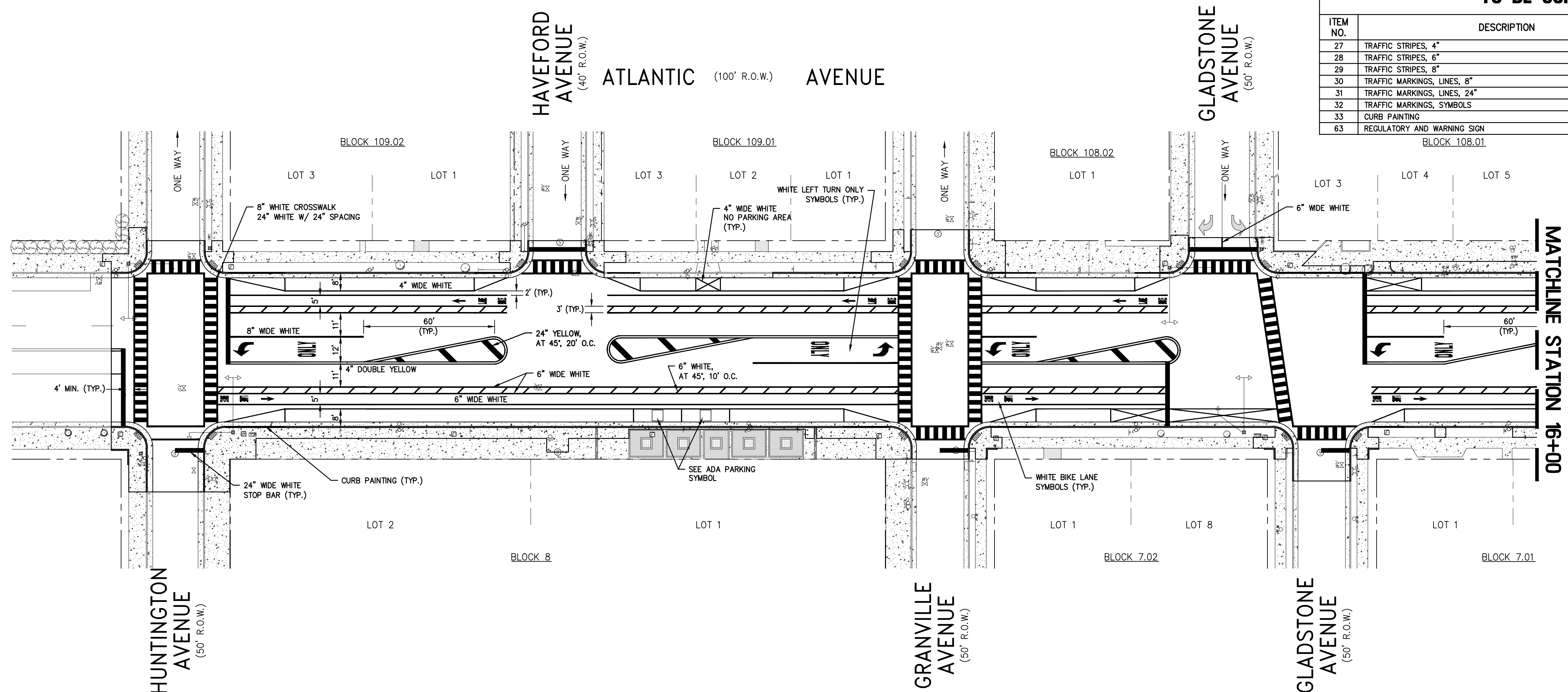
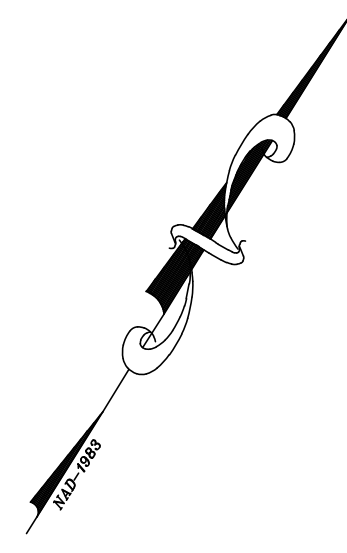
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	107	122	8	7
Total Flow Rate (veh/h)	615	644	25	46
Effct. Green for Bike (s)	93.7	93.7	10.3	10.3
Cross Street Width (ft)	24.1	24.3	36.3	36.0
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	5.0	5.0	5.0	5.0
Striped Parking Lane Width (ft)	8.0	8.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	Yes	Yes	Yes	Yes
Bicycle Lane Capacity (bike/h)	1704	1704	187	187
Bicycle Delay (s/bike)	1.3	1.3	45.4	45.3
Bicycle Compliance	Good	Good	Poor	Poor
Bicycle LOS Score	1.87	1.92	1.08	1.11
Bicycle LOS	B	B	A	A

