# 1516 2<sup>nd</sup> Avenue

# SDCI Project No. 3033162

Updated Transportation Impact Analysis March 24, 2020

> Prepared for: 1516 2<sup>nd</sup> Condominiums, LLC 752 108<sup>th</sup> Avenue NE Bellevue, WA 98004

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# Table of Contents

FINDINGS/CONCLUSIONS	1
	3
Project Description	
Existing Uses	
Project Approach	
Primary Data and Information Sources	4
EXISTING CONDITIONS	7
Roadway Network	7
Non-motorized Transportation Facilities	7
Transit Services	7
Peak-Hour Traffic Volumes	7
Level of Service	
Collision History	11
FUTURE CONDITIONS AND PROJECT IMPACT ANALYSIS	13
Project Trip Generation	13
Project Trip Distribution and Assignment	14
Future Traffic Volumes	17
Level of Service	
Alley Driveway Operations	
Transportation Concurrency	
Alley Loading and Delivery Trucks	
Loading Zone on 2 <sup>nd</sup> Ave (Proposed)	
Loading Bay Designated Loading Area on Alley (Proposed)	
Porte-Cochere	
Garage Access	
Loading and Delivery Plan Delivery Frequencies	
Non-Motorized Transportation Impacts	
Parking Analysis	
PROJECT MITIGATION MEASURES	
Loading and Delivery Plan	

# Appendices

- Appendix A Existing Peak Hour Traffic Counts
- Appendix B Level of Service Calculations
- Appendix C Trip Generation Calculations
- Appendix D Project Trip Distribution Figures
- Appendix E Truck Loading & Porte-Cochere Turning Movement Diagrams
- Appendix F Garage Alley Access Turning Movement Diagrams
- Appendix G Parking Demand Calculations

# List of Figures

Figure 1	Project Site Vicinity	5
Figure 2	Preliminary Site Plan	6
Figure 3	2019 Existing AM Peak Hour Traffic Volumes	8
Figure 4	2019 Existing PM Peak Hour Traffic Volumes	9
Figure 5	AM Peak Hour Project Trip Assignment	5
Figure 6	PM Peak Hour Project Trip Assignment	6
Figure 7	2023 Without Project AM Peak Hour Traffic Volumes	8
Figure 8	2023 Without Project PM Peak Hour Traffic Volumes	9
Figure 9	2023 With Project AM Peak Hour Traffic Volumes	20
Figure 10	2023 With Project PM Peak Hour Traffic Volumes	2]

# List of Tables

Table 1	Existing Study Area Roadway Network
Table 2	LOS Criteria for Signalized and Stop-Controlled Intersections <sup>1</sup>
Table 3	2019 Existing AM and PM Peak Hour LOS Summary
Table 4	Collision Data Summary by Year, January 1, 2014 to December 31, 2018
Table 5	Collision Data Summary by Type, January 1, 2014 to December 31, 2018
Table 6	Trip Generation Summary
Table 7	2023 AM and PM Peak Hour LOS Summary
Table 8	Transportation Concurrency Assessment

# FINDINGS/CONCLUSIONS

This transportation impact analysis (TIA) has been prepared for the proposed 1516 2<sup>nd</sup> Avenue project located in the commercial core of downtown Seattle, Washington. This is an update to our previous traffic analysis dated July 29, 2019 and addresses traffic comments in the City's Correction Notice #1 Transportation DPD dated November 26, 2019.

**Project Proposal.** The project proposes up to 524 condominium units and 3,502 square feet (SF) of retail space. Access to the project's parking garage and a porte-cohere are proposed off the existing alley on the east side of the site between Pine Street and Pike Street. The proposed parking garage access would provide access to 269 parking stalls for the residential units. Full project buildout is expected by 2023.

**Existing Uses.** The existing site includes approximately 48,600 SF of office space, 11,000 SF of retail space, and a public pay surface parking lot all of which would be removed as part of the proposed project. The curb cut on 2<sup>nd</sup> Avenue which provides access to a 26 stall public pay parking lot on the site would also be removed as part of the proposed project.

**Vehicular Trip Generation.** The proposed development is anticipated to generate 982 net new weekday daily trips, with 81 net new weekday AM peak hour trips (13 entering, 68 exiting), and 64 net new weekday PM peak hour trips (40 entering, 24 exiting).

**Level of Service (LOS) Analysis.** Weekday AM and PM peak hour LOS analyses were conducted at four signalized at two alley driveway study locations. The four signalized study intersections are anticipated to operate at LOS C or better during the weekday AM and PM peak hours without and with the proposed project. The two stop controlled alley driveways are anticipated to include LOS E movements during the weekday PM peak hour with the proposed project. LOS E operations at alley driveways in a downtown area are not uncommon, especially with heavy pedestrian volumes that exist at this location. It should be noted that, LOS is not typically used as a regulatory tool for addressing entering and exiting traffic at alleys.

**Alley Loading.** Four separate design functions are proposed along the alley to facilitate deliveries and service vehicles, loading for commercial uses, vehicle drop-off/pick-up, and access to the below-grade garage.

**Transportation Concurrency.** Transportation concurrency was evaluated for the proposed 1516 2<sup>nd</sup> Avenue project based on City guidelines outlined in the Director's Rule 2009-5. The evaluated screen-lines would continue to operate below the concurrency threshold with construction of the project. As a result, no concurrency-related mitigation is warranted or required for the project.

### Parking Analysis

<u>Parking Supply.</u> On-site parking would be provided by a 269 stall parking garage, all of which will be dedicated for homeowners in the building.

<u>Parking Code Requirements.</u> Since the proposed project is located in the Downton Commercial Core, no parking (either long-term or short-term) is required per Seattle Municipal Code.

<u>Residential Parking Demand.</u> Based on the current project statistics and ITE *Parking Generation* rates, the estimated weekday peak parking demand for the proposed condominium units is 241 parking stalls. Therefore, the 269 proposed on-site parking stalls for the residential use would meet the estimated weekday peak residential parking demand.

<u>Commercial Parking Demand.</u> Parking demand for the proposed retail was based on a 3,502 square feet of general retail space. Based on ITE parking demand rates, the estimated weekday peak parking demand for the proposed retail use is estimated to be 5 parking stalls occurring between 12:00 PM – 3:00 PM. It is anticipated that on-street parking and public parking garages/lots in the project vicinity would accommodate the retail parking demand.

### **Project Mitigation**

The traffic and parking impacts of the proposed 1561 2<sup>nd</sup> Avenue project are not expected to create a significant adverse impact to the local vehicular, pedestrian, bicycle, and transit networks. To mitigate the project impacts to the adjacent alley, the following measures are proposed:

- Provide an on-site loading bay for deliveries, commercial vendor use, and repair vehicles for the residential units.
- Dedicate 2 feet of property along the alley project frontage, and allocate an additional 5 feet of property area to accommodate a new proposed loading zone on the alley.
- Stripe a new 8-foot x 50-foot designated loading zone on the east side of the alley adjacent to the project to accommodate short-term delivery vehicles for parcels and mail.

This will allow the improved access for loading and delivery vehicles to use the on-site loading bay and a new delivery parking zone in the alley, as well as help facilitate vehicle pick-up and drop-off in the porte-cochere.

• Develop a Loading and Delivery Plan which will be implemented as part of the City's Loading Dock Management Plan (LDMP) process.

# INTRODUCTION

This transportation impact analysis has been prepared for the proposed 1516 2<sup>nd</sup> Avenue project located at 1516 2<sup>nd</sup> Avenue in the commercial core of downtown Seattle, Washington as shown in the **Figure 1** vicinity map. This is an update to our previous traffic analysis dated July 29, 2019 and addresses traffic comments in the City's Correction Notice #1 Transportation DPD dated November 26, 2019.

## Project Description

The project proposes up to 524 condominium units and 3,502 square feet (SF) of retail space. The existing site includes approximately 48,600 SF of office space and 11,000 SF of retail space which would be removed as part of the proposed project. Access to the project's parking garage and a porte-cohere are proposed off the existing alley on the east side of the site between Pine Street and Pike Street. The proposed parking garage access would provide access to 269 parking stalls for the residential units. Full project buildout is expected by 2023. A preliminary site plan is provided in **Figure 2**.

### Existing Uses

The existing site includes approximately 48,600 SF of office space, 11,000 SF of retail space, and a public pay parking lot all of which would be removed as part of the proposed project. The curb cut on 2<sup>nd</sup> Avenue which provides access to the public pay parking lot on the site would also be removed as part of the proposed project.

## Project Approach

Based on discussions with the City of Seattle Department of Construction and Inspections (SDCI), the following tasks were undertaken to evaluate and disclose the traffic impacts associated with the 1516 2<sup>nd</sup> Avenue project:

- Assessed existing conditions through field reconnaissance and review of existing planning documents;
- Described existing roads, transit service, and non-motorized facilities in the study area;
- Analyzed existing AM and PM peak hour Levels of Service (LOS) at the following 4 offsite signalized study intersections and 2 alley driveway locations:
  - 1. 2<sup>nd</sup> Avenue / Pine Street (signal)
  - 2. 3<sup>rd</sup> Avenue / Pine Street (signal)
  - 3. 2<sup>nd</sup> Avenue / Pike Street (signal)
  - 4. 3<sup>rd</sup> Avenue / Pike Street (signal)
  - 5. Alley / Pine Street (stop-controlled)
  - 6. Alley / Pike Street (stop-controlled)
- Documented collision history in the project vicinity;

- Documented planned transportation improvements in the site vicinity;
- Estimated weekday daily, AM, and PM peak hour trip generation for the project;
- Assigned weekday project-generated AM and PM peak hour trips to the street network;
- Documented traffic forecasts and assumptions for year 2023 AM and PM peak hour conditions without and with the proposed development;
- Analyzed year 2023 AM and PM peak hour LOS at the off-site study intersections and driveways;
- Evaluated transportation concurrency based on the guidelines outlined in the Director's Rule 2009-5;
- Evaluated alley operations with respect to deliveries and trucks;
- Assessed potential project impacts to non-motorized transportation facilities;
- Estimated weekday peak parking demand compared to proposed on-site parking supply;
- Identified mitigation to City of Seattle.

## Primary Data and Information Sources

- Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.
- ITE *Trip Generation* Handbook, 3<sup>rd</sup> Edition, 2017.
- *Highway Capacity Manual (HCM),* 6<sup>th</sup> Edition, Transportation Research Board.
- AM and PM Peak Hour traffic counts by All Traffic Data, April 2019.
- Metro/King County Website, June 2019.
- Signal Timing Data from City of Seattle Department of Transportation (SDOT).
- Seattle Department of Construction and Inspection (SDCI) Director's Rule 2009-5 *Transportation Concurrency Project Review System*, effective April 13, 2009.
- ITE *Parking Generation*, 5<sup>th</sup> Edition, 2019.
- American FactFinder (US Census Bureau), American Community Survey 5-Year Estimates 2013-2017, Tenure by Vehicles Available (Report B25044).

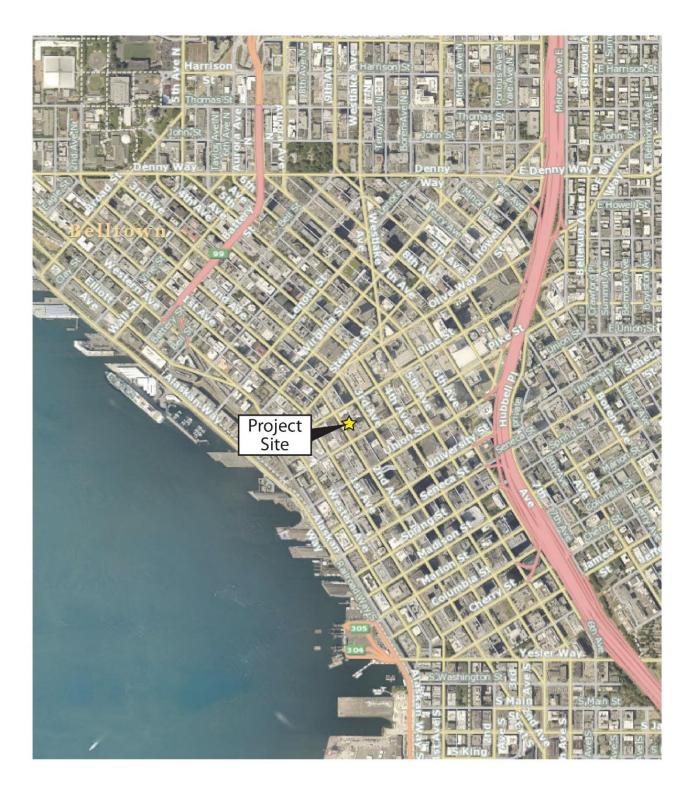




Figure 1: Project Site Vicinity

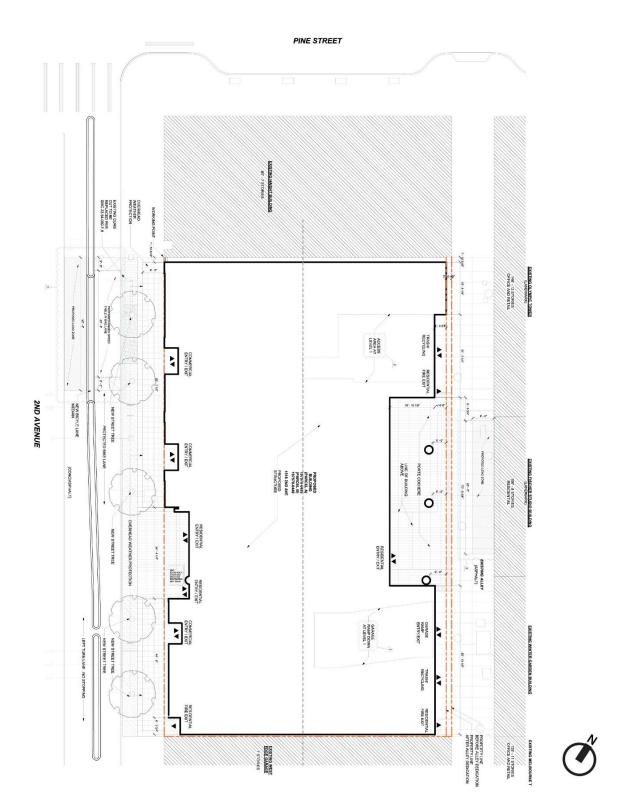


Figure 2: Preliminary Site Plan

# EXISTING CONDITIONS

This section describes existing transportation system conditions in the study area. Existing conditions include an inventory of existing roadways, existing traffic volumes, levels of service (LOS), public transportation services, and non-motorized transportation facilities.

### Roadway Network

 Table 1 describes the existing characteristics of the streets that would be used as primary routes to and from the site.
 Roadway characteristics are described in terms of orientation, arterial classification, number of lanes, speed limits, parking, pedestrian facilities, and bicycle facilities.

# Table 1Existing Study Area Roadway Network

Roadway	General Orientation	Arterial Classification	# of Travel Lanes	Speed Limit (mph)		Sidewalks	Bicycle Facilities
Pine Street	One-Way WB	Principal Arterial	1-2	25	Yes	Yes	Yes
Pike Street	One-Way EB	Principal Arterial	1-2	25	No	Yes	Yes
2 <sup>nd</sup> Avenue	One-Way SB	Principal Arterial	3	25	Yes	Yes	Yes
3 <sup>rd</sup> Avenue*	North-South	Minor Arterial	4	25	No	Yes	No

\* 3<sup>rd</sup> Avenue has been classified as a bus only road and is closed to passenger car through traffic.

## Non-motorized Transportation Facilities

Non-motorized transportation facilities in the project vicinity include sidewalks on all streets and crosswalks at signalized intersections. Protected bicycle lanes within the study area exist on the south side of Pine Street, north side of Pike Street, and on the east side of 2<sup>nd</sup> Avenue. The protected bicycle lane on 2<sup>nd</sup> Avenue currently extends between Belltown and Pioneer Square.

## Transit Services

Transit service to and from the project vicinity is provided by King County Metro and Sound Transit. Within the study area, Pine Street and 2<sup>nd</sup> Avenue are classified as "Principal Transit Routes," Pike Street is classified as a "Minor Transit Route," and 3<sup>rd</sup> Avenue is a bus only road and is closed to passenger car through traffic.

In general, the site is well served by public transit. Transit stops are located on Pine Street, 2<sup>nd</sup> Avenue, and 3<sup>rd</sup> Avenue. In addition, access to the underground Westlake Station is located on Pine Street between 3<sup>rd</sup> Avenue and 4<sup>th</sup> Avenue approximately 0.10 miles from the site.

## Peak-Hour Traffic Volumes

Year 2019 existing weekday AM and PM peak hour traffic volumes at the 4 off-site signalized study intersections and 2 alley driveway locations were based on peak period counts conducted in April 2019 by All Traffic Data. The weekday AM peak hour represents the highest one-hour time period between 7:00 and 9:00 AM and the weekday PM peak hour represents the highest one-hour time period between 4:00 and 6:00 PM. Figures 3 and 4 illustrate the 2019 existing AM and PM peak hour traffic volumes at the 4 off-site signalized study intersections and 2 alley driveway locations. The existing traffic count worksheets are included in Appendix A.





## Level of Service

Based on scoping confirmation with the City of Seattle, level of service (LOS) analyses were conducted at the following 4 off-site signalized study intersections and 2 alley driveway locations for the weekday AM and PM peak hours:

- 1. 2<sup>nd</sup> Avenue / Pine Street (signal)
- 2. 3<sup>rd</sup> Avenue / Pine Street (signal)
- 3. 2<sup>nd</sup> Avenue / Pike Street (signal)
- 4. 3<sup>rd</sup> Avenue / Pike Street (signal)
- 5. Alley / Pine Street (stop-controlled)
- 6. Alley / Pike Street (stop-controlled)

LOS generally refers to the degree of congestion on a roadway or intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. A letter scale from A to F generally describes intersection LOS. At signalized intersections, LOS A represents free-flow conditions (motorists experience little or no delays), and LOS F represents forced-flow conditions where motorists experience an average delay in excess of 80 seconds per vehicle.

The LOS reported for signalized intersections represents the average control delay (sec/veh) and can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only).

The LOS reported at stop-controlled intersections is based on the average control delay and can be reported for each controlled minor approach, controlled minor lane group, and controlled majorstreet movement (and for the overall intersection at all-way stop controlled intersections. Additional v/c ratio criteria apply to lane group or movement LOS only). Table 2 outlines the current HCM 6<sup>th</sup> Edition LOS criteria for signalized and stop-controlled intersections based on these methodologies.

		_			
<u>SIGNALIZ</u>	STOP-CONTRO	DLLED INTERSECT	<u>fions</u>		
LOS by Volume-to Capacity (V/C) Ratio <sup>2</sup>				<u>LOS by V</u> <u>Capacity (</u>	<u>olume-to</u> V/C) Ratio <sup>3</sup>
Control Delay (sec/veh)	≤ 1.0	> 1.0	Control Delay (sec/veh)	≤ 1.0	> 1.0
≤ 10	A	F	≤ 10	A	F
> 10 to ≤ 20	В	F	> 10 to ≤ 15	В	F
> 20 to ≤ 35	С	F	> 15 to ≤ 25	С	F
> 35 to ≤ 55	D	F	> 25 to ≤ 35	D	F
> 55 to ≤ 80	E	F	> 35 to ≤ 50	E	F
> 80	F	F	> 50	F	F

# Table 2LOS Criteria for Signalized and Stop-Controlled Intersections1

<sup>1</sup> Source: Highway Capacity Manual (6<sup>th</sup> Edition), Transportation Research Board, 2016.

<sup>2</sup> For approach-based and intersection-wide assessments at signals, LOS is defined solely by control delay.

<sup>3</sup> For two-way stop controlled intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole at two-way stop controlled intersections. For approach-based and intersection-wide assessments at all-way stop controlled intersections, LOS is solely defined by control delay. Intersection LOS were calculated using the methodology and procedures outlined in the latest edition of the *Highway Capacity Manual* (HCM 6<sup>th</sup> Edition), Transportation Research Board (TRB), using the *Synchro 10.3* software program. Existing signal timing used in the analysis was provided by the City of Seattle DOT. Delay results using the *SimTraffic* traffic model were used to assess operations of the alley driveway locations. The 2019 existing AM and PM peak hour LOS analysis results for the study intersections are summarized in **Table 3**. The 2019 existing LOS worksheets are included in **Appendix B**.

	<u>AM Pe</u>	<u>AM Peak Hour</u>		<u>ak Hour</u>
Location	LOS <sup>1</sup>	Delay (sec) <sup>2</sup>	LOS 1	Delay (sec) <sup>2</sup>
Signalized Intersections				
1. 2 <sup>nd</sup> Avenue/Pine Street	С	20.1	В	19.1
2. 3 <sup>rd</sup> Avenue/Pine Street	С	21.6	С	22.2
3. 2 <sup>nd</sup> Avenue/Pike Street	В	12.5	В	15.3
4. 3 <sup>rd</sup> Avenue/Pike Street	В	19.0	С	24.8
<u>Stop-Controlled Driveways<sup>3</sup></u>				
5. Alley/Pine Street				
Northbound Left-Thru⁴	А	7.4	-	-
6. Alley/Pike Street				
Southbound Left-Thru	А	0.2	D	33.6

# Table 32019 Existing AM and PM Peak Hour LOS Summary

1. LOS = Level of Service

2. Delay refers to average control delay expressed in seconds per vehicle.

3. Reported delays per Simtraffic results.

4. No existing NB exiting trips were observed during the PM peak hour. Therefore, no LOS delay reported.

As shown in **Table 3**, the four signalized study intersections currently operate at LOS C or better during the weekday AM and PM peak hours without and with the proposed project.

The southbound movement at the Alley/Pike Street driveway currently operates at LOS D during the weekday PM peak hour. It should be noted that on the day the traffic counts were conducted at the Alley/Pine Street driveway, no exiting northbound trips were recorded exiting the alley during the weekday PM peak hour.

## Collision History

Historic collisions at the 4 off-site signalized study intersections and 2 alley driveway locations were analyzed for the five-year period from 2014 to 2018. Collision data was provided by WSDOT. Summaries of the total and yearly average collisions during this period are provided in **Table 4**. Summaries of collisions by type over the five-year period are provided in **Table 5**.

Location	2014	2015	2016	2017	2018	Five-Year Total Collisions	Average Annual Collisions
1. 2 <sup>nd</sup> Avenue/Pine Street	6	4	3	2	3	18	3.60
2. 3 <sup>rd</sup> Avenue/Pine Street	0	6	1	3	3	13	2.60
3. 2 <sup>nd</sup> Avenue/Pike Street	8	5	0	1	5	19	3.80
4. 3 <sup>rd</sup> Avenue/Pike Street	5	2	3	4	2	16	3.20
5. Alley/Pine Street	0	0	0	0	0	0	0.00
6. Alley/Pike Street	0	1	0	0	0	1	0.20

#### Table 4

Collision Data Summary by Year, January 1, 2014 to December 31, 2018

Source: WSDOT Crash Data.

#### Table 5

### Collision Data Summary by Type, January 1, 2014 to December 31, 2018

					Collision Type				
Location	5-Year Total Collisions	Average Annual Collision Rate	Right Angle	Rear-End	Side Swipe	Approach Turn	Ped/Cycle	Parked Veh / Fixed	Other
1. 2 <sup>nd</sup> Avenue/Pine Street	18	3.60	10	2	1	0	4	1	0
2. 3 <sup>rd</sup> Avenue/Pine Street	13	2.60	1	3	0	3	6	0	0
3. 2 <sup>nd</sup> Avenue/Pike Street	19	3.80	1	4	3	2	6	2	1
4. 3 <sup>rd</sup> Avenue/Pike Street	16	3.20	0	3	0	2	10	0	1
5. Alley/Pine Street	0	0.00	0	0	0	0	0	0	0
6. Alley/Pike Street	1	0.20	1	0	0	0	0	0	0

Source: WSDOT Crash Data.

As shown in the tables above, over the past five years, only one collision occurred at the Pine Street and Pike Street alley driveways. The one collision involved a right turning truck exiting the alley on the south side of Pike Street and colliding with an eastbound vehicle on Pike Street. It should noted that no pedestrian/bicycle collisions were reported at the alley driveways over the five year time period.

# FUTURE CONDITIONS AND PROJECT IMPACT ANALYSIS

## Project Trip Generation

The weekday AM peak hour, PM peak hour, and daily trip generation estimates for the proposed and existing uses associated with the 1516 2<sup>nd</sup> Avenue project were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition. The trip generation estimates were adjusted to account for urban/infill mode splits, and pass-by trips consistent with the methodology included in the ITE Trip Generation Handbook, 3<sup>rd</sup> edition, September 2017.

Mode split and average vehicle occupancy (AVO) data used in the trip generation estimates was based on data included in Chapter 7 (Trip Generation for Urban Infill/Redevelopment) of the ITE Trip Generation Handbook, 3<sup>rd</sup> edition, September 2017. In addition, local mode split and AVO data from the US Census Bureau *2017 American Community Survey* for Census Tract 81 was used in the trip generation estimates for the proposed residential land use.

**Table 6** summarizes the net new weekday daily, AM peak hour, and PM peak hour trip generation estimates for the proposed project. Detailed trip generation calculations are included in **Appendix C**.

Trip Generation Summary								
	Net New Trips Generated							
Weekday Time Period	In	Out	Total					
Daily	491	491	982					
AM Peak Hour	13	68	81					
PM Peak Hour	40	24	64					

Table 6

As shown in **Table 6**, the proposed project is estimated to generate 982 new weekday daily trips, with 81 new trips occurring during the weekday AM peak hour (13 in, 68 out) and 64 new trips occurring during the weekday PM peak hour (40 in, 24 out). These trip generation estimates include credit for the uses to be removed.

# Project Trip Distribution and Assignment

The distribution of the vehicle trips generated by the proposed project onto the street system was estimated based on Director's Rule 2009-5 and general traffic patterns in the site vicinity. Based on the Director's Rule methodology, vehicle trips generated by a development are distributed to the street network based on trip distribution tables established by the City's traffic forecasting model. Once the number of trips between the proposed development and other areas of the City are determined, the trips are assigned to the arterial network using the most likely routes to minimize travel time and distance. Appendix D includes figures that illustrate the anticipated entering and exiting trip distribution patterns for the Residential and Commercial trips for the proposed 1516 2<sup>nd</sup> Avenue project.

The resulting AM and PM peak hour project trip assignment at the 4 off-site signalized study intersections and 2 alley driveway locations are illustrated in **Figures 5 and 6**. All residential trips were assumed to use the garage access on the alley. The proposed retail trips were assumed to utilize on-street parking on 2<sup>nd</sup> Avenue. Given the site is currently underutilized, gross project trips were assigned through the study intersections and alley driveways.



Figure 5: Weekday AM Peak Hour Project Trip Assignment

Page 15



Figure 6: Weekday PM Peak Hour Project Trip Assignment

## Future Traffic Volumes

To estimate future year 2023 without project traffic volumes at the 4 off-site signalized study intersections and 2 alley driveway locations, a 1 percent annual growth rate was applied to the existing traffic volumes. This growth factor is used to account for background growth in Downtown as recommended by the City. In addition to the background growth rate, per discussions with SDCI staff, trips from the following 5 future pipeline development projects were included in the future baseline traffic volumes:

- 1. 103 Pike Street (#3028428)
- 2. 1931 2<sup>nd</sup> Avenue (#3007606)
- 3. 1931 3<sup>rd</sup> Avenue (#3023678)
- 4. 204 Pine Street (#3014773)
- 5. 1613 2<sup>nd</sup> Avenue (#3025998)

The future 2023 without project AM and PM peak hour traffic volumes at the 4 off-site signalized study intersections and 2 alley driveway locations are shown in Figures 7 and 8. Adding the trip assignment from the proposed development (shown in Figures 5 and 6) to the future 2023 without project traffic volumes results in the 2023 with project AM and PM traffic volumes at the 4 off-site signalized study intersections and 2 alley driveway locations (shown in Figures 9 and 10).

### Level of Service

Weekday peak hour Level of Service (LOS) analyses were conducted at the 4 off-site signalized study intersections and 2 alley driveway locations for future 2023 without project and with project conditions. The roadway network and traffic signal timing assumed in the future year LOS analysis was based on existing conditions. The future analysis at the study intersections and the alley driveway locations also accounts for the estimated increase in pedestrian volumes associated with the proposed 1516 2<sup>nd</sup> Avenue project. The increase in pedestrian volumes from the project were estimated based on the walk and transit mode splits from census data, which are provided in Appendix C.

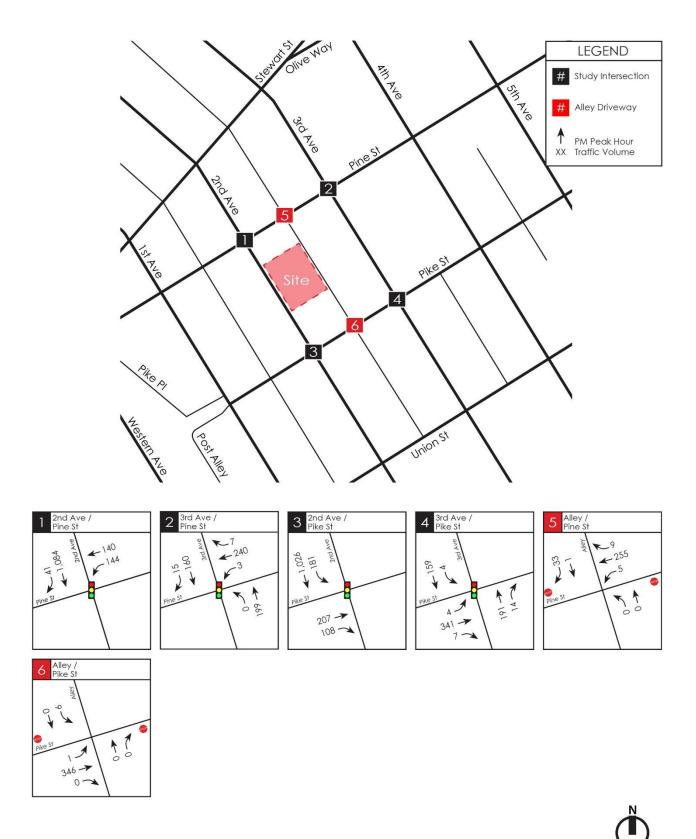
### **Study Intersection LOS**

The 2023 weekday AM and PM peak hour LOS results at the 4 off-site signalized study intersections and 2 alley driveway locations for 2023 without project and with project conditions are summarized in **Table 7**. The LOS worksheets are included in **Appendix B**.

