Appendix J

Local Transportation Impact Assessment

Kimley»Horn

LINSCOTT LAW & GREENSPAN
engineers

LOCAL TRANSPORTATION IMPACT ASSESSMENT

CANWOOD OFFICE CAMPUS PROJECT

City of Agoura Hills, California
May 20, 2021

Prepared for:

Martin Teitelbaum Construction, Inc.
569 Constitution Avenue, Suite H
Camarillo, California 93012

LLG Ref. 1-20-4405-1

Prepared by:

Grace Turney, EIT
Transportation Engineer III

Under the Supervision of:

Clare M. Look-Jaeger, P.E.
Principal

Linscott, Law & Greenspan, Engineers
600 S. Lake Avenue
Suite 500
Pasadena, CA 91106
626.796.2322 T
626.792.0941 F
www.llgengineers.com

TABLE OF CONTENTS

TABLE OF CONTENTS *(continued)*

APPENDICES

LIST OF TABLES

TABLE OF CONTENTS *(continued)*

LIST OF FIGURES

LOCAL TRANSPORTATION IMPACT ASSESSMENT

CANWOOD OFFICE CAMPUS PROJECT

City of Agoura Hills, California
May 20, 2021

1.0 INTRODUCTION

1.1 Transportation Assessment Overview

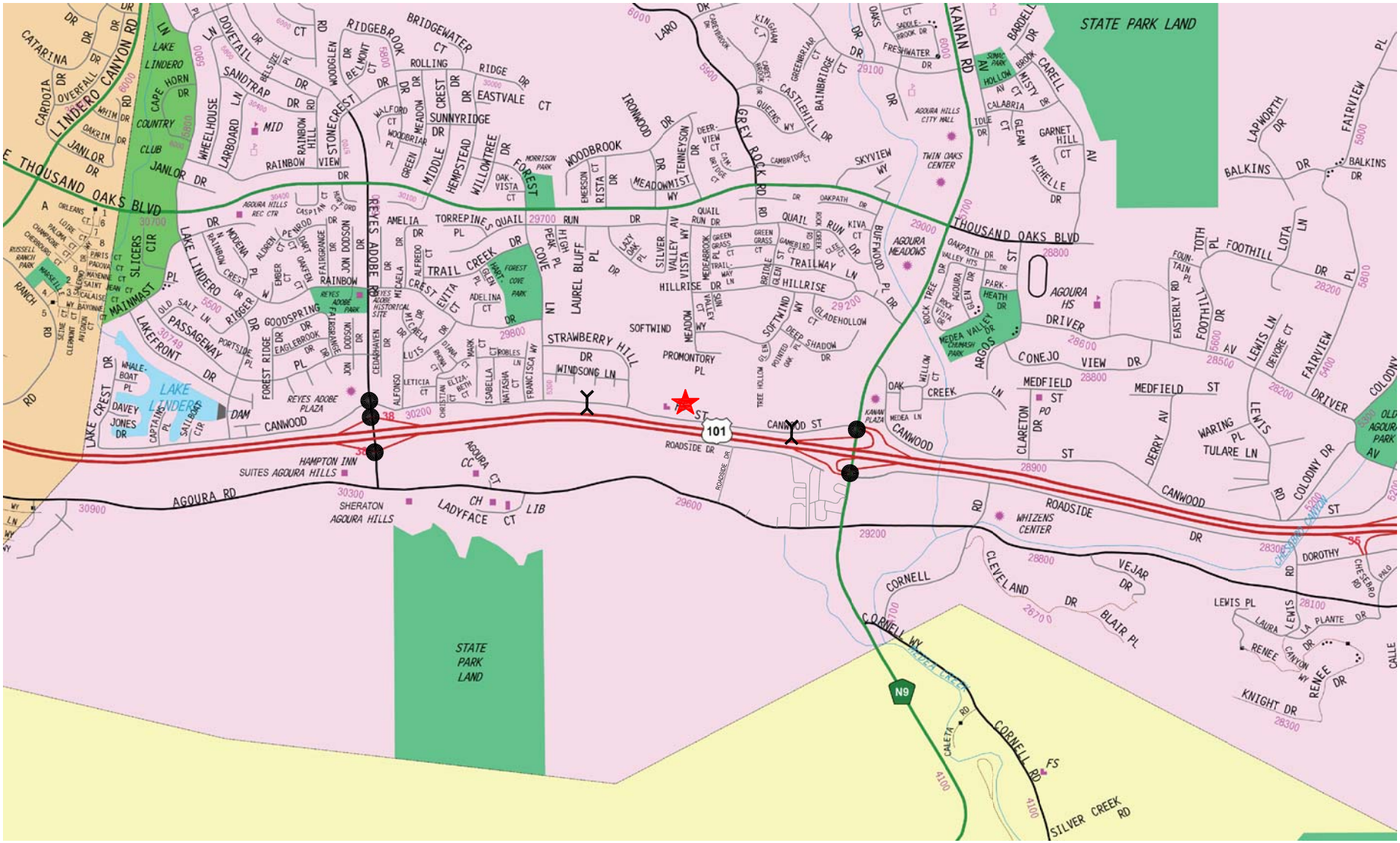
This transportation assessment report has been prepared to identify and evaluate the potential effects on the transportation network resulting from the proposed Canwood Office Campus Project ("proposed project"). The proposed project site is located at 29555 Canwood Street in the City of Agoura Hills, California. The project site, which is currently undeveloped, is generally bounded by the existing Los Angeles County Fire Department Fire Station 89 to the west, existing office development to the east, undeveloped land to the north, and Canwood Street to the south. The proposed project site and general vicinity are shown in ***Figure 1-1***.

The transportation assessment follows the analysis requirements set forth in the City of Agoura Hills *Transportation Assessment Guidelines*[1]("Guidelines"). In compliance with the California Environmental Quality Act (CEQA) Sections 15064.3 and 15064.7, the City of Agoura Hills utilizes Vehicle Miles Traveled (VMT) for the purpose of analyzing transportation impacts under CEQA. In addition, the City maintains vehicle Level of Service (LOS) standards for local transportation infrastructure for purposes outside of CEQA. The City's Guidelines identify both CEQA based analysis requirements and non-CEQA based analysis requirements for analyzing the potential transportation impacts of proposed development projects.

Pursuant to the current statutory requirements of the CEQA Guidelines, the proposed project's transportation impacts are determined on the basis of VMT. The VMT assessment and impact conclusions are summarized separately in the "Canwood Office Campus Project – Vehicle Miles Traveled Assessment", prepared by Linscott, Law and Greenspan, Engineers in May 2021.

This local transportation assessment evaluates potential project-related effects on intersection operations and levels of service at five (5) key intersections and two (2) key roadway segments in the vicinity of the project site. The study intersections and roadway segments were determined in consultation with City of Agoura Hills staff. This report (i) presents the proposed project's existing transportation network context, (ii) presents existing traffic volumes, (iii) forecasts cumulative baseline conditions, (iv) forecasts project-generated traffic, (v) assesses the potential for project-related effects on the existing transportation network consistent with the non-CEQA based metrics

[1] *City of Agoura Hills: Transportation Assessment Guidelines*, July 2020.



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MAP SOURCE: RAND MCNALLY & COMPANY

LINSCOTT LAW & GREENSPAN engineers

★ Project Site

● Study Intersection

Street Segment Location

Figure 1-1
Vicinity Map

Canwood Office Campus Project

set forth in the City of Agoura Hills *Transportation Assessment Guidelines* and as requested by City staff, and (vi) recommends transportation network improvement measures, where necessary.

1.2 Study Methodology

The local transportation analysis criteria for this assessment were identified in consultation with City of Agoura Hills staff. The analysis criteria were determined based on the City's Guidelines, the proposed project description and location, and the characteristics of the surrounding transportation system. City of Agoura Hills staff confirmed the appropriateness of the analysis criteria when it approved the Transportation Studies Scope of Work Memorandum of Understanding (MOU). The approved MOU is attached to this report in ***Appendix A***.

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 created a process to change the methodology to analyze transportation impacts under CEQA (Public Resources Code Section 21000 and following) in order to promote 1) the reduction of greenhouse gas emissions, 2) the development of multimodal transportation networks, and 3) a diversity of land uses. On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis, which included analysis based on project VMT rather than impacts to intersection Level of Service. OPR issued other draft discussion documents in March 2015 and January 2016, suggesting new revisions to the CEQA Guidelines. Concurrently, OPR developed the *Technical Advisory on Evaluating Transportation Impacts in CEQA*[2] *("Technical Advisory")*, which provides non-binding recommendations on the implementation of VMT methodology and which has significantly informed the way VMT analyses are conducted in the State. In November 2017, OPR submitted the proposed amendments to the CEQA Guidelines to the State's Natural Resources Agency (including the new Guidelines Section 15064.3 which governs how analyses of potential traffic impacts should be conducted). On January 26, 2018, the Natural Resources Agency published a Notice of Rulemaking, commencing the formal rulemaking process for the amendments to the CEQA Guidelines. On December 28, 2018, the California Office of Administrative Law adopted the proposed amendments, formally implementing the use of VMT as the metric for transportation analysis under CEQA. State-wide implementation of the new metric was required by July 1, 2020. The proposed project's CEQA-compliant VMT impact analysis is presented separately in the "Canwood Office Campus Project – Vehicle Miles Traveled Assessment", prepared by Linscott, Law and Greenspan, Engineers in May 2021.

The passage of SB 743 and the resulting amendment to the CEQA Guidelines does not prevent agencies from continuing to analyze delay or LOS outside of CEQA review for other transportation planning or analysis purposes (i.e., general plans, impact fee programs, corridor studies, congestion reduction, or ongoing network monitoring). These analysis requirements and LOS standards apply to discretionary approvals of new land use development projects. The City's Guidelines establish LOS "C" as the LOS threshold for intersections within the City of Agoura Hills. This assessment utilizes

[2] *Technical Advisory on Evaluating Transportation Impacts in CEQA*, Governor's Office of Planning and Research, December 2018.

the latest version of the City-approved Highway Capacity Manual (HCM) methodology to evaluate intersection LOS, which is then compared to the City's LOS standards and reviewed for detrimental effects on circulation within the existing transportation network. The City's Guidelines likewise include requirements for roadway segment LOS analyses. The roadway segment analysis is conducted by comparing the peak hour segment volume to the Street Segment LOS Definitions and Descriptions outlined in the City of Agoura Hills *General Plan*[3] and General Plan 2035 Final EIR[4]. In conjunction with City staff, a total of five (5) study intersections and two (2) roadway segments were selected for analysis, as listed below:

Study Intersections:

1. Reyes Adobe Road/Canwood Street
2. Reyes Adobe Road/US-101 Freeway NB Ramps
3. Reyes Adobe Road/US-101 Freeway SB Ramps
4. Kanan Road/Canwood Street – US-101 Freeway NB Off-ramp
5. Kanan Road/US-101 Freeway SB Ramps – Roadside Drive

Study Segments:

1. Canwood Street east of Forest Cove Lane
2. Canwood Street west of Kanan Road

The City's Guidelines also require an analysis of a proposed project's effect on existing pedestrian, bicycle, and transit infrastructure in the vicinity of the project site as well as the provision of multi-modal facilities within the site itself. This assessment also includes vehicle maneuvering analyses to determine the adequacy of the on-site vehicular circulation. In addition, City of Agoura Hills staff have requested an analysis to determine the adequacy of the project's planned on-site parking supply.

The California State Department of Transportation (Caltrans) has also formally adopted VMT as the metric for evaluating the transportation impacts of local development projects on the State Highway System. Caltrans' *Transportation Impact Study Guide*[5] (TISG) references the December 2018 *Technical Advisory*[6] prepared by OPR as the basis for its guidance on VMT assessment. For the purpose of this transportation assessment, it is understood that the City of Agoura Hills adopted VMT methodology and criteria is consistent with the recommendations provided by OPR in the *Technical Advisory* and thus satisfy Caltrans' VMT analysis requirements as well. Therefore, no separate VMT analysis has been prepared for Caltrans' review of the proposed project.

[3] City of Agoura Hills *General Plan Update*, adopted March 2010.
[4] "City of Agoura Hills General Plan 2035 Environmental Impact Report", prepared by PBS&J, February 2010.
[5] "Vehicle Miles Traveled-Focused Transportation Impact Study Guide", Caltrans, May 20, 2020.
[6] "Technical Advisory on Evaluating Transportation Impacts in CEQA", Governor's Office of Planning and Research, December 2018.

Caltrans' TISG states, "Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as well as access management issues." While the final guidance is still being developed, Caltrans has released the "Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance"[7]. The proposed project does not take direct access to/from a State facility; however, it is situated in the immediate vicinity of the US-101 Freeway corridor, and is expected to generate net new project trips at a number of ramp intersections. Therefore, the interim safety guidance was reviewed and analyses relevant to the proposed land use development project were identified for inclusion in the transportation assessment.

1.3 Los Angeles County Congestion Management Program Status

The Los Angeles County Congestion Management Program (CMP) was previously a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990 that primarily utilized a level of service (LOS) performance metric. Pursuant to California Government Code §65088.3, local jurisdictions may opt out of the CMP requirement without penalty if a majority of the local jurisdictions representing a majority of the County's population formally adopt resolutions requesting to opt out of the program. As stated in a letter from the Los Angeles County Metropolitan Transportation Authority (Metro)[8], by August 28, 2019 fifty-seven local jurisdictions, which in total represent 8.5 million in population, had adopted resolutions electing to be exempt from the CMP. With the Los Angeles County region having reached the statutorily required threshold, the provisions of the CMP are no longer applicable to any of the 89 local jurisdictions within Los Angeles County, regardless of whether or not a jurisdiction has an adopted opt-out resolution. Therefore, CMP Traffic Impact Analysis is no longer required.

[7] "Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance", Caltrans, December 18, 2020.

[8] Kalieh Honish, Los Angeles County Metropolitan Transportation Authority, to Seleta Reynolds, City of Los Angeles Department of Transportation, "Re: Dissolution of the Congestion Management Program in Los Angeles County", August 28, 2019.

2.0 PROJECT DESCRIPTION

2.1 Existing Project Site

The proposed project site is located at 29555 Canwood Street in the City of Agoura Hills, California. The project site, which is currently undeveloped, is generally bounded by the existing Los Angeles County Fire Department Fire Station 89 to the west, existing office development to the east, undeveloped land to the north, and Canwood Street to the south. The proposed project site and general vicinity are shown in *Figure 1-1*. The existing site will be cleared of vegetation and graded in order to accommodate the proposed project. An aerial photograph of the existing project site is presented in ***Figure 2-1***.

2.2 Proposed Project Description

The proposed project consists of the planned development of five (5) buildings that would provide a total of 21,100 square feet of office space. Based on information provided by the project Applicant, the proposed project is currently planned to consist of a mix of medical office and general office space. The final land use mix square footages presently are not defined, but would range between the following two options:

- Option 1: 21,100 square feet of medical office building space (MOB)
- Option 2: 11,000 square feet of general office (GO) and 10,100 square feet of MOB

The project site access and on-site parking supply are discussed in further detail in *Sections 2.3* and *2.4* below, respectively. Construction and occupancy of the proposed project is expected to occur by year 2023. The site plan for the proposed project is illustrated in ***Figure 2-2***.

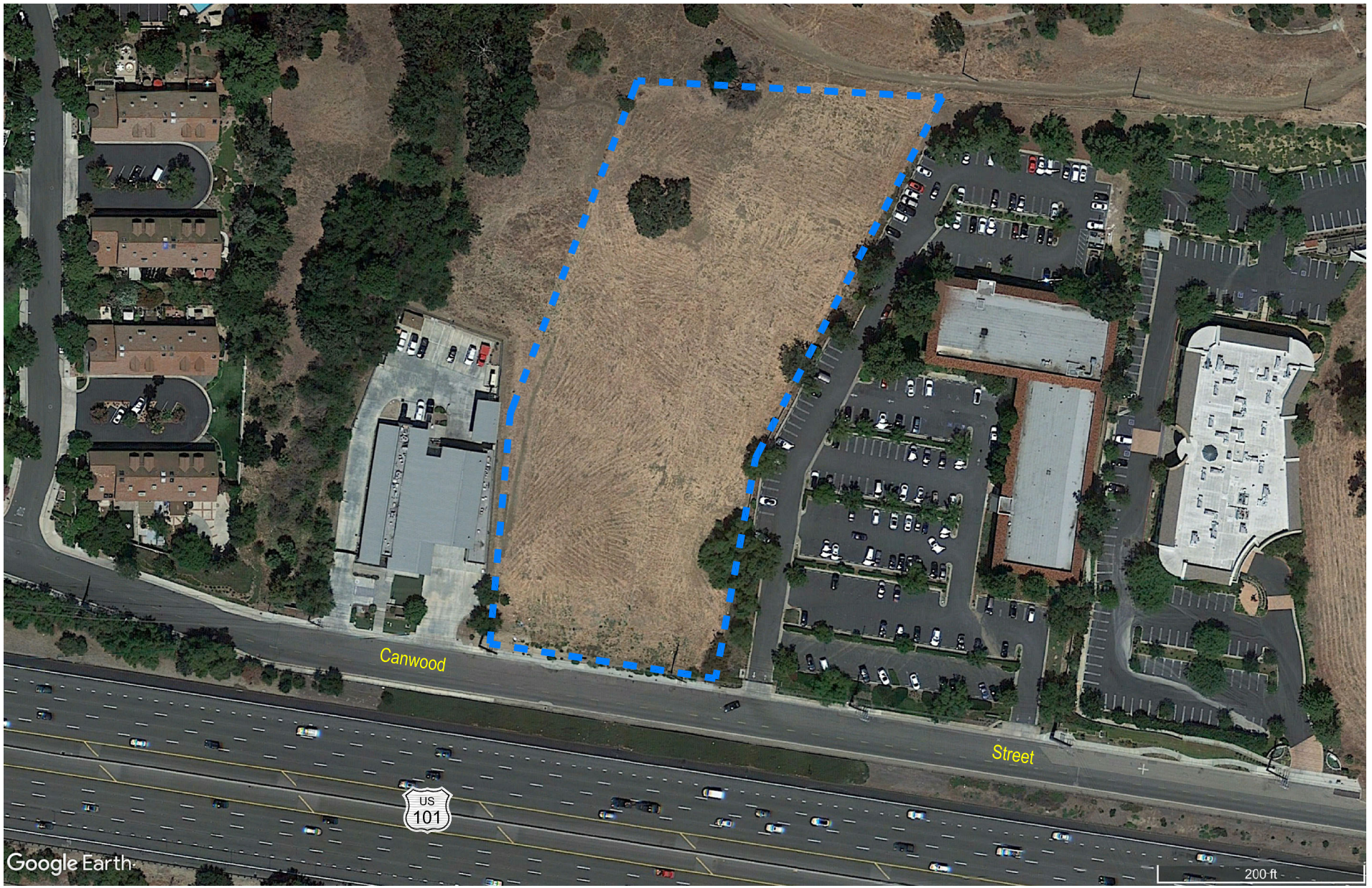
2.3 Project Site Access

2.3.1 *Vehicular Site Access*

As shown in *Figure 2*-2, vehicular access to the proposed project site is planned to be accommodated by one (1) driveway located on the north side of Canwood Street, at approximately the mid-point of the southerly project frontage. The project driveway is planned to accommodate full access (i.e., left and right-turning inbound and outbound movements). As the site is currently undeveloped, a new driveway will be constructed to the City of Agoura Hills standards. Canwood Street in the vicinity of the project site has no major vertical or horizontal curves which might obstruct the line of sight for vehicles entering or exiting the proposed driveway, therefore it is expected that adequate sight distance is available to facilitate safe ingress and egress at the project driveway.

2.3.2 *Vehicular Maneuvering Analysis*

Within the project site, vehicular circulation will be accommodated by a 28-foot drive aisle which encircles the proposed office campus. The maneuvering requirements of larger trucks turning into and out of the project site, as well as traversing through the site, were analyzed using the AutoTURN



MAP SOURCE: GOOGLE EARTH PRO

Project Site

Existing Driveway

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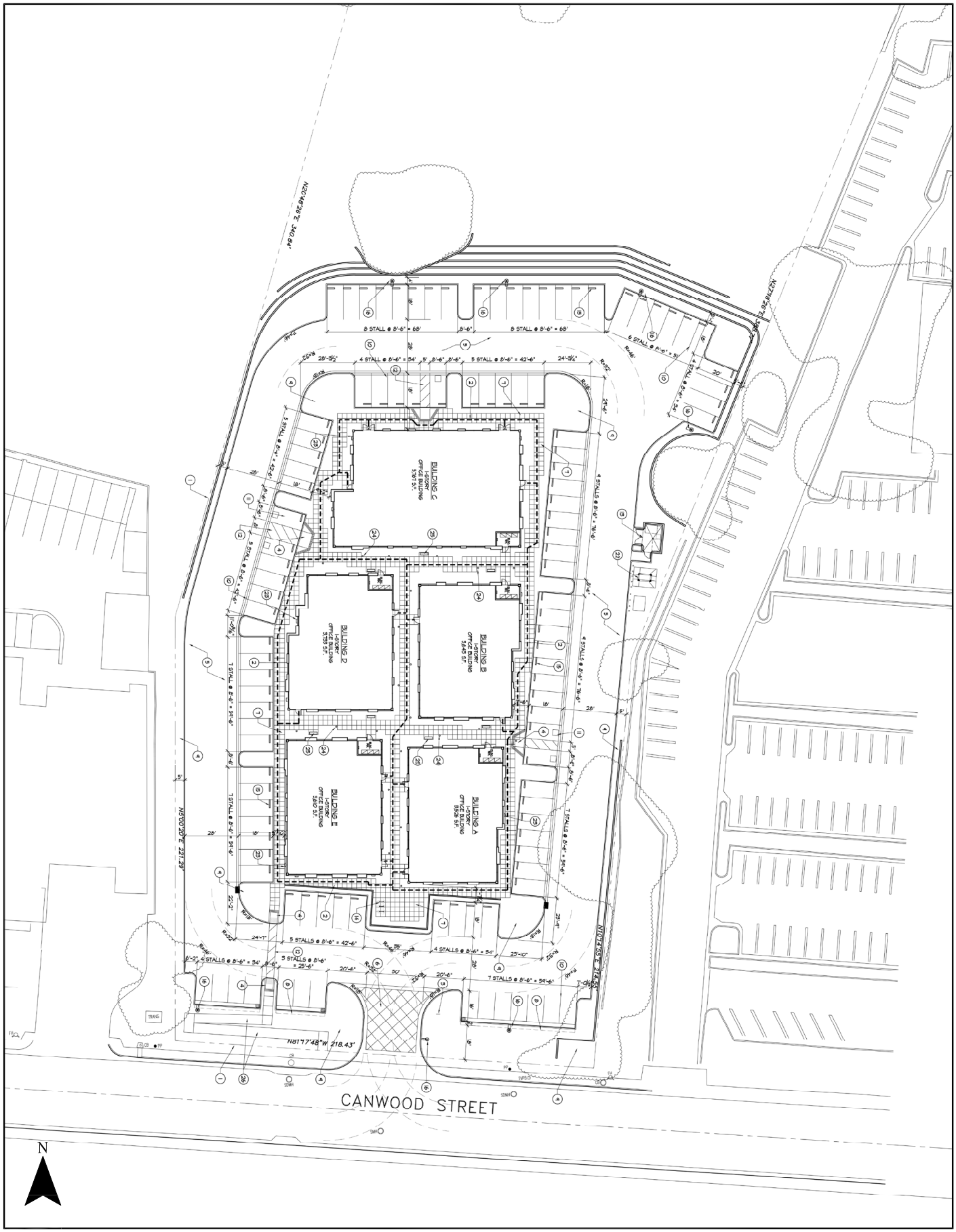
Figure 2-1
Aerial Photograph of Existing Project Site

Canwood Office Campus Project



SOURCE: PK ARCHITECTURE

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Figure 2-2
Site Plan

Canwood Office Campus Project

software package in AutoCAD. The software program is conservative since LLG Engineers' observations and measurements conducted in the field of actual driver maneuvering indicate that the area requirements illustrated via the AutoTURN program are larger than those actually needed. Thus, if the AutoTURN program simulations illustrate a tight turning radius given a subject design, the analysis can be considered conservative since actual driver maneuvering can be accomplished within the area shown to be required via the AutoTURN results.

The AutoTURN truck turning maneuver analyses were prepared for a 46-foot fire truck as well as for a 33-foot trash truck. As right-turning maneuvers to and from the public right-of-way are typically more constrained than left-turn maneuvers, the adequacy of the project site design to accommodate each vehicle was evaluated assuming a right-turning inbound maneuver, counter-clockwise circulation through the site, and a right-turning outbound maneuver. ***Figure 2-3*** illustrates the swept path of a fire truck, while ***Figure 2-4*** illustrates the swept path of a trash truck.

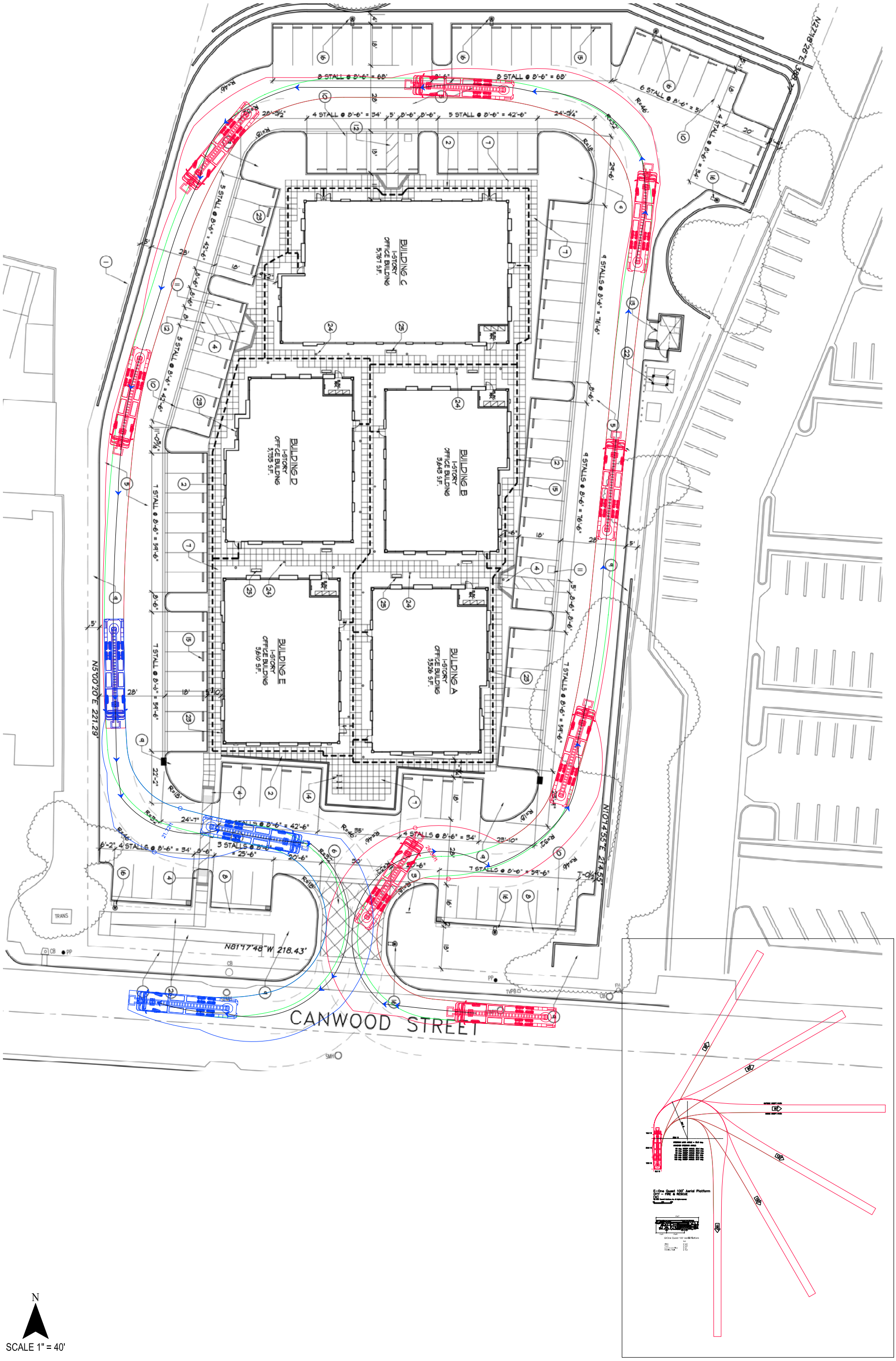
As shown in *Figures 2-3* and *2-4*, the proposed project site driveway and internal drive aisles are expected to adequately accommodate both fire trucks and trash trucks. Thus, it is concluded that the planned site driveways and internal drive aisles are sufficient to accommodate access for these type of vehicles as well as smaller trucks and vans which might also be expected to access the site for purposes of maintenance and deliveries.

2.3.3 *Non-Vehicular Site Access and Circulation*

The project site is planned to accommodate non-vehicular access by pedestrians and bicycles as well. As illustrated in *Figure 2*-2, the project site is planned to provide an Americans with Disabilities Act (ADA) compliant walkway connecting the proposed office campus development to the existing public sidewalk along Canwood Street. The walkway connects to the public right-of-way west of the proposed project driveway, and a switchback/dogleg ramp connects the walkway to the surface parking area where it crosses the internal drive-aisle. The drive-aisle pedestrian crossing will be appropriately improved with ADA compliant tactile warning (i.e., truncated dome) pads. The walkway then connects with the internal walkways of the campus. This walkway will provide exclusive pedestrian and bicycle access from the existing public sidewalks to the proposed development, thus minimizing the extent of pedestrian and bicycle interaction with vehicles within the site and providing a comfortable, convenient, and safe environment for more vulnerable users to access the proposed project from the public right-of-way. Internal to the office campus, exclusive pedestrian walkways and public seating areas will be provided to connect the five (5) proposed office buildings with one another and with the surface parking lots surrounding the development. Pedestrian and bicycle access to and from the project site is expected to be accommodated by the existing public sidewalks, bicycle network, and roadways in the vicinity of the site. A detailed description of the existing transportation network is provided in *Section 3.0, Project Site Context*.

2.4 Project Parking

The proposed project is planned to provide a total of 110 on-site vehicular parking spaces, consisting of 105 standard parking spaces and five (5) handicap accessible spaces. The parking will be provided



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LINSCOTT LAW & GREENSPAN engineers

Figure 2-3
Fire Truck Maneuvering Analysis
E-One Quest 100' Aerial Platform
Canwood Office Campus Project

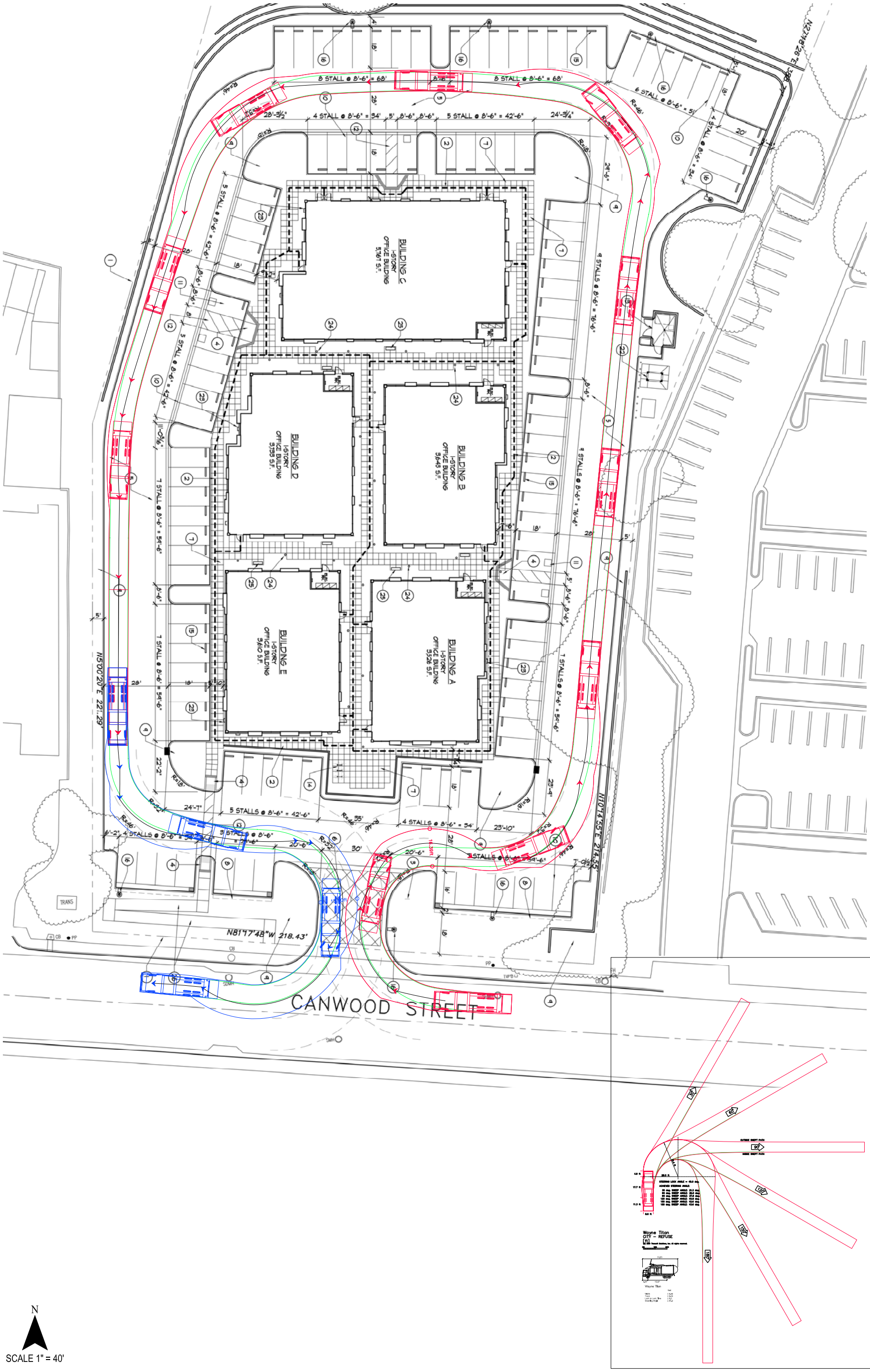

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Figure 2-4
Trash Truck Maneuvering Analysis
Wayne Titan
Canwood Office Campus Project

along the perimeter of the office campus, as well as adjacent to Canwood Street and along the northerly extent of the development envelope. The handicap accessible spaces will be distributed at various locations along the perimeter of the office campus, in proximity to access points to the five proposed office buildings. In addition, the project will provide a total of five (5) bicycle parking spaces, which are planned to be located in the public seating area situated at the south end of the office campus.

2.4.1 *Municipal Code Parking Requirement*

A calculation of the project's parking requirements was prepared based on the parking ratios provided in the City of Agoura Hills Municipal Code Section 9654.6, "Parking Allocation". According to the Municipal Code, the parking requirements applicable to the proposed project are as follows:

- Business and Professional Office: One (1) parking space for each 300 square feet of gross floor area. Permanent common lobbies within each building totaling 35,000 square feet or larger are excluded from gross floor area.

- Medical, Dental, and Veterinarian Office: One (1) parking space for each 200 square feet of gross floor area.

As described in Section 2.2, Project Description, the proposed project consists of the planned development of up to 21,100 square feet of office space, consisting of a mix of general office and medical office. As the exact land use mix is currently unknown, the Municipal Code parking requirement was prepared for both Option 1 and Option 2 in order to identify the anticipated maximum amount of required on-site parking. Application of the Code parking requirement to the Option 1 project (i.e., 21,100 square feet of medical office) results in an on-site parking requirement of 106 spaces, as shown below:

Option 1:

Medical Office:	21,100 SF	x	1 space / 200 SF	=	106 spaces
	Total Required Option 1 Project Parking			=	106 spaces

Application of the Code parking requirements to the Option 2 project (i.e., 11,000 square feet of general office and 10,100 square feet of medical office) results in an on-site parking requirement of 88 spaces, as shown below.

Option 2:

General Office:	11,000 SF	x	1 space / 300 SF	=	37 spaces
Medical Office:	10,100 SF	x	1 space / 200 SF	=	51 spaces
	Total Required Option 2 Project Parking			=	88 spaces

Therefore, based on application of the Agoura Hills Municipal code parking ratios to the proposed project, the anticipated maximum amount of Code required on-site parking is 106 spaces, assuming

the proposed project accommodates of medical office space only. Should the project ultimately accommodate a general office component of up to 11,000 square feet, the Municipal Code parking requirement will correspondingly be less than 106 spaces. The proposed project's planned on-site parking supply of 110 spaces therefore exceeds the Municipal Code parking requirement of 106 spaces, resulting in a surplus of four (4) spaces.

Additionally, Municipal Code Section 9654.3(L), "Bicycle Parking Standard", requires bicycle racks to be provided at a ratio of one (1) rack for every 25 vehicular parking spaces. Based on the planned on-site parking supply of 110 parking spaces, the Municipal Code results in a bicycle parking requirement of four (4) parking spaces (i.e., 110 spaces * 1 rack / 25 spaces = 4 spaces). The proposed project plans to provide a total of five (5) bicycle racks, which exceeds the Municipal Code requirement by one (1) rack.

2.5 Project Trip Generation and Distribution

2.5.1 *Project Trip Generation Forecast*

Traffic trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. The traffic volumes anticipated to be generated by the proposed project were forecast for the typical weekday AM and PM peak commute hours as well as over a 24-hour period (i.e., daily). Trip generation rate information provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition[9] was utilized to prepare the trip generation forecast. Specifically, ITE Land Use Code 710 (General Office Building) and ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed Option 1 and Option 2 projects.

The trip generation forecast for the proposed Option 1 project is summarized in ***Table 2-1***. As presented in *Table 2-1*, the proposed Option 1 project is expected to generate 59 vehicle trips (46 inbound trips and 13 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 73 vehicle trips (20 inbound trips and 53 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 734 daily trip ends (367 inbound trips and 367 outbound trips) on a typical weekday.

The trip generation forecast for the proposed Option 2 project is summarized in ***Table 2-2***. As presented in *Table 2-2*, the proposed Option 2 project is expected to generate 41 vehicle trips (33 inbound trips and 8 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 48 vehicle trips (12 inbound trips and 36 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 458 daily trip ends (229 inbound trips and 229 outbound trips) on a typical weekday.

As described above, the Option 1 project is expected to result in the most intensive trip generation forecast for the proposed project; therefore, analysis of this project option would identify the worst-

[9] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington D.C., 2017.

Table 2-1
PROJECT TRIP GENERATION FORECAST
Option 1

TRIP GENERATION RATES [1]									
	ITE			WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
ITE LAND USE CATEGORY	LAND USE CODE	VARIABLE	WEEKDAY DAILY	IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL
Medical-Dental Office Building	720	Per 1,000 SF	34.80	78%	22%	2.79	28%	72%	3.46

PROJECT TRIP GENERATION FORECAST									
	ITE		DAILY	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	LAND USE CODE	SIZE	TRIP ENDS [2] VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Medical Office	720	21,100 GSF	734	46	13	59	20	53	73
TOTAL PROJECT TRIPS			**734**	**46**	**13**	**59**	**20**	**53**	**73**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.

Table 2-2
PROJECT TRIP GENERATION FORECAST
Option 2

TRIP GENERATION RATES [1]									
	ITE LAND USE		WEEKDAY	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
ITE LAND USE CATEGORY	CODE	VARIABLE	DAILY	IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL
General Office Building	710	Per 1,000 SF	9.74	86%	14%	1.16	16%	84%	1.15
Medical-Dental Office Building	720	Per 1,000 SF	34.80	78%	22%	2.79	28%	72%	3.46

PROJECT TRIP GENERATION FORECAST									
	ITE LAND USE		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	CODE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
General Office	710	11,000 GSF	107	11	2	13	2	11	13
Medical Office	720	10,100 GSF	351	22	6	28	10	25	35
TOTAL PROJECT TRIPS			**458**	**33**	**8**	**41**	**12**	**36**	**48**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.

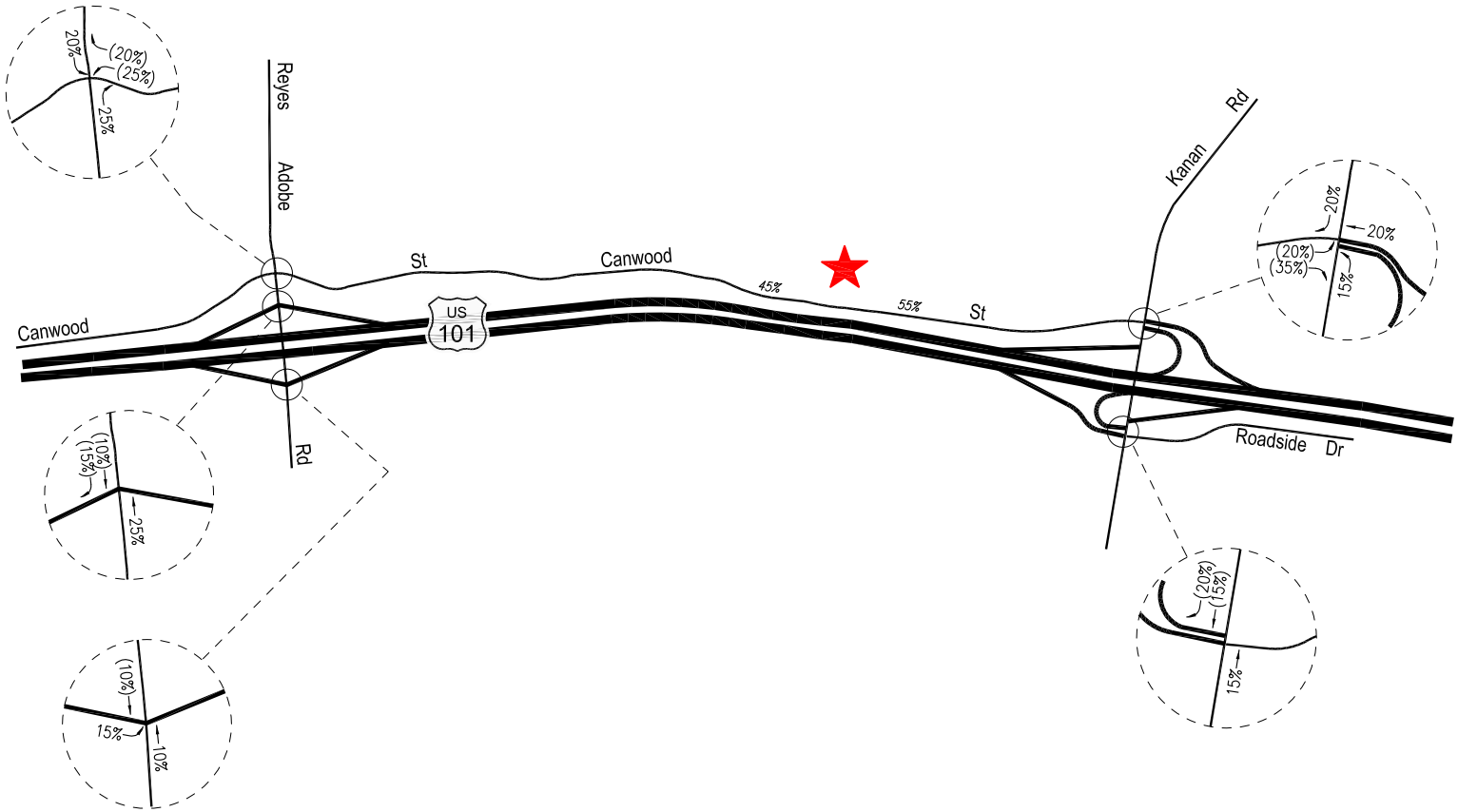
case effects on the local transportation network. The Option 2 project, which due to the presence of the general office component is expected to generate fewer trips than Option 1, is assumed to have less intense effects on the local transportation network than Option 1. Therefore, the quantitative intersection and roadway segment Level of Service (LOS) analyses described in the following sections of this report focus on the Option 1 project.

2.5.2 *Project Trip Distribution and Assignment*

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Reyes Adobe Road, Kanan Road, Thousand Oaks Boulevard, Agoura Road, US-101 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress scheme planned for the proposed project;
- Nearby population and employment centers; and
- Input from City of Agoura Hills staff.

The general, directional traffic distribution patterns for the proposed project are presented in ***Figure 2-5***. The forecast net new weekday AM and PM peak hour project traffic volumes at the study intersections associated with the proposed project are presented in ***Figures 2-6*** and ***2-7***, respectively. The traffic volume assignments presented in *Figures 2-6* and *2-7* reflect the traffic distribution characteristics shown in *Figure 2-5* and the project trip generation forecasts associated with the more traffic intensive Option 1 project presented in *Table 2-1*.



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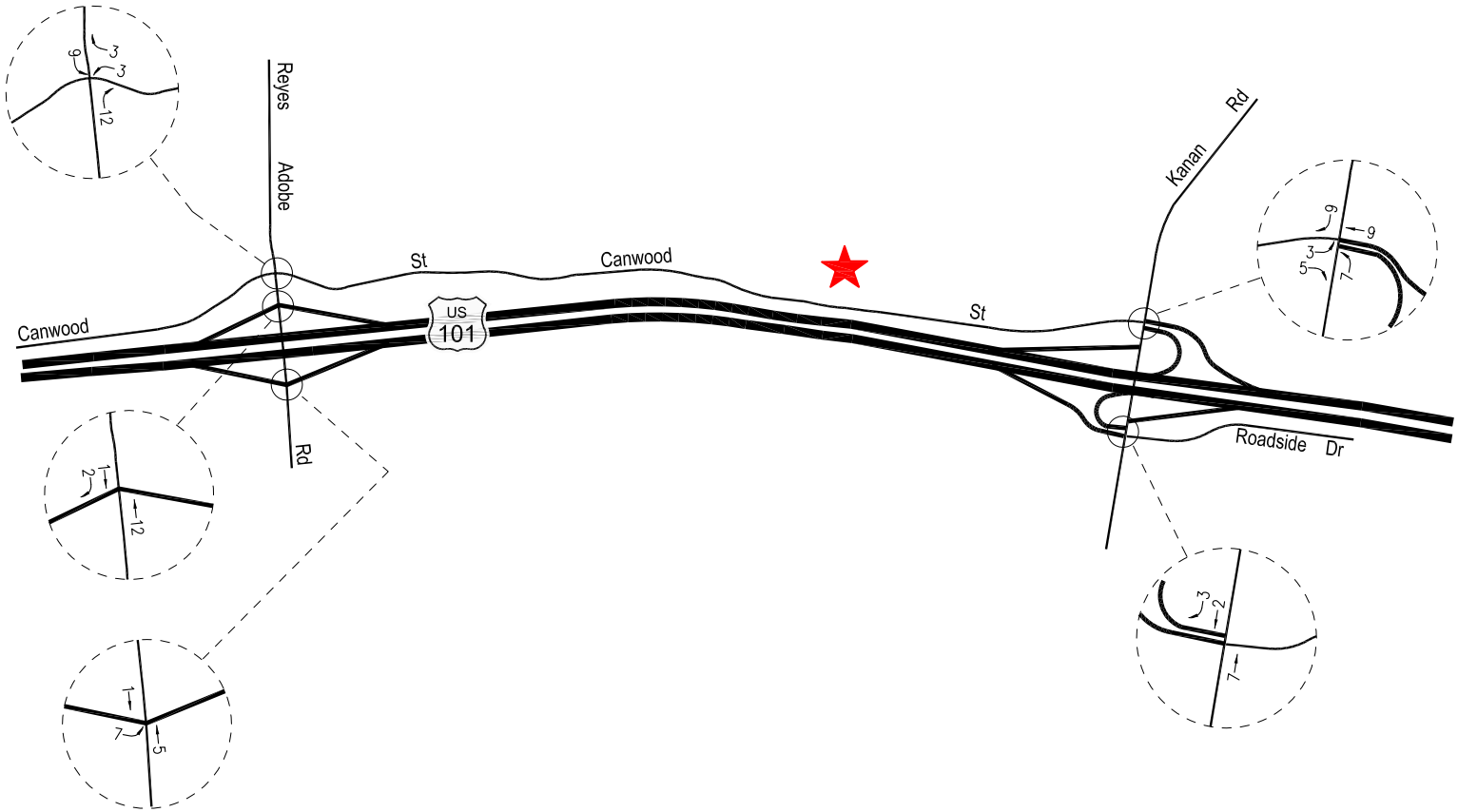
★ Project Site

XX = Inbound Percentages

(XX) = Outbound Percentages

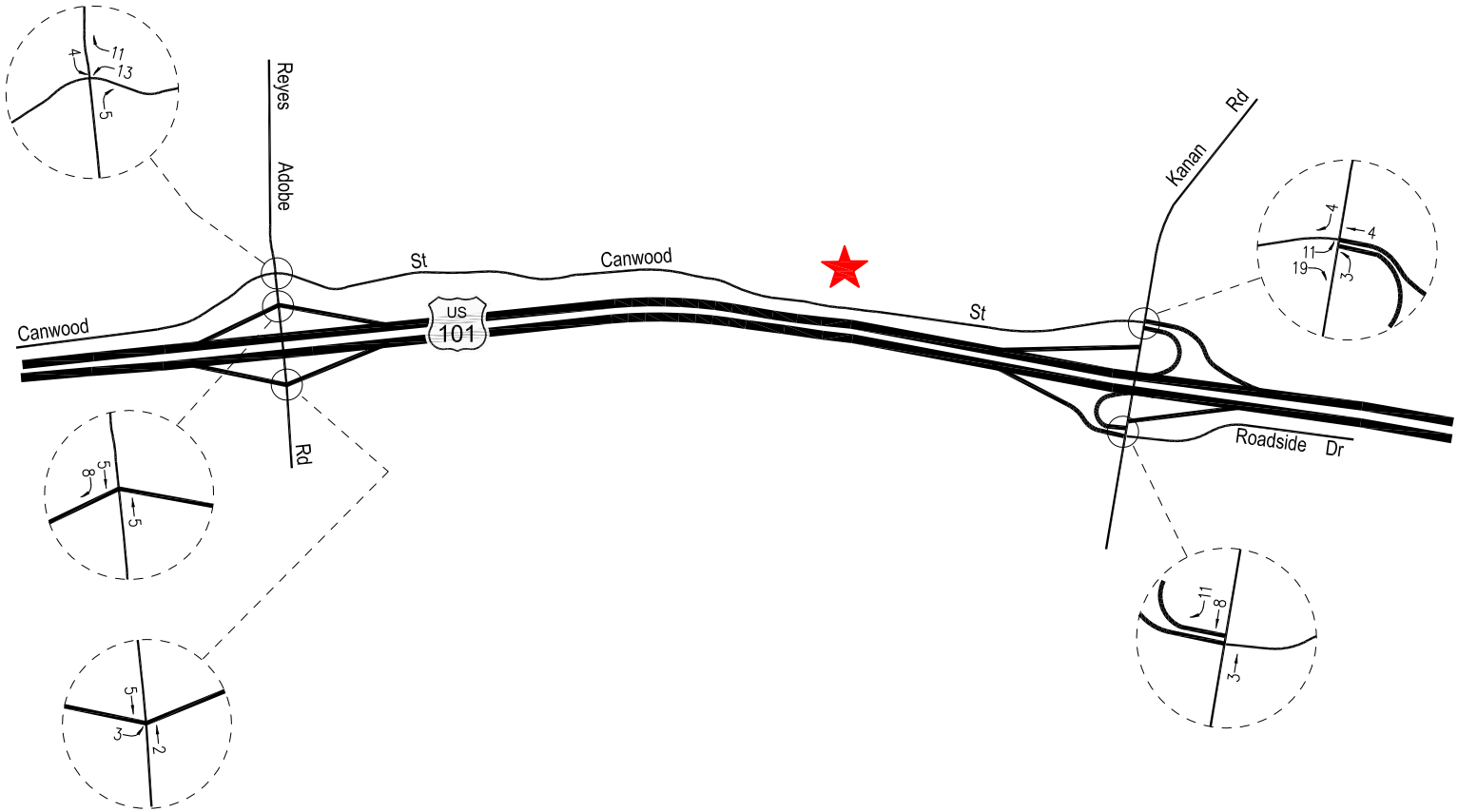
Figure 2-5
Project Trip Distribution

Canwood Office Campus Project



Project Site

Figure 2-6
Project Traffic Volumes
Weekday AM Peak hour
Canwood Office Campus Project



Project Site

Figure 2-7
Project Traffic Volumes
Weekday PM Peak hour
Canwood Office Campus Project

3.0 PROJECT SITE CONTEXT

The project site is located within a well-established multi-modal transportation network maintained by the City of Agoura Hills. The following sections will provide an overview of the transportation infrastructure in the vicinity of the proposed project, including infrastructure which supports both motorized and non-motorized transportation modes.

3.1 Non-Vehicle Network

Non-vehicular transportation generally encompasses walking, biking, and other active transportation modes. Distinct facilities are often provided for these non-vehicular modes. Most prominently, paved sidewalks are typically provided to facilitate pedestrian travel outside of the roadway. In some cases, bicycle facilities such as painted bike lanes or separated bike paths are provided within the roadway in order to separate bike traffic from vehicular traffic. Roadways which are designed to prioritize non-vehicular transportation modes utilize complimentary non-vehicular infrastructure in order to promote comfortable, safe travel for both pedestrians and bicyclists. A review of the pedestrian and bicycle infrastructure provided in the vicinity of the project site is provided below.

3.1.1 *Pedestrian System*

Pedestrian infrastructure consists of facilities such as sidewalks, crosswalks, pedestrian signals, curb access ramps, Americans with Disabilities Act (ADA) compliant tactile warning strips, and curb extensions, among other things. These facilities are generally provided within the study area. Public sidewalks are provided along most roadways within the vicinity of the project site, including Canwood Street, Reyes Adobe Road, and Kanan Road. A five-foot sidewalk is provided along both sides of Canwood Street in the immediate vicinity of the project site; however, it is noted that public sidewalks are not provided continuously along the north side of Canwood Street east of the project site. Beginning approximately 625 feet east of the project site, the roadway is adjacent to currently undeveloped parcels which do not provide sidewalk, curb, and gutter along the property frontages. Striped crosswalks with pedestrian signals are provided at signalized intersections in the vicinity of the project site. Additionally, curb ramps with tactile warning strips consisting of yellow truncated dome pads are provided at most major intersections in the vicinity of the project site, although truncated dome pads are not provided at the existing curb ramps on the northeast and southeast corners of the Reyes Adobe Road/Canwood Street intersection, or at curb ramps along Canwood Street between Reyes Adobe Road and Kanan Road.

The project frontage along Canwood Street is currently improved with a five-foot sidewalk, curb, and gutter. An existing utility pole is located near the southeast corner of the project site, and is expected to be maintained in place north of the existing public sidewalk. As described in *Section 2.3, Project Site Access*, the proposed project will require construction of a new driveway. The driveway will be constructed to City of Agoura Hills standards, and will maintain public sidewalk access across the driveway opening. The proposed project therefore will not result in the removal, degradation, or loss of access to any existing pedestrian facilities in the vicinity. Additionally, the

project will provide an ADA compliant pedestrian walkway connecting the existing public sidewalk to the walkways within the proposed office campus development.

3.1.2 *Bicycle System*

Bicycle infrastructure consists of both facilities within the roadway as well as public bicycle parking spaces. The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car-free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

In the vicinity of the project site, Class II bicycle lanes are provided along Canwood Street between Reyes Adobe Road and Forest Cove Lane, and along Forest Cove Lane between Rainbow Crest Drive and Canwood Street. The City of Agoura Hills *General Plan* also indicates that Rainbow Crest Drive is designated as a Class III Bicycle Route between Mainmast Drive (south of Thousand Oaks Boulevard) and Forest Cove Lane. The City's existing and planned bicycle network is illustrated in ***Figure 3-1.***

As described in *Section 2.3, Project Site Access*, bicycle access to the project site is expected to be accommodated by the City's existing bicycle network as well as public roadways in the vicinity. The project will require construction of one new driveway on Canwood Street, and it is expected that sufficient sight distance is available to facilitate safe ingress and egress at the project driveway. The project driveway is therefore not anticipated to result in unsafe conditions for cyclists traveling westbound on Canwood Street. The proposed project will not result in the removal, degradation, or loss of access to any existing or planned bicycle facility in the vicinity, nor is it expected to result in adverse effects on cyclists utilizing Canwood Street.

3.2 Transit Network

Public bus transit services are provided within the project study area. Public bus service in the City of Agoura Hills is provided by Los Angeles Metropolitan Transportation Authority (Metro), City of Los Angeles Department of Transportation (Commuter Express), and City of Thousand Oaks Transit (Kanan Shuttle). The existing public transit routes in the vicinity of the project site are illustrated in ***Figure 3-2***. A summary of the existing transit service in the vicinity of the project site, including the transit line number, corridor(s) served, nearby stops, and typical number of buses or trains per hour is presented in ***Table 3-1***. As summarized in *Table 3-1*, a total of four (4) public transit routes provide service along Kanan Road in the vicinity of the project site. No public transit routes were identified along Reyes Adobe Road or along Canwood Street between Reyes Adobe Road and Kanan Road.

Under typical conditions, Commuter Express 422 and 423 bus transit lines provide service approximately every 15-20 minutes during the AM and PM peak hours. Based on a review of the

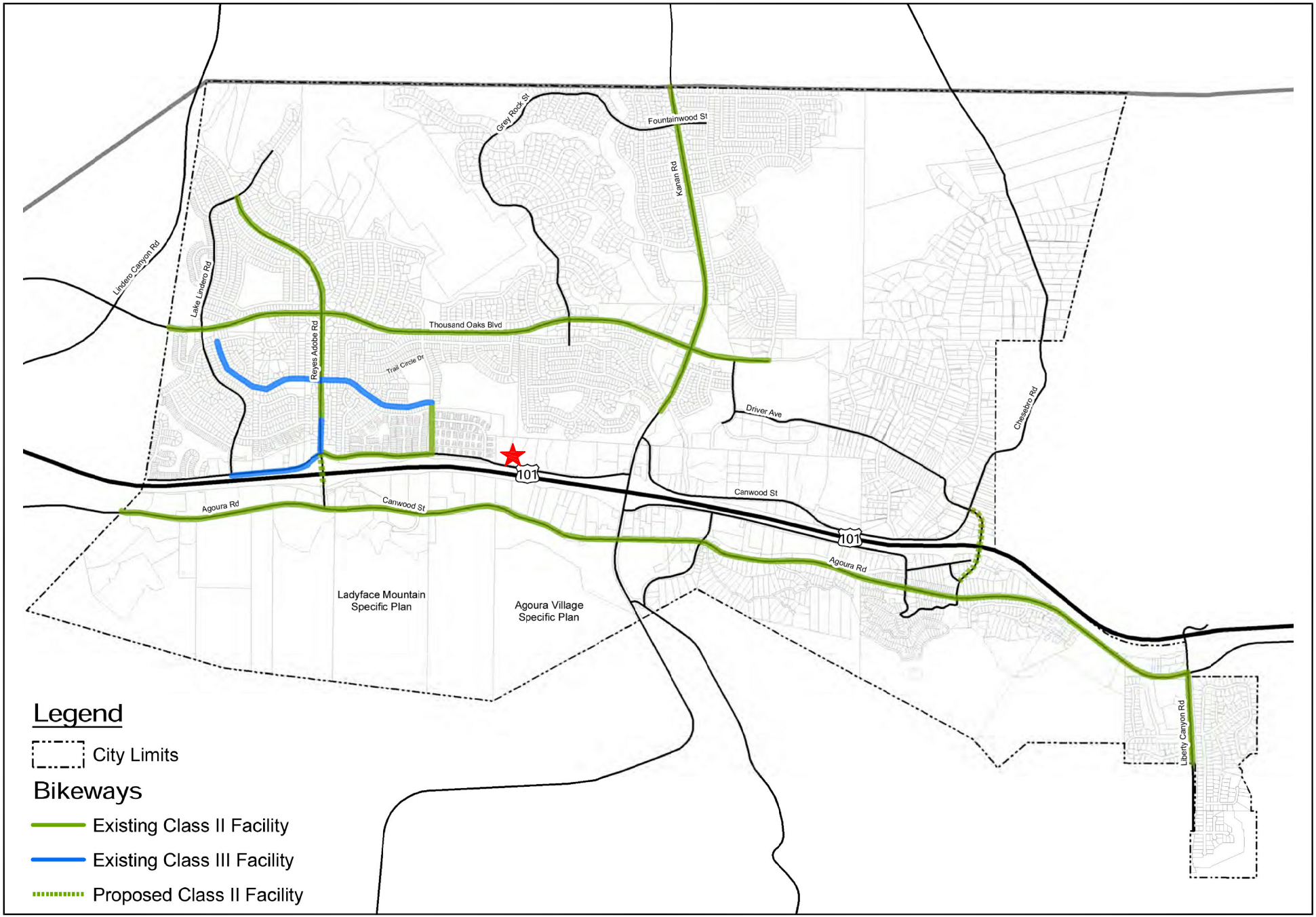


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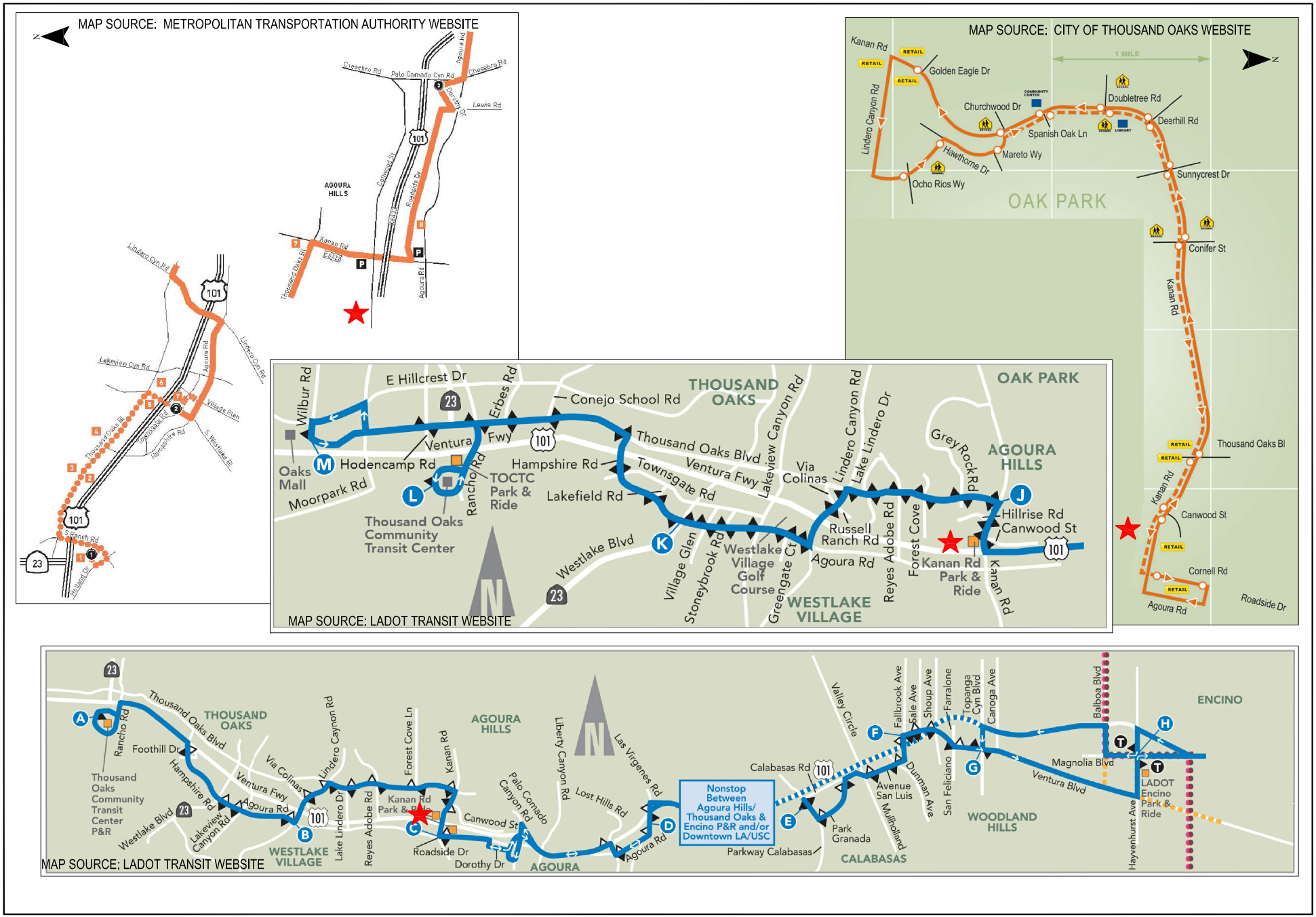
Figure 3-1
City of Agoura Hills Existing and Proposed Bikeways



Project Site

Figure 3-2
Existing Transit Routes

Canwood Office Campus Project

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Table 3-1
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	TRANSIT CORRIDOR(S) IN VICINITY OF SITE	TRANSIT STOP NEAREST TO SITE	NO. OF BUSES DURING PEAK HOUR		
				DIR	AM	PM
Commuter Express 422	Thousand Oaks to Downtown Los Angeles via Agoura Hills, Woodland Hills and Van Nuys	Kanan Road, Thousand Oaks Boulevard	Kanan Road/Canwood Street	EB WB	4 0	0 3
Commuter Express 423	Thousand Oaks to Downtown Los Angeles via Westlake Village, Agoura Hills, Calabasas, Woodland Hills	Roadside Drive, Kanan Road, Thousand Oaks Boulevard	Kanan Road/Canwood Street	EB WB	0 0	0 0
Kanan Shuttle	Thousand Oaks to Agoura Hills via Oak Park	Kanan Road	Kanan Road/Canwood Street	NB SB	3 3	1 3
Metro 161	Thousand Oaks to Canoga Park via Westlake Village, Agoura Hills, Calabasas, and Woodland Hills	Roadside Drive, Kanan Road, Thousand Oaks Boulevard	Kanan Road/Canwood Street	EB WB	2 2	1 1
TOTAL					**14**	**9**

[1] Sources: City of Los Angeles Department of Transportation (Commuter Express), City of Thousand Oaks Transit (Kanan Shuttle), and Los Angeles County Metropolitan Transportation Authority (Metro) websites, 2021.

current bus transit schedules, it is noted that service to Agoura Hills by Commuter Express 423 is temporarily disrupted due to the impacts of the COVID-19 pandemic. Metro 161 and the Kanan Shuttle provide service approximately every 20-30 minutes along the Kanan Road corridor during the AM and PM peak hours.