APPENDIX F

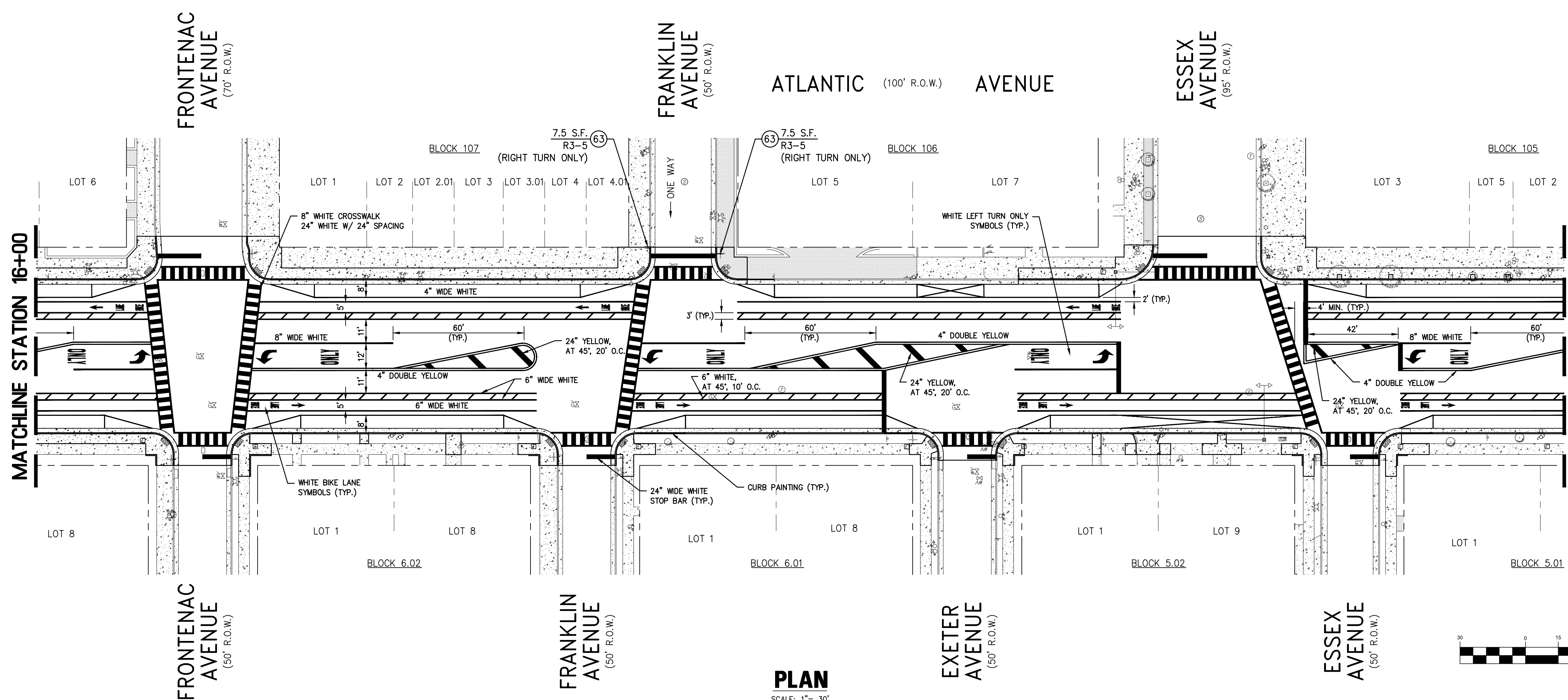
Sample Plans of Pavement Marking Plans at Key Intersections

Contents:

- *Sample Plans of Pavement Marking Plans at Key Intersections*
 - *Striping Plan – Alternate Bid 1 (RVE Plans dated 01-09-2020)*



PLAN
SCALE: 1" = 30'



PLAN
SCALE: 1" = 30'

TO BE CONSTRUCTED				
ITEM NO.	DESCRIPTION	UNIT	PLAN QUANTITY	AS-BUILT QUANTITY
27	TRAFFIC STRIPES, 4"	L.F.	5,855	
28	TRAFFIC STRIPES, 6"	L.F.	6,940	
29	TRAFFIC STRIPES, 8"	L.F.	420	
30	TRAFFIC MARKINGS, LINES, 8"	L.F.	2,070	
31	TRAFFIC MARKINGS, LINES, 24"	L.F.	2,080	
32	TRAFFIC MARKINGS, SYMBOLS	S.F.	607	
33	CURB PAINTING	L.F.	700	
63	REGULATORY AND WARNING SIGN	S.F.	15	

RVE
1901

REMINGTON & VERNICK ENGINEERS
845 NORTH MAIN STREET
PLEASANTVILLE, NJ 08232
(609) 645-7110, FAX (609) 645-7076
WEB SITE ADDRESS : WWW.RVE.COM
Certification of Authorization: 24 GA 28003300
~ENGINEERING EXCELLENCE~

DATE: 2-07-20
EDWARD DENNIS JR.
NJ PROFESSIONAL ENGINEER L.C. No. 47002

PLANS WHICH DO NOT BEAR AN EMBOSSED SEAL ARE NOT VALID

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NO.	REVISION	DATE	BY
1	PER NDOT REVIEW	2-07-20	JH

**STRIPING PLAN
ALTERNATE BID 1**

CITY OF MARGATE
2018 & 2019 STATE AID RECONSTRUCTION
OF ATLANTIC AVENUE

CITY OF MARGATE
ATLANTIC COUNTY
NEW JERSEY

DRAWN BY:	DESIGN BY:	CHECKED BY:	SCALE:
G.E.R.	J.E.J.	E.D.J.	AS NOTED
DATE:		SHEET NO.:	
1-09-20		16 of 24	
JOB NO.:			
01-16-U-143			