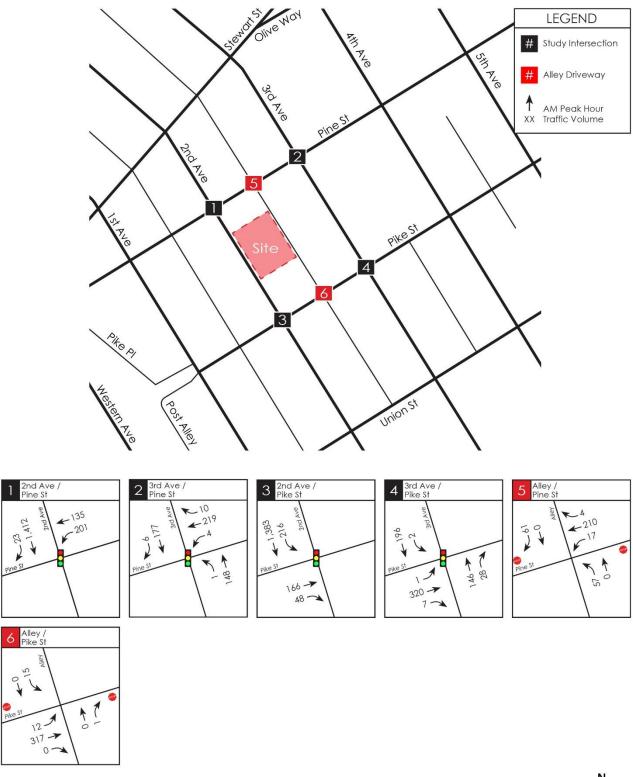


Figure 7: 2023 Without Project Weekday AM Peak Hour Traffic Volumes











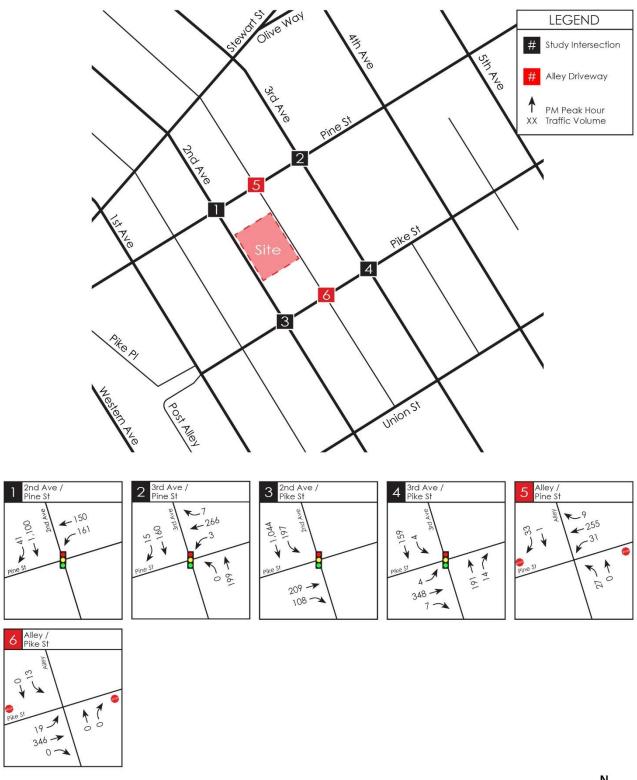


Figure 10: 2023 With Project Weekday PM Peak Hour Traffic Volumes



Table 7	
2023 AM and F	M Peak Hour LOS Summary

	- 2023 With	2023 Without Project		<u>h Project</u> Delay
Location	LOS 1	Delay (sec) <sup>2</sup>	LOS 1	(sec) <sup>2</sup>
AM PEAK HOUR				
Signalized Intersections				
1. 2 <sup>nd</sup> Avenue/Pine Street	С	24.6	С	32.3
2. 3 <sup>rd</sup> Avenue/Pine Street	С	22.5	С	23.0
3. 2 <sup>nd</sup> Avenue/Pike Street	В	14.4	В	17.1
4. 3 <sup>rd</sup> Avenue/Pike Street	С	23.1	С	24.8
Stop-Controlled Driveways <sup>3</sup>				
5. Alley/Pine Street (NB Left-Thru)	А	12.6	D	33.3
6. Alley/Pike Street (SB Left-Thru)	D	26.8	D	30.3
PM PEAK HOUR				
Signalized Intersections				
1. 2 <sup>nd</sup> Avenue/Pine Street	С	23.4	С	26.1
2. 3 <sup>rd</sup> Avenue/Pine Street	С	23.5	С	24.2
3. 2 <sup>nd</sup> Avenue/Pike Street	В	18.2	В	19.7
4. 3 <sup>rd</sup> Avenue/Pike Street	С	27.1	С	27.5
Stop-Controlled Driveways <sup>3</sup>				
5. Alley/Pine Street (NB Left-Thru) <sup>4</sup>	-	-	Е	38.1
6. Alley/Pike Street (SB Left-Thru)	D	36.0	E	47.0

1. LOS = Level of Service

2. Delay refers to average control delay expressed in seconds per vehicle.

3. Reported delays per Simtraffic results.

4. No existing NB exiting trips were observed during the PM peak hour. Therefore, no LOS delay reported.

As shown in **Table 7**, the four signalized study intersections are anticipated to operate at LOS C or better during the weekday AM and PM peak hours without and with the proposed project.

### **Alley Driveway Operations**

The stop controlled alley intersections at Pike and Pine Streets are anticipated to include LOS E movements during the weekday PM peak hours with the proposed project. The LOS E operations at alley driveways in a downtown area are not uncommon, especially with heavy pedestrian volumes that exist at these locations. It should also be noted that LOS is not typically used as a regulatory tool for addressing entering and exiting traffic at alleys.

Under the scenario where a vehicle is waiting to exit the alley at the same time a vehicle is entering the alley, the vehicle entering the alley would yield to the vehicle exiting the alley due to the narrow width of the alley at both ends of the alley at Pine Street and Pine Street. Since both Pike Street and Pine Street are one-way streets, the increase in delay for entering vehicles as a result of needing to yield to exiting alley vehicles is expected to be minimal. For this situation, this could be considered a benefit for exiting alley vehicles since they would have a gap in traffic on the Pine or Pike created by the vehicle waiting to enter the alley.

# Transportation Concurrency

The City of Seattle has implemented a Transportation Concurrency system to comply with one of the requirements of the Washington State Growth Management Act (GMA). The system, described in Director's Rule 2009-5 and the City's Land Use Code is designed to provide a mechanism that determines whether adequate transportation facilities would be available "concurrent" with proposed development projects. Transportation concurrency review in the City of Seattle is evaluated first by determining applicable screenlines. A screenline is an imaginary line drawn across several arterials at a particular place where the vehicular volume to-capacity ratio (v/c) is calculated. For the proposed 1516 2<sup>nd</sup> Avenue project, screenlines 10.11 (South of S Jackson St) and 12.12 (East of CBD) were evaluated.

Baseline peak-hour vehicular traffic volumes for the screenlines were obtained from Director's Rule 2009-5. Project-generated vehicular traffic was then added to baseline traffic volumes at the screenlines. The total vehicular traffic volume, including PM peak hour trips from the proposed project, was then divided by the capacity of all roadways crossing the screenlines to obtain a volume to capacity (v/c) ratio. This ratio was then compared to the LOS standard. **Table 8** summarizes the transportation concurrency review results. As shown, the evaluated screenlines would continue to operate below the concurrency threshold with construction of the project. As a result, no concurrency related mitigation is warranted or required for the project.

	_		-	-	-	
Screenline	Dir.	Capacity <sup>1</sup>	Baseline Peak-Hour Volume <sup>1</sup>	Proposed Project Trips	With Project V/C Ratio	V/C Threshold <sup>1</sup>
Screenline 10.11:	NB	12,900	7,586	6	0.59	1
South of S Jackson St	SB	12,980	8,671	4	0.67	1
Screenline 12.12:	EB	13,300	8,266	8	0.62	1.2
East of CBD	WB	11,736	6,491	15	0.55	1.2

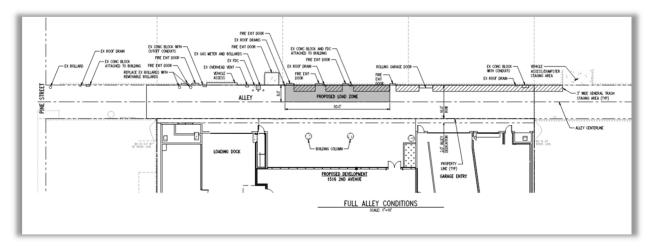
# Table 8Transportation Concurrency Assessment

<sup>1</sup> Data obtained from Director's Rule 2009-5 Transportation Concurrency Project Review System.

# Alley Loading and Delivery Trucks

A majority of deliveries and all maintenance trucks serving the site will occur on the alley located on the east side of the site. The existing parking lot serving the site will be eliminated as well as the curb cut onto 2<sup>nd</sup> Ave. A loading zone on 2<sup>nd</sup> Ave is proposed along the property frontage at the north end of the property closest to Pine Street.

Four separate design functions are proposed along the alley to facilitate loading for commercial uses, deliveries and service vehicles, vehicle drop-off/pick-up, and access to the below-grade garage. Each of these functions are described next and illustrated in the exhibit below. In addition, a Loading Dock Management Plan is proposed to manage deliveries for the on-site residents and commercial uses in order to minimize impacts in the alley.



### Loading Zone on 2<sup>nd</sup> Ave (Proposed)

A loading zone on 2<sup>nd</sup> Avenue is proposed adjacent to the property at the north end of the block closest to Pine Street. The proposed loading zone would convert approximately 105 feet of the approximately 340 foot existing left turn lane on 2<sup>nd</sup> Avenue (approaching Pike Street) into on-street parking and a loading zone. As a result, the queue storage for the southbound left turn lane would be reduced to approximately 235 feet.

Under 2023 future with project conditions, the 95<sup>th</sup> percentile southbound left-turn queue on 2<sup>nd</sup> Ave from Pike Street is anticipated to be about 200 feet during the weekday AM and PM peak hours, which would be accommodated by the future left-turn queue storage of 235 feet.

### Loading Bay

A single bay loading dock is proposed to accommodate a variety of truck types including the largest truck type, an SU-30. The loading bay will also be able to accommodate a variety of service vehicles including a DL-23 consistent with a *FedEx* and *UPS* delivery vehicle as well as a 17-foot box truck and *Amazon Prime* van. All trucks and delivery vehicles would be able to access the loading dock from either the north or south as shown in **Appendix F** illustrating maneuvering of an SU-30 truck. The truck turning analysis was conducted using industry-adopted 'AutoTURN' evaluation. The truck turning analysis shows that existing bollards located on the east side of the alley would need to be replaced with removable bollards to accommodate an SU-30 truck entering and exiting the loading bay on the property.

### **Designated Loading Area on Alley (Proposed)**

An additional loading area is proposed to be designated along the east portion of the alley adjacent to the site; this area would be striped for exclusive use by trucks and delivery vehicles when the onsite loading dock is utilized. Short-term quick-stay deliveries such as *Amazon Prime* vans and *FedEX* and *UPS* vehicles, as well as *USPS* mail delivery are also expected to use this space as a more convenient location than pulling into the loading bay.

The design of the building set-back includes the required 2-foot dedication for the public alley rightof-way as well as an additional 5 feet of property to provide more width to accommodate the proposed loading area, and still allow for two-way traffic. The intention of use is so that other passenger vehicles and trucks can traverse the alley in either direction when the loading area is occupied.

#### Porte-Cochere

A porte cochere is proposed that would accommodate passenger drop offs and pick-ups within the property. The location, design and function of the porte-cochere allows for passenger vehicles to enter from either direction of the alley.

Appendix E illustrates through AutoTURN the ability of a passenger vehicle to enter and exit the portecochere from either direction. When the designated loading area on the alley is not occupied, a passenger vehicle is also able to make a U-turn. When the designated loading area is occupied, a vehicle would continue their path to the north or south depending on which direction they arrived in the porte-cochere.

#### **Garage Access**

Access to and from the below-grade parking garage is located on the south portion of the site adjacent to the porte-cochere. The garage width is approximately 20 feet and will serve entering and exiting vehicles. The turning path of vehicles entering and exiting the garage is illustrated in **Appendix F**. Due to the limited alley width and building structural elements, vehicles entering and exiting the garage would need to yield to each other in order to accommodate a full turn. This is common in urban parking garage functions and typical in a downtown alley.

### Loading and Delivery Plan

A Loading and Delivery Plan is being developed and will be implemented as part of the City's Loading Dock Management Plan (LDMP) process. The Loading and Delivery Plan would manage deliveries for the on-site residents and commercial uses to minimize impacts in the alley.

The Plan would coordinate move-in and move-out to designated times, coordinate delivery times for the commercial uses and service vehicles, limit the size of delivery trucks, identify protocols for scheduling deliveries, provide commercial vendors with performance specifications, enforce 30minute limitations of loading in the alley, and ensure that two-way traffic can traverse the alley when the designated alley loading area is being utilized.

The Plan would also be shared with other property owners and residents that rely on the alley for deliveries and vehicle access.

### **Delivery Frequencies**

Large hi-rise buildings downtown range in the frequency of move-in/out for residents with higher frequencies during beginning of the month. In general moves for large units can range from 25 to 75 per month. Moves last from 2 to 4 hours depending upon the size of the unit, and delivers are typically 30 minutes to an hour depending upon the size of the delivery.

On average there are a couple maintenance vehicles per day related to mechanical repairs that typically occur between 7:00 a.m. and 4:00 p.m.

Residential and commercial trash occurs 7 days per week, and residential compacted recycling about 5 times per week. Typically hi-rises separate commercial garbage and recycling from residential to save cost. Pick-up times range from 6:00 a.m. to 7:00 p.m. daily.

Typically large hi-rise buildings downtown average about 300 packages per day, which equates to about 10–15 delivery trucks per day 7 days a week. Each shipping company can come multiple times per day as early as 7:00 a.m. and as late as 9:00 p.m. Average unload/load time is approximately 15-30 minutes depending upon the time of year and how busy the alley/loading bays are during delivery periods.

## Non-Motorized Transportation Impacts

### Pedestrian Impacts

Based on Census data, it is estimated that approximately 40.7% of the residential trips would walk as a means of traveling to/from work. Based on this percentage, the residents are estimated to generate 141 walk trips during the weekday AM peak hour and 117 walk trips during the weekday PM peak hour. Additional walk trips would be generated by the commercial uses in the project. The existing pedestrian facilities in the project vicinity will accommodate these additional walk trips.

### Bicycle Impacts

Based on Census data, it is estimated that approximately 1.2% of the residential trips would use bicycles as a means of travel to/from work. Based on this percentage, the residents are estimated to generate 4 bicycle trips during the weekday AM peak hour and 3 bicycle trips during the weekday PM peak hour. Additional bicycle trips may be generated by the commercial uses in the project. Existing bicycle facilities in the project vicinity located on Pine Street, Pike Street, and 2<sup>nd</sup> Avenue will accommodate these additional bicycle trips.

## Parking Analysis

The parking analysis for the proposed 1516 2<sup>nd</sup> Avenue project evaluated parking demand versus proposed parking supply, as well as a comparison to City code requirements.

### Parking Supply

On-site parking would be provided by 269 parking stalls in a below-grade garage, all of which will be dedicated for use by homeowners in the building.

### Parking Code Requirements

According to Seattle Municipal Code (SMC) 23.49.019, both residential and non-residential uses within the Downtown zones have no minimum parking requirements.

### Weekday Parking Demand

<u>Residential Parking Demand.</u> The peak parking demand for the proposed residential units was estimated based on rates and hourly variations included in the ITE *Parking Generation* (5<sup>th</sup> Edition) for Multifamily High Rise under the downtown Center Core setting. Based on a rate of 0.46 stalls/dwelling unit and 524 condominium units, the midnight peak parking demand is 241 stalls. The proposed residential supply will be greater than the residential demand and therefore no parking spillover is anticipated.

<u>Retail Parking Demand.</u> The peak parking demand for the proposed retail use was estimated based on rates for the downtown Center Core setting. Based on a rate of 1.33 stalls/1,000 SF and 3,502 SF of retail space, the 1:00 p.m. peak parking demand is 5 stalls. There will be no dedicated on-site parking for the retail use; it is anticipated that on-street public parking and parking garages/lots in the project vicinity would accommodate any short-term retail parking demand.

The detailed parking demand calculations for the proposed project are included in Appendix G.

# PROJECT MITIGATION MEASURES

The traffic and parking impacts of the proposed 1561 2<sup>nd</sup> Avenue project are not expected to create a significant adverse impact to the local vehicular, pedestrian, bicycle, and transit networks. To mitigate the project impacts to the adjacent alley, the following measures are proposed:

- Provide an on-site loading bay for deliveries, commercial vendor use, and repair vehicles for the residential units.
- Dedicate 2 feet of property along the alley project frontage, and allocate an additional 5 feet of property area to accommodate a new proposed loading zone on the alley.
- Stripe a new 8-foot x 50-foot designated loading zone on the east side of the alley adjacent to the project to accommodate short-term delivery vehicles for parcels and mail.

This will allow the improved access for loading and delivery vehicles to use the on-site loading bay and a new delivery parking zone in the alley, as well as help facilitate vehicle pick-up and drop-off in the porte-cochere.

• Develop a Loading and Delivery Plan which will be implemented as part of the City's Loading Dock Management Plan (LDMP) process.

## Loading and Delivery Plan

A Loading and Delivery Plan is being developed and would be implemented as part of the City's Loading Dock Management Plan (LDMP) process. The Loading and Delivery Plan would manage deliveries for the on-site residents and commercial uses to minimize impacts in the alley. The Plan would also be shared with other property owners and residents that rely on the alley for deliveries and vehicle access.

The Plan would include, but not be limited to the following:

- Allow use of the 8x50 foot designated loading area for use by adjacent properties.
- Identify protocols for scheduling deliveries for the commercial uses and service vehicles.
- Identify protocols and designate times for residential move-in and move-out.
- Limit the size of delivery trucks
- Provide commercial vendors with performance specifications, and enforce 30-minute limitations of loading in the alley.
- Ensure that two-way traffic can traverse the alley when the designated alley loading area is being utilized.
- Ensure that porte-cochere remains open 24 hours a day, and not blocked by delivery vehicles.
- Ensure garage access is not blocked and adequate sight lines are providing for entering and exiting vehicles.

# Appendix B

Level of Service Calculations

2019 Existing

## Lanes, Volumes, Timings 1: 2nd Ave & Pine St

01/23/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4						- ++	1
Traffic Volume (vph)	0	0	0	122	80	0	0	0	0	0	1294	22
Future Volume (vph)	0	0	0	122	80	0	0	0	0	0	1294	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	1348	0	0	0	0	0	3065	1275
Flt Permitted					0.971							
Satd. Flow (perm)	0	0	0	0	1259	0	0	0	0	0	3065	1275
Right Turn on Red			Yes	No		No			Yes			Yes
Satd. Flow (RTOR)												97
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		366			170			441			347	
Travel Time (s)		10.0			4.6			12.0			9.5	
Confl. Peds. (#/hr)				104								174
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
Heavy Vehicles (%)	0%	0%	0%	35%	5%	0%	0%	0%	0%	0%	6%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	210	0	0	0	0	0	1348	23
Turn Type				Perm	NA						NA	custom
Protected Phases					4						2	5
Permitted Phases				4								
Minimum Split (s)				11.5	11.5						16.5	9.5
Total Split (s)				30.0	30.0						57.0	15.0
Total Split (%)				33.3%	33.3%						63.3%	16.7%
Yellow Time (s)				3.5	3.5						3.5	3.5
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					4.5						4.5	4.5
Lead/Lag				Lag	Lag							Lag
Lead-Lag Optimize?				Yes	Yes							Yes
Act Effct Green (s)					25.5						52.5	10.5
Actuated g/C Ratio					0.28						0.58	0.12
v/c Ratio					0.59						0.75	0.10
Control Delay					39.1						17.4	0.8
Queue Delay					0.0						0.1	0.0
Total Delay					39.1						17.5	0.8
LOS					D						В	А
Approach Delay					39.1						17.2	
Approach LOS					D						В	
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 63 (70%), Reference	ed to phase	2:SBT ar	d 6:Ped,	Start of 1	1st Green							
Natural Cycle: 60												
Control Type: Pretimed												

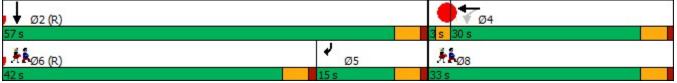
Synchro 10 Report

Lane Group	Ø3	Ø6	Ø8
LaneConfigurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	3	6	8
Protected Phases Permitted Phases	3	0	0
	2.0	16 5	01 E
Minimum Split (s)	3.0	16.5	24.5
Total Split (s)	3.0	42.0	33.0
Total Split (%)	3%	47%	37%
Yellow Time (s)	2.0	3.5	3.5
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			
mersection summary			

#### Lanes, Volumes, Timings 1: 2nd Ave & Pine St

Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

#### Splits and Phases: 1: 2nd Ave & Pine St



## Lanes, Volumes, Timings 2: 3rd Ave & Pine St

	٦	<b>→</b>	7	4	-	*	1	1	1	4	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ŧ	1		41			<b>≜</b> ↑₽	
Traffic Volume (vph)	0	0	0	4	175	10	1	142	0	0	170	6
Future Volume (vph)	0	0	0	4	175	10	1	142	0	0	170	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		80	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		159			648			440			349	
Travel Time (s)		4.3			17.7			12.0			9.5	
Confl. Peds. (#/hr)				416		771	415					415
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	25%	24%	20%	100%	94%	0%	0%	89%	0%
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Minimum Split (s)				23.5	23.5	23.5	19.5	19.5			19.5	
Total Split (s)				35.0	35.0	35.0	55.0	55.0			55.0	
Total Split (%)				38.9%	38.9%	38.9%	61.1%	61.1%			61.1%	
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0		0.0			0.0	
Total Lost Time (s)					4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 25 (28%), Reference	ed to phase	2:NBTL a	and 6:SB	T, Start o	f 1st Gree	en						
Natural Cycle: 45												
Control Type: Pretimed												
Splits and Phases: 2: 3rd	Ave & Pine	St										
Ø2 (R)						144						<u>8</u> 8

55 s	
Ø6 (R)	
55 s	35 s

## HCM 6th Signalized Intersection Summary 2: 3rd Ave & Pine St

	≯	→	1	4	+	•	1	Ť	1	*	ţ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ŧ	1		-۠			<b>†</b> 1+	
Traffic Volume (veh/h)	0	0	0	4	175	10	1	142	0	0	170	6
Future Volume (veh/h)	0	0	0	4	175	10	1	142	0	0	170	6
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.71	0.96		1.00	1.00		0.81
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				1443	1390	1443	456	456	0	0	523	523
Adj Flow Rate, veh/h				4	197	11	1	160	0	0	191	7
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				20	24	20	94	94	0	0	89	89
Cap, veh/h				9	461	296	41	477	0	0	543	20
Arrive On Green				0.34	0.34	0.34	0.19	0.19	0.00	0.00	0.56	0.56
Sat Flow, veh/h				28	1361	873	1	870	0	0	994	35
Grp Volume(v), veh/h				201	0	11	86	75	0	0	97	101
Grp Sat Flow(s),veh/h/ln				1389	0	873	456	394	0	0	497	507
Q Serve(g_s), s				10.1	0.0	0.8	0.0	14.8	0.0	0.0	9.6	9.8
Cycle Q Clear(g_c), s				10.1	0.0	0.8	14.8	14.8	0.0	0.0	9.6	9.8
Prop In Lane				0.02		1.00	0.01		0.00	0.00		0.07
Lane Grp Cap(c), veh/h				471	0	296	296	221	0	0	279	284
V/C Ratio(X)				0.43	0.00	0.04	0.29	0.34	0.00	0.00	0.35	0.36
Avail Cap(c_a), veh/h				471	0	296	296	221	0	0	279	284
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				23.0	0.0	19.9	22.1	22.1	0.0	0.0	10.8	10.8
Incr Delay (d2), s/veh				2.8	0.0	0.2	2.5	4.1	0.0	0.0	3.4	3.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In				3.6	0.0	0.2	2.0	1.8	0.0	0.0	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.8	0.0	20.2	24.6	26.2	0.0	0.0	14.2	14.3
LnGrp LOS				С	Α	С	С	С	Α	Α	В	<u> </u>
Approach Vol, veh/h					212			161			198	
Approach Delay, s/veh					25.5			25.3			14.2	
Approach LOS					С			С			В	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		55.0				55.0		35.0				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		50.5				50.5		30.5				
Max Q Clear Time (g_c+I1), s		16.8				11.8		12.1				
Green Ext Time (p_c), s		0.2				0.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			С									

## Lanes, Volumes, Timings 3: 2nd Ave & Pike St

01/23/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ħ								٦	<b>^</b>	
Traffic Volume (vph)	0	146	41	0	0	0	0	0	0	172	1231	0
Future Volume (vph)	0	146	41	0	0	0	0	0	0	172	1231	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1439	0	0	0	0	0	0	0	1400	2647	0
Flt Permitted	•		•	Ţ	•	, ,	•	Ţ	· ·	0.950		
Satd. Flow (perm)	0	1439	0	0	0	0	0	0	0	1400	2647	0
Right Turn on Red	, in the second s	1100	No	Ŭ	Ŭ	Yes	Ű	Ŭ	No	No	2011	No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		393			168			365			441	
Travel Time (s)		10.7			4.6			10.0			12.0	
Confl. Peds. (#/hr)		10.7	437		7.0			10.0			12.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0.30	5%	10%	0.50	0.30	0.50	0.30	0.30	0.30	16%	8%	0.30
Bus Blockages (#/hr)	0 /8	0	10 /8	078	078	0 /8	0 /8	0 /8	078	0	60	0 /8
Shared Lane Traffic (%)	0	0	14	0	U	0	0	0	0	U	00	U
Lane Group Flow (vph)	0	191	0	0	0	0	0	0	0	176	1256	0
	0	NA	U	0	U	0	0	0	U	Prot	NA	U
Turn Type Protected Phases		NA 4								5	1NA 26	
		4								5	20	
Permitted Phases		4								-	0.0	
Detector Phase		4								5	26	
Switch Phase		7.0								F 0		_
Minimum Initial (s)		7.0								5.0		
Minimum Split (s)		24.5								9.5		
Total Split (s)		30.0								25.0		
Total Split (%)		33.3%								27.8%		
Yellow Time (s)		3.5								3.5		
All-Red Time (s)		1.0								1.0		
Lost Time Adjust (s)		0.0								0.0		
Total Lost Time (s)		4.5								4.5		
Lead/Lag										Lag		
Lead-Lag Optimize?										Yes		
Recall Mode		Max								None		
Act Effct Green (s)		25.5								20.5	55.5	
Actuated g/C Ratio		0.28								0.23	0.62	
v/c Ratio		0.47								0.55	0.77	
Control Delay		31.3								27.8	7.1	
Queue Delay		0.2								0.0	0.4	
Total Delay		31.4								27.8	7.5	
LOS		С								С	А	
Approach Delay		31.4									10.0	
Approach LOS		С									В	
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 75 (83%), Reference	ed to phase	2:SBT ar	d 6:SBT,	Start of 1	st Green							