The nearest public bus transit stops for each of the four (4) transit routes are provided at the Kanan Road/Canwood Street intersection, which is located over 0.5 miles (via pedestrian path of travel) east of the project site. The stops, which are located on the southeast and northwest corners of the T-intersection, do not provide bus benches/seating, public trash receptacles, or covered shelters. Additional transit stops are provided at the northeast and southeast corners of the Kanan Road/Roadside Drive intersection (accommodating Commuter Express 423, Metro 161, and the Kanan Shuttle). A bench and public trash can are provided at the stop located on the southeast corner. There are no existing or proposed transit stops located along the project frontage or within 0.25 miles of the project site. Pedestrian and bicycle access to the nearest existing transit stops at the Kanan Road/Canwood Street intersection is expected to be accommodated by the existing public sidewalks and roadway networks, although as noted in *Section 3.1.1, Pedestrian System*, the public sidewalks along the north side of Canwood Street east of the project site are presently discontinuous.

3.3 Vehicle Network

3.3.1 *Roadway Classifications*

The City of Agoura Hills utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four (4) categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- *Arterial*[10] roadways are major streets that primarily accommodate regional, subregional, and intra-city travel. Through traffic comprises the bulk of traffic volumes on arterial roadways. In the City of Agoura Hills, this roadway type is divided into two categories: Primary and Secondary arterials. Primary arterial roadways are designed to move relatively high volumes of traffic between the freeway and local circulation system. Intersections along major arterials are at-grade and typically signalized. Access from private property and collector streets is limited, as is on-street parking. Secondary arterial roadways are similar to primary arterials, but serve a more localized function. Secondary arterials generally have less access and parking restrictions and a narrower right-of-way than primary arterials.

[10] As defined in the City of Agoura Hills General Plan Update (2010), Chapter 3.A Mobility.

- *Collector*[10] roadways are designed to distribute traffic from higher classified arterial streets to local access streets and adjacent properties.

- *Local*[10] roadways are designed to be low-volume and low-speed streets that provide access to individual properties. Residential streets are generally not intended to handle through traffic.

3.3.2 *Regional Highway System*

Primary regional access is provided by the US-101 Freeway as shown in *Figure 1-1*. The *Ventura US-101) Freeway* is a major north-south freeway located south of the project site, although the freeway runs in an east-west alignment through the City of Agoura Hills. In Los Angeles County, the US-101 Freeway extends from the easterly terminus in East Los Angeles, through the San Fernando Valley, and into Ventura County through the Conejo Grade. In the project vicinity, four (4) mixed-flow mainline lanes along with one (1) merge/diverge auxiliary lane are provided in each direction on the US-101 Freeway. Full access interchanges (i.e., eastbound and westbound on- and off-ramps) are provided at Reyes Adobe Road and Kanan Road.

3.3.3 *Roadway Descriptions*

The current lane configurations and traffic control measures at each study intersection is presented in ***Figure 3-3***. Descriptions of the roadways which make up the study area are provided in ***Table 3-2***, including the roadway classification, number of lanes, median types, and speed limits designated by the City of Agoura Hills.

3.4 Traffic Count Data

Manual counts of vehicular volumes were conducted at each of the five (5) study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual turning movement counts were conducted by an independent traffic count subconsultant at the study intersections on a typical weekday from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM to determine the AM and PM peak commute hours, respectively. One (1) of the manual counts utilized in the transportation assessment was conducted in September 2017, while the remaining four (4) manual counts were conducted in May 2019. These traffic counts were adjusted upwards by a factor of 1.0% per year to reflect year 2021 conditions. No new traffic counts were collected for this assessment, as it is understood that any traffic count data collected in the midst of the COVID-19 pandemic, at a time when Los Angeles County Public Health Department restrictions were in effect and area schools were out of normal session, would represent atypical conditions.

The resulting weekday AM and PM peak hour manual counts of vehicle movements at the five (5) study intersections are summarized in ***Table 3-3***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 3-4*** and ***3-5***, respectively. For each study intersection, the highest one-hour total traffic volumes (i.e., four consecutive 15-minute time intervals) traversing through the intersection during the 7:00 to 9:00 AM and 4:00 to 6:00 PM time periods were selected so as to determine the respective weekday AM and

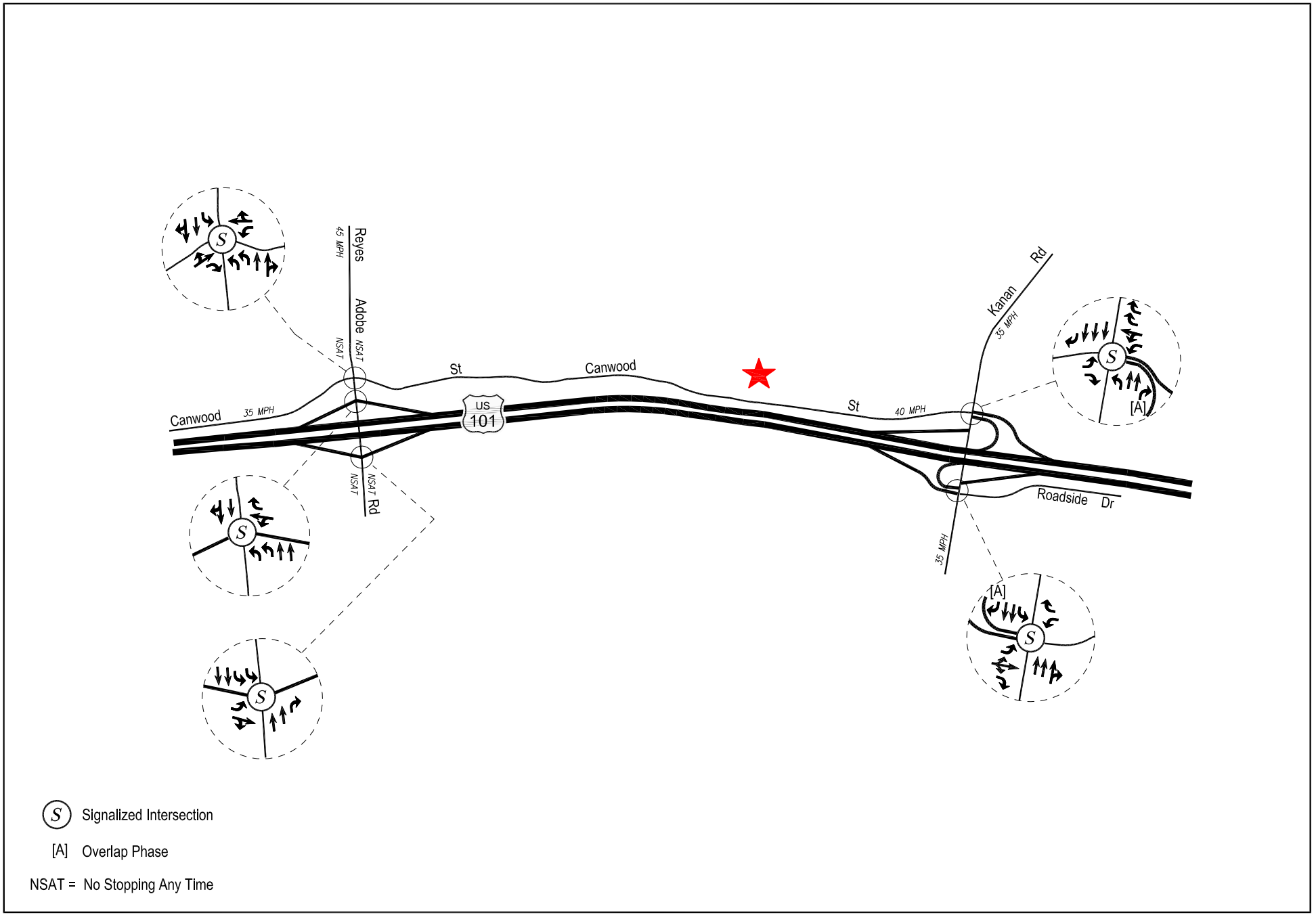

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Figure 3-3
Existing Lane Configurations

Table 3-2
EXISTING ROADWAY DESCRIPTIONS

ROADWAY	CLASSIFICATION [1]	TRAVEL LANES		MEDIAN TYPES [4]	SPEED LIMIT
		DIRECTION [2]	NO. LANES [3]		
Reyes Adobe Road	Secondary Arterial	NB-SB	4	N/A - RMI	45
Kanan Road	Primary Arterial	NB-SB	5 to 4	RMI - N/A	35 to 40
Canwood Street	Secondary Arterial	EB-WB	2 [5]	N/A	35 to 40
Roadside Drive	Collector	EB-WB	2	N/A	40

[1] Roadway classifications obtained from the *City Agoura Hills General Plan Circulation Plan and Street Classification* , adopted March 2010.
[2] Direction of roadways in the project area: NB-SB = northbound and southbound; and EB-WB = eastbound and westbound.
[3] Number of lanes in both directions on the roadway.
[4] Median type of the road: RMI = Raised Median Island; 2WLT = 2-Way Left-Turn Lane; and N/A = Not Applicable.
[5] Class II Bike Lane

Table 3-3
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Reyes Adobe Road/ Canwood Street	09/07/2017	NB SB EB WB	7:45 AM	860 976 233 159	4:45 PM	1,127 483 261 180
2	Reyes Adobe Road/ US-101 Freeway NB Ramps	05/08/2019	NB SB EB WB	7:45 AM	557 1,229 0 725	5:00 PM	979 671 0 458
3	Reyes Adobe Road/ US-101 Freeway SB Ramps	05/08/2019	NB SB EB WB	7:45 AM	277 1,079 874 0	4:30 PM	983 426 476 0
4	Kanan Road/ Canwood Street- US-101 Freeway NB Off-Ramp	05/08/2019	NB SB EB WB	7:45 AM	1,179 2,058 176 1,343	4:30 PM	1,559 1,423 247 1,114
5	Kanan Road/ US-101 Freeway SB Ramps- Roadside Drive	05/08/2019	NB SB EB WB	8:00 AM	708 2,094 1,192 129	4:00 PM	1,155 1,115 928 319

[1] Counts conducted by National Data & Surveying Services.
All volumes were adjusted upward by a factor of 1.0% per year to year 2021 conditions.

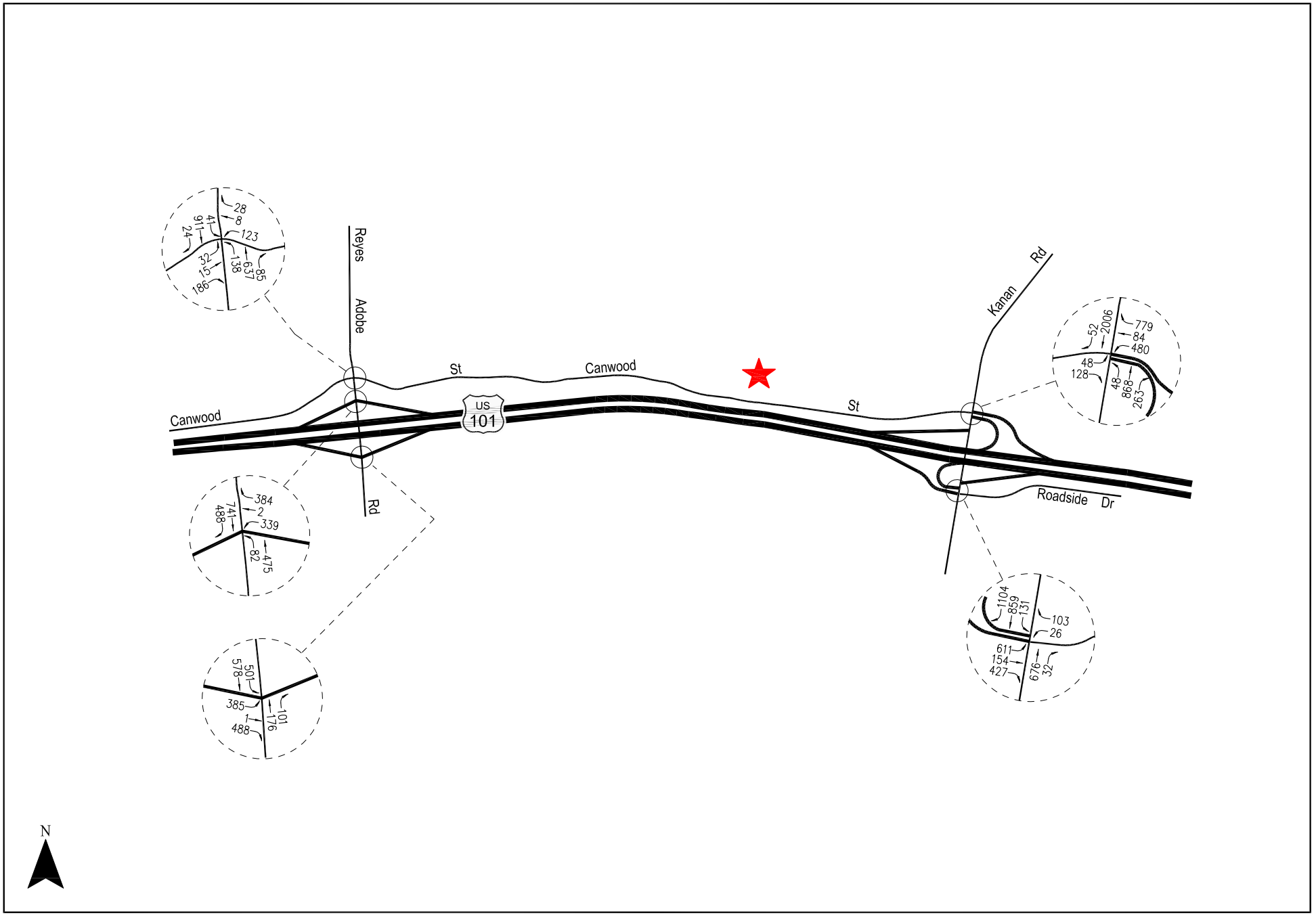

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Figure 3-4
Existing Traffic Volumes
Weekday AM Peak hour
Canwood Office Campus Project

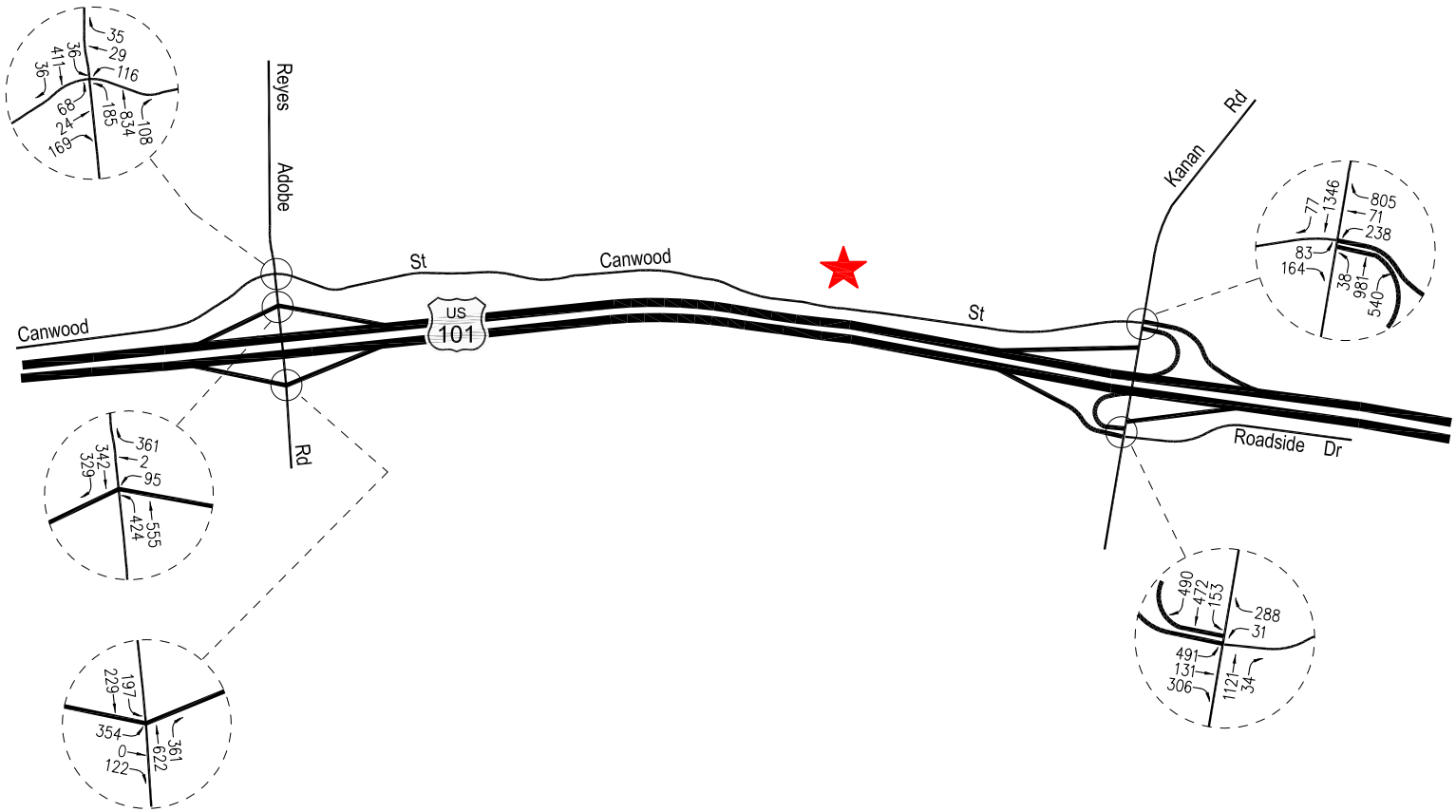

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Figure 3-5
Existing Traffic Volumes
Weekday PM Peak hour
Canwood Office Campus Project

PM peak hour traffic volumes for each study intersection. For purposes of the transportation impact analysis, this common traffic engineering practice ensures that a more conservative (i.e., worst case) assessment of existing operating conditions be attained for each study intersection. Therefore, the traffic volumes shown in *Figures 3-4* and *3-5* for the study intersections do not necessarily reflect the same exact one-hour time period during the morning and/or afternoon peak commuter conditions (i.e., one intersection's peak hour may have occurred between 7:30 and 8:30 AM, while another intersection's peak hour may have occurred between 7:45 and 8:45 AM). Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix B***.

In addition, 24-hour average daily traffic (ADT) counts were collected for the roadway segment of Canwood Street between Reyes Adobe Road and Kanan Road. The daily traffic counts were collected by an independent traffic count subconsultant on a typical weekday in September 2015. As previously described, no new traffic volume data was collected for this assessment due to the effects of the COVID-19 pandemic. The daily traffic count volumes were similarly adjusted upwards by a factor of 1.0% per year to reflect year 2021 conditions. Summary data worksheets of the average daily traffic counts for the roadway segments are contained in *Appendix B*.

3.5 Cumulative Development Projects

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two (2) options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Although the CEQA Guidelines do not strictly apply to the local transportation assessment required by the City of Agoura Hills, this transportation analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast.

3.5.1 *Related Projects*

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area (i.e., within an approximate 1.0-mile radius from the project site). With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impacts of all ongoing development. The related projects research was based on information on file with the City of Agoura Hills and the County of Los Angeles. The list of related projects in the project site area is presented in ***Table 3-4***. The location of the related projects is shown in ***Figure 3-6***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[11]. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3-4*. The related projects traffic volumes were distributed and assigned to the street system based on the projects' locations in relation to the study intersections, their proximity to major traffic corridors, proposed land uses, nearby population and employment centers, etc. The assignment of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 3-7*** and ***3-8***, respectively.

3.5.2 *Ambient Traffic Growth Factor*

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. An annual growth rate of one percent (1.0%) per year from year 2021 to year 2023 (i.e., expected project build-out) was selected for the near-term analysis in consultation with City of Agoura Hills staff during the scoping process. Based on review of the general traffic growth factors provided in the Los Angeles County 2010 Congestion Management Program[12] (CMP) for the project study area (i.e., RSA 7, Agoura Hills), it is anticipated that existing traffic volumes in the vicinity are expected to increase at an annual rate of between 0.22-0.23% per year between the years 2020 and 2035. Therefore, an annual growth rate of 0.25% per year from year 2021 to year 2035 (i.e., General Plan build-out) was selected for the long-term analysis in consultation with City of Agoura Hills staff.

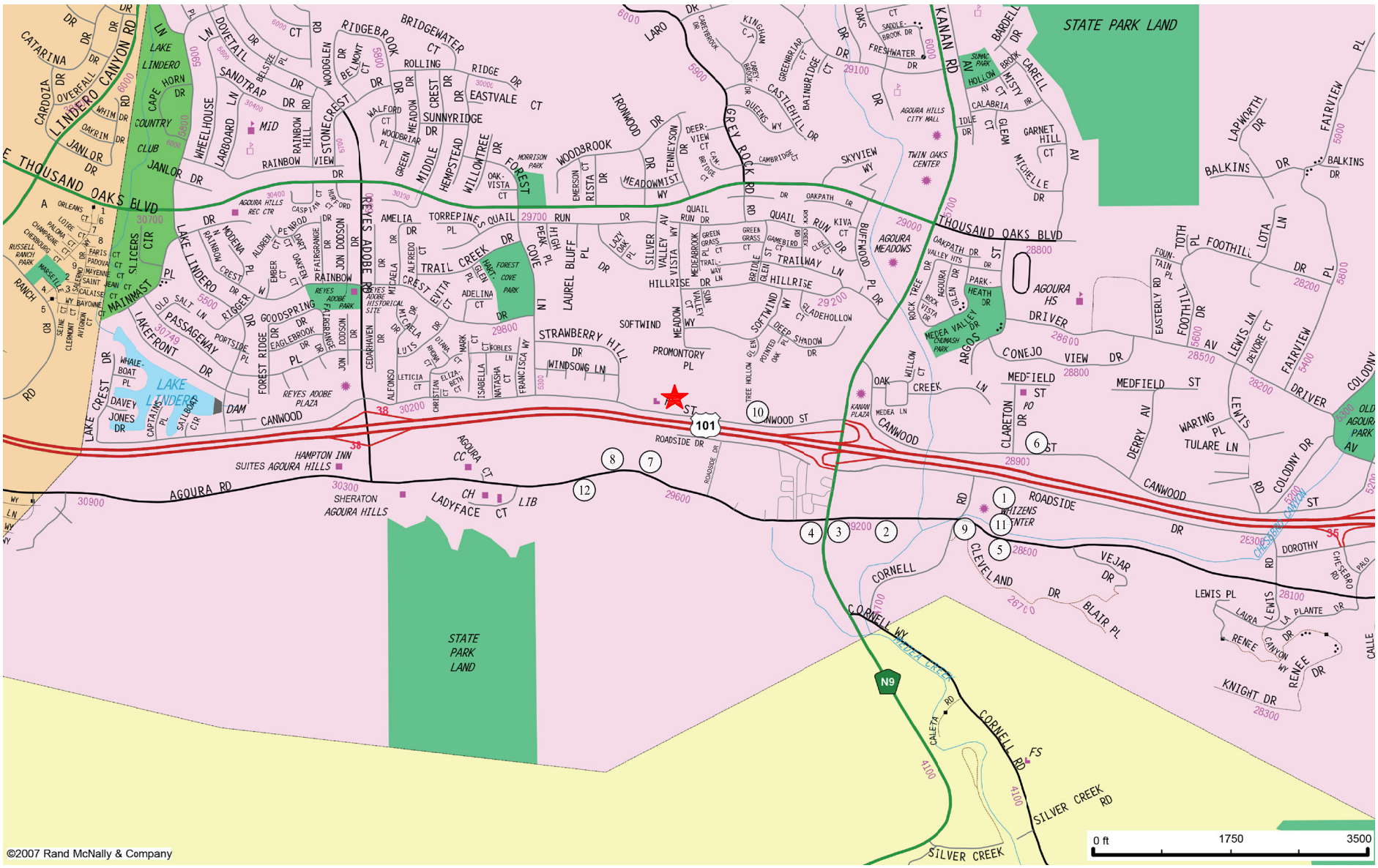
Therefore, application of the identified ambient growth factors in addition to the forecast traffic generated by the related projects allows for a very conservative forecast of future traffic volumes in the project study area, as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes at the study locations.

[11] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.
[12] Los Angeles County Metropolitan Transportation Authority (Metro) 2010 Congestion Management Program.

Table 3-4
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
1	Proposed	Whizin Market Square 28888-28914 Roadside Drive	Shopping Center	14,850 GLSF	[3]	561	9	5	14	27	30	57
2	Proposed	29100 Agoura Road	Restaurant	860 GSF	[4]	96	5	4	9	5	3	8
3	Proposed	The AVE Project Southeast Corner of Kanan Road and Agoura Road	Multi-Family Housing Shopping Center Quality Restaurant General Office Hotel	118 DU 36,485 GLSF 8,750 GSF 3,765 GSF 120 Rooms	[5]	3,139	61	70	131	148	120	268
4	Proposed	West Village (Symphony) Southwest Corner of Kanan Road and Agoura Road	Shopping Center Restaurant General Office Health/Fitness Center Multi-Family Housing	2,095 GLSF 24,709 GSF 9,192 GSF 3,472 GSF 78 DU	[3] [4] [6] [7] [8]	79 2,772 90 120 571	1 135 9 3 8	1 111 2 2 28	2 246 11 5 36	4 149 2 7 28	4 92 9 5 16	8 241 11 12 44
5	Proposed	28902 Agoura Road	Multi-Family Housing Shopping Center	15 DU 9,803 GLSF	[8] [3]	110 370	2 6	5 3	7 9	5 18	3 19	8 37
6	Proposed	28700-28811 Canwood Street	Light Industrial	103,000 GSF	[9]	511	63	9	72	8	57	65
7	Under Construction	29505-29515 Agoura Road	Hotel	225 Rooms	[10]	2,752	81	59	140	80	84	164
8	Proposed	29621 Agoura Road	Light Industrial	69,867 GSF	[9]	347	43	6	49	6	38	44
9	Proposed	Southeast Corner of Agoura Road and Cornell Road	Multi-Family Housing General Office Shopping Center	35 DU 17,830 GSF 25,017 GLSF	[8] [6] [3]	256 174 944	4 18 15	12 3 9	16 21 24	13 3 46	7 18 49	20 21 95
10	Proposed	Oakmont Senior Living 29353 Canwood Street	Senior Living	75 DU	[11]	278	5	10	15	11	9	20
11	Proposed	28851 Agoura Road	Drinking Place	2,116 GSF	[12]	240	Nom.	Nom.	Nom.	16	8	24
12	Proposed	29646 Agoura Road	Multi-Family Housing Church	66 DU 25,826 GSF	[8] [13]	483 179	7 5	23 4	30 9	23 6	14 7	37 13
TOTAL						14,072	480	366	846	605	592	1,197

[1] Sources: City of Agoura Hills Planning Department. The County of Los Angeles Department of Regional Planning was consulted and no projects were identified in the vicinity of the project site. Traffic volumes were obtained by applying trip rates as provided in the ITE "Trip Generation Manual", 10th Edition, 2017, except where noted below.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[4] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
[5] Source: "The AVE Project Transportation Impact Analysis", prepared by LLG Engineers, dated August 7, 2020.
[6] ITE Land Use Code 710 (General Office Building) trip generation average rates.
[7] ITE Land Use Code 492 (Health/Fitness Center) trip generation average rates.
[8] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
[9] ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
[10] ITE Land Use Code 310 (Hotel) trip generation average rates.
[11] ITE Land Use Code 252 (Senior Adult Housing - Attached) trip generation average rates.
[12] ITE Land Use Code 925 (Drinking Place) trip generation average rates.
[13] ITE Land Use Code 560 (Church) trip generation average rates.



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MAP SOURCE: RAND MCNALLY & COMPANY

Project Site

Figure 3-6
Location of Related Projects

Canwood Office Campus Project

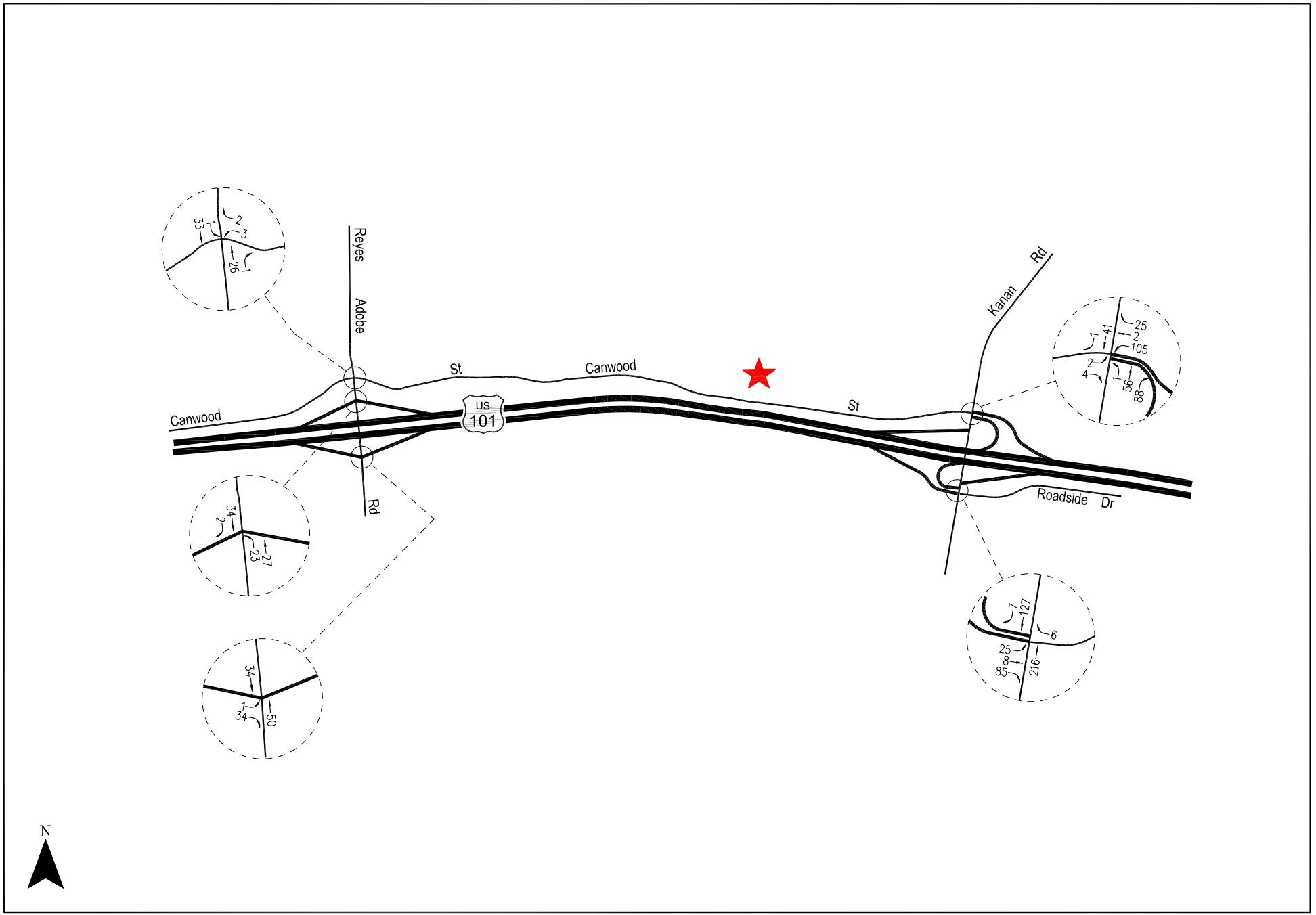

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Figure 3-7
Related Projects Traffic Volumes
Weekday AM Peak hour
Canwood Office Campus Project

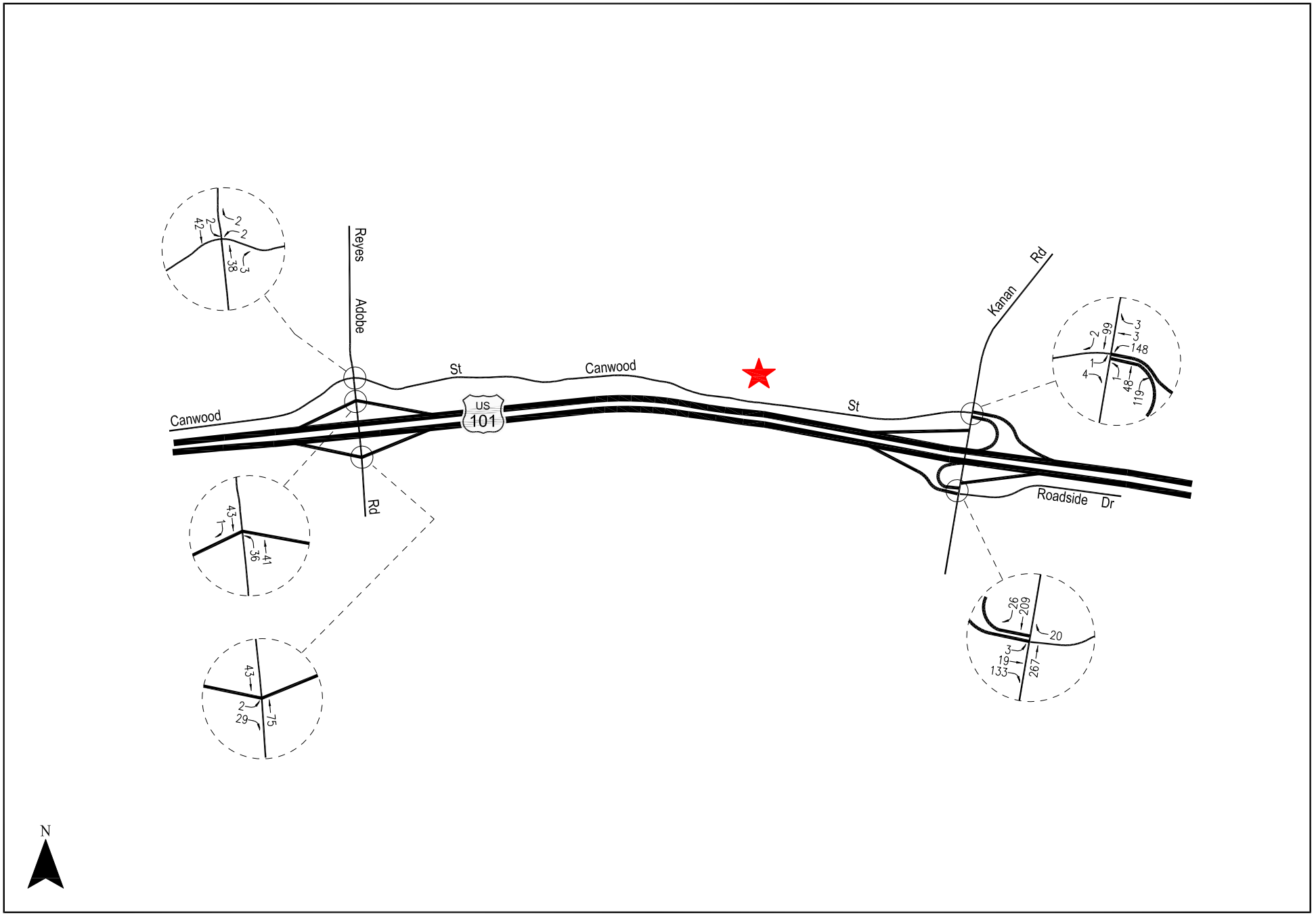

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Figure 3-8
Related Projects Traffic Volumes
Weekday PM Peak hour
Canwood Office Campus Project

4.0 INTERSECTION OPERATIONAL ANALYSIS

The City of Agoura Hills *General Plan* Mobility section establishes Level of Service (LOS) C as the LOS standard for most roadways within the City. As part of the discretionary review and approval process, the City has the authority to require a LOS analysis in order to assess the proposed project's consistency with the City's General Plan LOS goals. Specifically, the City's *Transportation Assessment Guidelines* require an operational analysis of intersections and roadways in the vicinity of a proposed project in order to evaluate site access and circulation constraints that may be caused or worsened by project-generated traffic. The following section presents the intersection operational (i.e., Level of Service) analyses prepared for the proposed Canwood Office Campus Project pursuant to the General Plan LOS standards and transportation infrastructure goals.

4.1 Analysis Methodology

In order to estimate the proposed project's effect on intersection operations, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area. The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area. The proposed project's forecast trip generation, distribution, and assignment is presented in *Section 2.5* herein. With the forecasting process complete and project traffic assignments developed, the effect of the proposed project is isolated by comparing operational conditions at the selected study intersections using existing and expected future traffic volumes without and with forecast project traffic.

The study intersection LOS was analyzed using the Highway Capacity Manual[13] (HCM) method of analysis. The HCM methodology determines the average control delay (expressed in seconds per vehicle [s/veh]) at the intersection. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The intersection delay is subsequently assigned a LOS value to describe intersection operations. Level of Service varies from LOS A (free flow conditions) to LOS F (jammed condition). The average control delay for signalized intersections represents the delay attributed to the traffic control facility as compared to a reference travel time in the absence of traffic control, geometric delay, incidents, and the influence of other vehicles. A detailed description of the HCM method and corresponding Level of Service for the study intersections is provided in ***Appendix C***.

[13] *Highway Capacity Manual 6th Edition*, Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

The HCM method calculations were prepared using the *Synchro 11* software package which implements the HCM operational methodology. A *Synchro* network was created based on existing conditions field reviews at the study intersections. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing, etc., were coded to complete the existing network. The parameters and assumptions utilized in the analysis were based on the direction provided in "Table 8. Analysis Parameter Recommendations" of the City's Guidelines for existing and future cumulative conditions. At the request of City staff, the detailed intersection timing reports are also provided in *Appendix C*.

It should be noted that Int. No. 1 – Reyes Adobe Road/Canwood Street and Int. No. 2 – Reyes Adobe Road/US-101 Freeway Northbound Ramps are closely-spaced signalized intersections which are operated by one (1) single traffic signal controller. These study intersections were modeled as clustered intersections in the *Synchro* network in order to accurately reflect the existing traffic signal operations at these locations. As a result, the current HCM methodology (i.e., HCM 6th Edition) for signalized intersections cannot be applied. Instead, the *Highway Capacity Manual 2000* methodologies for signalized intersections were applied.

4.2 Criteria for Intersection Operational Analysis

The relative effect of the added project traffic volumes to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the delay and service level characteristics at each study intersection. The effect of project-generated traffic at each study intersection was then compared to the City of Agoura Hills's intersection LOS standards. The acceptable operating condition for intersections in the City is LOS C or better, although the City's *General Plan* notes that a reduced LOS standard of D, E, or F is considered acceptable on certain roadways. Specifically, General Plan Policy M-1.3 notes that a Level of Service less than LOS C is acceptable for Kanan Road, due to heavy existing and projected volumes, and the desire to maintain the existing four-lane roadway with sidewalks, bicycle lanes, and landscaped median islands. Elsewhere, intersections operating at LOS D or worse are considered unacceptable.

As stated in the City's Guidelines, when comparing existing, near-term, and long-term baseline conditions to "with project" conditions, delay changes for signalized intersections that exceed the criteria shown in ***Table 4-1*** below should be identified. Where intersections are found to operate at unacceptable LOS, and the project exceeds the City's criteria, the intersection LOS shall be improved to the appropriate levels, but at least to the extent where the post-development LOS shall not be less than the LOS existing prior to development.

Table 4-1
AGOURA HILLS SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA

LOS Without Project	Average Total Delay (Seconds per Vehicle)	Project-Related Increase In Seconds of Average Total Delay
C	> 20.0 – 35.0	Degrades intersection to LOS D
D	> 35.0 – 55.0	Equal to or greater than 10.0 sec.
E or F	> 55.0	Equal to or greater than 4.0 sec.

4.3 Analysis Scenarios

Pursuant to the City's Guidelines and in coordination with City staff, LOS calculations have been prepared for the following scenarios:

[a] Existing conditions.

[b] Existing with project conditions.

[c] Condition [b] with implementation of intersection improvement measures, if necessary.

[d] Condition [a] plus one percent (1.0%) per year annual ambient traffic growth through year 2023 and with completion and occupancy of the related projects (i.e., future cumulative [near-term] without project conditions).

[e] Condition [d] with completion and occupancy of the proposed project.

[f] Condition [e] with implementation of intersection improvement measures, if necessary.

[g] Condition [a] plus one percent (0.25%) per year annual ambient traffic growth through year 2035 and with completion and occupancy of the related projects (i.e., future cumulative [long-term] without project conditions).

[h] Condition [g] with completion and occupancy of the proposed project.

[i] Condition [h] with implementation of intersection improvement measures, if necessary.

The weekday AM and PM peak hour LOS analysis prepared for the study intersections is summarized in ***Table 4-2***. The calculation data worksheets for the analyzed intersections are provided in *Appendix C*.

Table 4-2
SUMMARY OF INTERSECTION DELAYS AND LEVELS OF SERVICE [1]
WEEKDAY AM AND PM PEAK HOUR

NO.	INTERSECTION	PEAK HOUR	[a] YEAR 2021 EXISTING DELAY [2]	[a] LOS [3]	[b] YEAR 2021 EXISTING WITH PROJECT DELAY [2]	[b] LOS [3]	[b] CHANGE IN DELAY ([b]-[a])	[c] YEAR 2023 FUTURE W/O PROJECT DELAY [2]	[c] LOS [3]	[d] YEAR 2023 FUTURE WITH PROJECT DELAY [2]	[d] LOS [3]	[d] CHANGE IN DELAY ([d]-[c])	[e] YEAR 2035 FUTURE W/O PROJECT DELAY [2]	[e] LOS [3]	[f] YEAR 2035 FUTURE WITH PROJECT DELAY [2]	[f] LOS [3]	[f] CHANGE IN DELAY ([f]-[e])
1	Reyes Adobe Road/ Canwood Street [4]	AM	29.4	C	30.2	C	0.8	35.4	D	35.4	D	0.0	37.1	D	37.2	D	0.1
		PM	24.0	C	24.7	C	0.7	24.9	C	25.4	C	0.5	25.1	C	25.6	C	0.5
2	Reyes Adobe Road/ US-101 Freeway NB Ramps [4]	AM	21.0	C	21.0	C	0.0	21.5	C	21.5	C	0.0	21.9	C	21.9	C	0.0
		PM	25.9	C	25.9	C	0.0	25.6	C	25.6	C	0.0	25.5	C	25.5	C	0.0
3	Reyes Adobe Road/ US-101 Freeway SB Ramps	AM	46.2	D	46.2	D	0.0	52.8	D	52.9	D	0.1	54.4	D	54.4	D	0.0
		PM	25.5	C	25.6	C	0.1	25.4	C	25.4	C	0.0	25.6	C	25.7	C	0.1
4	Kanan Road/ Canwood Street- US-101 Freeway NB Off-Ramp	AM	41.1	D	42.0	D	0.9	51.7	D	52.9	D	1.2	53.6	D	54.9	D	1.3
		PM	42.4	D	46.2	D	3.8	48.8	D	52.7	D	3.9	50.0	D	54.0	D	4.0
5	Kanan Road/ US-101 Freeway SB Ramps- Roadside Drive	AM	32.4	C	32.4	C	0.0	42.8	D	42.8	D	0.0	44.4	D	44.4	D	0.0
		PM	54.6	D	54.6	D	0.0	69.2	E	69.2	E	0.0	71.4	E	71.4	E	0.0

[1] Intersection analysis based on the Highway Capacity Manual (HCM), 6th Edition operational analysis methodology for signalized intersections.

[2] Reported control delay values in seconds per vehicle.

[3] Intersection Levels of Service are based on the following criteria for signalized intersections:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[4] Clustered Intersection. Clustered intersections cannot be evaluated using the HCM 6th Edition methodology; therefore, intersection delays were obtained from HCM 2000 operational analysis methodology for signalized intersections.

4.4 Existing Conditions

4.4.1 *Existing Conditions*

As indicated in column [a] of *Table 4-2*, two (2) of the five (5) study intersections are presently operating at LOS C during the weekday AM and PM peak hours under existing conditions, which meets the City-wide standard of LOS C. It is noted that the two (2) study intersections along Kanan Road (i.e., Int. No. 4 – Kanan Road/Canwood Street-US-101 Freeway NB Off-Ramp, and Int. No. 5 – Kanan Road/US-101 Freeway SB Ramps-Roadside Drive) are operating at LOS D or better during the weekday AM and PM peak hours under existing conditions, which is considered acceptable for this roadway according to the *General Plan*. The three (3) study intersections which are presently operating at less than LOS C during the AM and/or PM peak hours are shown below:

- Int. No. 3 – Reyes Adobe Road/US-101 Freeway SB Ramps
  - AM Peak Hour: Delay = 46.2 s/veh, LOS D

- Int. No. 4 – Kanan Road/Canwood Street-US-101 Freeway NB Off-Ramp
  - AM Peak Hour: Delay = 41.1 s/veh, LOS D
  - PM Peak Hour: Delay = 42.4 s/veh, LOS D

- Int. No. 5 – Kanan Road/ US-101 Freeway SB Ramps-Roadside Drive
  - PM Peak Hour: Delay = 54.6 s/veh, LOS D

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 3-4* and *3-5* respectively.

4.4.2 *Existing With Project Conditions*

As shown in column [b] of *Table 4-2,* two (2) of the five (5) intersections are expected to continue operating at LOS C during the weekday AM and PM peak hours under the existing with project conditions, which meets the City-wide standard of LOS C. The intersections along Kanan Road are expected to continue operating at LOS D or better during the weekday AM and PM peak hours under the existing with project conditions, which is considered acceptable for this roadway according to the *General Plan*. The three (3) study intersections which are expected to operate at less than LOS C during the AM and/or PM peak hours under existing with project conditions are shown below:

- Int. No. 3 – Reyes Adobe Road/US-101 Freeway SB Ramps
  - AM Peak Hour: Delay = 46.2 s/veh, LOS D

- Int. No. 4 – Kanan Road/Canwood Street-US-101 Freeway NB Off-Ramp
  - AM Peak Hour: Delay = 42.0 s/veh, LOS D
  - PM Peak Hour: Delay = 46.2 s/veh, LOS D

- Int. No. 5 – Kanan Road/ US-101 Freeway SB Ramps-Roadside Drive
  - PM Peak Hour: Delay = 54.6 s/veh, LOS D

The delays at the study intersections incrementally increase with the addition of project-generated traffic. The incremental increases in delays at the three (3) study intersections forecast to operate at LOS D do not exceed the City's criteria, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 4-1*** and ***4-2***, respectively.

4.5 Future Year 2023 Cumulative Conditions

4.5.1 *Future Year 2023 Cumulative Without Project Conditions*

The future year 2023 (near-term) cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The delays at the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 3-4*.

As presented in column [c] of *Table 4-2*, one (1) of the five (5) study intersections is expected to operate at LOS C during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future year 2023 without project conditions. It is noted that the two (2) study intersections along Kanan Road (i.e., Int. No. 4 – Kanan Road/Canwood Street-US-101 Freeway NB Off-Ramp, and Int. No. 5 – Kanan Road/US-101 Freeway SB Ramps-Roadside Drive) are expected to operate at LOS E or better during the weekday AM and PM peak hours under the future year 2023 without project conditions, which is considered acceptable for this roadway according to the *General Plan*. The four (4) study intersections which are forecast to operate at less than LOS C during the AM and/or PM peak hours are shown below:

- Int. No. 1 – Reyes Adobe Road/Canwood Street
  - AM Peak Hour: Delay = 35.4 s/veh, LOS D
- Int. No. 3 – Reyes Adobe Road/US-101 Freeway SB Ramps
  - AM Peak Hour: Delay = 52.8 s/veh, LOS D
- Int. No. 4 – Kanan Road/Canwood Street-US-101 Freeway NB Off-Ramp
  - AM Peak Hour: Delay = 51.7 s/veh, LOS D
  - PM Peak Hour: Delay = 48.8 s/veh, LOS D
- Int. No. 5 – Kanan Road/ US-101 Freeway SB Ramps-Roadside Drive
  - AM Peak Hour: Delay = 42.8 s/veh, LOS D
  - PM Peak Hour: Delay = 69.2 s/veh, LOS E

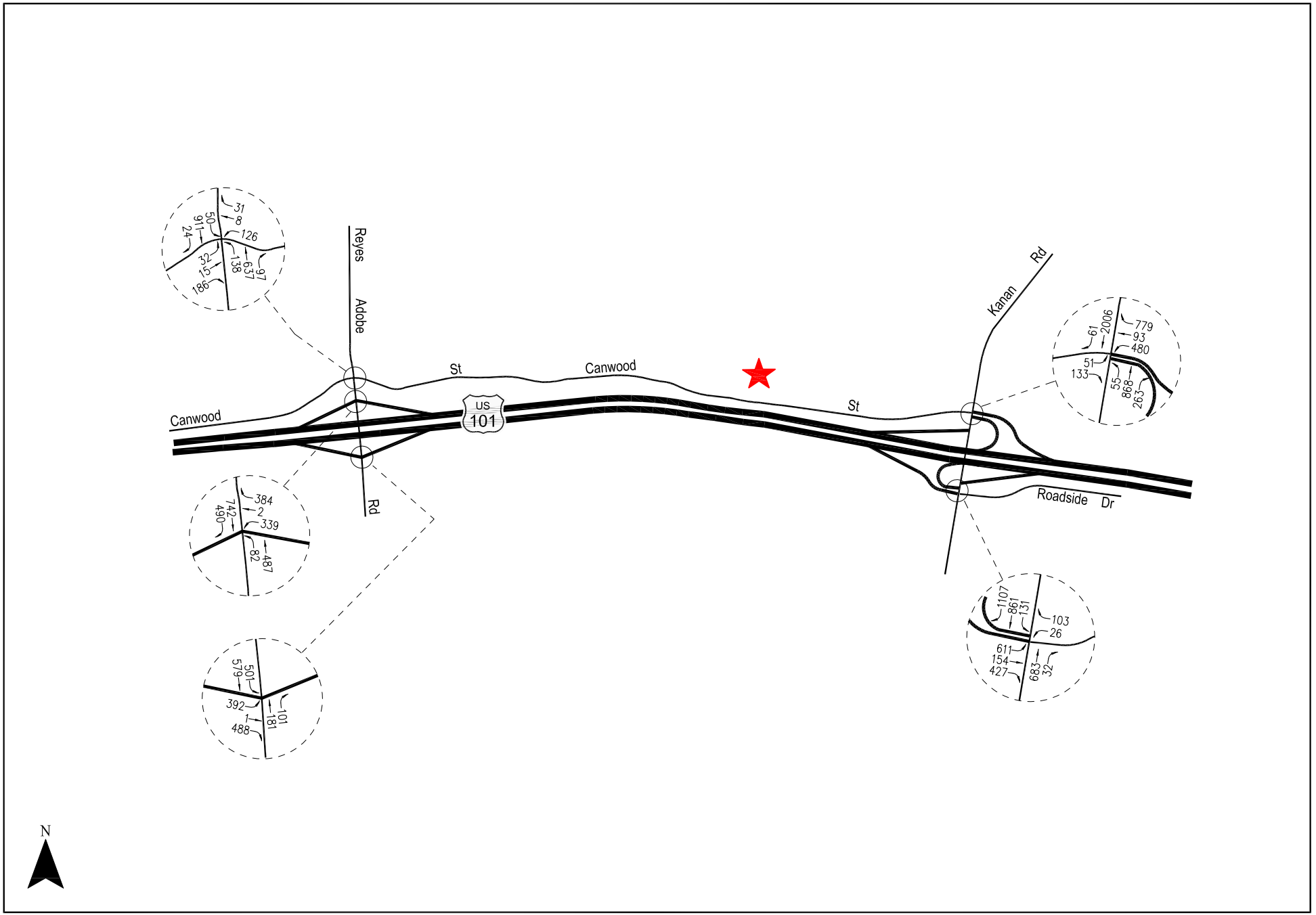

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Figure 4-1
Existing With Project Traffic Volumes
Weekday AM Peak hour
Canwood Office Campus Project

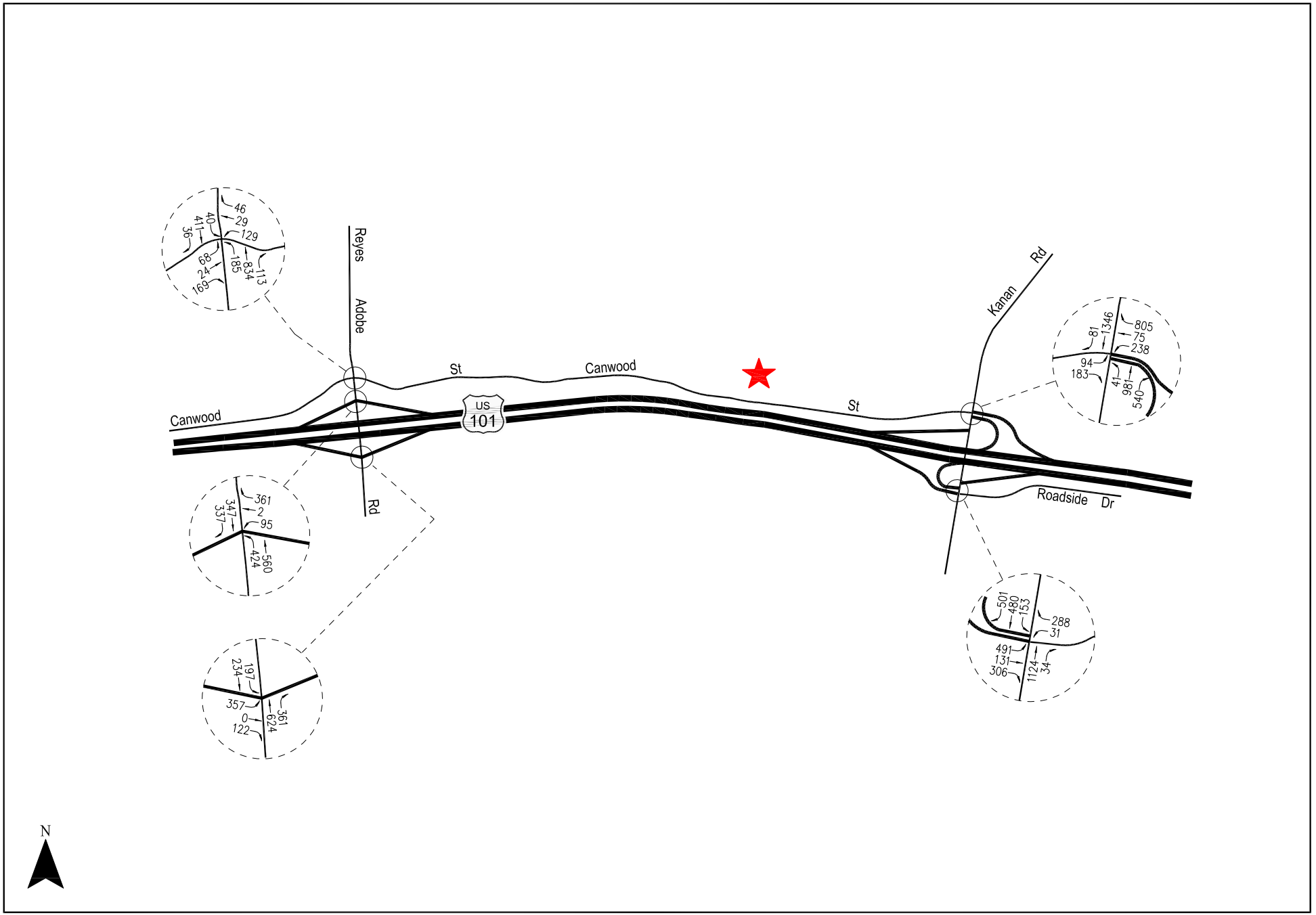

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Figure 4-2

Existing With Project Traffic Volumes

Weekday PM Peak hour

Canwood Office Campus Project

The future year 2023 without project (existing plus ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 4-3*** and ***4-4***, respectively.

4.5.2 *Future Year 2023 Cumulative With Project Conditions*

As shown in column [d] of *Table 4-2,* one (1) of the five (5) study intersections is expected to continue operating at LOS C during the weekday AM and PM peak hours under the future year 2023 with project conditions, which meets the City-wide standard of LOS C. The intersections along Kanan Road are expected to continue operating at LOS E or better during the weekday AM and PM peak hours under the future year 2023 with project conditions, which is considered acceptable for this roadway according to the *General Plan*. The four (4) study intersections which are expected to operate at less than LOS C during the AM and/or PM peak hours under the future year 2023 with project conditions are shown below:

- Int. No. 1 – Reyes Adobe Road/Canwood Street
  - AM Peak Hour: Delay = 35.4 s/veh, LOS D

- Int. No. 3 – Reyes Adobe Road/US-101 Freeway SB Ramps
  - AM Peak Hour: Delay = 52.9 s/veh, LOS D

- Int. No. 4 – Kanan Road/Canwood Street-US-101 Freeway NB Off-Ramp
  - AM Peak Hour: Delay = 52.9 s/veh, LOS D
  - PM Peak Hour: Delay = 52.7 s/veh, LOS D

- Int. No. 5 – Kanan Road/ US-101 Freeway SB Ramps-Roadside Drive
  - AM Peak Hour: Delay = 42.8 s/veh, LOS D
  - PM Peak Hour: Delay = 69.2 s/veh, LOS E

The delays at the study intersections incrementally increase with the addition of project-generated traffic. The incremental increases in delays at the four (4) study intersections forecast to operate at less than LOS C do not exceed the City's criteria, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. The future year 2023 with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 4-5*** and ***4-6***, respectively.