Lane Configurations Traffic Volume (vph) Future Volume (vph) Ideal Flow (vphpl) Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 Total Split (s) Total Split (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Recall Mode C-Max C-Max C-Max C-Max CAt Effct Green (s) Actuated g/C Ratio V/c Ratio Control Delay LOS Intersection Summary Istance S	Lane Group	Ø2	Ø6
Future Volume (vph)Ideal Flow (vphpl)Satd. Flow (prot)Flt PermittedSatd. Flow (perm)Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseSwitch PhaseMinimum Initial (s)7.0Total Split (s)16.516.5Total Split (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLost Time (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS	Lane Configurations		
Ideal Flow (vphpl) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (s) Total Lost Time (s) Lead/Lag LoS Approach Delay Approach LoS			
Satd. Flow (prot)Fit PermittedSatd. Flow (perm)Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Total Split (s)16.516.5Total Split (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLost Time (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach DelayApproach LOS	Future Volume (vph)		
Satd. Flow (prot)Fit PermittedSatd. Flow (perm)Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Total Split (s)16.516.5Total Split (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLost Time (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach DelayApproach Delay	Ideal Flow (vphpl)		
Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) Lane (s) Lane (s) Lead/Lag Lead/La	Satd. Flow (prot)		
Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Minimum Split (s)16.5Total Split (%)67%39%Yellow Time (s)1.0Lost Time Adjust (s)Total Lost Time (s)Lead-Lag Optimize?YesRecall ModeC-MaxC-MaxActuated g/C Ratiov/c RatioControl DelayQueue DelayLOSApproach DelayApproach DelayApproach LOS	Flt Permitted		
Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Los Time (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Satd. Flow (perm)		
Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead Lead/Lag Centio V/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Right Turn on Red		
Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lost Time (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Satd. Flow (RTOR)		
Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) 16.5 Total Split (s) 16.5 Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lost Time (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Link Speed (mph)		
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Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Travel Time (s)		
Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesPermitted PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Minimum Split (s)16.516.5Total Split (s)60.035.0Total Split (%)67%39%Yellow Time (s)1.0Lost Time Adjust (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/Lag Optimize?YesRecall ModeC-MaxC-MaxAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayLOSApproach DelayApproach LOS			
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Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases 2 6 Permitted Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 7.0 Minimum Split (s) 16.5 16.5 Total Split (s) 60.0 35.0 Total Split (%) 67% 39% Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead/Lag Lead Lead/Lag Vess Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
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Switch Phase Minimum Initial (s) 7.0 7.0 Minimum Split (s) 16.5 16.5 Total Split (s) 60.0 35.0 Total Split (%) 67% 39% Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Permitted Phases		
Switch Phase Minimum Initial (s) 7.0 7.0 Minimum Split (s) 16.5 16.5 Total Split (s) 60.0 35.0 Total Split (%) 67% 39% Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Detector Phase		
Minimum Split (s)16.516.5Total Split (s)60.035.0Total Split (%)67%39%Yellow Time (s)3.53.5All-Red Time (s)1.01.0Lost Time Adjust (s)1.01.0Total Lost Time (s)LeadLead/LagLeadLead-Lag Optimize?YesRecall ModeC-MaxActuated g/C RatioV/c RatioV/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOSS			
Minimum Split (s)16.516.5Total Split (s)60.035.0Total Split (%)67%39%Yellow Time (s)3.53.5All-Red Time (s)1.01.0Lost Time Adjust (s)1.01.0Total Lost Time (s)LeadLead/LagLeadLead-Lag Optimize?YesRecall ModeC-MaxActuated g/C RatioV/c RatioV/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOSS	Minimum Initial (s)	7.0	7.0
Total Split (s)60.035.0Total Split (%)67%39%Yellow Time (s)3.53.5All-Red Time (s)1.01.0Lost Time Adjust (s)1.01.0Total Lost Time (s)LeadLead/LagLeadLead/Lag Optimize?YesRecall ModeC-MaxActuated g/C RatioV/c Ratiov/c RatioV/c RatioControl DelayUeue DelayTotal DelayLOSApproach DelayApproach LOS		16.5	16.5
Total Split (%)67%39%Yellow Time (s)3.53.5All-Red Time (s)1.01.0Lost Time Adjust (s)Total Lost Time (s)Lead/LagLead/LagLeadLeadLead-Lag Optimize?YesRecall ModeC-MaxC-MaxAct Effct Green (s)Actuated g/C RatioV/c RatioV/c RatioControl DelayUeue DelayTotal DelayLOSApproach Delay			
Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
All-Red Time (s)1.01.0Lost Time Adjust (s)Total Lost Time (s)LeadLead/LagLeadLeadLead-Lag Optimize?YesRecall ModeC-MaxC-MaxAct Effet Green (s)C-MaxActuated g/C RatioV/c RatioV/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOSLOS			
Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
Total Lost Time (s)Lead/LagLeadLead-Lag Optimize?YesRecall ModeC-MaxAct Effct Green (s)C-MaxActuated g/C RatioV/c Ratiov/c RatioV/c RatioControl DelayUQueue DelayTotal DelayLOSApproach DelayApproach LOSV			-
Lead/LagLeadLead-Lag Optimize?YesRecall ModeC-MaxAct Effct Green (s)C-MaxActuated g/C RatioV/Cv/c RatioV/CControl DelayV/CQueue DelayV/CTotal DelayV/CLOSApproach DelayApproach LOSV/C			
Lead-Lag Optimize?YesRecall ModeC-MaxAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS			Lead
Recall ModeC-MaxC-MaxAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS			
Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		C-Max	
Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Act Effct Green (s)		
v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	e e e e e e e e e e e e e e e e e e e		
Queue Delay Total Delay LOS Approach Delay Approach LOS			
Total Delay LOS Approach Delay Approach LOS			
LOS Approach Delay Approach LOS			
Approach Delay Approach LOS			
Approach LOS			
Intersection Summary			
	Intersection Summary		

#### Lanes, Volumes, Timings 3: 2nd Ave & Pike St

Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.77		
Intersection Signal Delay: 12.5	Intersection LOS: B	
Intersection Capacity Utilization 62.0%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: 2nd Ave & Pike St

🗸 🗸 Ø2 (R)		<b>→</b> Ø4
60 s		30 s
Ø6 (R)	Ø5	
35 s	25 s	

## Lanes, Volumes, Timings 4: 3rd Ave & Pike St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1					<b>≜</b> †₽			<b>4</b> ↑	
Traffic Volume (vph)	1	255	7	0	0	0	0	140	27	2	188	0
Future Volume (vph)	1	255	7	0	0	0	0	140	27	2	188	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		144			718			486			440	
Travel Time (s)		3.9			19.6			13.3			12.0	
Confl. Peds. (#/hr)	323		630						636	636		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	13%	0%	0%	0%	0%	0%	96%	15%	50%	82%	0%
Bus Blockages (#/hr)	0	14	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Minimum Split (s)	21.5	21.5	21.5					18.5		18.5	18.5	
Total Split (s)	30.0	30.0	30.0					60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%					66.7%		66.7%	66.7%	
Yellow Time (s)	3.5	3.5	3.5					3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.5	4.5					4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 81 (90%), Reference	ced to phase	2:NBT a	nd 6:SBTI	., Start of	1st Gree	n						
Natural Cycle: 40												
Control Type: Pretimed												
Splits and Phases: 4: 3rd	d Ave & Pike	e St										
∮ ¶ø2 (R)								404				20
60 s							3	04 0s				

Ø6 (R)

## HCM 6th Signalized Intersection Summary 4: 3rd Ave & Pike St

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1					<b>≜</b> †≽			4 <b>†</b>	
Traffic Volume (veh/h)	1	255	7	0	0	0	0	140	27	2	188	0
Future Volume (veh/h)	1	255	7	0	0	0	0	140	27	2	188	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.71				1.00		0.88	0.98		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	1710	1537	1710				0	430	430	616	616	0
Adj Flow Rate, veh/h	1	280	8				0	154	30	2	207	0
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	13	0				0	96	96	82	82	0
Cap, veh/h	2	434	290				0	413	77	42	706	0
Arrive On Green	0.28	0.28	0.28				0.00	0.62	0.62	1.00	1.00	0.00
Sat Flow, veh/h	5	1531	1024				0	691	125	2	1173	0
Grp Volume(v), veh/h	281	0	8				0	91	93	112	97	0
Grp Sat Flow(s),veh/h/ln	1536	0	1024				0	408	386	615	533	0
Q Serve(g_s), s	14.4	0.0	0.5				0.0	10.0	10.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.4	0.0	0.5				0.0	10.0	10.9	0.0	0.0	0.0
Prop In Lane	0.00		1.00				0.00		0.32	0.02		0.00
Lane Grp Cap(c), veh/h	435	0	290				0	252	238	420	329	0
V/C Ratio(X)	0.65	0.00	0.03				0.00	0.36	0.39	0.27	0.29	0.00
Avail Cap(c_a), veh/h	435	0	290				0	252	238	420	329	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.3	0.0	23.3				0.0	8.5	8.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.2				0.0	4.0	4.7	1.6	2.3	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/In	6.1	0.0	0.1				0.0	1.1	1.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	23.5				0.0	12.5	13.4	1.6	2.3	0.0
LnGrp LOS	D	Α	С				A	В	В	А	Α	<u> </u>
Approach Vol, veh/h		289						184			209	
Approach Delay, s/veh		35.2						13.0			1.9	
Approach LOS		D						В			А	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		55.5		25.5		55.5						
Max Q Clear Time (g_c+I1), s		12.9		16.4		2.0						
Green Ext Time (p_c), s		0.3		0.3		0.3						
Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			В									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					\$			ť.			ĥ	
Traffic Volume (vph)	0	0	0	3	180	4	1	0	0	0	0	13
Future Volume (vph)	0	0	0	3	180	4	1	0	0	0	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		170			159			441			240	
Travel Time (s)		4.6			4.3			12.0			6.5	
Confl. Peds. (#/hr)				225		365	2		2	2		2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: (	CBD											

Control Type: Unsignalized

#### 5: Alley & Pine St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBR	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.1	0.0	0.1	0.3
Total Del/Veh (s)	10.7	8.2	6.0	7.4	0.6	16.0	8.5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ŧ	1					ţ,			ŧ	
Traffic Volume (vph)	2	265	0	0	0	0	0	0	1	1	0	0
Future Volume (vph)	2	265	0	0	0	0	0	0	1	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		168			144			398			441	
Travel Time (s)		4.6			3.9			10.9			12.0	
Confl. Peds. (#/hr)	313		220	220		313	39		26	26		39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	100%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	CBD											

Control Type: Unsignalized

#### 6: Alley & Pike St Performance by movement

Movement	EBL	EBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1		0.0	0.0
Total Del/Veh (s)	6.5	7.2	11.6		0.2	7.2

## Lanes, Volumes, Timings 1: 2nd Ave & Pine St

01/23/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स						<b>^</b>	7
Traffic Volume (vph)	0	0	0	115	95	0	0	0	0	0	995	39
Future Volume (vph)	0	0	0	115	95	0	0	0	0	0	995	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	1496	0	0	0	0	0	2850	1454
Flt Permitted					0.973							
Satd. Flow (perm)	0	0	0	0	1242	0	0	0	0	0	2850	1454
Right Turn on Red			Yes	No		No			Yes			Yes
Satd. Flow (RTOR)												97
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		366			170			441			347	
Travel Time (s)		10.0			4.6			12.0			9.5	
Confl. Peds. (#/hr)				351								302
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
Heavy Vehicles (%)	0%	0%	0%	18%	3%	0%	0%	0%	0%	0%	14%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	226	0	0	0	0	0	1070	42
Turn Type				Perm	NA						NA	custom
Protected Phases					4						2	5
Permitted Phases				4								
Minimum Split (s)				11.5	11.5						16.5	9.5
Total Split (s)				32.0	32.0						55.0	15.0
Total Split (%)				35.6%	35.6%						61.1%	16.7%
Yellow Time (s)				3.5	3.5						3.5	3.5
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					4.5						4.5	4.5
Lead/Lag				Lag	Lag							Lag
Lead-Lag Optimize?				Yes	Yes							Yes
Act Effct Green (s)				100	27.5						50.5	10.5
Actuated g/C Ratio					0.31						0.56	0.12
v/c Ratio					0.60						0.67	0.16
Control Delay					34.0						16.5	1.4
Queue Delay					0.4						0.0	0.0
Total Delay					34.4						16.5	1.4
LOS					C						B	A
Approach Delay					34.4						15.9	
Approach LOS					C						B	
Intersection Summary												
	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 63 (70%), Referenced	to phase	2:SBT an	d 6:Ped	Start of 1	lst Green							
Natural Cycle: 60												
Control Type: Pretimed												

Synchro 10 Report

Lane Group	Ø3	Ø6	Ø8
LaneConfigurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type	<u>^</u>	0	0
Protected Phases	3	6	8
Permitted Phases	• • •	40 5	045
Minimum Split (s)	3.0	16.5	24.5
Total Split (s)	3.0	40.0	35.0
Total Split (%)	3%	44%	39%
Yellow Time (s)	2.0	3.5	3.5
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

#### Lanes, Volumes, Timings 1: 2nd Ave & Pine St

Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

#### Splits and Phases: 1: 2nd Ave & Pine St

Ø2 (R)		<b>●↓</b> <sub>Ø4</sub>
55 s		3 s 32 s
	<b>₽</b> Ø5	AL28
40 s	15 s	35 s

## Lanes, Volumes, Timings 2: 3rd Ave & Pine St

	٠	-	7	1	-	*	1	1	1	1	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					é.	1		412			<b>≜</b> T≱	
Traffic Volume (vph)	0	0	0	3	193	7	0	191	0	0	154	14
Future Volume (vph)	0	0	0	3	193	7	0	191	0	0	154	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		80	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		159			648			440			349	
Travel Time (s)		4.3			17.7			12.0			9.5	
Confl. Peds. (#/hr)				1030		1142	887					887
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	11%	29%	0%	92%	0%	0%	89%	7%
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm		NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Minimum Split (s)				23.5	23.5	23.5	19.5	19.5			19.5	
Total Split (s)				35.0	35.0	35.0	55.0	55.0			55.0	
Total Split (%)				38.9%	38.9%	38.9%	61.1%	61.1%			61.1%	
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0		0.0			0.0	
Total Lost Time (s)					4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 29 (32%), Reference	d to phase	2:NBTL a	and 6:SB	T, Start o	f 1st Gree	n						
Natural Cycle: 45												
Control Type: Pretimed												
Splits and Phases: 2: 3rd	Ave & Pine	St										
Ø2 (R)		- •										35

55 s	
Ø6 (R)	
55 s	35 s

## HCM 6th Signalized Intersection Summary 2: 3rd Ave & Pine St

	٠	<b>→</b>	7	4	+	•	1	1	1	1	ţ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ŧ	1		-۠			<b>†</b> Ъ	
Traffic Volume (veh/h)	0	0	0	3	193	7	0	191	0	0	154	14
Future Volume (veh/h)	0	0	0	3	193	7	0	191	0	0	154	14
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.66	1.00		1.00	1.00		0.73
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				1323	1563	1323	483	483	0	0	523	523
Adj Flow Rate, veh/h				3	217	8	0	215	0	0	173	16
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				29	11	29	92	92	0	0	89	89
Cap, veh/h				7	522	252	0	515	0	0	500	45
Arrive On Green				0.34	0.34	0.34	0.00	0.19	0.00	0.00	0.56	0.56
Sat Flow, veh/h				21	1541	744	0	966	0	0	918	80
Grp Volume(v), veh/h				220	0	8	0	215	0	0	94	95
Grp Sat Flow(s),veh/h/ln				1562	0	744	0	459	0	0	497	474
Q Serve(g_s), s				9.8	0.0	0.6	0.0	18.6	0.0	0.0	9.2	9.9
Cycle Q Clear(g_c), s				9.8	0.0	0.6	0.0	18.6	0.0	0.0	9.2	9.9
Prop In Lane				0.01		1.00	0.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				529	0	252	0	515	0	0	279	266
V/C Ratio(X)				0.42	0.00	0.03	0.00	0.42	0.00	0.00	0.34	0.36
Avail Cap(c_a), veh/h				529	0	252	0	515	0	0	279	266
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				22.9	0.0	19.9	0.0	23.7	0.0	0.0	10.7	10.8
Incr Delay (d2), s/veh				2.4	0.0	0.2	0.0	2.5	0.0	0.0	3.2	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In				3.9	0.0	0.1	0.0	2.4	0.0	0.0	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.3	0.0	20.1	0.0	26.2	0.0	0.0	13.9	14.6
LnGrp LOS				С	Α	С	Α	С	Α	Α	В	<u> </u>
Approach Vol, veh/h					228			215			189	
Approach Delay, s/veh					25.1			26.2			14.2	
Approach LOS					С			С			В	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		55.0				55.0		35.0				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		50.5				50.5		30.5				
Max Q Clear Time (g_c+l1), s		20.6				11.9		11.8				
Green Ext Time (p_c), s		0.4				0.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			22.2									
HCM 6th LOS			С									

## Lanes, Volumes, Timings 3: 2nd Ave & Pike St

01/23/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ţ,								٢	<b>^</b>	
Traffic Volume (vph)	0	181	99	0	0	0	0	0	0	159	931	0
Future Volume (vph)	0	181	99	0	0	0	0	0	0	159	931	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1296	0	0	0	0	0	0	0	1450	2486	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1296	0	0	0	0	0	0	0	1450	2486	0
Right Turn on Red			Yes			Yes			No	No		No
Satd. Flow (RTOR)		33										
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		393			168			365			441	
Travel Time (s)		10.7			4.6			10.0			12.0	
Confl. Peds. (#/hr)			1584									
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
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	0%	0%	0%	12%	15%	0%
Bus Blockages (#/hr)	0	0	14	0	0	0	0	0	0	0	60	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	298	0	0	0	0	0	0	0	169	990	0
Turn Type		NA								Prot	NA	
Protected Phases		4								5	26	
Permitted Phases												
Detector Phase		4								5	26	
Switch Phase												
Minimum Initial (s)		7.0								5.0		
Minimum Split (s)		24.5								9.5		
Total Split (s)		35.0								20.0		
Total Split (%)		38.9%								22.2%		
Yellow Time (s)		3.5								3.5		
All-Red Time (s)		1.0								1.0		
Lost Time Adjust (s)		0.0								0.0		
Total Lost Time (s)		4.5								4.5		
Lead/Lag										Lag		
Lead-Lag Optimize?										Yes		
Recall Mode		Max								None		
Act Effct Green (s)		30.5								15.5	50.5	
Actuated g/C Ratio		0.34								0.17	0.56	
v/c Ratio		0.65								0.68	0.71	
Control Delay		29.9								37.1	7.1	
Queue Delay		0.3								0.0	0.0	
Total Delay		30.2								37.1	7.2	
LOS		С								D	А	
Approach Delay		30.2									11.5	
Approach LOS		С									В	
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 75 (83%), Reference	ed to phase	2:SBT ar	nd 6:SBT,	Start of 1	st Green							

1516 2nd Ave 2019 Existing - PM Peak Hour Synchro 10 Report

Lane Configurations Traffic Volume (vph) Future Volume (vph) Ideal Flow (vphpl) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph)
Future Volume (vph) Ideal Flow (vphpl) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Ideal Flow (vphpl) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%)
Bus Blockages (#/hr) Shared Lane Traffic (%)
Bus Blockages (#/hr) Shared Lane Traffic (%)
Shared Lane Traffic (%)
( )
Turn Type
Protected Phases 2 6
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s) 7.0 7.0
Minimum Split (s) 16.5 16.5
Total Split (s) 55.0 35.0
Total Split (%) 61% 39%
Yellow Time (s) 3.5 3.5
All-Red Time (s) 1.0 1.0
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag Lead
Lead-Lag Optimize? Yes
Recall Mode C-Max C-Max
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Intersection Summary

#### Lanes, Volumes, Timings 3: 2nd Ave & Pike St

Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.71		
Intersection Signal Delay: 15.3	Intersection LOS: B	
Intersection Capacity Utilization 58.5%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: 2nd Ave & Pike St

Ø2 (R)	
55 s	35 s
Ø6 (R)	05
35 s	20 s

## Lanes, Volumes, Timings 4: 3rd Ave & Pike St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		÷.	1					<b>†</b> Ъ			41	
Traffic Volume (vph)	4	294	7	0	0	0	0	184	13	4	153	0
Future Volume (vph)	4	294	7	0	0	0	0	184	13	4	153	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		144			718			486			440	
Travel Time (s)		3.9			19.6			13.3			12.0	
Confl. Peds. (#/hr)	628		1645						1113	1113		
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
Heavy Vehicles (%)	0%	7%	14%	0%	0%	0%	0%	92%	15%	0%	90%	0%
Bus Blockages (#/hr)	0	14	0	0	0	0	0	40	0	0	0	0
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Minimum Split (s)	21.5	21.5	21.5					18.5		18.5	18.5	
Total Split (s)	35.0	35.0	35.0					55.0		55.0	55.0	
Total Split (%)	38.9%	38.9%	38.9%					61.1%		61.1%	61.1%	
Yellow Time (s)	3.5	3.5	3.5					3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.5	4.5					4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 81 (90%), Referenc	ed to phase	2:NBT a	nd 6:SBTL	., Start of	1st Gree	n						
Natural Cycle: 40												
Control Type: Pretimed												
Splits and Phases: 4: 3rd	d Ave & Pike	e St										
							1					25
Ø2 (R)							35 s					

∫ Ø2 (R)	<b>4</b> 04
55 s	35 s
Ø6 (R)	
55 s	

## HCM 6th Signalized Intersection Summary 4: 3rd Ave & Pike St

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1					<b>≜</b> ⊅			- <b>↑</b> }	
Traffic Volume (veh/h)	4	294	7	0	0	0	0	184	13	4	153	0
Future Volume (veh/h)	4	294	7	0	0	0	0	184	13	4	153	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.70				1.00		0.85	0.99		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	1523	1617	1523				0	483	483	510	510	0
Adj Flow Rate, veh/h	5	334	8				0	209	15	5	174	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	14	7	14				0	92	92	90	90	0
Cap, veh/h	8	539	306				0	481	34	49	522	0
Arrive On Green	0.34	0.34	0.34				0.00	0.56	0.56	0.19	0.19	0.00
Sat Flow, veh/h	24	1592	902				0	882	61	12	954	0
Grp Volume(v), veh/h	339	0	8				0	110	114	96	83	0
Grp Sat Flow(s),veh/h/ln	1615	0	902				0	459	459	502	441	0
Q Serve(g_s), s	15.8	0.0	0.5				0.0	12.5	13.0	0.0	14.7	0.0
Cycle Q Clear(g_c), s	15.8	0.0	0.5				0.0	12.5	13.0	14.8	14.7	0.0
Prop In Lane	0.01		1.00				0.00		0.13	0.05		0.00
Lane Grp Cap(c), veh/h	547	0	306				0	257	258	324	247	0
V/C Ratio(X)	0.62	0.00	0.03				0.00	0.43	0.44	0.30	0.34	0.00
Avail Cap(c_a), veh/h	547	0	306				0	257	258	324	247	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.9	0.0	19.8				0.0	11.4	11.5	22.1	22.1	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.2				0.0	5.1	5.4	2.3	3.6	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/In	6.7	0.0	0.1				0.0	1.6	1.6	2.2	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	0.0	20.0				0.0	16.6	16.9	24.4	25.7	0.0
LnGrp LOS	С	Α	С				A	В	В	С	С	<u> </u>
Approach Vol, veh/h		347						224			179	
Approach Delay, s/veh		29.8						16.7			25.0	
Approach LOS		С						В			С	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		50.5		30.5		50.5						
Max Q Clear Time (g_c+I1), s		15.0		17.8		16.8						
Green Ext Time (p_c), s		0.4		0.4		0.3						
Intersection Summary												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			C									

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					\$			á.			ţ,	
Traffic Volume (vph)	0	0	0	5	208	9	0	0	0	0	1	7
Future Volume (vph)	0	0	0	5	208	9	0	0	0	0	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		170			159			441			240	
Travel Time (s)		4.6			4.3			12.0			6.5	
Confl. Peds. (#/hr)				624		671						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	CBD											

Control Type: Unsignalized

#### 5: Alley & Pine St Performance by movement

Movement	WBL	WBT	WBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.4	0.6	0.1	0.1	0.4
Total Del/Veh (s)	7.9	6.7	6.3	31.0	17.6	7.1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ŧ	1					ţ,			ŧ	
Traffic Volume (vph)	1	299	0	0	0	0	0	0	0	6	0	0
Future Volume (vph)	1	299	0	0	0	0	0	0	0	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		168			144			398			441	
Travel Time (s)		4.6			3.9			10.9			12.0	
Confl. Peds. (#/hr)	853		465	465		853	14		14	14		14
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
Heavy Vehicles (%)	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	CBD											

Control Type: Unsignalized

#### 6: Alley & Pike St Performance by movement

Movement	EBT SBL	All
Denied Del/Veh (s)	0.0 0.0	0.0
Total Del/Veh (s)	6.8 33.6	7.5

2023 Without Project

## Lanes, Volumes, Timings 1: 2nd Ave & Pine St

01/24/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स						<b>^</b>	1
Traffic Volume (vph)	0	0	0	114	166	0	0	0	0	0	1403	23
Future Volume (vph)	0	0	0	114	166	0	0	0	0	0	1403	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	1430	0	0	0	0	0	3065	1275
Flt Permitted					0.980							
Satd. Flow (perm)	0	0	0	0	1363	0	0	0	0	0	3065	1275
Right Turn on Red			Yes	No		No			Yes			Yes
Satd. Flow (RTOR)												97
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		366			170			441			347	
Travel Time (s)		10.0			4.6			12.0			9.5	
Confl. Peds. (#/hr)				108								181
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
Heavy Vehicles (%)	0%	0%	0%	35%	5%	0%	0%	0%	0%	0%	6%	14%
Shared Lane Traffic (%)	• / •	0,0	• • •		• / •	• / •	• / •	• / •	•,•	• , •	0,0	
Lane Group Flow (vph)	0	0	0	0	292	0	0	0	0	0	1461	24
Turn Type	Ŭ	Ŭ	Ŭ	Perm	NA	Ŭ	Ŭ	Ŭ	•	Ŭ	NA	custom
Protected Phases					4						2	5
Permitted Phases				4	•						-	Ū
Minimum Split (s)				11.5	11.5						16.5	9.5
Total Split (s)				30.0	30.0						57.0	15.0
Total Split (%)				33.3%	33.3%						63.3%	16.7%
Yellow Time (s)				3.5	3.5						3.5	3.5
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					4.5						4.5	4.5
Lead/Lag				Lag	Lag						1.0	Lag
Lead-Lag Optimize?				Yes	Yes							Yes
Act Effct Green (s)				100	25.5						52.5	10.5
Actuated g/C Ratio					0.28						0.58	0.12
v/c Ratio					0.76						0.82	0.12
Control Delay					46.1						19.8	0.10
Queue Delay					1.6						0.6	0.0
Total Delay					47.7						20.4	0.9
LOS					D						20.4 C	0.0 A
Approach Delay					47.7						20.0	
Approach LOS					D						20.0 C	
Intersection Summary												
· · · ·	CBD											
Cycle Length: 90	000											
Actuated Cycle Length: 90												
Offset: 63 (70%), Reference	ed to phase	2:SBT ar	nd 6:Ped,	Start of 1	Ist Green							
Natural Cycle: 65												
Control Type: Pretimed												

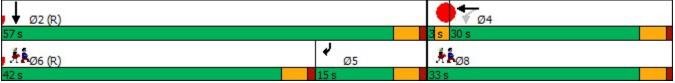
Synchro 10 Report

Lane Group	Ø3	Ø6	Ø8
LaneConfigurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	3	6	8
Permitted Phases	3	0	0
	2.0	16 E	01 E
Minimum Split (s)	3.0	16.5	24.5
Total Split (s)	3.0	42.0	33.0
Total Split (%)	3%	47%	37%
Yellow Time (s)	2.0	3.5	3.5
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			
mersection summary			

#### Lanes, Volumes, Timings 1: 2nd Ave & Pine St

Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 24.6	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

#### Splits and Phases: 1: 2nd Ave & Pine St



## Lanes, Volumes, Timings 2: 3rd Ave & Pine St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7		41			<b>†</b> 1+	
Traffic Volume (vph)	0	0	0	4	205	10	1	148	0	0	177	6
Future Volume (vph)	0	0	0	4	205	10	1	148	0	0	177	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		80	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		159			648			440			349	
Travel Time (s)		4.3			17.7			12.0			9.5	
Confl. Peds. (#/hr)				433		802	432					432
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	25%	24%	20%	100%	94%	0%	0%	89%	0%
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Minimum Split (s)				23.5	23.5	23.5	19.5	19.5			19.5	
Total Split (s)				35.0	35.0	35.0	55.0	55.0			55.0	
Total Split (%)				38.9%	38.9%	38.9%	61.1%	61.1%			61.1%	
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0		0.0			0.0	
Total Lost Time (s)					4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 25 (28%), Reference	d to phase	2:NBTL a	and 6:SB	T, Start o	f 1st Gree	en						
Natural Cycle: 45												
Control Type: Pretimed												
Splits and Phases: 2: 3rd	Ave & Pine	St										
Ø2 (R)												55

55 s	
Ø6 (R)	<b>◆</b> Ø8
55 s	35 s

# HCM 6th Signalized Intersection Summary 2: 3rd Ave & Pine St

	۶	<b>→</b>	7	1	+	•	1	1	1	4	ţ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ŧ	1		-۠			<b>†</b> Ъ	
Traffic Volume (veh/h)	0	0	0	4	205	10	1	148	0	0	177	6
Future Volume (veh/h)	0	0	0	4	205	10	1	148	0	0	177	6
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.71	0.96		1.00	1.00		0.80
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				1443	1390	1443	456	456	0	0	523	523
Adj Flow Rate, veh/h				4	230	11	1	166	0	0	199	7
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				20	24	20	94	94	0	0	89	89
Cap, veh/h				8	463	294	41	477	0	0	544	19
Arrive On Green				0.34	0.34	0.34	0.19	0.19	0.00	0.00	0.56	0.56
Sat Flow, veh/h				24	1365	867	1	870	0	0	996	34
Grp Volume(v), veh/h				234	0	11	90	77	0	0	101	105
Grp Sat Flow(s),veh/h/ln				1389	0	867	456	394	0	0	497	507
Q Serve(g_s), s				12.1	0.0	0.8	0.0	15.4	0.0	0.0	10.1	10.3
Cycle Q Clear(g_c), s				12.1	0.0	0.8	15.4	15.4	0.0	0.0	10.1	10.3
Prop In Lane				0.02		1.00	0.01		0.00	0.00		0.07
Lane Grp Cap(c), veh/h				471	0	294	296	221	0	0	279	285
V/C Ratio(X)				0.50	0.00	0.04	0.30	0.35	0.00	0.00	0.36	0.37
Avail Cap(c_a), veh/h				471	0	294	296	221	0	0	279	285
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				23.7	0.0	19.9	22.4	22.4	0.0	0.0	10.9	10.9
Incr Delay (d2), s/veh				3.7	0.0	0.2	2.6	4.3	0.0	0.0	3.6	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In				4.4	0.0	0.2	2.1	1.9	0.0	0.0	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.4	0.0	20.2	25.0	26.7	0.0	0.0	14.5	14.6
LnGrp LOS				С	Α	С	С	С	А	Α	В	B
Approach Vol, veh/h					245			167			206	
Approach Delay, s/veh					27.1			25.8			14.5	
Approach LOS					С			С			В	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		55.0				55.0		35.0				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		50.5				50.5		30.5				
Max Q Clear Time (g_c+I1), s		17.4				12.3		14.1				
Green Ext Time (p_c), s		0.3				0.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			22.5									
HCM 6th LOS			С									