4.6 Future Year 2035 Cumulative Conditions

4.6.1 *Future Year 2035 Cumulative Without Project Conditions*

The future year 2035 (long-term) cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The delays at the study intersections are

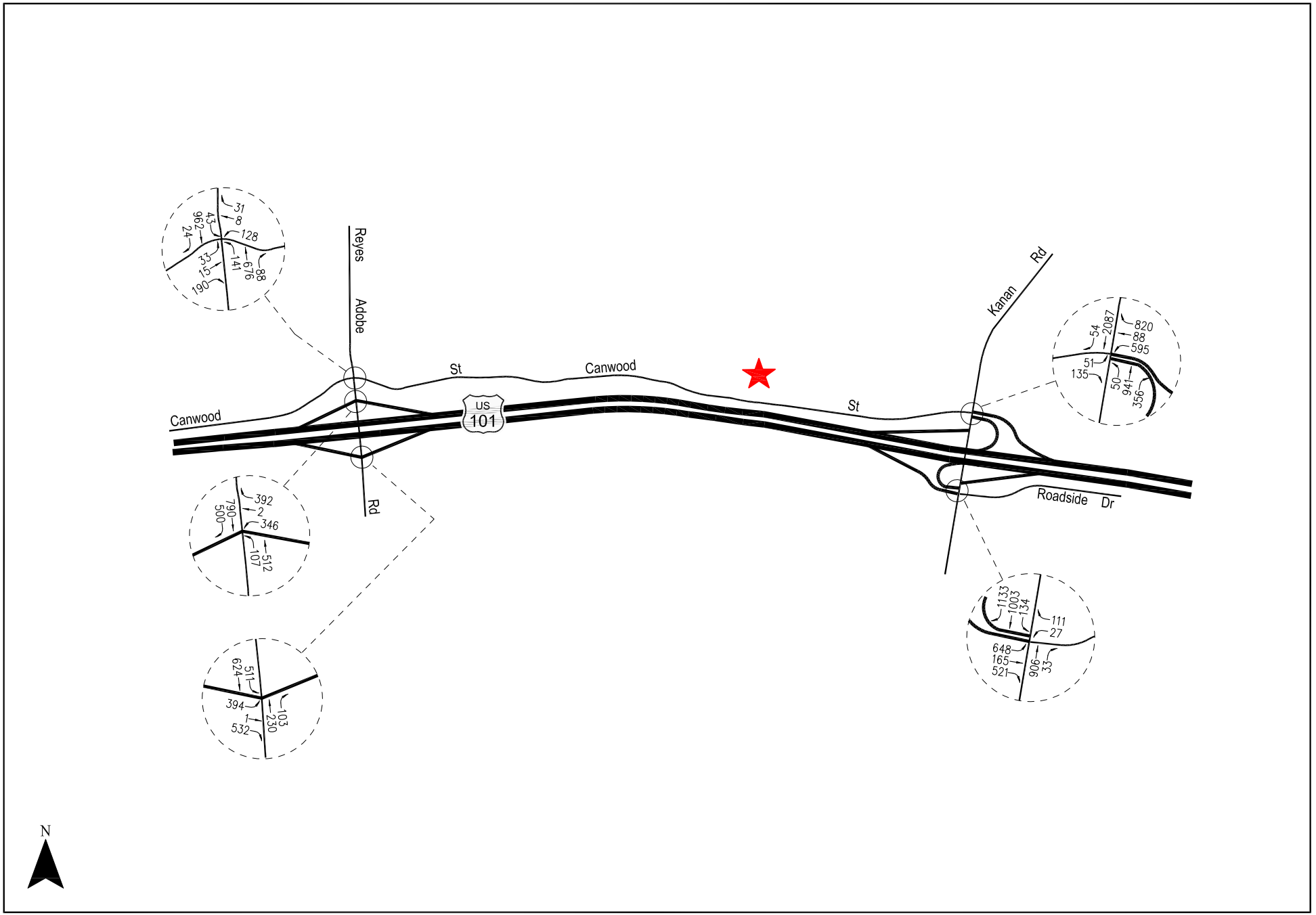

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Figure 4-3

Future Year 2023 Without Project Traffic Volumes

Weekday AM Peak hour

Canwood Office Campus Project

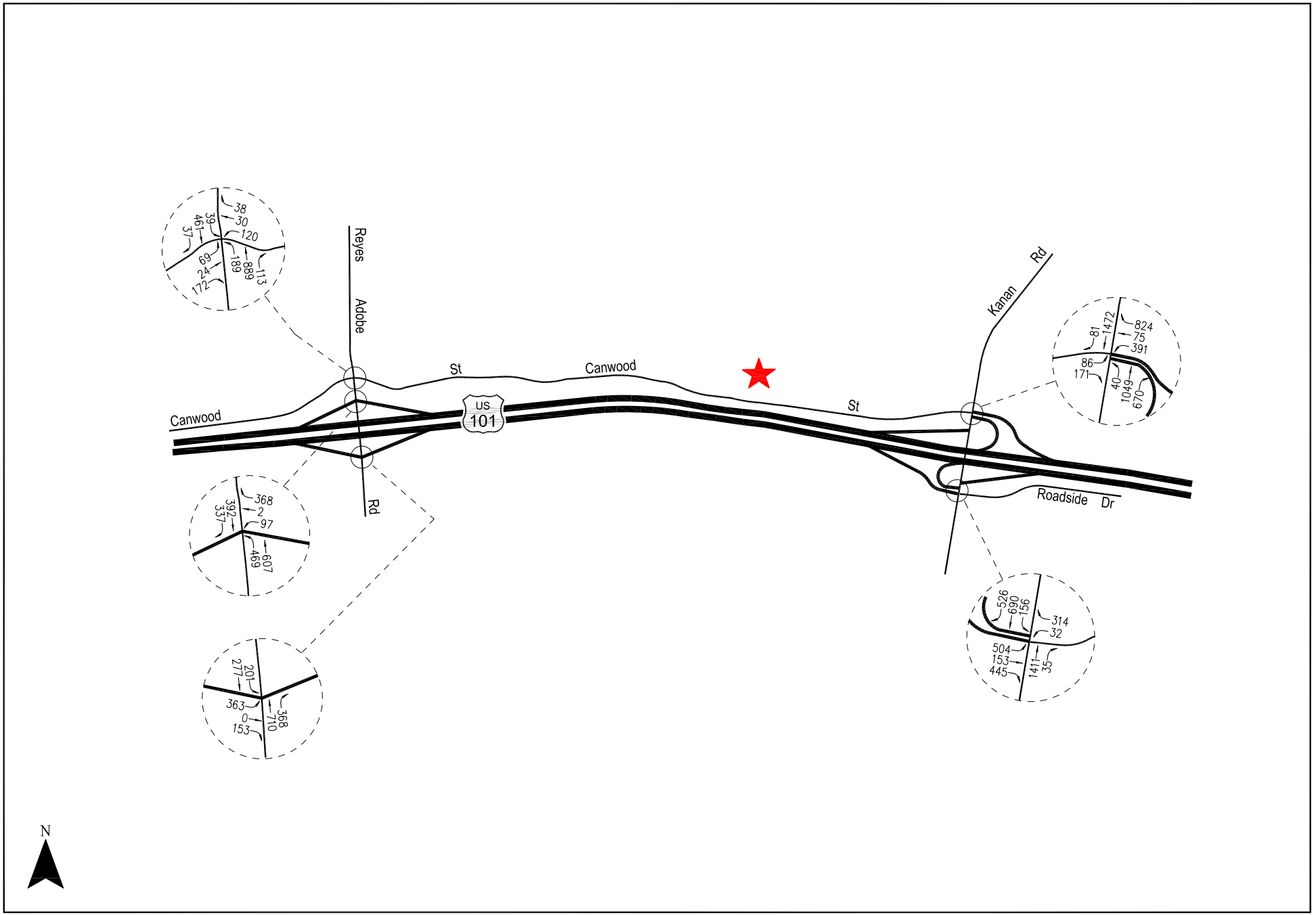

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Figure 4-4

Future Year 2023 Without Project Traffic Volumes

Weekday PM Peak hour

Canwood Office Campus Project

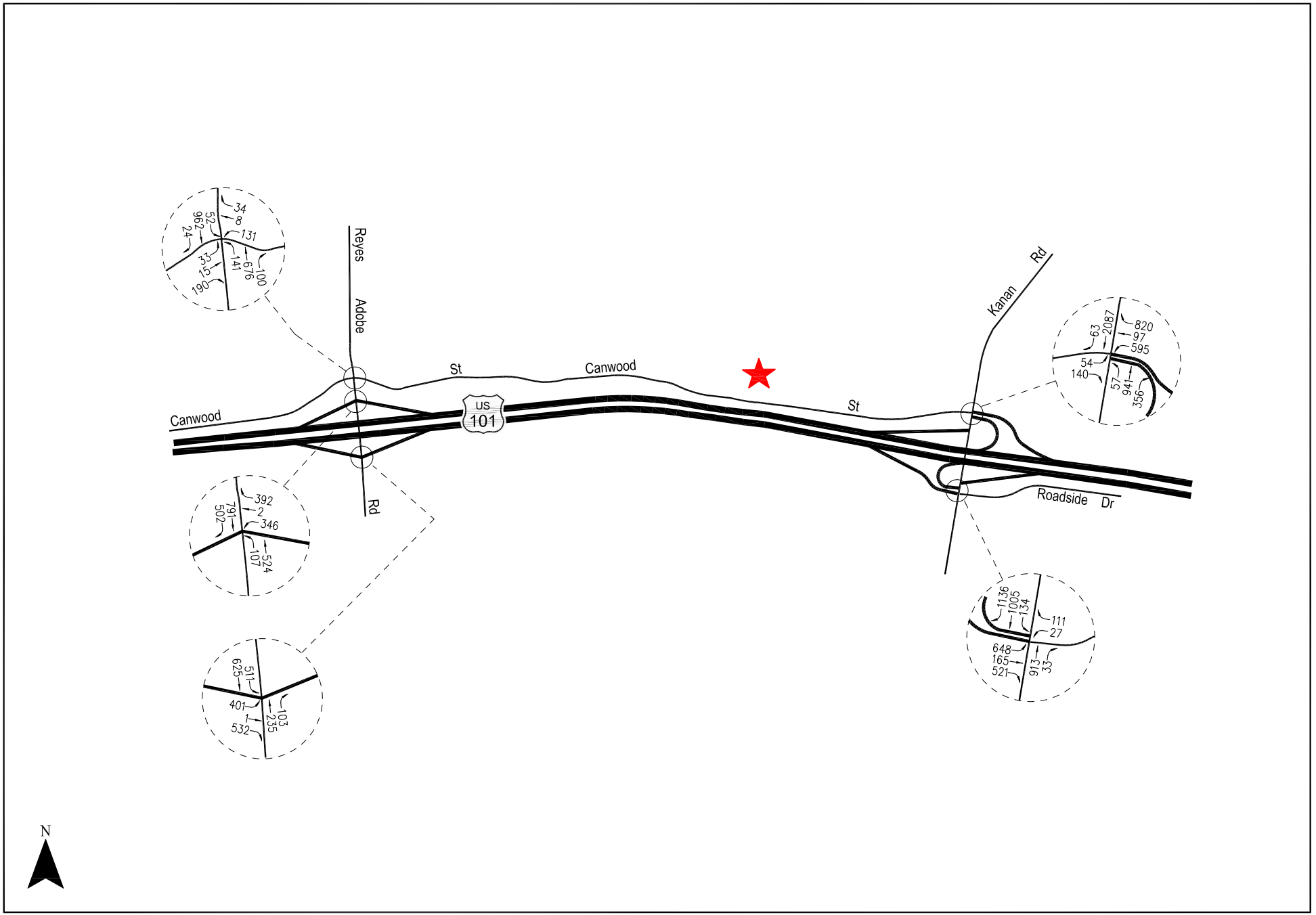

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Figure 4-5

Future Year 2023 With Project Traffic Volumes

Weekday AM Peak hour

Canwood Office Campus Project

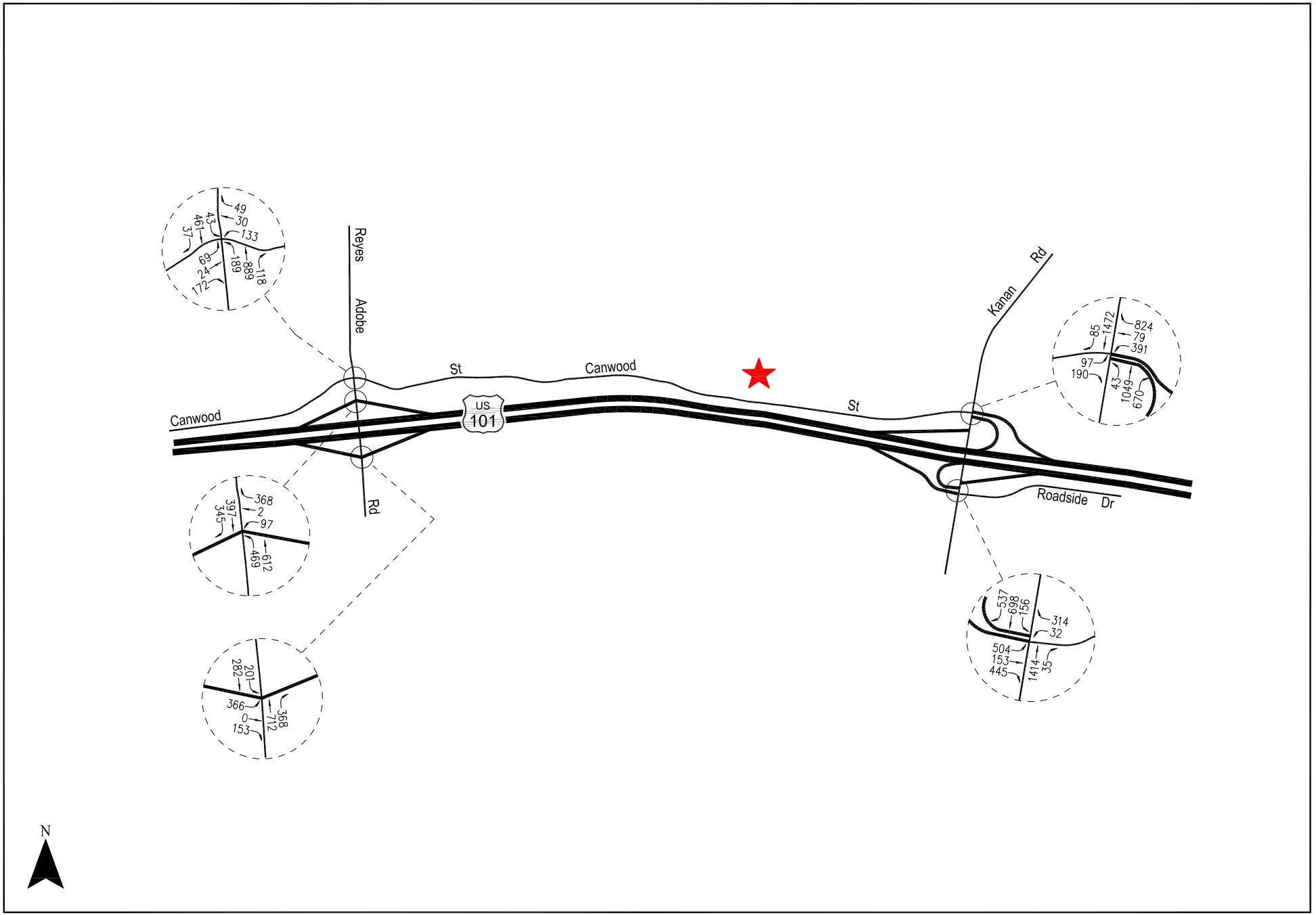

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Figure 4-6

Future Year 2023 With Project Traffic Volumes

Weekday PM Peak hour

Canwood Office Campus Project

incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 3-4*.

As presented in column [e] of *Table 4-2*, one (1) of the five (5) study intersections is expected to operate at LOS C during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future year 2035 without project conditions. It is noted that the two (2) study intersections along Kanan Road (i.e., Int. No. 4 – Kanan Road/Canwood Street-US-101 Freeway NB Off-Ramp, and Int. No. 5 – Kanan Road/US-101 Freeway SB Ramps-Roadside Drive) are expected to operate at LOS E or better during the weekday AM and PM peak hours under the future year 2035 without project conditions, which is considered acceptable for this roadway according to the *General Plan*. The four (4) study intersections which are presently operating at less than LOS C during the AM and/or PM peak hours are shown below:

- Int. No. 1 – Reyes Adobe Road/Canwood Street
  - AM Peak Hour: Delay = 37.1 s/veh, LOS D

- Int. No. 3 – Reyes Adobe Road/US-101 Freeway SB Ramps
  - AM Peak Hour: Delay = 54.4 s/veh, LOS D

- Int. No. 4 – Kanan Road/Canwood Street-US-101 Freeway NB Off-Ramp
  - AM Peak Hour: Delay = 53.6 s/veh, LOS D
  - PM Peak Hour: Delay = 50.0 s/veh, LOS D

- Int. No. 5 – Kanan Road/ US-101 Freeway SB Ramps-Roadside Drive
  - AM Peak Hour: Delay = 44.4 s/veh, LOS D
  - PM Peak Hour: Delay = 71.4 s/veh, LOS E

The future year 2035 without project (existing plus ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 4-7*** and ***4-8***, respectively.

4.6.2 *Future Year 2035 Cumulative With Project Conditions*

As shown in column [f] of *Table 4-2,* one (1) of the five (5) study intersections is expected to continue operating at LOS C during the weekday AM and PM peak hours under the future year 2035 with project conditions, which meets the City-wide standard of LOS C. The intersections along Kanan Road are expected to continue operating at LOS E or better during the weekday AM and PM peak hours under the future year 2035 with project conditions, which is considered acceptable for this roadway according to the *General Plan*. The four (4) study intersections which are expected to operate at less than LOS C during the AM and/or PM peak hours under the future year 2035 with project conditions are shown below:

- Int. No. 1 – Reyes Adobe Road/Canwood Street
  - AM Peak Hour: Delay = 37.2 s/veh, LOS D

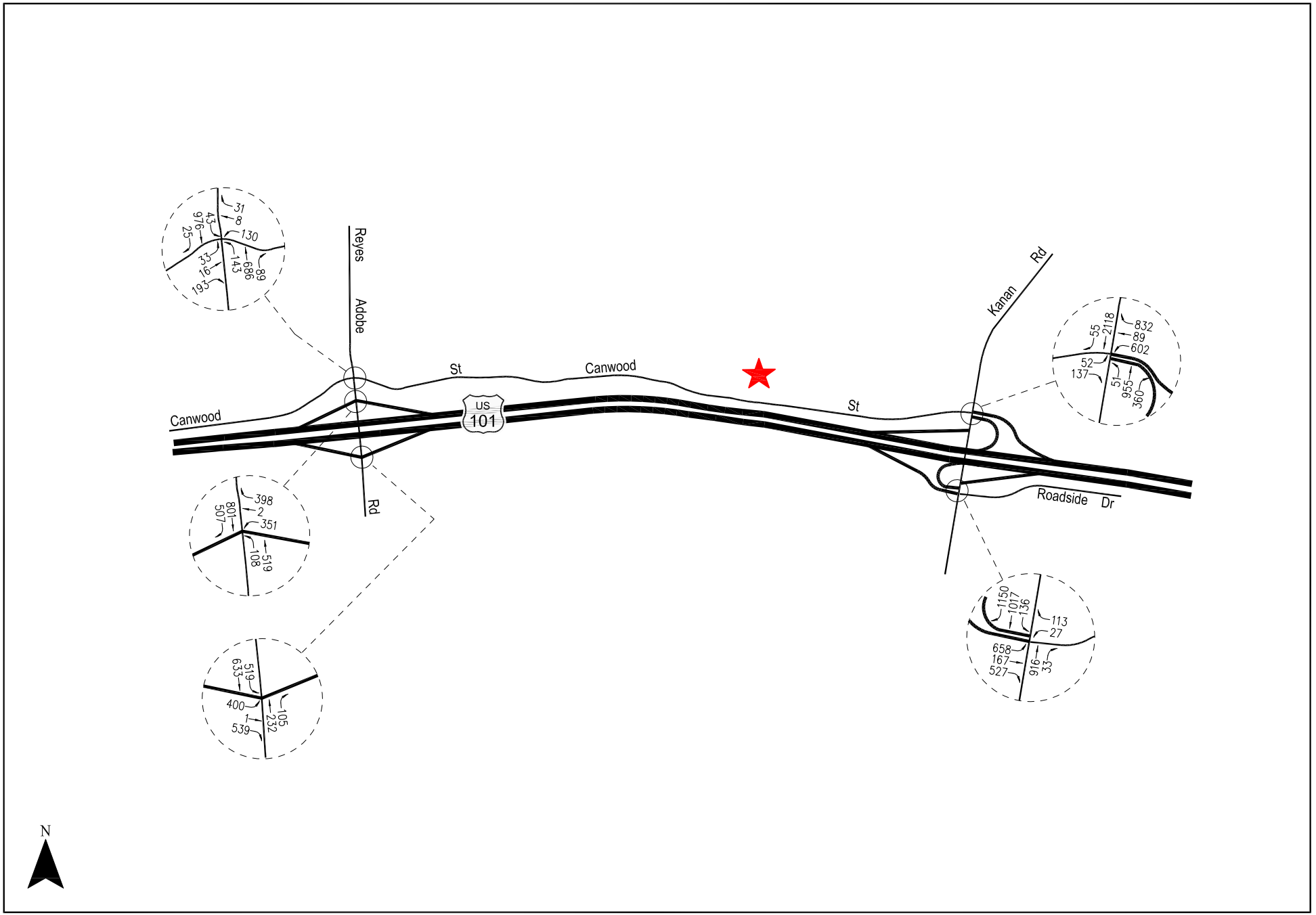

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Figure 4-7

Future Year 2035 Without Project Traffic Volumes

Weekday AM Peak hour

Canwood Office Campus Project

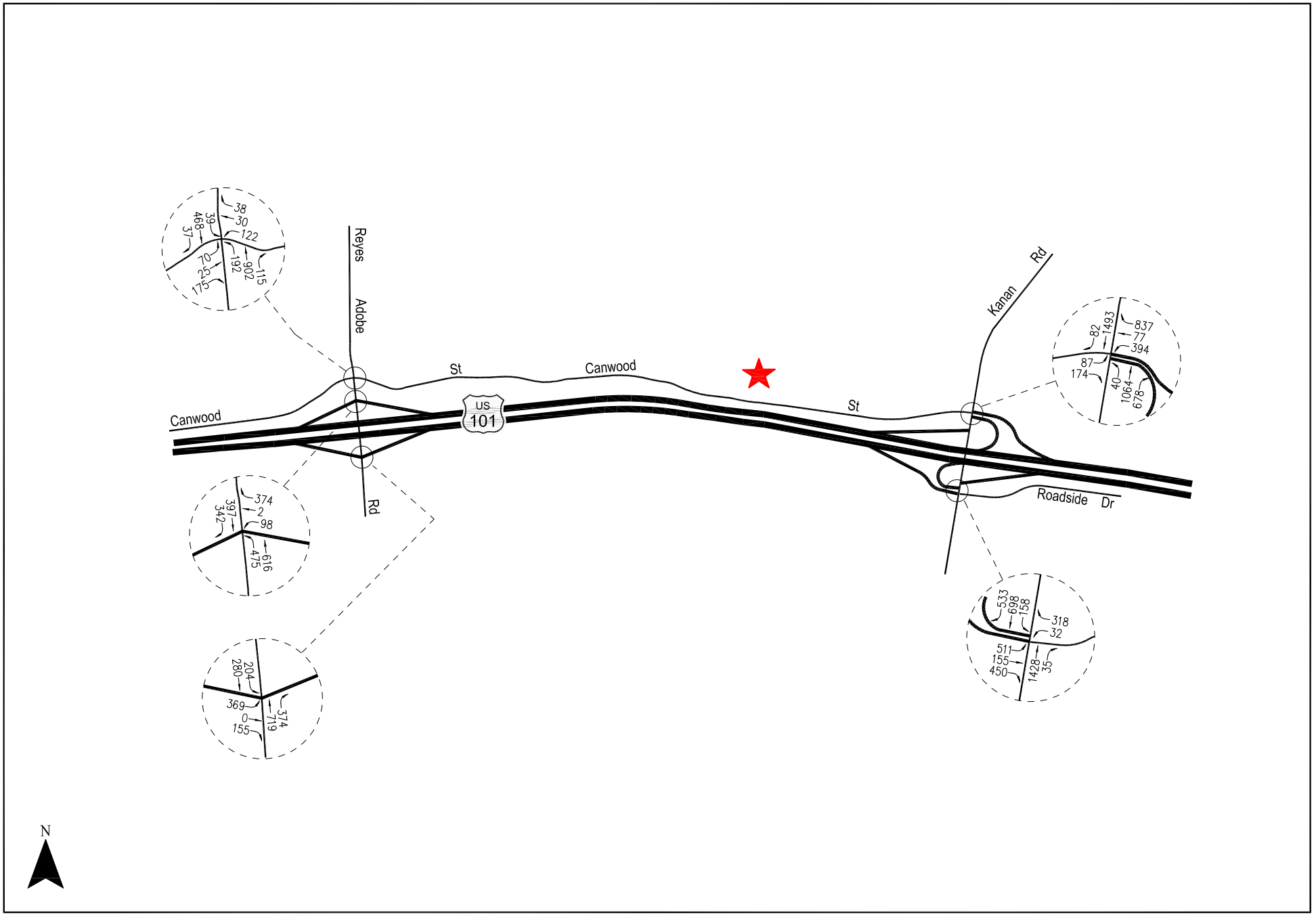

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Figure 4-8

Future Year 2035 Without Project Traffic Volumes

Weekday PM Peak hour

Canwood Office Campus Project

- Int. No. 3 – Reyes Adobe Road/US-101 Freeway SB Ramps
  - AM Peak Hour: Delay = 54.4 s/veh, LOS D

- Int. No. 4 – Kanan Road/Canwood Street-US-101 Freeway NB Off-Ramp
  - AM Peak Hour: Delay = 54.9 s/veh, LOS D
  - PM Peak Hour: Delay = 54.0 s/veh, LOS D

- Int. No. 5 – Kanan Road/ US-101 Freeway SB Ramps-Roadside Drive
  - AM Peak Hour: Delay = 44.4 s/veh, LOS D
  - PM Peak Hour: Delay = 71.4 s/veh, LOS E

The delays at the study intersections incrementally increase with the addition of project-generated traffic. The incremental increases in delays at the four (4) study intersections forecast to operate at less than LOS C do not exceed the City's criteria, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. The future year 2035 with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 4-9*** and ***4-10***, respectively.

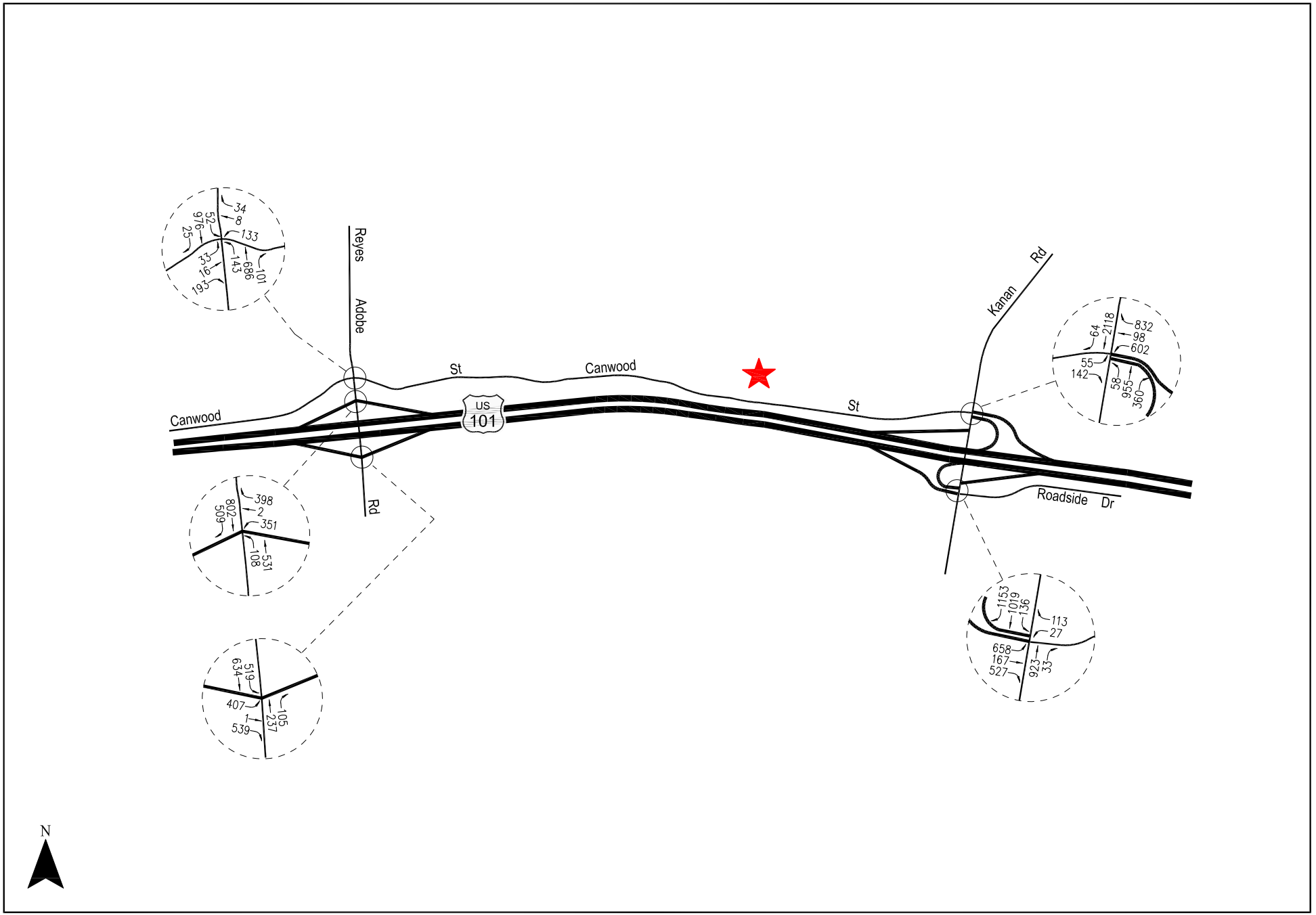

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Figure 4-9

Future Year 2035 With Project Traffic Volumes

Weekday AM Peak hour

Canwood Office Campus Project

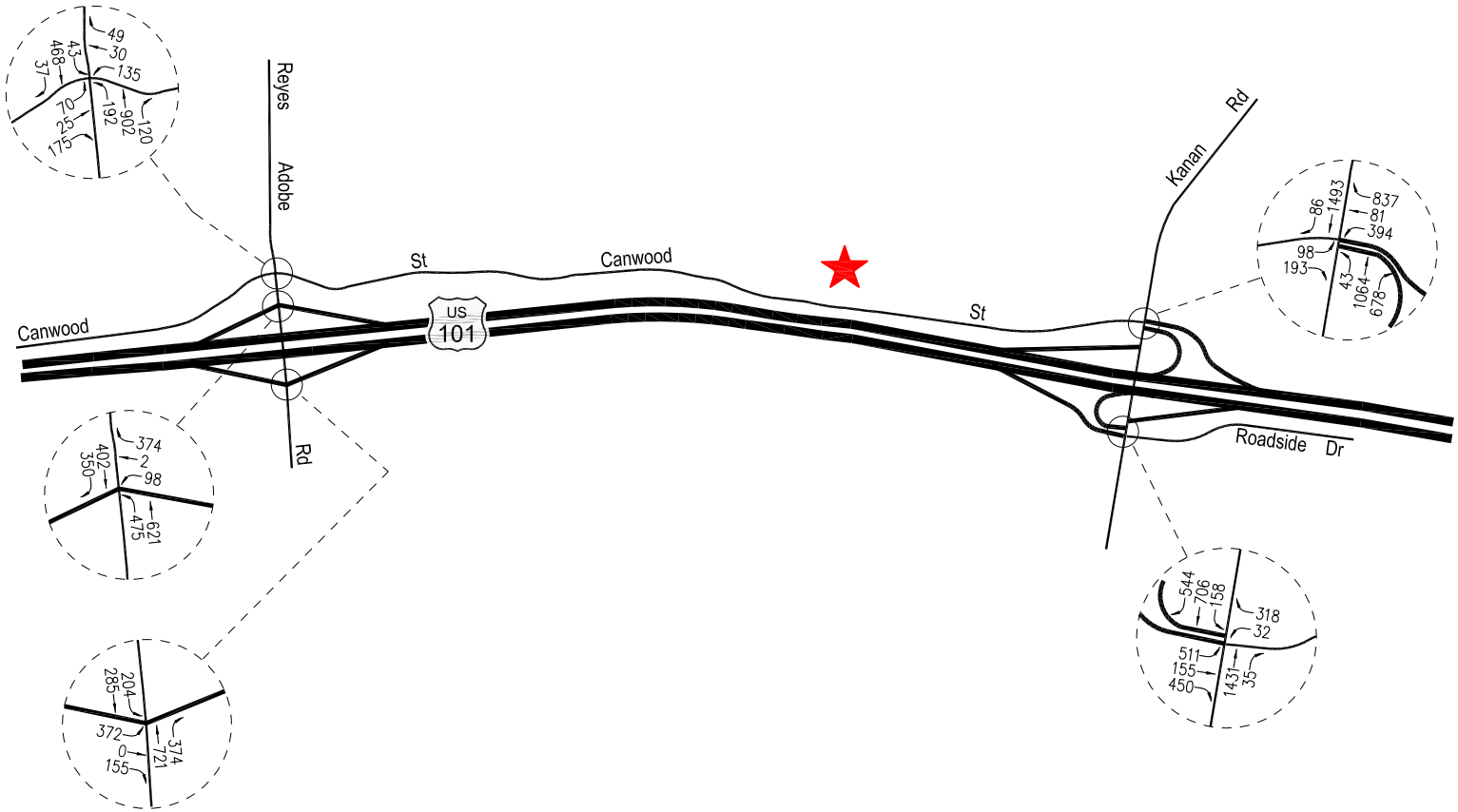

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Figure 4-10

Future Year 2035 With Project Traffic Volumes

Weekday PM Peak hour

Canwood Office Campus Project

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5.0 ROADWAY SEGMENT OPERATIONAL ANALYSIS

The City's *Transportation Assessment Guidelines* require an operational assessment of local roadway segment operations in order to evaluate site access and circulation constraints that may be caused or worsened by project-generated traffic. In conjunction with City staff, the following two (2) roadway segments were selected for analysis, which when taken together are expected to accommodate all project-generated traffic traveling to and from the project site:

1. Canwood Street east of Forest Cove Lane (i.e., west of the project site), which is anticipated to accommodate 45% of project-generated traffic
2. Canwood Street west of Kanan Road (i.e., east of the project site), which is anticipated to accommodate 55% of project-generated traffic

The following section presents the roadway segment operational (i.e., Level of Service) analyses prepared for the proposed Canwood Office Campus Project pursuant to the General Plan LOS standards and transportation infrastructure goals.

5.1 Analysis Methodology and Criteria

Roadway capacities are typically based on daily traffic volume thresholds that reflect travel conditions for various roadway types (i.e., six lane arterials, two lane collectors, etc.). However, the City of Agoura Hills has developed peak hour roadway capacities on the basis that peak hour traffic volumes are a better indication of roadway congestion during peak commute hours when roadway congestion is typically highest. Under this methodology, traffic operations on roadway segments are described in terms of weekday peak hourly roadway segment capacities, which are then assigned an LOS value to describe roadway operations. Roadway segment LOS analysis is thus performed by comparing the peak hourly segment volume with the roadway segment capacities defined by the City in order to determine the peak hour LOS.

Canwood Street is a two-lane, undivided Secondary Arterial in the vicinity of the project site (as described in *Section 3.3.3*, herein). Therefore, the City of Agoura Hills defines roadway level of service based on the peak hour roadway segment capacities shown in ***Table 5-1*** below:

Table 5-1
STREET SEGMENT LEVEL OF SERVICE CRITERIA [1]
Two-Lane Undivided Arterial Roadway

LEVEL OF SERVICE	SERVICE VOLUME THRESHOLDS (VEHICLES PER HOUR)
C or better	≤ 870
D	≤ 1,390
E	≤ 1,480
F	> 1,480

[1] Table 4.13-1, Street Segment Level of Service Definitions and Descriptions, General Plan Final EIR.

The acceptable operating condition for roadways in the City is LOS C or better. A proposed project is considered to have an unacceptable effect on local roadway segments when the addition of project-generated traffic:

- Degrades the LOS at a roadway segment to an unacceptable level of LOS D or worse; or
- Increases the volume-to-capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E, or F) by 0.05 or more.

Pursuant to the City's Guidelines, roadway segment LOS has been prepared for the following scenarios (as described in *Section 4.3*):

- Existing conditions
- Existing with project conditions
- Future year 2023 (near-term) cumulative without project conditions
- Future year 2023 (near-term) cumulative with project conditions
- Future year 2035 (near-term) cumulative without project conditions
- Future year 2035 (near-term) cumulative with project conditions

5.2 Roadway Segment Level of Service Analysis

As described in *Section 3.4*, average daily traffic data collected in September 2015 was utilized for the roadway segment LOS analysis. The daily traffic volumes were adjusted upwards by a factor of 1.0% per year to the reflect year 2021 existing baseline conditions. Based on a review of the existing daily traffic volumes on an hourly basis, it was determined that the peak hour of traffic volumes on the segment of Canwood Street between Reyes Adobe Road and Kanan Road occurs between 3:00 and 4:00 PM. The peak roadway volumes were therefore assumed to coincide with the PM peak hour of trip generation by the proposed project, resulting in a conservative forecast of roadway segment traffic volumes. The future years 2023 (near-term) and 2035 (long-term) cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The peak hour roadway segment LOS analysis prepared for the study intersections is summarized in ***Table 5-2***.

The existing year 2021 peak hour volume on the roadway segment of Canwood Street between Reyes Adobe Road and Kanan Road is 310 vehicles, which is well below the threshold for LOS C stated in *Table 5-1*. As no criteria for defining LOS A or B on roadway segments has been provided, the segment operations have thus been characterized as LOS C. As shown in *Table 5-2*, the segment of Canwood Street east of Forest Cove Lane (i.e., west of the project site) and the segment of Canwood Street west of Kanan Road (i.e., east of the project site) are expected to operate at LOS C for all traffic volume scenarios (existing, existing with project, future year 2023 (near-term)

Table 5-2
SUMMARY OF ROADWAY SEGMENT PEAK HOUR VOLUMES AND LEVELS OF SERVICE

ROADWAY SEGMENT	YEAR 2021					YEAR 2023					YEAR 2035				
	EXISTING		PROJECT	EXISTING W/ PROJECT		FUTURE W/O PROJECT		PROJECT	FUTURE W/ PROJECT		FUTURE W/O PROJECT		PROJECT	FUTURE W/ PROJECT	
	VOLUME [1]	LOS [2]	VOLUME [3]	VOLUME [4]	LOS [2]	VOLUME [5]	LOS [2]	VOLUME [3]	VOLUME [4]	LOS [2]	VOLUME [6]	LOS [2]	VOLUME [3]	VOLUME [4]	LOS [2]
Canwood Street east of Forest Cove Lane	310	C	33	343	C	325	C	33	358	C	335	C	33	368	C
Canwood Street west of Kanan Road	310	C	41	351	C	327	C	41	368	C	337	C	41	378	C

[1] Existing volumes obtained from average daily traffic (ADT) counts conducted by ADT in year 2015 for the roadway segment of Canwood Street between Reyes Adobe Road and Kanan Road. Year 2015 volumes were adjusted upward by a factor of 1.0% per year to reflect year 2021 conditions. The peak hourly volume on the roadway segment occurred from 3:00-4:00 PM, which was assumed to coincide with the PM peak hour in order to provide a conservative forecast of segment volumes.

[2] Canwood Street is designated as a Secondary Arterial in the Agoura Hills General Plan. According to Table 4.13-1, "Street Segment Level of Service Definitions and Descriptions", of the City's General Plan Final EIR, roadway Level of Service (LOS) is defined based on the weekday peak hour service volume (in vehicles per hour) for each roadway class. The City of Agoura Hills therefore defines the LOS for two-lane undivided Secondary Arterials as follows:

Service Volume	LOS
≤ 870	C or Better
≤ 1,390	D
≤ 1,480	E
> 1,480	F

[3] Weekday PM peak hour project traffic volumes as presented in *Figure 2-7*.

[4] Represents the roadway segment volumes with the addition of project traffic.

[5] Year 2023 volumes derived by applying an ambient growth factor of 1.0% per year to year 2021 volumes, and adding the weekday PM peak hour related projects traffic volumes as presented in *Figure 3-8*.

[6] Year 2035 volumes derived by applying an ambient growth factor of 0.25% per year to year 2021 volumes, and adding the weekday PM peak hour related projects traffic volumes as presented in *Figure 3-8*.

cumulative without and with project conditions, and future year 2035 (long-term) cumulative without and with project conditions). As the roadway segments are expected to meet the City's standard of LOS C, no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required.

6.0 CALIFORNIA DEPARTMENT OF TRANSPORTATION ANALYSIS

Consistent with the previously described statutory changes to the CEQA Guidelines, the California Department of Transportation (Caltrans) has also formally adopted VMT as the metric for reviewing the transportation impacts of a land use development project. As described in *Section 1.2* herein, Caltrans has released the *Transportation Impact Study Guide* (TISG) and the "Interim LD-IGR Safety Review Practitioners Guidance" in order to provide guidance on Caltrans' review of land use projects.

6.1 Vehicle Miles Traveled Analysis

Caltrans' TISG references the December 2018 *Technical Advisory* prepared by OPR as the basis for its guidance on VMT assessment. For the purpose of this transportation assessment, it is understood that the City of Agoura Hills' adopted VMT methodology and screening criteria is consistent with the recommendations provided in the *Technical Advisory* and thus satisfy Caltrans' VMT analysis requirements as well. Therefore, no separate VMT analysis has been prepared for Caltrans' review of the proposed project.

6.2 Off-Ramp Vehicle Queuing Analysis

The "Interim LD-IGR Safety Review Practitioners Guidance" provides direction on a simplified safety analysis approach that reduces the risk to all road users and that focuses on multi-modal conflict analysis as well as access management issues. District traffic safety staff are encouraged to consider the proposed project's potential influence on safety on state roadways, including the following factors:

- Increased presence of pedestrians and bicyclists
- Degradation of the walking and bicycling environment and experience
- New pedestrian and bicyclist connection desires
- Multimodal conflict points, especially at intersections and project access locations
- Change in traffic mix such as an increase in bicyclists or pedestrians where features such as shoulders or sidewalks may not exist or are inconsistent with facility design (sidewalks, bike and multi-user paths, multimodal roadways, etc.)
- Increased vehicular speeds
- Transition between free flow and metered flow
- Increased traffic volumes
- Queuing at off-ramps resulting in slow or stopped traffic on the mainline or speed differentials between adjacent lanes
- Queuing exceeding turn pocket length that impedes through-traffic

The proposed Canwood Office Campus project does not take direct access from a State facility; therefore, the project has not been reviewed for factors pertaining to site access or local roadways. However, the proposed project is expected to generate net new project trips at US-101 Freeway ramp interchanges at Reyes Adobe Road and Kanan Road (i.e., Int. No. 2 – Reyes Adobe Road/US-101 Freeway NB Ramps, Int. No. 3 – Reyes Adobe Road/US-101 Freeway SB Ramps; Int. No. 4 – Kanan Road/Canwood Street-US-101 Freeway NB Off-ramp, and Int. No. 5 – Kanan Road/US-101 Freeway SB Ramps-Roadside Drive). Therefore, an analysis of the project's effect on off-ramp queuing was prepared in order to determine if the project would cause, or contribute towards, slowing or stopped traffic on mainline travel lanes resulting in unsafe speed differentials between adjacent lanes.

Pursuant to prior direction from Caltrans staff, off-ramp queueing was analyzed using the Highway Capacity Manual (HCM) method for signalized intersections. The off-ramp queuing calculations were prepared using the *Synchro 11* software package which implements the HCM operational methodology. A *Synchro* network was created based on existing conditions field reviews at the above four (4) ramp intersections. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing, etc., were coded to complete the existing network. The corresponding weekday AM peak hour and PM peak hour peak hour HCM worksheets for purposes of determining the 95th percentile vehicle queues are contained in *Appendix C*.

The queuing analysis was prepared for the existing, future year 2023, and future year 2035 conditions, both without and with project-generated traffic. Each of the freeway off-ramp intersection approaches were reviewed in terms of expected maximum vehicle queues (i.e., 95th percentile queues) which represent the maximum back of vehicle queues with 95th percentile traffic volumes. The corresponding maximum vehicle queue lengths were then compared the total ramp storage lengths (i.e., the available storage length as measured from the applicable off-ramp/frontage road lane striping to the respective off-ramp approach limit lines/merge points). The total queuing for each off-ramp was determined based on the sum of the maximum vehicle queues for each off-ramp lane. The total ramp storage lengths were determined based on the sum of the striped storage for all lanes provided at the off-ramp location.

As presented in ***Table 6-1***, adequate storage areas are provided to accommodate the forecast 95th percentile queues under existing, future year 2023, and future year 2035 conditions, both without and with project-generated traffic, at three of the four off-ramp locations. At Int. No. 5 – Kanan Road/US-101 Freeway SB Ramps-Roadside Drive, the off-ramp vehicle queueing is forecast to exceed the available storage space during the weekday AM peak hour under the future year 2023 without project and future year 2035 without project conditions. No increase in off-ramp vehicle queuing at this location is expected with the addition of project-generated traffic. The proposed project is expected to neither cause nor contribute towards vehicle queuing which extends back into the US-101 Freeway mainline travel lanes. Therefore, the proposed project is not anticipated to negatively influence safety on the State Highway System.

Table 6-1
SUMMARY OF OFF-RAMP QUEUING ANALYSIS [1]

NO.	INTERSECTION	PEAK HOUR	AVAILABLE OFF-RAMP STORAGE [2] (FEET)	2021 EXISTING		2021 EXISTING WITH PROJECT		FUTURE YEAR 2023 WITHOUT PROJECT		FUTURE YEAR 2023 WITH PROJECT		FUTURE YEAR 2035 WITHOUT PROJECT		FUTURE YEAR 2035 WITH PROJECT	
				95th PERCENTILE QUEUE [3] (FEET)	EXCEEDS STORAGE? (YES/NO)	95th PERCENTILE QUEUE [3] (FEET)	EXCEEDS STORAGE? (YES/NO)	95th PERCENTILE QUEUE [3] (FEET)	EXCEEDS STORAGE? (YES/NO)	95th PERCENTILE QUEUE [3] (FEET)	EXCEEDS STORAGE? (YES/NO)	95th PERCENTILE QUEUE [3] (FEET)	EXCEEDS STORAGE? (YES/NO)	95th PERCENTILE QUEUE [3] (FEET)	EXCEEDS STORAGE? (YES/NO)
2	Reyes Adobe Road/ US-101 Freeway NB Ramps	AM PM	1,600 1,600	966 359	No No	966 359	No No	962 365	No No	962 365	No No	985 370	No No	985 370	No No
3	Reyes Adobe Road/ US-101 Freeway SB Ramps	AM PM	1,560 1,560	1,160 588	No No	1,170 593	No No	1,338 628	No No	1,348 628	No No	1,383 633	No No	1,390 638	No No
4	Kanan Road/ Canwood Street- US-101 Freeway NB Off-Ramp	AM PM	2,640 2,640	1,920 1,595	No No	1,930 1,600	No No	2,525 1,895	No No	2,535 1,895	No No	2,590 1,945	No No	2,605 1,945	No No
5	Kanan Road/ US-101 Freeway SB Ramps- Roadside Drive	AM PM	2,280 2,280	1,755 1,320	No No	1,755 1,320	No No	2,375 1,670	Yes No	2,375 1,670	Yes No	2,455 1,693	Yes No	2,455 1,693	Yes No

[1] Refer to intersection queuing calculation worksheets in Appendix C.
[2] Available storage represents the sum of storage space provided by all off-ramp lanes, as measured via Google Earth, 2021.
[3] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. An average vehicle length of 25 feet (including vehicle separation) was assumed for analysis purposes. The reported queue represents the sum of queues for all off-ramp lanes.

7.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The proposed project site is located at 29555 Canwood Street in the City of Agoura Hills, California. The project site, which is currently undeveloped, is generally bounded by the existing Los Angeles County Fire Department Fire Station 89 to the west, existing office development to the east, undeveloped land to the north, and Canwood Street to the south. The proposed project consists of the planned development of five (5) buildings that would provide a total of 21,100 square feet of office space. Based on information provided by the project Applicant, the proposed project is currently planned to consist of a mix of medical office and general office space. The final land use mix square footages presently are not defined, but would range between the following two (2) options:

    - Option 1: 21,100 square feet of medical office building space (MOB)
    - Option 2: 11,000 square feet of general office (GO) and 10,100 square feet of MOB

    Construction and occupancy of the proposed project is expected to occur by year 2023.

- ***Project Site Access*** – Vehicular access to the project site will be accommodated by one (1) new driveway located on the north side of Canwood Street, at approximately the mid-point of the southerly project frontage. The project driveway is planned to accommodate full access (i.e., left and right-turning inbound and outbound movements). Non-vehicular access to the site will be provided by an Americans with Disabilities Act (ADA) compliant walkway connecting the proposed internal walkways of the office campus development to the existing public sidewalk along Canwood Street.

- ***Vehicular Maneuvering*** – The project driveway and internal drive aisles were reviewed in order to determine the adequacy of the planned access and circulation scheme to accommodate the maneuvering requirements of larger trucks (i.e., a 46-foot fire truck and a 33-foot trash truck) at the site. The maneuvering analyses were prepared using the AutoTURN software package, which conservatively simulates the area requirements for various vehicle turning movements. It is concluded that the planned site driveways and internal drive aisles are sufficient to accommodate access for these types of vehicles as well as smaller trucks and vans which might also be expected to access the site.

- ***Project Parking –*** The proposed project is planned to provide a total of 110 vehicular parking spaces and five (5) bicycle parking spaces. Application of the Code parking requirement to the Option 1 project (i.e., 21,100 square feet of medical office) results in an on-site parking requirement of 106 spaces, while application of the Code parking requirements to the Option 2 project (i.e., 11,000 square feet of general office and 10,100 square feet of medical office) results in an on-site parking requirement of 88 spaces. Therefore, the anticipated maximum amount of Code required on-site parking is 106 spaces. Should the project ultimately accommodate a general office component of up to 11,000 square feet, the Municipal Code parking requirement will correspondingly be less than 106 spaces. The proposed project's planned on-site parking

supply of 110 spaces therefore exceeds the Municipal Code parking requirement of 106 spaces, resulting in a surplus of four (4) spaces.

- ***Project Trip Generation*** – The proposed Option 1 project is expected to generate 59 vehicle trips (46 inbound trips and 13 outbound trips) during the AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 73 vehicle trips (20 inbound trips and 53 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 734 daily trip ends (367 inbound trips and 367 outbound trips) on a typical weekday.

  The proposed Option 2 project is expected to generate 41 vehicle trips (33 inbound trips and 8 outbound trips) during the AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 48 vehicle trips (12 inbound trips and 36 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 458 daily trip ends (229 inbound trips and 229 outbound trips) on a typical weekday.

  The Option 1 project is expected to result in the most intensive trip generation forecast for the proposed project; therefore, analysis of this project option would identify the worst-case effects on the local transportation network. The Option 2 project, which due to the presence of the general office component is expected to generate fewer trips than Option 1, is assumed to have less intense effects on the local transportation network than Option 1. Therefore, the quantitative intersection and roadway segment Level of Service (LOS) analyses prepared for this report focuses on the Option 1 project.

- ***Intersection Operational Analysis*** – Five (5) study intersections were reviewed for consistency with the City of Agoura Hills' adopted Level of Service (LOS) standards. The study intersections were evaluated using the City-approved Highway Capacity Manual (HCM) methodology to determine the LOS under existing, existing with project, future year 2023 (near-term) cumulative without and with project conditions, and future year 2035 (long-term) cumulative without and with project conditions. Based on application of the City's LOS standards, the proposed project is not required to identify or construct intersection improvements at any of the study intersections or to implement any transportation demand management measures.

- ***Roadway Segment Operational Analysis*** – Two (2) roadway segments were reviewed for consistency with the City of Agoura Hills' adopted Level of Service (LOS) standards. The roadway segments were evaluated by comparing the peak hour segment volume with the roadway segment capacities defined by the City in order to determine the peak hour LOS under existing, existing with project, future year 2023 (near-term) cumulative without and with project conditions, and future year 2035 (long-term) cumulative without and with project conditions. Based on application of the City's LOS standards, the proposed project is not required to identify or construct intersection improvements at any of the study intersections or to implement any transportation demand management measures.

- ***Caltrans Analysis*** – It is understood that the City of Agoura Hills' adopted VMT methodology and screening criteria is consistent with the recommendations provided in the *Technical Advisory* prepared by OPR and thus satisfy Caltrans' VMT analysis requirements as well. Therefore, no separate VMT analysis has been prepared for Caltrans' review of the proposed project. Pursuant to the direction provided in the "Interim LD-IGR Safety Review Practitioners Guidance", an analysis of the project's effect on off-ramp queuing determined that the proposed project is expected to neither cause nor contribute towards vehicle queuing which extends back into the US-101 Freeway mainline travel lanes.

APPENDIX A

TRANSPORTATION STUDIES SCOPE OF WORK
MEMORANDUM OF UNDERSTANDING

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
600 S. Lake Avenue
Suite 500
Pasadena, CA 91106
626.796.2322 T
626.792.0941 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

MEMORANDUM

To:	Laura Forinash, P.E. City of Agoura Hills, California	Date:	March 31, 2021
From:	Clare M. Look-Jaeger, P.E. Grace Turney, EIT Linscott, Law & Greenspan, Engineers	LLG Ref:	1-20-4405-1
Subject:	Canwood Office Campus Project – Transportation Studies Scope of Work		

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Scope of Work for the proposed Canwood Office Campus Project ("proposed project") for your review and approval. The proposed project is located at 29555 Canwood Street in the City of Agoura Hills, California. The project site, which is currently undeveloped, is bound by the existing Los Angeles County Fire Department Fire Station 89 to the west, existing office development to the east, undeveloped land to the north, and Canwood Street to the south. See attached ***Figure 1 – Vicinity Map***.

The proposed project consists of the development of five (5) buildings providing a total of 21,100 square feet of office space. Based on information provided by the project Applicant, the proposed project is currently planned to consist of a mix of medical office and general office space. The final land use mix square footages presently are not defined, but would range between the following two options:

- Option 1: 21,100 square feet of medical office building space (MOB)
- Option 2: 11,000 square feet of general office (GO) and 10,100 square feet of MOB

Vehicular access to the proposed project site will be accommodated by a single project driveway located on Canwood Street. Full build-out of the proposed project is expected by year 2023. The conceptual site plan is presented in ***Figure 2 – Site Plan***.

Transportation Studies Scope of Work

We understand that the City of Agoura Hills will require both vehicle miles traveled (VMT) analysis for the purpose of environmental review in compliance with the California Environmental Quality Act (CEQA), and a Local Transportation Impact Analysis in order to assess the proposed project's consistency with the City's General Plan policies and goals. These transportation studies will be prepared according to the analysis and significance criteria outlined in the City of Agoura Hills' *Transportation Assessment Guidelines* (*Guidelines*), July 2020. Based on our prior coordination with you, we understand that the VMT and local transportation assessments are to be provided in separate documents which utilize the same project description and which refer to each other. In order to maintain flexibility for the project Applicant, LLG will evaluate both project options described above in order to fully identify any project potential project impacts.

CEQA Analysis

A. VMT Assessment: LLG has reviewed the requirements for VMT analysis set forth in the City's *Guidelines*. The proposed project Options 1 and 2 will be reviewed to determine whether any screening thresholds are met. It is assumed that the Option 1 project will be screened out of detailed VMT analysis through satisfaction of the City's Local Essential Service screening criterion. Similarly, it is assumed that the medical office component of the Option 2 project will be screened out of detailed VMT analysis through satisfaction of the Local Essential Service screening criterion. Further, it is assumed that the general office component of the Option 2 project will be screened out of detailed VMT analysis through satisfaction of the City's Small Projects screening criterion, as the daily trip generation forecast for this project component is expected to fall below the 110 daily trip screening threshold. Refer to ***Table 2 – Option 2 Project Trip Generation Forecast***, discussed further in Item B below, for the trip generation forecast for the office component of the Option 2 project.

As the Option 1 project is expected to screen out of detailed VMT analysis, and both components of the Option 2 project are expected to screen out of detailed VMT analysis, based on the City of Agoura Hills' adopted screening criteria, the proposed project will be presumed to have a less than significant transportation impact for the purposes of environmental review.

Non-VMT Analysis

B. Project Traffic Generation: Traffic volumes expected to be generated by the proposed project were forecast for the weekday AM and PM peak hours, and over a 24-hour period. Trip generation rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[1] were utilized to forecast project traffic generation for the proposed project and existing site uses. Specifically, ITE Land Use Code 710 (General Office Building) and ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed Option 1 and Option 2 projects. The trip generation forecast for the proposed project is summarized in *Tables 1* and *2 – Project Trip Generation Forecast*, for Options 1 and 2, respectively.

As presented in *Table 1*, the Option 1 project is expected to generate 59 vehicle trips (46 inbound trips and 13 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 73 vehicle trips (20 inbound trips and 53 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 734 daily trip ends during a typical weekday (367 inbound trips and 367 outbound trips).

[1] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

As presented in *Table 2*, the Option 2 project is expected to generate 41 vehicle trips (33 inbound trips and 8 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 48 vehicle trips (12 inbound trips and 36 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 458 daily trip ends during a typical weekday (229 inbound trips and 229 outbound trips).

As described above, the Option 1 project is expected to result in the most intensive trip generation forecast for the proposed project; therefore, analysis of this project option would identify the worst-case effects on the local transportation network. The Option 2 project, which due to the presence of the general office component is expected to generate fewer trips than Option 1, is assumed to have less intense effects on the local transportation network than Option 1. Therefore, the quantitative intersection and roadway segment Level of Service (LOS) analyses described in the following sections will focus on the Option 1 project. Further, any required transportation improvement measures which are identified through analysis of the Option 1 project will be recommended for the proposed project as a whole, regardless of land use mix, in order to provide maximum flexibility for the project Applicant. A qualitative assessment of the intersection and roadway segment LOS analyses for the Option 2 project in comparison to the Option 1 project will be prepared in order to provide a thorough LOS assessment for both project options.

C. Project Study Area: The following five (5) study intersections have been identified for intersection LOS operational evaluation. These study intersections will be reviewed as part of the LOS analysis required for the project. The existing traffic control and the agency with jurisdiction over each study intersection is presented below.

NO.	STUDY LOCATION	TRAFFIC CONTROL	AGENCY/ JURISDICTION
1	Reyes Adobe Road/ Canwood Street	Signalized	City of Agoura Hills
2	Reyes Adobe Road/ US-101 Freeway NB Ramps	Signalized	City of Agoura Hills/ Caltrans
3	Reyes Adobe Road/ US-101 Freeway SB Ramps	Signalized	City of Agoura Hills/ Caltrans
4	Kanan Road/Canwood Street-US-101 Freeway NB Ramps	Signalized	City of Agoura Hills/ Caltrans
5	Kanan Road/US-101 Freeway SB Ramps-Roadside Drive	Signalized	City of Agoura Hills/ Caltrans

In addition, the following two roadway street segments have been identified for street segment LOS analysis:

- Canwood Street east of Forrest Cove Lane
- Canwood Street west of Kanan Road

See attached *Figure 1 – Vicinity Map.*

D. Project Trip Distribution Pattern: See attached ***Figure 3 – Project Trip Distribution***, which presents the anticipated vehicle trip distribution pattern at the study intersections and study roadway segments identified in Item C.

E. Project Trip Assignments: See attached ***Figures 4*** and ***5 – Project Traffic Volumes***, which present the project trip volumes assigned to the study intersections for the weekday AM and PM peak hours, respectively. The project trip assignments are based on the trip generation forecast for the Option 1 project provided in *Table 1* and the project trip distribution pattern provided in *Figure 3.*

F. Traffic Counts: LLG has on file manual intersection turning movement counts collected in May 2019 for four of the five study intersections listed above. In addition, LLG has identified historic counts for the remaining study intersection of Reyes Adobe Road/Canwood Street which were collected in September 2017. These historic counts will be adjusted to year 2021 conditions by applying a growth factor of 1.0% per year to each turning movement volume.

The City of Agoura Hills has provided historic average daily traffic (ADT) volumes for the roadway segment of Canwood Street between Reyes Adobe Road and Kanan Road, which were collected in September 2015. These historic counts will be adjusted to year 2021 conditions by applying a growth factor of 1.0% per year to the directional peak hour roadway volumes.

G. Year 2023 Cumulative Traffic: LLG will research data on file with the City of Agoura Hills and the County of Los Angeles in order to identify other proposed development projects (related projects) within a one-mile radius of the site which may contribute towards cumulative deficiencies on the adjacent street system in the vicinity of the proposed project. In addition, an ambient growth rate of 1.0% per year up to year 2023 will be applied to the baseline traffic volumes in order to account for unknown related projects in the study area and typical growth in traffic volumes due to development projects outside the study area.

H. Year 2035 Cumulative Traffic: LLG will apply the related projects identified in *Item G* in order to prepare the year 2035 cumulative conditions. In addition, an ambient growth rate of 0.25% per year up to year 2035 will be applied to the baseline traffic volumes in order to account for unknown related projects in the study area and typical growth in traffic volumes due to development projects

outside the study area. The Los Angeles Metropolitan Transportation Authority (Metro) 2010 Congestion Management Program forecasts a growth rate of approximately 0.22 to 0.23% per year between the years 2020 and 2035 for the Agoura Hills area (RSA 7), therefore application of a 0.25% per year rate represents a conservative forecast of future growth.

I. Level of Service Studies: The following LOS studies will be prepared.

Intersection Operational Analysis: Evaluation of the project's effect on intersection operations will focus on the five (5) study intersections highlighted in Item C. The Highway Capacity Manual (HCM), 6th Edition intersection LOS methodology will be utilized. The calculations will be prepared using the Synchro 11 software suite, which implements the HCM 6th Edition methodology. As requested by City staff, the "HCM 6th Signalized Intersection Summary" reports and the "Timings" reports will be provided as appendix material. The following analysis scenarios will be prepared for the weekday AM and PM peak hour conditions in order to assess potential effects on LOS at the study intersections associated with the proposed project:

(a) Existing Traffic Condition;

(b) Existing Plus Project Traffic Condition;

(c) Future Year 2023 Cumulative Without Project Traffic Condition;

(d) Future Year 2023 Cumulative With Project Traffic Condition;

(e) Scenario (d) with Corrective Improvements, if necessary;

(f) Future Year 2035 Cumulative Without Project Traffic Condition;

(g) Future Year 2035 Cumulative With Project Traffic Condition; and

(h) Scenario (g) with Corrective Improvements, if necessary.

Roadway Segment Analysis: Evaluation of the project's effect on roadway segments will be conducted by comparing the roadway segment volumes to the Street Segment LOS Definitions and Descriptions set forth in the City's General Plan.

J. Thresholds of Significance: The City has established the acceptable LOS for intersections and roadway segments at LOS C. Intersections and roadway segments operating at LOS D or worse are considered unacceptable. The following summary identifies the impact criteria for signalized and unsignalized intersections, and roadway segments.

Signalized Intersections: When comparing existing, near-term, and long-term baseline conditions to "with project" conditions, delay changes for signalized intersections that exceed the criteria shown below should be identified.

LOS Without Project	Average Total Delay (Seconds per Vehicle)	Project-Related Increase In Seconds of Average Total Delay
C	> 20.0 – 35.0	Degrades intersection to LOS D
D	> 35.0 – 55.0	Equal to or greater than 10.0 sec.
E or F	> 55.0	Equal to or greater than 4.0 sec.

Unsignalized Intersections: A proposed project is considered to result in a significant impact if:

- Degrades the LOS at an unsignalized intersection to an unacceptable level of LOS D or worse; or
- Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or
- Results in satisfying the most recent *California Manual on Uniform Traffic Control Devices* (CAMUTCD) peak-hour volume warrant or other warrants for traffic signal installation at the intersection.

Roadway Segments: A proposed project is considered to result in a significant impact if:

- Degrades the LOS at a roadway segment to an unacceptable level of LOS D or worse; or
- Increases the volume-to-capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E, or F) by 0.05 or more.

Per the General Plan, development projects shall be mitigated to the appropriate levels, but at least to the extent where the post-development LOS shall not be less than the LOS existing prior to development.

K. Bicycle, Pedestrian, and Transit Assessment: A qualitative review of the proposed project's effect on bicycle, pedestrian, and transit infrastructure and access will be provided.

L. Site Circulation and Access On-Site: A qualitative review of the on-site pedestrian, bicycle, and vehicle circulation scheme will be provided. Vehicle maneuvering analyses for a standard 34-foot fire truck and a 33-foot trash truck will be prepared in order to assess the on-site circulation for large vehicles. The

proposed project site driveway will be reviewed with respect to the need for, and feasibility of, access enhancing measures (e.g., turn pocket lanes, acceleration/deceleration lanes, etc.).

Other Items:

- Municipal Code Parking Analysis: The Municipal Code parking requirement for both the Option 1 and Option 2 project will be prepared. The on-site parking supply will be compared to the most conservative (i.e., worst-case) Code parking requirement, and a determination on the adequacy of the site parking supply will be provided.
- Caltrans Facilities Analysis: In compliance with State law, Caltrans also now requires VMT-based analysis of development projects. Caltrans' *Vehicle Miles Traveled-Focused Transportation Impact Study Guidelines* (dated May 20, 2020) states that Caltrans will review and comment on impact determinations which are consistent with OPR's Technical Advisory and State greenhouse gas (GHG) emissions goals. LLG believes that the VMT analysis requirements set forth by the City of Agoura Hills are consistent with the Technical Advisory and State GHG goals, and therefore no separate VMT analysis will be prepared for Caltrans. However, Caltrans has also released the *Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioner's Guide* (dated December 2020), which requires a detailed safety review for projects which are expected to affect the State Highway System. Therefore, based on the project site location and proximity to the US-101 Freeway, existing and future year analyses will be prepared for the Reyes Adobe Road and Kanan Road ramp intersections in order to address any potential concerns Caltrans may have in accordance with the *Interim LD-IGR Safety Review Practitioner's Guide*.