## Lanes, Volumes, Timings 3: 2nd Ave & Pike St

01/24/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		¢Î,								7	11	
Traffic Volume (vph)	0	165	48	0	0	0	0	0	0	207	1348	0
Future Volume (vph)	0	165	48	0	0	0	0	0	0	207	1348	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1435	0	0	0	0	0	0	0	1400	2647	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1435	0	0	0	0	0	0	0	1400	2647	0
Right Turn on Red	-		No	-	-	Yes	-	-	No	No		No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		393			168			365			441	
Travel Time (s)		10.7			4.6			10.0			12.0	
Confl. Peds. (#/hr)			437									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	10%	0%	0%	0%	0%	0%	0%	16%	8%	0%
Bus Blockages (#/hr)	0	0	14	0	0	0	0	0	0	0	60	0
Shared Lane Traffic (%)	Ū	•	••	Ŭ	•	•	Ŭ	Ŭ	Ū	•		Ŭ
Lane Group Flow (vph)	0	217	0	0	0	0	0	0	0	211	1376	0
Turn Type	Ū	NA	•	•	Ū	•	Ū	•	Ū	Prot	NA	Ŭ
Protected Phases		4								5	26	
Permitted Phases		•								•	20	
Detector Phase		4								5	26	
Switch Phase										-		
Minimum Initial (s)		7.0								5.0		
Minimum Split (s)		24.5								9.5		
Total Split (s)		30.0								25.0		
Total Split (%)		33.3%								27.8%		
Yellow Time (s)		3.5								3.5		
All-Red Time (s)		1.0								1.0		
Lost Time Adjust (s)		0.0								0.0		
Total Lost Time (s)		4.5								4.5		
Lead/Lag										Lag		
Lead-Lag Optimize?										Yes		
Recall Mode		Max								None		
Act Effct Green (s)		25.5								20.5	55.5	
Actuated g/C Ratio		0.28								0.23	0.62	
v/c Ratio		0.53								0.66	0.84	
Control Delay		33.0								29.0	8.1	
Queue Delay		0.5								0.0	1.0	
Total Delay		33.5								29.0	9.1	
LOS		С								С	А	
Approach Delay		33.5									11.8	
Approach LOS		С									В	
Intersection Summary												
	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 75 (83%), Reference	d to phase	2:SBI an	id 6:SBT,	Start of 1	ist Green							

Synchro 10 Report

Lane Configurations Traffic Volume (vph) Future Volume (vph) Ideal Flow (vphpl) Satd. Flow (prot)		
Future Volume (vph) Ideal Flow (vphpl)		
Ideal Flow (vphpl)		
Sata Flow (prat)		
Salu. Flow (prol)		
FIt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
	16.5	16.5
	60.0	35.0
1 ( )	67%	39%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
	Max	C-Max
Act Effct Green (s)		U
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

#### Lanes, Volumes, Timings 3: 2nd Ave & Pike St

Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay: 14.4	Intersection LOS: B	
Intersection Capacity Utilization 67.3%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 3: 2nd Ave & Pike St

🗸 🗸 Ø2 (R)		<b>→</b> Ø4
60 s		30 s
Ø6 (R)	Ø5	
35 s	25 s	

#### Lanes, Volumes, Timings 4: 3rd Ave & Pike St

	٦	-	7	1	+	*	1	Ť	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1					<b>†</b> 1>			<î↑	
Traffic Volume (vph)	1	306	7	0	0	0	0	146	28	2	196	0
Future Volume (vph)	1	306	7	0	0	0	0	146	28	2	196	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		144			718			486			440	
Travel Time (s)		3.9			19.6			13.3			12.0	
Confl. Peds. (#/hr)	336		656						662	662		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	13%	0%	0%	0%	0%	0%	96%	15%	50%	82%	0%
Bus Blockages (#/hr)	0	14	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Minimum Split (s)	21.5	21.5	21.5					18.5		18.5	18.5	
Total Split (s)	30.0	30.0	30.0					60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%					66.7%		66.7%	66.7%	
Yellow Time (s)	3.5	3.5	3.5					3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.5	4.5					4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 81 (90%), Referenc	ed to phase	2:NBT a	nd 6:SBTL	., Start of	1st Gree	n						
Natural Cycle: 40												
Control Type: Pretimed												
Splits and Phases: 4: 3rd	d Ave & Pike	e St										
<b>▲</b>								A				35
Ø2 (R) 60 s								5 Ø4				

Ø6 (R)

# HCM 6th Signalized Intersection Summary 4: 3rd Ave & Pike St

	۲	+	*	4	Ļ	•	1	1	1	*	ţ	∢
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1					<b>≜</b> ⊅			- <b>↑</b> 1>	
Traffic Volume (veh/h)	1	306	7	0	0	0	0	146	28	2	196	0
Future Volume (veh/h)	1	306	7	0	0	0	0	146	28	2	196	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.70				1.00		0.88	0.99		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	1710	1537	1710				0	430	430	616	616	0
Adj Flow Rate, veh/h	1	336	8				0	160	31	2	215	0
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	13	0				0	96	96	82	82	0
Cap, veh/h	1	434	288				0	413	77	42	706	0
Arrive On Green	0.28	0.28	0.28				0.00	0.62	0.62	1.00	1.00	0.00
Sat Flow, veh/h	5	1532	1016				0	691	125	2	1174	0
Grp Volume(v), veh/h	337	0	8				0	95	96	116	101	0
Grp Sat Flow(s),veh/h/ln	1536	0	1016				0	408	386	615	533	0
Q Serve(g_s), s	18.1	0.0	0.5				0.0	10.5	11.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.1	0.0	0.5				0.0	10.5	11.4	0.0	0.0	0.0
Prop In Lane	0.00		1.00				0.00		0.32	0.02		0.00
Lane Grp Cap(c), veh/h	435	0	288				0	252	238	420	329	0
V/C Ratio(X)	0.77	0.00	0.03				0.00	0.38	0.40	0.28	0.31	0.00
Avail Cap(c_a), veh/h	435	0	288				0	252	238	420	329	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.6	0.0	23.3				0.0	8.6	8.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	12.6	0.0	0.2				0.0	4.3	5.0	1.6	2.4	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/In	8.1	0.0	0.1				0.0	1.2	1.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	23.5				0.0	12.9	13.8	1.6	2.4	0.0
LnGrp LOS	D	А	С				A	В	В	А	A	<u> </u>
Approach Vol, veh/h		345						191			217	
Approach Delay, s/veh		41.8						13.4			2.0	
Approach LOS		D						В			А	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		55.5		25.5		55.5						
Max Q Clear Time (g_c+I1), s		13.4		20.1		2.0						
Green Ext Time (p_c), s		0.3		0.2		0.3						
Intersection Summary												
HCM 6th Ctrl Delay			23.1									
HCM 6th LOS			С									

### Lanes, Volumes, Timings 5: Alley & Pine St

	٠	+	*	4	+	*	1	1	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					\$			ŧ			f)	
Traffic Volume (vph)	0	0	0	3	210	4	1	0	0	0	0	61
Future Volume (vph)	0	0	0	3	210	4	1	0	0	0	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		170			159			441			240	
Travel Time (s)		4.6			4.3			12.0			6.5	
Confl. Peds. (#/hr)				234		380	2		2	2		2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: C	BD											

Control Type: Unsignalized

### 5: Alley & Pine St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBR	All
Denied Del/Veh (s)	0.3	0.4	0.0	0.1	0.0	0.1	0.3
Total Del/Veh (s)	11.8	13.9	6.5	12.6	0.1	26.1	16.4

	٨	+	1	4	Ļ	*	1	1	1	*	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		é.	1					ţ,			é.	
Traffic Volume (vph)	2	317	0	0	0	0	0	0	1	1	Ó	0
Future Volume (vph)	2	317	0	0	0	0	0	0	1	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		168			144			398			441	
Travel Time (s)		4.6			3.9			10.9			12.0	
Confl. Peds. (#/hr)	326		229				41		27	27		41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	100%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (	%)											
Sign Control		Free			Free			Stop			Stop	
Intersection Summary	/											
Area Type:	CBD											

Area Type: CBD Control Type: Unsignalized

### 6: Alley & Pike St Performance by movement

Movement	EBL	EBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.2	0.1	0.0	0.0	0.2
Total Del/Veh (s)	5.6	8.3	15.6	26.8	0.2	8.3

# Lanes, Volumes, Timings 1: 2nd Ave & Pine St

01/23/2020

Future Volume (vph)         0         0         0         144         140         0         0         0         0         1004         1900           Storage Length (ft)         0		٨	-	7	-	+	*	1	1	1	1	ŧ	~
Traffic Volume (vph)       0       0       144       140       0       0       0       1084       44         Ideal Flow (vphp)       1900       1400       1450       1450 </th <th>Lane Group</th> <th>EBL</th> <th>EBT</th> <th>EBR</th> <th>WBL</th> <th>WBT</th> <th>WBR</th> <th>NBL</th> <th>NBT</th> <th>NBR</th> <th>SBL</th> <th>SBT</th> <th>SBR</th>	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)       0       0       144       140       0       0       0       1084       44         Ideal Flow (vphp)       1900       1400       1450       1450 </td <td>Lane Configurations</td> <td></td> <td></td> <td></td> <td></td> <td>÷.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td><b>^</b></td> <td>1</td>	Lane Configurations					÷.						<b>^</b>	1
ideal Flow (vphi)         1900 <td></td> <td>0</td> <td>0</td> <td>0</td> <td>144</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>41</td>		0	0	0	144		0	0	0	0	0		41
Storage Langth (ft)       0		0	0	0	144	140	0	0	0	0	0	1084	41
Storage Length (ft)       0	( , , ,	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Lange         0         <	· · · /			0	0						0		
Tape Length (ft)         25         25         25         25           Sati. Flow (prot)         0         0         0         1507         0         0         0         25         1454           File Permited         0.975         0	3 3 ( )			0	0			0		0	0		1
Said. Flow (proit)       0       0       0       1607       0       0       0       2850       1454         FIt Permitted       0.975       0       0       0       0       2850       1454         Right Tum on Red       Yes       No       No       Yes       Yes       Yes         Said. Flow (prom)       0       0       0       0       0       0       0       0       0       0       2850       1454         Right Tum on Red       Yes       No       No       Yes       Yes       Yes       Yes         Said. Flow (RTOR)       25       25       25       25       25       25       20       9.5       1144       347       170       441       347       344       06       0.3       0.93 </td <td></td>													
Fit Permitted       0.975         Satd. Flow (perm)       0       0       0       1269       0       0       0       2850       1454         Kight Turn on Red       Yes       No       Yes       Yes       97         Link Speace (mph)       25       25       25       25       97         Link Speace (mph)       25       25       25       25       97         Confl. Peds. (#hr)       366       170       441       347       343         Peak Hour Factor       0.93       0.9			0	0		1507	0		0	0		2850	1454
Satd, Flow (perm)       0       0       0       1269       0       0       0       0       2850       1454         Right Tum on Red       Yes       No       No       Yes       Yes <td></td> <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td> <td></td>			-	-			-			-	-		
Right Tum on Red       Yes       No       No       Yes       Yes         Satu Flow (RTOR)       97       97       97         Link Speed (mph)       25       25       25       97         Link Distance (ft)       366       170       441       347       97         Confl. Peds, (#hr)       365       03       0,35       53       54		0	0	0	0		0	0	0	0	0	2850	1454
Said. Flow (RTOR)       25	, v v	-	-					-	-		-		
Link Speed (mph)         25         25         25         25           Link Distance (tt)         366         170         4411         347           Travel Time (s)         10.0         4.6         12.0         9.5           Confl. Peds. (#hr)         365													
Link Distance (tt)         366         170         441         347           Travel Time (s)         10.0         4.6         12.0         9.5         314           Peak Hour Factor         0.93         Demation thin the t			25			25			25			25	•.
Travel Time (s)       10.0       4.6       12.0       9.5         Confl. Peds. (#hr)       365       314         Peak Hour Factor       0.93													
Confl. Peds. (#/hr)       365       314         Peak Hour Factor       0.93	<b>, , ,</b>												
Peak Hour Factor         0.93	( )		10.0		365	1.0			12.0			0.0	314
Heavy Vehicles (%)       0%       0	· · · · · · · · · · · · · · · · · · ·	0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Shared Lane Traffic (%)       2       5         Lane Group Flow (vph)       0       0       0       0       0       0       1166       44         Turn Type       Perm       NA       2       5       5       7       2       5       5       7 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Lane Group Flow (vph)       0       0       0       0       0       0       0       1166       44         Turn Type       Perm       NA       vstoom       VR       custom         Protected Phases       4       2       5         Permitted Phases       4       11.5       11.5       16.5       9.5         Total Split (s)       31.5       32.0       32.0       55.0       15.0         Total Split (s)       35.5       3.5       3.5       3.5       3.5       3.5         All-Red Time (s)       1.0 <t< td=""><td></td><td>0,0</td><td>070</td><td>0,0</td><td>1070</td><td>070</td><td>0,0</td><td>0,0</td><td>070</td><td>0,0</td><td>070</td><td>11/0</td><td>070</td></t<>		0,0	070	0,0	1070	070	0,0	0,0	070	0,0	070	11/0	070
Turn Type         Perm         NA         NA custom           Protected Phases         4         2         5           Permitted Phases         4         7         5           Minimum Split (s)         11.5         11.5         16.5         9.5           Total Split (s)         32.0         32.0         55.0         15.0           Total Split (s)         32.0         32.0         55.0         15.0           Total Split (s)         32.0         32.0         55.0         15.0           Total Split (s)         35.6%         36.6%         61.1%         16.7%           Yellow Time (s)         3.5         3.5         3.5         3.5         3.5           All-Red Time (s)         1.0         1.0         1.0         1.0         1.0         1.0           Lead-Lag Optimize?         Yes         Yes         Yes         Yes         Yes         Yes         Yes         Yes         Xet Effct Green (s)         2.7.5         50.5         10.5         Act Effct Green (s)         2.5         0.1         0.0         0.1         0.1         0.0         0.1         0.0         10         10         10         10         10.0         10.0         10.0		0	0	0	0	306	0	0	0	0	0	1166	44
Protected Phases       4       2       5         Permitted Phases       4		U	U	U	-		U	U	U	U	U		
Permitted Phases       4         Minimum Split (s)       11.5       11.5       11.5       9.5         Total Split (s)       32.0       32.0       55.0       15.0         Total Split (s)       32.0       32.0       55.0       15.0       16.7%         Yellow Time (s)       3.5       3.5       3.5       3.5       3.5       3.5         All-Red Time (s)       1.0													
Minimum Split (s)       11.5       11.5       16.5       9.5         Total Split (s)       32.0       32.0       55.0       15.0         Total Split (%)       35.6%       35.6%       61.1%       16.7%         Yellow Time (s)       3.5       3.5       3.5       3.5         All-Red Time (s)       1.0       1.0       1.0       1.0       1.0         Lost Time Adjust (s)       0.0       0.0       0.0       0.0       0.0         Total Lost Time (s)       4.5       4.5       4.5       4.5         Lead/Lag       Lag       Lag       Lag       Lag       Lag         Lead-Lag Optimize?       Yes       Yes       Yes       Yes       Xet Effot Green (s)       27.5       50.5       10.5       Acta dg/C Ratio       0.31       0.56       0.12       Yc Ratio       0.79       0.73       0.17       Control Delay       44.4       18.1       1.6       Queue Delay       2.5       0.1       0.0       0.0       0.0       0.0       0.0       0.1       0.0       1.0       0.0       1.0       0.0       1.6       1.6       1.6       1.6       1.6       1.6       1.6       1.6       1.6       1.6 <t< td=""><td></td><td></td><td></td><td></td><td>4</td><td>•</td><td></td><td></td><td></td><td></td><td></td><td>2</td><td>Ŭ</td></t<>					4	•						2	Ŭ
Total Split (s)       32.0       32.0       55.0       15.0         Total Split (%)       35.6%       35.6%       61.1%       16.7%         Yellow Time (s)       3.5       3.5       3.5       3.5         All-Red Time (s)       1.0       1.0       1.0       1.0         Lost Time Adjust (s)       0.0       0.0       0.0       0.0         Total Lost Time (s)       4.5       4.5       4.5         Lead/Lag       Lag       Lag       Lag       Lag         Lead/Lag       Carg       Lag       Lag       Lag         Lead/Lag       Lag       Lag       Lag       Lag         Lead/Lag       O.1       0.55       10.5       10.5         Act Effot Green (s)       27.5       50.5       10.5       10.5         Actuated g/C Ratio       0.31       0.56       0.1       0.0         Vic Ratio       0.79       0.73       0.17       0.0         Control Delay       44.1       18.1       1.6         Queue Delay       2.5       0.1       0.0         Total Delay       46.6       18.2       1.6         LOS       D       B       A						11.5						16.5	95
Total Spin (%)       35.6%       35.6%       61.1%       16.7%         Yellow Time (s)       3.5       3.5       3.5       3.5       3.5         All-Red Time (s)       1.0       1.0       1.0       1.0       1.0       1.0         Lost Time Adjust (s)       0.0       0.0       0.0       0.0       0.0       0.0         Total Lost Time (s)       4.5       4.5       4.5       4.5       4.5       4.5         Lead/Lag       Lag	,												
Yellow Time (s)       3.5													
All-Red Time (s)       1.0 <td> ,</td> <td></td>	,												
Lost Time Adjust (s)         0.0         0.0         0.0         0.0           Total Lost Time (s)         4.5         4.5         4.5         4.5           Lead/Lag         Lag         Lag         Lag         Lag           Lead-Lag Optimize?         Yes         Yes         Yes           Act Effet Green (s)         27.5         50.5         10.5           Actuated g/C Ratio         0.31         0.56         0.12           v/c Ratio         0.79         0.73         0.17           Control Delay         44.1         18.1         1.6           Queue Delay         2.5         0.1         0.0           Total Delay         46.6         18.2         1.6           LOS         D         B         A           Approach Delay         46.6         17.6         Approach LOS         D         B           Intersection Summary         D         B         A         Approach LOS         D         B           Area Type:         CBD         Cycle Length: 90         Actuated Cycle Length: 90         Actuated Cycle Length: 90         Actuated Cycle : 60         Uffset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st Green         Natural Cycle: 60         Uffset: 63 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
Total Lost Time (s)       4.5       4.5       4.5       4.5         Lead/Lag       Lag       Lag       Lag       Lag         Lead-Lag Optimize?       Yes       Yes       Yes         Act Effct Green (s)       27.5       50.5       10.5         Actuated g/C Ratio       0.31       0.56       0.12         v/c Ratio       0.79       0.73       0.17         Control Delay       44.1       18.1       1.6         Queue Delay       2.5       0.1       0.0         Total Delay       46.6       18.2       1.6         LOS       D       B       A         Approach Delay       46.6       17.6         Approach LOS       D       B         Intersection Summary       Acca       D         Area Type:       CBD       CBD         Cycle Length: 90       Actuated Cycle Length: 90       Actuated Cycle Length: 90         Actuated Cycle Length: 90       Offset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st Green       Natural Cycle: 60					1.0								
Lead/Lag         Lag         Yes         Yes         Yes         Act act Effet Green (s)         Yes         Yes         Yes         Yes         Act act Effet Green (s)         Yes         Yes         Yes         Yes         Act act act affet Green (s)         Yes         Yes         Yes         Yes         Act act affet Green (s)         Yes         Ye	,												
Lead-Lag Optimize?         Yes         Yes         Yes           Act Effct Green (s)         27.5         50.5         10.5           Actuated g/C Ratio         0.31         0.56         0.12           v/c Ratio         0.79         0.73         0.17           Control Delay         44.1         18.1         1.6           Queue Delay         2.5         0.1         0.0           Total Delay         46.6         18.2         1.6           LOS         D         B         A           Approach Delay         46.6         17.6         Approach LOS         D         B           Intersection Summary         Area Type:         CBD         CB         C					Lao							1.0	
Act Effct Green (s)       27.5       50.5       10.5         Actuated g/C Ratio       0.31       0.56       0.12         v/c Ratio       0.79       0.73       0.17         Control Delay       44.1       18.1       1.6         Queue Delay       2.5       0.1       0.0         Total Delay       46.6       18.2       1.6         LOS       D       B       A         Approach Delay       46.6       17.6         Approach LOS       D       B         Area Type:       CBD       CBD         Cycle Length: 90       Actuated Cycle Length: 90       Offset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st Green       Vertices for the set of the s													
Actuated g/C Ratio       0.31       0.56       0.12         v/c Ratio       0.79       0.73       0.17         Control Delay       44.1       18.1       1.6         Queue Delay       2.5       0.1       0.0         Total Delay       46.6       18.2       1.6         LOS       D       B       A         Approach Delay       46.6       17.6         Approach Delay       46.6       17.6         Approach Delay       46.6       17.6         Approach Delay       0       B         Actuated CVS       D       B         Area Type:       CBD       CBD         Cycle Length: 90       Actuated Cycle Length: 90       0         Offset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st Green       Vatural Cycle: 60					100							50.5	
v/c Ratio       0.79       0.73       0.17         Control Delay       44.1       18.1       1.6         Queue Delay       2.5       0.1       0.0         Total Delay       46.6       18.2       1.6         LOS       D       B       A         Approach Delay       46.6       17.6       Approach Delay       A6.6       17.6         Approach Delay       46.6       17.6       Approach LOS       D       B       A         Approach LOS       D       B       A       Approach LOS       D       B       A         Actart Type:       CBD       CBD       Cycle Length: 90       Cycle Length: 90       Cycle Length: 90       Cycles Length: 90       Offset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st Green       Natural Cycle: 60       Start of 1st Green       Start													
Control Delay44.118.11.6Queue Delay2.50.10.0Total Delay46.618.21.6LOSDBAApproach Delay46.617.6Approach LOSDBIntersection SummaryArea Type:CBDCycle Length: 90CBDCycle Length: 90Actuated Cycle Length: 90Offset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st GreenVatural Cycle: 60	-												
Queue Delay2.50.10.0Total Delay46.618.21.6LOSDBAApproach Delay46.617.6Approach LOSDBIntersection SummaryBArea Type:CBDCycle Length: 90Cycle Length: 90Actuated Cycle Length: 90Offset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st GreenNatural Cycle: 60C													
Total Delay46.618.21.6LOSDBAApproach Delay46.617.6Approach LOSDBIntersection SummaryBArea Type:CBDCycle Length: 90CBDActuated Cycle Length: 90Cffset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st GreenNatural Cycle: 60C													
LOS       D       B       A         Approach Delay       46.6       17.6         Approach LOS       D       B         Intersection Summary       B       B         Area Type:       CBD       CBD         Cycle Length: 90       Actuated Cycle Length: 90       Cite Compared to phase 2:SBT and 6:Ped, Start of 1st Green         Natural Cycle: 60       Cite Compared to phase 2:SBT and 6:Ped, Start of 1st Green       Cite Compared to phase 2:SBT and 6:Ped, Start of 1st Green													
Approach Delay46.617.6Approach LOSDBIntersection SummaryArea Type:CBDCycle Length: 90CBDActuated Cycle Length: 90CSBT and 6:Ped, Start of 1st GreenOffset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st GreenCSBTNatural Cycle: 60CSBT													
Approach LOS     D     B       Intersection Summary													7.
Area Type:       CBD         Cycle Length: 90       Cycle Length: 90         Actuated Cycle Length: 90       Offset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st Green         Natural Cycle: 60       CBD													
Area Type:       CBD         Cycle Length: 90       Cycle Length: 90         Actuated Cycle Length: 90       Offset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st Green         Natural Cycle: 60       CBD	Intersection Summary												
Cycle Length: 90 Actuated Cycle Length: 90 Offset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st Green Natural Cycle: 60		CBD											
Offset: 63 (70%), Referenced to phase 2:SBT and 6:Ped, Start of 1st Green Natural Cycle: 60	Cycle Length: 90												
Natural Cycle: 60													
		ed to phase	2:SBT ar	nd 6:Ped,	Start of 2	1st Green							
	Control Type: Pretimed												

Synchro 10 Report

Lane Group	Ø3	Ø6	Ø8
LaneConfigurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	3	6	8
Permitted Phases	3	0	0
	2.0	16 5	01 E
Minimum Split (s)	3.0	16.5	24.5
Total Split (s)	3.0	40.0	35.0
Total Split (%)	3%	44%	39%
Yellow Time (s)	2.0	3.5	3.5
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			
mersection summary			

### Lanes, Volumes, Timings 1: 2nd Ave & Pine St

Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

#### Splits and Phases: 1: 2nd Ave & Pine St

Ø2 (R)		● <b>★</b> <sub>Ø4</sub>
55 s		3 s 32 s
	<b>₽</b> Ø5	A BOS
40 s	15 s	35 s

# Lanes, Volumes, Timings 2: 3rd Ave & Pine St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स	7		412			<b>†</b> 1>	
Traffic Volume (vph)	0	0	0	3	240	7	0	199	0	0	160	15
Future Volume (vph)	0	0	0	3	240	7	0	199	0	0	160	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		80	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		159			648			440			349	
Travel Time (s)		4.3			17.7			12.0			9.5	
Confl. Peds. (#/hr)				1072		1188	923					923
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	11%	29%	0%	92%	0%	0%	89%	7%
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm		NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Minimum Split (s)				23.5	23.5	23.5	19.5	19.5			19.5	
Total Split (s)				35.0	35.0	35.0	55.0	55.0			55.0	
Total Split (%)				38.9%	38.9%	38.9%	61.1%	61.1%			61.1%	
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0		0.0			0.0	
Total Lost Time (s)					4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 29 (32%), Reference	d to phase	2:NBTL a	and 6:SB	T, Start o	f 1st Gree	en						
Natural Cycle: 45												
Control Type: Pretimed												
Splits and Phases: 2: 3rd	Ave & Pine	St										
Ø2 (R)												55

55 s	
Ø6 (R)	<b>◆</b> Ø8
55 s	35 s

# HCM 6th Signalized Intersection Summary 2: 3rd Ave & Pine St

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ŧ	1		41			<b>†</b> Ъ	
Traffic Volume (veh/h)	0	0	0	3	240	7	0	199	0	0	160	15
Future Volume (veh/h)	0	0	0	3	240	7	0	199	0	0	160	15
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.66	1.00		1.00	1.00		0.73
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				1323	1563	1323	483	483	0	0	523	523
Adj Flow Rate, veh/h				3	270	8	0	224	0	0	180	17
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				29	11	29	92	92	0	0	89	89
Cap, veh/h				6	524	252	0	515	0	0	499	46
Arrive On Green				0.34	0.34	0.34	0.00	0.19	0.00	0.00	0.56	0.56
Sat Flow, veh/h				17	1545	744	0	966	0	0	915	81
Grp Volume(v), veh/h				273	0	8	0	224	0	0	98	99
Grp Sat Flow(s),veh/h/ln				1562	0	744	0	459	0	0	497	473
Q Serve(g_s), s				12.6	0.0	0.6	0.0	19.5	0.0	0.0	9.7	10.5
Cycle Q Clear(g_c), s				12.6	0.0	0.6	0.0	19.5	0.0	0.0	9.7	10.5
Prop In Lane				0.01		1.00	0.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				529	0	252	0	515	0	0	279	266
V/C Ratio(X)				0.52	0.00	0.03	0.00	0.44	0.00	0.00	0.35	0.37
Avail Cap(c_a), veh/h				529	0	252	0	515	0	0	279	266
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				23.8	0.0	19.9	0.0	24.0	0.0	0.0	10.8	11.0
Incr Delay (d2), s/veh				3.6	0.0	0.2	0.0	2.7	0.0	0.0	3.5	4.0
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/In				5.1	0.0	0.1	0.0	2.6	0.0	0.0	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.4	0.0	20.1	0.0	26.7	0.0	0.0	14.2	14.9
LnGrp LOS				С	А	С	А	С	А	А	В	В
Approach Vol, veh/h					281			224			197	
Approach Delay, s/veh					27.2			26.7			14.6	
Approach LOS					С			С			В	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		55.0				55.0		35.0				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		50.5				50.5		30.5				
Max Q Clear Time (g_c+I1), s		21.5				12.5		14.6				
Green Ext Time (p_c), s		0.5				0.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			23.5									
HCM 6th LOS			С									

# Lanes, Volumes, Timings 3: 2nd Ave & Pike St

01/23/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		¢Î,								7	11	
Traffic Volume (vph)	0	207	108	0	0	0	0	0	0	181	1026	0
Future Volume (vph)	0	207	108	0	0	0	0	0	0	181	1026	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1307	0	0	0	0	0	0	0	1450	2486	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1307	0	0	0	0	0	0	0	1450	2486	0
Right Turn on Red	-		Yes	-	-	Yes	-	-	No	No		No
Satd. Flow (RTOR)		32										
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		393			168			365			441	
Travel Time (s)		10.7			4.6			10.0			12.0	
Confl. Peds. (#/hr)		10.1	1648		1.0			10.0			12.0	
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
Heavy Vehicles (%)	0%	2%	1%	0.04	0.04	0%	0.04	0.04	0.04	12%	15%	0.04
Bus Blockages (#/hr)	070	270	14	0 /0	070	0 /0	0 /0	0 /0	0 /0	0	60	0/0
Shared Lane Traffic (%)	U	U	14	U	U	U	0	0	U	U	00	U
Lane Group Flow (vph)	0	335	0	0	0	0	0	0	0	193	1091	0
	U	NA	0	0	0	0	0	U	0	Prot	NA	U
Turn Type Protected Phases		NA 4								5	NA 26	
Permitted Phases		4								5	20	
		4								5	0.0	
Detector Phase		4								5	26	
Switch Phase		7.0								F 0		
Minimum Initial (s)		7.0								5.0		
Minimum Split (s)		24.5								9.5		_
Total Split (s)		35.0								20.0		
Total Split (%)		38.9%								22.2%		_
Yellow Time (s)		3.5								3.5		
All-Red Time (s)		1.0								1.0		_
Lost Time Adjust (s)		0.0								0.0		
Total Lost Time (s)		4.5								4.5		
Lead/Lag										Lag		
Lead-Lag Optimize?										Yes		
Recall Mode		Max								None		
Act Effct Green (s)		30.5								15.5	50.5	
Actuated g/C Ratio		0.34								0.17	0.56	
v/c Ratio		0.72								0.78	0.78	
Control Delay		33.9								41.8	8.6	
Queue Delay		1.5								0.0	0.1	
Total Delay		35.4								41.8	8.7	
LOS		D								D	А	
Approach Delay		35.4									13.6	
Approach LOS		D									В	
Intersection Summary	-											
	CBD											_
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 75 (83%), Referenced	d to phase	2:SB1 ar	id 6:SBT,	Start of 1	ist Green							

Synchro 10 Report

Lane Configurations Traffic Volume (vph) Future Volume (vph) Ideal Flow (vphpl) Satd. Flow (prot) Flt Permitted Satd. Flow (prom) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Switch Phase Minimum Initial (s) 7.0 Total Split (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max C-Max Act Effct Green (s) Actuated g/C Ratio V/c Ratio Cont Delay Queue Delay LOS Intersection Summary Intersection Summary I I Intersection Summary I I Intersection Summary I I I I I I I I I I I I I I I I I I I	Lane Group	Ø2	Ø6
Future Volume (vph)Ideal Flow (vphpl)Satd. Flow (prot)Flt PermittedSatd. Flow (perm)Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseMinimum Initial (s)Total Split (s)16.516.5Total Split (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLost Time (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS			
Ideal Flow (vphpl) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 7.0 Minimum Split (s) 16.5 16.5 10tal Split (s) 55.0 35.0 10tal Split (s) 10 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
Satd. Flow (prot)Flt PermittedSatd. Flow (perm)Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Total Split (s)Total Split (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/LagLead/Lag (C RatioVrc RatioControl DelayQueue DelayTotal DelayLOSApproach LOSSystem DelayApproach LOS	Future Volume (vph)		
Flt PermittedSatd. Flow (perm)Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Total Split (s)16.516.5Total Split (s)10Lost Time (s)Lead/LagLead/LagLead/Lag Detimize?YesRecall ModeC-MaxC-MaxActuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach LOS	Ideal Flow (vphpl)		
Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag	Satd. Flow (prot)		
Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Total Split (s)16.516.5Total Split (s)10Lost Time (s)Lead/LagLead/LagLead/LagLead/LagLead/Lag Optimize?YesRecall ModeC-MaxC-MaxActuated g/C Ratiov/c RatioControl DelayQueue DelayLOSApproach DelayApproach LOS	Flt Permitted		
Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Los Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Los Time (s) Lead/Lag	Satd. Flow (perm)		
Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lost Time (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Right Turn on Red		
Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) 16.5 Total Split (s) 7.0 Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lost Time (s) Lead/Lag Lead/Lag Lead/Lag Lost Time (s) Lead/Lag Lag Lag Lag Lag Lag Lag Lag	Satd. Flow (RTOR)		
Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) 16.5 Total Split (s) 7.0 Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lost Time (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach Delay Approach LOS			
Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach Delay Approach LOS			
Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesPermitted PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Minimum Split (s)16.5Total Split (s)55.035.0Total Split (%)61%39%Yellow Time (s)1.0Lost Time Adjust (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLeadLag Optimize?YesRecall ModeC-MaxC-MaxAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS			
Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) 16.5 Total Split (s) Total Split (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag C-Max Act Effct Green (s) Actuated g/C Ratio V/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach Delay Approach LOS			
Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) 16.5 Total Split (s) Total Split (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag C-Max Act Effct Green (s) Actuated g/C Ratio V/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach Delay Approach LOS			
Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) 16.5 16.5 16.5 16.5 16.5 16.5 16.5 10.5 10.5 10.5 10.3 10.5 10. 10. 10. Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Recall Mode C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach Delay Approach LOS			
Lane Group Flow (vph) Turn Type Protected Phases 2 6 Permitted Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 7.0 Minimum Split (s) 16.5 16.5 Total Split (s) 55.0 35.0 Total Split (%) 61% 39% Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
Turn TypeProtected Phases26Permitted Phases5Detector Phase5Switch Phase16.5Minimum Initial (s)7.0Minimum Split (s)16.5Total Split (s)55.03.53.5All-Red Time (s)1.0Lost Time Adjust (s)1.0Total Lost Time (s)2Lead/LagLeadLead/LagVelsRecall ModeC-MaxActuated g/C RatioV/c RatioV/c RatioV/c RatioControl DelayUeue DelayLOSApproach DelayApproach LOS10			
Protected Phases26Permitted PhasesDetector PhaseSwitch PhaseSwitch PhaseMinimum Initial (s)7.0Minimum Split (s)16.5Total Split (s)55.035.035.0Total Split (s)61%39%Yellow Time (s)All-Red Time (s)1.0Lost Time Adjust (s)1.0Total Lost Time (s)LeadLead/LagLeadLead/LagYesRecall ModeC-MaxActuated g/C RatioV/c RatioV/c RatioV/c RatioControl DelayUeue DelayTotal DelayLOSApproach DelayApproach LOS			
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Switch Phase Minimum Initial (s) 7.0 7.0 Minimum Split (s) 16.5 16.5 Total Split (s) 55.0 35.0 Total Split (%) 61% 39% Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Permitted Phases		
Switch Phase Minimum Initial (s) 7.0 7.0 Minimum Split (s) 16.5 16.5 Total Split (s) 55.0 35.0 Total Split (%) 61% 39% Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Detector Phase		
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Minimum Split (s)16.516.5Total Split (s)55.035.0Total Split (%)61%39%Yellow Time (s)3.53.5All-Red Time (s)1.01.0Lost Time Adjust (s)1.01.0Total Lost Time (s)LeadLead/LagLeadLead-Lag Optimize?YesRecall ModeC-MaxActuated g/C RatioV/c RatioV/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOSS	Minimum Initial (s)	7.0	7.0
Total Split (s)55.035.0Total Split (%)61%39%Yellow Time (s)3.53.5All-Red Time (s)1.01.0Lost Time Adjust (s)Total Lost Time (s)LeadLead/LagLeadLeadLead-Lag Optimize?YesRecall ModeC-MaxC-MaxActuated g/C Ratiov/c RatioV/c RatioV/c RatioControl DelayUeue DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS	.,		
Total Split (%)61%39%Yellow Time (s)3.53.5All-Red Time (s)1.01.0Lost Time Adjust (s)Total Lost Time (s)Lead/LagLead/LagLeadLeadLead-Lag Optimize?YesRecall ModeC-MaxC-MaxAct Effct Green (s)Actuated g/C RatioV/C RatioV/C RatioControl DelayUeueu DelayQueue DelayTotal DelayLOSApproach DelayApproach LOSImage: Control Delay			
Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach Delay			
All-Red Time (s)1.01.0Lost Time Adjust (s)Total Lost Time (s)Lead/LagLeadLead-Lag Optimize?YesRecall ModeC-MaxC-MaxC-MaxAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS			
Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
Total Lost Time (s)Lead/LagLeadLead-Lag Optimize?YesRecall ModeC-MaxAct Effct Green (s)C-MaxActuated g/C RatioV/c Ratiov/c RatioV/c RatioControl DelayV/c RatioQueue DelayV/c RatioTotal DelayV/c RatioLOSApproach DelayApproach LOSV/c Ratio			
Lead/LagLeadLead-Lag Optimize?YesRecall ModeC-MaxActer Effect Green (s)C-MaxActuated g/C RatioV/Cv/c RatioV/CControl DelayV/CQueue DelayV/CTotal DelayV/CLOSApproach DelayApproach LOSV/C			
Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			Lead
Recall ModeC-MaxC-MaxAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS			
Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		C-Max	
Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		•	•
v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	( )		
Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	J. J		
Queue Delay Total Delay LOS Approach Delay Approach LOS			
Total Delay LOS Approach Delay Approach LOS			
LOS Approach Delay Approach LOS			
Approach Delay Approach LOS			
Approach LOS			
Intersection Summary			
	Intersection Summary		

### Lanes, Volumes, Timings 3: 2nd Ave & Pike St

Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.78		
Intersection Signal Delay: 18.2	Intersection LOS: B	
Intersection Capacity Utilization 63.5%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: 2nd Ave & Pike St

Ø2 (R)		₩04
55 s		35 s
Ø6 (R)	05	
35 s	20 s	

### Lanes, Volumes, Timings 4: 3rd Ave & Pike St

	٨	<b>→</b>	7	4	+	*	1	1	1	1	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1					<b>†</b> ‡			4 <b>1</b> }	
Traffic Volume (vph)	4	341	7	0	0	0	0	191	14	4	159	0
Future Volume (vph)	4	341	7	0	0	0	0	191	14	4	159	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		144			718			486			440	
Travel Time (s)		3.9			19.6			13.3			12.0	
Confl. Peds. (#/hr)	653		1712						1158	1158		
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
Heavy Vehicles (%)	0%	7%	14%	0%	0%	0%	0%	92%	15%	0%	90%	0%
Bus Blockages (#/hr)	0	14	0	0	0	0	0	40	0	0	0	0
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Minimum Split (s)	21.5	21.5	21.5					18.5		18.5	18.5	
Total Split (s)	35.0	35.0	35.0					55.0		55.0	55.0	
Total Split (%)	38.9%	38.9%	38.9%					61.1%		61.1%	61.1%	
Yellow Time (s)	3.5	3.5	3.5					3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.5	4.5					4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 81 (90%), Reference	ced to phase	2:NBT a	nd 6:SBTI	., Start of	1st Gree	n						
Natural Cycle: 40												
Control Type: Pretimed												
Splits and Phases: 4: 3r	d Ave & Pike	e St										
<b></b>							A					23
Ø2 (R)							₹ Ø4	-				
55 s							35 s					

Ø6 (R)

# HCM 6th Signalized Intersection Summary 4: 3rd Ave & Pike St

Movement         EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBT         SBR           Lane Configurations         4         7         0         0         0         0         191         14         4         159         0           Future Volume (veh/n)         4         341         7         0		۲	+	+	4	Ļ	•	1	1	1	*	ţ	∢
Traffic Volume (veh/n)       4       341       7       0       0       0       191       14       4       159       0         Initial Q (Qb), veh       0	Movement	EBL	EBT		WBL	WBT	WBR	NBL		NBR	SBL		SBR
Future Volume (veh/h)       4       341       7       0 <td>Lane Configurations</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td><b>↑</b>⊅</td> <td></td> <td></td> <td></td> <td></td>	Lane Configurations			1					<b>↑</b> ⊅				
Initial Q (Qb), veh         0	Traffic Volume (veh/h)	4		7	0			0			4		0
Pad-Bike Adj(A, pbT)       1.00       0.70       1.00 <td< td=""><td>Future Volume (veh/h)</td><td></td><td></td><td></td><td>0</td><td>0</td><td>0</td><td></td><td></td><td>14</td><td>4</td><td>159</td><td></td></td<>	Future Volume (veh/h)				0	0	0			14	4	159	
Parking Bus, Adj       1.00       1.0			0						0			0	
Work Zone On Ápproach         No         No         No           Adj Sat Flow, vehrhin         1523         1617         1523         0         483         483         510         510         0           Adj Flow Ret, vehrh         5         388         8         0         217         16         5         181         0           Peak Hour Factor         0.88<	<b>2</b> ( <b>1 1</b>												
Acj Sat Flow, veh/hin       1523       1617       1523       0       483       483       510       510       0         Adj Flow Rate, veh/h       5       388       8       0       217       16       5       181       0         Peak Hour Factor       0.88       0.		1.00		1.00				1.00		1.00	1.00		1.00
Adj Flow Rate, veh/h       5       388       8       0       217       16       5       181       0         Peak Hour Factor       0.88 <td></td>													
Peak Hour Factor         0.88         0.80         0.00         0.00         0.01         0.00         0.00         0.85         0.01         1.32         1.3.7         0.0         15.3         0.0         0.02         0.01         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00													0
Percent Heavy Veh, %       14       7       14       0       92       92       90       90       0         Cap, veh/h       7       541       306       0       480       35       48       523       0         Arrive On Green       0.34       0.34       0.34       0.34       0.00       0.56       0.19       0.19       0.00         Sat Flow, veh/h       21       1595       902       0       880       62       11       955       0         Grp Volume(V), veh/h       393       0       8       0       115       118       100       86       0         Q Serve(g.s), s       19.1       0.0       0.5       0.0       13.2       13.7       15.4       15.3       0.0         Q Serve(g.s), s       19.1       0.0       0.5       0.0       13.2       13.7       15.4       15.3       0.0         Q Caet(g.c), s       19.1       0.0       0.5       0.0       13.2       13.7       15.4       15.3       0.00         Lane Grp Cap(c), veh/h       548       0       306       0       257       257       324       247       0         V/C Ratio(X)       0.7													
Cap, veh/h         7         541         306         0         480         35         48         523         0           Arrive On Green         0.34         0.34         0.34         0.00         0.56         0.56         0.19         0.19         0.00           Sat Flow, veh/h         21         1595         902         0         880         62         11         955         0           Grp Volume(v), veh/h         393         0         8         0         115         118         100         86         0           Grp Sat Flow(s), veh/h/In         1616         0         902         0         459         459         502         441         0           Qserve(g_s), s         19.1         0.0         0.5         0.0         13.2         13.7         15.4         15.3         0.0           Cycle QClear(g_o), s         19.1         0.0         0.5         0.0         13.2         13.7         15.4         15.3         0.0           Vice Ratio(X)         0.72         0.00         0.03         0.00         0.46         0.31         0.35         0.00           Vic Ratio(X)         0.72         0.00         1.00         1.00													0.88
Arrive On Green       0.34       0.34       0.34       0.00       0.56       0.56       0.19       0.19       0.00         Sat Flow, veh/h       21       1595       902       0       880       62       11       955       0         Grp Volume(v), veh/h       393       0       8       0       115       118       100       86       0         Grp Sat Flow(s), veh/h/In       1616       0       902       0       459       502       441       0         Q Serve(g.s), s       19.1       0.0       0.5       0.0       13.2       13.7       10.4       15.3       0.0         Q Serve(g.e), s       19.1       0.0       0.5       0.0       13.2       13.7       15.4       15.3       0.0         Prop In Lane       0.01       1.00       0.03       0.00       0.45       0.46       0.31       0.35       0.00         Avait Cap(c.a), veh/h       548       0       306       0       257       257       324       247       0         V/C Ratio(X)       0.72       0.00       0.03       0.00       1.00       1.00       1.00       1.00       1.00       0.00       0.00 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Sat Flow, veh/h         21         1595         902         0         880         62         11         955         0           Grp Volume(v), veh/h         333         0         8         0         115         118         100         86         0           Grp Sat Flow(s), veh/h/ln         1616         0         902         0         459         459         502         441         0           Q Serve(g.s), s         19.1         0.0         0.5         0.0         13.2         13.7         15.4         15.3         0.0           Cycle Q Clear(g.c), s         19.1         0.0         0.5         0.0         13.2         13.7         15.4         15.3         0.0           Cycle Q Clear(g.c), veh/h         548         0         306         0         257         324         247         0           V/C Ratio(X)         0.72         0.00         0.03         0.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         0.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.0													
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $													
Grp Sat Flow(s), veh/h/ln       1616       0       902       0       459       459       502       441       0         Q Serve(g.s), s       19.1       0.0       0.5       0.0       13.2       13.7       15.4       15.3       0.0         Cycle Q Clear(g.c), s       19.1       0.0       0.5       0.0       13.2       13.7       15.4       15.3       0.0         Prop In Lane       0.01       1.00       0.00       0.14       0.05       0.00         Lane Grp Cap(c), veh/h       548       0       306       0       257       324       247       0         V/C Ratio(X)       0.72       0.00       0.03       0.00       0.45       0.46       0.31       0.35       0.00         Avait Cap(c.a), veh/h       548       0       306       0       257       257       324       247       0         Upstream Filter(1)       1.00       1.00       1.00       1.00       1.00       1.00       0.00       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       <	Sat Flow, veh/h		1595										
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Grp Volume(v), veh/h		0					0	115	118			
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Grp Sat Flow(s),veh/h/ln	1616	0					0		459		441	
Prop In Lane         0.01         1.00         0.00         0.14         0.05         0.00           Lane Grp Cap(c), veh/h         548         0         306         0         257         257         324         247         0           V/C Ratio(X)         0.72         0.00         0.03         0.00         0.45         0.46         0.31         0.35         0.00           Avail Cap(c. a), veh/h         548         0         306         0         257         257         324         247         0           HCM Platoon Ratio         1.00         1.00         1.00         1.00         1.00         0.33         0.33         1.00           Upstream Filter(I)         1.00         0.00         1.00         1.00         1.00         1.00         1.00         0.00	Q Serve(g_s), s		0.0					0.0				15.3	0.0
Lane Grp Cap(c), veh/h       548       0       306       0       257       257       324       247       0         V/C Ratio(X)       0.72       0.00       0.03       0.00       0.45       0.46       0.31       0.35       0.00         Avail Cap(c_a), veh/h       548       0       306       0       257       227       324       247       0         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.00       0.00       0.00       0.00       0.00       0.00       1.00       1.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.0<	Cycle Q Clear(g_c), s	19.1	0.0	0.5				0.0	13.2	13.7	15.4	15.3	0.0
V/C Ratio (X)       0.72       0.00       0.03       0.00       0.45       0.46       0.31       0.35       0.00         Avail Cap(c_a), veh/h       548       0       306       0       257       257       324       247       0         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       0.33       0.33       1.00         Upstream Filter(I)       1.00       0.00       1.00       1.00       1.00       1.00       1.00       1.00       0.00       0.00       1.00       1.00       0.00	Prop In Lane	0.01						0.00		0.14	0.05		0.00
Avail Cap(c_a), veh/h       548       0       306       0       257       257       324       247       0         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       0.33       0.33       1.00         Upstream Filter(I)       1.00       0.00       1.00       1.00       1.00       1.00       1.00       0.0       0.0	Lane Grp Cap(c), veh/h	548	0					0	257	257	324	247	0
HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       0.33       0.33       1.00         Upstream Filter(I)       1.00       0.00       1.00       0.00       1.00       1.00       1.00       1.00       0.00         Uniform Delay (d), s/veh       26.0       0.0       19.8       0.0       11.6       11.7       22.4       22.3       0.0         Inct Delay (d2), s/veh       7.9       0.0       0.2       0.0       5.5       5.8       2.5       3.8       0.0         Initial Q Delay(d3), s/veh       0.0 <td< td=""><td>V/C Ratio(X)</td><td></td><td>0.00</td><td></td><td></td><td></td><td></td><td>0.00</td><td></td><td>0.46</td><td></td><td>0.35</td><td>0.00</td></td<>	V/C Ratio(X)		0.00					0.00		0.46		0.35	0.00
Upstream Filter(1)       1.00       0.00       1.00       1.00       1.00       1.00       0.00         Uniform Delay (d), s/veh       26.0       0.0       19.8       0.0       11.6       11.7       22.4       22.3       0.0         Incr Delay (d2), s/veh       7.9       0.0       0.2       0.0       5.5       5.8       2.5       3.8       0.0         Initial Q Delay(d3), s/veh       0.0 </td <td>Avail Cap(c_a), veh/h</td> <td>548</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td>257</td> <td>324</td> <td>247</td> <td>0</td>	Avail Cap(c_a), veh/h	548	0					0		257	324	247	0
Uniform Delay (d), s/veh       26.0       0.0       19.8       0.0       11.6       11.7       22.4       22.3       0.0         Incr Delay (d2), s/veh       7.9       0.0       0.2       0.0       5.5       5.8       2.5       3.8       0.0         Initial Q Delay(d3), s/veh       0.0	HCM Platoon Ratio	1.00	1.00	1.00				1.00		1.00	0.33	0.33	1.00
Incr Delay (d2), s/veh       7.9       0.0       0.2       0.0       5.5       5.8       2.5       3.8       0.0         Initial Q Delay(d3), s/veh       0.0       <	Upstream Filter(I)	1.00	0.00	1.00				0.00		1.00	1.00	1.00	0.00
Initial Q Delay(d3),s/veh       0.0 <t< td=""><td></td><td>26.0</td><td>0.0</td><td></td><td></td><td></td><td></td><td>0.0</td><td></td><td></td><td></td><td>22.3</td><td>0.0</td></t<>		26.0	0.0					0.0				22.3	0.0
%ile BackOfQ(50%),veh/ln       8.4       0.0       0.1       0.0       1.7       1.7       2.3       2.1       0.0         Unsig. Movement Delay, s/veh       33.9       0.0       20.0       0.0       17.1       17.5       24.8       26.2       0.0         LnGrp Delay(d),s/veh       33.9       0.0       20.0       0.0       17.1       17.5       24.8       26.2       0.0         LnGrp LOS       C       A       B       B       C       C       A         Approach Vol, veh/h       401       233       186       33.6       17.3       25.4         Approach LOS       C       B       C       C       France       186       17.3       25.4         Approach LOS       C       B       C       C       C       17.3       25.4         Approach LOS       C       B       C       C       17.3       25.4       17.3         Approach LOS       C       B       C       C       17.3       17.4       17.4       17.4       17.4       17.4       17.4       17.4       17.4       17.4       17.4       17.4       17.4       17.4       17.4       17.4       17.4	Incr Delay (d2), s/veh	7.9	0.0	0.2				0.0	5.5	5.8		3.8	0.0
Unsig. Movement Delay, s/veh         LnGrp Delay(d),s/veh       33.9       0.0       20.0       0.0       17.1       17.5       24.8       26.2       0.0         LnGrp LOS       C       A       C       A       B       B       C       C       A         Approach Vol, veh/h       401       233       186         Approach Delay, s/veh       33.6       17.3       25.4         Approach LOS       C       B       C       C         Timer - Assigned Phs       2       4       6       C       C         Phs Duration (G+Y+Rc), s       55.0       35.0       55.0       C       C       C         Max Green Setting (Gmax), s       50.5       30.5       50.5       Max Q Clear Time (g_c+11), s       15.7       21.1       17.4       Green Ext Time (p_c), s       0.4       0.4       0.3       Intersection Summary         HCM 6th Ctrl Delay       27.1       27.1       27.1       27.1       27.1       27.1	Initial Q Delay(d3),s/veh		0.0					0.0					
LnGrp Delay(d),s/veh         33.9         0.0         20.0         0.0         17.1         17.5         24.8         26.2         0.0           LnGrp LOS         C         A         C         A         B         B         C         C         A           Approach Vol, veh/h         401         233         186         Approach Vol, veh/h         33.6         17.3         25.4           Approach Delay, s/veh         33.6         17.3         25.4         C         C         A           Approach LOS         C         B         C         C         B         C         C           Timer - Assigned Phs         2         4         6         C         C         C         C           Timer - Assigned Phs         2         4         6         C         C         C         C           Timer - Assigned Phs         2         4         6         C         C         C         C           Timer - Assigned Phs         2         4         6         C         C         C         C           Timer - Assigned Phs         2         4.5         4.5         5.0         S         C         C         C         C	%ile BackOfQ(50%),veh/In	8.4	0.0	0.1				0.0	1.7	1.7	2.3	2.1	0.0
LnGrp LOS         C         A         C         A         B         B         C         C         A           Approach Vol, veh/h         401         233         186         17.3         25.4         17.3         17.3         17.3         17.3         17.4	Unsig. Movement Delay, s/veh												
Approach Vol, veh/h         401         233         186           Approach Delay, s/veh         33.6         17.3         25.4           Approach LOS         C         B         C           Timer - Assigned Phs         2         4         6           Phs Duration (G+Y+Rc), s         55.0         35.0         55.0           Change Period (Y+Rc), s         4.5         4.5         4.5           Max Green Setting (Gmax), s         50.5         30.5         50.5           Max Q Clear Time (g_c+I1), s         15.7         21.1         17.4           Green Ext Time (p_c), s         0.4         0.3         0.3           Intersection Summary         27.1         27.1         17.4	LnGrp Delay(d),s/veh		0.0					0.0				26.2	0.0
Approach Delay, s/veh       33.6       17.3       25.4         Approach LOS       C       B       C         Timer - Assigned Phs       2       4       6       C         Timer - Assigned Phs       2       4       6       C         Phs Duration (G+Y+Rc), s       55.0       35.0       55.0       C         Change Period (Y+Rc), s       4.5       4.5       4.5       4.5         Max Green Setting (Gmax), s       50.5       30.5       50.5       Max Q Clear Time (g_c+I1), s       15.7       21.1       17.4         Green Ext Time (p_c), s       0.4       0.4       0.3       Intersection Summary       Yes       Yes         HCM 6th Ctrl Delay       27.1       27.1       Yes       Yes       Yes       Yes       Yes	LnGrp LOS	С	Α	С				Α	В	В	С	С	<u> </u>
Approach LOS       C       B       C         Timer - Assigned Phs       2       4       6         Phs Duration (G+Y+Rc), s       55.0       35.0       55.0         Change Period (Y+Rc), s       4.5       4.5       4.5         Max Green Setting (Gmax), s       50.5       30.5       50.5         Max Q Clear Time (g_c+I1), s       15.7       21.1       17.4         Green Ext Time (p_c), s       0.4       0.4       0.3         Intersection Summary       27.1       27.1       14	Approach Vol, veh/h		401						233			186	
Timer - Assigned Phs         2         4         6           Phs Duration (G+Y+Rc), s         55.0         35.0         55.0           Change Period (Y+Rc), s         4.5         4.5         4.5           Max Green Setting (Gmax), s         50.5         30.5         50.5           Max Q Clear Time (g_c+11), s         15.7         21.1         17.4           Green Ext Time (p_c), s         0.4         0.4         0.3           Intersection Summary         27.1         27.1	Approach Delay, s/veh		33.6						17.3			25.4	
Phs Duration (G+Y+Rc), s       55.0       35.0       55.0         Change Period (Y+Rc), s       4.5       4.5       4.5         Max Green Setting (Gmax), s       50.5       30.5       50.5         Max Q Clear Time (g_c+I1), s       15.7       21.1       17.4         Green Ext Time (p_c), s       0.4       0.4       0.3         Intersection Summary       27.1       14.5       14.5	Approach LOS		С						В			С	
Change Period (Y+Rc), s       4.5       4.5         Max Green Setting (Gmax), s       50.5       30.5       50.5         Max Q Clear Time (g_c+11), s       15.7       21.1       17.4         Green Ext Time (p_c), s       0.4       0.4       0.3         Intersection Summary       27.1       27.1	Timer - Assigned Phs		2		4		6						
Max Green Setting (Gmax), s         50.5         30.5         50.5           Max Q Clear Time (g_c+l1), s         15.7         21.1         17.4           Green Ext Time (p_c), s         0.4         0.4         0.3           Intersection Summary         27.1         17.4	Phs Duration (G+Y+Rc), s		55.0		35.0		55.0						
Max Q Clear Time (g_c+l1), s         15.7         21.1         17.4           Green Ext Time (p_c), s         0.4         0.4         0.3           Intersection Summary         27.1	Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Q Clear Time (g_c+l1), s         15.7         21.1         17.4           Green Ext Time (p_c), s         0.4         0.4         0.3           Intersection Summary         27.1	Max Green Setting (Gmax), s		50.5		30.5		50.5						
Green Ext Time (p_c), s     0.4     0.3       Intersection Summary     27.1			15.7		21.1		17.4						
HCM 6th Ctrl Delay 27.1			0.4		0.4		0.3						
HCM 6th Ctrl Delay 27.1	Intersection Summary												
				27.1									
	HCM 6th LOS			C									

### Lanes, Volumes, Timings 5: Alley & Pine St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					\$			ŧ			f,	
Traffic Volume (vph)	0	0	0	5	255	9	0	0	0	0	1	33
Future Volume (vph)	0	0	0	5	255	9	0	0	0	0	1	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		170			159			441			240	
Travel Time (s)		4.6			4.3			12.0			6.5	
Confl. Peds. (#/hr)				649		698						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: C	BD											

Control Type: Unsignalized

### 5: Alley & Pine St Performance by movement

Movement	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1	0.1	0.2
Total Del/Veh (s)	16.8	11.6	11.6	0.5	26.3	29.6	13.8

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		é.	1					f)			é.	
Traffic Volume (vph)	1	346	0	0	0	0	0	0	0	6	0	0
Future Volume (vph)	1	346	0	0	0	0	0	0	0	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		168			144			398			441	
Travel Time (s)		4.6			3.9			10.9			12.0	
Confl. Peds. (#/hr)	888		484						15	15		
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
Heavy Vehicles (%)	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: C	BD											

Control Type: Unsignalized

### 6: Alley & Pike St Performance by movement

Movement	EBL EBT	SBL	All
Denied Del/Veh (s)	0.0 0.0	0.0	0.0
Total Del/Veh (s)	6.7 7.0	36.0	7.6