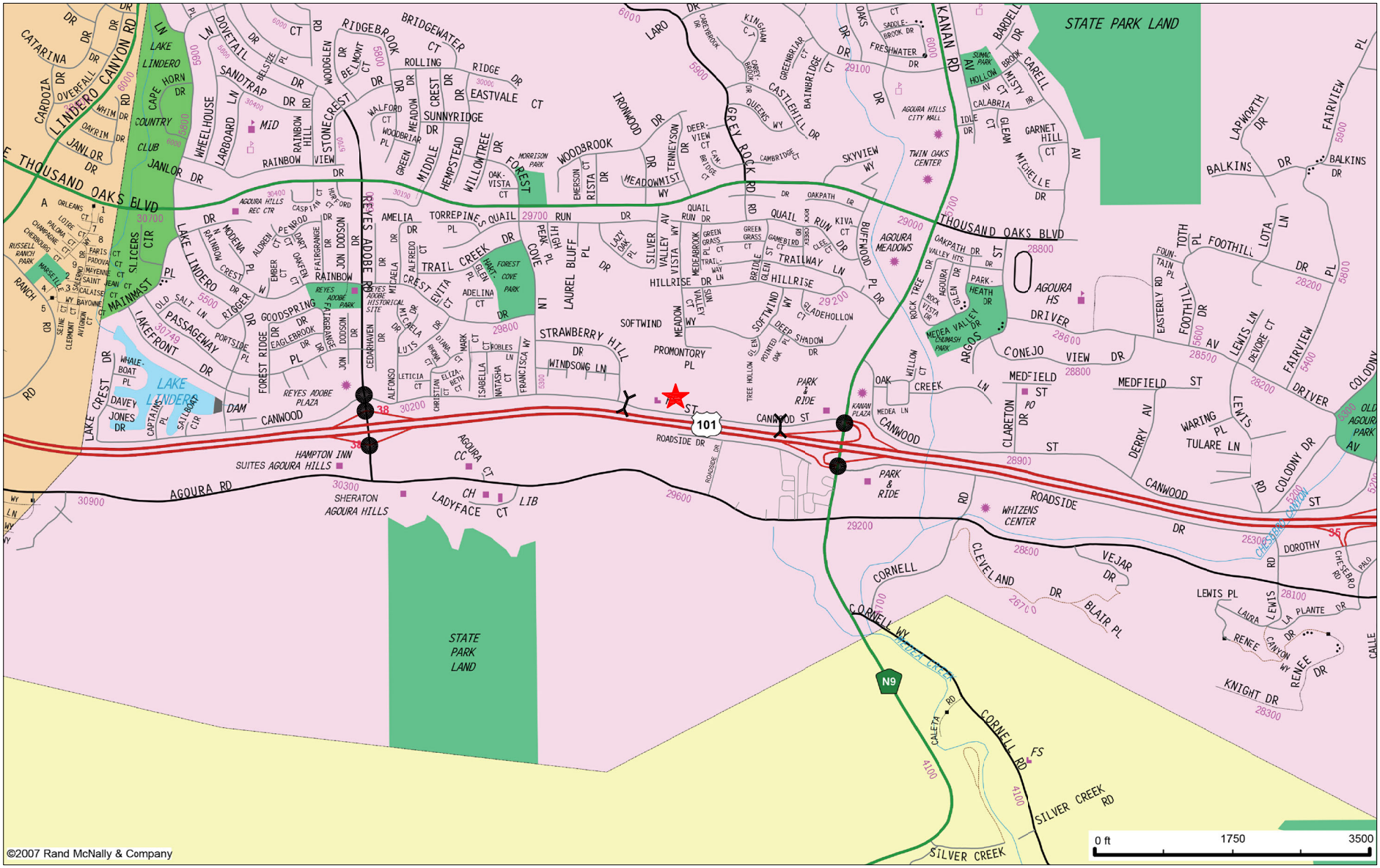
Pending your review of the above information, we will proceed with the transportation impact analysis. Please feel free to contact us at 626.796.2322 if you have any questions, comments, or suggested revisions regarding the above. Thank you.

Approved by:

_____ _____

City of Agoura Hills Date

Attachments



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MAP SOURCE: RAND MCNALLY & COMPANY

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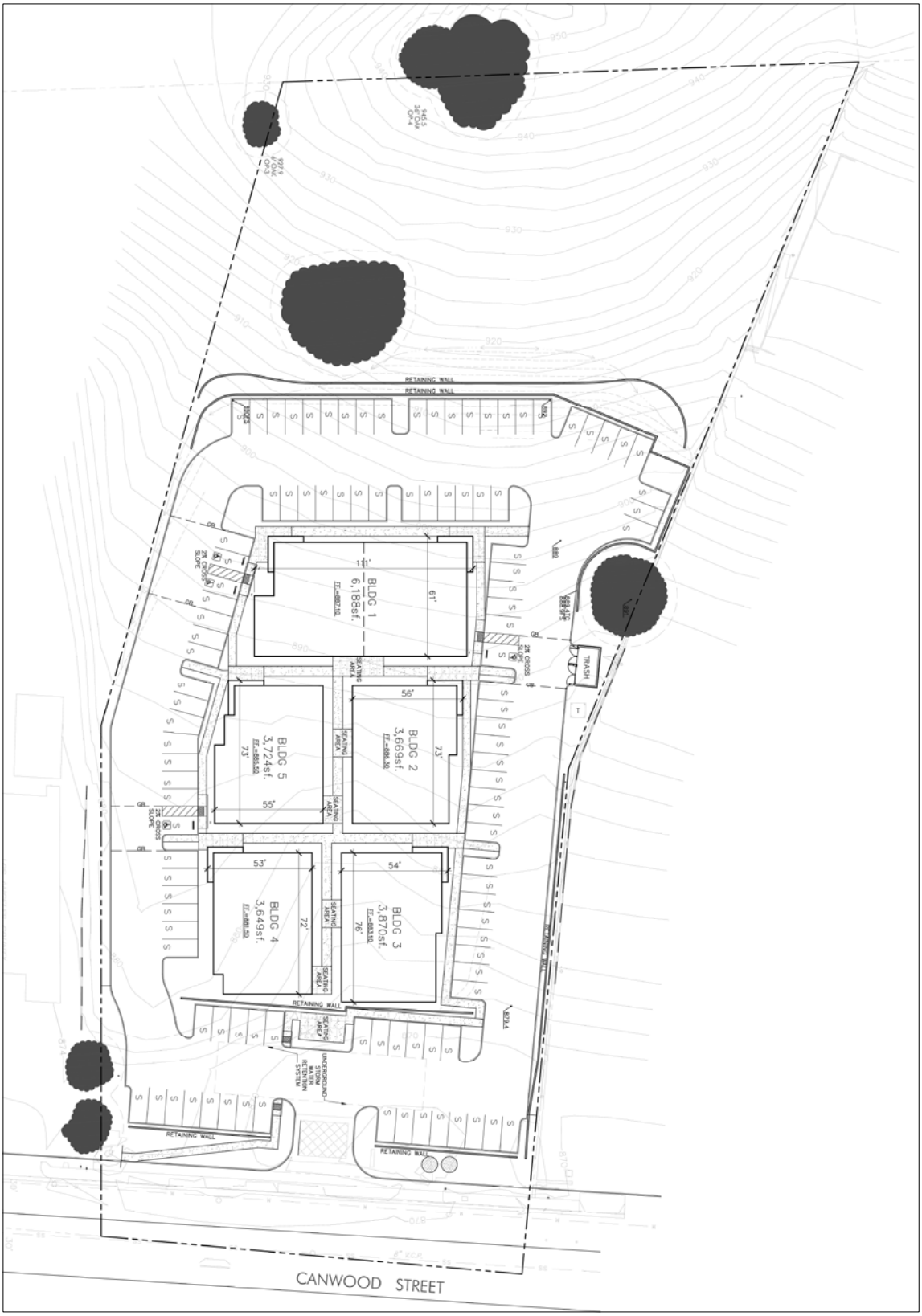
LINSCOTT LAW & GREENSPAN engineers

- Project Site
- Study Intersection
- Street Segment Location

Figure 1
Vicinity Map

Canwood Office Campus Project



SOURCE: PK ARCHITECTURE

N

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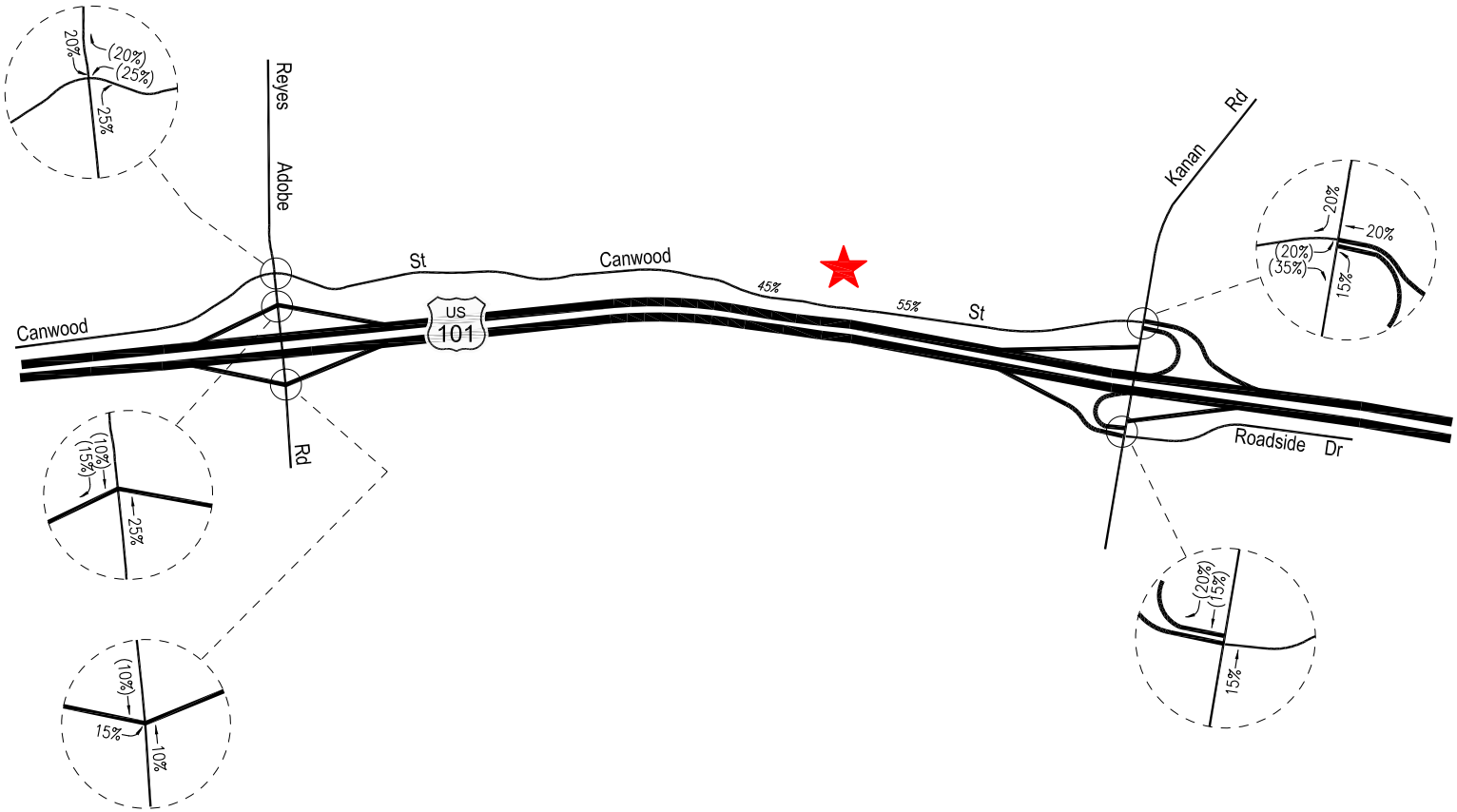
LINSCOTT LAW & GREENSPAN engineers

Figure 2
Site Plan

Canwood Office Campus Project



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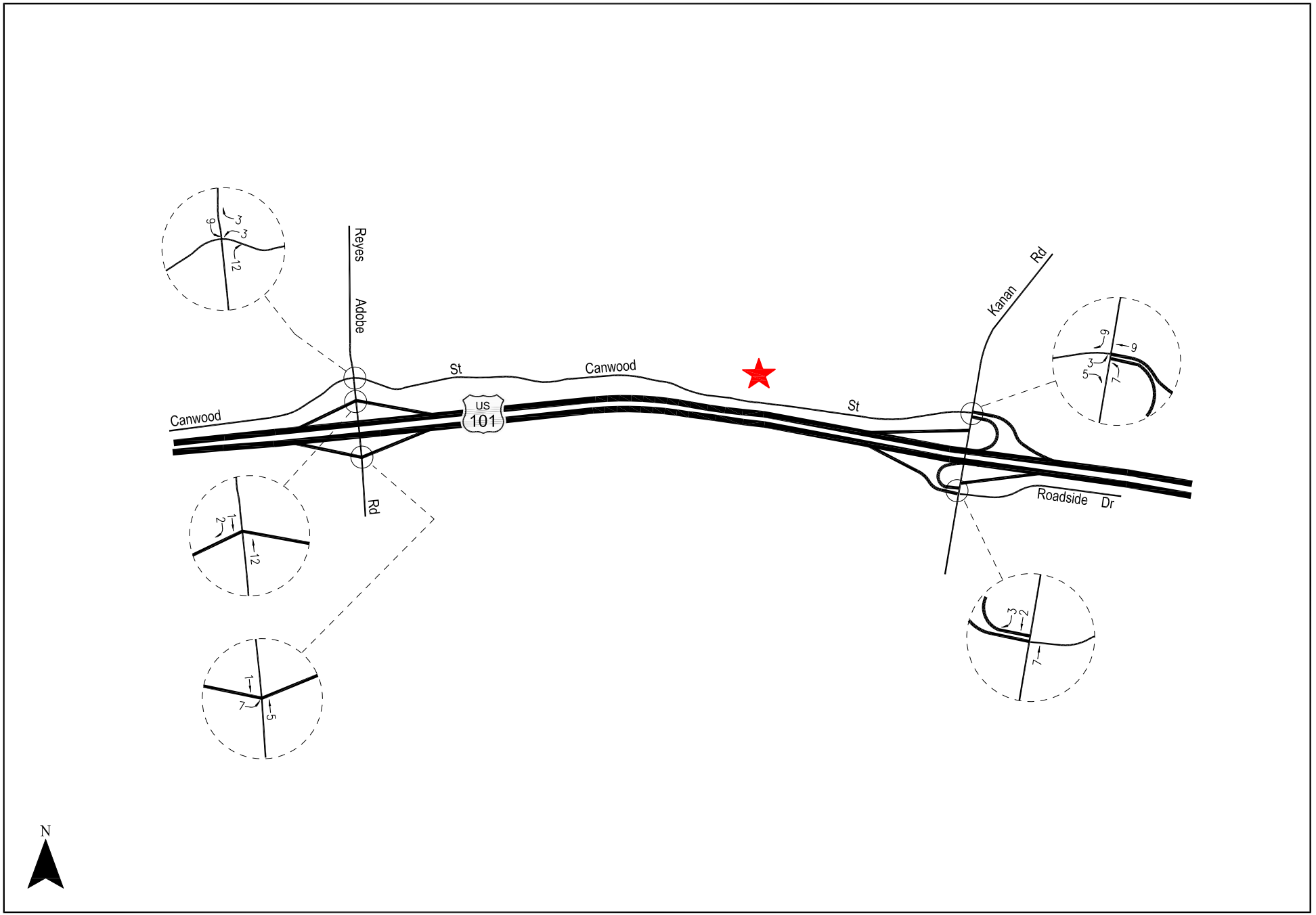
★ Project Site

XX = Inbound Percentages

(XX) = Outbound Percentages

Figure 3
Project Trip Distribution

Canwood Office Campus Project



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Project Site

Figure 4
Project Traffic Volumes
Weekday AM Peak Hour
Canwood Office Campus Project

LINSCOTT LAW & GREENSPAN engineers

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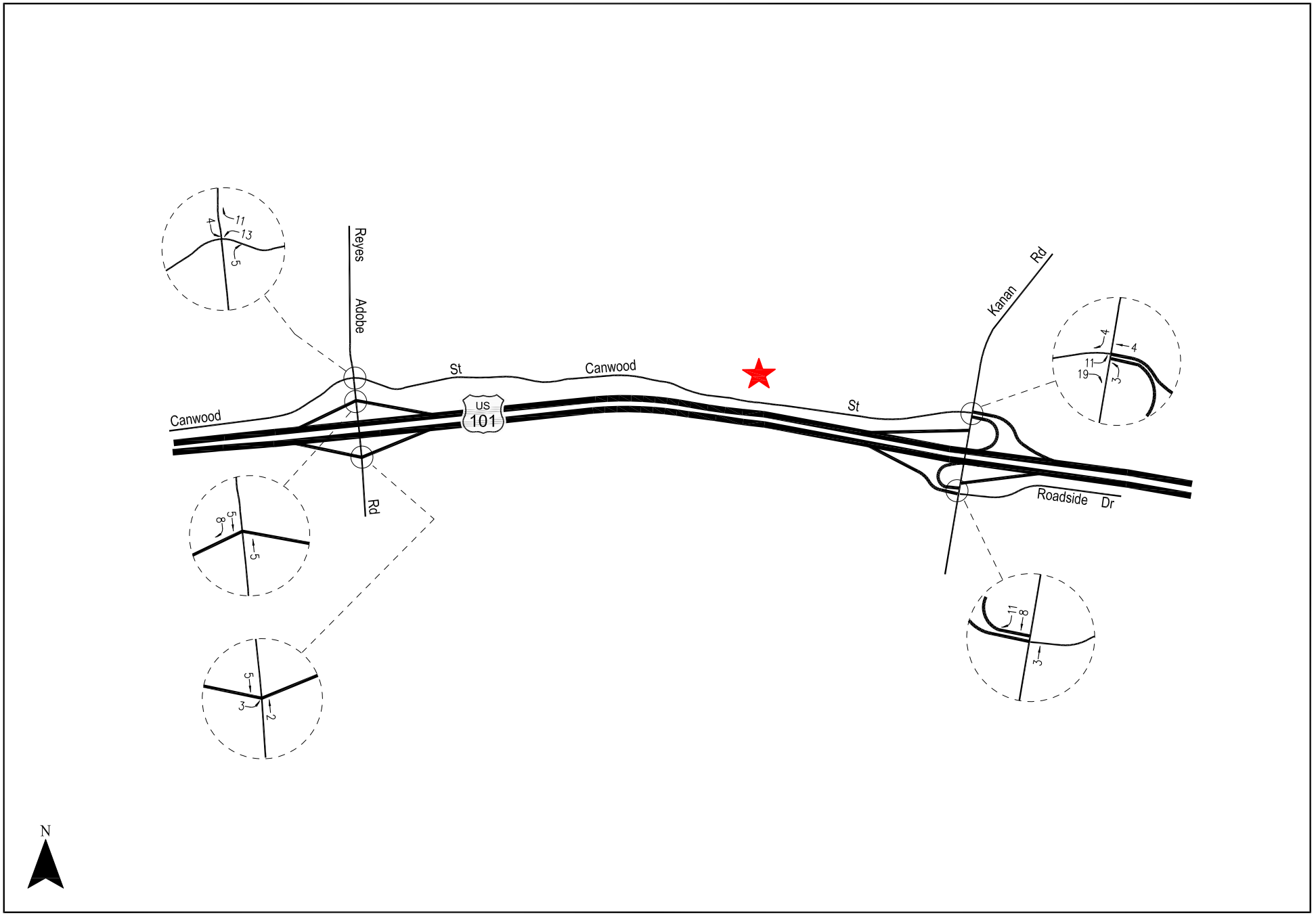

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LINSCOTT LAW & GREENSPAN engineers

★ Project Site

Figure 5
Project Traffic Volumes
Weekday PM Peak Hour
Canwood Office Campus Project

Table 1
PROJECT TRIP GENERATION FORECAST
Option 1

TRIP GENERATION RATES [1]									
	ITE			WEEKDAY			WEEKDAY		
	LAND USE		WEEKDAY	AM PEAK HOUR			PM PEAK HOUR		
ITE LAND USE CATEGORY	CODE	VARIABLE	DAILY	IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL
Medical-Dental Office Building	720	Per 1,000 SF	34.80	78%	22%	2.79	28%	72%	3.46

PROJECT TRIP GENERATION FORECAST									
	ITE		DAILY	AM PEAK HOUR			PM PEAK HOUR		
	LAND USE		TRIP ENDS [2]	VOLUMES [2]			VOLUMES [2]		
LAND USE	CODE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Medical Office	720	21,100 GSF	734	46	13	59	20	53	73
TOTAL PROJECT TRIPS			**734**	**46**	**13**	**59**	**20**	**53**	**73**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.

Table 2
PROJECT TRIP GENERATION FORECAST
Option 2

TRIP GENERATION RATES [1]									
	ITE LAND USE		WEEKDAY	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
ITE LAND USE CATEGORY	CODE	VARIABLE	DAILY	IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL
General Office Building	710	Per 1,000 SF	9.74	86%	14%	1.16	16%	84%	1.15
Medical-Dental Office Building	720	Per 1,000 SF	34.80	78%	22%	2.79	28%	72%	3.46

PROJECT TRIP GENERATION FORECAST									
	ITE LAND USE		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	CODE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
General Office	710	11,000 GSF	107	11	2	13	2	11	13
Medical Office	720	10,100 GSF	351	22	6	28	10	25	35
TOTAL PROJECT TRIPS			**458**	**33**	**8**	**41**	**12**	**36**	**48**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.

APPENDIX B

TRAFFIC COUNT DATA

National Data & Surveying Services

Intersection Turning Movement Count

Location: Reyes Adobe Rd & Canwood St
City: Agoura Hills
Control: Signalized

Project ID: Historical
Date: 9/7/2017

Total

NS/EW Streets:	Reyes Adobe Rd				Reyes Adobe Rd				Canwood St				Canwood St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1.5	0.5	0	1	1.5	0.5	0	0	0.5	0.5	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	58	16	0	2	92	3	0	3	0	29	0	16	2	1	0	242
7:15 AM	25	77	19	0	3	118	2	0	1	0	34	0	29	2	2	0	312
7:30 AM	27	118	25	0	3	161	3	1	6	1	42	0	29	1	6	0	423
7:45 AM	33	135	23	0	8	191	3	0	9	4	56	0	24	1	9	0	496
8:00 AM	27	184	21	0	11	223	8	0	10	4	42	0	24	3	7	0	564
8:15 AM	37	116	19	0	14	250	5	0	4	2	45	0	37	1	8	0	538
8:30 AM	36	91	19	0	6	211	7	0	8	4	36	0	33	3	3	0	457
8:45 AM	35	69	42	0	5	161	13	0	5	1	45	0	27	4	2	0	409
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	240	848	184	0	52	1407	44	1	46	16	329	0	219	17	38	0	3441
APPROACH %'s :	18.87%	66.67%	14.47%	0.00%	3.46%	93.55%	2.93%	0.07%	11.76%	4.09%	84.14%	0.00%	79.93%	6.20%	13.87%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM				07:45 AM	40	37	44									TOTAL
PEAK HR VOL :	133	~~520~~ 612	82	0	39	875	23	0	31	14	179	0	118	8	27	0	2055
PEAK HR FACTOR :	0.899	0.715	0.891	0.000	0.696	0.875	0.719	0.000	0.775	0.875	0.799	0.000	0.797	0.667	0.750	0.000	0.911
	0.798				0.871				0.812				0.832				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1.5	0.5	0	1	1.5	0.5	0	0	0.5	0.5	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	37	127	25	0	6	93	8	0	8	6	32	0	33	5	5	0	385
4:15 PM	48	137	12	0	12	99	12	0	9	5	41	0	23	6	14	0	418
4:30 PM	41	143	25	0	6	88	4	0	11	8	56	0	29	5	12	0	428
4:45 PM	55	193	22	0	8	90	9	0	15	5	44	0	32	9	4	0	486
5:00 PM	32	208	37	0	14	112	8	0	11	4	45	0	30	4	7	0	512
5:15 PM	43	214	30	0	5	95	9	0	15	8	32	0	25	12	14	0	502
5:30 PM	48	186	15	0	8	98	9	0	24	6	41	0	24	3	9	0	471
5:45 PM	36	179	13	0	5	92	6	0	13	4	48	0	18	4	6	0	424
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	340	1387	179	0	64	767	65	0	106	46	339	0	214	48	71	0	3626
APPROACH %'s :	17.84%	72.77%	9.39%	0.00%	7.14%	85.60%	7.25%	0.00%	21.59%	9.37%	69.04%	0.00%	64.26%	14.41%	21.32%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	178	801	104	0	35	395	35	0	65	23	162	0	111	28	34	0	1971
PEAK HR FACTOR :	0.809	0.936	0.703	0.000	0.625	0.882	0.972	0.000	0.677	0.719	0.900	0.000	0.867	0.583	0.607	0.000	0.962
	0.943				0.868				0.880				0.848				

Prepared by National Data & Surveying Services

Reyes Adobe Rd & Canwood St

Peak Hour Turning Movement Count

ID: Historical
City: Agoura Hills

Day: Thursday
Date: 09/07/2017

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Reyes Adobe Rd — SOUTHBOUND

AM	23	875	39	0	584	AM
NOON	0	0	0	0	0	NOON
PM	35	395	35	0	900	PM

Canwood St — EASTBOUND

AM	NOON	PM	
164	0	241	
0	0	0	0
31	0	65	0
14	0	23	0.5
179	0	162	0.5
AM	NOON	PM	

Canwood St — WESTBOUND

PM	NOON	AM	
34	0	27	0
28	0	8	1
111	0	118	1
0	0	0	0
162	0	135	
PM	NOON	AM	

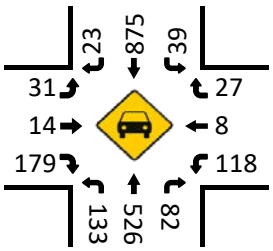
Reyes Adobe Rd — NORTHBOUND

PM	668	0	178	801	104	PM
NOON	0	0	0	0	0	NOON
AM	1172	0	133	526 (612)	82	AM

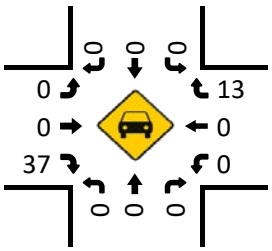
0.5 1.5 1 0 — 0 2 1.5 0.5

CONTROL			
Signalized			
TEV	2055 AM	0 NOON	1971 PM
PHF	0.91		0.96

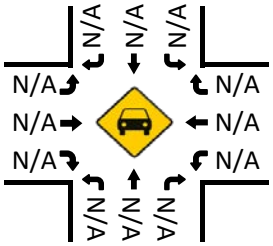
Total Vehicles (AM)



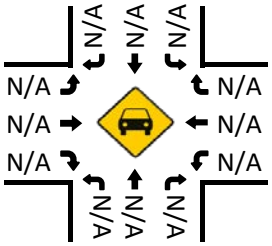
RTOR (AM)



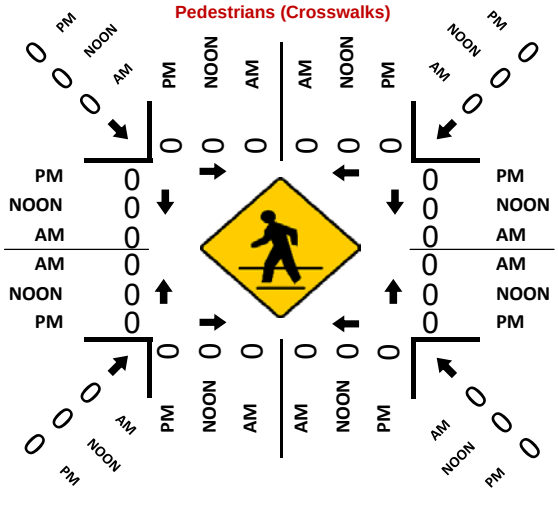
Total Vehicles (Noon)



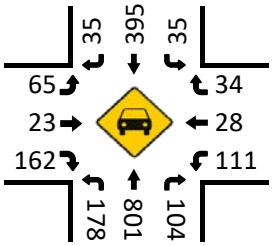
RTOR (NOON)



Pedestrians (Crosswalks)



Total Vehicles (PM)



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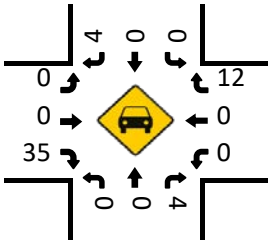


National Data & Surveying Services

Intersection Turning Movement Count

Location: Reyes Adobe Rd & US-101 NB Ramps
City: Agoura Hills
Control: Signalized

Project ID: 19-05279-001
Date: 5/8/2019

Total

NS/EW Streets:	Reyes Adobe Rd				Reyes Adobe Rd				US-101 NB Ramps				US-101 NB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	1.5	0.5	0	0	0	0	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	63	0	0	0	85	44	0	0	0	0	0	61	0	40	0	301
7:15 AM	15	61	0	0	0	98	61	0	0	0	0	0	85	1	58	0	379
7:30 AM	18	119	0	0	0	115	78	0	0	0	0	0	90	0	75	0	495
7:45 AM	26	112	0	0	0	167	109	0	0	0	0	0	96	0	86	0	596
8:00 AM	22	123	0	0	0	174	109	0	0	0	0	0	71	0	116	0	615
8:15 AM	20	145	0	0	0	192	132	0	0	0	0	0	87	2	107	0	685
8:30 AM	12	86	0	0	0	193	128	0	0	0	0	0	78	0	67	0	564
8:45 AM	26	86	0	0	0	112	111	0	0	0	0	0	88	1	66	0	490
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	147	795	0	0	0	1136	772	0	0	0	0	0	656	4	615	0	4125
APPROACH %'s :	15.61%	84.39%	0.00%	0.00%	0.00%	59.54%	40.46%	0.00%					51.45%	0.31%	48.24%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	80	466	0	0	0	726	478	0	0	0	0	0	332	2	376	0	2460
PEAK HR FACTOR :	0.769	0.803	0.000	0.000	0.000	0.940	0.905	0.000	0.000	0.000	0.000	0.000	0.865	0.250	0.810	0.000	0.898
	0.827				0.929								0.906				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	1.5	0.5	0	0	0	0	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	99	134	0	0	0	90	84	0	0	0	0	0	28	1	73	0	509
4:15 PM	77	108	0	0	0	78	87	0	0	0	0	0	25	0	77	0	452
4:30 PM	111	139	0	0	0	88	72	0	0	0	0	0	26	1	87	0	524
4:45 PM	74	121	0	0	0	67	86	0	0	0	0	0	22	2	80	0	452
5:00 PM	145	128	0	0	0	99	94	0	0	0	0	0	18	1	94	0	579
5:15 PM	97	132	0	0	0	70	74	0	0	0	0	0	30	0	98	0	501
5:30 PM	80	145	0	0	0	79	82	0	0	0	0	0	19	0	85	0	490
5:45 PM	94	139	0	0	0	87	73	0	0	0	0	0	26	1	77	0	497
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	777	1046	0	0	0	658	652	0	0	0	0	0	194	6	671	0	4004
APPROACH %'s :	42.62%	57.38%	0.00%	0.00%	0.00%	50.23%	49.77%	0.00%					22.27%	0.69%	77.04%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	416	544	0	0	0	335	323	0	0	0	0	0	93	2	354	0	2067
PEAK HR FACTOR :	0.717	0.938	0.000	0.000	0.000	0.846	0.859	0.000	0.000	0.000	0.000	0.000	0.775	0.500	0.903	0.000	0.892
	0.879				0.852								0.877				

Prepared by National Data & Surveying Services

Reyes Adobe Rd & US-101 NB Ramps

Peak Hour Turning Movement Count

ID: 19-05279-001
City: Agoura Hills

Day: Wednesday
Date: 05/08/2019

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Reyes Adobe Rd — SOUTHBOUND

AM	478	726	0	0	842	AM
NOON	0	0	0	0	0	NOON
PM	323	335	0	0	898	PM
	0.5	1.5	0	0		

US-101 NB Ramps — EASTBOUND

AM	NOON	PM	
560	0	741	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

CONTROL

Signalized

TEV	2460	0	2067
	AM	NOON	PM
PHF	0.90		0.89

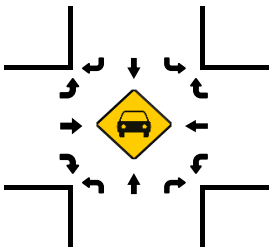
US-101 NB Ramps — WESTBOUND

	PM	NOON	AM
1	354	0	376
0.5	2	0	2
0.5	93	0	332
0	0	0	0
	0	0	0
	PM	NOON	AM

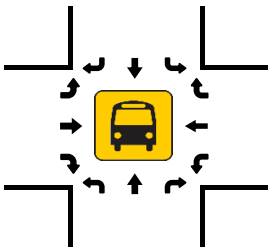
Reyes Adobe Rd — NORTHBOUND

PM	428	0	416	544	0	PM
NOON	0	0	0	0	0	NOON
AM	1058	0	80	466	0	AM
		0	2	2	0	

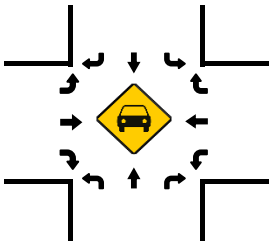
Total Vehicles (AM)



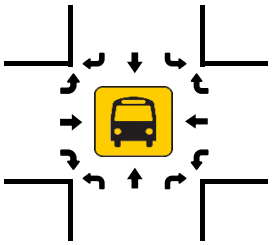
Total Vehicles (AM)



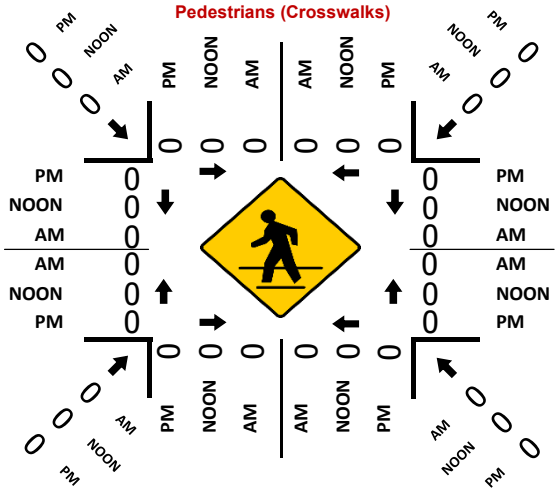
Total Vehicles (NOON)



Total Vehicles (NOON)



Pedestrians (Crosswalks)



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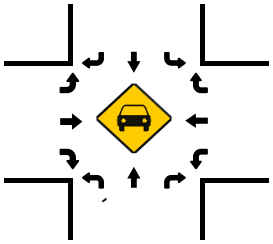
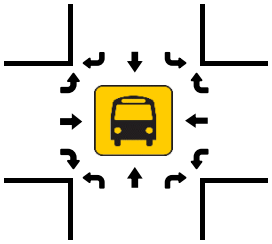


Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Reyes Adobe Rd & US-101 SB Ramps
City: Agoura Hills
Control: Signalized

Project ID: 19-05279-002
Date: 5/8/2019

Total

NS/EW Streets:	Reyes Adobe Rd				Reyes Adobe Rd				US-101 SB Ramps				US-101 SB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	2	2	0	0	1	0.5	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	20	17	0	58	81	0	0	50	0	88	0	0	0	0	0	314
7:15 AM	0	30	19	0	86	107	0	0	47	0	84	0	0	0	0	0	373
7:30 AM	0	42	30	0	91	111	0	0	91	0	103	0	0	0	0	0	468
7:45 AM	0	33	19	0	114	142	0	0	113	1	118	0	0	0	0	0	540
8:00 AM	0	55	28	0	123	129	0	0	86	0	118	0	0	0	0	0	539
8:15 AM	0	49	26	0	129	153	0	0	115	0	126	0	0	0	0	0	598
8:30 AM	0	36	26	0	125	143	0	0	63	0	116	0	0	0	0	0	509
8:45 AM	0	45	30	0	70	134	0	0	72	0	117	0	0	0	0	0	468
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	310	195	0	796	1000	0	0	637	1	870	0	0	0	0	0	3809
APPROACH %'s :	0.00%	61.39%	38.61%	0.00%	44.32%	55.68%	0.00%	0.00%	42.24%	0.07%	57.69%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	173	99	0	491	567	0	0	377	1	478	0	0	0	0	0	2186
PEAK HR FACTOR :	0.000	0.786	0.884	0.000	0.952	0.926	0.000	0.000	0.820	0.250	0.948	0.000	0.000	0.000	0.000	0.000	0.914
		0.819				0.938				0.888							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	2	2	0	0	1	0.5	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	154	97	0	56	58	0	0	83	0	29	0	0	0	0	0	477
4:15 PM	0	106	82	0	53	57	0	0	74	0	23	0	0	0	0	0	395
4:30 PM	0	158	88	0	60	50	0	0	90	0	28	0	0	0	0	0	474
4:45 PM	0	138	84	0	35	50	0	0	73	0	23	0	0	0	0	0	403
5:00 PM	0	168	99	0	63	60	0	0	92	0	30	0	0	0	0	0	512
5:15 PM	0	146	83	0	35	64	0	0	92	0	39	0	0	0	0	0	459
5:30 PM	0	127	63	0	47	51	0	0	89	0	37	0	0	0	0	0	414
5:45 PM	0	153	57	0	50	64	0	0	86	0	39	0	0	0	0	0	449
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1150	653	0	399	454	0	0	679	0	248	0	0	0	0	0	3583
APPROACH %'s :	0.00%	63.78%	36.22%	0.00%	46.78%	53.22%	0.00%	0.00%	73.25%	0.00%	26.75%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	610	354	0	193	224	0	0	347	0	120	0	0	0	0	0	1848
PEAK HR FACTOR :	0.000	0.908	0.894	0.000	0.766	0.875	0.000	0.000	0.943	0.000	0.769	0.000	0.000	0.000	0.000	0.000	0.902
		0.903				0.848				0.891							

Prepared by National Data & Surveying Services

Reyes Adobe Rd & US-101 SB Ramps

Peak Hour Turning Movement Count

ID: 19-05279-002
City: Agoura Hills

Day: Wednesday
Date: 05/08/2019

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

Reyes Adobe Rd — SOUTHBOUND

AM	0	567	491	0	550	AM
NOON	0	0	0	0	0	NOON
PM	0	224	193	0	957	PM

US-101 SB Ramps — EASTBOUND

AM	NOON	PM		
0	0	0		
0	0	0	0	
377	0	347	1	
1	0	0	0.5	
478	0	120	0.5	
AM	NOON	PM		

US-101 SB Ramps — WESTBOUND

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
547	0	591	
PM	NOON	AM	

Reyes Adobe Rd — NORTHBOUND

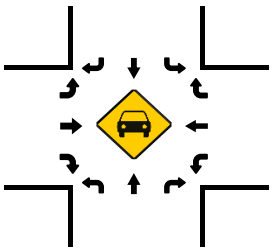
PM	344	0	0	610	354	PM
NOON	0	0	0	0	0	NOON
AM	1045	0	0	173	99	AM

	0	2	2	0
	0	0	2	1

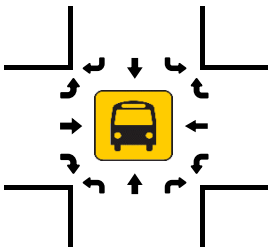
CONTROL: Signalized

TEV	2186	0	1848
	AM	NOON	PM
PHF	0.91		0.90

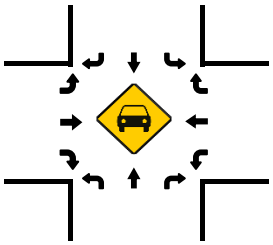
Total Vehicles (AM)



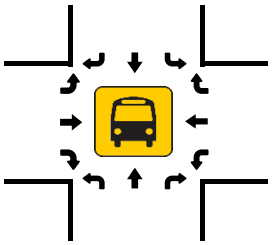
Total Vehicles (AM)



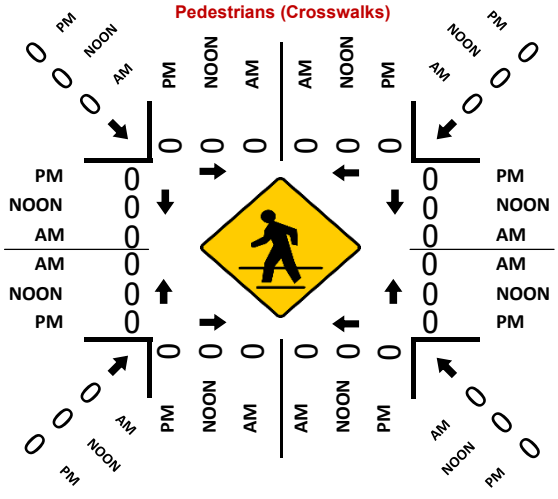
Total Vehicles (NOON)



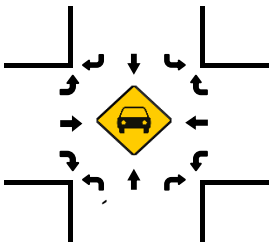
Total Vehicles (NOON)



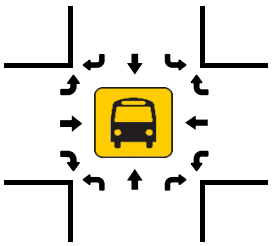
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Kanan Rd & Canwood St S/US-101 NB Ramps
City: Agoura Hills
Control: Signalized

Project ID: 19-05279-007
Date: 5/8/2019

Total

NS/EW Streets:	Kanan Rd				Kanan Rd				Canwood St S/US-101 NB Ramps				Canwood St S/US-101 NB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	0	3	1	0	1	0	1	0	1.5	0.5	2	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	88	26	0	0	326	4	0	3	0	15	0	130	17	112	0	725
7:15 AM	5	104	51	0	0	407	15	0	5	0	24	0	120	23	119	0	873
7:30 AM	7	124	77	0	0	350	9	0	14	0	40	0	129	19	137	0	906
7:45 AM	11	231	61	0	0	446	15	0	10	0	24	0	113	16	203	0	1130
8:00 AM	9	222	60	0	0	487	10	0	4	0	30	0	107	18	240	0	1187
8:15 AM	14	207	64	0	0	531	10	0	16	0	39	0	106	25	173	0	1185
8:30 AM	13	191	73	0	0	502	16	0	17	0	32	0	145	23	148	0	1160
8:45 AM	23	136	71	0	0	538	35	0	10	0	24	0	119	27	137	0	1120
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	86	1303	483	0	0	3587	114	0	79	0	228	0	969	168	1269	0	8286
APPROACH %'s :	4.59%	69.60%	25.80%	0.00%	0.00%	96.92%	3.08%	0.00%	25.73%	0.00%	74.27%	0.00%	40.27%	6.98%	52.74%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	47	851	258	0	0	1966	51	0	47	0	125	0	471	82	764	0	4662
PEAK HR FACTOR :	0.839	0.921	0.884	0.000	0.000	0.926	0.797	0.000	0.691	0.000	0.801	0.000	0.812	0.820	0.796	0.000	0.982
	0.954				0.932				0.782				0.902				

NS/EW Streets:	Kanan Rd				Kanan Rd				Canwood St S/US-101 NB Ramps				Canwood St S/US-101 NB Ramps				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	0	3	1	0	1	0	1	0	1.5	0.5	2	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	216	112	0	0	340	23	0	23	0	50	0	47	14	185	0	1019
4:15 PM	3	233	124	0	0	333	17	0	17	0	35	0	71	20	160	0	1013
4:30 PM	12	245	149	0	0	338	13	0	20	0	33	0	54	12	175	0	1051
4:45 PM	8	217	120	0	0	289	24	0	25	0	45	0	52	18	197	0	995
5:00 PM	7	249	126	0	0	388	23	0	25	0	44	0	56	14	181	0	1113
5:15 PM	10	251	134	0	0	304	15	0	11	0	39	0	71	26	236	0	1097
5:30 PM	9	232	116	0	0	337	20	0	14	0	51	0	61	11	197	0	1048
5:45 PM	6	225	130	0	0	294	17	0	16	0	29	0	61	24	183	0	985
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	64	1868	1011	0	0	2623	152	0	151	0	326	0	473	139	1514	0	8321
APPROACH %'s :	2.17%	63.47%	34.35%	0.00%	0.00%	94.52%	5.48%	0.00%	31.66%	0.00%	68.34%	0.00%	22.25%	6.54%	71.21%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	37	962	529	0	0	1319	75	0	81	0	161	0	233	70	789	0	4256
PEAK HR FACTOR :	0.771	0.958	0.888	0.000	0.000	0.850	0.781	0.000	0.810	0.000	0.894	0.000	0.820	0.673	0.836	0.000	0.956
	0.941				0.848				0.864				0.820				

Prepared by National Data & Surveying Services

Kanan Rd & Canwood St S/US-101 NB Ramps

Peak Hour Turning Movement Count

ID: 19-05279-007
City: Agoura Hills

Day: Wednesday
Date: 05/08/2019

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

SOUTHBOUND (Kanan Rd)

AM	51	1966	0	0	1662	AM
NOON	0	0	0	0	0	NOON
PM	75	1319	0	0	1832	PM
	1	3	0	0		

EASTBOUND (Canwood St S/US-101 NB Ramps)

AM	NOON	PM	
180	0	182	
0	0	0	0
47	0	81	1
0	0	0	0
125	0	161	1
AM	NOON	PM	

WESTBOUND (Canwood St S/US-101 NB Ramps)

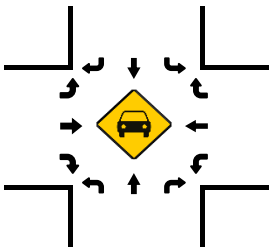
PM	NOON	AM	
789	0	764	2
70	0	82	0.5
233	0	471	1.5
0	0	0	0
529	0	258	
PM	NOON	AM	

NORTHBOUND (Kanan Rd)

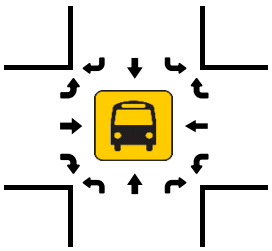
PM	1713	0	37	962	529	PM
NOON	0	0	0	0	0	NOON
AM	2562	0	47	851	258	AM
		0	1	2	1	

CONTROL			
Signalized			
TEV	4662	0	4256
	AM	NOON	PM
PHF	0.98		0.96

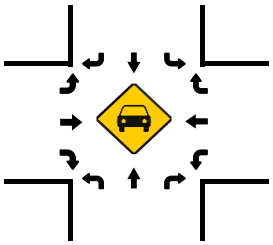
Total Vehicles (AM)



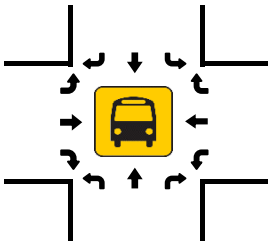
Total Vehicles (AM)



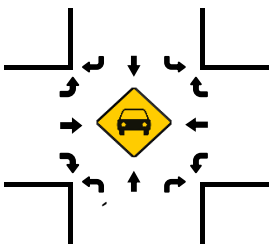
Total Vehicles (NOON)



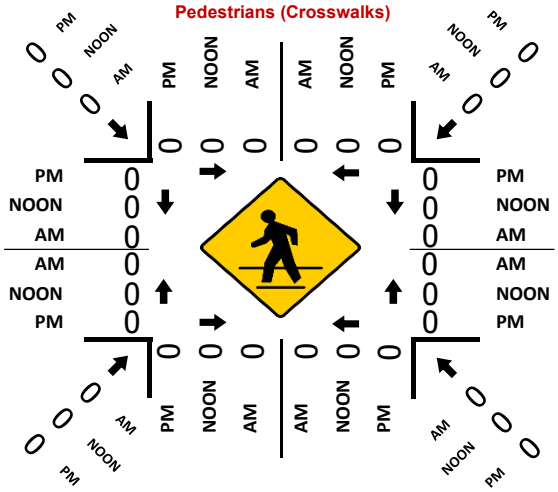
Total Vehicles (NOON)



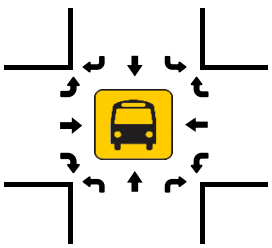
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Kanan Rd & US-101 SB Ramps/Roadside Dr
City: Agoura Hills
Control: Signalized

Project ID: 19-05279-008
Date: 5/8/2019

Total

NS/EW Streets:	Kanan Rd				Kanan Rd				US-101 SB Ramps/Roadside Dr				US-101 SB Ramps/Roadside Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2.5	0.5	0	1	2	1	0	1.3	0.3	1.3	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	77	1	0	13	184	168	0	68	31	94	0	4	0	14	0	654
7:15 AM	0	105	7	0	16	192	244	0	79	22	94	0	6	0	18	0	783
7:30 AM	0	146	6	0	18	165	233	0	107	20	96	0	5	0	19	0	815
7:45 AM	0	128	10	0	29	171	219	0	172	41	99	0	3	0	28	0	900
8:00 AM	0	157	9	0	30	194	273	0	161	25	108	0	9	0	19	0	985
8:15 AM	0	176	8	0	30	205	262	0	163	60	101	0	3	0	29	0	1037
8:30 AM	0	165	5	0	42	220	267	0	162	31	112	0	6	0	28	0	1038
8:45 AM	0	165	9	0	26	223	280	0	113	35	98	0	7	0	25	0	981
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1119	55	0	204	1554	1946	0	1025	265	802	0	43	0	180	0	7193
APPROACH %'s :	0.00%	95.32%	4.68%	0.00%	5.51%	41.95%	52.54%	0.00%	49.00%	12.67%	38.34%	0.00%	19.28%	0.00%	80.72%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	663	31	0	128	842	1082	0	599	151	419	0	25	0	101	0	4041
PEAK HR FACTOR :	0.000	0.942	0.861	0.000	0.762	0.944	0.966	0.000	0.919	0.629	0.935	0.000	0.694	0.000	0.871	0.000	0.973
		0.943				0.970				0.902				0.926			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2.5	0.5	0	1	2	1	0	1.3	0.3	1.3	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	274	4	0	40	109	136	0	119	26	70	0	9	0	80	0	867
4:15 PM	0	273	6	0	43	138	113	0	127	34	86	0	7	0	59	0	886
4:30 PM	0	297	9	0	47	104	104	0	133	33	77	0	8	0	75	0	887
4:45 PM	0	255	14	0	20	112	127	0	102	35	67	0	6	0	68	0	806
5:00 PM	0	231	5	0	36	110	107	0	145	34	87	0	4	0	102	0	861
5:15 PM	0	266	9	0	53	115	102	0	128	36	82	0	1	0	80	0	872
5:30 PM	0	227	7	0	30	129	102	0	126	34	84	0	9	0	68	0	816
5:45 PM	0	252	6	0	39	122	103	0	127	39	69	0	2	0	63	0	822
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2075	60	0	308	939	894	0	1007	271	622	0	46	0	595	0	6817
APPROACH %'s :	0.00%	97.19%	2.81%	0.00%	14.39%	43.86%	41.76%	0.00%	53.00%	14.26%	32.74%	0.00%	7.18%	0.00%	92.82%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	1099	33	0	150	463	480	0	481	128	300	0	30	0	282	0	3446
PEAK HR FACTOR :	0.000	0.925	0.589	0.000	0.798	0.839	0.882	0.000	0.904	0.914	0.872	0.000	0.833	0.000	0.881	0.000	0.971
		0.925				0.929				0.920				0.876			

Prepared by National Data & Surveying Services

Kanan Rd & US-101 SB Ramps/Roadside Dr

Peak Hour Turning Movement Count

ID: 19-05279-008
City: Agoura Hills

Day: Wednesday
Date: 05/08/2019

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Kanan Rd

AM	1082	842	128	0	1363	AM
NOON	0	0	0	0	0	NOON
PM	480	463	150	0	1862	PM
	1	2	1	0		

EASTBOUND — US-101 SB Ramps/Roadside Dr

AM	NOON	PM	
1082	0	480	
0	0	0	0
599	0	481	1.3
151	0	128	0.3
419	0	300	1.3
AM	NOON	PM	

WESTBOUND — US-101 SB Ramps/Roadside Dr

PM	NOON	AM	
282	0	101	1
0	0	0	0
30	0	25	1
0	0	0	0
311	0	310	
PM	NOON	AM	

NORTHBOUND — Kanan Rd

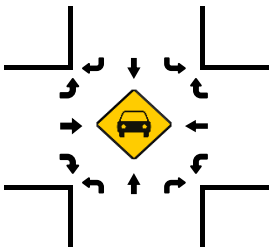
PM	793	0	0	1099	33	PM
NOON	0	0	0	0	0	NOON
AM	1286	0	0	663	31	AM
		0	0	2.5	0.5	

CONTROL

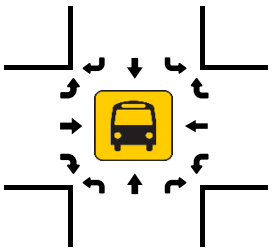
Signalized

TEV	4041	0	3446
	AM	NOON	PM
PHF	0.97		0.97

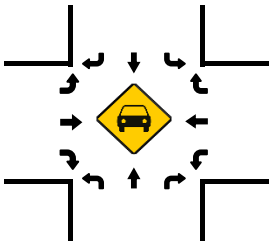
Total Vehicles (AM)



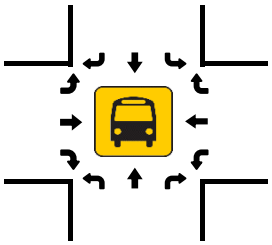
Total Vehicles (AM)



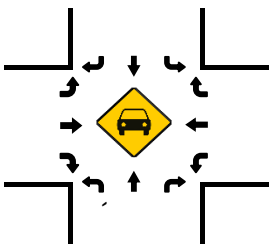
Total Vehicles (NOON)



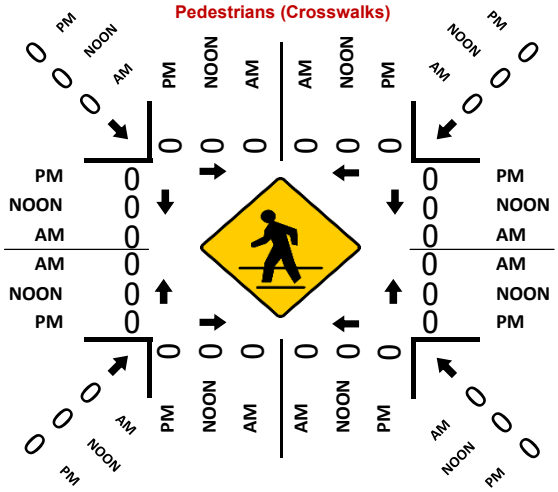
Total Vehicles (NOON)



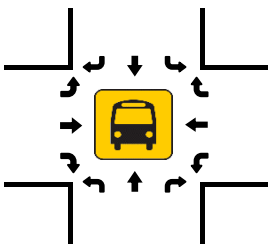
Total Vehicles (PM)



Pedestrians (Crosswalks)



Total Vehicles (PM)



Prepared by NDS/ATD

VOLUME

Canwood St Bet. Reyes Adobe Rd & Kanan Rd

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,840	1,673	3,513

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		0		2		12:00			42		24		66	
00:15			2		0		2		12:15			50		32		82	
00:30			2		2		4		12:30			36		23		59	
00:45			3	9	0	2	3	11	12:45			36	164	20	99	56	263
01:00			0		2		2		13:00			36		25		61	
01:15			0		1		1		13:15			35		26		61	
01:30			2		0		2		13:30			21		38		59	
01:45			0	2	0	3	0	5	13:45			31	123	36	125	67	248
02:00			0		0		0		14:00			36		38		74	
02:15			0		0		0		14:15			26		32		58	
02:30			0		0		0		14:30			38		40		78	
02:45			0		0		0		14:45			49	149	32	142	81	291
03:00			1		1		2		15:00			34		28		62	
03:15			1		0		1		15:15			36		31		67	
03:30			1		0		1		15:30			53		29		82	
03:45			0	3	1	2	1	5	15:45			50	173	31	119	81	292
04:00			0		1		1		16:00			33		21		54	
04:15			0		1		1		16:15			42		21		63	
04:30			0		1		1		16:30			45		30		75	
04:45			2	2	2	5	4	7	16:45			50	170	20	92	70	262
05:00			1		5		6		17:00			56		18		74	
05:15			4		6		10		17:15			53		30		83	
05:30			0		10		10		17:30			52		22		74	
05:45			2	7	17	38	19	45	17:45			36	197	22	92	58	289
06:00			3		12		15		18:00			45		14		59	
06:15			2		9		11		18:15			27		20		47	
06:30			8		28		36		18:30			35		21		56	
06:45			4	17	26	75	30	92	18:45			21	128	14	69	35	197
07:00			7		30		37		19:00			21		11		32	
07:15			10		30		40		19:15			22		13		35	
07:30			10		35		45		19:30			17		8		25	
07:45			12	39	53	148	65	187	19:45			10	70	13	45	23	115
08:00			20		41		61		20:00			23		8		31	
08:15			18		56		74		20:15			27		11		38	
08:30			25		49		74		20:30			19		3		22	
08:45			14	77	46	192	60	269	20:45			13	82	9	31	22	113
09:00			15		37		52		21:00			11		5		16	
09:15			23		21		44		21:15			16		6		22	
09:30			22		24		46		21:30			7		2		9	
09:45			31	91	34	116	65	207	21:45			11	45	4	17	15	62
10:00			30		25		55		22:00			12		2		14	
10:15			24		36		60		22:15			2		6		8	
10:30			24		28		52		22:30			8		3		11	
10:45			30	108	32	121	62	229	22:45			4	26	5	16	9	42
11:00			34		28		62		23:00			4		1		5	
11:15			35		31		66		23:15			2		3		5	
11:30			36		36		72		23:30			7		1		8	
11:45			36	141	24	119	60	260	23:45			4	17	0	5	4	22
TOTALS				496		821		1317	TOTALS				1344		852		2196
SPLIT %				37.7%		62.3%		37.5%	SPLIT %				61.2%		38.8%		62.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,840	1,673	3,513

AM Peak Hour			11:30	07:45	11:30	PM Peak Hour			16:45	13:45	16:30
AM Pk Volume			164	199	280	PM Pk Volume			211	146	302
Pk Hr Factor			0.820	0.888	0.854	Pk Hr Factor			0.942	0.913	0.910
7 - 9 Volume	0	0	116	340	456	4 - 6 Volume	0	0	367	184	551
7 - 9 Peak Hour			08:00	07:45	07:45	4 - 6 Peak Hour			16:45	16:30	16:30
7 - 9 Pk Volume	0	0	77	199	274	4 - 6 Pk Volume	0	0	211	98	302
Pk Hr Factor	0.000	0.000	0.770	0.888	0.926	Pk Hr Factor	0.000	0.000	0.942	0.817	0.910

APPENDIX C

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS
DETAILED INTERSECTION TIMING REPORTS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

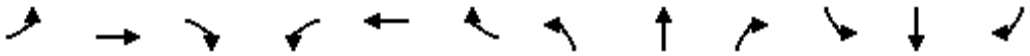
LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	15	186	123	8	28	138	637	85	41	911	24
Future Volume (vph)	32	15	186	123	8	28	138	637	85	41	911	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		4.5	4.5	4.5	4.5		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.88		1.00	0.98		1.00	1.00	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2041	1794	1652	1664		3433	3459		1770	3524	
Flt Permitted		0.81	1.00	0.72	1.00		0.95	1.00		0.10	1.00	
Satd. Flow (perm)		1719	1794	1258	1664		3433	3459		184	3524	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	35	16	204	135	9	31	152	700	93	45	1001	26
RTOR Reduction (vph)	0	0	165	0	25	0	0	8	0	0	1	0
Lane Group Flow (vph)	0	51	39	135	15	0	152	785	0	45	1026	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		22.0	22.0	22.0	22.0		27.8	83.5		40.6	40.6	
Effective Green, g (s)		22.0	22.0	22.0	22.0		27.8	83.5		40.6	40.6	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.73		0.35	0.35	
Clearance Time (s)		4.5	4.5	4.5	4.5		5.0			5.0	5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		328	343	240	318		829	2511		64	1244	
v/s Ratio Prot					0.01		0.04	c0.23			c0.29	
v/s Ratio Perm		0.03	0.02	c0.11						0.25		
v/c Ratio		0.16	0.11	0.56	0.05		0.18	0.31		0.70	0.82	
Uniform Delay, d1		38.8	38.4	42.1	37.9		34.6	5.6		32.0	33.9	
Progression Factor		1.00	1.00	1.00	1.00		1.48	0.40		1.00	1.00	
Incremental Delay, d2		0.2	0.1	3.0	0.1		0.1	0.1		48.8	6.3	
Delay (s)		39.0	38.6	45.1	38.0		51.3	2.3		80.8	40.2	
Level of Service		D	D	D	D		D	A		F	D	
Approach Delay (s)		38.7			43.5			10.2			41.9	
Approach LOS		D			D			B			D	

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	24	169	116	29	35	185	834	108	36	411	36
Future Volume (vph)	68	24	169	116	29	35	185	834	108	36	411	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		4.5	4.5	4.5	4.5		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.92		1.00	0.98		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2036	1794	1652	1740		3433	3460		1770	3489	
Flt Permitted		0.74	1.00	0.66	1.00		0.95	1.00		0.10	1.00	
Satd. Flow (perm)		1563	1794	1140	1740		3433	3460		178	3489	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	71	25	176	121	30	36	193	869	112	38	428	38
RTOR Reduction (vph)	0	0	147	0	30	0	0	8	0	0	5	0
Lane Group Flow (vph)	0	96	29	121	36	0	193	974	0	38	461	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		20.0	20.0	20.0	20.0		19.5	90.5		41.9	41.9	
Effective Green, g (s)		20.0	20.0	20.0	20.0		19.5	90.5		41.9	41.9	
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.16	0.75		0.35	0.35	
Clearance Time (s)		4.5	4.5	4.5	4.5		5.0			5.0	5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		260	299	190	290		557	2609		62	1218	
v/s Ratio Prot					0.02		0.06	c0.28			0.13	
v/s Ratio Perm		0.06	0.02	c0.11						c0.21		
v/c Ratio		0.37	0.10	0.64	0.12		0.35	0.37		0.61	0.38	
Uniform Delay, d1		44.4	42.4	46.6	42.5		44.6	5.0		32.3	29.3	
Progression Factor		1.00	1.00	1.00	1.00		1.35	0.35		1.00	1.00	
Incremental Delay, d2		0.9	0.1	6.8	0.2		0.4	0.1		37.8	0.9	
Delay (s)		45.3	42.5	53.4	42.7		60.6	1.8		70.1	30.2	
Level of Service		D	D	D	D		E	A		E	C	
Approach Delay (s)		43.5			49.7			11.5			33.2	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	15	186	126	8	31	138	637	97	50	911	24
Future Volume (vph)	32	15	186	126	8	31	138	637	97	50	911	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		4.5	4.5	4.5	4.5		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.88		1.00	0.98		1.00	1.00	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2041	1794	1652	1659		3433	3449		1770	3524	
Flt Permitted		0.81	1.00	0.72	1.00		0.95	1.00		0.10	1.00	
Satd. Flow (perm)		1716	1794	1258	1659		3433	3449		184	3524	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	35	16	204	138	9	34	152	700	107	55	1001	26
RTOR Reduction (vph)	0	0	165	0	27	0	0	10	0	0	1	0
Lane Group Flow (vph)	0	51	39	138	16	0	152	797	0	55	1026	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		22.0	22.0	22.0	22.0		27.8	83.5		40.6	40.6	
Effective Green, g (s)		22.0	22.0	22.0	22.0		27.8	83.5		40.6	40.6	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.73		0.35	0.35	
Clearance Time (s)		4.5	4.5	4.5	4.5		5.0			5.0	5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		328	343	240	317		829	2504		64	1244	
v/s Ratio Prot					0.01		0.04	c0.23			0.29	
v/s Ratio Perm		0.03	0.02	c0.11						c0.30		
v/c Ratio		0.16	0.11	0.57	0.05		0.18	0.32		0.86	0.82	
Uniform Delay, d1		38.8	38.4	42.3	38.0		34.6	5.6		34.5	33.9	
Progression Factor		1.00	1.00	1.00	1.00		1.49	0.39		1.00	1.00	
Incremental Delay, d2		0.2	0.1	3.3	0.1		0.1	0.1		77.3	6.3	
Delay (s)		39.0	38.6	45.6	38.0		51.5	2.2		111.9	40.2	
Level of Service		D	D	D	D		D	A		F	D	
Approach Delay (s)		38.7			43.8			10.0			43.9	
Approach LOS		D			D			B			D	