2023 With Project

# Lanes, Volumes, Timings 1: 2nd Ave & Pine St

01/28/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स						<b>^</b>	7
Traffic Volume (vph)	0	0	0	201	135	0	0	0	0	0	1412	23
Future Volume (vph)	0	0	0	201	135	0	0	0	0	0	1412	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	1351	0	0	0	0	0	3065	1275
Flt Permitted					0.971							
Satd. Flow (perm)	0	0	0	0	1249	0	0	0	0	0	3065	1275
Right Turn on Red			Yes	No		No			Yes			Yes
Satd. Flow (RTOR)												97
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		366			170			441			347	
Travel Time (s)		10.0			4.6			12.0			9.5	
Confl. Peds. (#/hr)				119								181
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
Heavy Vehicles (%)	0%	0%	0%	35%	5%	0%	0%	0%	0%	0%	6%	14%
Shared Lane Traffic (%)	• • •		- / -							- / -		
Lane Group Flow (vph)	0	0	0	0	350	0	0	0	0	0	1471	24
Turn Type	•	•	· ·	Perm	NA	•	•	•	· ·	· ·	NA	custom
Protected Phases					4						2	5
Permitted Phases				4	•						_	Ū
Minimum Split (s)				11.5	11.5						16.5	9.5
Total Split (s)				30.0	30.0						57.0	15.0
Total Split (%)				33.3%	33.3%						63.3%	16.7%
Yellow Time (s)				3.5	3.5						3.5	3.5
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					4.5						4.5	4.5
Lead/Lag				Lag	Lag							Lag
Lead-Lag Optimize?				Yes	Yes							Yes
Act Effct Green (s)				100	25.5						52.5	10.5
Actuated g/C Ratio					0.28						0.58	0.12
v/c Ratio					0.99						0.82	0.12
Control Delay					81.8						20.0	0.9
Queue Delay					0.0						1.0	0.0
Total Delay					81.8						21.0	0.9
LOS					F						C	A
Approach Delay					81.8						20.7	
Approach LOS					F						C	
Intersection Summary												
Area Type: (	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 63 (70%), Referenced	d to phase	2:SBT an	d 6:Ped.	Start of 1	1st Green							
Natural Cycle: 80												
Control Type: Pretimed												

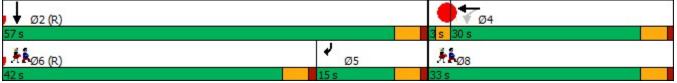
Synchro 10 Report

Lane Group	Ø3	Ø6	Ø8
LaneConfigurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	3	6	8
Protected Phases Permitted Phases	3	0	0
	3.0	16.5	24.5
Minimum Split (s)	3.0 3.0	42.0	24.5 33.0
Total Split (s)	3.0 3%		
Total Split (%)		47%	37%
Yellow Time (s)	2.0	3.5	3.5
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			
intersection Summary			

### Lanes, Volumes, Timings 1: 2nd Ave & Pine St

Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 32.3	Intersection LOS: C
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

#### Splits and Phases: 1: 2nd Ave & Pine St



# Lanes, Volumes, Timings 2: 3rd Ave & Pine St

	٠	→	1	4	Ļ	•	1	t	1	1	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स	7		4th			<b>†</b> 1>	
Traffic Volume (vph)	0	0	0	4	219	10	1	148	0	0	177	6
Future Volume (vph)	0	0	0	4	219	10	1	148	0	0	177	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		80	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		159			648			440			349	
Travel Time (s)		4.3			17.7			12.0			9.5	
Confl. Peds. (#/hr)				489		802	432					432
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	25%	24%	20%	100%	94%	0%	0%	89%	0%
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Minimum Split (s)				23.5	23.5	23.5	19.5	19.5			19.5	
Total Split (s)				35.0	35.0	35.0	55.0	55.0			55.0	
Total Split (%)				38.9%	38.9%	38.9%	61.1%	61.1%			61.1%	
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0		0.0			0.0	
Total Lost Time (s)					4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type: C	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 25 (28%), Referenced	d to phase	2:NBTL a	and 6:SB	T, Start o	f 1st Gree	en						
Natural Cycle: 45												
Control Type: Pretimed												
Splits and Phases: 2: 3rd /		0										
$\Delta D = \Delta D $		গস										

55 s	
Ø6 (R)	<b>◆</b> Ø8
55 s	35 s

# HCM 6th Signalized Intersection Summary 2: 3rd Ave & Pine St

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ŧ	1		-۠			<b>†</b> î»	
Traffic Volume (veh/h)	0	0	0	4	219	10	1	148	0	0	177	6
Future Volume (veh/h)	0	0	0	4	219	10	1	148	0	0	177	6
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.71	0.96		1.00	1.00		0.80
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				1443	1390	1443	456	456	0	0	523	523
Adj Flow Rate, veh/h				4	246	11	1	166	0	0	199	7
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				20	24	20	94	94	0	0	89	89
Cap, veh/h				8	463	294	41	477	0	0	544	19
Arrive On Green				0.34	0.34	0.34	0.19	0.19	0.00	0.00	0.56	0.56
Sat Flow, veh/h				22	1367	867	1	870	0	0	996	34
Grp Volume(v), veh/h				250	0	11	90	77	0	0	101	105
Grp Sat Flow(s),veh/h/ln				1389	0	867	456	394	0	0	497	507
Q Serve(g_s), s				13.1	0.0	0.8	0.0	15.4	0.0	0.0	10.1	10.3
Cycle Q Clear(g_c), s				13.1	0.0	0.8	15.4	15.4	0.0	0.0	10.1	10.3
Prop In Lane				0.02		1.00	0.01		0.00	0.00		0.07
Lane Grp Cap(c), veh/h				471	0	294	296	221	0	0	279	285
V/C Ratio(X)				0.53	0.00	0.04	0.30	0.35	0.00	0.00	0.36	0.37
Avail Cap(c_a), veh/h				471	0	294	296	221	0	0	279	285
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				24.0	0.0	19.9	22.4	22.4	0.0	0.0	10.9	10.9
Incr Delay (d2), s/veh				4.2	0.0	0.2	2.6	4.3	0.0	0.0	3.6	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In				4.8	0.0	0.2	2.1	1.9	0.0	0.0	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.2	0.0	20.2	25.0	26.7	0.0	0.0	14.5	14.6
LnGrp LOS				С	Α	С	С	С	Α	А	В	B
Approach Vol, veh/h					261			167			206	
Approach Delay, s/veh					27.9			25.8			14.5	
Approach LOS					С			С			В	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		55.0				55.0		35.0				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		50.5				50.5		30.5				
Max Q Clear Time (g_c+I1), s		17.4				12.3		15.1				
Green Ext Time (p_c), s		0.3				0.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			С									

### Lanes, Volumes, Timings 4: 3rd Ave & Pike St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<del>د</del>	1					<b>†</b> ]			412	
Traffic Volume (vph)	1	320	7	0	0	0	0	146	28	2	196	0
Future Volume (vph)	1	320	7	0	0	0	0	146	28	2	196	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		144			718			486			440	
Travel Time (s)		3.9			19.6			13.3			12.0	
Confl. Peds. (#/hr)	404		656						662	662		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	13%	0%	0%	0%	0%	0%	96%	15%	50%	82%	0%
Bus Blockages (#/hr)	0	14	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Minimum Split (s)	21.5	21.5	21.5					18.5		18.5	18.5	
Total Split (s)	30.0	30.0	30.0					60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%	33.3%					66.7%		66.7%	66.7%	
Yellow Time (s)	3.5	3.5	3.5					3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.5	4.5					4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 81 (90%), Reference	ed to phase	e 2:NBT a	nd 6:SBTI	., Start of	1st Gree	n						
Natural Cycle: 40												
Control Type: Pretimed												
Splits and Phases: 4: 3rd	d Ave & Pik	e St										
Ø2 (R)								404				25
60 -												

Ø6 (R)

# Lanes, Volumes, Timings 3: 2nd Ave & Pike St

01/28/2020

Lane Group         EBL         EBT         EBR         WBL         WBT         WBT         NBT         NBT         NBR         SBL         SBT           Lane Configurations		٨	+	1	4	ţ	*	•	Ť	1	*	ţ	~
Traffic Volume (vph)       0       166       48       0       0       0       0       0       216       1383         Future Volume (vph)       1900 <th>Lane Group</th> <th>EBL</th> <th>EBT</th> <th>EBR</th> <th>WBL</th> <th>WBT</th> <th>WBR</th> <th>NBL</th> <th>NBT</th> <th>NBR</th> <th>SBL</th> <th>SBT</th> <th>SBR</th>	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)       0       166       48       0       0       0       0       0       216       1383         Future Volume (vph)       1900 <td>Lane Configurations</td> <td></td> <td>î,</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>5</td> <td>**</td> <td></td>	Lane Configurations		î,								5	**	
Future Volume (vph)         0         166         48         0         0         0         0         0         2.16         1333           ideal Flow (vphpl)         1900		0		48	0	0	0	0	0	0			0
ideal Flow (phpl)         1900         100         100         100		0				0				0			0
Satel, Flow (perm)       0       1434       0       0       0       0       0       0       1400       2647         FI Permitted       No       Yes       No       No       No       No       No         Satel, Flow (perm)       0       1434       0       0       0       0       0       0       1400       2647         Right Turn on Red       No       Yes       No       No       No       No       No         Satel, Flow (perm)       25       26       25       26       26       26       26       26       26       26       26       26       20       1411       10       0       0       0       0       0       0       0       0       0       0       0       20       1411       11       110	( , , ,							1900					1900
Fit Permitted       0       1434       0       0       0       0       1400       2647         Stde, Flow (perm)       0       1434       0       0       0       0       1400       2647         Stde, Flow (RTOR)       Ves       No       Ves       No       No         Link Speed (mph)       25       25       25       25       25         Link Distance (th)       393       168       365       4411         Travel Time (s)       10.7       4.6       10.0       12.0         Confl. Peds, (#hr)       455       -       -       12.0         Peak Hour Factor       0.98       0.9													0
Satal. Flow (perm)       0       1434       0       0       0       0       0       0       1400       2647         Right Turn on Red       No       Yes       No       No<													
Right Turn on Red         No         Yes         No         No           Satd. Flow (RTOR)         25         25         25         25         25           Link Speed (mph)         25         25         25         25         25           Link Distance (ft)         393         168         365         441           Travel Time (s)         10.7         4.6         10.0         12.0           Confl. Peds, (#hr)         455		0	1434	0	0	0	0	0	0	0		2647	0
Said. Flow (RTOR)       25       25       25       25       25         Link Distance (ft)       393       168       365       4411         Travel Time (s)       10.7       4.6       10.0       12.0         Confi. Peds. (#hr)       0       455       98       0.98 </td <td></td> <td></td> <td></td> <td>No</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>No</td>				No									No
Link Speed (mph)         25         26         210           Conf. Peds. (#hr)         0         0.7         4.6         10.0         12.0         0         0.98													
Link Distance (ft)         393         168         365         441           Travel Time (s)         10.7         4.6         10.0         12.0           Confl. Peds. (#hr)         455         945         26         946         945         945         26         946         945         945         945         945         945         945         945         945         945         945         945         945         945         945         1041         944         944         945         945         1045         945         1045         945         1045         1045         1045         1045         1045         1045         1045         1045         1045         1045         1045         1045         1045         1045			25			25			25			25	
Travel Time (s)       10.7       4.6       10.0       12.0         Confl. Peds. (#/hr)       455													
Confi. Peds. (#hr)         455           Peak Hour Factor         0.98         0.80         0.80         0.80         0.80 <td< td=""><td>( )</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	( )												
Peak Hour Factor         0.98 <th0.98< th="">         0.98         0.98</th0.98<>				455		-							
Heavy Vehicles (%)       0%       5%       10%       0%		0.98	0.98		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Bus Blockages (#hr)         0         0         14         0													0%
Shared Lane Traffic (%)         Lane Group Flow (vph)       0       218       0       0       0       0       0       20       1411         Turn Type       NA       Prot       NA         Protected Phases       4       5       2 6         Permitted Phases        5       2 6         Switch Phase       4       5       2 6         Switch Phase        5.0       5         Minimun Initial (s)       7.0       5.0       5         Minimun Initial (s)       7.0       5.0       5         Total Split (s)       30.0       27.8%       Yellow Time (s)       3.5         All-Red Time (s)       1.0       1.0       1.0       1.0         Lost Time Adjust (s)       0.0       0.0       1.0       1.0         Lead/Lag       Lag       Lag       Lead/Lag       Lead/Lag       1.0         Lead/Lag Optimize?       Yes       Yes       S5.5       55.5       55.5         Act Effic Green (s)       25.5       20.5       55.5       55.5         Act Effic Green (s)       0.64       0.0       1.6       10.0       1.6         Cotal Delay       33.6 <td></td> <td>0</td>													0
Lane Group Flow (vph)         0         218         0         0         0         0         220         1411           Turn Type         NA         Prot         NA         Prot         NA           Protected Phases         4         5         2.6         2.6           Detector Phase         4         5         2.6           Minimum Initial (s)         7.0         5.0         3.5           Minimum Split (s)         24.5         9.5         5           Total Split (%)         33.3%         27.8%         27.8%           Yellow Time (s)         3.5         3.5         3.5           All-Red Time (s)         1.0         1.0         1.0           Lost Time Adjust (s)         0.0         0.0         0.0           Total Lost Time (s)         4.5         4.5         4.5           Lead-Lag Optimize?         Yes         Yes         Yes           Recall Mode         Max         None         0.63         0.62           Act Effor Green (s)         25.5         20.5         55.5         5.5           Act and Q/C Ratio         0.28         0.62         0.62         0.62           Control Delay         33.6													
Turn Type         NA         Prot         NA           Protected Phases         4         5         2.6           Permitted Phases         5         2.6           Switch Phase         4         5         2.6           Minimum Initial (s)         7.0         5.0	( )	0	218	0	0	0	0	0	0	0	220	1411	0
Protected Phases         4         5         2.6           Permitted Phases         0         5         2.6           Switch Phase         0         5.0         2.6           Minimum Initial (s)         7.0         5.0         0           Minimum Initial (s)         7.0         9.5         5           Total Split (s)         30.0         25.0         7.8%           Yellow Time (s)         3.5         3.5         3.5           All-Red Time (s)         1.0         1.0         1.0           Lost Time Adjust (s)         0.0         0.0         1.0           Load/Lag         Lag         Lag         Lead-Lag           Lead-Lag Optimize?         Yes         Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5         5           Act Effct Green (s)         33.1         31.5         12.4         10.7           Queue Delay											Prot		
Permitted Phases         4         5         2 6           Switch Phase         7.0         5.0           Minimum Initial (s)         7.0         5.0           Minimum Split (s)         24.5         9.5           Total Split (s)         30.0         25.0           Total Split (s)         33.3%         27.8%           Yellow Time (s)         3.5         3.5           All-Red Time (s)         1.0         1.0           Lost Time Adjust (s)         0.0         0.0           Total Split (s)         4.5         4.5           Lead/Lag         Lag         Lead-Lag           Lead-Lag Optimize?         Yes           Recall Mode         Max         None           Act Effict Green (s)         2.5.5         20.5         55.5           Actuate g/C Ratio         0.54         0.69         0.86           Control Delay         33.1         31.5         10.7           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         B         B         Mproach LOS         C           Approach LOS         C         B													
Switch Phase         5.0           Minimum Initial (s)         7.0         5.0           Minimum Split (s)         24.5         9.5           Total Split (s)         30.0         25.0           Total Split (%)         33.3%         27.8%           Yellow Time (s)         3.5         3.5           All-Red Time (s)         1.0         1.0           Lost Time Adjust (s)         0.0         0.0           Total Lost Time (s)         4.5         4.5           Lead/Lag         Lag         Lag           Lead-Lag Optimize?         Yes           Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5           Actuated g/C Ratio         0.23         0.62         v/c Ratio         0.69         0.86           Control Delay         33.1         31.5         10.7         Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4         LOS         C         B           Approach LOS         C         C         B         B         Intersection Summary         14.9           Area Type:         CBD         CDD	Permitted Phases												
Switch Phase         5.0           Minimum Initial (s)         7.0         5.0           Minimum Split (s)         24.5         9.5           Total Split (s)         30.0         25.0           Total Split (%)         33.3%         27.8%           Yellow Time (s)         3.5         3.5           All-Red Time (s)         1.0         1.0           Lost Time Adjust (s)         0.0         0.0           Total Lost Time (s)         4.5         4.5           Lead/Lag         Lag         Lead-Lag Optimize?           Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5           Actuated g/C Ratio         0.23         0.62         0.69         0.86           Control Delay         33.1         31.5         10.7         Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4         LOS         C         B           Approach LOS         C         C         B         B         Approach LOS         C         B	Detector Phase		4								5	26	
Minimum Split (s)         24.5         9.5           Total Split (s)         30.0         25.0           Total Split (s)         33.3%         27.8%           Yellow Time (s)         3.5         3.5           All-Red Time (s)         1.0         1.0           Lost Time Adjust (s)         0.0         0.0           Total Lost Time (s)         4.5         4.5           Lead/Lag         Lag         Lag           Lead-Lag Optimize?         Yes         Recall Mode           Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5           Actuated g/C Ratio         0.28         0.23         0.62           v/c Ratio         0.54         0.0         1.0           Control Delay         33.1         31.5         10.7           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         B         B         Approach Delay         33.6         31.5         12.4           LOS         C         B         B         B         B         B           Intersection Summary													
Minimum Split (s)         24.5         9.5           Total Split (s)         30.0         25.0           Total Split (s)         33.3%         27.8%           Yellow Time (s)         3.5         3.5           All-Red Time (s)         1.0         1.0           Lost Time Adjust (s)         0.0         0.0           Total Lost Time (s)         4.5         4.5           Lead/Lag         Lag         Lead           Lead-Lag Optimize?         Yes         Recall Mode           Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5           Actuated g/C Ratio         0.28         0.23         0.62           v/c Ratio         0.54         0.0         1.0           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         10.7           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         B         B         Approach LOS         C         B           Intersection Summary         CBD         CBD         C	Minimum Initial (s)		7.0								5.0		
Total Split (s)         30.0         25.0           Total Split (%)         33.3%         27.8%           Yellow Time (s)         3.5         3.5           All-Red Time (s)         1.0         1.0           Lost Time Adjust (s)         0.0         0.0           Total Lost Time (s)         4.5         4.5           Lead/Lag         Lag         Lag           Lead/Lag Optimize?         Yes         Recall Mode           Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5           Actuated g/C Ratio         0.28         0.23         0.62           v/c Ratio         0.54         0.69         0.86           Control Delay         33.1         31.5         10.7           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         B         B           Approach Delay         33.6         B         B           Intersection Summary         Area Type:         CBD         C           Cycle Length: 90         U         U         U         U			24.5								9.5		
Total Split (%)         33.3%         27.8%           Yellow Time (s)         3.5         3.5           All-Red Time (s)         1.0         1.0           Lost Time Adjust (s)         0.0         0.0           Total Lost Time (s)         4.5         4.5           Lead/Lag         Lag         Lag           Lead-Lag Optimize?         Yes         Yes           Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5           Actuated g/C Ratio         0.28         0.23         0.62           v/c Ratio         0.54         0.69         0.86           Control Delay         33.1         31.5         10.7           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         B         B         B           Intersection Summary         A         B         B           Intersection Summary         CBD         Cycle Length: 90         C			30.0								25.0		
Yellow Time (s)       3.5       3.5         All-Red Time (s)       1.0       1.0         Lost Time Adjust (s)       0.0       0.0         Total Lost Time (s)       4.5       4.5         Lead/Lag       Lag       Lag         Lead-Lag Optimize?       Yes       Recall Mode         Recall Mode       Max       None         Act Effct Green (s)       25.5       20.5       55.5         Actuated g/C Ratio       0.28       0.23       0.62         v/c Ratio       0.54       0.09       0.86         Control Delay       33.1       31.5       10.7         Queue Delay       0.6       0.0       1.6         Total Delay       33.6       31.5       12.4         LOS       C       B       Approach Delay       33.6       14.9         Approach LOS       C       B       B       Intersection Summary       B         Intersection Summary       CBD       Cycle Length: 90       50       C       C													
All-Red Time (s)       1.0         Lost Time Adjust (s)       0.0         Total Lost Time (s)       4.5         Lead/Lag       Lag         Lead-Lag Optimize?       Yes         Recall Mode       Max       None         Act Effct Green (s)       25.5       20.5       55.5         Actuated g/C Ratio       0.28       0.23       0.62         v/c Ratio       0.54       0.0       1.0         Control Delay       33.1       31.5       10.7         Queue Delay       0.6       0.0       1.6         Total Delay       33.6       31.5       12.4         LOS       C       C       B         Approach Delay       33.6       14.9         Approach LOS       C       B         Intersection Summary       CBD       Cycle Length: 90													
Lost Time Adjust (s)         0.0           Total Lost Time (s)         4.5           Lead/Lag         Lag           Lead-Lag Optimize?         Yes           Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5           Actuated g/C Ratio         0.28         0.23         0.62           v/c Ratio         0.54         0.69         0.86           Control Delay         33.1         31.5         10.7           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         B         Approach LOS         C         B           Intersection Summary         Area Type:         CBD         C         C         B			1.0								1.0		
Total Lost Time (s)       4.5         Lead/Lag       Lag         Lead-Lag Optimize?       Yes         Recall Mode       Max       None         Act Effct Green (s)       25.5       20.5       55.5         Actuated g/C Ratio       0.28       0.23       0.62         v/c Ratio       0.54       0.69       0.86         Control Delay       33.1       31.5       10.7         Queue Delay       0.6       0.0       1.6         Total Delay       33.6       31.5       12.4         LOS       C       B       Approach LOS       C         Intersection Summary       C       B       B         Intersection Summary       CBD       Cycle Length: 90       50			0.0								0.0		
Lead/Lag         Lag           Lead-Lag Optimize?         Yes           Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5           Actuated g/C Ratio         0.28         0.23         0.62           v/c Ratio         0.54         0.69         0.86           Control Delay         33.1         31.5         10.7           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         C         B           Approach Delay         33.6         14.9           Approach LOS         C         B           Intersection Summary         Area Type:         CBD           Cycle Length: 90         V         C         C			4.5								4.5		
Lead-Lag Optimize?         Yes           Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5           Actuated g/C Ratio         0.28         0.23         0.62           v/c Ratio         0.54         0.69         0.86           Control Delay         33.1         31.5         10.7           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         C         B           Approach Delay         33.6         14.9           Approach LOS         C         B           Intersection Summary         CBD         C           Cycle Length: 90         V         C         C	( )										Lag		
Recall Mode         Max         None           Act Effct Green (s)         25.5         20.5         55.5           Actuated g/C Ratio         0.28         0.23         0.62           v/c Ratio         0.54         0.69         0.86           Control Delay         33.1         31.5         10.7           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         C         B           Approach Delay         33.6         14.9           Approach LOS         C         B           Intersection Summary         CBD         B           Cycle Length: 90         V         CBD         V	•												
Actuated g/C Ratio       0.28       0.23       0.62         v/c Ratio       0.54       0.69       0.86         Control Delay       33.1       31.5       10.7         Queue Delay       0.6       0.0       1.6         Total Delay       33.6       31.5       12.4         LOS       C       C       B         Approach Delay       33.6       14.9         Approach LOS       C       B         Intersection Summary       CBD       CBD         Cycle Length: 90       C       CBD			Max								None		
Actuated g/C Ratio       0.28       0.23       0.62         v/c Ratio       0.54       0.69       0.86         Control Delay       33.1       31.5       10.7         Queue Delay       0.6       0.0       1.6         Total Delay       33.6       31.5       12.4         LOS       C       C       B         Approach Delay       33.6       14.9         Approach LOS       C       B         Intersection Summary       CBD       C         Cycle Length: 90												55.5	
v/c Ratio         0.54         0.69         0.86           Control Delay         33.1         31.5         10.7           Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         C         B           Approach Delay         33.6         14.9           Approach LOS         C         B           Intersection Summary         CBD         C           Cycle Length: 90         C         C			0.28								0.23	0.62	
Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         C         B           Approach Delay         33.6         14.9           Approach LOS         C         B           Intersection Summary         CBD         C           Cycle Length: 90			0.54								0.69	0.86	
Queue Delay         0.6         0.0         1.6           Total Delay         33.6         31.5         12.4           LOS         C         C         B           Approach Delay         33.6         14.9           Approach LOS         C         B           Intersection Summary         Z         Z           Area Type:         CBD         C           Cycle Length: 90         C         C	Control Delay		33.1								31.5	10.7	
Total Delay33.631.512.4LOSCCBApproach Delay33.614.9Approach LOSCBIntersection SummaryArea Type:CBDCycle Length: 90CBD			0.6								0.0	1.6	
Approach Delay33.614.9Approach LOSCBIntersection SummaryArea Type:CBDCycle Length: 90C			33.6								31.5	12.4	
Approach LOS     C     B       Intersection Summary     Area Type:     CBD       Cycle Length: 90     CBD     CBD	LOS		С								С	В	
Approach LOSCBIntersection SummaryArea Type:CBDCycle Length: 90CBDCBD	Approach Delay		33.6									14.9	
Area Type: CBD Cycle Length: 90	Approach LOS		С									В	
Cycle Length: 90	Intersection Summary												
		CBD											
Actuated Cycle Length: 90													
Offset: 75 (83%), Referenced to phase 2:SBT and 6:SBT, Start of 1st Green	Offset: 75 (83%), Reference	ed to phase	2:SBT ar	id 6:SBT,	Start of 1	lst Green							

Synchro 10 Report

Lane Configurations Traffic Volume (vph) Future Volume (vph) Ideal Flow (vphpl) Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 Yellow Time (s) Total Split (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max C-Max C-Max Catente Control Delay Queue Delay Total Delay LOS Intersection Summary Intersection Intersection Summary Intersection Inters	Lane Group	Ø2	Ø6
Future Volume (vph)Ideal Flow (vphpl)Satd. Flow (prot)Flt PermittedSatd. Flow (perm)Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseSwitch PhaseMinimum Initial (s)7.0Total Split (s)16.516.5Total Split (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLosApproach DelayApproach DelayApproach LOS	Lane Configurations		
Ideal Flow (vphpl) Satd. Flow (prot) Flt Permitted Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (s) Total Lost Time (s) Lead/Lag LoS Approach Delay Approach LoS			
Satd. Flow (prot)Fit PermittedSatd. Flow (perm)Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Total Split (s)16.516.5Total Split (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLost Time (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach DelayApproach LOS	Future Volume (vph)		
Satd. Flow (prot)Fit PermittedSatd. Flow (perm)Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Total Split (s)16.516.5Total Split (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLead/LagLost Time (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach DelayApproach LOS	Ideal Flow (vphpl)		
Satd. Flow (perm) Right Turn on Red Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) Lane (s) Lane (s) Lead/Lag Lead/La	Satd. Flow (prot)		
Right Turn on RedSatd. Flow (RTOR)Link Speed (mph)Link Distance (ft)Travel Time (s)Confl. Peds. (#/hr)Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Minimum Split (s)16.5Total Split (%)67%39%Yellow Time (s)1.0Lost Time Adjust (s)Total Lost Time (s)Lead-Lag Optimize?YesRecall ModeC-MaxC-MaxActuated g/C Ratiov/c RatioControl DelayQueue DelayLOSApproach DelayApproach DelayApproach LOS	Flt Permitted		
Satd. Flow (RTOR) Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Los Time (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Satd. Flow (perm)		
Link Speed (mph) Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead Lead/Lag Centio V/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Right Turn on Red		
Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lost Time (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Satd. Flow (RTOR)		
Link Distance (ft) Travel Time (s) Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) 16.5 Total Split (s) 16.5 Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lost Time (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Link Speed (mph)		
Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
Confl. Peds. (#/hr) Peak Hour Factor Heavy Vehicles (%) Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Total Split (s) Total Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Travel Time (s)		
Peak Hour FactorHeavy Vehicles (%)Bus Blockages (#/hr)Shared Lane Traffic (%)Lane Group Flow (vph)Turn TypeProtected PhasesPermitted PhasesDetector PhaseSwitch PhaseMinimum Initial (s)7.0Minimum Split (s)16.516.5Total Split (s)60.035.0Total Split (%)67%39%Yellow Time (s)1.0Lost Time Adjust (s)Total Lost Time (s)Lead/LagLead/LagLead/LagLead/Lag Optimize?YesRecall ModeC-MaxC-MaxAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayLOSApproach DelayApproach LOS			
Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) 16.5 Total Split (s) 16.5 Total Split (s) 10 1.0 Lost Time (s) Lead/Lag Lost Time (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
Bus Blockages (#/hr) Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Switch Phase Minimum Initial (s) 7.0 Minimum Split (s) 16.5 Total Split (s) 16.5 Total Split (s) 10 1.0 Lost Time (s) Lead/Lag Lost Time (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Heavy Vehicles (%)		
Shared Lane Traffic (%) Lane Group Flow (vph) Turn Type Protected Phases 2 6 Permitted Phases Detector Phase Switch Phase Minimum Initial (s) 7.0 7.0 Minimum Split (s) 16.5 16.5 Total Split (s) 60.0 35.0 Total Split (%) 67% 39% Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead/Lag Lead Lead/Lag Vess Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
Lane Group Flow (vph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (s) Yellow Time (s) All-Red Time (s) Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag Lead/Lag C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
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Switch Phase Minimum Initial (s) 7.0 7.0 Minimum Split (s) 16.5 16.5 Total Split (s) 60.0 35.0 Total Split (%) 67% 39% Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Detector Phase		
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Total Split (s)60.035.0Total Split (%)67%39%Yellow Time (s)3.53.5All-Red Time (s)1.01.0Lost Time Adjust (s)1.01.0Total Lost Time (s)LeadLead/LagLeadLead/Lag Optimize?YesRecall ModeC-MaxActuated g/C RatioV/c Ratiov/c RatioV/c RatioControl DelayUeue DelayTotal DelayLOSApproach DelayApproach LOS		16.5	16.5
Total Split (%)67%39%Yellow Time (s)3.53.5All-Red Time (s)1.01.0Lost Time Adjust (s)Total Lost Time (s)Lead/LagLead/LagLeadLeadLead-Lag Optimize?YesRecall ModeC-MaxC-MaxAct Effct Green (s)Actuated g/C RatioV/c RatioV/c RatioControl DelayUeue DelayQueue DelayTotal DelayLOSApproach DelayApproach LOSImage: Control Delay			
Yellow Time (s) 3.5 3.5 All-Red Time (s) 1.0 1.0 Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead Lead-Lag Optimize? Yes Recall Mode C-Max C-Max Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
All-Red Time (s)1.01.0Lost Time Adjust (s)Total Lost Time (s)LeadLead/LagLeadLeadLead-Lag Optimize?YesRecall ModeC-MaxC-MaxAct Effet Green (s)C-MaxActuated g/C RatioV/c RatioV/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOSLOS			
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Total Lost Time (s)Lead/LagLeadLead-Lag Optimize?YesRecall ModeC-MaxAct Effct Green (s)C-MaxActuated g/C RatioV/c Ratiov/c RatioV/c RatioControl DelayUQueue DelayTotal DelayLOSApproach DelayApproach LOSV			-
Lead/LagLeadLead-Lag Optimize?YesRecall ModeC-MaxAct Effct Green (s)C-MaxActuated g/C RatioV/Cv/c RatioV/CControl DelayV/CQueue DelayV/CTotal DelayV/CLOSApproach DelayApproach LOSV/C			
Lead-Lag Optimize?YesRecall ModeC-MaxAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS			Lead
Recall ModeC-MaxC-MaxAct Effct Green (s)Actuated g/C Ratiov/c RatioControl DelayQueue DelayTotal DelayLOSApproach DelayApproach LOS			
Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS		C-Max	
Actuated g/C Ratio v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	Act Effct Green (s)		
v/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS			
Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS	e e e e e e e e e e e e e e e e e e e		
Queue Delay Total Delay LOS Approach Delay Approach LOS			
Total Delay LOS Approach Delay Approach LOS			
LOS Approach Delay Approach LOS			
Approach Delay Approach LOS			
Approach LOS			
Intersection Summary			
	Intersection Summary		

### Lanes, Volumes, Timings 3: 2nd Ave & Pike St

Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.86		
Intersection Signal Delay: 17.1	Intersection LOS: B	
Intersection Capacity Utilization 71.1%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 3: 2nd Ave & Pike St

🗸 🗸 Ø2 (R)		<b>→</b> Ø4
60 s		30 s
Ø6 (R)	05	
35 s	25 s	

# HCM 6th Signalized Intersection Summary 4: 3rd Ave & Pike St

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1					<b>≜</b> †≽			4 <b>†</b>	
Traffic Volume (veh/h)	1	320	7	0	0	0	0	146	28	2	196	0
Future Volume (veh/h)	1	320	7	0	0	0	0	146	28	2	196	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.70				1.00		0.88	0.99		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	1710	1537	1710				0	430	430	616	616	0
Adj Flow Rate, veh/h	1	352	8				0	160	31	2	215	0
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	13	0				0	96	96	82	82	0
Cap, veh/h	1	434	288				0	413	77	42	706	0
Arrive On Green	0.28	0.28	0.28				0.00	0.62	0.62	1.00	1.00	0.00
Sat Flow, veh/h	4	1532	1016				0	691	125	2	1174	0
Grp Volume(v), veh/h	353	0	8				0	95	96	116	101	0
Grp Sat Flow(s),veh/h/ln	1536	0	1016				0	408	386	615	533	0
Q Serve(g_s), s	19.2	0.0	0.5				0.0	10.5	11.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.2	0.0	0.5				0.0	10.5	11.4	0.0	0.0	0.0
Prop In Lane	0.00		1.00				0.00		0.32	0.02		0.00
Lane Grp Cap(c), veh/h	435	0	288				0	252	238	420	329	0
V/C Ratio(X)	0.81	0.00	0.03				0.00	0.38	0.40	0.28	0.31	0.00
Avail Cap(c_a), veh/h	435	0	288				0	252	238	420	329	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.0	0.0	23.3				0.0	8.6	8.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.1	0.0	0.2				0.0	4.3	5.0	1.6	2.4	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	8.8	0.0	0.1				0.0	1.2	1.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	23.5				0.0	12.9	13.8	1.6	2.4	0.0
LnGrp LOS	D	А	С				A	В	В	А	A	<u> </u>
Approach Vol, veh/h		361						191			217	
Approach Delay, s/veh		44.6						13.4			2.0	
Approach LOS		D						В			А	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		55.5		25.5		55.5						
Max Q Clear Time (g_c+I1), s		13.4		21.2		2.0						
Green Ext Time (p_c), s		0.3		0.2		0.3						
Intersection Summary												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			С									

### Lanes, Volumes, Timings 5: Alley & Pine St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					\$			ŧ			ef.	
Traffic Volume (vph)	0	0	0	17	210	4	57	0	0	0	0	61
Future Volume (vph)	0	0	0	17	210	4	57	0	0	0	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		170			159			441			240	
Travel Time (s)		4.6			4.3			12.0			6.5	
Confl. Peds. (#/hr)				290		380	2		2	2		2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: C	BD											

Control Type: Unsignalized

### 5: Alley & Pine St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBR	All
Denied Del/Veh (s)	0.6	0.5	0.0	0.1	0.0	0.2	0.4
Total Del/Veh (s)	14.4	20.0	15.1	33.3	0.8	35.1	23.8

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		é.	1					ħ			é.	
Traffic Volume (vph)	12	317	0	0	0	0	0	0	1	15	Ó	0
Future Volume (vph)	12	317	0	0	0	0	0	0	1	15	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		168			144			398			441	
Travel Time (s)		4.6			3.9			10.9			12.0	
Confl. Peds. (#/hr)	394		229				41		27	27		41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	100%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (	%)											
Sign Control		Free			Free			Stop			Stop	
Intersection Summary	/											
Area Type:	CBD											

Area Type: CBD Control Type: Unsignalized

### 6: Alley & Pike St Performance by movement

Movement	EBL	EBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.1	0.3	0.1	0.0	0.0	0.4
Total Del/Veh (s)	8.0	10.1	34.7	30.3	0.3	10.7

# Lanes, Volumes, Timings 1: 2nd Ave & Pine St

01/28/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स						<b>^</b>	1
Traffic Volume (vph)	0	0	0	161	150	0	0	0	0	0	1100	41
Future Volume (vph)	0	0	0	161	150	0	0	0	0	0	1100	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	1505	0	0	0	0	0	2850	1454
Flt Permitted					0.975							
Satd. Flow (perm)	0	0	0	0	1261	0	0	0	0	0	2850	1454
Right Turn on Red			Yes	No		No			Yes			Yes
Satd. Flow (RTOR)												97
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		366			170			441			347	
Travel Time (s)		10.0			4.6			12.0			9.5	
Confl. Peds. (#/hr)				375								314
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
Heavy Vehicles (%)	0%	0%	0%	18%	3%	0%	0%	0%	0%	0%	14%	0%
Shared Lane Traffic (%)	• • •	•,•	• • •		• , •	• / •	• / •	0,0	•,•	• , •		• / •
Lane Group Flow (vph)	0	0	0	0	334	0	0	0	0	0	1183	44
Turn Type	•	•	•	Perm	NA	•	•	•	•	•	NA	custom
Protected Phases					4						2	5
Permitted Phases				4	•						-	Ū
Minimum Split (s)				11.5	11.5						16.5	9.5
Total Split (s)				32.0	32.0						55.0	15.0
Total Split (%)				35.6%	35.6%						61.1%	16.7%
Yellow Time (s)				3.5	3.5						3.5	3.5
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					4.5						4.5	4.5
Lead/Lag				Lag	Lag						1.0	Lag
Lead-Lag Optimize?				Yes	Yes							Yes
Act Effct Green (s)				100	27.5						50.5	10.5
Actuated g/C Ratio					0.31						0.56	0.12
v/c Ratio					0.87						0.74	0.12
Control Delay					51.8						18.4	1.6
Queue Delay					4.6						0.1	0.0
Total Delay					56.3						18.5	1.6
LOS					E						B	A
Approach Delay					56.3						17.9	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Approach LOS					E						В	
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 63 (70%), Reference	ed to phase	2:SBT ar	nd 6:Ped,	Start of '	1st Green							
Natural Cycle: 65 Control Type: Pretimed												
control 19port foundd												

Synchro 10 Report

Lane Group	Ø3	Ø6	Ø8
LaneConfigurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	3	6	8
Permitted Phases	3	0	0
	2.0	16 E	01 E
Minimum Split (s)	3.0	16.5	24.5
Total Split (s)	3.0	40.0	35.0
Total Split (%)	3%	44%	39%
Yellow Time (s)	2.0	3.5	3.5
All-Red Time (s)	0.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			
mersection summary			

#### Lanes, Volumes, Timings 1: 2nd Ave & Pine St

Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

#### Splits and Phases: 1: 2nd Ave & Pine St

Ø2 (R)		● <b>★</b> <sub>Ø4</sub>
55 s		3 s 32 s
	<b>₽</b> Ø5	A BOS
40 s	15 s	35 s

### Lanes, Volumes, Timings 2: 3rd Ave & Pine St

	٠	<b>→</b>	7	4	-	*	1	t	1	5	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations					<del>د</del>	7		t ↑			<b>†</b> ‡	
Traffic Volume (vph)	0	0	0	3	266	7	0	199	0	0	160	15
Future Volume (vph)	0	0	0	3	266	7	0	199	0	0	160	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		80	0		0	0		C
Storage Lanes	0		0	0		1	0		0	0		C
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		159			648			440			349	
Travel Time (s)		4.3			17.7			12.0			9.5	
Confl. Peds. (#/hr)				1122		1188	923					923
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	11%	29%	0%	92%	0%	0%	89%	7%
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm		NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Minimum Split (s)				23.5	23.5	23.5	19.5	19.5			19.5	
Total Split (s)				35.0	35.0	35.0	55.0	55.0			55.0	
Total Split (%)				38.9%	38.9%	38.9%	61.1%	61.1%			61.1%	
Yellow Time (s)				3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)					0.0	0.0		0.0			0.0	
Total Lost Time (s)					4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
· · · · · · · · · · · · · · · · · · ·	CBD											
Cycle Length: 90	•											
Actuated Cycle Length: 90												
Offset: 29 (32%), Reference	d to phase	2:NBTL a	and 6:SB	T. Start o	f 1st Gree	en						
Natural Cycle: 45				.,								
Control Type: Pretimed												
Splits and Phases: 2: 3rd	Ave & Pine	St										
Ø2 (R)												

55 s	
Ø6 (R)	<b>◆</b> ▼ Ø8
55 s	35 s

### HCM 6th Signalized Intersection Summary 2: 3rd Ave & Pine St

	۶	<b>→</b>	7	1	+	•	1	Ť	1	4	ţ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ŧ	۲		<b>€</b> ↑			<b>†</b> 1>	
Traffic Volume (veh/h)	0	0	0	3	266	7	0	199	0	0	160	15
Future Volume (veh/h)	0	0	0	3	266	7	0	199	0	0	160	15
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.66	1.00		1.00	1.00		0.73
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				1323	1563	1323	483	483	0	0	523	523
Adj Flow Rate, veh/h				3	299	8	0	224	0	0	180	17
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				29	11	29	92	92	0	0	89	89
Cap, veh/h				5	524	252	0	515	0	0	499	46
Arrive On Green				0.34	0.34	0.34	0.00	0.19	0.00	0.00	0.56	0.56
Sat Flow, veh/h				16	1547	744	0	966	0	0	915	81
Grp Volume(v), veh/h				302	0	8	0	224	0	0	98	99
Grp Sat Flow(s),veh/h/ln				1563	0	744	0	459	0	0	497	473
Q Serve(g_s), s				14.3	0.0	0.6	0.0	19.5	0.0	0.0	9.7	10.5
Cycle Q Clear(g_c), s				14.3	0.0	0.6	0.0	19.5	0.0	0.0	9.7	10.5
Prop In Lane				0.01		1.00	0.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				530	0	252	0	515	0	0	279	266
V/C Ratio(X)				0.57	0.00	0.03	0.00	0.44	0.00	0.00	0.35	0.37
Avail Cap(c_a), veh/h				530	0	252	0	515	0	0	279	266
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				24.4	0.0	19.9	0.0	24.0	0.0	0.0	10.8	11.0
Incr Delay (d2), s/veh				4.4	0.0	0.2	0.0	2.7	0.0	0.0	3.5	4.0
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/In				5.8	0.0	0.1	0.0	2.6	0.0	0.0	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.8	0.0	20.1	0.0	26.7	0.0	0.0	14.2	14.9
LnGrp LOS				С	Α	С	А	С	А	А	В	B
Approach Vol, veh/h					310			224			197	
Approach Delay, s/veh					28.6			26.7			14.6	
Approach LOS					С			С			В	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		55.0				55.0		35.0				
Change Period (Y+Rc), s		4.5				4.5		4.5				
Max Green Setting (Gmax), s		50.5				50.5		30.5				
Max Q Clear Time (g_c+l1), s		21.5				12.5		16.3				
Green Ext Time (p_c), s		0.5				0.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			24.2									
HCM 6th LOS			С									

### Lanes, Volumes, Timings 3: 2nd Ave & Pike St

01/28/2020

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ħ								۲	<b>^</b>	
Traffic Volume (vph)	0	209	108	0	0	0	0	0	0	197	1044	0
Future Volume (vph)	0	209	108	0	0	0	0	0	0	197	1044	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1308	0	0	0	0	0	0	0	1450	2486	0
Flt Permitted										0.950		-
Satd. Flow (perm)	0	1308	0	0	0	0	0	0	0	1450	2486	0
Right Turn on Red			Yes			Yes			No	No		No
Satd. Flow (RTOR)		31										
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		393			168			365			441	
Travel Time (s)		10.7			4.6			10.0			12.0	
Confl. Peds. (#/hr)			1648									
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
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	0%	0%	0%	12%	15%	0%
Bus Blockages (#/hr)	0	0	14	0	0	0	0	0	0	0	60	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	337	0	0	0	0	0	0	0	210	1111	0
Turn Type	-	NA	-	-	-	-	-	-	-	Prot	NA	-
Protected Phases		4								5	26	
Permitted Phases												
Detector Phase		4								5	26	
Switch Phase												
Minimum Initial (s)		7.0								5.0		
Minimum Split (s)		24.5								9.5		
Total Split (s)		35.0								20.0		
Total Split (%)		38.9%								22.2%		
Yellow Time (s)		3.5								3.5		
All-Red Time (s)		1.0								1.0		
Lost Time Adjust (s)		0.0								0.0		
Total Lost Time (s)		4.5								4.5		
Lead/Lag										Lag		
Lead-Lag Optimize?										Yes		
Recall Mode		Max								None		
Act Effct Green (s)		30.5								15.5	50.5	
Actuated g/C Ratio		0.34								0.17	0.56	
v/c Ratio		0.73								0.84	0.80	
Control Delay		34.4								48.1	9.2	
Queue Delay		2.0								0.0	0.1	
Total Delay		36.4								48.1	9.3	
LOS		D								D	A	
Approach Delay		36.4								-	15.4	
Approach LOS		D									В	
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 75 (83%), Reference	ed to phase	2:SBT ar	nd 6:SBT,	Start of 1	lst Green							

Synchro 10 Report

Lane Group	Ø2	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	6
Permitted Phases	_	-
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	16.5	16.5
Total Split (s)	55.0	35.0
Total Split (%)	61%	39%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Recall Mode	C-Max	
Act Effct Green (s)	e max	e max
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

#### Lanes, Volumes, Timings 3: 2nd Ave & Pike St

Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay: 19.7	Intersection LOS: B	
Intersection Capacity Utilization 64.1%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 3: 2nd Ave & Pike St

Ø2 (R)		<b>→</b> Ø4
55 s		35 s
Ø6 (R)	05	
35 s	20 s	

#### Lanes, Volumes, Timings 4: 3rd Ave & Pike St

	٦	<b>→</b>	7	4	+	*	1	1	1	1	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		÷.	1					<b>†</b> 1>			-f↑	
Traffic Volume (vph)	4	348	7	0	0	0	0	191	14	4	159	0
Future Volume (vph)	4	348	7	0	0	0	0	191	14	4	159	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		144			718			486			440	
Travel Time (s)		3.9			19.6			13.3			12.0	
Confl. Peds. (#/hr)	712		1712						1158	1158		
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
Heavy Vehicles (%)	0%	7%	14%	0%	0%	0%	0%	92%	15%	0%	90%	0%
Bus Blockages (#/hr)	0	14	0	0	0	0	0	40	0	0	0	0
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		
Minimum Split (s)	21.5	21.5	21.5					18.5		18.5	18.5	
Total Split (s)	35.0	35.0	35.0					55.0		55.0	55.0	
Total Split (%)	38.9%	38.9%	38.9%					61.1%		61.1%	61.1%	
Yellow Time (s)	3.5	3.5	3.5					3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0			0.0	
Total Lost Time (s)		4.5	4.5					4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Intersection Summary												
Area Type:	CBD											
Cycle Length: 90												
Actuated Cycle Length: 90	)											
Offset: 81 (90%), Reference	ced to phase	2:NBT a	nd 6:SBTI	., Start of	1st Gree	n						
Natural Cycle: 40												
Control Type: Pretimed												
Splits and Phases: 4: 3r	d Ave & Pike	e St										
<b>▲</b>												55
Ø2 (R)							<b>104</b>					
55 s							35 e					

Ø6 (R)

### HCM 6th Signalized Intersection Summary 4: 3rd Ave & Pike St

Movement         EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBR         SB		۲	+	*	4	+	*	1	1	1	4	ţ	~
Traffic Volume (veh/h)       4       348       7       0       0       0       191       14       4       159       0         Future Volume (veh/h)       4       348       7       0       0       0       191       14       4       159       0         Perture Volume (veh/h)       1.00       0.0       0	Movement	EBL			WBL	WBT	WBR	NBL		NBR	SBL		SBR
Future Volume (veh/h)       4       348       7       0       0       0       111       14       4       159       0         Initial Q (bb), veh       0				1									
Initial (2b), veh       0	Traffic Volume (veh/h)			7	0	0	0	0			4		0
Ped-Bike Adj(A, pbT)       1.00       0.70       1.00 <td< td=""><td></td><td></td><td></td><td></td><td>0</td><td>0</td><td>0</td><td></td><td></td><td></td><td></td><td>159</td><td></td></td<>					0	0	0					159	
Parking Bus, Adj       1.00       1.0			0						0			0	
Work Zone On Approach         No         No         No           Adj Sat Flow, veh/hin         1523         1617         1523         0         483         483         510         510         0           Adj Elow Rack, veh/h         5         395         8         0         217         16         5         181         0           Peak Hour Factor         0.88         0.80         0.81         0.00         0.5         0.01         0.60         0.5         0.01         0.5         0.01         13.2         13.7         0.0         15.3         0.0         0.5         0.00         1.6         15.3         0.0         0.00													
Adj Sat Flow, vehnin       1523       1617       1523       0       483       483       510       510       0         Adj Kow Rate, vehnin       5       395       8       0       217       16       5       181       0         Peak Hour Factor       0.88       0.8		1.00		1.00				1.00		1.00	1.00		1.00
Adj Flow Rate, veh/h       5       395       8       0       217       16       5       181       0         Peak Hour Factor       0.88       0.83       0.0       0.83       0.0       0.83													
Peak Hour Factor         0.88         0.80         0.00         0.00         0.00         0.00         0.00         0.00         0.01         0.00         0.00         15.3         0.0         0.15.3         0.0         0.14         0.05         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00													0
Percent Heavy Veh, %       14       7       14       0       92       92       90       90       0         Cap, veh/h       7       541       306       0       480       35       48       523       0         Arrive On Green       0.34       0.34       0.34       0.34       0.00       0.56       0.19       0.19       0.00         Sat Flow, veh/h       20       1595       902       0       880       62       11       955       0         Grp Volume(V), veh/h       400       0       8       0       115       118       100       86       0         Q Serve(g.s), s       19.6       0.0       0.5       0.0       13.2       13.7       15.4       15.3       0.0         Q Serve(g.s), s       19.6       0.0       0.5       0.0       13.2       13.7       15.4       15.3       0.0         Q Capt(c), veh/h       548       0       306       0       257       257       324       247       0       0.0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.0													-
Cap, veh/h         7         541         306         0         480         35         48         523         0           Arrive On Green         0.34         0.34         0.34         0.00         0.56         0.56         0.19         0.19         0.00           Sat Flow, veh/h         20         1595         902         0         880         62         11         955         0           Grp Volume(v), veh/h         400         0         8         0         115         118         100         86         0           Grp Sat Flow(s), veh/h/In         1616         0         902         0         459         459         502         441         0           Qserve(g_s), s         19.6         0.0         0.5         0.0         13.2         13.7         15.4         15.3         0.0           Cycle Q Clear(g_e), s         19.6         0.0         0.5         0.0         13.2         13.7         15.4         15.3         0.0           Vic Ratio(X)         0.73         0.00         0.03         0.00         0.46         0.31         0.35         0.00           Vic Ratio(X)         0.73         0.00         1.00         1.00			0.88										0.88
Arrive On Green       0.34       0.34       0.34       0.00       0.56       0.56       0.19       0.19       0.00         Sat Flow, veh/h       20       1595       902       0       880       62       11       955       0         Grp Volume(v), veh/h       400       0       8       0       115       118       100       86       0         Grp Sat Flow(s), veh/h       1616       0       902       0       459       459       502       441       0         Q Serve(g.s), s       19.6       0.0       0.5       0.0       13.2       13.7       10.4       15.3       0.0         Q Clear(g.c), selv/h       548       0       306       0       257       257       324       247       0         V/C Ratio(X)       0.73       0.00       0.03       0.00       0.45       0.46       0.31       0.35       0.00         Avail Cap(c.a), veh/h       548       0       306       0       257       257       324       247       0         V/C Ratio(X)       0.73       0.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.03       0.00 <td></td> <td>-</td>													-
Sat Flow, veh/h         20         1595         902         0         880         62         11         955         0           Grp Volume(V), veh/h         400         0         8         0         115         118         100         86         0           Grp Sat Flow(s), veh/h/ln         1616         0         902         0         459         459         502         441         0           Q Serve(g.s), s         19.6         0.0         0.5         0.0         13.2         13.7         15.4         15.3         0.0           Cycle Q Clear(g.c), s         19.6         0.0         0.5         0.0         13.2         13.7         15.4         15.3         0.0           Cycle Q Clear(g.c), veh/h         548         0         306         0         257         324         247         0           V/C Ratio(X)         0.73         0.00         0.00         1.00         1.00         1.00         1.00         1.00         1.00         0.00         1.00         1.00         0.00         0.00         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0													
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $													
Grp Sat Flow(s), veh/h/ln       1616       0       902       0       459       459       502       441       0         Q Serve(g.s), s       19.6       0.0       0.5       0.0       13.2       13.7       0.0       15.3       0.0         Cycle Q Clear(g.c), s       19.6       0.0       0.5       0.0       13.2       13.7       15.4       15.3       0.0         Prop In Lane       0.01       1.00       0.00       0.14       0.05       0.00         Lane Grp Cap(c), veh/h       548       0       306       0       257       324       247       0         V/C Ratio(X)       0.73       0.00       0.03       0.00       0.45       0.46       0.31       0.35       0.00         Avait Cap(c.a), veh/h       548       0       306       0       257       257       324       247       0         Upstream Filter(I)       1.00       1.00       1.00       1.00       1.00       0.33       1.03       1.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00	Sat Flow, veh/h	20	1595					0	880	62	11	955	0
Q Serve(g_s), s       19.6       0.0       0.5       0.0       13.2       13.7       0.0       15.3       0.0         Cycle Q Clear(g_c), s       19.6       0.0       0.5       0.0       13.2       13.7       15.4       15.3       0.0         Prop In Lane       0.01       1.00       0.00       0.14       0.05       0.00         Lane Grp Cap(c), veh/h       548       0       306       0       257       324       247       0         V/C Ratio(X)       0.73       0.00       0.03       0.00       0.45       0.46       0.31       0.35       0.00         Avail Cap(c_a), veh/h       548       0       306       0       257       324       247       0         Unform Delay (d2), s/veh       26.1       0.0       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0	Grp Volume(v), veh/h	400	0	8				0	115	118	100	86	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Grp Sat Flow(s),veh/h/ln	1616	0	902				0	459	459	502	441	0
Prop In Lane         0.01         1.00         0.00         0.14         0.05         0.00           Lane Grp Cap(c), veh/h         548         0         306         0         257         257         324         247         0           V/C Ratio(X)         0.73         0.00         0.03         0.00         0.45         0.46         0.31         0.35         0.00           Avail Cap(c. a), veh/h         548         0         306         0         257         257         324         247         0           HCM Platoon Ratio         1.00         1.00         1.00         1.00         1.00         0.33         0.33         1.00           Upstream Filter(I)         1.00         0.00         1.00         1.00         1.00         1.00         1.00         0.0         0.00         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0 <t< td=""><td>Q Serve(g_s), s</td><td>19.6</td><td>0.0</td><td>0.5</td><td></td><td></td><td></td><td>0.0</td><td>13.2</td><td>13.7</td><td>0.0</td><td>15.3</td><td>0.0</td></t<>	Q Serve(g_s), s	19.6	0.0	0.5				0.0	13.2	13.7	0.0	15.3	0.0
Lane Grp Cap(c), veh/h       548       0       306       0       257       257       324       247       0         V/C Ratio(X)       0.73       0.00       0.03       0.00       0.45       0.46       0.31       0.35       0.00         Avail Cap(c_a), veh/h       548       0       306       0       257       227       324       247       0         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       0.00	Cycle Q Clear(g_c), s	19.6	0.0	0.5				0.0	13.2	13.7	15.4	15.3	0.0
V/C Ratio(X)       0.73       0.00       0.03       0.00       0.45       0.46       0.31       0.35       0.00         Avail Cap(c_a), veh/h       548       0       306       0       257       257       324       247       0         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       0.33       0.33       1.00         Upstream Filter(I)       1.00       0.00       1.00       1.00       1.00       1.00       1.00       0.00       0.00       1.00       1.00       0.00       0.00       0.00       0.00       1.00       1.00       0		0.01		1.00				0.00		0.14	0.05		0.00
Avail Cap(c_a), veh/h       548       0       306       0       257       257       324       247       0         HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       0.33       0.33       1.00         Upstream Filter(I)       1.00       0.00       1.00       1.00       1.00       1.00       1.00       0.0       0.0	Lane Grp Cap(c), veh/h	548	0	306				0	257	257	324	247	0
HCM Platoon Ratio       1.00       1.00       1.00       1.00       1.00       1.00       0.33       0.33       1.00         Upstream Filter(I)       1.00       0.00       1.00       0.00       1.00       1.00       1.00       1.00       0.00         Uniform Delay (d), s/veh       26.1       0.0       19.8       0.0       11.6       11.7       22.4       22.3       0.0         Intial Q Delay(d3), s/veh       0.0	V/C Ratio(X)	0.73	0.00	0.03				0.00	0.45	0.46	0.31	0.35	0.00
Upstream Filter(1)       1.00       0.00       1.00       1.00       1.00       1.00       0.00         Uniform Delay (d), s/veh       26.1       0.0       19.8       0.0       11.6       11.7       22.4       22.3       0.0         Incr Delay (d2), s/veh       8.3       0.0       0.2       0.0       5.5       5.8       2.5       3.8       0.0         Intial Q Delay(d3), s/veh       0.0 <td>Avail Cap(c_a), veh/h</td> <td>548</td> <td>0</td> <td>306</td> <td></td> <td></td> <td></td> <td>0</td> <td>257</td> <td>257</td> <td>324</td> <td>247</td> <td>0</td>	Avail Cap(c_a), veh/h	548	0	306				0	257	257	324	247	0
Uniform Delay (d), s/veh       26.1       0.0       19.8       0.0       11.6       11.7       22.4       22.3       0.0         Incr Delay (d2), s/veh       8.3       0.0       0.2       0.0       5.5       5.8       2.5       3.8       0.0         Initial Q Delay(d3), s/veh       0.0	HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Incr Delay (d2), siveh       8.3       0.0       0.2       0.0       5.5       5.8       2.5       3.8       0.0         Initial Q Delay(d3), siveh       0.0       <	Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Initial Q Delay(d3),s/veh       0.0 <t< td=""><td>Uniform Delay (d), s/veh</td><td>26.1</td><td>0.0</td><td>19.8</td><td></td><td></td><td></td><td>0.0</td><td>11.6</td><td>11.7</td><td>22.4</td><td>22.3</td><td>0.0</td></t<>	Uniform Delay (d), s/veh	26.1	0.0	19.8				0.0	11.6	11.7	22.4	22.3	0.0
%ile BackOfQ(50%), veh/ln       8.6       0.0       0.1       0.0       1.7       1.7       2.3       2.1       0.0         Unsig. Movement Delay, s/veh       34.5       0.0       20.0       0.0       17.1       17.5       24.8       26.2       0.0         LnGrp Delay(d), s/veh       34.5       0.0       20.0       0.0       17.1       17.5       24.8       26.2       0.0         LnGrp LOS       C       A       C       A       B       B       C       C       A         Approach Vol, veh/h       408       233       186       34.2       17.3       25.4         Approach LOS       C       C       B       C       C       Timer - Assigned Phs       2       4       6         Phs Duration (G+Y+Rc), s       55.0       35.0       55.0       50.5       50.5       50.5       50.5       Max Green Setting (Gmax), s       50.5       30.5       50.5       50.5       Max Q Clear Time (g_c+11), s       15.7       21.6       17.4       Green Ext Time (p_c), s       0.4       0.3       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1<	Incr Delay (d2), s/veh	8.3	0.0	0.2				0.0	5.5	5.8	2.5	3.8	0.0
Unsig. Movement Delay, s/veh         LnGrp Delay(d),s/veh       34.5       0.0       20.0       0.0       17.1       17.5       24.8       26.2       0.0         LnGrp LOS       C       A       C       A       B       B       C       C       A         Approach Vol, veh/h       408       233       186         Approach Delay, s/veh       34.2       17.3       25.4         Approach LOS       C       B       C       C         Timer - Assigned Phs       2       4       6       C       C         Phs Duration (G+Y+Rc), s       55.0       35.0       55.0       C       C       C         Max Green Setting (Gmax), s       50.5       30.5       50.5       Max Q Clear Time (g_c+11), s       15.7       21.6       17.4       Green Ext Time (p_c), s       0.4       0.3       Intersection Summary         HCM 6th Ctrl Delay       27.5       27.5       27.5       27.5       27.5       27.5	Initial Q Delay(d3),s/veh	0.0	0.0					0.0	0.0	0.0		0.0	0.0
LnGrp Delay(d),s/veh       34.5       0.0       20.0       0.0       17.1       17.5       24.8       26.2       0.0         LnGrp LOS       C       A       C       A       B       B       C       C       A         Approach Vol, veh/h       408       233       186         Approach Delay, s/veh       34.2       17.3       25.4         Approach LOS       C       B       C       C         Timer - Assigned Phs       2       4       6       C       C         Phs Duration (G+Y+Rc), s       55.0       35.0       55.0       C       C       C         Max Green Setting (Gmax), s       50.5       30.5       50.5       S0.5       S0.5       S0.5       Max Q Clear Time (g_c+I1), s       15.7       21.6       17.4       Green Ext Time (p_c), s       0.4       0.4       0.3       Intersection Summary         HCM 6th Ctrl Delay       27.5       27	%ile BackOfQ(50%),veh/In	8.6	0.0	0.1				0.0	1.7	1.7	2.3	2.1	0.0
LnGrp LOS         C         A         C         A         B         B         C         C         A           Approach Vol, veh/h         408         233         186         17.3         25.4         17.3         15.4         17.4         17.3         15.7         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16         17.4         16	Unsig. Movement Delay, s/veh												
Approach Vol, veh/h       408       233       186         Approach Delay, s/veh       34.2       17.3       25.4         Approach LOS       C       B       C         Timer - Assigned Phs       2       4       6         Phs Duration (G+Y+Rc), s       55.0       35.0       55.0         Change Period (Y+Rc), s       4.5       4.5       4.5         Max Green Setting (Gmax), s       50.5       30.5       50.5         Max Q Clear Time (g_c+I1), s       15.7       21.6       17.4         Green Ext Time (p_c), s       0.4       0.4       0.3         Intersection Summary       40.4       0.3       10.4	LnGrp Delay(d),s/veh	34.5	0.0	20.0				0.0	17.1	17.5	24.8	26.2	0.0
Approach Delay, s/veh       34.2       17.3       25.4         Approach LOS       C       B       C         Timer - Assigned Phs       2       4       6         Phs Duration (G+Y+Rc), s       55.0       35.0       55.0         Change Period (Y+Rc), s       4.5       4.5       4.5         Max Green Setting (Gmax), s       50.5       30.5       50.5         Max Q Clear Time (g_c+11), s       15.7       21.6       17.4         Green Ext Time (p_c), s       0.4       0.4       0.3         Intersection Summary       27.5       27.5	LnGrp LOS	С	А	С				А	В	В	С	С	A
Approach LOS         C         B         C           Timer - Assigned Phs         2         4         6	Approach Vol, veh/h		408						233			186	
Timer - Assigned Phs         2         4         6           Phs Duration (G+Y+Rc), s         55.0         35.0         55.0           Change Period (Y+Rc), s         4.5         4.5         4.5           Max Green Setting (Gmax), s         50.5         30.5         50.5           Max Q Clear Time (g_c+11), s         15.7         21.6         17.4           Green Ext Time (p_c), s         0.4         0.4         0.3           Intersection Summary         27.5         27.5	Approach Delay, s/veh		34.2						17.3			25.4	
Phs Duration (G+Y+Rc), s         55.0         35.0         55.0           Change Period (Y+Rc), s         4.5         4.5         4.5           Max Green Setting (Gmax), s         50.5         30.5         50.5           Max Q Clear Time (g_c+11), s         15.7         21.6         17.4           Green Ext Time (p_c), s         0.4         0.4         0.3           Intersection Summary         27.5			С						В			С	
Change Period (Y+Rc), s       4.5       4.5         Max Green Setting (Gmax), s       50.5       30.5       50.5         Max Q Clear Time (g_c+11), s       15.7       21.6       17.4         Green Ext Time (p_c), s       0.4       0.4       0.3         Intersection Summary         HCM 6th Ctrl Delay       27.5	Timer - Assigned Phs		2		4		6						
Change Period (Y+Rc), s       4.5       4.5         Max Green Setting (Gmax), s       50.5       30.5       50.5         Max Q Clear Time (g_c+11), s       15.7       21.6       17.4         Green Ext Time (p_c), s       0.4       0.4       0.3         Intersection Summary         HCM 6th Ctrl Delay       27.5	Phs Duration (G+Y+Rc), s		55.0		35.0		55.0						
Max Green Setting (Gmax), s         50.5         30.5         50.5           Max Q Clear Time (g_c+I1), s         15.7         21.6         17.4           Green Ext Time (p_c), s         0.4         0.3         0.3           Intersection Summary         27.5         27.5         27.5													
Max Q Clear Time (g_c+l1), s         15.7         21.6         17.4           Green Ext Time (p_c), s         0.4         0.4         0.3           Intersection Summary         27.5	0 ( )												
Green Ext Time (p_c), s         0.4         0.4         0.3           Intersection Summary         4													
HCM 6th Ctrl Delay 27.5													
HCM 6th Ctrl Delay 27.5	Intersection Summary												
				27.5									