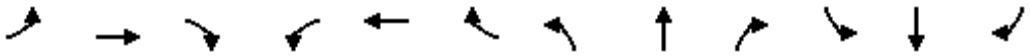
Intersection Summary			
HCM 2000 Control Delay	30.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	24	169	129	29	46	185	834	113	40	411	36
Future Volume (vph)	68	24	169	129	29	46	185	834	113	40	411	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		4.5	4.5	4.5	4.5		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.91		1.00	0.98		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2036	1794	1652	1716		3433	3457		1770	3489	
Flt Permitted		0.73	1.00	0.66	1.00		0.95	1.00		0.10	1.00	
Satd. Flow (perm)		1550	1794	1143	1716		3433	3457		177	3489	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	71	25	176	134	30	48	193	869	118	42	428	38
RTOR Reduction (vph)	0	0	146	0	40	0	0	8	0	0	5	0
Lane Group Flow (vph)	0	96	30	134	38	0	193	979	0	42	461	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		20.5	20.5	20.5	20.5		18.9	90.0		42.0	42.0	
Effective Green, g (s)		20.5	20.5	20.5	20.5		18.9	90.0		42.0	42.0	
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.16	0.75		0.35	0.35	
Clearance Time (s)		4.5	4.5	4.5	4.5		5.0			5.0	5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		264	306	195	293		540	2592		61	1221	
v/s Ratio Prot					0.02		0.06	c0.28			0.13	
v/s Ratio Perm		0.06	0.02	c0.12						c0.24		
v/c Ratio		0.36	0.10	0.69	0.13		0.36	0.38		0.69	0.38	
Uniform Delay, d1		44.0	42.0	46.7	42.2		45.1	5.2		33.4	29.2	
Progression Factor		1.00	1.00	1.00	1.00		1.35	0.35		1.00	1.00	
Incremental Delay, d2		0.9	0.1	9.6	0.2		0.4	0.1		48.5	0.9	
Delay (s)		44.8	42.1	56.4	42.4		61.2	1.9		81.9	30.1	
Level of Service		D	D	E	D		E	A		F	C	
Approach Delay (s)		43.1			51.2			11.6			34.4	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	15	190	128	8	31	141	676	88	43	962	24
Future Volume (vph)	33	15	190	128	8	31	141	676	88	43	962	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.88		1.00	0.98		1.00	1.00	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2040	1794	1652	1659		3433	3460		1770	3524	
Flt Permitted		0.80	1.00	0.72	1.00		0.95	1.00		0.34	1.00	
Satd. Flow (perm)		1698	1794	1257	1659		3433	3460		631	3524	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	16	207	139	9	34	153	735	96	47	1046	26
RTOR Reduction (vph)	0	0	168	0	28	0	0	10	0	0	1	0
Lane Group Flow (vph)	0	52	39	139	15	0	153	821	0	47	1071	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		21.8	21.8	21.8	21.8		27.9	82.2		36.7	36.7	
Effective Green, g (s)		21.8	21.8	21.8	21.8		27.9	77.2		36.7	36.7	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.67		0.32	0.32	
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		321	340	238	314		832	2322		201	1124	
v/s Ratio Prot					0.01		0.04	c0.24			c0.30	
v/s Ratio Perm		0.03	0.02	c0.11						0.07		
v/c Ratio		0.16	0.12	0.58	0.05		0.18	0.35		0.23	0.95	
Uniform Delay, d1		39.0	38.6	42.5	38.1		34.5	8.1		28.8	38.3	
Progression Factor		1.00	1.00	1.00	1.00		1.50	0.38		1.00	1.00	
Incremental Delay, d2		0.2	0.2	3.6	0.1		0.1	0.1		2.7	17.6	
Delay (s)		39.2	38.8	46.1	38.2		51.8	3.2		31.5	55.9	
Level of Service		D	D	D	D		D	A		C	E	
Approach Delay (s)		38.9			44.2			10.8			54.9	
Approach LOS		D			D			B			D	

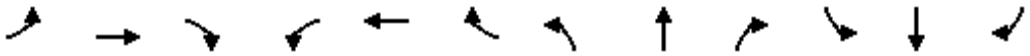
Intersection Summary			
HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	24	172	120	30	38	189	889	113	39	461	37
Future Volume (vph)	69	24	172	120	30	38	189	889	113	39	461	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.92		1.00	0.98		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2036	1794	1652	1737		3433	3462		1770	3494	
Flt Permitted		0.73	1.00	0.66	1.00		0.95	1.00		0.26	1.00	
Satd. Flow (perm)		1549	1794	1149	1737		3433	3462		489	3494	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	26	187	130	33	41	205	966	123	42	501	40
RTOR Reduction (vph)	0	0	148	0	34	0	0	9	0	0	5	0
Lane Group Flow (vph)	0	101	39	130	40	0	205	1080	0	42	536	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		20.5	20.5	20.5	20.5		20.6	88.5		37.2	37.2	
Effective Green, g (s)		20.5	20.5	20.5	20.5		20.6	83.5		37.2	37.2	
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.17	0.70		0.31	0.31	
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		264	306	196	296		589	2408		151	1083	
v/s Ratio Prot					0.02		0.06	c0.31			c0.15	
v/s Ratio Perm		0.07	0.02	c0.11						0.09		
v/c Ratio		0.38	0.13	0.66	0.14		0.35	0.45		0.28	0.50	
Uniform Delay, d1		44.1	42.2	46.5	42.2		43.8	8.1		31.3	33.7	
Progression Factor		1.00	1.00	1.00	1.00		1.35	0.38		1.00	1.00	
Incremental Delay, d2		0.9	0.2	8.2	0.2		0.3	0.1		4.5	1.6	
Delay (s)		45.1	42.3	54.7	42.4		59.3	3.2		35.8	35.4	
Level of Service		D	D	D	D		E	A		D	D	
Approach Delay (s)		43.3			50.2			12.1			35.4	
Approach LOS		D			D			B			D	

Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

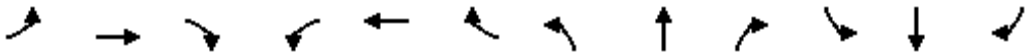
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	15	190	131	8	34	141	676	100	52	962	24
Future Volume (vph)	33	15	190	131	8	34	141	676	100	52	962	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.88		1.00	0.98		1.00	1.00	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2040	1794	1652	1654		3433	3451		1770	3524	
Flt Permitted		0.80	1.00	0.72	1.00		0.95	1.00		0.33	1.00	
Satd. Flow (perm)		1695	1794	1257	1654		3433	3451		623	3524	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	16	207	142	9	37	153	735	109	57	1046	26
RTOR Reduction (vph)	0	0	168	0	30	0	0	11	0	0	1	0
Lane Group Flow (vph)	0	52	39	142	16	0	153	833	0	57	1071	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		21.8	21.8	21.8	21.8		27.9	82.2		36.7	36.7	
Effective Green, g (s)		21.8	21.8	21.8	21.8		27.9	77.2		36.7	36.7	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.67		0.32	0.32	
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		321	340	238	313		832	2316		198	1124	
v/s Ratio Prot					0.01		0.04	c0.24			c0.30	
v/s Ratio Perm		0.03	0.02	c0.11						0.09		
v/c Ratio		0.16	0.12	0.60	0.05		0.18	0.36		0.29	0.95	
Uniform Delay, d1		39.0	38.6	42.6	38.1		34.5	8.2		29.4	38.3	
Progression Factor		1.00	1.00	1.00	1.00		1.50	0.38		1.00	1.00	
Incremental Delay, d2		0.2	0.2	4.0	0.1		0.1	0.1		3.6	17.6	
Delay (s)		39.2	38.8	46.6	38.2		52.0	3.2		33.0	55.9	
Level of Service		D	D	D	D		D	A		C	E	
Approach Delay (s)		38.9			44.5			10.7			54.8	
Approach LOS		D			D			B			D	

Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

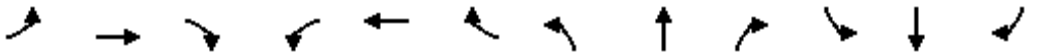
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	24	172	133	30	49	189	889	118	43	461	37
Future Volume (vph)	69	24	172	133	30	49	189	889	118	43	461	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.91		1.00	0.98		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2036	1794	1652	1716		3433	3459		1770	3494	
Flt Permitted		0.73	1.00	0.66	1.00		0.95	1.00		0.26	1.00	
Satd. Flow (perm)		1533	1794	1155	1716		3433	3459		486	3494	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	26	187	145	33	53	205	966	128	47	501	40
RTOR Reduction (vph)	0	0	147	0	43	0	0	9	0	0	5	0
Lane Group Flow (vph)	0	101	40	145	43	0	205	1085	0	47	536	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		21.6	21.6	21.6	21.6		20.1	87.4		36.6	36.6	
Effective Green, g (s)		21.6	21.6	21.6	21.6		20.1	82.4		36.6	36.6	
Actuated g/C Ratio		0.18	0.18	0.18	0.18		0.17	0.69		0.31	0.31	
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		275	322	207	308		575	2375		148	1065	
v/s Ratio Prot					0.02		0.06	c0.31			c0.15	
v/s Ratio Perm		0.07	0.02	c0.13						0.10		
v/c Ratio		0.37	0.12	0.70	0.14		0.36	0.46		0.32	0.50	
Uniform Delay, d1		43.2	41.3	46.2	41.4		44.2	8.6		32.1	34.2	
Progression Factor		1.00	1.00	1.00	1.00		1.35	0.38		1.00	1.00	
Incremental Delay, d2		0.8	0.2	10.2	0.2		0.4	0.1		5.6	1.7	
Delay (s)		44.0	41.4	56.4	41.6		59.9	3.4		37.6	35.9	
Level of Service		D	D	E	D		E	A		D	D	
Approach Delay (s)		42.4			50.9			12.3			36.1	
Approach LOS		D			D			B			D	

Intersection Summary			
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	16	193	130	8	31	143	686	89	43	976	25
Future Volume (vph)	33	16	193	130	8	31	143	686	89	43	976	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.88		1.00	0.98		1.00	1.00	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2042	1794	1652	1659		3433	3461		1770	3524	
Flt Permitted		0.81	1.00	0.72	1.00		0.95	1.00		0.33	1.00	
Satd. Flow (perm)		1704	1794	1256	1659		3433	3461		624	3524	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	17	210	141	9	34	155	746	97	47	1061	27
RTOR Reduction (vph)	0	0	170	0	28	0	0	10	0	0	1	0
Lane Group Flow (vph)	0	53	40	141	15	0	155	833	0	47	1087	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		21.8	21.8	21.8	21.8		28.0	82.2		36.5	36.5	
Effective Green, g (s)		21.8	21.8	21.8	21.8		28.0	77.2		36.5	36.5	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.67		0.32	0.32	
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		323	340	238	314		835	2323		198	1118	
v/s Ratio Prot					0.01		0.05	c0.24			c0.31	
v/s Ratio Perm		0.03	0.02	c0.11						0.08		
v/c Ratio		0.16	0.12	0.59	0.05		0.19	0.36		0.24	0.97	
Uniform Delay, d1		39.0	38.6	42.5	38.1		34.5	8.2		29.0	38.7	
Progression Factor		1.00	1.00	1.00	1.00		1.50	0.38		1.00	1.00	
Incremental Delay, d2		0.2	0.2	3.9	0.1		0.1	0.1		2.8	21.0	
Delay (s)		39.2	38.8	46.5	38.2		51.8	3.2		31.8	59.7	
Level of Service		D	D	D	D		D	A		C	E	
Approach Delay (s)		38.9			44.5			10.8			58.6	
Approach LOS		D			D			B			E	

Intersection Summary			
HCM 2000 Control Delay	37.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	25	175	122	30	38	192	902	115	39	468	37
Future Volume (vph)	70	25	175	122	30	38	192	902	115	39	468	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.92		1.00	0.98		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2036	1794	1652	1737		3433	3462		1770	3494	
Flt Permitted		0.74	1.00	0.66	1.00		0.95	1.00		0.26	1.00	
Satd. Flow (perm)		1552	1794	1141	1737		3433	3462		481	3494	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	27	190	133	33	41	209	980	125	42	509	40
RTOR Reduction (vph)	0	0	147	0	34	0	0	9	0	0	4	0
Lane Group Flow (vph)	0	103	43	133	40	0	209	1096	0	42	545	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		20.8	20.8	20.8	20.8		20.7	88.2		36.6	36.6	
Effective Green, g (s)		20.8	20.8	20.8	20.8		20.7	83.2		36.6	36.6	
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.17	0.69		0.31	0.31	
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		269	310	197	301		592	2400		146	1065	
v/s Ratio Prot					0.02		0.06	c0.32			c0.16	
v/s Ratio Perm		0.07	0.02	c0.12						0.09		
v/c Ratio		0.38	0.14	0.68	0.13		0.35	0.46		0.29	0.51	
Uniform Delay, d1		43.9	42.0	46.4	42.0		43.7	8.3		31.8	34.3	
Progression Factor		1.00	1.00	1.00	1.00		1.35	0.38		1.00	1.00	
Incremental Delay, d2		0.9	0.2	8.8	0.2		0.3	0.1		4.9	1.8	
Delay (s)		44.8	42.2	55.2	42.2		59.2	3.3		36.7	36.1	
Level of Service		D	D	E	D		E	A		D	D	
Approach Delay (s)		43.1			50.6			12.2			36.1	
Approach LOS		D			D			B			D	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	16	193	133	8	34	143	686	101	52	976	25
Future Volume (vph)	33	16	193	133	8	34	143	686	101	52	976	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.88		1.00	0.98		1.00	1.00	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2042	1794	1652	1654		3433	3452		1770	3524	
Flt Permitted		0.81	1.00	0.72	1.00		0.95	1.00		0.33	1.00	
Satd. Flow (perm)		1701	1794	1256	1654		3433	3452		616	3524	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	17	210	145	9	37	155	746	110	57	1061	27
RTOR Reduction (vph)	0	0	170	0	30	0	0	11	0	0	1	0
Lane Group Flow (vph)	0	53	40	145	16	0	155	845	0	57	1087	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		21.9	21.9	21.9	21.9		28.0	82.1		36.4	36.4	
Effective Green, g (s)		21.9	21.9	21.9	21.9		28.0	77.1		36.4	36.4	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.67		0.32	0.32	
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		323	341	239	314		835	2314		194	1115	
v/s Ratio Prot					0.01		0.05	c0.24			c0.31	
v/s Ratio Perm		0.03	0.02	c0.12						0.09		
v/c Ratio		0.16	0.12	0.61	0.05		0.19	0.37		0.29	0.97	
Uniform Delay, d1		38.9	38.5	42.6	38.1		34.5	8.3		29.6	38.8	
Progression Factor		1.00	1.00	1.00	1.00		1.50	0.38		1.00	1.00	
Incremental Delay, d2		0.2	0.2	4.3	0.1		0.1	0.1		3.8	21.5	
Delay (s)		39.1	38.7	46.9	38.1		51.9	3.2		33.4	60.3	
Level of Service		D	D	D	D		D	A		C	E	
Approach Delay (s)		38.8			44.8			10.7			59.0	
Approach LOS		D			D			B			E	

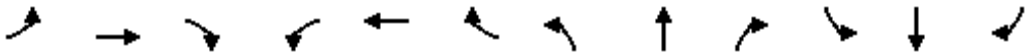
Intersection Summary			
HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	25	175	135	30	49	192	902	120	43	468	37
Future Volume (vph)	70	25	175	135	30	49	192	902	120	43	468	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	16	16	16	10	13	13	12	12	12	12	12	12
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.91		1.00	0.98		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2036	1794	1652	1716		3433	3459		1770	3494	
Flt Permitted		0.73	1.00	0.66	1.00		0.95	1.00		0.26	1.00	
Satd. Flow (perm)		1536	1794	1147	1716		3433	3459		478	3494	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	27	190	147	33	53	209	980	130	47	509	40
RTOR Reduction (vph)	0	0	146	0	43	0	0	9	0	0	4	0
Lane Group Flow (vph)	0	103	44	147	43	0	209	1101	0	47	545	0
Confl. Peds. (#/hr)						10			10			10
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Actuated Green, G (s)		21.7	21.7	21.7	21.7		20.1	87.3		36.3	36.3	
Effective Green, g (s)		21.7	21.7	21.7	21.7		20.1	82.3		36.3	36.3	
Actuated g/C Ratio		0.18	0.18	0.18	0.18		0.17	0.69		0.30	0.30	
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)		277	324	207	310		575	2372		144	1056	
v/s Ratio Prot					0.02		0.06	c0.32			c0.16	
v/s Ratio Perm		0.07	0.02	c0.13						0.10		
v/c Ratio		0.37	0.14	0.71	0.14		0.36	0.46		0.33	0.52	
Uniform Delay, d1		43.2	41.3	46.2	41.3		44.3	8.7		32.4	34.6	
Progression Factor		1.00	1.00	1.00	1.00		1.34	0.38		1.00	1.00	
Incremental Delay, d2		0.8	0.2	10.9	0.2		0.4	0.1		5.9	1.8	
Delay (s)		44.0	41.5	57.1	41.5		59.9	3.4		38.3	36.4	
Level of Service		D	D	E	D		E	A		D	D	
Approach Delay (s)		42.4			51.3			12.4			36.5	
Approach LOS		D			D			B			D	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	339	2	384	82	475	0	0	741	488
Future Volume (vph)	0	0	0	339	2	384	82	475	0	0	741	488
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	3.5	5.0			5.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.94	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1774	1583	3433	3539			3298	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1774	1583	3433	3539			3298	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	377	2	427	91	528	0	0	823	542
RTOR Reduction (vph)	0	0	0	0	0	324	0	0	0	0	80	0
Lane Group Flow (vph)	0	0	0	0	379	103	91	528	0	0	1285	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					27.8	27.8	6.6	50.7			67.6	
Effective Green, g (s)					27.8	27.8	6.6	50.7			67.6	
Actuated g/C Ratio					0.24	0.24	0.06	0.44			0.59	
Clearance Time (s)					5.0	5.0	3.5	5.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					428	382	197	1560			1938	
v/s Ratio Prot							c0.03	0.15			c0.39	
v/s Ratio Perm					0.21	0.07						
v/c Ratio					0.89	0.27	0.46	0.34			0.66	
Uniform Delay, d1					42.1	35.4	52.5	21.1			16.0	
Progression Factor					1.00	1.00	1.00	1.00			0.13	
Incremental Delay, d2					19.2	0.4	0.6	0.6			0.6	
Delay (s)					61.2	35.8	53.1	21.7			2.7	
Level of Service					E	D	D	C			A	
Approach Delay (s)		0.0			47.7			26.3			2.7	
Approach LOS		A			D			C			A	

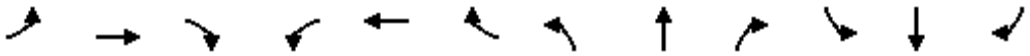
Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	379	427	91	528	1365
v/c Ratio	0.88	0.60	0.37	0.34	0.68
Control Delay	65.2	7.4	55.4	22.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	65.2	7.4	55.4	22.3	3.7
Queue Length 50th (ft)	271	0	34	136	39
Queue Length 95th (ft)	#441	84	60	179	58
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	432	708	462	1561	2063
Starvation Cap Reductn	0	0	0	0	289
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.60	0.20	0.34	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

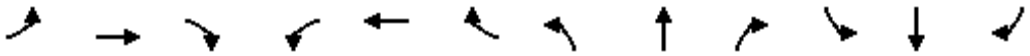


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	95	2	361	424	555	0	0	342	329
Future Volume (vph)	0	0	0	95	2	361	424	555	0	0	342	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	3.5	5.0			5.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.93	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1776	1583	3433	3539			3240	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1776	1583	3433	3539			3240	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	107	2	406	476	624	0	0	384	370
RTOR Reduction (vph)	0	0	0	0	0	340	0	0	0	0	125	0
Lane Group Flow (vph)	0	0	0	0	109	66	476	624	0	0	629	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					19.5	19.5	20.6	66.0			66.9	
Effective Green, g (s)					19.5	19.5	20.6	66.0			66.9	
Actuated g/C Ratio					0.16	0.16	0.17	0.55			0.56	
Clearance Time (s)					5.0	5.0	3.5	5.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					288	257	589	1946			1806	
v/s Ratio Prot							c0.14	0.18			c0.19	
v/s Ratio Perm					0.06	0.04						
v/c Ratio					0.38	0.26	0.81	0.32			0.35	
Uniform Delay, d1					44.8	43.9	47.8	14.8			14.6	
Progression Factor					1.00	1.00	1.06	1.12			0.01	
Incremental Delay, d2					0.8	0.5	7.0	0.4			0.1	
Delay (s)					45.7	44.4	57.7	16.9			0.3	
Level of Service					D	D	E	B			A	
Approach Delay (s)		0.0			44.7			34.5			0.3	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	109	406	476	624	754
v/c Ratio	0.38	0.68	0.81	0.32	0.39
Control Delay	49.4	10.9	60.8	17.7	0.7
Queue Delay	0.0	0.6	0.0	0.4	0.1
Total Delay	49.4	11.5	60.8	18.0	0.8
Queue Length 50th (ft)	75	0	192	166	4
Queue Length 95th (ft)	134	91	243	192	0
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	293	600	872	1967	2005
Starvation Cap Reductn	0	0	0	775	417
Spillback Cap Reductn	0	39	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.72	0.55	0.52	0.47

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	339	2	384	82	487	0	0	742	490
Future Volume (vph)	0	0	0	339	2	384	82	487	0	0	742	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	3.5	5.0			5.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.94	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1774	1583	3433	3539			3297	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1774	1583	3433	3539			3297	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	377	2	427	91	541	0	0	824	544
RTOR Reduction (vph)	0	0	0	0	0	324	0	0	0	0	80	0
Lane Group Flow (vph)	0	0	0	0	379	103	91	541	0	0	1288	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					27.8	27.8	6.6	50.7			67.6	
Effective Green, g (s)					27.8	27.8	6.6	50.7			67.6	
Actuated g/C Ratio					0.24	0.24	0.06	0.44			0.59	
Clearance Time (s)					5.0	5.0	3.5	5.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					428	382	197	1560			1938	
v/s Ratio Prot							c0.03	0.15			c0.39	
v/s Ratio Perm					0.21	0.07						
v/c Ratio					0.89	0.27	0.46	0.35			0.66	
Uniform Delay, d1					42.1	35.4	52.5	21.2			16.0	
Progression Factor					1.00	1.00	1.00	1.00			0.13	
Incremental Delay, d2					19.2	0.4	0.6	0.6			0.6	
Delay (s)					61.2	35.8	53.1	21.8			2.7	
Level of Service					E	D	D	C			A	
Approach Delay (s)		0.0			47.7			26.3			2.7	
Approach LOS		A			D			C			A	

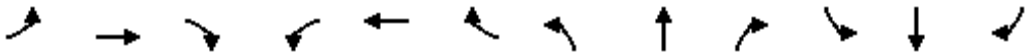
Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	379	427	91	541	1368
v/c Ratio	0.88	0.60	0.37	0.35	0.68
Control Delay	65.2	7.4	55.4	22.5	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	65.2	7.4	55.4	22.5	3.7
Queue Length 50th (ft)	271	0	34	140	39
Queue Length 95th (ft)	#441	84	60	184	57
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	432	708	462	1560	2063
Starvation Cap Reductn	0	0	0	0	288
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.60	0.20	0.35	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

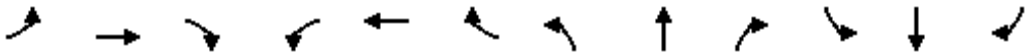


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	95	2	361	424	560	0	0	347	337
Future Volume (vph)	0	0	0	95	2	361	424	560	0	0	347	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	3.5	5.0			5.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.93	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1776	1583	3433	3539			3239	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1776	1583	3433	3539			3239	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	107	2	406	476	629	0	0	390	379
RTOR Reduction (vph)	0	0	0	0	0	342	0	0	0	0	123	0
Lane Group Flow (vph)	0	0	0	0	109	64	476	629	0	0	646	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					18.9	18.9	20.6	66.1			67.5	
Effective Green, g (s)					18.9	18.9	20.6	66.1			67.5	
Actuated g/C Ratio					0.16	0.16	0.17	0.55			0.56	
Clearance Time (s)					5.0	5.0	3.5	5.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					279	249	589	1949			1821	
v/s Ratio Prot							c0.14	0.18			c0.20	
v/s Ratio Perm					0.06	0.04						
v/c Ratio					0.39	0.26	0.81	0.32			0.35	
Uniform Delay, d1					45.4	44.4	47.8	14.7			14.3	
Progression Factor					1.00	1.00	1.07	1.13			0.02	
Incremental Delay, d2					0.9	0.5	7.0	0.4			0.1	
Delay (s)					46.3	44.9	57.9	17.1			0.4	
Level of Service					D	D	E	B			A	
Approach Delay (s)		0.0			45.2			34.7			0.4	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	109	406	476	629	769
v/c Ratio	0.39	0.69	0.81	0.32	0.40
Control Delay	50.2	11.1	61.0	17.8	0.7
Queue Delay	0.0	0.7	0.0	0.5	0.2
Total Delay	50.2	11.8	61.0	18.3	0.9
Queue Length 50th (ft)	77	0	192	167	4
Queue Length 95th (ft)	134	91	243	192	0
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	284	594	872	1960	2005
Starvation Cap Reductn	0	0	0	831	459
Spillback Cap Reductn	0	39	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.73	0.55	0.56	0.50

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	346	2	392	107	512	0	0	790	500
Future Volume (vph)	0	0	0	346	2	392	107	512	0	0	790	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	4.0	6.0			6.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.94	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1774	1583	3433	3539			3304	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1774	1583	3433	3539			3304	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	376	2	426	116	557	0	0	859	543
RTOR Reduction (vph)	0	0	0	0	0	323	0	0	0	0	77	0
Lane Group Flow (vph)	0	0	0	0	378	103	116	557	0	0	1325	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					27.9	27.9	8.6	49.3			64.5	
Effective Green, g (s)					27.9	27.9	8.6	49.3			64.5	
Actuated g/C Ratio					0.24	0.24	0.07	0.43			0.56	
Clearance Time (s)					5.0	5.0	4.0	6.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					430	384	256	1517			1853	
v/s Ratio Prot							c0.03	0.16			c0.40	
v/s Ratio Perm					0.21	0.07						
v/c Ratio					0.88	0.27	0.45	0.37			0.71	
Uniform Delay, d1					41.9	35.3	50.9	22.3			18.5	
Progression Factor					1.00	1.00	1.00	1.00			0.16	
Incremental Delay, d2					18.1	0.4	0.5	0.7			0.7	
Delay (s)					60.0	35.7	51.4	23.0			3.8	
Level of Service					E	D	D	C			A	
Approach Delay (s)		0.0			47.1			27.9			3.8	
Approach LOS		A			D			C			A	

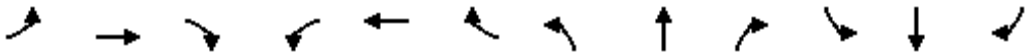
Intersection Summary			
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	378	426	116	557	1402
v/c Ratio	0.88	0.60	0.45	0.37	0.74
Control Delay	64.2	7.4	56.5	23.5	4.2
Queue Delay	0.0	0.0	0.0	0.0	1.3
Total Delay	64.2	7.4	56.5	23.5	5.5
Queue Length 50th (ft)	270	0	43	147	41
Queue Length 95th (ft)	#439	84	72	193	m82
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	432	707	417	1516	1934
Starvation Cap Reductn	0	0	0	0	306
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.60	0.28	0.37	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

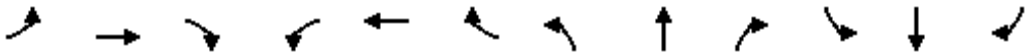


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	97	2	368	469	607	0	0	392	337
Future Volume (vph)	0	0	0	97	2	368	469	607	0	0	392	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	4.0	6.0			6.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.93	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1776	1583	3433	3539			3258	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1776	1583	3433	3539			3258	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	105	2	400	510	660	0	0	426	366
RTOR Reduction (vph)	0	0	0	0	0	331	0	0	0	0	117	0
Lane Group Flow (vph)	0	0	0	0	107	69	510	660	0	0	675	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					20.6	20.6	21.7	62.9			63.7	
Effective Green, g (s)					20.6	20.6	21.7	62.9			63.7	
Actuated g/C Ratio					0.17	0.17	0.18	0.52			0.53	
Clearance Time (s)					5.0	5.0	4.0	6.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					304	271	620	1855			1729	
v/s Ratio Prot							c0.15	0.19			c0.21	
v/s Ratio Perm					0.06	0.04						
v/c Ratio					0.35	0.25	0.82	0.36			0.39	
Uniform Delay, d1					43.8	43.0	47.3	16.7			16.7	
Progression Factor					1.00	1.00	1.03	1.07			0.01	
Incremental Delay, d2					0.7	0.5	7.5	0.5			0.1	
Delay (s)					44.5	43.5	56.4	18.3			0.3	
Level of Service					D	D	E	B			A	
Approach Delay (s)		0.0			43.7			34.9			0.3	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	107	400	510	660	792
v/c Ratio	0.35	0.66	0.82	0.36	0.44
Control Delay	48.3	10.4	59.0	18.9	0.8
Queue Delay	0.0	0.8	0.0	0.4	0.2
Total Delay	48.3	11.2	59.0	19.3	1.0
Queue Length 50th (ft)	74	0	209	183	2
Queue Length 95th (ft)	134	97	258	222	0
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	305	603	829	1914	1893
Starvation Cap Reductn	0	0	0	731	392
Spillback Cap Reductn	0	51	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.72	0.62	0.56	0.53

Intersection Summary



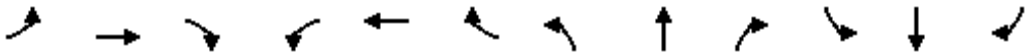
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	346	2	392	107	524	0	0	791	502
Future Volume (vph)	0	0	0	346	2	392	107	524	0	0	791	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	4.0	6.0			6.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.94	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1774	1583	3433	3539			3303	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1774	1583	3433	3539			3303	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	376	2	426	116	570	0	0	860	546
RTOR Reduction (vph)	0	0	0	0	0	323	0	0	0	0	78	0
Lane Group Flow (vph)	0	0	0	0	378	103	116	570	0	0	1328	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					27.9	27.9	8.6	49.3			64.5	
Effective Green, g (s)					27.9	27.9	8.6	49.3			64.5	
Actuated g/C Ratio					0.24	0.24	0.07	0.43			0.56	
Clearance Time (s)					5.0	5.0	4.0	6.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					430	384	256	1517			1852	
v/s Ratio Prot							c0.03	0.16			c0.40	
v/s Ratio Perm					0.21	0.07						
v/c Ratio					0.88	0.27	0.45	0.38			0.72	
Uniform Delay, d1					41.9	35.3	50.9	22.4			18.5	
Progression Factor					1.00	1.00	1.00	1.00			0.16	
Incremental Delay, d2					18.1	0.4	0.5	0.7			0.7	
Delay (s)					60.0	35.7	51.4	23.1			3.8	
Level of Service					E	D	D	C			A	
Approach Delay (s)		0.0			47.1			27.9			3.8	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	378	426	116	570	1406
v/c Ratio	0.88	0.60	0.45	0.38	0.74
Control Delay	64.2	7.4	56.5	23.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	1.3
Total Delay	64.2	7.4	56.5	23.6	5.5
Queue Length 50th (ft)	270	0	43	151	41
Queue Length 95th (ft)	#439	84	72	198	m81
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	432	707	417	1515	1934
Starvation Cap Reductn	0	0	0	0	306
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.60	0.28	0.38	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

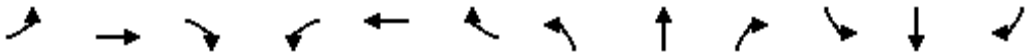


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	97	2	368	469	612	0	0	397	345
Future Volume (vph)	0	0	0	97	2	368	469	612	0	0	397	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	4.0	6.0			6.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.93	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1776	1583	3433	3539			3256	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1776	1583	3433	3539			3256	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	105	2	400	510	665	0	0	432	375
RTOR Reduction (vph)	0	0	0	0	0	333	0	0	0	0	118	0
Lane Group Flow (vph)	0	0	0	0	107	67	510	665	0	0	689	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					20.1	20.1	21.7	62.3			64.2	
Effective Green, g (s)					20.1	20.1	21.7	62.3			64.2	
Actuated g/C Ratio					0.17	0.17	0.18	0.52			0.54	
Clearance Time (s)					5.0	5.0	4.0	6.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					297	265	620	1837			1741	
v/s Ratio Prot							c0.15	0.19			c0.21	
v/s Ratio Perm					0.06	0.04						
v/c Ratio					0.36	0.25	0.82	0.36			0.40	
Uniform Delay, d1					44.3	43.4	47.3	17.1			16.5	
Progression Factor					1.00	1.00	1.03	1.07			0.02	
Incremental Delay, d2					0.7	0.5	7.5	0.5			0.1	
Delay (s)					45.0	43.9	56.1	18.7			0.4	
Level of Service					D	D	E	B			A	
Approach Delay (s)		0.0			44.2			34.9			0.4	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	107	400	510	665	807
v/c Ratio	0.36	0.67	0.82	0.36	0.44
Control Delay	49.0	10.6	58.7	19.2	0.9
Queue Delay	0.0	0.8	0.0	0.4	0.2
Total Delay	49.0	11.5	58.7	19.6	1.1
Queue Length 50th (ft)	76	0	209	184	2
Queue Length 95th (ft)	134	97	258	223	0
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	297	598	829	1905	1889
Starvation Cap Reductn	0	0	0	728	409
Spillback Cap Reductn	0	52	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.73	0.62	0.56	0.55

Intersection Summary



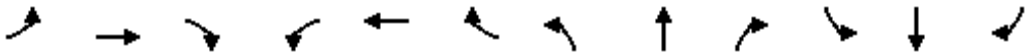
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	351	2	398	108	519	0	0	801	507
Future Volume (vph)	0	0	0	351	2	398	108	519	0	0	801	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	4.0	6.0			6.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.94	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1774	1583	3433	3539			3303	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1774	1583	3433	3539			3303	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	382	2	433	117	564	0	0	871	551
RTOR Reduction (vph)	0	0	0	0	0	328	0	0	0	0	78	0
Lane Group Flow (vph)	0	0	0	0	384	105	117	564	0	0	1344	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					28.0	28.0	8.7	49.2			64.3	
Effective Green, g (s)					28.0	28.0	8.7	49.2			64.3	
Actuated g/C Ratio					0.24	0.24	0.08	0.43			0.56	
Clearance Time (s)					5.0	5.0	4.0	6.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					431	385	259	1514			1846	
v/s Ratio Prot							c0.03	0.16			c0.41	
v/s Ratio Perm					0.22	0.07						
v/c Ratio					0.89	0.27	0.45	0.37			0.73	
Uniform Delay, d1					42.0	35.3	50.9	22.4			18.8	
Progression Factor					1.00	1.00	1.00	1.00			0.17	
Incremental Delay, d2					20.0	0.4	0.5	0.7			0.8	
Delay (s)					62.0	35.6	51.3	23.1			4.0	
Level of Service					E	D	D	C			A	
Approach Delay (s)		0.0			48.0			27.9			4.0	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	384	433	117	564	1422
v/c Ratio	0.89	0.61	0.45	0.37	0.75
Control Delay	65.5	7.4	56.6	23.6	4.4
Queue Delay	0.0	0.0	0.0	0.0	1.4
Total Delay	65.5	7.4	56.6	23.6	5.9
Queue Length 50th (ft)	276	0	43	150	42
Queue Length 95th (ft)	#450	85	73	196	m82
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	433	713	417	1512	1930
Starvation Cap Reductn	0	0	0	0	304
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.61	0.28	0.37	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

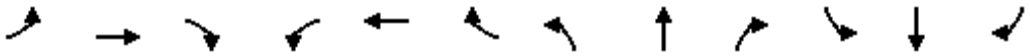


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	98	2	374	475	616	0	0	397	342
Future Volume (vph)	0	0	0	98	2	374	475	616	0	0	397	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	4.0	6.0			6.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.93	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1776	1583	3433	3539			3257	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1776	1583	3433	3539			3257	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	107	2	407	516	670	0	0	432	372
RTOR Reduction (vph)	0	0	0	0	0	337	0	0	0	0	118	0
Lane Group Flow (vph)	0	0	0	0	109	70	516	670	0	0	686	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					20.7	20.7	21.9	62.5			63.4	
Effective Green, g (s)					20.7	20.7	21.9	62.5			63.4	
Actuated g/C Ratio					0.17	0.17	0.18	0.52			0.53	
Clearance Time (s)					5.0	5.0	4.0	6.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					306	273	626	1843			1720	
v/s Ratio Prot							c0.15	0.19			c0.21	
v/s Ratio Perm					0.06	0.04						
v/c Ratio					0.36	0.26	0.82	0.36			0.40	
Uniform Delay, d1					43.8	43.0	47.2	17.0			16.9	
Progression Factor					1.00	1.00	1.02	1.05			0.01	
Incremental Delay, d2					0.7	0.5	7.4	0.5			0.1	
Delay (s)					44.5	43.5	55.8	18.4			0.3	
Level of Service					D	D	E	B			A	
Approach Delay (s)		0.0			43.7			34.7			0.3	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	109	407	516	670	804
v/c Ratio	0.36	0.67	0.82	0.36	0.44
Control Delay	48.5	10.5	58.4	18.9	0.8
Queue Delay	0.0	0.9	0.0	0.5	0.2
Total Delay	48.5	11.4	58.4	19.3	1.1
Queue Length 50th (ft)	76	0	212	185	2
Queue Length 95th (ft)	136	98	261	226	0
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	305	609	829	1905	1880
Starvation Cap Reductn	0	0	0	731	395
Spillback Cap Reductn	0	57	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.74	0.62	0.57	0.54

Intersection Summary



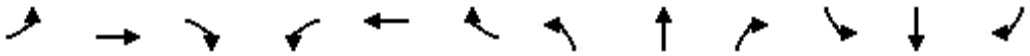
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	351	2	398	108	531	0	0	802	509
Future Volume (vph)	0	0	0	351	2	398	108	531	0	0	802	509
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	4.0	6.0			6.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.94	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1774	1583	3433	3539			3303	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1774	1583	3433	3539			3303	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	382	2	433	117	577	0	0	872	553
RTOR Reduction (vph)	0	0	0	0	0	328	0	0	0	0	78	0
Lane Group Flow (vph)	0	0	0	0	384	105	117	577	0	0	1347	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					28.0	28.0	8.7	49.1			64.3	
Effective Green, g (s)					28.0	28.0	8.7	49.1			64.3	
Actuated g/C Ratio					0.24	0.24	0.08	0.43			0.56	
Clearance Time (s)					5.0	5.0	4.0	6.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					431	385	259	1510			1846	
v/s Ratio Prot							c0.03	0.16			c0.41	
v/s Ratio Perm					0.22	0.07						
v/c Ratio					0.89	0.27	0.45	0.38			0.73	
Uniform Delay, d1					42.0	35.3	50.9	22.6			18.9	
Progression Factor					1.00	1.00	1.00	1.00			0.17	
Incremental Delay, d2					20.0	0.4	0.5	0.7			0.8	
Delay (s)					62.0	35.6	51.3	23.3			4.0	
Level of Service					E	D	D	C			A	
Approach Delay (s)		0.0			48.0			28.0			4.0	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	384	433	117	577	1425
v/c Ratio	0.89	0.61	0.45	0.38	0.75
Control Delay	65.5	7.4	56.6	23.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	1.5
Total Delay	65.5	7.4	56.6	23.8	5.9
Queue Length 50th (ft)	276	0	43	153	42
Queue Length 95th (ft)	#450	85	73	201	m82
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	433	713	417	1510	1928
Starvation Cap Reductn	0	0	0	0	304
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.61	0.28	0.38	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

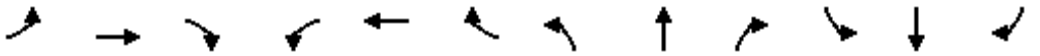


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	98	2	374	475	621	0	0	402	350
Future Volume (vph)	0	0	0	98	2	374	475	621	0	0	402	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0	4.0	6.0			6.0	
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	
Frpb, ped/bikes					1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.93	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1776	1583	3433	3539			3256	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1776	1583	3433	3539			3256	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	107	2	407	516	675	0	0	437	380
RTOR Reduction (vph)	0	0	0	0	0	339	0	0	0	0	119	0
Lane Group Flow (vph)	0	0	0	0	109	68	516	675	0	0	698	0
Confl. Peds. (#/hr)									10			10
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Actuated Green, G (s)					20.1	20.1	21.9	62.2			64.0	
Effective Green, g (s)					20.1	20.1	21.9	62.2			64.0	
Actuated g/C Ratio					0.17	0.17	0.18	0.52			0.53	
Clearance Time (s)					5.0	5.0	4.0	6.0				
Vehicle Extension (s)					3.0	3.0	1.5	3.0				
Lane Grp Cap (vph)					297	265	626	1834			1736	
v/s Ratio Prot							c0.15	0.19			c0.21	
v/s Ratio Perm					0.06	0.04						
v/c Ratio					0.37	0.26	0.82	0.37			0.40	
Uniform Delay, d1					44.3	43.5	47.2	17.2			16.6	
Progression Factor					1.00	1.00	1.02	1.05			0.02	
Incremental Delay, d2					0.8	0.5	7.4	0.5			0.1	
Delay (s)					45.1	44.0	55.8	18.5			0.4	
Level of Service					D	D	E	B			A	
Approach Delay (s)		0.0			44.2			34.7			0.4	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM 2000 Control Delay	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	109	407	516	675	817
v/c Ratio	0.37	0.67	0.82	0.37	0.45
Control Delay	49.1	10.7	58.4	18.9	0.9
Queue Delay	0.0	1.0	0.0	0.5	0.2
Total Delay	49.1	11.6	58.4	19.4	1.1
Queue Length 50th (ft)	77	0	213	186	2
Queue Length 95th (ft)	136	98	261	228	0
Internal Link Dist (ft)	874			360	100
Turn Bay Length (ft)			110		
Base Capacity (vph)	298	604	829	1895	1880
Starvation Cap Reductn	0	0	0	729	409
Spillback Cap Reductn	0	57	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.74	0.62	0.58	0.56

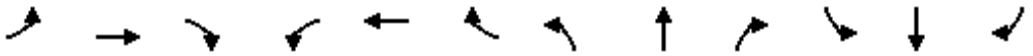
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	1	488	0	0	0	0	176	101	501	578	0
Future Volume (veh/h)	385	1	488	0	0	0	0	176	101	501	578	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	423	1	536				0	193	111	551	635	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, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	567	1	499				0	1332	613	621	2100	0
Arrive On Green	0.32	0.32	0.32				0.00	0.37	0.37	0.18	0.59	0.00
Sat Flow, veh/h	1781	3	1568				0	3647	1635	3456	3647	0
Grp Volume(v), veh/h	423	0	537				0	193	111	551	635	0
Grp Sat Flow(s),veh/h/ln	1781	0	1571				0	1777	1635	1728	1777	0
Q Serve(g_s), s	23.4	0.0	35.0				0.0	3.9	5.0	17.1	9.8	0.0
Cycle Q Clear(g_c), s	23.4	0.0	35.0				0.0	3.9	5.0	17.1	9.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	567	0	500				0	1332	613	621	2100	0
V/C Ratio(X)	0.75	0.00	1.07				0.00	0.14	0.18	0.89	0.30	0.00
Avail Cap(c_a), veh/h	567	0	500				0	1332	613	691	2100	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.68	0.68	0.00
Uniform Delay (d), s/veh	33.5	0.0	37.5				0.0	22.7	23.1	44.0	11.2	0.0
Incr Delay (d2), s/veh	4.8	0.0	61.8				0.0	0.2	0.6	9.0	0.3	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(95%),veh/ln	15.9	0.0	30.5				0.0	2.9	3.5	11.6	6.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	99.3				0.0	23.0	23.7	53.1	11.5	0.0
LnGrp LOS	D	A	F				A	C	C	D	B	A
Approach Vol, veh/h		960						304			1186	
Approach Delay, s/veh		72.4						23.2			30.8	
Approach LOS		E						C			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.0			23.8	46.2		40.0				
Change Period (Y+Rc), s		5.0			4.0	5.0		5.0				
Max Green Setting (Gmax), s		65.0			22.0	39.0		35.0				
Max Q Clear Time (g_c+I1), s		11.8			19.1	7.0		37.0				
Green Ext Time (p_c), s		4.4			0.6	1.5		0.0				

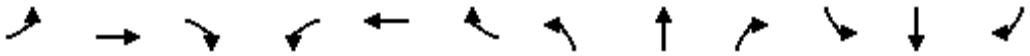
Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	0	122	0	0	0	0	622	361	197	229	0
Future Volume (veh/h)	354	0	122	0	0	0	0	622	361	197	229	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	393	0	136				0	691	401	219	254	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	428	0	376				0	1996	921	280	2403	0
Arrive On Green	0.24	0.00	0.24				0.00	0.56	0.56	0.16	1.00	0.00
Sat Flow, veh/h	1781	0	1565				0	3647	1640	3456	3647	0
Grp Volume(v), veh/h	393	0	136				0	691	401	219	254	0
Grp Sat Flow(s),veh/h/ln	1781	0	1565				0	1777	1640	1728	1777	0
Q Serve(g_s), s	25.8	0.0	8.7				0.0	12.7	17.0	7.3	0.0	0.0
Cycle Q Clear(g_c), s	25.8	0.0	8.7				0.0	12.7	17.0	7.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	428	0	376				0	1996	921	280	2403	0
V/C Ratio(X)	0.92	0.00	0.36				0.00	0.35	0.44	0.78	0.11	0.00
Avail Cap(c_a), veh/h	742	0	652				0	1996	921	518	2403	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	0.93	0.93	0.00
Uniform Delay (d), s/veh	44.4	0.0	37.9				0.0	14.3	15.3	49.3	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.0	0.2				0.0	0.5	1.5	4.4	0.1	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(95%),veh/ln	17.5	0.0	6.0				0.0	8.5	10.3	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	0.0	38.1				0.0	14.8	16.8	53.7	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		529						1092			473	
Approach Delay, s/veh		46.8						15.5			24.9	
Approach LOS		D						B			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		86.1			13.7	72.4		33.9				
Change Period (Y+Rc), s		5.0			4.0	5.0		5.0				
Max Green Setting (Gmax), s		60.0			18.0	38.0		50.0				
Max Q Clear Time (g_c+I1), s		2.0			9.3	19.0		27.8				
Green Ext Time (p_c), s		1.6			0.4	5.6		1.1				

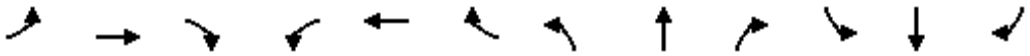
Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	1	488	0	0	0	0	181	101	501	579	0
Future Volume (veh/h)	392	1	488	0	0	0	0	181	101	501	579	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	431	1	536				0	199	111	551	636	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, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	567	1	499				0	1332	613	621	2100	0
Arrive On Green	0.32	0.32	0.32				0.00	0.37	0.37	0.18	0.59	0.00
Sat Flow, veh/h	1781	3	1568				0	3647	1635	3456	3647	0
Grp Volume(v), veh/h	431	0	537				0	199	111	551	636	0
Grp Sat Flow(s),veh/h/ln	1781	0	1571				0	1777	1635	1728	1777	0
Q Serve(g_s), s	23.9	0.0	35.0				0.0	4.1	5.0	17.1	9.8	0.0
Cycle Q Clear(g_c), s	23.9	0.0	35.0				0.0	4.1	5.0	17.1	9.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	567	0	500				0	1332	613	621	2100	0
V/C Ratio(X)	0.76	0.00	1.07				0.00	0.15	0.18	0.89	0.30	0.00
Avail Cap(c_a), veh/h	567	0	500				0	1332	613	691	2100	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.68	0.68	0.00
Uniform Delay (d), s/veh	33.7	0.0	37.5				0.0	22.8	23.1	44.0	11.2	0.0
Incr Delay (d2), s/veh	5.4	0.0	61.8				0.0	0.2	0.6	9.0	0.3	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(95%),veh/ln	16.3	0.0	30.5				0.0	3.0	3.5	11.6	6.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	99.3				0.0	23.0	23.7	53.1	11.5	0.0
LnGrp LOS	D	A	F				A	C	C	D	B	A
Approach Vol, veh/h		968						310			1187	
Approach Delay, s/veh		72.5						23.3			30.8	
Approach LOS		E						C			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.0			23.8	46.2		40.0				
Change Period (Y+Rc), s		5.0			4.0	5.0		5.0				
Max Green Setting (Gmax), s		65.0			22.0	39.0		35.0				
Max Q Clear Time (g_c+I1), s		11.8			19.1	7.0		37.0				
Green Ext Time (p_c), s		4.4			0.6	1.5		0.0				

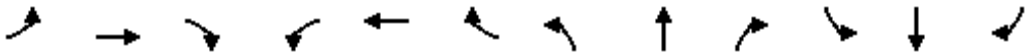
Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	357	0	122	0	0	0	0	624	361	197	234	0
Future Volume (veh/h)	357	0	122	0	0	0	0	624	361	197	234	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	397	0	136				0	693	401	219	260	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	432	0	380				0	1988	917	280	2395	0
Arrive On Green	0.24	0.00	0.24				0.00	0.56	0.56	0.16	1.00	0.00
Sat Flow, veh/h	1781	0	1565				0	3647	1640	3456	3647	0
Grp Volume(v), veh/h	397	0	136				0	693	401	219	260	0
Grp Sat Flow(s),veh/h/ln	1781	0	1565				0	1777	1640	1728	1777	0
Q Serve(g_s), s	26.1	0.0	8.6				0.0	12.8	17.1	7.3	0.0	0.0
Cycle Q Clear(g_c), s	26.1	0.0	8.6				0.0	12.8	17.1	7.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	432	0	380				0	1988	917	280	2395	0
V/C Ratio(X)	0.92	0.00	0.36				0.00	0.35	0.44	0.78	0.11	0.00
Avail Cap(c_a), veh/h	742	0	652				0	1988	917	518	2395	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	0.92	0.92	0.00
Uniform Delay (d), s/veh	44.3	0.0	37.7				0.0	14.5	15.4	49.3	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	0.2				0.0	0.5	1.5	4.4	0.1	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(95%),veh/ln	17.7	0.0	6.0				0.0	8.6	10.4	5.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	0.0	37.9				0.0	14.9	16.9	53.6	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		533						1094			479	
Approach Delay, s/veh		47.0						15.7			24.6	
Approach LOS		D						B			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.9			13.7	72.1		34.1				
Change Period (Y+Rc), s		5.0			4.0	5.0		5.0				
Max Green Setting (Gmax), s		60.0			18.0	38.0		50.0				
Max Q Clear Time (g_c+I1), s		2.0			9.3	19.1		28.1				
Green Ext Time (p_c), s		1.6			0.4	5.6		1.1				

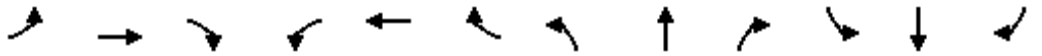
Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	394	1	532	0	0	0	0	230	103	511	624	0
Future Volume (veh/h)	394	1	532	0	0	0	0	230	103	511	624	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	428	1	578				0	250	112	555	678	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	567	1	499				0	1297	597	624	2068	0
Arrive On Green	0.32	0.32	0.32				0.00	0.36	0.36	0.18	0.58	0.00
Sat Flow, veh/h	1781	3	1568				0	3647	1635	3456	3647	0
Grp Volume(v), veh/h	428	0	579				0	250	112	555	678	0
Grp Sat Flow(s),veh/h/ln	1781	0	1571				0	1777	1635	1728	1777	0
Q Serve(g_s), s	23.7	0.0	35.0				0.0	5.3	5.1	17.2	10.8	0.0
Cycle Q Clear(g_c), s	23.7	0.0	35.0				0.0	5.3	5.1	17.2	10.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	567	0	500				0	1297	597	624	2068	0
V/C Ratio(X)	0.76	0.00	1.16				0.00	0.19	0.19	0.89	0.33	0.00
Avail Cap(c_a), veh/h	567	0	500				0	1297	597	691	2068	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.60	0.60	0.00
Uniform Delay (d), s/veh	33.7	0.0	37.5				0.0	23.9	23.8	44.0	11.9	0.0
Incr Delay (d2), s/veh	5.1	0.0	91.8				0.0	0.3	0.7	8.2	0.3	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(95%),veh/ln	16.2	0.0	37.3				0.0	3.9	3.6	11.4	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	0.0	129.3				0.0	24.2	24.5	52.2	12.1	0.0
LnGrp LOS	D	A	F				A	C	C	D	B	A
Approach Vol, veh/h		1007						362			1233	
Approach Delay, s/veh		90.9						24.3			30.2	
Approach LOS		F						C			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.0			23.9	46.1		40.0				
Change Period (Y+Rc), s		6.0			4.0	6.0		5.0				
Max Green Setting (Gmax), s		64.0			22.0	38.0		35.0				
Max Q Clear Time (g_c+I1), s		12.8			19.2	7.3		37.0				
Green Ext Time (p_c), s		4.8			0.6	1.8		0.0				

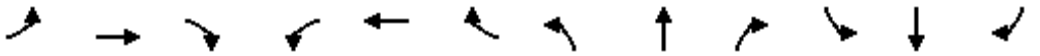
Intersection Summary												
HCM 6th Ctrl Delay			52.8									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	363	0	153	0	0	0	0	710	368	201	277	0
Future Volume (veh/h)	363	0	153	0	0	0	0	710	368	201	277	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	395	0	166				0	772	400	218	301	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	432	0	380				0	1961	905	279	2366	0
Arrive On Green	0.24	0.00	0.24				0.00	0.55	0.55	0.16	1.00	0.00
Sat Flow, veh/h	1781	0	1565				0	3647	1639	3456	3647	0
Grp Volume(v), veh/h	395	0	166				0	772	400	218	301	0
Grp Sat Flow(s),veh/h/ln	1781	0	1565				0	1777	1639	1728	1777	0
Q Serve(g_s), s	25.9	0.0	10.8				0.0	14.9	17.4	7.3	0.0	0.0
Cycle Q Clear(g_c), s	25.9	0.0	10.8				0.0	14.9	17.4	7.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	432	0	380				0	1961	905	279	2366	0
V/C Ratio(X)	0.91	0.00	0.44				0.00	0.39	0.44	0.78	0.13	0.00
Avail Cap(c_a), veh/h	742	0	652				0	1961	905	518	2366	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	0.90	0.90	0.00
Uniform Delay (d), s/veh	44.2	0.0	38.5				0.0	15.4	15.9	49.3	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.0	0.3				0.0	0.6	1.6	4.3	0.1	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(95%),veh/ln	17.6	0.0	7.5				0.0	9.7	10.6	5.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	0.0	38.8				0.0	16.0	17.5	53.6	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		561						1172			519	
Approach Delay, s/veh		46.5						16.5			22.6	
Approach LOS		D						B			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.9			13.7	72.2		34.1				
Change Period (Y+Rc), s		6.0			4.0	6.0		5.0				
Max Green Setting (Gmax), s		59.0			18.0	37.0		50.0				
Max Q Clear Time (g_c+I1), s		2.0			9.3	19.4		27.9				
Green Ext Time (p_c), s		1.9			0.4	6.0		1.2				

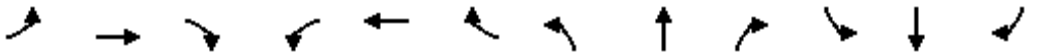
Intersection Summary												
HCM 6th Ctrl Delay			25.4									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	401	1	532	0	0	0	0	235	103	511	625	0
Future Volume (veh/h)	401	1	532	0	0	0	0	235	103	511	625	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	436	1	578				0	255	112	555	679	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	567	1	499				0	1297	597	624	2068	0
Arrive On Green	0.32	0.32	0.32				0.00	0.36	0.36	0.18	0.58	0.00
Sat Flow, veh/h	1781	3	1568				0	3647	1635	3456	3647	0
Grp Volume(v), veh/h	436	0	579				0	255	112	555	679	0
Grp Sat Flow(s),veh/h/ln	1781	0	1571				0	1777	1635	1728	1777	0
Q Serve(g_s), s	24.3	0.0	35.0				0.0	5.4	5.1	17.2	10.9	0.0
Cycle Q Clear(g_c), s	24.3	0.0	35.0				0.0	5.4	5.1	17.2	10.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	567	0	500				0	1297	597	624	2068	0
V/C Ratio(X)	0.77	0.00	1.16				0.00	0.20	0.19	0.89	0.33	0.00
Avail Cap(c_a), veh/h	567	0	500				0	1297	597	691	2068	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.60	0.60	0.00
Uniform Delay (d), s/veh	33.9	0.0	37.5				0.0	23.9	23.8	44.0	11.9	0.0
Incr Delay (d2), s/veh	5.8	0.0	91.8				0.0	0.3	0.7	8.2	0.3	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(95%),veh/ln	16.6	0.0	37.3				0.0	4.0	3.6	11.4	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.0	129.3				0.0	24.2	24.5	52.2	12.1	0.0
LnGrp LOS	D	A	F				A	C	C	D	B	A
Approach Vol, veh/h		1015						367			1234	
Approach Delay, s/veh		90.8						24.3			30.2	
Approach LOS		F						C			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.0			23.9	46.1		40.0				
Change Period (Y+Rc), s		6.0			4.0	6.0		5.0				
Max Green Setting (Gmax), s		64.0			22.0	38.0		35.0				
Max Q Clear Time (g_c+I1), s		12.9			19.2	7.4		37.0				
Green Ext Time (p_c), s		4.8			0.6	1.9		0.0				

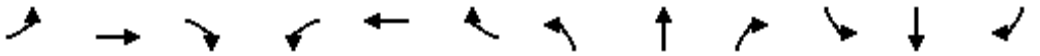
Intersection Summary												
HCM 6th Ctrl Delay			52.9									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	0	153	0	0	0	0	712	368	201	282	0
Future Volume (veh/h)	366	0	153	0	0	0	0	712	368	201	282	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	398	0	166				0	774	400	218	307	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	435	0	382				0	1955	902	279	2360	0
Arrive On Green	0.24	0.00	0.24				0.00	0.55	0.55	0.16	1.00	0.00
Sat Flow, veh/h	1781	0	1566				0	3647	1639	3456	3647	0
Grp Volume(v), veh/h	398	0	166				0	774	400	218	307	0
Grp Sat Flow(s),veh/h/ln	1781	0	1566				0	1777	1639	1728	1777	0
Q Serve(g_s), s	26.1	0.0	10.8				0.0	15.0	17.4	7.3	0.0	0.0
Cycle Q Clear(g_c), s	26.1	0.0	10.8				0.0	15.0	17.4	7.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	435	0	382				0	1955	902	279	2360	0
V/C Ratio(X)	0.92	0.00	0.43				0.00	0.40	0.44	0.78	0.13	0.00
Avail Cap(c_a), veh/h	742	0	652				0	1955	902	518	2360	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	0.90	0.90	0.00
Uniform Delay (d), s/veh	44.1	0.0	38.4				0.0	15.5	16.1	49.3	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.3				0.0	0.6	1.6	4.3	0.1	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(95%),veh/ln	17.7	0.0	7.4				0.0	9.8	10.6	5.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	0.0	38.6				0.0	16.1	17.6	53.6	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		564						1174			525	
Approach Delay, s/veh		46.6						16.6			22.3	
Approach LOS		D						B			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.7			13.7	72.0		34.3				
Change Period (Y+Rc), s		6.0			4.0	6.0		5.0				
Max Green Setting (Gmax), s		59.0			18.0	37.0		50.0				
Max Q Clear Time (g_c+I1), s		2.0			9.3	19.4		28.1				
Green Ext Time (p_c), s		1.9			0.4	6.0		1.2				

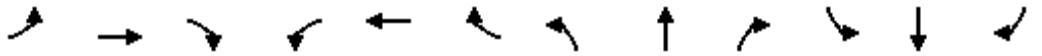
Intersection Summary												
HCM 6th Ctrl Delay			25.4									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	1	539	0	0	0	0	232	105	519	633	0
Future Volume (veh/h)	400	1	539	0	0	0	0	232	105	519	633	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	435	1	586				0	252	114	564	688	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	567	1	499				0	1289	593	632	2068	0
Arrive On Green	0.32	0.32	0.32				0.00	0.36	0.36	0.18	0.58	0.00
Sat Flow, veh/h	1781	3	1568				0	3647	1635	3456	3647	0
Grp Volume(v), veh/h	435	0	587				0	252	114	564	688	0
Grp Sat Flow(s),veh/h/ln	1781	0	1571				0	1777	1635	1728	1777	0
Q Serve(g_s), s	24.2	0.0	35.0				0.0	5.4	5.3	17.5	11.0	0.0
Cycle Q Clear(g_c), s	24.2	0.0	35.0				0.0	5.4	5.3	17.5	11.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	567	0	500				0	1289	593	632	2068	0
V/C Ratio(X)	0.77	0.00	1.17				0.00	0.20	0.19	0.89	0.33	0.00
Avail Cap(c_a), veh/h	567	0	500				0	1289	593	691	2068	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.58	0.58	0.00
Uniform Delay (d), s/veh	33.8	0.0	37.5				0.0	24.0	24.0	43.9	11.9	0.0
Incr Delay (d2), s/veh	5.7	0.0	98.0				0.0	0.3	0.7	8.3	0.3	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(95%),veh/ln	16.6	0.0	38.7				0.0	4.0	3.7	11.5	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	0.0	135.5				0.0	24.4	24.7	52.2	12.2	0.0
LnGrp LOS	D	A	F				A	C	C	D	B	A
Approach Vol, veh/h		1022						366			1252	
Approach Delay, s/veh		94.7						24.5			30.2	
Approach LOS		F						C			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.0			24.1	45.9		40.0				
Change Period (Y+Rc), s		6.0			4.0	6.0		5.0				
Max Green Setting (Gmax), s		64.0			22.0	38.0		35.0				
Max Q Clear Time (g_c+I1), s		13.0			19.5	7.4		37.0				
Green Ext Time (p_c), s		4.9			0.6	1.9		0.0				

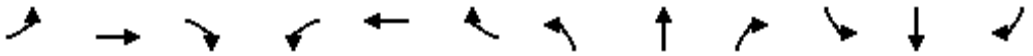
Intersection Summary												
HCM 6th Ctrl Delay			54.4									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	0	155	0	0	0	0	719	374	204	280	0
Future Volume (veh/h)	369	0	155	0	0	0	0	719	374	204	280	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	401	0	168				0	782	407	222	304	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	438	0	385				0	1945	897	283	2354	0
Arrive On Green	0.25	0.00	0.25				0.00	0.55	0.55	0.16	1.00	0.00
Sat Flow, veh/h	1781	0	1566				0	3647	1639	3456	3647	0
Grp Volume(v), veh/h	401	0	168				0	782	407	222	304	0
Grp Sat Flow(s),veh/h/ln	1781	0	1566				0	1777	1639	1728	1777	0
Q Serve(g_s), s	26.3	0.0	10.9				0.0	15.3	17.9	7.4	0.0	0.0
Cycle Q Clear(g_c), s	26.3	0.0	10.9				0.0	15.3	17.9	7.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	438	0	385				0	1945	897	283	2354	0
V/C Ratio(X)	0.92	0.00	0.44				0.00	0.40	0.45	0.78	0.13	0.00
Avail Cap(c_a), veh/h	742	0	652				0	1945	897	518	2354	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	0.90	0.90	0.00
Uniform Delay (d), s/veh	44.0	0.0	38.2				0.0	15.8	16.4	49.2	0.0	0.0
Incr Delay (d2), s/veh	6.0	0.0	0.3				0.0	0.6	1.7	4.3	0.1	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(95%),veh/ln	17.8	0.0	7.5				0.0	10.0	10.9	5.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	0.0	38.5				0.0	16.4	18.0	53.5	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		569						1189			526	
Approach Delay, s/veh		46.6						16.9			22.6	
Approach LOS		D						B			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.5			13.8	71.7		34.5				
Change Period (Y+Rc), s		6.0			4.0	6.0		5.0				
Max Green Setting (Gmax), s		59.0			18.0	37.0		50.0				
Max Q Clear Time (g_c+I1), s		2.0			9.4	19.9		28.3				
Green Ext Time (p_c), s		1.9			0.4	6.0		1.2				

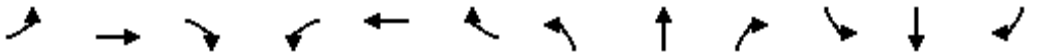
Intersection Summary												
HCM 6th Ctrl Delay			25.6									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	407	1	539	0	0	0	0	237	105	519	634	0
Future Volume (veh/h)	407	1	539	0	0	0	0	237	105	519	634	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	442	1	586				0	258	114	564	689	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	567	1	499				0	1289	593	632	2068	0
Arrive On Green	0.32	0.32	0.32				0.00	0.36	0.36	0.18	0.58	0.00
Sat Flow, veh/h	1781	3	1568				0	3647	1635	3456	3647	0
Grp Volume(v), veh/h	442	0	587				0	258	114	564	689	0
Grp Sat Flow(s),veh/h/ln	1781	0	1571				0	1777	1635	1728	1777	0
Q Serve(g_s), s	24.8	0.0	35.0				0.0	5.5	5.3	17.5	11.1	0.0
Cycle Q Clear(g_c), s	24.8	0.0	35.0				0.0	5.5	5.3	17.5	11.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	567	0	500				0	1289	593	632	2068	0
V/C Ratio(X)	0.78	0.00	1.17				0.00	0.20	0.19	0.89	0.33	0.00
Avail Cap(c_a), veh/h	567	0	500				0	1289	593	691	2068	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.58	0.58	0.00
Uniform Delay (d), s/veh	34.0	0.0	37.5				0.0	24.1	24.0	43.9	11.9	0.0
Incr Delay (d2), s/veh	6.3	0.0	98.0				0.0	0.3	0.7	8.3	0.3	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(95%),veh/ln	16.9	0.0	38.7				0.0	4.1	3.7	11.5	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	135.5				0.0	24.4	24.7	52.2	12.2	0.0
LnGrp LOS	D	A	F				A	C	C	D	B	A
Approach Vol, veh/h		1029						372			1253	
Approach Delay, s/veh		94.6						24.5			30.2	
Approach LOS		F						C			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.0			24.1	45.9		40.0				
Change Period (Y+Rc), s		6.0			4.0	6.0		5.0				
Max Green Setting (Gmax), s		64.0			22.0	38.0		35.0				
Max Q Clear Time (g_c+I1), s		13.1			19.5	7.5		37.0				
Green Ext Time (p_c), s		4.9			0.6	1.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			54.4									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	0	155	0	0	0	0	721	374	204	285	0
Future Volume (veh/h)	372	0	155	0	0	0	0	721	374	204	285	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1945	1870	1870	0
Adj Flow Rate, veh/h	404	0	168				0	784	407	222	310	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	441	0	388				0	1939	894	283	2348	0
Arrive On Green	0.25	0.00	0.25				0.00	0.55	0.55	0.16	1.00	0.00
Sat Flow, veh/h	1781	0	1566				0	3647	1639	3456	3647	0
Grp Volume(v), veh/h	404	0	168				0	784	407	222	310	0
Grp Sat Flow(s),veh/h/ln	1781	0	1566				0	1777	1639	1728	1777	0
Q Serve(g_s), s	26.5	0.0	10.9				0.0	15.4	18.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	26.5	0.0	10.9				0.0	15.4	18.0	7.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	441	0	388				0	1939	894	283	2348	0
V/C Ratio(X)	0.92	0.00	0.43				0.00	0.40	0.46	0.78	0.13	0.00
Avail Cap(c_a), veh/h	742	0	652				0	1939	894	518	2348	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	0.89	0.89	0.00
Uniform Delay (d), s/veh	43.9	0.0	38.1				0.0	15.9	16.5	49.2	0.0	0.0
Incr Delay (d2), s/veh	6.2	0.0	0.3				0.0	0.6	1.7	4.3	0.1	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(95%),veh/ln	18.0	0.0	7.5				0.0	10.0	10.9	5.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	0.0	38.3				0.0	16.5	18.1	53.4	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		572						1191			532	
Approach Delay, s/veh		46.7						17.1			22.3	
Approach LOS		D						B			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.3			13.8	71.5		34.7				
Change Period (Y+Rc), s		6.0			4.0	6.0		5.0				
Max Green Setting (Gmax), s		59.0			18.0	37.0		50.0				
Max Q Clear Time (g_c+I1), s		2.0			9.4	20.0		28.5				
Green Ext Time (p_c), s		2.0			0.4	6.1		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	0	128	480	84	779	48	868	263	0	2006	52
Future Volume (veh/h)	48	0	128	480	84	779	48	868	263	0	2006	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	49	0	131	551	0	795	49	886	268	0	2047	53
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	132	0	118	891	0	777	63	2005	1334	0	2518	805
Arrive On Green	0.07	0.00	0.07	0.25	0.00	0.25	0.07	1.00	1.00	0.00	0.49	0.49
Sat Flow, veh/h	1853	0	1648	3563	0	3107	1781	3554	1634	0	5274	1632
Grp Volume(v), veh/h	49	0	131	551	0	795	49	886	268	0	2047	53
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	0	1553	1781	1777	1634	0	1702	1632
Q Serve(g_s), s	3.5	0.0	10.0	19.2	0.0	35.0	3.8	0.0	0.0	0.0	47.5	2.4
Cycle Q Clear(g_c), s	3.5	0.0	10.0	19.2	0.0	35.0	3.8	0.0	0.0	0.0	47.5	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	132	0	118	891	0	777	63	2005	1334	0	2518	805
V/C Ratio(X)	0.37	0.00	1.11	0.62	0.00	1.02	0.78	0.44	0.20	0.00	0.81	0.07
Avail Cap(c_a), veh/h	132	0	118	891	0	777	165	2005	1334	0	2518	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	0.0	65.0	46.6	0.0	52.5	64.5	0.0	0.0	0.0	30.0	18.6
Incr Delay (d2), s/veh	1.7	0.0	116.4	1.3	0.0	38.4	15.3	0.6	0.3	0.0	3.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.0	13.1	13.5	0.0	24.9	3.5	0.3	0.2	0.0	26.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	0.0	181.4	47.9	0.0	90.9	79.8	0.6	0.3	0.0	33.0	18.7
LnGrp LOS	E	A	F	D	A	F	E	A	A	A	C	B
Approach Vol, veh/h		180			1346			1203			2100	
Approach Delay, s/veh		149.4			73.3			3.7			32.7	
Approach LOS		F			E			A			C	

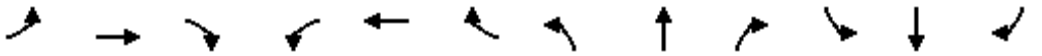
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		84.0		15.0	10.0	74.0		41.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		79.0		10.0	13.0	61.0		35.0				
Max Q Clear Time (g_c+I1), s		2.0		12.0	5.8	49.5		37.0				
Green Ext Time (p_c), s		21.0		0.0	0.0	10.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			41.1									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	164	238	71	805	38	981	540	0	1346	77
Future Volume (veh/h)	83	0	164	238	71	805	38	981	540	0	1346	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	86	0	171	161	196	839	40	1022	562	0	1402	80
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	146	0	130	504	529	881	52	1863	1322	0	2346	749
Arrive On Green	0.08	0.00	0.08	0.28	0.28	0.28	0.03	0.52	0.52	0.00	0.46	0.46
Sat Flow, veh/h	1853	0	1648	1781	1870	3114	1781	3554	1633	0	5274	1631
Grp Volume(v), veh/h	86	0	171	161	196	839	40	1022	562	0	1402	80
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	1870	1557	1781	1777	1633	0	1702	1631
Q Serve(g_s), s	6.3	0.0	11.0	10.0	11.8	37.0	3.1	26.9	14.2	0.0	28.6	3.9
Cycle Q Clear(g_c), s	6.3	0.0	11.0	10.0	11.8	37.0	3.1	26.9	14.2	0.0	28.6	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	146	0	130	504	529	881	52	1863	1322	0	2346	749
V/C Ratio(X)	0.59	0.00	1.32	0.32	0.37	0.95	0.77	0.55	0.43	0.00	0.60	0.11
Avail Cap(c_a), veh/h	146	0	130	509	534	890	254	1863	1322	0	2346	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69	0.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	0.0	64.5	39.6	40.2	49.3	67.5	22.2	4.0	0.0	28.2	21.5
Incr Delay (d2), s/veh	6.2	0.0	188.0	0.4	0.4	19.5	15.2	0.8	0.7	0.0	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	0.0	18.5	7.9	9.3	23.3	2.9	15.6	18.2	0.0	17.4	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	0.0	252.5	39.9	40.6	68.7	82.7	23.1	4.7	0.0	29.3	21.8
LnGrp LOS	E	A	F	D	D	E	F	C	A	A	C	C
Approach Vol, veh/h		257			1196			1624			1482	
Approach Delay, s/veh		191.0			60.3			18.2			28.9	
Approach LOS		F			E			B			C	

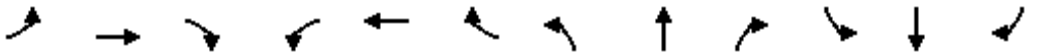
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		78.4		16.0	9.1	69.3		45.6				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		73.0		11.0	20.0	48.0		40.0				
Max Q Clear Time (g_c+I1), s		28.9		13.0	5.1	30.6		39.0				
Green Ext Time (p_c), s		26.1		0.0	0.0	13.5		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			42.4									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	0	133	480	93	779	55	868	263	0	2006	61
Future Volume (veh/h)	51	0	133	480	93	779	55	868	263	0	2006	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	52	0	136	558	0	795	56	886	268	0	2047	62
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	132	0	118	891	0	777	72	2005	1334	0	2493	797
Arrive On Green	0.07	0.00	0.07	0.25	0.00	0.25	0.08	1.00	1.00	0.00	0.49	0.49
Sat Flow, veh/h	1853	0	1648	3563	0	3107	1781	3554	1634	0	5274	1632
Grp Volume(v), veh/h	52	0	136	558	0	795	56	886	268	0	2047	62
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	0	1553	1781	1777	1634	0	1702	1632
Q Serve(g_s), s	3.8	0.0	10.0	19.5	0.0	35.0	4.3	0.0	0.0	0.0	47.9	2.8
Cycle Q Clear(g_c), s	3.8	0.0	10.0	19.5	0.0	35.0	4.3	0.0	0.0	0.0	47.9	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	132	0	118	891	0	777	72	2005	1334	0	2493	797
V/C Ratio(X)	0.39	0.00	1.16	0.63	0.00	1.02	0.78	0.44	0.20	0.00	0.82	0.08
Avail Cap(c_a), veh/h	132	0	118	891	0	777	165	2005	1334	0	2493	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.81	0.81	0.81	0.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	65.0	46.7	0.0	52.5	63.8	0.0	0.0	0.0	30.6	19.1
Incr Delay (d2), s/veh	1.9	0.0	130.6	1.4	0.0	38.4	13.7	0.6	0.3	0.0	3.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	0.0	13.9	13.7	0.0	24.9	3.9	0.3	0.2	0.0	27.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	0.0	195.6	48.1	0.0	90.9	77.5	0.6	0.3	0.0	33.8	19.2
LnGrp LOS	E	A	F	D	A	F	E	A	A	A	C	B
Approach Vol, veh/h		188			1353			1210			2109	
Approach Delay, s/veh		159.2			73.2			4.1			33.4	
Approach LOS		F			E			A			C	

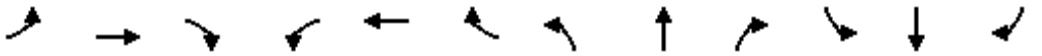
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		84.0		15.0	10.6	73.4		41.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		79.0		10.0	13.0	61.0		35.0				
Max Q Clear Time (g_c+I1), s		2.0		12.0	6.3	49.9		37.0				
Green Ext Time (p_c), s		21.0		0.0	0.0	10.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			42.0									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	0	183	238	75	805	41	981	540	0	1346	81
Future Volume (veh/h)	94	0	183	238	75	805	41	981	540	0	1346	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	98	0	191	163	197	839	43	1022	562	0	1402	84
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	146	0	130	504	529	881	56	1863	1322	0	2334	745
Arrive On Green	0.08	0.00	0.08	0.28	0.28	0.28	0.03	0.52	0.52	0.00	0.46	0.46
Sat Flow, veh/h	1853	0	1648	1781	1870	3114	1781	3554	1633	0	5274	1630
Grp Volume(v), veh/h	98	0	191	163	197	839	43	1022	562	0	1402	84
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	1870	1557	1781	1777	1633	0	1702	1630
Q Serve(g_s), s	7.2	0.0	11.0	10.1	11.8	37.0	3.4	26.9	14.2	0.0	28.8	4.1
Cycle Q Clear(g_c), s	7.2	0.0	11.0	10.1	11.8	37.0	3.4	26.9	14.2	0.0	28.8	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	146	0	130	504	529	881	56	1863	1322	0	2334	745
V/C Ratio(X)	0.67	0.00	1.47	0.32	0.37	0.95	0.77	0.55	0.43	0.00	0.60	0.11
Avail Cap(c_a), veh/h	146	0	130	509	534	890	254	1863	1322	0	2334	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	0.0	64.5	39.6	40.2	49.3	67.3	22.2	4.0	0.0	28.4	21.8
Incr Delay (d2), s/veh	11.5	0.0	250.4	0.4	0.4	19.5	13.9	0.8	0.7	0.0	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	0.0	22.1	8.0	9.4	23.3	3.1	15.6	18.2	0.0	17.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	0.0	314.9	40.0	40.7	68.7	81.2	23.0	4.7	0.0	29.6	22.1
LnGrp LOS	E	A	F	D	D	E	F	C	A	A	C	C
Approach Vol, veh/h		289			1199			1627			1486	
Approach Delay, s/veh		233.3			60.2			18.2			29.2	
Approach LOS		F			E			B			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		78.4		16.0	9.4	69.0		45.6				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		73.0		11.0	20.0	48.0		40.0				
Max Q Clear Time (g_c+I1), s		28.9		13.0	5.4	30.8		39.0				
Green Ext Time (p_c), s		26.1		0.0	0.1	13.5		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			46.2									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	0	135	595	88	820	50	941	356	0	2087	54
Future Volume (veh/h)	51	0	135	595	88	820	50	941	356	0	2087	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	55	0	147	716	0	891	54	1023	387	0	2268	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	132	0	118	891	0	777	69	2005	1334	0	2500	799
Arrive On Green	0.07	0.00	0.07	0.25	0.00	0.25	0.08	1.00	1.00	0.00	0.49	0.49
Sat Flow, veh/h	1853	0	1648	3563	0	3107	1781	3554	1634	0	5274	1632
Grp Volume(v), veh/h	55	0	147	716	0	891	54	1023	387	0	2268	59
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	0	1553	1781	1777	1634	0	1702	1632
Q Serve(g_s), s	4.0	0.0	10.0	26.4	0.0	35.0	4.2	0.0	0.0	0.0	57.1	2.7
Cycle Q Clear(g_c), s	4.0	0.0	10.0	26.4	0.0	35.0	4.2	0.0	0.0	0.0	57.1	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	132	0	118	891	0	777	69	2005	1334	0	2500	799
V/C Ratio(X)	0.42	0.00	1.25	0.80	0.00	1.15	0.78	0.51	0.29	0.00	0.91	0.07
Avail Cap(c_a), veh/h	132	0	118	891	0	777	165	2005	1334	0	2500	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	0.00	1.00	1.00
Uniform Delay (d), s/veh	62.2	0.0	65.0	49.3	0.0	52.5	64.0	0.0	0.0	0.0	32.8	18.9
Incr Delay (d2), s/veh	2.1	0.0	164.1	5.4	0.0	81.0	11.7	0.6	0.4	0.0	6.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	15.7	18.1	0.0	32.4	3.7	0.3	0.2	0.0	32.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	0.0	229.1	54.7	0.0	133.5	75.6	0.6	0.4	0.0	38.9	19.1
LnGrp LOS	E	A	F	D	A	F	E	A	A	A	D	B
Approach Vol, veh/h		202			1607			1464			2327	
Approach Delay, s/veh		184.2			98.4			3.3			38.4	
Approach LOS		F			F			A			D	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	84.0	15.0	10.4	73.6	41.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	6.0
Max Green Setting (Gmax), s	79.0	10.0	13.0	61.0	35.0
Max Q Clear Time (g_c+I1), s	2.0	12.0	6.2	59.1	37.0
Green Ext Time (p_c), s	29.9	0.0	0.0	1.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	0	171	391	75	824	40	1049	670	0	1472	81
Future Volume (veh/h)	86	0	171	391	75	824	40	1049	670	0	1472	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	93	0	186	484	0	896	43	1140	728	0	1600	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	146	0	130	1018	0	890	56	1853	1322	0	2320	741
Arrive On Green	0.08	0.00	0.08	0.29	0.00	0.29	0.02	0.35	0.35	0.00	0.45	0.45
Sat Flow, veh/h	1853	0	1648	3563	0	3115	1781	3554	1633	0	5274	1630
Grp Volume(v), veh/h	93	0	186	484	0	896	43	1140	728	0	1600	88
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	0	1557	1781	1777	1633	0	1702	1630
Q Serve(g_s), s	6.8	0.0	11.0	15.7	0.0	40.0	3.4	37.2	23.3	0.0	34.9	4.4
Cycle Q Clear(g_c), s	6.8	0.0	11.0	15.7	0.0	40.0	3.4	37.2	23.3	0.0	34.9	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	146	0	130	1018	0	890	56	1853	1322	0	2320	741
V/C Ratio(X)	0.64	0.00	1.44	0.48	0.00	1.01	0.77	0.62	0.55	0.00	0.69	0.12
Avail Cap(c_a), veh/h	146	0	130	1018	0	890	254	1853	1322	0	2320	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.26	0.26	0.26	0.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	0.0	64.5	41.3	0.0	50.0	68.0	33.9	6.6	0.0	30.4	22.0
Incr Delay (d2), s/veh	9.0	0.0	234.5	0.3	0.0	31.9	5.7	0.4	0.4	0.0	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	21.2	11.3	0.0	26.6	2.7	20.4	28.4	0.0	20.7	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.6	0.0	299.0	41.7	0.0	81.9	73.7	34.3	7.0	0.0	32.1	22.4
LnGrp LOS	E	A	F	D	A	F	E	C	A	A	C	C
Approach Vol, veh/h		279			1380			1911			1688	
Approach Delay, s/veh		223.2			67.8			24.8			31.6	
Approach LOS		F			E			C			C	

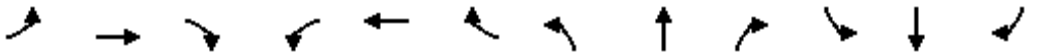
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		78.0		16.0	9.4	68.6		46.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		73.0		11.0	20.0	48.0		40.0				
Max Q Clear Time (g_c+I1), s		39.2		13.0	5.4	36.9		42.0				
Green Ext Time (p_c), s		26.1		0.0	0.1	9.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			48.8									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	0	140	595	97	820	57	941	356	0	2087	63
Future Volume (veh/h)	54	0	140	595	97	820	57	941	356	0	2087	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	59	0	152	722	0	891	62	1023	387	0	2268	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	132	0	118	891	0	777	79	2005	1334	0	2472	790
Arrive On Green	0.07	0.00	0.07	0.25	0.00	0.25	0.09	1.00	1.00	0.00	0.48	0.48
Sat Flow, veh/h	1853	0	1648	3563	0	3107	1781	3554	1634	0	5274	1631
Grp Volume(v), veh/h	59	0	152	722	0	891	62	1023	387	0	2268	68
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	0	1553	1781	1777	1634	0	1702	1631
Q Serve(g_s), s	4.3	0.0	10.0	26.7	0.0	35.0	4.8	0.0	0.0	0.0	57.7	3.1
Cycle Q Clear(g_c), s	4.3	0.0	10.0	26.7	0.0	35.0	4.8	0.0	0.0	0.0	57.7	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	132	0	118	891	0	777	79	2005	1334	0	2472	790
V/C Ratio(X)	0.45	0.00	1.29	0.81	0.00	1.15	0.78	0.51	0.29	0.00	0.92	0.09
Avail Cap(c_a), veh/h	132	0	118	891	0	777	165	2005	1334	0	2472	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	0.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	0.0	65.0	49.4	0.0	52.5	63.1	0.0	0.0	0.0	33.5	19.4
Incr Delay (d2), s/veh	2.3	0.0	180.2	5.7	0.0	81.0	10.7	0.6	0.4	0.0	6.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	16.5	18.3	0.0	32.4	4.2	0.3	0.2	0.0	32.8	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	0.0	245.2	55.1	0.0	133.5	73.8	0.6	0.4	0.0	40.3	19.6
LnGrp LOS	E	A	F	E	A	F	E	A	A	A	D	B
Approach Vol, veh/h		211			1613			1472			2336	
Approach Delay, s/veh		194.7			98.4			3.6			39.7	
Approach LOS		F			F			A			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		84.0		15.0	11.2	72.8		41.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		79.0		10.0	13.0	61.0		35.0				
Max Q Clear Time (g_c+I1), s		2.0		12.0	6.8	59.7		37.0				
Green Ext Time (p_c), s		29.9		0.0	0.0	1.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			52.9									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	0	190	391	79	824	43	1049	670	0	1472	85
Future Volume (veh/h)	97	0	190	391	79	824	43	1049	670	0	1472	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	105	0	207	486	0	896	47	1140	728	0	1600	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	146	0	130	1018	0	890	61	1853	1322	0	2305	736
Arrive On Green	0.08	0.00	0.08	0.29	0.00	0.29	0.02	0.35	0.35	0.00	0.45	0.45
Sat Flow, veh/h	1853	0	1648	3563	0	3115	1781	3554	1633	0	5274	1630
Grp Volume(v), veh/h	105	0	207	486	0	896	47	1140	728	0	1600	92
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	0	1557	1781	1777	1633	0	1702	1630
Q Serve(g_s), s	7.8	0.0	11.0	15.8	0.0	40.0	3.7	37.2	23.3	0.0	35.1	4.6
Cycle Q Clear(g_c), s	7.8	0.0	11.0	15.8	0.0	40.0	3.7	37.2	23.3	0.0	35.1	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	146	0	130	1018	0	890	61	1853	1322	0	2305	736
V/C Ratio(X)	0.72	0.00	1.60	0.48	0.00	1.01	0.77	0.62	0.55	0.00	0.69	0.13
Avail Cap(c_a), veh/h	146	0	130	1018	0	890	254	1853	1322	0	2305	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.26	0.26	0.26	0.00	1.00	1.00
Uniform Delay (d), s/veh	63.0	0.0	64.5	41.4	0.0	50.0	67.8	33.9	6.6	0.0	30.7	22.3
Incr Delay (d2), s/veh	16.0	0.0	302.3	0.3	0.0	31.9	5.2	0.4	0.4	0.0	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	25.1	11.3	0.0	26.6	2.9	20.4	28.4	0.0	20.8	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.0	0.0	366.8	41.7	0.0	81.9	73.0	34.3	7.0	0.0	32.4	22.7
LnGrp LOS	E	A	F	D	A	F	E	C	A	A	C	C
Approach Vol, veh/h		312			1382			1915			1692	
Approach Delay, s/veh		269.9			67.7			24.9			31.9	
Approach LOS		F			E			C			C	

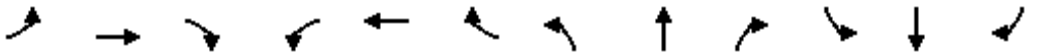
Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	78.0	16.0	9.8	68.2	46.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	6.0
Max Green Setting (Gmax), s	73.0	11.0	20.0	48.0	40.0
Max Q Clear Time (g_c+I1), s	39.2	13.0	5.7	37.1	42.0
Green Ext Time (p_c), s	26.1	0.0	0.1	9.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	0	137	602	89	832	51	955	360	0	2118	55
Future Volume (veh/h)	52	0	137	602	89	832	51	955	360	0	2118	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	57	0	149	723	0	904	55	1038	391	0	2302	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	132	0	118	891	0	777	71	2005	1334	0	2497	798
Arrive On Green	0.07	0.00	0.07	0.25	0.00	0.25	0.08	1.00	1.00	0.00	0.49	0.49
Sat Flow, veh/h	1853	0	1648	3563	0	3107	1781	3554	1634	0	5274	1632
Grp Volume(v), veh/h	57	0	149	723	0	904	55	1038	391	0	2302	60
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	0	1553	1781	1777	1634	0	1702	1632
Q Serve(g_s), s	4.1	0.0	10.0	26.7	0.0	35.0	4.2	0.0	0.0	0.0	58.7	2.7
Cycle Q Clear(g_c), s	4.1	0.0	10.0	26.7	0.0	35.0	4.2	0.0	0.0	0.0	58.7	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	132	0	118	891	0	777	71	2005	1334	0	2497	798
V/C Ratio(X)	0.43	0.00	1.27	0.81	0.00	1.16	0.78	0.52	0.29	0.00	0.92	0.08
Avail Cap(c_a), veh/h	132	0	118	891	0	777	165	2005	1334	0	2497	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.65	0.65	0.65	0.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	0.0	65.0	49.4	0.0	52.5	63.9	0.0	0.0	0.0	33.3	19.0
Incr Delay (d2), s/veh	2.2	0.0	170.5	5.8	0.0	87.6	11.4	0.6	0.4	0.0	7.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.0	16.0	18.3	0.0	33.5	3.7	0.3	0.2	0.0	33.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	0.0	235.5	55.2	0.0	140.1	75.2	0.6	0.4	0.0	40.4	19.2
LnGrp LOS	E	A	F	E	A	F	E	A	A	A	D	B
Approach Vol, veh/h		206			1627			1484			2362	
Approach Delay, s/veh		188.2			102.4			3.3			39.8	
Approach LOS		F			F			A			D	

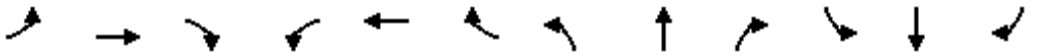
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		84.0		15.0	10.5	73.5		41.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		79.0		10.0	13.0	61.0		35.0				
Max Q Clear Time (g_c+I1), s		2.0		12.0	6.2	60.7		37.0				
Green Ext Time (p_c), s		30.6		0.0	0.0	0.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			53.6									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	0	174	394	77	837	40	1064	678	0	1493	82
Future Volume (veh/h)	87	0	174	394	77	837	40	1064	678	0	1493	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	95	0	189	488	0	910	43	1157	737	0	1623	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	146	0	130	1018	0	890	56	1853	1322	0	2320	741
Arrive On Green	0.08	0.00	0.08	0.29	0.00	0.29	0.02	0.35	0.35	0.00	0.45	0.45
Sat Flow, veh/h	1853	0	1648	3563	0	3115	1781	3554	1633	0	5274	1630
Grp Volume(v), veh/h	95	0	189	488	0	910	43	1157	737	0	1623	89
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	0	1557	1781	1777	1633	0	1702	1630
Q Serve(g_s), s	7.0	0.0	11.0	15.9	0.0	40.0	3.4	37.9	23.8	0.0	35.6	4.4
Cycle Q Clear(g_c), s	7.0	0.0	11.0	15.9	0.0	40.0	3.4	37.9	23.8	0.0	35.6	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	146	0	130	1018	0	890	56	1853	1322	0	2320	741
V/C Ratio(X)	0.65	0.00	1.46	0.48	0.00	1.02	0.77	0.62	0.56	0.00	0.70	0.12
Avail Cap(c_a), veh/h	146	0	130	1018	0	890	254	1853	1322	0	2320	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.22	0.22	0.22	0.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	0.0	64.5	41.4	0.0	50.0	68.0	34.1	6.7	0.0	30.6	22.0
Incr Delay (d2), s/veh	9.9	0.0	244.0	0.4	0.0	36.0	4.8	0.4	0.4	0.0	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.0	21.7	11.4	0.0	27.5	2.6	20.5	28.5	0.0	21.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	0.0	308.5	41.7	0.0	86.0	72.9	34.5	7.0	0.0	32.3	22.4
LnGrp LOS	E	A	F	D	A	F	E	C	A	A	C	C
Approach Vol, veh/h		284			1398			1937			1712	
Approach Delay, s/veh		229.6			70.6			24.9			31.8	
Approach LOS		F			E			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		78.0		16.0	9.4	68.6		46.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		73.0		11.0	20.0	48.0		40.0				
Max Q Clear Time (g_c+I1), s		39.9		13.0	5.4	37.6		42.0				
Green Ext Time (p_c), s		25.9		0.0	0.1	9.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			50.0									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	0	142	602	98	832	58	955	360	0	2118	64
Future Volume (veh/h)	55	0	142	602	98	832	58	955	360	0	2118	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	60	0	154	730	0	904	63	1038	391	0	2302	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	132	0	118	891	0	777	80	2005	1334	0	2469	789
Arrive On Green	0.07	0.00	0.07	0.25	0.00	0.25	0.09	1.00	1.00	0.00	0.48	0.48
Sat Flow, veh/h	1853	0	1648	3563	0	3107	1781	3554	1634	0	5274	1631
Grp Volume(v), veh/h	60	0	154	730	0	904	63	1038	391	0	2302	70
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	0	1553	1781	1777	1634	0	1702	1631
Q Serve(g_s), s	4.4	0.0	10.0	27.1	0.0	35.0	4.8	0.0	0.0	0.0	59.4	3.2
Cycle Q Clear(g_c), s	4.4	0.0	10.0	27.1	0.0	35.0	4.8	0.0	0.0	0.0	59.4	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	132	0	118	891	0	777	80	2005	1334	0	2469	789
V/C Ratio(X)	0.45	0.00	1.31	0.82	0.00	1.16	0.79	0.52	0.29	0.00	0.93	0.09
Avail Cap(c_a), veh/h	132	0	118	891	0	777	165	2005	1334	0	2469	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.65	0.65	0.65	0.00	1.00	1.00
Uniform Delay (d), s/veh	62.4	0.0	65.0	49.5	0.0	52.5	63.0	0.0	0.0	0.0	34.0	19.5
Incr Delay (d2), s/veh	2.4	0.0	186.7	6.1	0.0	87.6	10.4	0.6	0.4	0.0	8.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	16.9	18.6	0.0	33.5	4.2	0.3	0.2	0.0	33.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	0.0	251.7	55.6	0.0	140.1	73.5	0.6	0.4	0.0	42.0	19.7
LnGrp LOS	E	A	F	E	A	F	E	A	A	A	D	B
Approach Vol, veh/h		214			1634			1492			2372	
Approach Delay, s/veh		199.3			102.4			3.6			41.3	
Approach LOS		F			F			A			D	

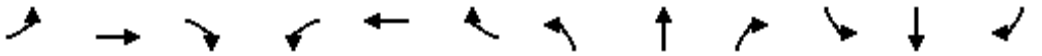
Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	84.0		15.0	11.3	72.7		41.0					
Change Period (Y+Rc), s	5.0		5.0	5.0	5.0		6.0					
Max Green Setting (Gmax), s	79.0		10.0	13.0	61.0		35.0					
Max Q Clear Time (g_c+I1), s	2.0		12.0	6.8	61.4		37.0					
Green Ext Time (p_c), s	30.6		0.0	0.0	0.0		0.0					

Intersection Summary		
HCM 6th Ctrl Delay	54.9	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	0	193	394	81	837	43	1064	678	0	1493	86
Future Volume (veh/h)	98	0	193	394	81	837	43	1064	678	0	1493	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1945	1870	1870	1870	1870	1870	1945	0	1870	1945
Adj Flow Rate, veh/h	107	0	210	491	0	910	47	1157	737	0	1623	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	146	0	130	1018	0	890	61	1853	1322	0	2305	736
Arrive On Green	0.08	0.00	0.08	0.29	0.00	0.29	0.02	0.35	0.35	0.00	0.45	0.45
Sat Flow, veh/h	1853	0	1648	3563	0	3115	1781	3554	1633	0	5274	1630
Grp Volume(v), veh/h	107	0	210	491	0	910	47	1157	737	0	1623	93
Grp Sat Flow(s),veh/h/ln	1853	0	1648	1781	0	1557	1781	1777	1633	0	1702	1630
Q Serve(g_s), s	7.9	0.0	11.0	16.0	0.0	40.0	3.7	37.9	23.8	0.0	35.8	4.6
Cycle Q Clear(g_c), s	7.9	0.0	11.0	16.0	0.0	40.0	3.7	37.9	23.8	0.0	35.8	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	146	0	130	1018	0	890	61	1853	1322	0	2305	736
V/C Ratio(X)	0.74	0.00	1.62	0.48	0.00	1.02	0.77	0.62	0.56	0.00	0.70	0.13
Avail Cap(c_a), veh/h	146	0	130	1018	0	890	254	1853	1322	0	2305	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.22	0.22	0.22	0.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	0.0	64.5	41.4	0.0	50.0	67.8	34.1	6.7	0.0	30.9	22.3
Incr Delay (d2), s/veh	17.5	0.0	312.1	0.4	0.0	36.0	4.4	0.4	0.4	0.0	1.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	25.6	11.4	0.0	27.5	2.8	20.5	28.5	0.0	21.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.6	0.0	376.6	41.8	0.0	86.0	72.3	34.5	7.0	0.0	32.7	22.7
LnGrp LOS	F	A	F	D	A	F	E	C	A	A	C	C
Approach Vol, veh/h		317			1401			1941			1716	
Approach Delay, s/veh		276.7			70.5			25.0			32.2	
Approach LOS		F			E			C			C	

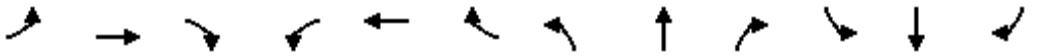
Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	78.0		16.0	9.8	68.2		46.0					
Change Period (Y+Rc), s	5.0		5.0	5.0	5.0		6.0					
Max Green Setting (Gmax), s	73.0		11.0	20.0	48.0		40.0					
Max Q Clear Time (g_c+I1), s	39.9		13.0	5.7	37.8		42.0					
Green Ext Time (p_c), s	25.9		0.0	0.1	9.1		0.0					

Intersection Summary												
HCM 6th Ctrl Delay			54.0									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Eastbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	611	154	427	26	0	103	0	676	32	131	859	1104
Future Volume (veh/h)	611	154	427	26	0	103	0	676	32	131	859	1104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	441	511	346	27	0	106	0	697	33	135	886	1138
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	507	533	451	148	0	127	0	1999	94	158	1864	1326
Arrive On Green	0.28	0.28	0.28	0.08	0.00	0.08	0.00	0.40	0.40	0.15	0.88	0.88
Sat Flow, veh/h	1781	1870	1585	1853	0	1587	0	5161	235	1781	3554	1633
Grp Volume(v), veh/h	441	511	346	27	0	106	0	474	256	135	886	1138
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1587	0	1702	1824	1781	1777	1633
Q Serve(g_s), s	32.9	37.6	28.0	1.9	0.0	9.2	0.0	13.6	13.7	10.4	7.4	73.4
Cycle Q Clear(g_c), s	32.9	37.6	28.0	1.9	0.0	9.2	0.0	13.6	13.7	10.4	7.4	73.4
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	507	533	451	148	0	127	0	1363	730	158	1864	1326
V/C Ratio(X)	0.87	0.96	0.77	0.18	0.00	0.83	0.00	0.35	0.35	0.86	0.48	0.86
Avail Cap(c_a), veh/h	509	534	453	165	0	142	0	1363	730	254	1864	1326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	47.6	49.3	45.8	60.1	0.0	63.5	0.0	29.3	29.3	58.8	4.6	2.5
Incr Delay (d2), s/veh	14.9	28.8	7.7	0.6	0.0	30.7	0.0	0.7	1.3	4.5	0.5	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.3	29.3	17.6	1.6	0.0	8.4	0.0	9.6	10.4	7.1	3.6	47.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	78.1	53.5	60.7	0.0	94.2	0.0	30.0	30.6	63.3	5.1	6.5
LnGrp LOS	E	E	D	E	A	F	A	C	C	E	A	A
Approach Vol, veh/h		1298			133			730			2159	
Approach Delay, s/veh		66.2			87.4			30.2			9.5	
Approach LOS		E			F			C			A	

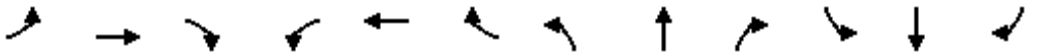
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.4	61.0		15.7		78.4		45.9				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	47.0		12.5		72.0		40.0				
Max Q Clear Time (g_c+I1), s	12.4	15.7		11.2		75.4		39.6				
Green Ext Time (p_c), s	0.1	9.7		0.0		0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		32.4	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	491	131	306	31	0	288	0	1121	34	153	472	490
Future Volume (veh/h)	491	131	306	31	0	288	0	1121	34	153	472	490
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	350	409	255	32	0	297	0	1156	35	158	487	505
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	442	464	393	284	0	248	0	1777	54	183	1733	1205
Arrive On Green	0.25	0.25	0.25	0.15	0.00	0.15	0.00	0.35	0.35	0.03	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	1853	0	1616	0	5258	154	1781	3554	1632
Grp Volume(v), veh/h	350	409	255	32	0	297	0	773	418	158	487	505
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1616	0	1702	1840	1781	1777	1632
Q Serve(g_s), s	25.7	29.5	20.2	2.1	0.0	21.5	0.0	26.8	26.8	12.4	16.9	20.9
Cycle Q Clear(g_c), s	25.7	29.5	20.2	2.1	0.0	21.5	0.0	26.8	26.8	12.4	16.9	20.9
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	442	464	393	284	0	248	0	1188	642	183	1733	1205
V/C Ratio(X)	0.79	0.88	0.65	0.11	0.00	1.20	0.00	0.65	0.65	0.86	0.28	0.42
Avail Cap(c_a), veh/h	522	548	464	284	0	248	0	1188	642	254	1733	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	49.3	50.7	47.2	51.0	0.0	59.3	0.0	38.4	38.4	66.6	37.2	12.5
Incr Delay (d2), s/veh	7.0	13.9	2.4	0.2	0.0	120.8	0.0	2.8	5.1	12.0	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	21.9	12.9	1.8	0.0	25.9	0.0	17.1	18.8	10.3	12.3	24.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	64.5	49.6	51.2	0.0	180.0	0.0	41.1	43.4	78.7	37.5	13.4
LnGrp LOS	E	E	D	D	A	F	A	D	D	E	D	B
Approach Vol, veh/h		1014			329			1191			1150	
Approach Delay, s/veh		57.9			167.5			42.0			32.5	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	19.4	53.9		26.0		73.3		40.7				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	37.0		21.5		62.0		41.0				
Max Q Clear Time (g_c+I1), s	14.4	28.8		23.5		22.9		31.5				
Green Ext Time (p_c), s	0.1	6.2		0.0		13.1		3.2				

Intersection Summary												
HCM 6th Ctrl Delay			54.6									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	611	154	427	26	0	103	0	683	32	131	861	1107
Future Volume (veh/h)	611	154	427	26	0	103	0	683	32	131	861	1107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	441	511	346	27	0	106	0	704	33	135	888	1141
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	507	533	451	148	0	127	0	2000	93	158	1864	1326
Arrive On Green	0.28	0.28	0.28	0.08	0.00	0.08	0.00	0.40	0.40	0.15	0.88	0.88
Sat Flow, veh/h	1781	1870	1585	1853	0	1587	0	5164	233	1781	3554	1633
Grp Volume(v), veh/h	441	511	346	27	0	106	0	479	258	135	888	1141
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1587	0	1702	1825	1781	1777	1633
Q Serve(g_s), s	32.9	37.6	28.0	1.9	0.0	9.2	0.0	13.7	13.8	10.4	7.5	73.4
Cycle Q Clear(g_c), s	32.9	37.6	28.0	1.9	0.0	9.2	0.0	13.7	13.8	10.4	7.5	73.4
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	507	533	451	148	0	127	0	1363	730	158	1864	1326
V/C Ratio(X)	0.87	0.96	0.77	0.18	0.00	0.83	0.00	0.35	0.35	0.86	0.48	0.86
Avail Cap(c_a), veh/h	509	534	453	165	0	142	0	1363	730	254	1864	1326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.51	0.51	0.51
Uniform Delay (d), s/veh	47.6	49.3	45.8	60.1	0.0	63.5	0.0	29.3	29.3	58.8	4.6	2.5
Incr Delay (d2), s/veh	14.9	28.8	7.7	0.6	0.0	30.7	0.0	0.7	1.3	4.5	0.4	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.3	29.3	17.6	1.6	0.0	8.4	0.0	9.7	10.5	7.1	3.6	47.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	78.1	53.5	60.7	0.0	94.2	0.0	30.0	30.7	63.2	5.0	6.5
LnGrp LOS	E	E	D	E	A	F	A	C	C	E	A	A
Approach Vol, veh/h		1298			133			737			2164	
Approach Delay, s/veh		66.2			87.4			30.2			9.4	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.4	61.0		15.7		78.4		45.9				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	47.0		12.5		72.0		40.0				
Max Q Clear Time (g_c+I1), s	12.4	15.8		11.2		75.4		39.6				
Green Ext Time (p_c), s	0.1	9.8		0.0		0.0		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			32.4									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	491	131	306	31	0	288	0	1124	34	153	480	501
Future Volume (veh/h)	491	131	306	31	0	288	0	1124	34	153	480	501
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	350	409	255	32	0	297	0	1159	35	158	495	516
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	442	464	393	284	0	248	0	1777	54	183	1733	1205
Arrive On Green	0.25	0.25	0.25	0.15	0.00	0.15	0.00	0.35	0.35	0.03	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	1853	0	1616	0	5259	154	1781	3554	1632
Grp Volume(v), veh/h	350	409	255	32	0	297	0	775	419	158	495	516
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1616	0	1702	1840	1781	1777	1632
Q Serve(g_s), s	25.7	29.5	20.2	2.1	0.0	21.5	0.0	26.9	26.9	12.4	17.2	21.4
Cycle Q Clear(g_c), s	25.7	29.5	20.2	2.1	0.0	21.5	0.0	26.9	26.9	12.4	17.2	21.4
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	442	464	393	284	0	248	0	1188	642	183	1733	1205
V/C Ratio(X)	0.79	0.88	0.65	0.11	0.00	1.20	0.00	0.65	0.65	0.86	0.29	0.43
Avail Cap(c_a), veh/h	522	548	464	284	0	248	0	1188	642	254	1733	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	49.3	50.7	47.2	51.0	0.0	59.3	0.0	38.4	38.4	66.6	37.3	12.6
Incr Delay (d2), s/veh	7.0	13.9	2.4	0.2	0.0	120.8	0.0	2.8	5.1	11.9	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	21.9	12.9	1.8	0.0	25.9	0.0	17.2	18.9	10.2	12.4	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	64.5	49.6	51.2	0.0	180.0	0.0	41.2	43.5	78.5	37.6	13.5
LnGrp LOS	E	E	D	D	A	F	A	D	D	E	D	B
Approach Vol, veh/h		1014			329			1194			1169	
Approach Delay, s/veh		57.9			167.5			42.0			32.5	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	19.4	53.9		26.0		73.3		40.7				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	37.0		21.5		62.0		41.0				
Max Q Clear Time (g_c+I1), s	14.4	28.9		23.5		23.4		31.5				
Green Ext Time (p_c), s	0.1	6.2		0.0		13.4		3.2				

Intersection Summary												
HCM 6th Ctrl Delay			54.5									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	648	165	521	27	0	111	0	906	33	134	1003	1133
Future Volume (veh/h)	648	165	521	27	0	111	0	906	33	134	1003	1133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	506	577	437	29	0	121	0	985	36	146	1090	1232
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	509	534	453	165	0	142	0	1942	71	169	1829	1311
Arrive On Green	0.29	0.29	0.29	0.09	0.00	0.09	0.00	0.38	0.38	0.16	0.86	0.86
Sat Flow, veh/h	1781	1870	1585	1853	0	1593	0	5222	184	1781	3554	1632
Grp Volume(v), veh/h	506	577	437	29	0	121	0	663	358	146	1090	1232
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1593	0	1702	1834	1781	1777	1632
Q Serve(g_s), s	39.7	40.0	38.1	2.0	0.0	10.5	0.0	20.9	20.9	11.2	12.4	72.1
Cycle Q Clear(g_c), s	39.7	40.0	38.1	2.0	0.0	10.5	0.0	20.9	20.9	11.2	12.4	72.1
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	509	534	453	165	0	142	0	1308	705	169	1829	1311
V/C Ratio(X)	0.99	1.08	0.96	0.18	0.00	0.85	0.00	0.51	0.51	0.87	0.60	0.94
Avail Cap(c_a), veh/h	509	534	453	165	0	142	0	1308	705	254	1829	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.30	0.30	0.30
Uniform Delay (d), s/veh	49.9	50.0	49.3	59.0	0.0	62.9	0.0	33.0	33.0	58.1	5.6	2.9
Incr Delay (d2), s/veh	38.3	62.2	33.3	0.5	0.0	36.6	0.0	1.4	2.6	4.2	0.4	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	30.7	38.1	26.2	1.7	0.0	9.6	0.0	13.7	14.9	6.9	4.4	49.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.2	112.2	82.6	59.5	0.0	99.5	0.0	34.4	35.6	62.3	6.1	8.2
LnGrp LOS	F	F	F	E	A	F	A	C	D	E	A	A
Approach Vol, veh/h		1520			150			1021			2468	
Approach Delay, s/veh		95.7			91.8			34.8			10.5	
Approach LOS		F			F			C			B	

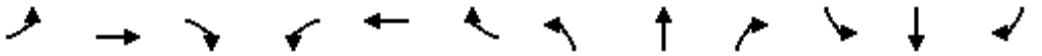
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.2	58.8		16.9		77.1		46.0				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	47.0		12.5		72.0		40.0				
Max Q Clear Time (g_c+I1), s	13.2	22.9		12.5		74.1		42.0				
Green Ext Time (p_c), s	0.1	12.4		0.0		0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		42.8	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	504	153	445	32	0	314	0	1411	35	156	690	526
Future Volume (veh/h)	504	153	445	32	0	314	0	1411	35	156	690	526
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	410	458	378	35	0	341	0	1534	38	170	750	572
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	483	507	430	284	0	248	0	1634	40	196	1651	1205
Arrive On Green	0.27	0.27	0.27	0.15	0.00	0.15	0.00	0.32	0.32	0.04	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	1853	0	1616	0	5291	127	1781	3554	1631
Grp Volume(v), veh/h	410	458	378	35	0	341	0	1019	553	170	750	572
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1616	0	1702	1845	1781	1777	1631
Q Serve(g_s), s	30.5	33.1	32.0	2.3	0.0	21.5	0.0	40.8	40.8	13.3	26.9	23.2
Cycle Q Clear(g_c), s	30.5	33.1	32.0	2.3	0.0	21.5	0.0	40.8	40.8	13.3	26.9	23.2
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	483	507	430	284	0	248	0	1086	589	196	1651	1205
V/C Ratio(X)	0.85	0.90	0.88	0.12	0.00	1.37	0.00	0.94	0.94	0.87	0.45	0.47
Avail Cap(c_a), veh/h	522	548	464	284	0	248	0	1086	589	254	1651	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	48.3	49.2	48.8	51.1	0.0	59.3	0.0	46.3	46.3	66.5	43.1	12.6
Incr Delay (d2), s/veh	11.8	17.5	16.6	0.2	0.0	191.6	0.0	16.1	24.7	13.1	0.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.4	24.7	20.7	1.9	0.0	33.8	0.0	26.7	30.3	10.7	17.8	27.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	66.7	65.4	51.3	0.0	250.9	0.0	62.4	71.1	79.5	43.7	13.5
LnGrp LOS	E	E	E	D	A	F	A	E	E	E	D	B
Approach Vol, veh/h		1246			376			1572			1492	
Approach Delay, s/veh		64.1			232.3			65.5			36.2	
Approach LOS		E			F			E			D	

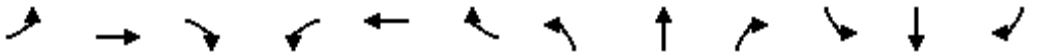
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.4	49.7		26.0		70.0		44.0				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	37.0		21.5		62.0		41.0				
Max Q Clear Time (g_c+I1), s	15.3	42.8		23.5		28.9		35.1				
Green Ext Time (p_c), s	0.1	0.0		0.0		17.8		2.9				

Intersection Summary												
HCM 6th Ctrl Delay			69.2									
HCM 6th LOS			E									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	648	165	521	27	0	111	0	913	33	134	1005	1136
Future Volume (veh/h)	648	165	521	27	0	111	0	913	33	134	1005	1136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	506	577	437	29	0	121	0	992	36	146	1092	1235
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	509	534	453	165	0	142	0	1943	70	169	1829	1311
Arrive On Green	0.29	0.29	0.29	0.09	0.00	0.09	0.00	0.38	0.38	0.16	0.86	0.86
Sat Flow, veh/h	1781	1870	1585	1853	0	1593	0	5224	183	1781	3554	1632
Grp Volume(v), veh/h	506	577	437	29	0	121	0	668	360	146	1092	1235
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1593	0	1702	1835	1781	1777	1632
Q Serve(g_s), s	39.7	40.0	38.1	2.0	0.0	10.5	0.0	21.0	21.1	11.2	12.4	72.1
Cycle Q Clear(g_c), s	39.7	40.0	38.1	2.0	0.0	10.5	0.0	21.0	21.1	11.2	12.4	72.1
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	509	534	453	165	0	142	0	1308	705	169	1829	1311
V/C Ratio(X)	0.99	1.08	0.96	0.18	0.00	0.85	0.00	0.51	0.51	0.87	0.60	0.94
Avail Cap(c_a), veh/h	509	534	453	165	0	142	0	1308	705	254	1829	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.28	0.28	0.28
Uniform Delay (d), s/veh	49.9	50.0	49.3	59.0	0.0	62.9	0.0	33.0	33.0	58.1	5.6	2.9
Incr Delay (d2), s/veh	38.3	62.2	33.3	0.5	0.0	36.6	0.0	1.4	2.6	3.9	0.4	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	30.7	38.1	26.2	1.7	0.0	9.6	0.0	13.8	15.0	6.8	4.3	49.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.2	112.2	82.6	59.5	0.0	99.5	0.0	34.4	35.7	62.0	6.1	8.1
LnGrp LOS	F	F	F	E	A	F	A	C	D	E	A	A
Approach Vol, veh/h		1520			150			1028			2473	
Approach Delay, s/veh		95.7			91.8			34.9			10.4	
Approach LOS		F			F			C			B	

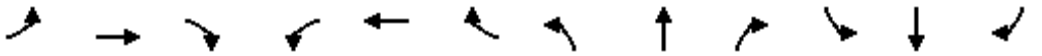
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.2	58.8		16.9		77.1		46.0				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	47.0		12.5		72.0		40.0				
Max Q Clear Time (g_c+I1), s	13.2	23.1		12.5		74.1		42.0				
Green Ext Time (p_c), s	0.1	12.5		0.0		0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		42.7	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	504	153	445	32	0	314	0	1414	35	156	698	537
Future Volume (veh/h)	504	153	445	32	0	314	0	1414	35	156	698	537
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	410	458	378	35	0	341	0	1537	38	170	759	584
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	483	507	430	284	0	248	0	1634	40	196	1651	1205
Arrive On Green	0.27	0.27	0.27	0.15	0.00	0.15	0.00	0.32	0.32	0.04	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	1853	0	1616	0	5291	127	1781	3554	1631
Grp Volume(v), veh/h	410	458	378	35	0	341	0	1021	554	170	759	584
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1616	0	1702	1845	1781	1777	1631
Q Serve(g_s), s	30.5	33.1	32.0	2.3	0.0	21.5	0.0	40.9	40.9	13.3	27.2	23.8
Cycle Q Clear(g_c), s	30.5	33.1	32.0	2.3	0.0	21.5	0.0	40.9	40.9	13.3	27.2	23.8
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	483	507	430	284	0	248	0	1086	589	196	1651	1205
V/C Ratio(X)	0.85	0.90	0.88	0.12	0.00	1.37	0.00	0.94	0.94	0.87	0.46	0.48
Avail Cap(c_a), veh/h	522	548	464	284	0	248	0	1086	589	254	1651	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	48.3	49.2	48.8	51.1	0.0	59.3	0.0	46.4	46.4	66.5	43.3	12.7
Incr Delay (d2), s/veh	11.8	17.5	16.6	0.2	0.0	191.6	0.0	16.3	25.0	12.9	0.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.4	24.7	20.7	1.9	0.0	33.8	0.0	26.8	30.4	10.7	18.0	27.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	66.7	65.4	51.3	0.0	250.9	0.0	62.7	71.4	79.4	43.9	13.6
LnGrp LOS	E	E	E	D	A	F	A	E	E	E	D	B
Approach Vol, veh/h		1246			376			1575			1513	
Approach Delay, s/veh		64.1			232.3			65.8			36.2	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.4	49.7		26.0		70.0		44.0				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	37.0		21.5		62.0		41.0				
Max Q Clear Time (g_c+I1), s	15.3	42.9		23.5		29.2		35.1				
Green Ext Time (p_c), s	0.1	0.0		0.0		18.1		2.9				

Intersection Summary												
HCM 6th Ctrl Delay			69.1									
HCM 6th LOS			E									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	658	167	527	27	0	113	0	916	33	136	1017	1150
Future Volume (veh/h)	658	167	527	27	0	113	0	916	33	136	1017	1150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	514	586	443	29	0	123	0	996	36	148	1105	1250
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	509	534	453	165	0	142	0	1936	70	171	1828	1311
Arrive On Green	0.29	0.29	0.29	0.09	0.00	0.09	0.00	0.38	0.38	0.16	0.86	0.86
Sat Flow, veh/h	1781	1870	1585	1853	0	1593	0	5224	183	1781	3554	1632
Grp Volume(v), veh/h	514	586	443	29	0	123	0	670	362	148	1105	1250
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1593	0	1702	1835	1781	1777	1632
Q Serve(g_s), s	40.0	40.0	38.8	2.0	0.0	10.7	0.0	21.2	21.2	11.3	12.8	72.0
Cycle Q Clear(g_c), s	40.0	40.0	38.8	2.0	0.0	10.7	0.0	21.2	21.2	11.3	12.8	72.0
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	509	534	453	165	0	142	0	1303	702	171	1828	1311
V/C Ratio(X)	1.01	1.10	0.98	0.18	0.00	0.86	0.00	0.51	0.52	0.87	0.60	0.95
Avail Cap(c_a), veh/h	509	534	453	165	0	142	0	1303	702	254	1828	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.27	0.27	0.27
Uniform Delay (d), s/veh	50.0	50.0	49.6	59.0	0.0	62.9	0.0	33.2	33.2	57.9	5.7	2.9
Incr Delay (d2), s/veh	42.4	67.9	36.5	0.5	0.0	38.9	0.0	1.5	2.7	4.0	0.4	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.7	39.5	27.0	1.7	0.0	9.8	0.0	13.9	15.1	6.9	4.3	50.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.4	117.9	86.1	59.5	0.0	101.8	0.0	34.7	35.9	62.0	6.1	8.9
LnGrp LOS	F	F	F	E	A	F	A	C	D	E	A	A
Approach Vol, veh/h		1543			152			1032			2503	
Approach Delay, s/veh		100.3			93.7			35.1			10.8	
Approach LOS		F			F			D			B	

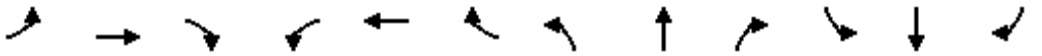
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.4	58.6		17.0		77.0		46.0				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	47.0		12.5		72.0		40.0				
Max Q Clear Time (g_c+I1), s	13.3	23.2		12.7		74.0		42.0				
Green Ext Time (p_c), s	0.1	12.5		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			44.4									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	155	450	32	0	318	0	1428	35	158	698	533
Future Volume (veh/h)	511	155	450	32	0	318	0	1428	35	158	698	533
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	415	464	382	35	0	346	0	1552	38	172	759	579
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	487	512	434	284	0	248	0	1617	40	198	1642	1205
Arrive On Green	0.27	0.27	0.27	0.15	0.00	0.15	0.00	0.32	0.32	0.04	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	1853	0	1616	0	5292	125	1781	3554	1631
Grp Volume(v), veh/h	415	464	382	35	0	346	0	1031	559	172	759	579
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1616	0	1702	1845	1781	1777	1631
Q Serve(g_s), s	30.9	33.6	32.3	2.3	0.0	21.5	0.0	41.6	41.6	13.5	27.3	23.4
Cycle Q Clear(g_c), s	30.9	33.6	32.3	2.3	0.0	21.5	0.0	41.6	41.6	13.5	27.3	23.4
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	487	512	434	284	0	248	0	1074	582	198	1642	1205
V/C Ratio(X)	0.85	0.91	0.88	0.12	0.00	1.39	0.00	0.96	0.96	0.87	0.46	0.48
Avail Cap(c_a), veh/h	522	548	464	284	0	248	0	1074	582	254	1642	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	48.2	49.1	48.7	51.1	0.0	59.3	0.0	47.0	47.0	66.4	43.5	12.6
Incr Delay (d2), s/veh	12.2	18.2	16.9	0.2	0.0	200.0	0.0	19.4	28.6	13.3	0.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.6	25.1	21.0	1.9	0.0	34.8	0.0	27.7	31.4	10.8	18.0	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	67.3	65.5	51.3	0.0	259.3	0.0	66.4	75.7	79.8	44.1	13.5
LnGrp LOS	E	E	E	D	A	F	A	E	E	E	D	B
Approach Vol, veh/h		1261			381			1590			1510	
Approach Delay, s/veh		64.5			240.2			69.7			36.4	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.5	49.2		26.0		69.7		44.3				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	37.0		21.5		62.0		41.0				
Max Q Clear Time (g_c+I1), s	15.5	43.6		23.5		29.3		35.6				
Green Ext Time (p_c), s	0.1	0.0		0.0		18.0		2.7				

Intersection Summary												
HCM 6th Ctrl Delay			71.4									
HCM 6th LOS			E									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	658	167	527	27	0	113	0	923	33	136	1019	1153
Future Volume (veh/h)	658	167	527	27	0	113	0	923	33	136	1019	1153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	514	586	443	29	0	123	0	1003	36	148	1108	1253
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	509	534	453	165	0	142	0	1936	69	171	1828	1311
Arrive On Green	0.29	0.29	0.29	0.09	0.00	0.09	0.00	0.38	0.38	0.16	0.86	0.86
Sat Flow, veh/h	1781	1870	1585	1853	0	1593	0	5226	181	1781	3554	1632
Grp Volume(v), veh/h	514	586	443	29	0	123	0	675	364	148	1108	1253
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1593	0	1702	1835	1781	1777	1632
Q Serve(g_s), s	40.0	40.0	38.8	2.0	0.0	10.7	0.0	21.4	21.4	11.3	12.9	72.0
Cycle Q Clear(g_c), s	40.0	40.0	38.8	2.0	0.0	10.7	0.0	21.4	21.4	11.3	12.9	72.0
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	509	534	453	165	0	142	0	1303	702	171	1828	1311
V/C Ratio(X)	1.01	1.10	0.98	0.18	0.00	0.86	0.00	0.52	0.52	0.87	0.61	0.96
Avail Cap(c_a), veh/h	509	534	453	165	0	142	0	1303	702	254	1828	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.25	0.25	0.25
Uniform Delay (d), s/veh	50.0	50.0	49.6	59.0	0.0	62.9	0.0	33.3	33.3	57.9	5.7	2.9
Incr Delay (d2), s/veh	42.4	67.9	36.5	0.5	0.0	38.9	0.0	1.5	2.7	3.8	0.4	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.7	39.5	27.0	1.7	0.0	9.8	0.0	14.0	15.2	6.8	4.3	49.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.4	117.9	86.1	59.5	0.0	101.8	0.0	34.7	36.0	61.7	6.1	8.7
LnGrp LOS	F	F	F	E	A	F	A	C	D	E	A	A
Approach Vol, veh/h		1543			152			1039			2509	
Approach Delay, s/veh		100.3			93.7			35.2			10.7	
Approach LOS		F			F			D			B	

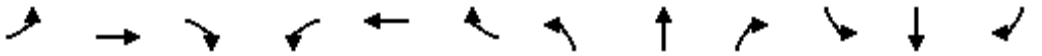
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.4	58.6		17.0		77.0		46.0				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	47.0		12.5		72.0		40.0				
Max Q Clear Time (g_c+I1), s	13.3	23.4		12.7		74.0		42.0				
Green Ext Time (p_c), s	0.1	12.5		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			44.3									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	155	450	32	0	318	0	1431	35	158	706	544
Future Volume (veh/h)	511	155	450	32	0	318	0	1431	35	158	706	544
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1945	1945	1945	0	1870	1870	1870	1870	1945
Adj Flow Rate, veh/h	415	464	382	35	0	346	0	1555	38	172	767	591
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	487	512	434	284	0	248	0	1617	40	198	1642	1205
Arrive On Green	0.27	0.27	0.27	0.15	0.00	0.15	0.00	0.32	0.32	0.04	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	1853	0	1616	0	5293	125	1781	3554	1631
Grp Volume(v), veh/h	415	464	382	35	0	346	0	1033	560	172	767	591
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1853	0	1616	0	1702	1845	1781	1777	1631
Q Serve(g_s), s	30.9	33.6	32.3	2.3	0.0	21.5	0.0	41.7	41.8	13.5	27.6	24.0
Cycle Q Clear(g_c), s	30.9	33.6	32.3	2.3	0.0	21.5	0.0	41.7	41.8	13.5	27.6	24.0
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	487	512	434	284	0	248	0	1074	582	198	1642	1205
V/C Ratio(X)	0.85	0.91	0.88	0.12	0.00	1.39	0.00	0.96	0.96	0.87	0.47	0.49
Avail Cap(c_a), veh/h	522	548	464	284	0	248	0	1074	582	254	1642	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	48.2	49.1	48.7	51.1	0.0	59.3	0.0	47.1	47.1	66.4	43.6	12.7
Incr Delay (d2), s/veh	12.2	18.2	16.9	0.2	0.0	200.0	0.0	19.7	29.0	13.1	0.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.6	25.1	21.0	1.9	0.0	34.8	0.0	27.8	31.6	10.7	18.2	27.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	67.3	65.5	51.3	0.0	259.3	0.0	66.7	76.1	79.6	44.2	13.6
LnGrp LOS	E	E	E	D	A	F	A	E	E	E	D	B
Approach Vol, veh/h		1261			381			1593			1530	
Approach Delay, s/veh		64.5			240.2			70.0			36.4	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.5	49.2		26.0		69.7		44.3				
Change Period (Y+Rc), s	5.0	5.0		4.5		5.0		6.0				
Max Green Setting (Gmax), s	20.0	37.0		21.5		62.0		41.0				
Max Q Clear Time (g_c+I1), s	15.5	43.8		23.5		29.6		35.6				
Green Ext Time (p_c), s	0.1	0.0		0.0		18.2		2.7				

Intersection Summary												
HCM 6th Ctrl Delay			71.4									
HCM 6th LOS			E									

Notes

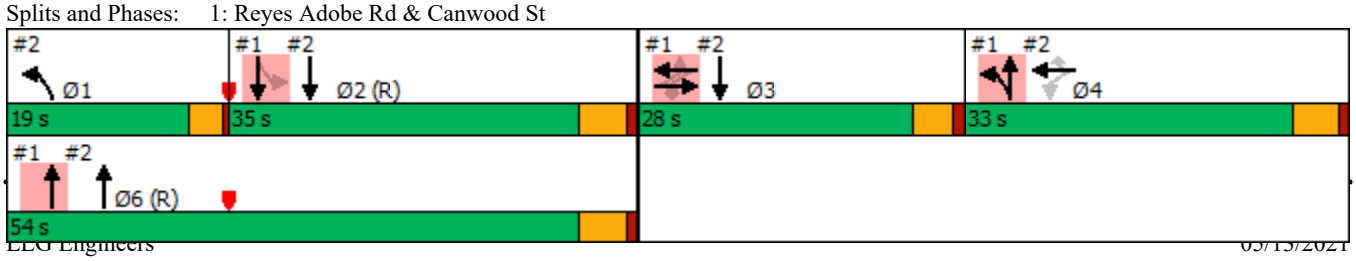
User approved volume balancing among the lanes for turning movement.