#### Lanes, Volumes, Timings 5: Alley & Pine St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					\$			ŧ			f,	
Traffic Volume (vph)	0	0	0	31	255	9	27	0	0	0	1	33
Future Volume (vph)	0	0	0	31	255	9	27	0	0	0	1	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		170			159			441			240	
Travel Time (s)		4.6			4.3			12.0			6.5	
Confl. Peds. (#/hr)				699		698						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: C	BD											

Control Type: Unsignalized

#### 5: Alley & Pine St Performance by movement

Movement	WBL	WBT	WBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.6	0.1	0.0	0.1	0.1	0.4
Total Del/Veh (s)	14.0	14.0	11.4	38.1	19.4	33.2	17.5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		é.	1					ĥ			é.	
Traffic Volume (vph)	19	346	0	0	0	0	0	0	0	13	0	0
Future Volume (vph)	19	346	0	0	0	0	0	0	0	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		168			144			398			441	
Travel Time (s)		4.6			3.9			10.9			12.0	
Confl. Peds. (#/hr)	947		484						15	15		
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
Heavy Vehicles (%)	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	)											
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: (	CBD											

Control Type: Unsignalized

#### 6: Alley & Pike St Performance by movement

Movement	EBL	EBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.9	7.3	47.0	0.5	8.2

# Appendix C

Trip Generation Calculations

### 1516 2nd Avenue

#### Trip Generation Estimate

					Base	line		Infill <sup>5,6,7</sup>	'	Direction	nal Split <sup>2</sup>	Vehicle	e Trip Gener	ration <sup>1</sup>
Land Use	Size / Units	ITE LUC <sup>2</sup>	Trip Rate <sup>2</sup>	Auto Trips <sup>3</sup>	Vehicle Mode-Split <sup>4</sup>	AVO <sup>4</sup>	Person Trips <sup>3</sup>	Infill Vehicle Mode-Split	Infill AVO	Enter	Exit	Enter	Exit	Total
DAILY Proposed Uses:														
Multifamily Housing (High-Rise)	524 DU	222	8.04				4,213	28.4%	1.05	50%	50%	570	570	1,140
Retail Pass-By	3,502 SF <sup>8</sup> 34%	820	37.75	132	100.0%	1.19	157	10.0%	1.20	50%	50%	6 -2 4	7 -2 5	13 -4 9
<u>Less Existing Uses:</u> Office	48,600 SF	710	14.99				729	22.9%	1.19	50%	50%	70	70	140
Retail Pass-By	11,000 SF <sup>8</sup> 34%	820	37.75	415	100.0%	1.19	494	10.0%	1.20	50%	50%	20 -7 13	21 -7 14	41 -14 27
									Gross	Less Pa	Senerated = ss-by Trips =	576 -2	577 -2	1,153
									Total Pro		isting Trips = Daily Trips =	-83 491	-84 491	-167 982

Notes:

1. Trips adjusted consistent with methodology included in Chapter 7 (Trip Generation for Urban Infill/Redevelopment) of the ITE Trip Generation Handbook, 3rd edition, September 2017.

2. Land Use Code, trip rates, and directional splits from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.

3. Trip generation estimate for retail land use based on trip rates associated with Urban/Suburban setting. Trip generation estimate for residential and office land uses based on person trip end rates associated with Center Core setting.

4. Baseline vehicle mode-split and AVO (average vehicle occupancy) for retail per Appendix B (Person Trip Data for Baseline Sites) of ITE Trip Generation Handbook, 3rd edition, September 2017.

5. Infill vehicle mode-split and AVO for residential based on 2017 American Community Survey results for Census Tract 81.

6. Infill vehicle mode-split and AVO for retail based on previously approved traffic studies in the area.

7. Infill vehicle mode-split and AVO for office based on data from 2017 Commute Seattle Center City Mode Split Survey for the Downtown Commercial Core.

8. Pass-by trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017.

d rates associated with Center Core setting. 1017.

### 1516 2nd Avenue

#### **Trip Generation Estimate**

					Base	line		Infill <sup>5,6,7</sup>	,	Direction	nal Split <sup>2</sup>	Vehicle	Trip Gener	ration <sup>1</sup>
Land Use	Size / Units	ITE LUC <sup>2</sup>	Trip Rate <sup>2</sup>	Auto Trips <sup>3</sup>	Vehicle Mode-Split <sup>4</sup>	AVO <sup>4</sup>	Person Trips <sup>3</sup>	Infill Vehicle Mode-Split	Infill AVO	Enter	Exit	Enter	Exit	Total
AM PEAK HOUR Proposed Uses:														
Multifamily Housing (High-Rise)	524 DU	222	0.66				346	28.4%	1.05	26%	74%	24	70	94
Retail Pass-By <sup>8</sup>	3,502 SF <sup>3</sup> 34%	820	0.94	3	100.0%	1.17	4	10.0%	1.20	62%	38%	0 0 0	0 0 0	0 0 0
Less Existing Uses: Office	48,600 SF	710	1.24				60	22.9%	1.19	87%	13%	<u>10</u> 10	2	12 12
Retail Pass-By <sup>8</sup>	11,000 SF 3 34%	820	0.94	10	100.0%	1.17	12	10.0%	1.20	62%	38%	1 0	0 0	1 0
									AA Do ala	Haur Tring C	an anala d -	1	0	1
								Gross A	m reak	Less Pa	<b>Generated =</b> ss-by Trips = sting Trips =	24 0 -11	70 0 -2	94 0 -13
								Total Prop	oosed N	et AM Peak	Hour Trips =	13	68	81

Notes:

1. Trips adjusted consistent with methodology included in Chapter 7 (Trip Generation for Urban Infill/Redevelopment) of the ITE Trip Generation Handbook, 3rd edition, September 2017.

2. Land Use Code, trip rates, and directional splits from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.

3. Trip generation estimate for retail land use based on trip rates associated with Urban/Suburban setting. Trip generation estimate for residential and office land uses based on person trip end rates associated with Center Core setting.

4. Baseline vehicle mode-split and AVO (average vehicle occupancy) for retail per Appendix B (Person Trip Data for Baseline Sites) of ITE Trip Generation Handbook, 3rd edition, September 2017.

5. Infill vehicle mode-split and AVO for residential based on 2017 American Community Survey results for Census Tract 81.

6. Infill vehicle mode-split and AVO for retail based on previously approved traffic studies in the area.

7. Infill vehicle mode-split and AVO for office based on data from 2017 Commute Seattle Center City Mode Split Survey for the Downtown Commercial Core.

8. Pass-by trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017.

### 1516 2nd Avenue

#### **Trip Generation Estimate**

					Base	line		Infill <sup>5,6,7</sup>	,	Direction	nal Split <sup>2</sup>	Vehicle	Trip Gene	ration <sup>1</sup>
Land Use	Size / Units	ITE LUC <sup>2</sup>	Trip Rate <sup>2</sup>	Auto Trips <sup>3</sup>	Vehicle Mode-Split <sup>4</sup>	AVO <sup>4</sup>	Person Trips <sup>3</sup>	Infill Vehicle Mode-Split	Infill AVO	Enter	Exit	Enter	Exit	Total
PM PEAK HOUR Proposed Uses:														
Multifamily Housing (High-Rise)	524 DU	222	0.55				288	28.4%	1.05	57%	43%	44	34	78
Retail Pass-By	3,502 SF <sup>8</sup> 34%	820	3.81	13	99.9%	1.20	16	10.0%	1.20	48%	52%	0 0 0	1 0 1	1 0 1
<u>Less Existing Uses:</u> Office	48,600 SF	710	1.26				61	22.9%	1.19	16%	84%	2	<u>10</u> 10	12 12
Retail Pass-By	11,000 SF <sup>8</sup> 34%	820	3.81	42	99.9%	1.20	50	10.0%	1.20	48%	52%	2 0	2 -1	4
												2	1	3
								Gross F	M Peak	-	Generated =	44	35	79
											ss-by Trips = sting Trips =	0 -4	0 -11	0 -15
								Total Pro	posed N		Hour Trips =	40	24	64

Notes:

1. Trips adjusted consistent with methodology included in Chapter 7 (Trip Generation for Urban Infill/Redevelopment) of the ITE Trip Generation Handbook, 3rd edition, September 2017.

2. Land Use Code, trip rates, and directional splits from Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.

3. Trip generation estimate for retail land use based on trip rates associated with Urban/Suburban setting. Trip generation estimate for residential and office land uses based on person trip end rates associated with Center Core setting.

4. Baseline vehicle mode-split and AVO (average vehicle occupancy) for retail per Appendix B (Person Trip Data for Baseline Sites) of ITE Trip Generation Handbook, 3rd edition, September 2017.

5. Infill vehicle mode-split and AVO for residential based on 2017 American Community Survey results for Census Tract 81.

6. Infill vehicle mode-split and AVO for retail based on previously approved traffic studies in the area.

7. Infill vehicle mode-split and AVO for office based on data from 2017 Commute Seattle Center City Mode Split Survey for the Downtown Commercial Core.

8. Pass-by trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017.

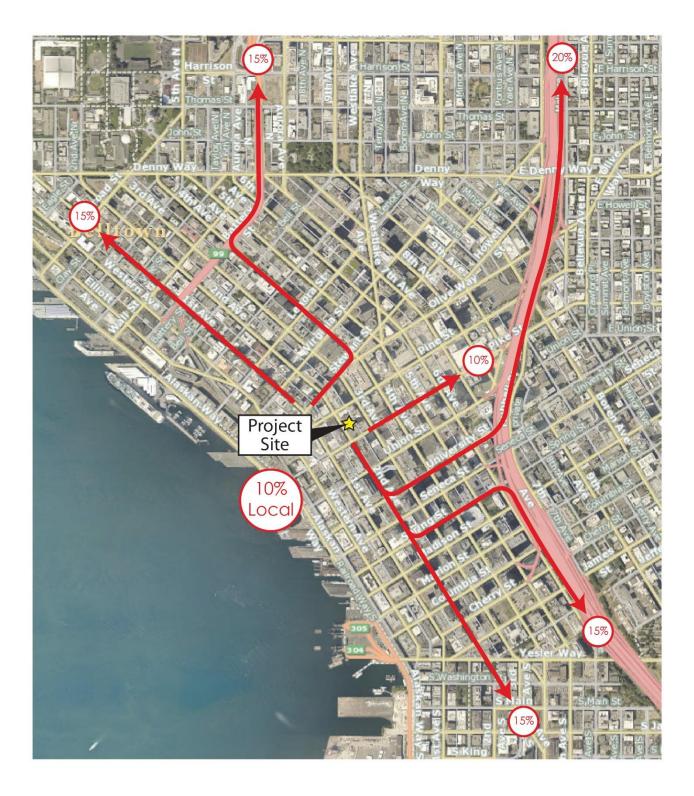
## Appendix D

Project Trip Distribution Figures





Appendix D1: Residential Inbound Project Trip Distribution



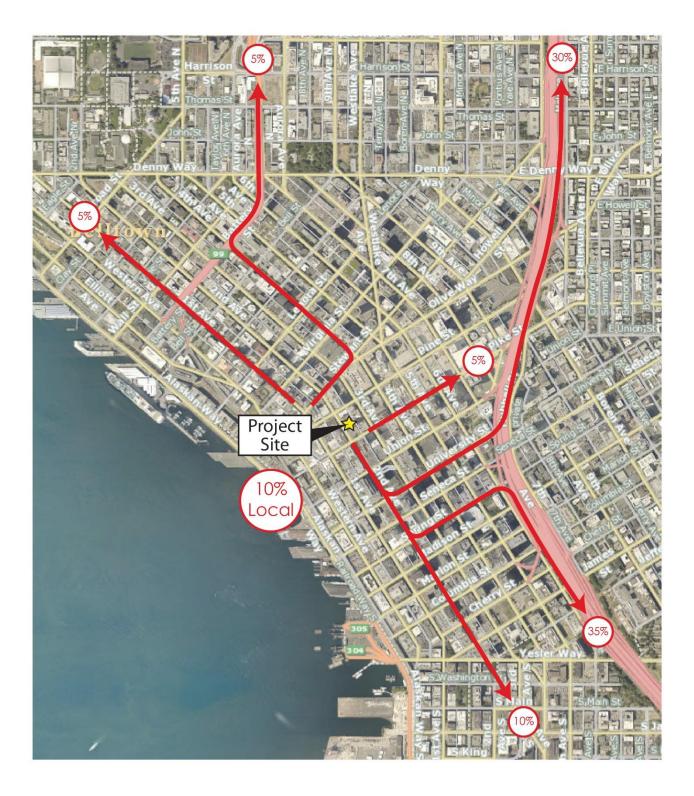


Appendix D2: Residential Outbound Project Trip Distribution





Appendix D3: Retail Inbound Project Trip Distribution

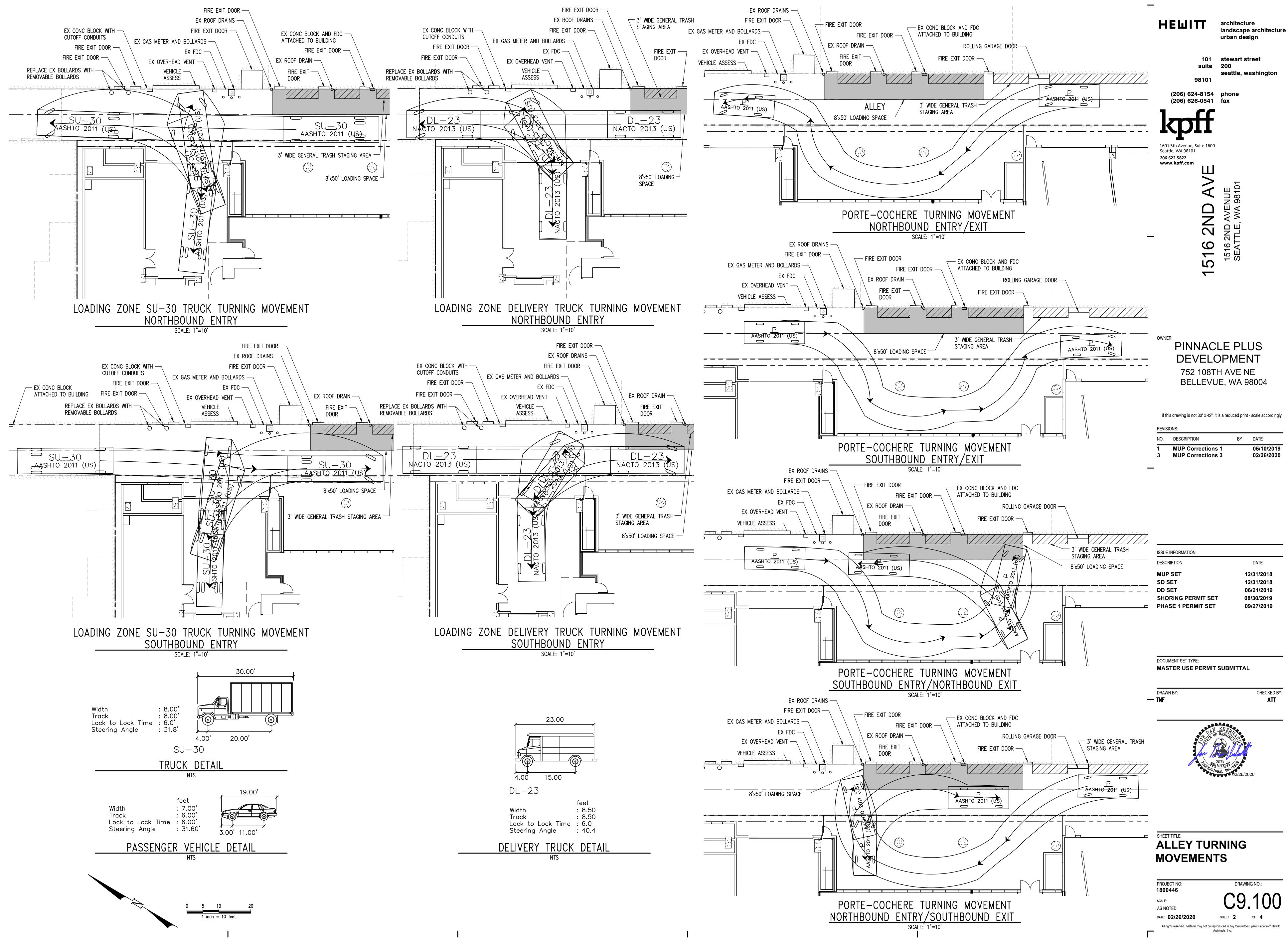




Appendix D4: Retail Outbound Project Trip Distribution

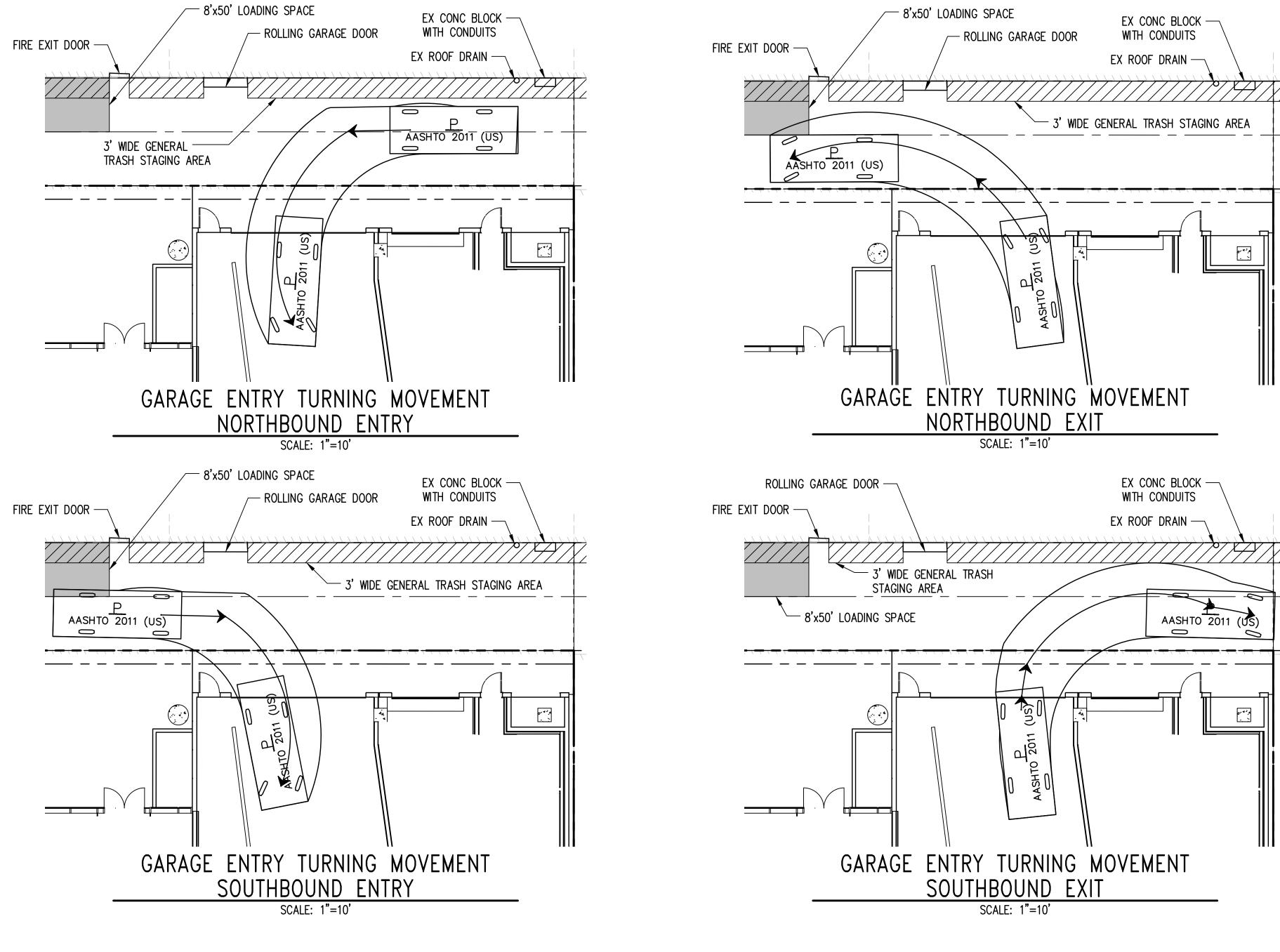
# Appendix E

Truck Loading & Porte-Cochere Turning Movement Diagrams

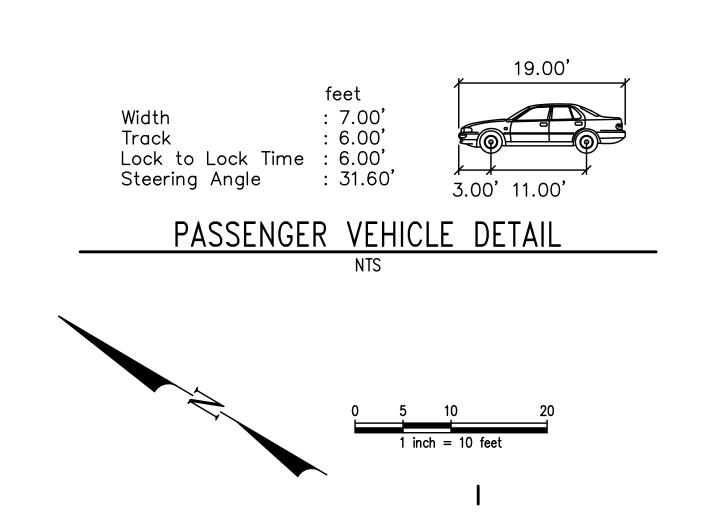


# Appendix F

Garage Alley Access Turning Movement Diagrams







if this	DEVELOPN 752 108TH A\ BELLEVUE, V	/E NE VA 98004
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101 suite 200 98101 (206) 624-8154 phone (206) 626-0541 fax 

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## Appendix G

Parking Demand Calculations

#### 1516 2nd Avenue Weekday Parking Demand Estimate

Use	<u>High-Rise Multifo</u> <u>Center C</u>		<u>Retail (Ll</u> <u>Center C</u>		Sum of Separate Peak Parking
Size	Dwelling Units	524	Square Feet	3,502	
ITE Peak Parking Rate <sup>1</sup>	0.4	6	1.3	33	
Peak Parking Demand <sup>1</sup>	24	1	5		246
Start Time	Hourly Variation <sup>2</sup>	Hourly Parking Demand	Hourly Variation <sup>1</sup>	Hourly Parking Demand	Total Hourly Demand
1:00 AM	100%	241	0%	0	241
2:00 AM	100%	241	0%	0	241
3:00 AM	100%	241	0%	0	241
4:00 AM	100%	241	0%	0	241
5:00 AM	94%	227	0%	0	227
6:00 AM	83%	200	0%	0	200
7:00 AM	71%	171	0%	0	171
8:00 AM	61%	147	15%	1	148
9:00 AM	55%	133	32%	2	135
10:00 AM	54%	130	54%	3	133
11:00 AM	53%	128	71%	4	132
12:00 PM	50%	121	99%	5	126
1:00 PM	49%	118	100%	5	123
2:00 PM	49%	118	90%	5	123
3:00 PM	50%	121	83%	4	125
4:00 PM	58%	140	81%	4	144
5:00 PM	64%	154	84%	4	158
6:00 PM	67%	161	86%	4	165
7:00 PM	70%	169	80%	4	173
8:00 PM	76%	183	63%	3	186
9:00 PM	83%	200	42%	2	202
10:00 PM	90%	217	15%	1	218
11:00 PM	93%	224	0%	0	224
12:00 AM	100%	241	0%	0	241

1. Peak Parking Rate and hourly variation in peak parking utilization based on ITE Parking Generation , 5th Edition, 2019.

2. Hourly variation in peak parking utilization based on LUC 221 (Mid-Rise Multifamily Housing).