Note: Exclusive Westbound Left lane assumed as a shared Left-Through lane in order to correctly calculate the intersection delays and queues.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	15	186	123	8	28	138	637	85	41	911	24
Future Volume (vph)	32	15	186	123	8	28	138	637	85	41	911	24
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	25.5	25.5	25.5	25.5	25.5		13.0			35.0	35.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		33.0			35.0	35.0	
Total Split (%)	24.3%	24.3%	24.3%	24.3%	24.3%		28.7%			30.4%	30.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		4.0			4.0	4.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5		5.0			5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		22.0	22.0	22.0	22.0		27.8	83.5		41.3	41.3	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.73		0.36	0.36	
v/c Ratio		0.16	0.40	0.56	0.12		0.18	0.31		0.68	0.81	
Control Delay		39.0	7.8	51.4	17.3		51.9	2.5		85.4	40.9	
Queue Delay		0.0	0.0	0.2	0.0		1.8	0.3		0.0	0.0	
Total Delay		39.0	7.8	51.7	17.3		53.7	2.8		85.4	40.9	
LOS		D	A	D	B		D	A		F	D	
Approach Delay		14.1			43.8			11.0			42.7	
Approach LOS		B			D			B			D	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



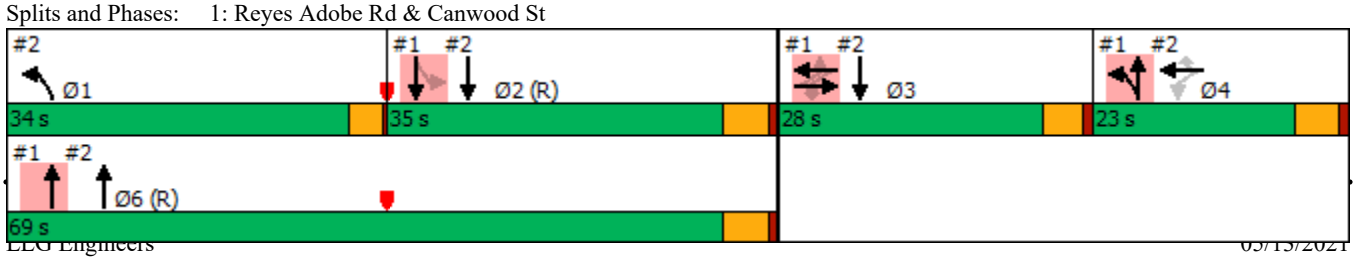
Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	11.5	29.0
Total Split (s)	19.0	54.0
Total Split (%)	17%	47%
Yellow Time (s)	3.0	4.0
All-Red Time (s)	0.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	24	169	116	29	35	185	834	108	36	411	36
Future Volume (vph)	68	24	169	116	29	35	185	834	108	36	411	36
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	25.5	25.5	25.5	25.5	25.5		13.0			35.0	35.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		23.0			35.0	35.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		19.2%			29.2%	29.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		4.0			4.0	4.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5		5.0			5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		20.0	20.0	20.0	20.0		19.5	90.5		41.9	41.9	
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.16	0.75		0.35	0.35	
v/c Ratio		0.37	0.40	0.64	0.21		0.35	0.38		0.62	0.38	
Control Delay		47.3	8.7	61.4	23.2		62.4	2.2		81.2	31.7	
Queue Delay		0.0	0.0	0.0	0.0		5.6	0.3		0.0	0.0	
Total Delay		47.3	8.7	61.4	23.2		68.0	2.5		81.2	31.7	
LOS		D	A	E	C		E	A		F	C	
Approach Delay		22.3			47.9			13.3			35.4	
Approach LOS		C			D			B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	11.5	29.0
Total Split (s)	34.0	69.0
Total Split (%)	28%	58%
Yellow Time (s)	3.0	4.0
All-Red Time (s)	0.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

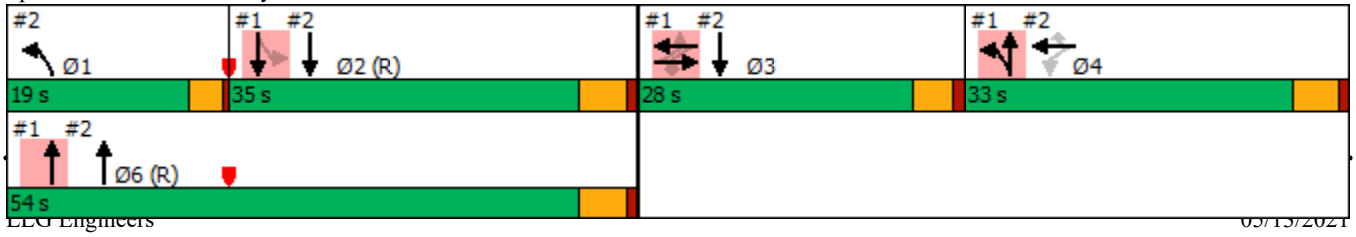
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	15	186	126	8	31	138	637	97	50	911	24
Future Volume (vph)	32	15	186	126	8	31	138	637	97	50	911	24
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	25.5	25.5	25.5	25.5	25.5		13.0			35.0	35.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		33.0			35.0	35.0	
Total Split (%)	24.3%	24.3%	24.3%	24.3%	24.3%		28.7%			30.4%	30.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		4.0			4.0	4.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5		5.0			5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		22.0	22.0	22.0	22.0		27.8	83.5		41.3	41.3	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.73		0.36	0.36	
v/c Ratio		0.16	0.40	0.57	0.12		0.18	0.32		0.83	0.81	
Control Delay		39.1	7.8	51.9	16.6		52.1	2.5		113.1	40.9	
Queue Delay		0.0	0.0	0.3	0.0		1.8	0.3		0.0	0.0	
Total Delay		39.1	7.8	52.2	16.6		53.8	2.8		113.1	40.9	
LOS		D	A	D	B		D	A		F	D	
Approach Delay		14.1			43.7			10.9			44.6	
Approach LOS		B			D			B			D	

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 28.3 — Intersection LOS: C
Intersection Capacity Utilization 64.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



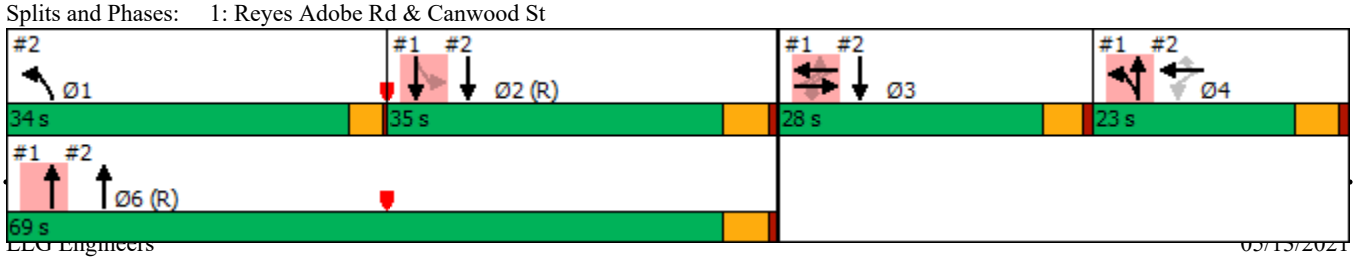
Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	11.5	29.0
Total Split (s)	19.0	54.0
Total Split (%)	17%	47%
Yellow Time (s)	3.0	4.0
All-Red Time (s)	0.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	24	169	129	29	46	185	834	113	40	411	36
Future Volume (vph)	68	24	169	129	29	46	185	834	113	40	411	36
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	25.5	25.5	25.5	25.5	25.5		13.0			35.0	35.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		23.0			35.0	35.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		19.2%			29.2%	29.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		4.0			4.0	4.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5		5.0			5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		20.5	20.5	20.5	20.5		18.9	90.0		42.0	42.0	
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.16	0.75		0.35	0.35	
v/c Ratio		0.36	0.39	0.69	0.23		0.36	0.38		0.69	0.38	
Control Delay		46.9	8.6	64.6	20.6		63.1	2.3		90.5	31.5	
Queue Delay		0.0	0.0	0.0	0.0		2.7	0.3		0.0	0.0	
Total Delay		46.9	8.6	64.6	20.6		65.8	2.6		90.5	31.5	
LOS		D	A	E	C		E	A		F	C	
Approach Delay		22.1			48.4			12.9			36.4	
Approach LOS		C			D			B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 23.0	Intersection LOS: C
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



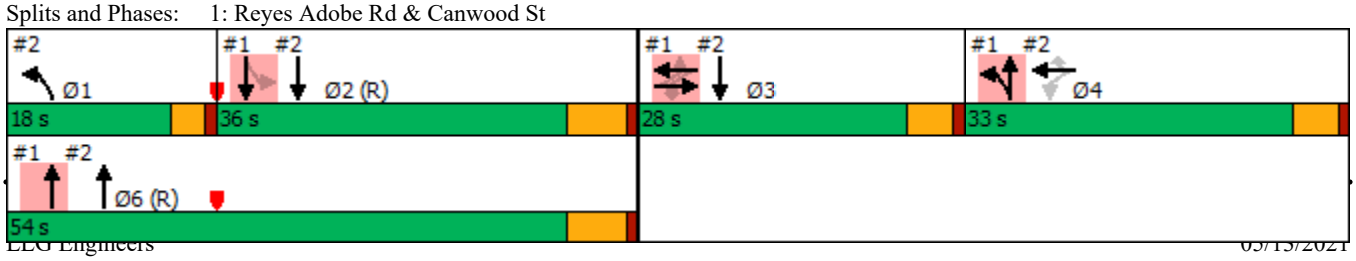
Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	11.5	29.0
Total Split (s)	34.0	69.0
Total Split (%)	28%	58%
Yellow Time (s)	3.0	4.0
All-Red Time (s)	0.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	15	190	128	8	31	141	676	88	43	962	24
Future Volume (vph)	33	15	190	128	8	31	141	676	88	43	962	24
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		13.0			36.0	36.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		33.0			36.0	36.0	
Total Split (%)	24.3%	24.3%	24.3%	24.3%	24.3%		28.7%			31.3%	31.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0			5.0	5.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		21.8	21.8	21.8	21.8		27.9	82.2		36.6	36.6	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.71		0.32	0.32	
v/c Ratio		0.16	0.41	0.58	0.13		0.18	0.33		0.23	0.95	
Control Delay		39.6	7.9	52.9	16.8		52.4	2.7		34.3	57.1	
Queue Delay		0.0	0.1	0.3	0.0		1.8	0.3		0.0	2.3	
Total Delay		39.6	7.9	53.2	16.8		54.2	3.0		34.3	59.4	
LOS		D	A	D	B		D	A		C	E	
Approach Delay		14.3			44.6			10.9			58.3	
Approach LOS		B			D			B			E	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 34.5	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



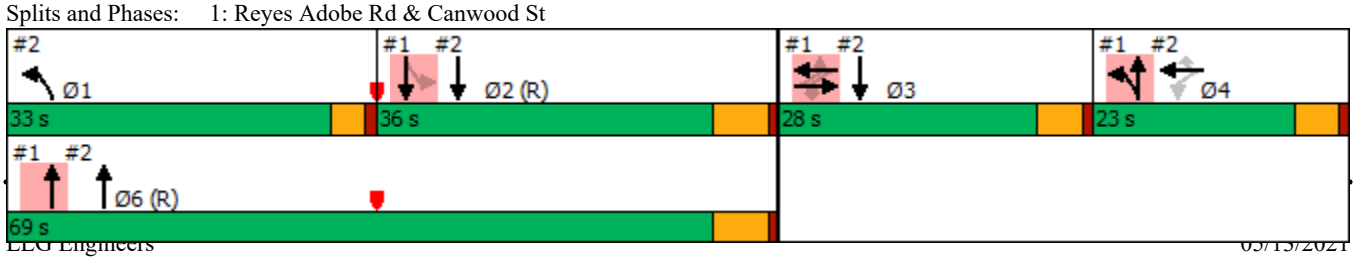
Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	12.0	30.0
Total Split (s)	18.0	54.0
Total Split (%)	16%	47%
Yellow Time (s)	3.0	5.0
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	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	24	172	120	30	38	189	889	113	39	461	37
Future Volume (vph)	69	24	172	120	30	38	189	889	113	39	461	37
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		13.0			36.0	36.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		23.0			36.0	36.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		19.2%			30.0%	30.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0			5.0	5.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		20.5	20.5	20.5	20.5		20.6	88.5		37.1	37.1	
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.17	0.74		0.31	0.31	
v/c Ratio		0.38	0.41	0.66	0.22		0.35	0.43		0.28	0.50	
Control Delay		47.4	9.7	62.5	22.6		61.6	2.9		41.0	36.7	
Queue Delay		0.0	0.0	0.0	0.0		3.2	0.2		0.0	0.0	
Total Delay		47.4	9.7	62.5	22.6		64.8	3.1		41.0	36.7	
LOS		D	A	E	C		E	A		D	D	
Approach Delay		22.9			48.1			12.9			37.0	
Approach LOS		C			D			B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 73.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



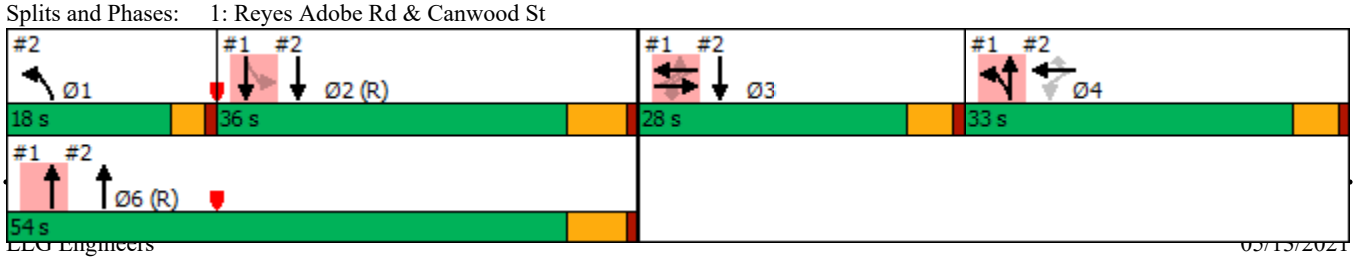
Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	12.0	30.0
Total Split (s)	33.0	69.0
Total Split (%)	28%	58%
Yellow Time (s)	3.0	5.0
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	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	15	190	131	8	34	141	676	100	52	962	24
Future Volume (vph)	33	15	190	131	8	34	141	676	100	52	962	24
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		13.0			36.0	36.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		33.0			36.0	36.0	
Total Split (%)	24.3%	24.3%	24.3%	24.3%	24.3%		28.7%			31.3%	31.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0			5.0	5.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		21.8	21.8	21.8	21.8		27.9	82.2		36.6	36.6	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.71		0.32	0.32	
v/c Ratio		0.16	0.41	0.60	0.13		0.18	0.34		0.29	0.96	
Control Delay		39.6	7.9	53.4	16.4		52.6	2.6		35.8	57.3	
Queue Delay		0.0	0.1	0.4	0.0		1.8	0.3		0.0	2.4	
Total Delay		39.6	7.9	53.7	16.4		54.5	2.9		35.8	59.6	
LOS		D	A	D	B		D	A		D	E	
Approach Delay		14.3			44.6			10.8			58.4	
Approach LOS		B			D			B			E	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 34.5	Intersection LOS: C
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



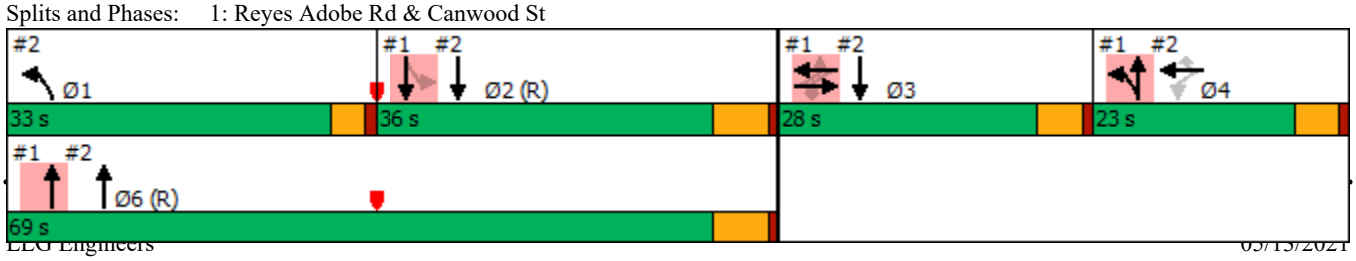
Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	12.0	30.0
Total Split (s)	18.0	54.0
Total Split (%)	16%	47%
Yellow Time (s)	3.0	5.0
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	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	24	172	133	30	49	189	889	118	43	461	37
Future Volume (vph)	69	24	172	133	30	49	189	889	118	43	461	37
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		13.0			36.0	36.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		23.0			36.0	36.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		19.2%			30.0%	30.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0			5.0	5.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		21.6	21.6	21.6	21.6		20.1	87.4		36.6	36.6	
Actuated g/C Ratio		0.18	0.18	0.18	0.18		0.17	0.73		0.30	0.30	
v/c Ratio		0.37	0.40	0.70	0.24		0.36	0.43		0.32	0.51	
Control Delay		46.4	9.5	64.1	20.2		62.3	3.1		42.6	37.0	
Queue Delay		0.0	0.0	0.0	0.0		2.6	0.2		0.0	0.0	
Total Delay		46.4	9.5	64.1	20.2		64.9	3.3		42.6	37.0	
LOS		D	A	E	C		E	A		D	D	
Approach Delay		22.4			47.7			13.0			37.5	
Approach LOS		C			D			B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



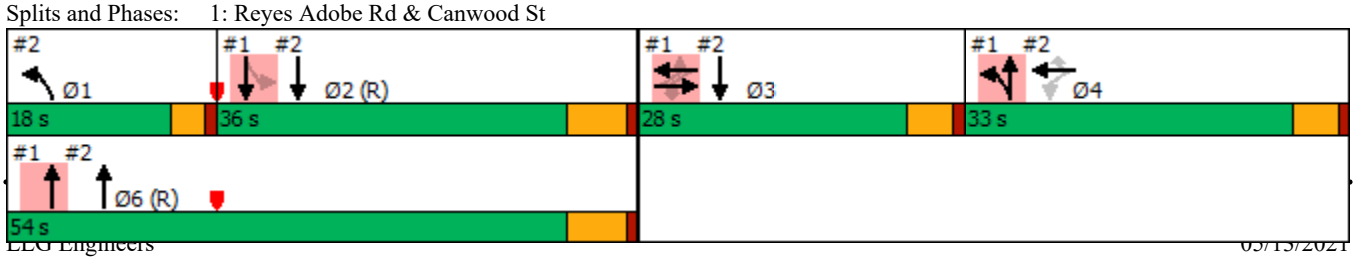
Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	12.0	30.0
Total Split (s)	33.0	69.0
Total Split (%)	28%	58%
Yellow Time (s)	3.0	5.0
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	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	16	193	130	8	31	143	686	89	43	976	25
Future Volume (vph)	33	16	193	130	8	31	143	686	89	43	976	25
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		13.0			36.0	36.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		33.0			36.0	36.0	
Total Split (%)	24.3%	24.3%	24.3%	24.3%	24.3%		28.7%			31.3%	31.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0			5.0	5.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		21.8	21.8	21.8	21.8		28.0	82.2		36.5	36.5	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.71		0.32	0.32	
v/c Ratio		0.16	0.41	0.59	0.13		0.19	0.34		0.24	0.97	
Control Delay		39.6	7.9	53.3	16.8		52.5	2.7		34.4	60.6	
Queue Delay		0.0	0.1	0.3	0.0		1.9	0.3		0.0	4.2	
Total Delay		39.6	8.0	53.6	16.8		54.4	3.0		34.4	64.8	
LOS		D	A	D	B		D	A		C	E	
Approach Delay		14.3			45.0			10.9			63.5	
Approach LOS		B			D			B			E	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 36.9	Intersection LOS: D
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



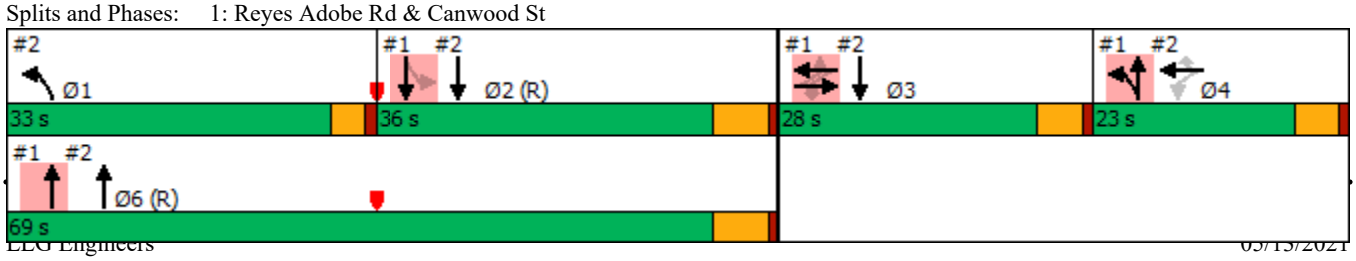
Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	12.0	30.0
Total Split (s)	18.0	54.0
Total Split (%)	16%	47%
Yellow Time (s)	3.0	5.0
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	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	25	175	122	30	38	192	902	115	39	468	37
Future Volume (vph)	70	25	175	122	30	38	192	902	115	39	468	37
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		13.0			36.0	36.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		23.0			36.0	36.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		19.2%			30.0%	30.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0			5.0	5.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		20.8	20.8	20.8	20.8		20.7	88.2		36.6	36.6	
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.17	0.74		0.30	0.30	
v/c Ratio		0.38	0.41	0.67	0.22		0.35	0.43		0.29	0.51	
Control Delay		47.3	10.3	63.0	22.6		61.8	3.0		41.5	37.3	
Queue Delay		0.0	0.0	0.0	0.0		2.8	0.2		0.0	0.0	
Total Delay		47.3	10.3	63.0	22.6		64.6	3.2		41.5	37.3	
LOS		D	B	E	C		E	A		D	D	
Approach Delay		23.3			48.6			13.0			37.6	
Approach LOS		C			D			B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	12.0	30.0
Total Split (s)	33.0	69.0
Total Split (%)	28%	58%
Yellow Time (s)	3.0	5.0
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	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

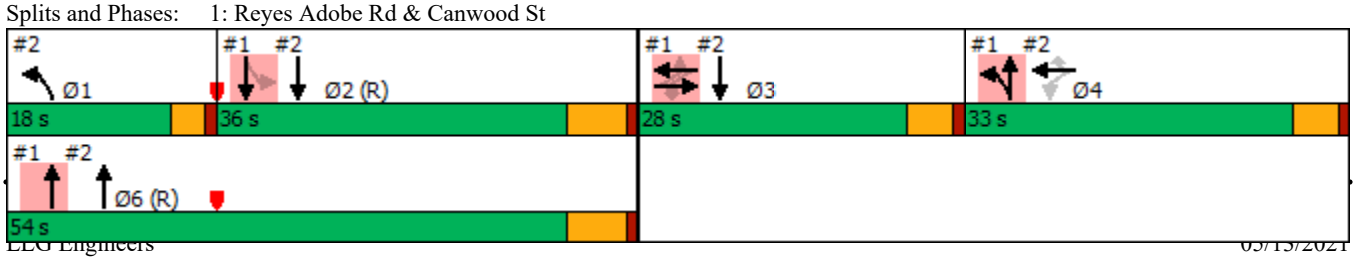
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	16	193	133	8	34	143	686	101	52	976	25
Future Volume (vph)	33	16	193	133	8	34	143	686	101	52	976	25
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		13.0			36.0	36.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		33.0			36.0	36.0	
Total Split (%)	24.3%	24.3%	24.3%	24.3%	24.3%		28.7%			31.3%	31.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0			5.0	5.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		21.9	21.9	21.9	21.9		28.0	82.1		36.4	36.4	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.24	0.71		0.32	0.32	
v/c Ratio		0.16	0.41	0.61	0.13		0.19	0.35		0.29	0.97	
Control Delay		39.6	7.9	54.0	16.4		52.6	2.7		36.0	61.0	
Queue Delay		0.0	0.1	0.4	0.0		1.9	0.3		0.0	4.2	
Total Delay		39.6	8.0	54.4	16.4		54.4	2.9		36.0	65.2	
LOS		D	A	D	B		D	A		D	E	
Approach Delay		14.3			45.2			10.8			63.8	
Approach LOS		B			D			B			E	

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 36.9 — Intersection LOS: D
Intersection Capacity Utilization 68.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



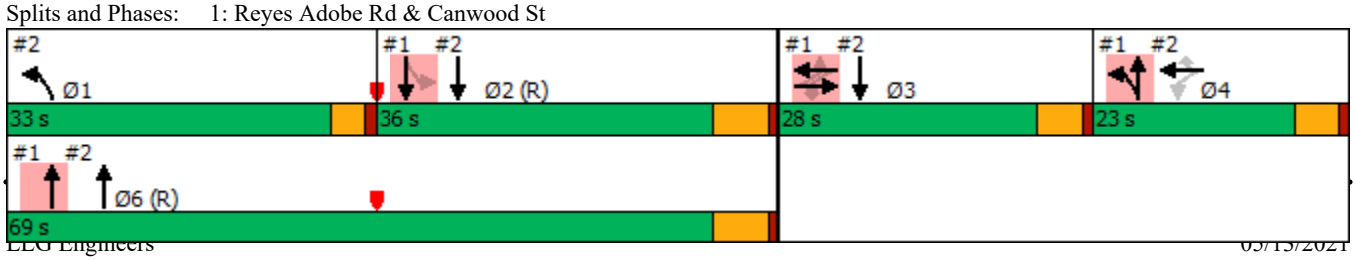
Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	12.0	30.0
Total Split (s)	18.0	54.0
Total Split (%)	16%	47%
Yellow Time (s)	3.0	5.0
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	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	25	175	135	30	49	192	902	120	43	468	37
Future Volume (vph)	70	25	175	135	30	49	192	902	120	43	468	37
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		3			3		4	6 4			2	
Permitted Phases	3		3	3						2		
Detector Phase	3	3	3	3	3		4	6 4		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		8.0			20.0	20.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	26.0		13.0			36.0	36.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0		23.0			36.0	36.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		19.2%			30.0%	30.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0			5.0	5.0	
All-Red Time (s)	1.0	1.0	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	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Min	C-Min	
Act Effct Green (s)		21.7	21.7	21.7	21.7		20.1	87.3		36.3	36.3	
Actuated g/C Ratio		0.18	0.18	0.18	0.18		0.17	0.73		0.30	0.30	
v/c Ratio		0.37	0.41	0.71	0.24		0.36	0.44		0.33	0.52	
Control Delay		46.5	10.1	65.1	20.2		62.4	3.1		43.0	37.5	
Queue Delay		0.0	0.0	0.0	0.0		2.4	0.2		0.0	0.0	
Total Delay		46.5	10.1	65.1	20.2		64.8	3.3		43.0	37.5	
LOS		D	B	E	C		E	A		D	D	
Approach Delay		22.9			48.5			13.0			37.9	
Approach LOS		C			D			B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Reyes Adobe Rd & Canwood St



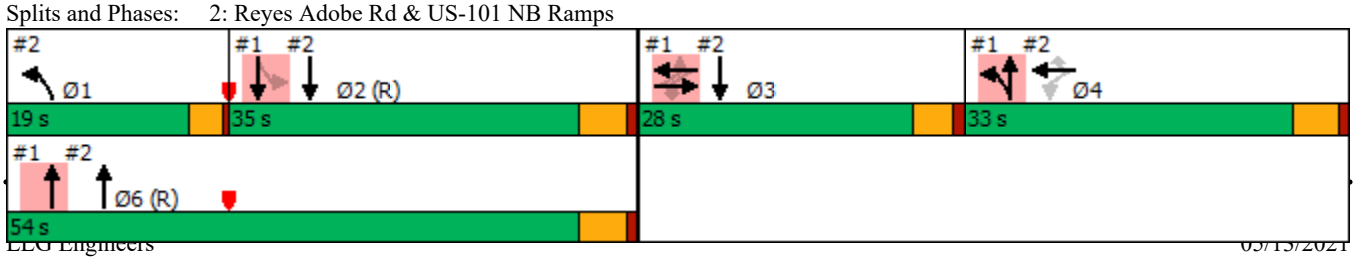
Lane Group	Ø1	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	1	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	17.0
Minimum Split (s)	12.0	30.0
Total Split (s)	33.0	69.0
Total Split (%)	28%	58%
Yellow Time (s)	3.0	5.0
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	None	C-Min
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	339	2	384	82	475	0	0	741	488
Future Volume (vph)	0	0	0	339	2	384	82	475	0	0	741	488
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	11.5	29.0				
Total Split (s)				33.0	33.0	33.0	19.0	54.0				
Total Split (%)				28.7%	28.7%	28.7%	16.5%	47.0%				
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0				
All-Red Time (s)				1.0	1.0	1.0	0.5	1.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					5.0	5.0	3.5	5.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					27.8	27.8	8.2	50.8			67.8	
Actuated g/C Ratio					0.24	0.24	0.07	0.44			0.59	
v/c Ratio					0.88	0.60	0.37	0.34			0.68	
Control Delay					65.2	7.4	55.4	22.3			3.2	
Queue Delay					0.0	0.0	0.0	0.0			0.5	
Total Delay					65.2	7.4	55.4	22.3			3.7	
LOS					E	A	E	C			A	
Approach Delay					34.6			27.2			3.7	
Approach LOS					C			C			A	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



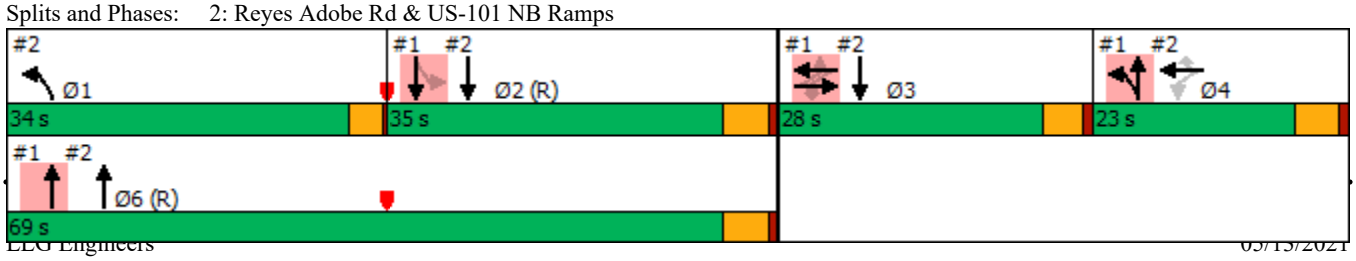
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	35.0	25.5
Total Split (s)	35.0	28.0
Total Split (%)	30%	24%
Yellow Time (s)	4.0	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	95	2	361	424	555	0	0	342	329
Future Volume (vph)	0	0	0	95	2	361	424	555	0	0	342	329
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	11.5	29.0				
Total Split (s)				23.0	23.0	23.0	34.0	69.0				
Total Split (%)				19.2%	19.2%	19.2%	28.3%	57.5%				
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0				
All-Red Time (s)				1.0	1.0	1.0	0.5	1.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					5.0	5.0	3.5	5.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					19.5	19.5	20.6	66.0			66.4	
Actuated g/C Ratio					0.16	0.16	0.17	0.55			0.55	
v/c Ratio					0.38	0.68	0.81	0.32			0.39	
Control Delay					49.4	10.9	60.8	17.7			0.7	
Queue Delay					0.0	0.6	0.0	0.4			0.1	
Total Delay					49.4	11.5	60.8	18.0			0.8	
LOS					D	B	E	B			A	
Approach Delay					19.5			36.6			0.8	
Approach LOS					B			D			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



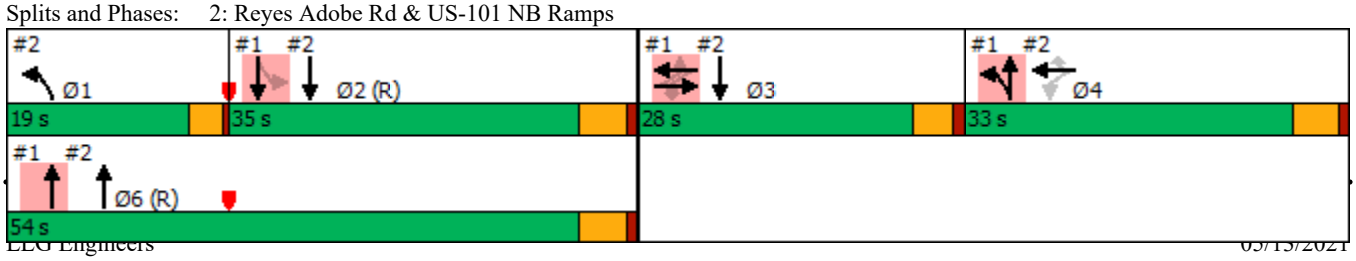
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	35.0	25.5
Total Split (s)	35.0	28.0
Total Split (%)	29%	23%
Yellow Time (s)	4.0	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	339	2	384	82	487	0	0	742	490
Future Volume (vph)	0	0	0	339	2	384	82	487	0	0	742	490
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	11.5	29.0				
Total Split (s)				33.0	33.0	33.0	19.0	54.0				
Total Split (%)				28.7%	28.7%	28.7%	16.5%	47.0%				
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0				
All-Red Time (s)				1.0	1.0	1.0	0.5	1.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					5.0	5.0	3.5	5.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					27.8	27.8	8.2	50.7			67.8	
Actuated g/C Ratio					0.24	0.24	0.07	0.44			0.59	
v/c Ratio					0.88	0.60	0.37	0.35			0.68	
Control Delay					65.2	7.4	55.4	22.5			3.2	
Queue Delay					0.0	0.0	0.0	0.0			0.5	
Total Delay					65.2	7.4	55.4	22.5			3.7	
LOS					E	A	E	C			A	
Approach Delay					34.6			27.2			3.7	
Approach LOS					C			C			A	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



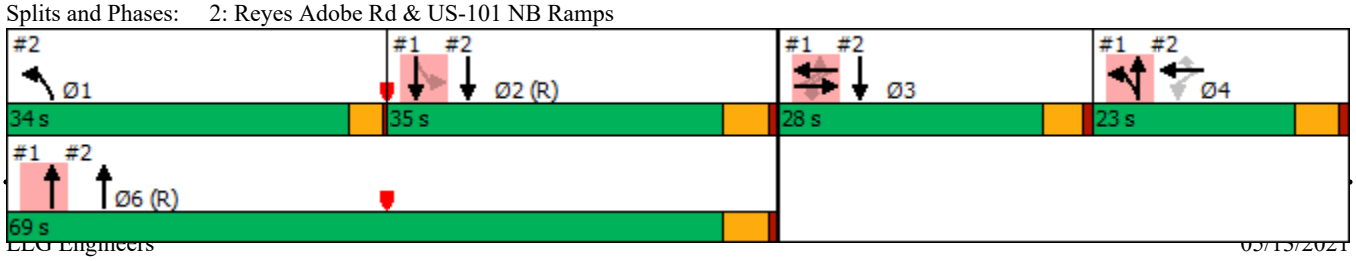
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	35.0	25.5
Total Split (s)	35.0	28.0
Total Split (%)	30%	24%
Yellow Time (s)	4.0	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	95	2	361	424	560	0	0	347	337
Future Volume (vph)	0	0	0	95	2	361	424	560	0	0	347	337
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	11.5	29.0				
Total Split (s)				23.0	23.0	23.0	34.0	69.0				
Total Split (%)				19.2%	19.2%	19.2%	28.3%	57.5%				
Yellow Time (s)				4.0	4.0	4.0	3.0	4.0				
All-Red Time (s)				1.0	1.0	1.0	0.5	1.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					5.0	5.0	3.5	5.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					18.9	18.9	20.6	66.1			67.0	
Actuated g/C Ratio					0.16	0.16	0.17	0.55			0.56	
v/c Ratio					0.39	0.69	0.81	0.32			0.40	
Control Delay					50.2	11.1	61.0	17.8			0.7	
Queue Delay					0.0	0.7	0.0	0.5			0.2	
Total Delay					50.2	11.8	61.0	18.3			0.9	
LOS					D	B	E	B			A	
Approach Delay					19.9			36.7			0.9	
Approach LOS					B			D			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



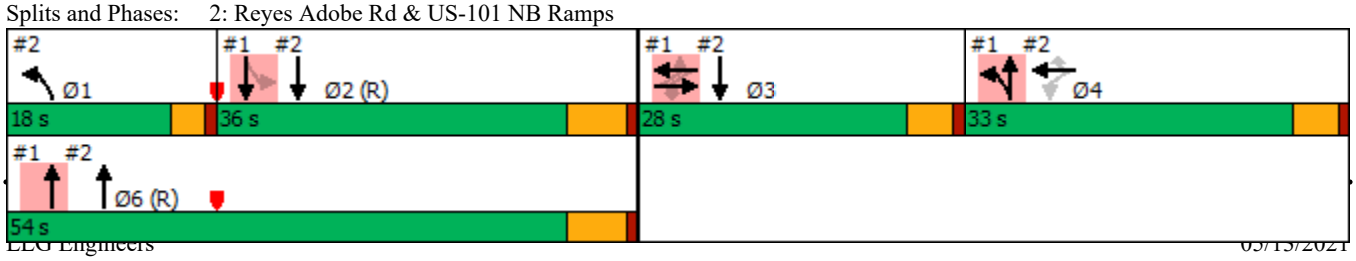
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	35.0	25.5
Total Split (s)	35.0	28.0
Total Split (%)	29%	23%
Yellow Time (s)	4.0	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	346	2	392	107	512	0	0	790	500
Future Volume (vph)	0	0	0	346	2	392	107	512	0	0	790	500
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	12.0	30.0				
Total Split (s)				33.0	33.0	33.0	18.0	54.0				
Total Split (%)				28.7%	28.7%	28.7%	15.7%	47.0%				
Yellow Time (s)				4.0	4.0	4.0	3.0	5.0				
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				
Total Lost Time (s)					5.0	5.0	4.0	6.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					27.9	27.9	8.6	49.3			63.4	
Actuated g/C Ratio					0.24	0.24	0.07	0.43			0.55	
v/c Ratio					0.88	0.60	0.45	0.37			0.74	
Control Delay					64.2	7.4	56.5	23.5			4.2	
Queue Delay					0.0	0.0	0.0	0.0			1.3	
Total Delay					64.2	7.4	56.5	23.5			5.5	
LOS					E	A	E	C			A	
Approach Delay					34.1			29.2			5.5	
Approach LOS					C			C			A	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



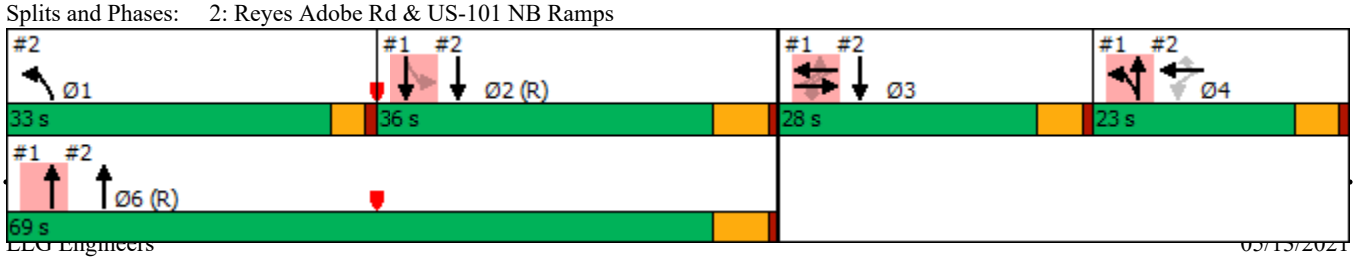
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	36.0	26.0
Total Split (s)	36.0	28.0
Total Split (%)	31%	24%
Yellow Time (s)	5.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	97	2	368	469	607	0	0	392	337
Future Volume (vph)	0	0	0	97	2	368	469	607	0	0	392	337
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	12.0	30.0				
Total Split (s)				23.0	23.0	23.0	33.0	69.0				
Total Split (%)				19.2%	19.2%	19.2%	27.5%	57.5%				
Yellow Time (s)				4.0	4.0	4.0	3.0	5.0				
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				
Total Lost Time (s)					5.0	5.0	4.0	6.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					20.6	20.6	21.7	62.8			62.6	
Actuated g/C Ratio					0.17	0.17	0.18	0.52			0.52	
v/c Ratio					0.35	0.66	0.82	0.36			0.44	
Control Delay					48.3	10.4	59.0	18.9			0.8	
Queue Delay					0.0	0.8	0.0	0.4			0.2	
Total Delay					48.3	11.2	59.0	19.3			1.0	
LOS					D	B	E	B			A	
Approach Delay					19.0			36.6			1.0	
Approach LOS					B			D			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	36.0	26.0
Total Split (s)	36.0	28.0
Total Split (%)	30%	23%
Yellow Time (s)	5.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

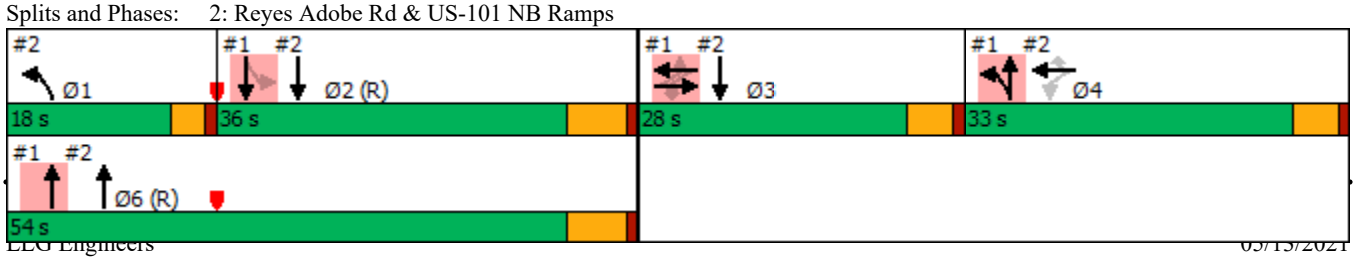
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	346	2	392	107	524	0	0	791	502
Future Volume (vph)	0	0	0	346	2	392	107	524	0	0	791	502
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	12.0	30.0				
Total Split (s)				33.0	33.0	33.0	18.0	54.0				
Total Split (%)				28.7%	28.7%	28.7%	15.7%	47.0%				
Yellow Time (s)				4.0	4.0	4.0	3.0	5.0				
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				
Total Lost Time (s)					5.0	5.0	4.0	6.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					27.9	27.9	8.6	49.2			63.4	
Actuated g/C Ratio					0.24	0.24	0.07	0.43			0.55	
v/c Ratio					0.88	0.60	0.45	0.38			0.74	
Control Delay					64.2	7.4	56.5	23.6			4.2	
Queue Delay					0.0	0.0	0.0	0.0			1.3	
Total Delay					64.2	7.4	56.5	23.6			5.5	
LOS					E	A	E	C			A	
Approach Delay					34.1			29.2			5.5	
Approach LOS					C			C			A	

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 74.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



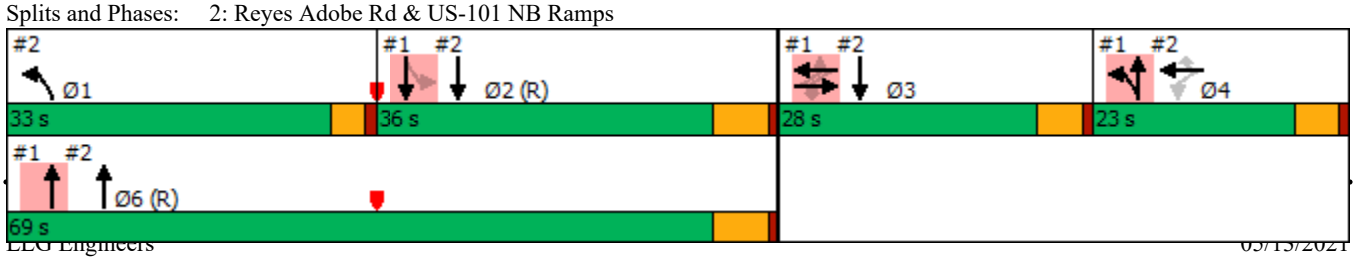
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	36.0	26.0
Total Split (s)	36.0	28.0
Total Split (%)	31%	24%
Yellow Time (s)	5.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	97	2	368	469	612	0	0	397	345
Future Volume (vph)	0	0	0	97	2	368	469	612	0	0	397	345
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	12.0	30.0				
Total Split (s)				23.0	23.0	23.0	33.0	69.0				
Total Split (%)				19.2%	19.2%	19.2%	27.5%	57.5%				
Yellow Time (s)				4.0	4.0	4.0	3.0	5.0				
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				
Total Lost Time (s)					5.0	5.0	4.0	6.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					20.1	20.1	21.7	62.3			63.2	
Actuated g/C Ratio					0.17	0.17	0.18	0.52			0.53	
v/c Ratio					0.36	0.67	0.82	0.36			0.44	
Control Delay					49.0	10.6	58.7	19.2			0.9	
Queue Delay					0.0	0.8	0.0	0.4			0.2	
Total Delay					49.0	11.5	58.7	19.6			1.1	
LOS					D	B	E	B			A	
Approach Delay					19.4			36.6			1.1	
Approach LOS					B			D			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	36.0	26.0
Total Split (s)	36.0	28.0
Total Split (%)	30%	23%
Yellow Time (s)	5.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

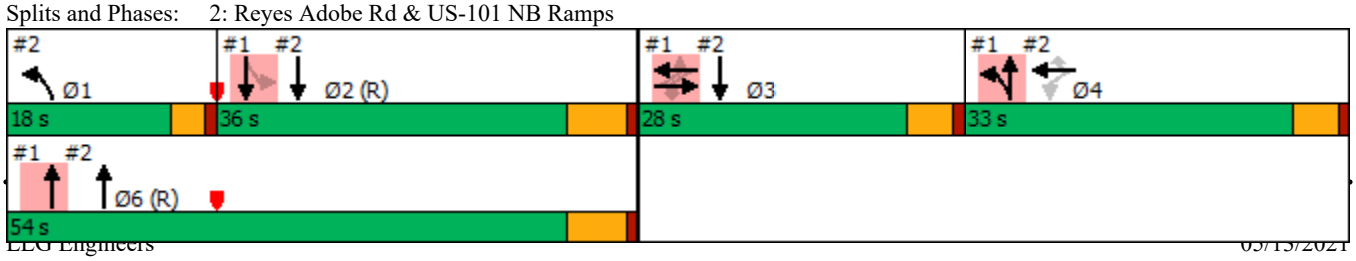
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	351	2	398	108	519	0	0	801	507
Future Volume (vph)	0	0	0	351	2	398	108	519	0	0	801	507
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	12.0	30.0				
Total Split (s)				33.0	33.0	33.0	18.0	54.0				
Total Split (%)				28.7%	28.7%	28.7%	15.7%	47.0%				
Yellow Time (s)				4.0	4.0	4.0	3.0	5.0				
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				
Total Lost Time (s)					5.0	5.0	4.0	6.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					28.0	28.0	8.7	49.1			63.3	
Actuated g/C Ratio					0.24	0.24	0.08	0.43			0.55	
v/c Ratio					0.89	0.61	0.45	0.37			0.75	
Control Delay					65.5	7.4	56.6	23.6			4.4	
Queue Delay					0.0	0.0	0.0	0.0			1.4	
Total Delay					65.5	7.4	56.6	23.6			5.9	
LOS					E	A	E	C			A	
Approach Delay					34.7			29.3			5.9	
Approach LOS					C			C			A	

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 19.4 Intersection LOS: B
Intersection Capacity Utilization 74.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



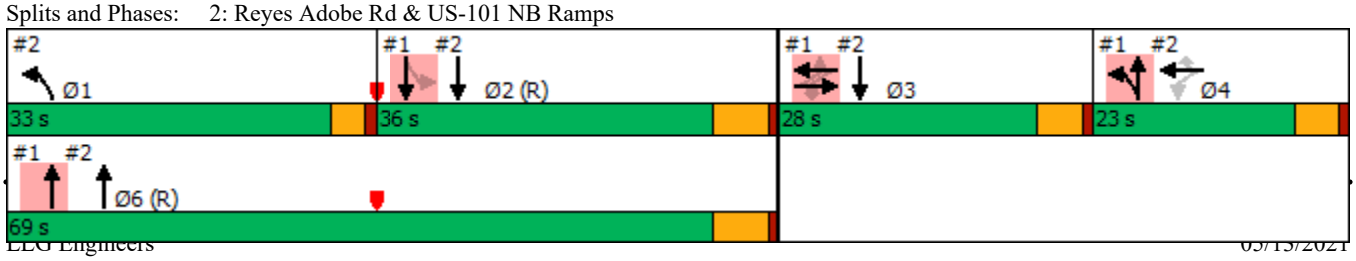
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	36.0	26.0
Total Split (s)	36.0	28.0
Total Split (%)	31%	24%
Yellow Time (s)	5.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	98	2	374	475	616	0	0	397	342
Future Volume (vph)	0	0	0	98	2	374	475	616	0	0	397	342
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	12.0	30.0				
Total Split (s)				23.0	23.0	23.0	33.0	69.0				
Total Split (%)				19.2%	19.2%	19.2%	27.5%	57.5%				
Yellow Time (s)				4.0	4.0	4.0	3.0	5.0				
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				
Total Lost Time (s)					5.0	5.0	4.0	6.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					20.7	20.7	21.9	62.5			62.4	
Actuated g/C Ratio					0.17	0.17	0.18	0.52			0.52	
v/c Ratio					0.36	0.67	0.82	0.36			0.44	
Control Delay					48.5	10.5	58.4	18.9			0.8	
Queue Delay					0.0	0.9	0.0	0.5			0.2	
Total Delay					48.5	11.4	58.4	19.3			1.1	
LOS					D	B	E	B			A	
Approach Delay					19.2			36.3			1.1	
Approach LOS					B			D			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



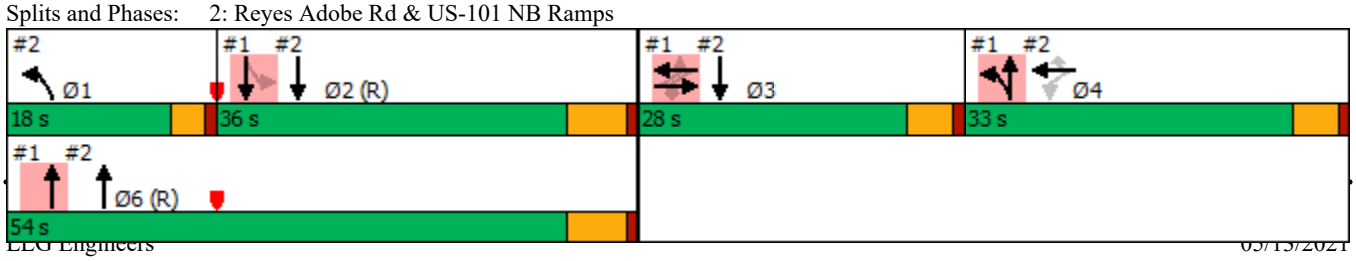
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	36.0	26.0
Total Split (s)	36.0	28.0
Total Split (%)	30%	23%
Yellow Time (s)	5.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	351	2	398	108	531	0	0	802	509
Future Volume (vph)	0	0	0	351	2	398	108	531	0	0	802	509
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	12.0	30.0				
Total Split (s)				33.0	33.0	33.0	18.0	54.0				
Total Split (%)				28.7%	28.7%	28.7%	15.7%	47.0%				
Yellow Time (s)				4.0	4.0	4.0	3.0	5.0				
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				
Total Lost Time (s)					5.0	5.0	4.0	6.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					28.0	28.0	8.7	49.1			63.3	
Actuated g/C Ratio					0.24	0.24	0.08	0.43			0.55	
v/c Ratio					0.89	0.61	0.45	0.38			0.75	
Control Delay					65.5	7.4	56.6	23.8			4.5	
Queue Delay					0.0	0.0	0.0	0.0			1.5	
Total Delay					65.5	7.4	56.6	23.8			5.9	
LOS					E	A	E	C			A	
Approach Delay					34.7			29.3			5.9	
Approach LOS					C			C			A	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



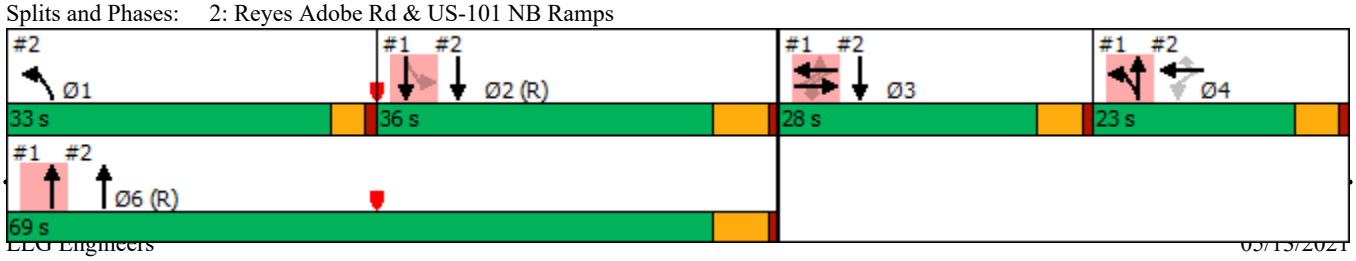
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	36.0	26.0
Total Split (s)	36.0	28.0
Total Split (%)	31%	24%
Yellow Time (s)	5.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	98	2	374	475	621	0	0	402	350
Future Volume (vph)	0	0	0	98	2	374	475	621	0	0	402	350
Confl. Peds. (#/hr)									10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					4		1	6			2 3	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2 3	
Switch Phase												
Minimum Initial (s)				8.0	8.0	8.0	8.0	17.0				
Minimum Split (s)				13.0	13.0	13.0	12.0	30.0				
Total Split (s)				23.0	23.0	23.0	33.0	69.0				
Total Split (%)				19.2%	19.2%	19.2%	27.5%	57.5%				
Yellow Time (s)				4.0	4.0	4.0	3.0	5.0				
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				
Total Lost Time (s)					5.0	5.0	4.0	6.0				
Lead/Lag				Lag	Lag	Lag	Lead					
Lead-Lag Optimize?				Yes	Yes	Yes	Yes					
Recall Mode				None	None	None	None	C-Min				
Act Effct Green (s)					20.1	20.1	21.9	62.2			62.9	
Actuated g/C Ratio					0.17	0.17	0.18	0.52			0.52	
v/c Ratio					0.37	0.67	0.82	0.37			0.45	
Control Delay					49.1	10.7	58.4	18.9			0.9	
Queue Delay					0.0	1.0	0.0	0.5			0.2	
Total Delay					49.1	11.6	58.4	19.4			1.1	
LOS					D	B	E	B			A	
Approach Delay					19.6			36.3			1.1	
Approach LOS					B			D			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 65 (54%), Referenced to phase 2:SBTL and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Reyes Adobe Rd & US-101 NB Ramps



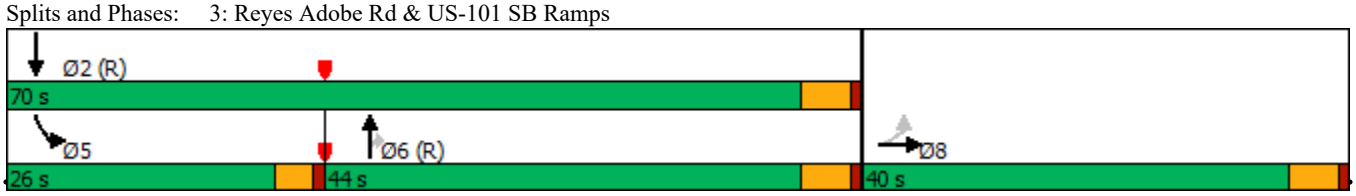
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	20.0	7.0
Minimum Split (s)	36.0	26.0
Total Split (s)	36.0	28.0
Total Split (%)	30%	23%
Yellow Time (s)	5.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	1	488	0	0	0	0	176	101	501	578	0
Future Volume (vph)	385	1	488	0	0	0	0	176	101	501	578	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						25.0	25.0	12.0	25.0	
Total Split (s)	40.0	40.0						44.0	44.0	26.0	70.0	
Total Split (%)	36.4%	36.4%						40.0%	40.0%	23.6%	63.6%	
Yellow Time (s)	4.0	4.0						4.0	4.0	3.0	4.0	
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)	5.0	5.0						5.0	5.0	4.0	5.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	32.3	32.3						40.7	40.7	23.0	67.7	
Actuated g/C Ratio	0.29	0.29						0.37	0.37	0.21	0.62	
v/c Ratio	0.81	0.85						0.15	0.16	0.77	0.29	
Control Delay	48.3	31.1						26.7	6.7	48.4	11.4	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	48.3	31.1						26.7	6.7	48.4	11.4	
LOS	D	C						C	A	D	B	
Approach Delay		38.7						19.4			28.6	
Approach LOS		D						B			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 15 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 31.4	Intersection LOS: C
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

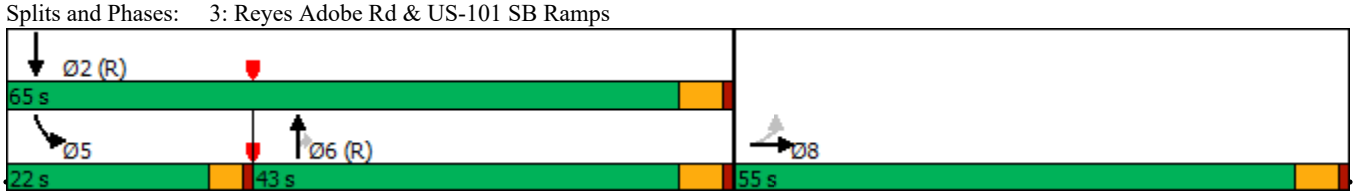
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	354	0	122	0	0	0	0	622	361	197	229	0
Future Volume (vph)	354	0	122	0	0	0	0	622	361	197	229	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						25.0	25.0	12.0	25.0	
Total Split (s)	55.0	55.0						43.0	43.0	22.0	65.0	
Total Split (%)	45.8%	45.8%						35.8%	35.8%	18.3%	54.2%	
Yellow Time (s)	4.0	4.0						4.0	4.0	3.0	4.0	
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)	5.0	5.0						5.0	5.0	4.0	5.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	32.2	32.2						60.8	60.8	12.9	77.8	
Actuated g/C Ratio	0.27	0.27						0.51	0.51	0.11	0.65	
v/c Ratio	0.83	0.17						0.39	0.37	0.59	0.11	
Control Delay	55.5	0.5						20.7	3.3	53.9	8.5	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	55.5	0.5						20.7	3.3	53.9	8.5	
LOS	E	A						C	A	D	A	
Approach Delay		41.4						14.3			29.5	
Approach LOS		D						B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 15 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 24.6	Intersection LOS: C
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

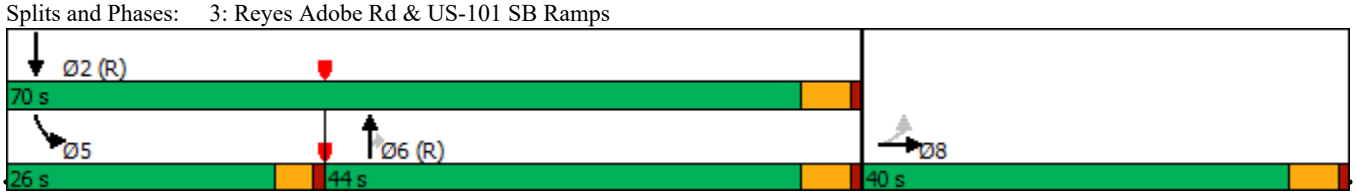
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	392	1	488	0	0	0	0	181	101	501	579	0
Future Volume (vph)	392	1	488	0	0	0	0	181	101	501	579	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						25.0	25.0	12.0	25.0	
Total Split (s)	40.0	40.0						44.0	44.0	26.0	70.0	
Total Split (%)	36.4%	36.4%						40.0%	40.0%	23.6%	63.6%	
Yellow Time (s)	4.0	4.0						4.0	4.0	3.0	4.0	
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)	5.0	5.0						5.0	5.0	4.0	5.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	32.6	32.6						40.4	40.4	23.0	67.4	
Actuated g/C Ratio	0.30	0.30						0.37	0.37	0.21	0.61	
v/c Ratio	0.82	0.84						0.15	0.16	0.77	0.29	
Control Delay	48.7	30.5						26.9	6.8	48.4	11.5	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	48.7	30.5						26.9	6.8	48.4	11.5	
LOS	D	C						C	A	D	B	
Approach Delay		38.6						19.7			28.6	
Approach LOS		D						B			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 15 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 31.4	Intersection LOS: C
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

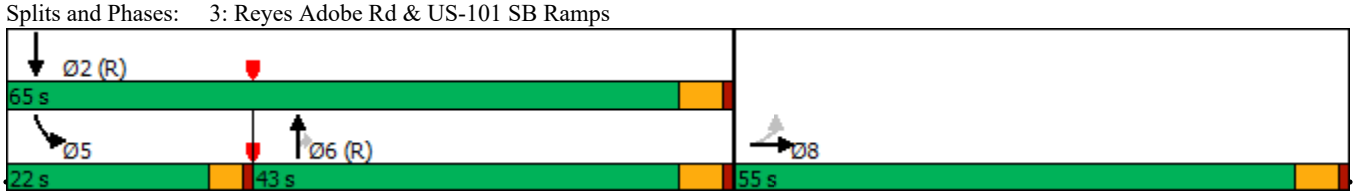
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	357	0	122	0	0	0	0	624	361	197	234	0
Future Volume (vph)	357	0	122	0	0	0	0	624	361	197	234	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						25.0	25.0	12.0	25.0	
Total Split (s)	55.0	55.0						43.0	43.0	22.0	65.0	
Total Split (%)	45.8%	45.8%						35.8%	35.8%	18.3%	54.2%	
Yellow Time (s)	4.0	4.0						4.0	4.0	3.0	4.0	
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)	5.0	5.0						5.0	5.0	4.0	5.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	32.5	32.5						60.6	60.6	12.9	77.5	
Actuated g/C Ratio	0.27	0.27						0.50	0.50	0.11	0.65	
v/c Ratio	0.83	0.17						0.39	0.37	0.59	0.11	
Control Delay	55.5	0.5						20.9	3.3	54.2	8.4	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	55.5	0.5						20.9	3.3	54.2	8.4	
LOS	E	A						C	A	D	A	
Approach Delay		41.4						14.4			29.3	
Approach LOS		D						B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 15 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

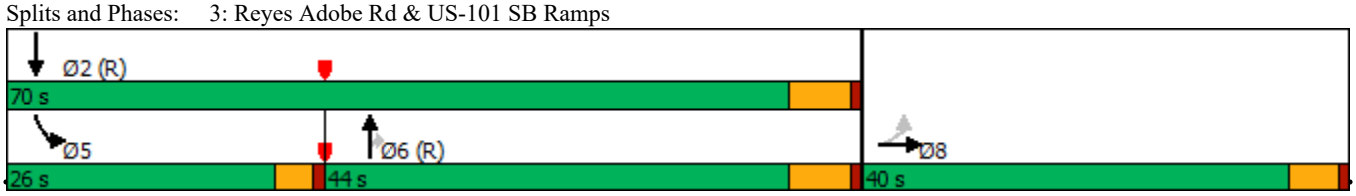
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	1	532	0	0	0	0	230	103	511	624	0
Future Volume (vph)	394	1	532	0	0	0	0	230	103	511	624	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						26.0	26.0	12.0	26.0	
Total Split (s)	40.0	40.0						44.0	44.0	26.0	70.0	
Total Split (%)	36.4%	36.4%						40.0%	40.0%	23.6%	63.6%	
Yellow Time (s)	4.0	4.0						5.0	5.0	3.0	5.0	
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)	5.0	5.0						6.0	6.0	4.0	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	36.5	36.5						35.7	35.7	22.7	62.5	
Actuated g/C Ratio	0.33	0.33						0.32	0.32	0.21	0.57	
v/c Ratio	0.73	0.87						0.22	0.17	0.78	0.34	
Control Delay	38.9	34.3						31.1	7.8	49.5	14.8	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.2	
Total Delay	38.9	34.3						31.1	7.8	49.5	15.0	
LOS	D	C						C	A	D	B	
Approach Delay		36.3						23.9			30.5	
Approach LOS		D						C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 15 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

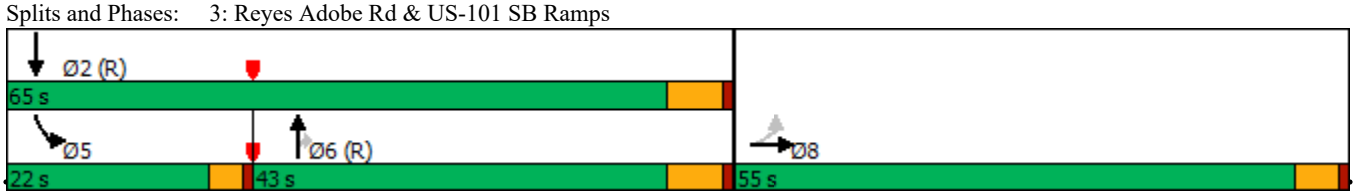
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	363	0	153	0	0	0	0	710	368	201	277	0
Future Volume (vph)	363	0	153	0	0	0	0	710	368	201	277	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						26.0	26.0	12.0	26.0	
Total Split (s)	55.0	55.0						43.0	43.0	22.0	65.0	
Total Split (%)	45.8%	45.8%						35.8%	35.8%	18.3%	54.2%	
Yellow Time (s)	4.0	4.0						5.0	5.0	3.0	5.0	
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)	5.0	5.0						6.0	6.0	4.0	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	32.5	32.5						59.6	59.6	12.9	76.5	
Actuated g/C Ratio	0.27	0.27						0.50	0.50	0.11	0.64	
v/c Ratio	0.82	0.22						0.44	0.38	0.59	0.13	
Control Delay	55.0	0.7						22.3	3.4	50.9	8.9	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	55.0	0.7						22.3	3.4	50.9	8.9	
LOS	E	A						C	A	D	A	
Approach Delay		38.9						15.8			26.5	
Approach LOS		D						B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 15 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 24.0	Intersection LOS: C
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

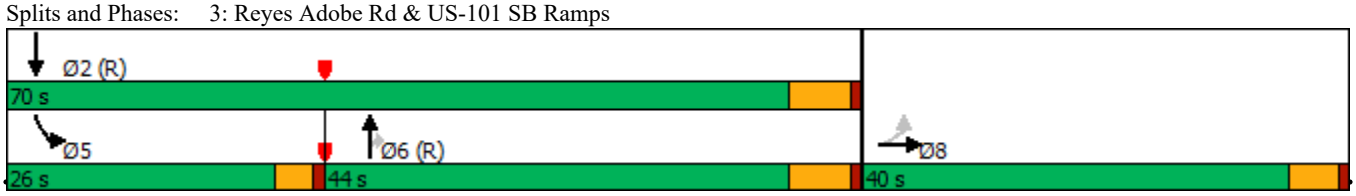
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	401	1	532	0	0	0	0	235	103	511	625	0
Future Volume (vph)	401	1	532	0	0	0	0	235	103	511	625	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						26.0	26.0	12.0	26.0	
Total Split (s)	40.0	40.0						44.0	44.0	26.0	70.0	
Total Split (%)	36.4%	36.4%						40.0%	40.0%	23.6%	63.6%	
Yellow Time (s)	4.0	4.0						5.0	5.0	3.0	5.0	
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)	5.0	5.0						6.0	6.0	4.0	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	36.8	36.8						35.5	35.5	22.7	62.2	
Actuated g/C Ratio	0.33	0.33						0.32	0.32	0.21	0.57	
v/c Ratio	0.74	0.87						0.22	0.18	0.78	0.34	
Control Delay	39.1	34.0						31.3	7.8	49.5	14.9	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.2	
Total Delay	39.1	34.0						31.3	7.8	49.5	15.2	
LOS	D	C						C	A	D	B	
Approach Delay		36.2						24.1			30.6	
Approach LOS		D						C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 15 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

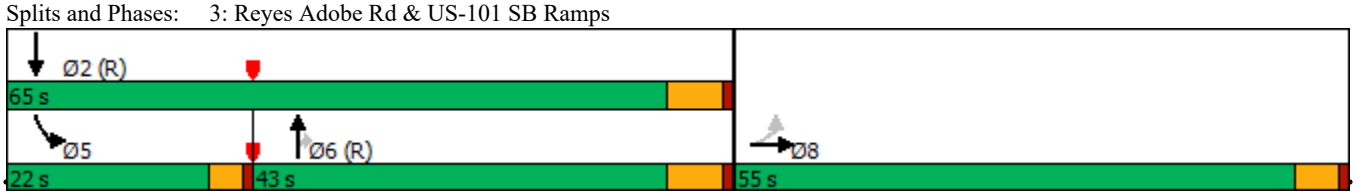
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	366	0	153	0	0	0	0	712	368	201	282	0
Future Volume (vph)	366	0	153	0	0	0	0	712	368	201	282	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						26.0	26.0	12.0	26.0	
Total Split (s)	55.0	55.0						43.0	43.0	22.0	65.0	
Total Split (%)	45.8%	45.8%						35.8%	35.8%	18.3%	54.2%	
Yellow Time (s)	4.0	4.0						5.0	5.0	3.0	5.0	
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)	5.0	5.0						6.0	6.0	4.0	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	32.7	32.7						59.4	59.4	12.9	76.3	
Actuated g/C Ratio	0.27	0.27						0.50	0.50	0.11	0.64	
v/c Ratio	0.83	0.22						0.44	0.38	0.59	0.14	
Control Delay	54.9	0.7						22.4	3.4	51.1	8.6	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	54.9	0.7						22.4	3.4	51.1	8.6	
LOS	D	A						C	A	D	A	
Approach Delay		39.0						15.9			26.3	
Approach LOS		D						B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 15 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

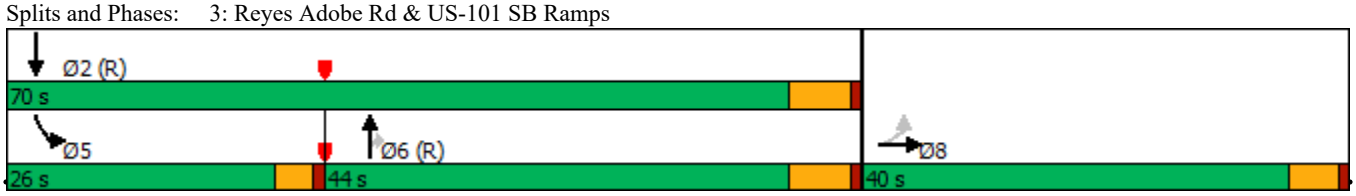
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	400	1	539	0	0	0	0	232	105	519	633	0
Future Volume (vph)	400	1	539	0	0	0	0	232	105	519	633	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						26.0	26.0	12.0	26.0	
Total Split (s)	40.0	40.0						44.0	44.0	26.0	70.0	
Total Split (%)	36.4%	36.4%						40.0%	40.0%	23.6%	63.6%	
Yellow Time (s)	4.0	4.0						5.0	5.0	3.0	5.0	
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)	5.0	5.0						6.0	6.0	4.0	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	38.0	38.0						34.3	34.3	22.7	61.0	
Actuated g/C Ratio	0.35	0.35						0.31	0.31	0.21	0.55	
v/c Ratio	0.71	0.87						0.23	0.18	0.80	0.35	
Control Delay	36.9	33.4						32.1	7.7	50.4	15.7	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.2	
Total Delay	36.9	33.4						32.1	7.7	50.4	15.9	
LOS	D	C						C	A	D	B	
Approach Delay		34.9						24.5			31.5	
Approach LOS		C						C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 15 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

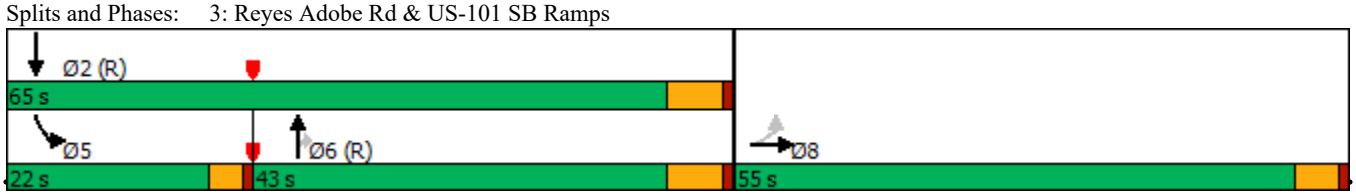
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	369	0	155	0	0	0	0	719	374	204	280	0
Future Volume (vph)	369	0	155	0	0	0	0	719	374	204	280	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						26.0	26.0	12.0	26.0	
Total Split (s)	55.0	55.0						43.0	43.0	22.0	65.0	
Total Split (%)	45.8%	45.8%						35.8%	35.8%	18.3%	54.2%	
Yellow Time (s)	4.0	4.0						5.0	5.0	3.0	5.0	
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)	5.0	5.0						6.0	6.0	4.0	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	32.9	32.9						59.0	59.0	13.0	76.1	
Actuated g/C Ratio	0.27	0.27						0.49	0.49	0.11	0.63	
v/c Ratio	0.83	0.22						0.45	0.38	0.60	0.14	
Control Delay	54.8	0.7						22.8	3.4	51.0	8.9	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	54.8	0.7						22.8	3.4	51.0	8.9	
LOS	D	A						C	A	D	A	
Approach Delay		38.8						16.1			26.7	
Approach LOS		D						B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 15 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

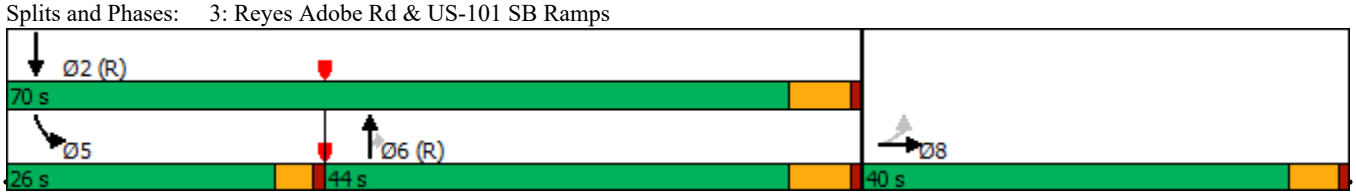
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	407	1	539	0	0	0	0	237	105	519	634	0
Future Volume (vph)	407	1	539	0	0	0	0	237	105	519	634	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						26.0	26.0	12.0	26.0	
Total Split (s)	40.0	40.0						44.0	44.0	26.0	70.0	
Total Split (%)	36.4%	36.4%						40.0%	40.0%	23.6%	63.6%	
Yellow Time (s)	4.0	4.0						5.0	5.0	3.0	5.0	
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)	5.0	5.0						6.0	6.0	4.0	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	38.1	38.1						34.2	34.2	22.7	60.9	
Actuated g/C Ratio	0.35	0.35						0.31	0.31	0.21	0.55	
v/c Ratio	0.72	0.87						0.23	0.18	0.80	0.35	
Control Delay	37.4	33.3						32.2	7.8	50.4	15.8	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.2	
Total Delay	37.4	33.3						32.2	7.8	50.4	16.0	
LOS	D	C						C	A	D	B	
Approach Delay		35.1						24.7			31.5	
Approach LOS		D						C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 15 (14%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

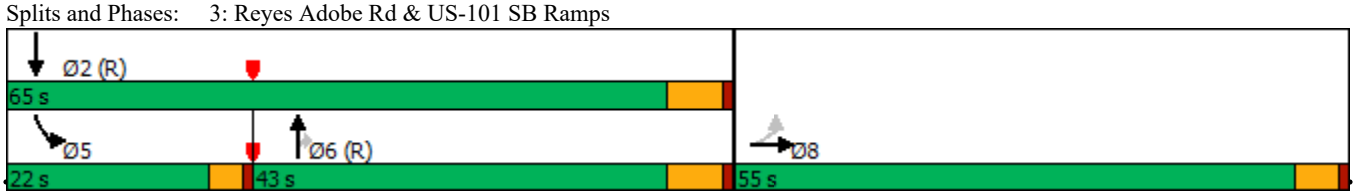
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	0	155	0	0	0	0	721	374	204	285	0
Future Volume (vph)	372	0	155	0	0	0	0	721	374	204	285	0
Confl. Peds. (#/hr)			10						10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA						NA	Perm	Prot	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8						6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0						20.0	20.0	8.0	20.0	
Minimum Split (s)	26.0	26.0						26.0	26.0	12.0	26.0	
Total Split (s)	55.0	55.0						43.0	43.0	22.0	65.0	
Total Split (%)	45.8%	45.8%						35.8%	35.8%	18.3%	54.2%	
Yellow Time (s)	4.0	4.0						5.0	5.0	3.0	5.0	
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)	5.0	5.0						6.0	6.0	4.0	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None						C-Min	C-Min	None	C-Min	
Act Effct Green (s)	33.1	33.1						58.9	58.9	13.0	75.9	
Actuated g/C Ratio	0.28	0.28						0.49	0.49	0.11	0.63	
v/c Ratio	0.83	0.22						0.45	0.38	0.60	0.14	
Control Delay	54.8	0.7						22.9	3.4	51.2	8.8	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	54.8	0.7						22.9	3.4	51.2	8.8	
LOS	D	A						C	A	D	A	
Approach Delay		38.9						16.3			26.5	
Approach LOS		D						B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 15 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

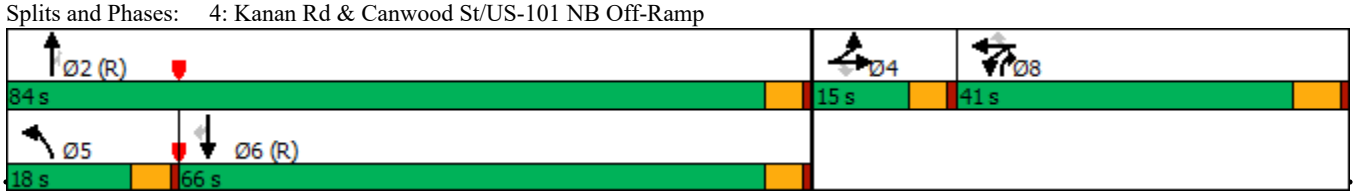
Splits and Phases: 3: Reyes Adobe Rd & US-101 SB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	0	128	480	84	779	48	868	263	0	2006	52
Future Volume (vph)	48	0	128	480	84	779	48	868	263	0	2006	52
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				42%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	15.0	15.0	15.0	41.0	41.0	41.0	18.0	84.0	41.0		66.0	66.0
Total Split (%)	10.7%	10.7%	10.7%	29.3%	29.3%	29.3%	12.9%	60.0%	29.3%		47.1%	47.1%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		8.5	8.5	34.6	34.6	34.6	9.2	80.9	114.5		68.8	68.8
Actuated g/C Ratio		0.06	0.06	0.25	0.25	0.25	0.07	0.58	0.82		0.49	0.49
v/c Ratio		0.43	0.58	0.68	0.69	0.90	0.42	0.43	0.18		0.82	0.06
Control Delay		74.7	20.6	57.1	57.3	46.0	70.4	17.3	0.4		35.2	0.1
Queue Delay		0.0	0.1	1.6	1.6	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		74.7	20.7	58.6	59.0	46.0	70.4	17.3	0.4		35.2	0.1
LOS		E	C	E	E	D	E	B	A		D	A
Approach Delay		35.4			51.3			15.7			34.3	
Approach LOS		D			D			B			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 32 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

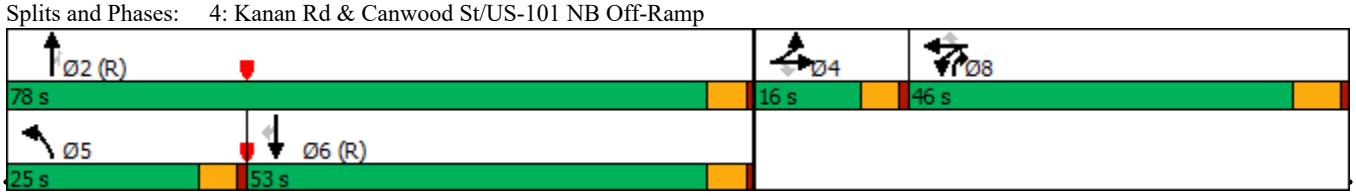
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	0	164	238	71	805	38	981	540	0	1346	77
Future Volume (vph)	83	0	164	238	71	805	38	981	540	0	1346	77
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				36%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	16.0	16.0	16.0	46.0	46.0	46.0	25.0	78.0	46.0		53.0	53.0
Total Split (%)	11.4%	11.4%	11.4%	32.9%	32.9%	32.9%	17.9%	55.7%	32.9%		37.9%	37.9%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		10.0	10.0	40.2	40.2	40.2	8.6	73.8	113.0		62.3	62.3
Actuated g/C Ratio		0.07	0.07	0.29	0.29	0.29	0.06	0.53	0.81		0.44	0.44
v/c Ratio		0.64	0.61	0.33	0.33	0.94	0.37	0.55	0.37		0.62	0.10
Control Delay		84.1	18.4	41.7	41.7	57.1	65.4	31.4	2.0		32.3	2.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.2		0.0	0.0
Total Delay		84.1	18.4	41.7	41.7	57.1	65.4	32.6	2.1		32.3	2.8
LOS		F	B	D	D	E	E	C	A		C	A
Approach Delay		40.3			52.9			22.8			30.7	
Approach LOS		D			D			C			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 66 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 34.1	Intersection LOS: C
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

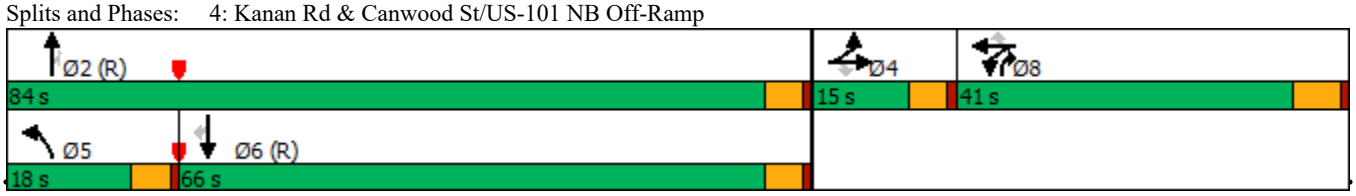
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	0	133	480	93	779	55	868	263	0	2006	61
Future Volume (vph)	51	0	133	480	93	779	55	868	263	0	2006	61
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				41%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	15.0	15.0	15.0	41.0	41.0	41.0	18.0	84.0	41.0		66.0	66.0
Total Split (%)	10.7%	10.7%	10.7%	29.3%	29.3%	29.3%	12.9%	60.0%	29.3%		47.1%	47.1%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		8.6	8.6	34.6	34.6	34.6	9.7	80.8	114.4		68.4	68.4
Actuated g/C Ratio		0.06	0.06	0.25	0.25	0.25	0.07	0.58	0.82		0.49	0.49
v/c Ratio		0.45	0.59	0.70	0.70	0.91	0.46	0.43	0.18		0.82	0.07
Control Delay		75.5	20.5	57.7	57.8	46.8	71.7	17.2	0.4		35.7	1.0
Queue Delay		0.0	0.1	1.9	2.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		75.5	20.6	59.6	59.8	46.8	71.7	17.2	0.4		35.7	1.0
LOS		E	C	E	E	D	E	B	A		D	A
Approach Delay		35.8			52.2			16.0			34.7	
Approach LOS		D			D			B			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 32 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 35.1	Intersection LOS: D
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

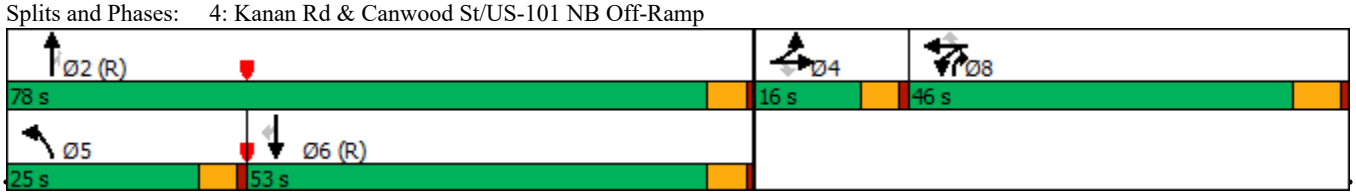
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	0	183	238	75	805	41	981	540	0	1346	81
Future Volume (vph)	94	0	183	238	75	805	41	981	540	0	1346	81
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				35%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.5	10.5	10.5	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	16.0	16.0	16.0	46.0	46.0	46.0	25.0	78.0	46.0		53.0	53.0
Total Split (%)	11.4%	11.4%	11.4%	32.9%	32.9%	32.9%	17.9%	55.7%	32.9%		37.9%	37.9%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		10.4	10.4	40.2	40.2	40.2	8.8	73.4	112.6		61.7	61.7
Actuated g/C Ratio		0.07	0.07	0.29	0.29	0.29	0.06	0.52	0.80		0.44	0.44
v/c Ratio		0.70	0.63	0.33	0.33	0.95	0.39	0.55	0.37		0.63	0.11
Control Delay		88.5	18.0	41.8	41.8	59.4	66.3	31.7	2.0		32.7	3.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.2		0.0	0.0
Total Delay		88.5	18.0	41.8	41.8	59.4	66.3	33.0	2.2		32.7	3.3
LOS		F	B	D	D	E	E	C	A		C	A
Approach Delay		41.9			54.5			23.2			31.0	
Approach LOS		D			D			C			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 66 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

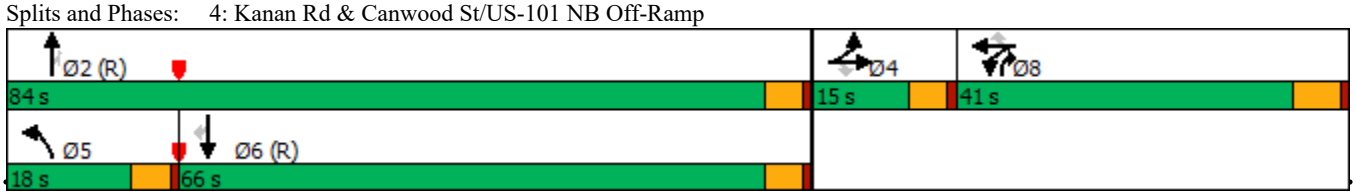
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	0	135	595	88	820	50	941	356	0	2087	54
Future Volume (vph)	51	0	135	595	88	820	50	941	356	0	2087	54
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				43%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	15.0	15.0	15.0	41.0	41.0	41.0	18.0	84.0	41.0		66.0	66.0
Total Split (%)	10.7%	10.7%	10.7%	29.3%	29.3%	29.3%	12.9%	60.0%	29.3%		47.1%	47.1%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		8.7	8.7	36.3	36.3	36.3	9.6	79.0	114.3		66.6	66.6
Actuated g/C Ratio		0.06	0.06	0.26	0.26	0.26	0.07	0.56	0.82		0.48	0.48
v/c Ratio		0.47	0.62	0.85	0.85	1.04	0.45	0.51	0.26		0.94	0.07
Control Delay		76.5	22.8	68.0	67.7	77.8	65.8	13.8	0.4		44.0	0.8
Queue Delay		0.0	0.2	13.0	13.0	0.0	0.0	0.1	0.0		0.0	0.0
Total Delay		76.5	23.0	81.0	80.7	77.8	65.8	13.9	0.4		44.0	0.8
LOS		E	C	F	F	E	E	B	A		D	A
Approach Delay		37.5			79.2			12.2			42.9	
Approach LOS		D			E			B			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 32 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 45.3	Intersection LOS: D
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

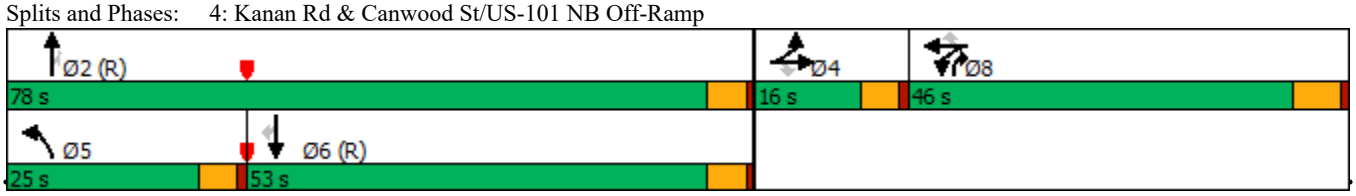
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	0	171	391	75	824	40	1049	670	0	1472	81
Future Volume (vph)	86	0	171	391	75	824	40	1049	670	0	1472	81
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				41%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	16.0	16.0	16.0	46.0	46.0	46.0	25.0	78.0	46.0		53.0	53.0
Total Split (%)	11.4%	11.4%	11.4%	32.9%	32.9%	32.9%	17.9%	55.7%	32.9%		37.9%	37.9%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		10.3	10.3	40.7	40.7	40.7	8.8	73.0	112.7		61.3	61.3
Actuated g/C Ratio		0.07	0.07	0.29	0.29	0.29	0.06	0.52	0.80		0.44	0.44
v/c Ratio		0.67	0.63	0.51	0.52	1.03	0.39	0.62	0.48		0.72	0.12
Control Delay		86.6	18.1	46.1	46.1	78.0	53.6	34.1	2.4		35.4	3.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.3		0.0	0.0
Total Delay		86.6	18.1	46.1	46.1	78.0	53.6	35.9	2.7		35.4	3.8
LOS		F	B	D	D	E	D	D	A		D	A
Approach Delay		41.0			66.5			23.7			33.8	
Approach LOS		D			E			C			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 66 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 39.2	Intersection LOS: D
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

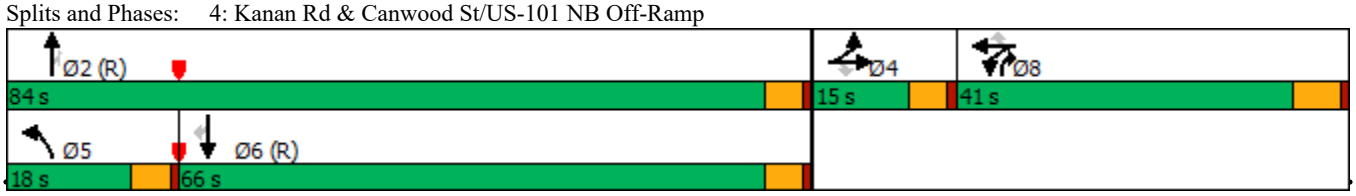
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	0	140	595	97	820	57	941	356	0	2087	63
Future Volume (vph)	54	0	140	595	97	820	57	941	356	0	2087	63
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				42%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	15.0	15.0	15.0	41.0	41.0	41.0	18.0	84.0	41.0		66.0	66.0
Total Split (%)	10.7%	10.7%	10.7%	29.3%	29.3%	29.3%	12.9%	60.0%	29.3%		47.1%	47.1%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		8.8	8.8	36.2	36.2	36.2	10.0	79.0	114.2		66.2	66.2
Actuated g/C Ratio		0.06	0.06	0.26	0.26	0.26	0.07	0.56	0.82		0.47	0.47
v/c Ratio		0.50	0.64	0.86	0.85	1.05	0.49	0.51	0.26		0.94	0.08
Control Delay		77.6	24.6	70.1	68.8	80.6	66.9	13.7	0.4		44.9	1.6
Queue Delay		0.0	0.2	18.4	15.7	0.0	0.0	0.1	0.0		0.0	0.0
Total Delay		77.6	24.8	88.5	84.5	80.6	66.9	13.8	0.4		44.9	1.6
LOS		E	C	F	F	F	E	B	A		D	A
Approach Delay		39.5			83.3			12.5			43.7	
Approach LOS		D			F			B			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 32 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 46.9	Intersection LOS: D
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

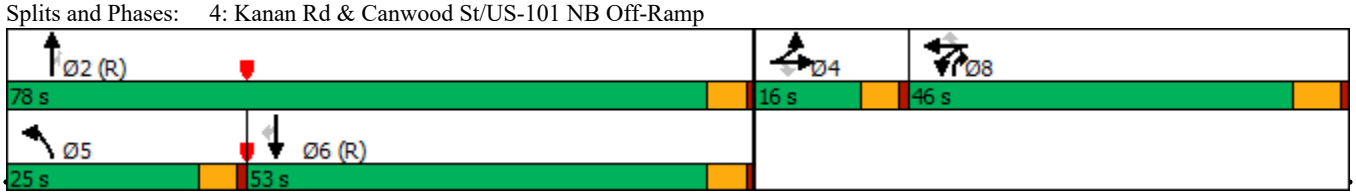
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	0	190	391	79	824	43	1049	670	0	1472	85
Future Volume (vph)	97	0	190	391	79	824	43	1049	670	0	1472	85
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				40%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	16.0	16.0	16.0	46.0	46.0	46.0	25.0	78.0	46.0		53.0	53.0
Total Split (%)	11.4%	11.4%	11.4%	32.9%	32.9%	32.9%	17.9%	55.7%	32.9%		37.9%	37.9%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		10.5	10.5	40.5	40.5	40.5	9.1	73.0	112.5		61.0	61.0
Actuated g/C Ratio		0.08	0.08	0.29	0.29	0.29	0.06	0.52	0.80		0.44	0.44
v/c Ratio		0.74	0.65	0.53	0.52	1.04	0.41	0.62	0.48		0.72	0.12
Control Delay		92.3	17.9	46.6	46.3	83.0	54.3	34.2	2.5		35.7	4.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.3		0.0	0.0
Total Delay		92.3	17.9	46.6	46.3	83.0	54.3	36.0	2.8		35.7	4.3
LOS		F	B	D	D	F	D	D	A		D	A
Approach Delay		42.9			69.7			23.8			34.0	
Approach LOS		D			E			C			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 66 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 40.3	Intersection LOS: D
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

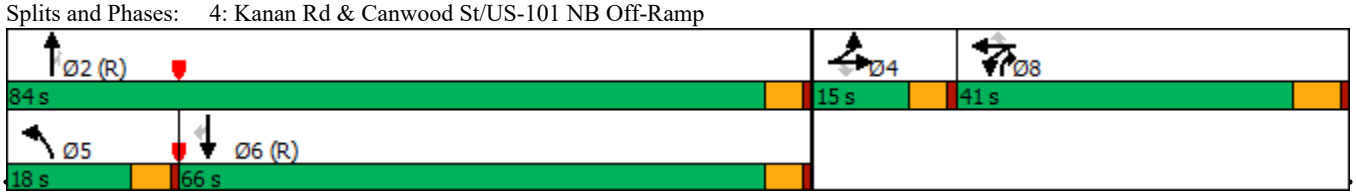
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	0	137	602	89	832	51	955	360	0	2118	55
Future Volume (vph)	52	0	137	602	89	832	51	955	360	0	2118	55
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				43%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	15.0	15.0	15.0	41.0	41.0	41.0	18.0	84.0	41.0		66.0	66.0
Total Split (%)	10.7%	10.7%	10.7%	29.3%	29.3%	29.3%	12.9%	60.0%	29.3%		47.1%	47.1%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		8.7	8.7	36.3	36.3	36.3	9.6	79.0	114.3		66.6	66.6
Actuated g/C Ratio		0.06	0.06	0.26	0.26	0.26	0.07	0.56	0.82		0.48	0.48
v/c Ratio		0.49	0.63	0.86	0.86	1.06	0.45	0.52	0.26		0.95	0.07
Control Delay		77.1	23.4	69.2	68.9	85.5	65.4	13.8	0.4		46.0	0.9
Queue Delay		0.0	0.2	21.6	21.5	0.0	0.0	0.1	0.0		0.0	0.0
Total Delay		77.1	23.6	90.8	90.4	85.5	65.4	13.9	0.4		46.0	0.9
LOS		E	C	F	F	F	E	B	A		D	A
Approach Delay		38.4			87.8			12.2			44.8	
Approach LOS		D			F			B			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 32 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 48.6	Intersection LOS: D
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

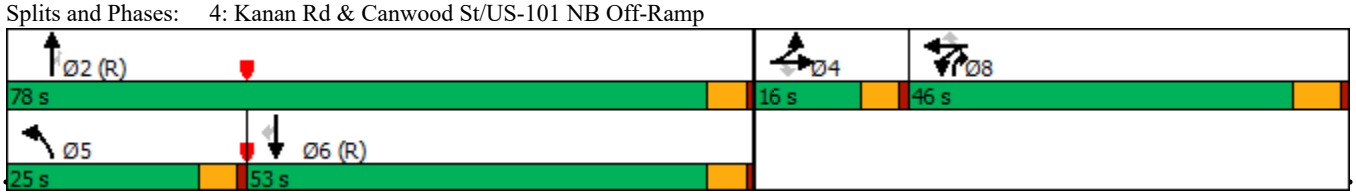
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	0	174	394	77	837	40	1064	678	0	1493	82
Future Volume (vph)	87	0	174	394	77	837	40	1064	678	0	1493	82
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				41%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	16.0	16.0	16.0	46.0	46.0	46.0	25.0	78.0	46.0		53.0	53.0
Total Split (%)	11.4%	11.4%	11.4%	32.9%	32.9%	32.9%	17.9%	55.7%	32.9%		37.9%	37.9%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		10.3	10.3	40.7	40.7	40.7	8.8	73.0	112.7		61.3	61.3
Actuated g/C Ratio		0.07	0.07	0.29	0.29	0.29	0.06	0.52	0.80		0.44	0.44
v/c Ratio		0.68	0.63	0.52	0.52	1.05	0.39	0.63	0.48		0.73	0.12
Control Delay		87.5	18.1	46.3	46.3	84.5	53.1	34.3	2.4		35.8	3.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.3		0.0	0.0
Total Delay		87.5	18.1	46.3	46.3	84.5	53.1	36.3	2.8		35.8	3.9
LOS		F	B	D	D	F	D	D	A		D	A
Approach Delay		41.3			70.7			23.9			34.1	
Approach LOS		D			E			C			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 66 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 40.5	Intersection LOS: D
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

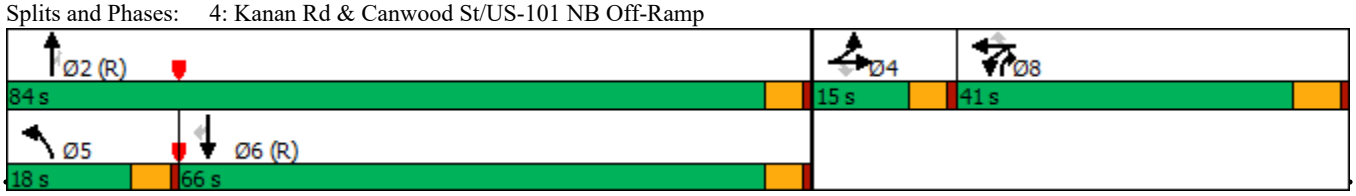
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	142	602	98	832	58	955	360	0	2118	64
Future Volume (vph)	55	0	142	602	98	832	58	955	360	0	2118	64
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				42%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	15.0	15.0	15.0	41.0	41.0	41.0	18.0	84.0	41.0		66.0	66.0
Total Split (%)	10.7%	10.7%	10.7%	29.3%	29.3%	29.3%	12.9%	60.0%	29.3%		47.1%	47.1%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		8.9	8.9	36.1	36.1	36.1	10.1	79.0	114.1		66.2	66.2
Actuated g/C Ratio		0.06	0.06	0.26	0.26	0.26	0.07	0.56	0.82		0.47	0.47
v/c Ratio		0.50	0.65	0.88	0.87	1.07	0.50	0.52	0.26		0.96	0.09
Control Delay		77.9	25.3	71.4	70.2	87.6	66.5	13.7	0.3		47.0	1.7
Queue Delay		0.0	0.2	28.6	25.6	0.0	0.0	0.1	0.0		0.0	0.0
Total Delay		77.9	25.6	100.0	95.8	87.6	66.5	13.8	0.3		47.0	1.7
LOS		E	C	F	F	F	E	B	A		D	A
Approach Delay		40.3			92.3			12.5			45.6	
Approach LOS		D			F			B			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 32 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 50.4	Intersection LOS: D
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

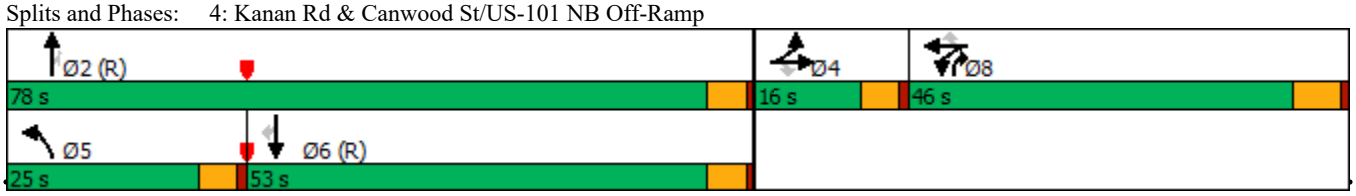
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	0	193	394	81	837	43	1064	678	0	1493	86
Future Volume (vph)	98	0	193	394	81	837	43	1064	678	0	1493	86
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				40%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov		NA	Perm
Protected Phases	4	4		8	8		5	2	8		6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	8		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	10.0	5.0	20.0	10.0		20.0	20.0
Minimum Split (s)	10.0	10.0	10.0	33.0	33.0	33.0	10.0	37.0	33.0		37.0	37.0
Total Split (s)	16.0	16.0	16.0	46.0	46.0	46.0	25.0	78.0	46.0		53.0	53.0
Total Split (%)	11.4%	11.4%	11.4%	32.9%	32.9%	32.9%	17.9%	55.7%	32.9%		37.9%	37.9%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	5.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	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	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0	5.0	6.0	6.0	6.0	5.0	5.0	6.0		5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None		C-Min	C-Min
Act Effct Green (s)		10.6	10.6	40.4	40.4	40.4	9.1	73.0	112.4		61.0	61.0
Actuated g/C Ratio		0.08	0.08	0.29	0.29	0.29	0.06	0.52	0.80		0.44	0.44
v/c Ratio		0.75	0.65	0.53	0.52	1.06	0.41	0.63	0.48		0.73	0.12
Control Delay		93.8	17.9	46.7	46.5	89.3	53.7	34.3	2.5		36.1	4.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.3		0.0	0.0
Total Delay		93.8	17.9	46.7	46.5	89.3	53.7	36.3	2.8		36.1	4.4
LOS		F	B	D	D	F	D	D	A		D	A
Approach Delay		43.5			73.9			24.0			34.4	
Approach LOS		D			E			C			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 66 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 41.6	Intersection LOS: D
Intersection Capacity Utilization 78.5%	ICU Level of Service D
Analysis Period (min) 15	

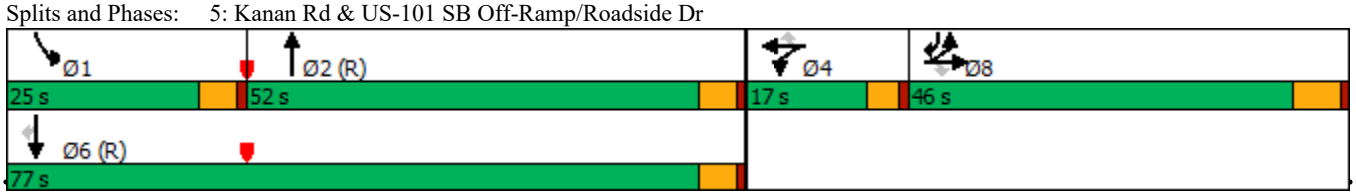
Splits and Phases: 4: Kanan Rd & Canwood St/US-101 NB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	611	154	427	26	0	103	0	676	32	131	859	1104
Future Volume (vph)	611	154	427	26	0	103	0	676	32	131	859	1104
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	33%		14%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	46.0	46.0	46.0	17.0	17.0	17.0		52.0		25.0	77.0	46.0
Total Split (%)	32.9%	32.9%	32.9%	12.1%	12.1%	12.1%		37.1%		17.9%	55.0%	32.9%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	54.5	54.5	54.5		7.8	7.8		42.3		14.8	62.2	115.7
Actuated g/C Ratio	0.39	0.39	0.39		0.06	0.06		0.30		0.11	0.44	0.83
v/c Ratio	0.65	0.68	0.53		0.26	0.56		0.49		0.72	0.56	0.78
Control Delay	40.4	41.5	17.1		68.2	22.3		42.5		93.1	28.0	16.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.1
Total Delay	40.4	41.5	17.1		68.2	22.3		42.5		93.1	28.0	16.3
LOS	D	D	B		E	C		D		F	C	B
Approach Delay		33.6			31.7			42.5			25.9	
Approach LOS		C			C			D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 45 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

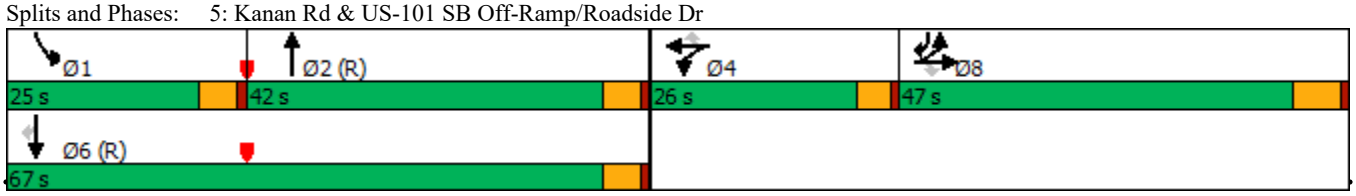
Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	491	131	306	31	0	288	0	1121	34	153	472	490
Future Volume (vph)	491	131	306	31	0	288	0	1121	34	153	472	490
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	34%		10%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	47.0	47.0	47.0	26.0	26.0	26.0		42.0		25.0	67.0	47.0
Total Split (%)	33.6%	33.6%	33.6%	18.6%	18.6%	18.6%		30.0%		17.9%	47.9%	33.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	38.5	38.5	38.5		10.5	10.5		54.4		16.2	75.5	113.0
Actuated g/C Ratio	0.28	0.28	0.28		0.08	0.08		0.39		0.12	0.54	0.81
v/c Ratio	0.72	0.75	0.46		0.23	0.80		0.63		0.77	0.26	0.37
Control Delay	54.8	56.3	6.3		61.9	25.8		39.1		59.5	12.3	1.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.1
Total Delay	54.8	56.3	6.3		61.9	25.8		39.1		59.5	12.3	1.8
LOS	D	E	A		E	C		D		E	B	A
Approach Delay		41.0			29.3			39.1			14.1	
Approach LOS		D			C			D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 124 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 30.8	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

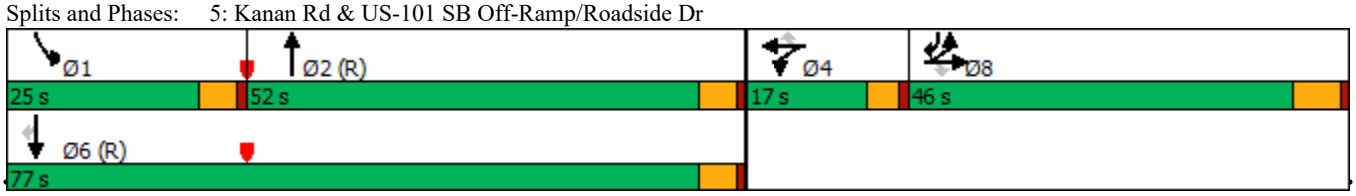
Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	611	154	427	26	0	103	0	683	32	131	861	1107
Future Volume (vph)	611	154	427	26	0	103	0	683	32	131	861	1107
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	33%		14%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	46.0	46.0	46.0	17.0	17.0	17.0		52.0		25.0	77.0	46.0
Total Split (%)	32.9%	32.9%	32.9%	12.1%	12.1%	12.1%		37.1%		17.9%	55.0%	32.9%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	54.4	54.4	54.4		7.8	7.8		42.5		14.8	62.3	115.7
Actuated g/C Ratio	0.39	0.39	0.39		0.06	0.06		0.30		0.11	0.44	0.83
v/c Ratio	0.65	0.68	0.53		0.26	0.56		0.50		0.72	0.56	0.78
Control Delay	40.6	41.6	17.2		68.2	22.3		42.4		92.6	28.2	16.3
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.1
Total Delay	40.6	41.6	17.2		68.2	22.3		42.4		92.6	28.2	16.4
LOS	D	D	B		E	C		D		F	C	B
Approach Delay		33.8			31.7			42.4			26.0	
Approach LOS		C			C			D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 45 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 82.5%	ICU Level of Service E
Analysis Period (min) 15	

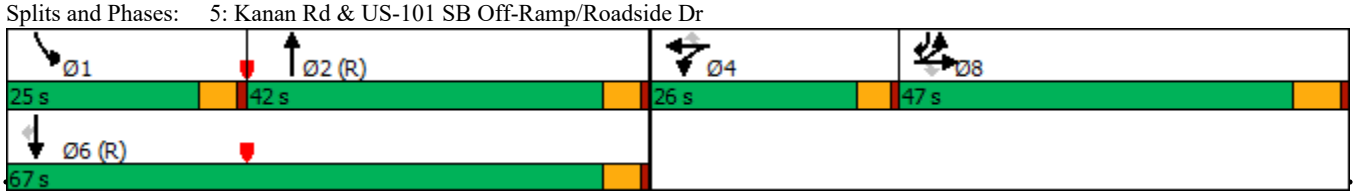
Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	491	131	306	31	0	288	0	1124	34	153	480	501
Future Volume (vph)	491	131	306	31	0	288	0	1124	34	153	480	501
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	34%		10%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	47.0	47.0	47.0	26.0	26.0	26.0		42.0		25.0	67.0	47.0
Total Split (%)	33.6%	33.6%	33.6%	18.6%	18.6%	18.6%		30.0%		17.9%	47.9%	33.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	38.6	38.6	38.6		10.5	10.5		54.2		16.2	75.3	113.0
Actuated g/C Ratio	0.28	0.28	0.28		0.08	0.08		0.39		0.12	0.54	0.81
v/c Ratio	0.72	0.75	0.46		0.23	0.80		0.63		0.77	0.26	0.37
Control Delay	54.5	55.9	6.3		61.9	25.8		39.2		59.5	12.2	1.8
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.0	0.1
Total Delay	54.5	55.9	6.3		61.9	25.8		39.2		59.5	12.2	1.8
LOS	D	E	A		E	C		D		E	B	A
Approach Delay		40.7			29.3			39.2			14.0	
Approach LOS		D			C			D			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 124 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

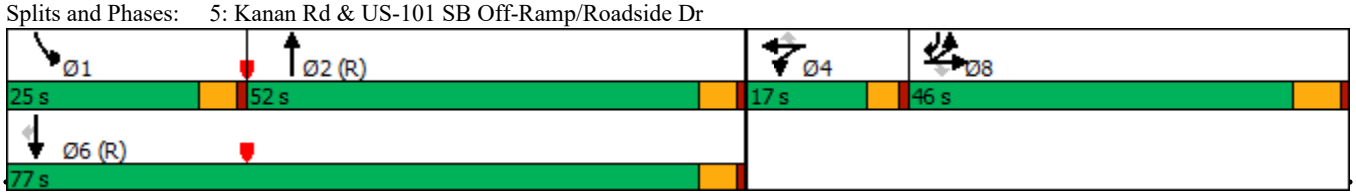
Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	648	165	521	27	0	111	0	906	33	134	1003	1133
Future Volume (vph)	648	165	521	27	0	111	0	906	33	134	1003	1133
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	29%		20%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	46.0	46.0	46.0	17.0	17.0	17.0		52.0		25.0	77.0	46.0
Total Split (%)	32.9%	32.9%	32.9%	12.1%	12.1%	12.1%		37.1%		17.9%	55.0%	32.9%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	50.5	50.5	50.5		8.1	8.1		45.5		15.5	66.0	115.4
Actuated g/C Ratio	0.36	0.36	0.36		0.06	0.06		0.32		0.11	0.47	0.82
v/c Ratio	0.83	0.85	0.70		0.27	0.59		0.64		0.75	0.65	0.84
Control Delay	54.7	56.1	31.8		68.1	22.0		42.1		88.2	21.9	16.8
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.3	0.1
Total Delay	54.7	56.1	31.8		68.1	22.0		42.1		88.2	22.3	16.9
LOS	D	E	C		E	C		D		F	C	B
Approach Delay		48.0			30.9			42.1			23.5	
Approach LOS		D			C			D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 45 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 34.4	Intersection LOS: C
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

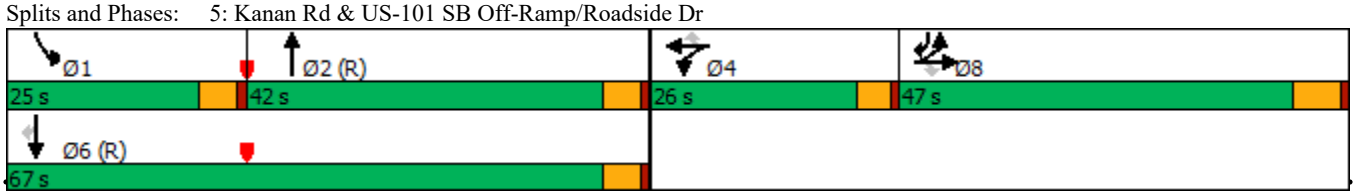
Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	504	153	445	32	0	314	0	1411	35	156	690	526
Future Volume (vph)	504	153	445	32	0	314	0	1411	35	156	690	526
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	25%		23%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	47.0	47.0	47.0	26.0	26.0	26.0		42.0		25.0	67.0	47.0
Total Split (%)	33.6%	33.6%	33.6%	18.6%	18.6%	18.6%		30.0%		17.9%	47.9%	33.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	42.6	42.6	42.6		13.9	13.9		46.2		16.8	68.0	109.6
Actuated g/C Ratio	0.30	0.30	0.30		0.10	0.10		0.33		0.12	0.49	0.78
v/c Ratio	0.80	0.83	0.56		0.19	0.86		0.97		0.80	0.44	0.42
Control Delay	57.8	59.4	11.8		56.9	36.1		63.1		60.5	20.9	1.5
Queue Delay	0.4	0.5	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	58.1	59.9	11.8		56.9	36.1		63.1		60.5	20.9	1.5
LOS	E	E	B		E	D		E		E	C	A
Approach Delay		44.3			38.0			63.1			18.0	
Approach LOS		D			D			E			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 124 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 41.7	Intersection LOS: D
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

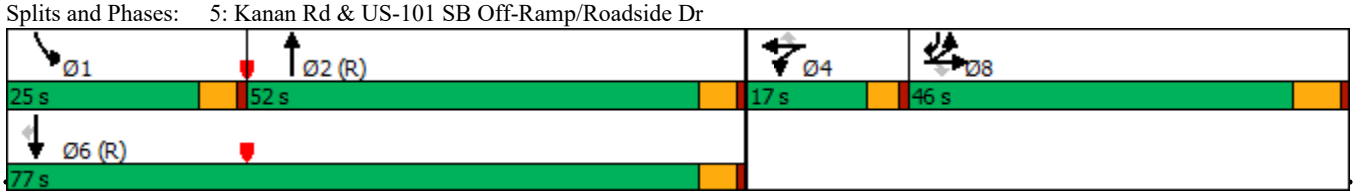
Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	648	165	521	27	0	111	0	913	33	134	1005	1136
Future Volume (vph)	648	165	521	27	0	111	0	913	33	134	1005	1136
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	29%		20%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	46.0	46.0	46.0	17.0	17.0	17.0		52.0		25.0	77.0	46.0
Total Split (%)	32.9%	32.9%	32.9%	12.1%	12.1%	12.1%		37.1%		17.9%	55.0%	32.9%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	50.2	50.2	50.2		8.1	8.1		45.8		15.5	66.3	115.4
Actuated g/C Ratio	0.36	0.36	0.36		0.06	0.06		0.33		0.11	0.47	0.82
v/c Ratio	0.83	0.85	0.70		0.27	0.59		0.64		0.75	0.65	0.85
Control Delay	55.3	56.7	32.2		68.1	22.0		42.0		87.5	21.9	17.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.4	0.1
Total Delay	55.3	56.7	32.2		68.1	22.0		42.0		87.5	22.2	17.1
LOS	E	E	C		E	C		D		F	C	B
Approach Delay		48.5			30.9			42.0			23.5	
Approach LOS		D			C			D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 45 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 84.3%	ICU Level of Service E
Analysis Period (min) 15	

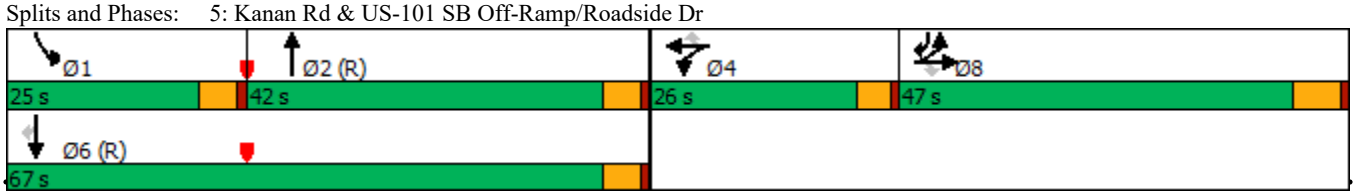
Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	504	153	445	32	0	314	0	1414	35	156	698	537
Future Volume (vph)	504	153	445	32	0	314	0	1414	35	156	698	537
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	25%		23%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	47.0	47.0	47.0	26.0	26.0	26.0		42.0		25.0	67.0	47.0
Total Split (%)	33.6%	33.6%	33.6%	18.6%	18.6%	18.6%		30.0%		17.9%	47.9%	33.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	43.0	43.0	43.0		13.5	13.5		46.2		16.8	68.0	110.0
Actuated g/C Ratio	0.31	0.31	0.31		0.10	0.10		0.33		0.12	0.49	0.79
v/c Ratio	0.80	0.83	0.56		0.19	0.87		0.98		0.80	0.44	0.42
Control Delay	56.9	58.3	11.8		57.4	37.3		63.4		60.5	21.0	1.6
Queue Delay	0.3	0.5	0.0		0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	57.2	58.8	11.8		57.4	37.3		63.4		60.5	21.0	1.6
LOS	E	E	B		E	D		E		E	C	A
Approach Delay		43.6			39.2			63.4			18.0	
Approach LOS		D			D			E			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 124 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 41.6	Intersection LOS: D
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr

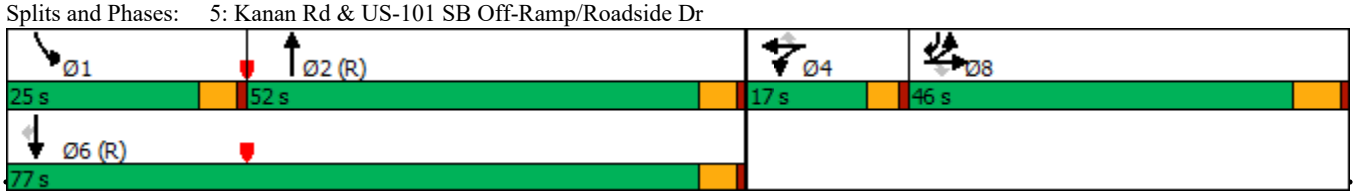


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	658	167	527	27	0	113	0	916	33	136	1017	1150
Future Volume (vph)	658	167	527	27	0	113	0	916	33	136	1017	1150
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	29%		20%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	46.0	46.0	46.0	17.0	17.0	17.0		52.0		25.0	77.0	46.0
Total Split (%)	32.9%	32.9%	32.9%	12.1%	12.1%	12.1%		37.1%		17.9%	55.0%	32.9%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	49.8	49.8	49.8		8.1	8.1		46.1		15.6	66.7	115.4
Actuated g/C Ratio	0.36	0.36	0.36		0.06	0.06		0.33		0.11	0.48	0.82
v/c Ratio	0.85	0.87	0.72		0.27	0.59		0.64		0.76	0.66	0.86
Control Delay	57.3	59.1	33.3		68.1	22.0		41.8		87.6	21.6	17.4
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.4	0.1
Total Delay	57.3	59.1	33.3		68.1	22.0		41.8		87.6	22.0	17.6
LOS	E	E	C		E	C		D		F	C	B
Approach Delay		50.5			30.8			41.8			23.6	
Approach LOS		D			C			D			C	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 45 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 35.1 — Intersection LOS: D
Intersection Capacity Utilization 85.2% — ICU Level of Service E
Analysis Period (min) 15

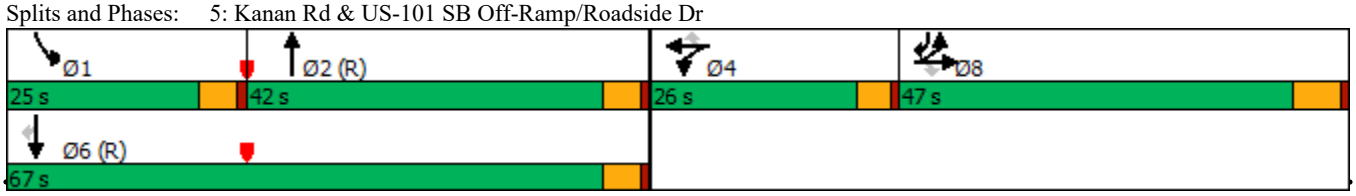
Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	511	155	450	32	0	318	0	1428	35	158	698	533
Future Volume (vph)	511	155	450	32	0	318	0	1428	35	158	698	533
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	25%		23%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	47.0	47.0	47.0	26.0	26.0	26.0		42.0		25.0	67.0	47.0
Total Split (%)	33.6%	33.6%	33.6%	18.6%	18.6%	18.6%		30.0%		17.9%	47.9%	33.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	43.0	43.0	43.0		13.9	13.9		45.7		16.9	67.6	109.6
Actuated g/C Ratio	0.31	0.31	0.31		0.10	0.10		0.33		0.12	0.48	0.78
v/c Ratio	0.81	0.84	0.56		0.19	0.88		1.00		0.80	0.44	0.42
Control Delay	57.7	59.4	12.2		56.9	39.0		68.1		60.7	21.2	1.5
Queue Delay	0.7	1.0	0.0		0.0	0.1		0.0		0.0	0.0	0.0
Total Delay	58.5	60.4	12.2		56.9	39.0		68.1		60.7	21.2	1.5
LOS	E	E	B		E	D		E		E	C	A
Approach Delay		44.7			40.7			68.1			18.2	
Approach LOS		D			D			E			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 124 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 43.8	Intersection LOS: D
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

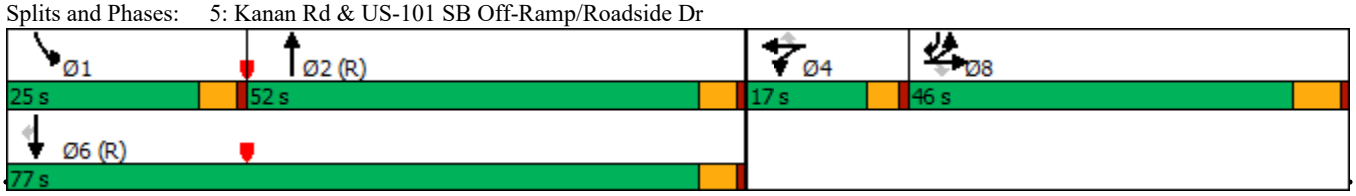
Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	658	167	527	27	0	113	0	923	33	136	1019	1153
Future Volume (vph)	658	167	527	27	0	113	0	923	33	136	1019	1153
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	29%		20%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	46.0	46.0	46.0	17.0	17.0	17.0		52.0		25.0	77.0	46.0
Total Split (%)	32.9%	32.9%	32.9%	12.1%	12.1%	12.1%		37.1%		17.9%	55.0%	32.9%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	49.5	49.5	49.5		8.1	8.1		46.3		15.6	66.9	115.4
Actuated g/C Ratio	0.35	0.35	0.35		0.06	0.06		0.33		0.11	0.48	0.82
v/c Ratio	0.85	0.88	0.72		0.27	0.59		0.64		0.76	0.66	0.86
Control Delay	57.9	59.9	33.5		68.1	22.0		41.6		87.1	21.6	17.6
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0	0.4	0.1
Total Delay	57.9	59.9	33.5		68.1	22.0		41.6		87.1	21.9	17.7
LOS	E	E	C		E	C		D		F	C	B
Approach Delay		51.0			30.8			41.6			23.7	
Approach LOS		D			C			D			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 45 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 35.3	Intersection LOS: D
Intersection Capacity Utilization 85.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	511	155	450	32	0	318	0	1431	35	158	706	544
Future Volume (vph)	511	155	450	32	0	318	0	1431	35	158	706	544
Confl. Peds. (#/hr)						10			10			10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	25%		23%									
Turn Type	Split	NA	Perm	Split	NA	Perm		NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4			2		1	6	8
Permitted Phases			8			4						6
Detector Phase	8	8	8	4	4	4		2		1	6	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0	5.0		30.0		5.0	30.0	10.0
Minimum Split (s)	33.0	33.0	33.0	9.5	9.5	9.5		37.0		10.0	37.0	33.0
Total Split (s)	47.0	47.0	47.0	26.0	26.0	26.0		42.0		25.0	67.0	47.0
Total Split (%)	33.6%	33.6%	33.6%	18.6%	18.6%	18.6%		30.0%		17.9%	47.9%	33.6%
Yellow Time (s)	5.0	5.0	5.0	3.5	3.5	3.5		4.0		4.0	4.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		4.5	4.5		5.0		5.0	5.0	6.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None	None	None	None		C-Min		None	C-Min	None
Act Effct Green (s)	43.0	43.0	43.0		13.9	13.9		45.7		16.9	67.6	109.6
Actuated g/C Ratio	0.31	0.31	0.31		0.10	0.10		0.33		0.12	0.48	0.78
v/c Ratio	0.81	0.84	0.56		0.19	0.88		1.00		0.80	0.45	0.43
Control Delay	57.7	59.4	12.4		56.9	39.0		68.5		60.7	21.3	1.6
Queue Delay	0.7	1.0	0.0		0.0	0.1		0.0		0.0	0.0	0.0
Total Delay	58.5	60.4	12.4		56.9	39.0		68.5		60.7	21.3	1.6
LOS	E	E	B		E	D		E		E	C	A
Approach Delay		44.8			40.7			68.5			18.1	
Approach LOS		D			D			E			B	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 124 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 43.8	Intersection LOS: D
Intersection Capacity Utilization 84.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Kanan Rd & US-101 SB Off-Ramp/Roadside Dr