

VIA Green Line Corridor Final Design Project



VIA ART – Synchro Models Assessment and Mitigations

Revision: 03

Prepared By



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VIA ART – Synchro Models Assessment and Mitigations		
Revision: 03	Date: 05/16/2025	Prepared by: Author (K Komanapally)

Document Revisions

Revision	Date	Description
00	07/15/2024	Initial Submission – Review of 10 major intersections along the corridor.
01	11/20/2024	Revised submission addressing all client comments to include all 63 intersections along the corridor are analyzed as part of this report.
02	02/11/2025	Revised submission addressing all client comments.
03	05/16/2026	Revised submission addressing follow up comments related to Rev.02.

Purpose and Objective: This technical report outlines the findings from the review of Synchro models used in the original WSP Traffic Report dated April 2023 for an initial set of ten key intersections, identifying the coding errors in lane configuration and lane widths, assessing the impact on the existing ROW and proposing mitigations for failing intersections to operate at an acceptable LOS “D” or better. At the request of VIA, all signalized intersections were then evaluated to assess if the model coding needed to be corrected to match existing/proposed operations.

Summary and Conclusion: Coding errors found in WSP AM and PM peak hour models were fixed for every intersection within the study corridor, and mitigations were proposed to get the intersection to operate at a LOS “D” or better. The results of the traffic analysis suggest all the study intersections can operate at acceptable LOS “D” or better, with proposed mitigations, except for San Pedro at Loop 410 WB, San Pedro at Loop 410 EB, and St Mary’s at Cesar Chavez intersections, which operate at LOS “E”. These three intersections will continue to operate at similar levels of service as existing conditions.

Computer Program Used: Synchro

Version/Release Number: 11.1.2.9

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1. Introduction

With the proposed dedicated bus lanes along San Pedro Ave and limitations to the existing right of way (ROW), congestion is anticipated on the existing corridor resulting in potentially failing conditions. WSP had previously conducted a traffic study and identified improvements needed to mitigate these potential failures.

This technical report outlines the findings from a detailed review of Synchro AM peak and PM peak models used in WSP’s Traffic Report dated April 2023 (30% design level) for all intersections along the corridor, identifying several coding errors in lane configuration and lane widths, assessing the impact on the existing ROW and proposing the necessary mitigations to improve intersection levels of service to operate at an acceptable LOS “D” or better.

2. Study Intersections

Table 1 and **Figure 1** presents a list of intersections under review by Parsons to check if the impact on the ROW can be optimized. The operational analysis for these intersections was conducted using Synchro 11 software. Due to the limitations of the Synchro software, individual bus lanes cannot be coded, or lanes cannot be restricted to buses only. However, as buses would usually travel in the same phase as through movements and operate at a frequency of less than 10 buses per hour, there would be no impact on capacity of the bus lanes. At several locations, special signal provisions are provided to allow buses to move from inside lanes to outside lanes and vice versa. This is discussed in a later section of this report.

Table 1: List of intersections under review

No.	Intersection	No.	Intersection
1	Isom Rd at US 281 NB Frontage	30	San Pedro Ave at Euclid
2	Isom Rd at US 281 SB Frontage	31	San Pedro Ave at Elmira
3	Oasis St at Isom Rd	32	San Pedro Ave at Quincy
4	Sahara Dr at Isom Rd	33	San Pedro Ave at Soledad
5	Isom Rd at E Ramsey Rd	34	Navarro at Augusta
6	San Pedro Ave at Isom Rd	35	St Mary's at Navarro
7	San Pedro Ave at Loop 410 WB	37	St Mary's at Martin
8	San Pedro Ave at Loop 410 EB	38	Navarro at Martin
7451	San Pedro Ave at VIA North Star Transit Center	39	St Mary's at Pecan
7252	San Pedro Ave at North Star Mall Entrance	40	Navarro at Pecan
9	San Pedro Ave at Rector	41	St Mary's at Travis
10	San Pedro Ave at Rampart	42	Navarro at Travis
11	San Pedro Ave at Cage	43	St Mary's at Houston
12	San Pedro Ave at Oblate	44	Navarro at Houston
13	San Pedro Ave at Jackson Keller	45	St Mary's at College
14	San Pedro Ave at Recoleta Rd/El Mio Dr	46	Navarro at College
15	San Pedro Ave at Basse	47	Navarro at Crockett
61	San Pedro Ave at El Monte Blvd	48	St Mary's at Commerce
16	San Pedro Ave at Wildwood	49	Navarro at Commerce
17	San Pedro Ave at Audubon	50	St Mary's at Market
18	San Pedro Ave at Fresno/Dora St	51	Navarro at Market
19	San Pedro Ave at Olmos	52	St Mary's at Villita
20	San Pedro Ave at Hildebrand	53	Navarro at Villita
21	San Pedro Ave at Summit	103	St Mary's/Navarro at Nueva
22	San Pedro Ave at Mulberry	54	St Mary's at Cesar Chavez
23	San Pedro Ave at Woodlawn	55	St Mary's at Alamo
24	San Pedro Ave at Ashby	56	St Mary's at Pereida
25	San Pedro Ave at Myrtle	57	St Mary's at Carolina
26	San Pedro Ave at Park	58	St Mary's at Biering
27	San Pedro Ave at Evergreen St	59	St Mary's at Mission
28	San Pedro Ave at Laurel	60	Roosevelt at Steves
29	San Pedro Ave at Cypress		

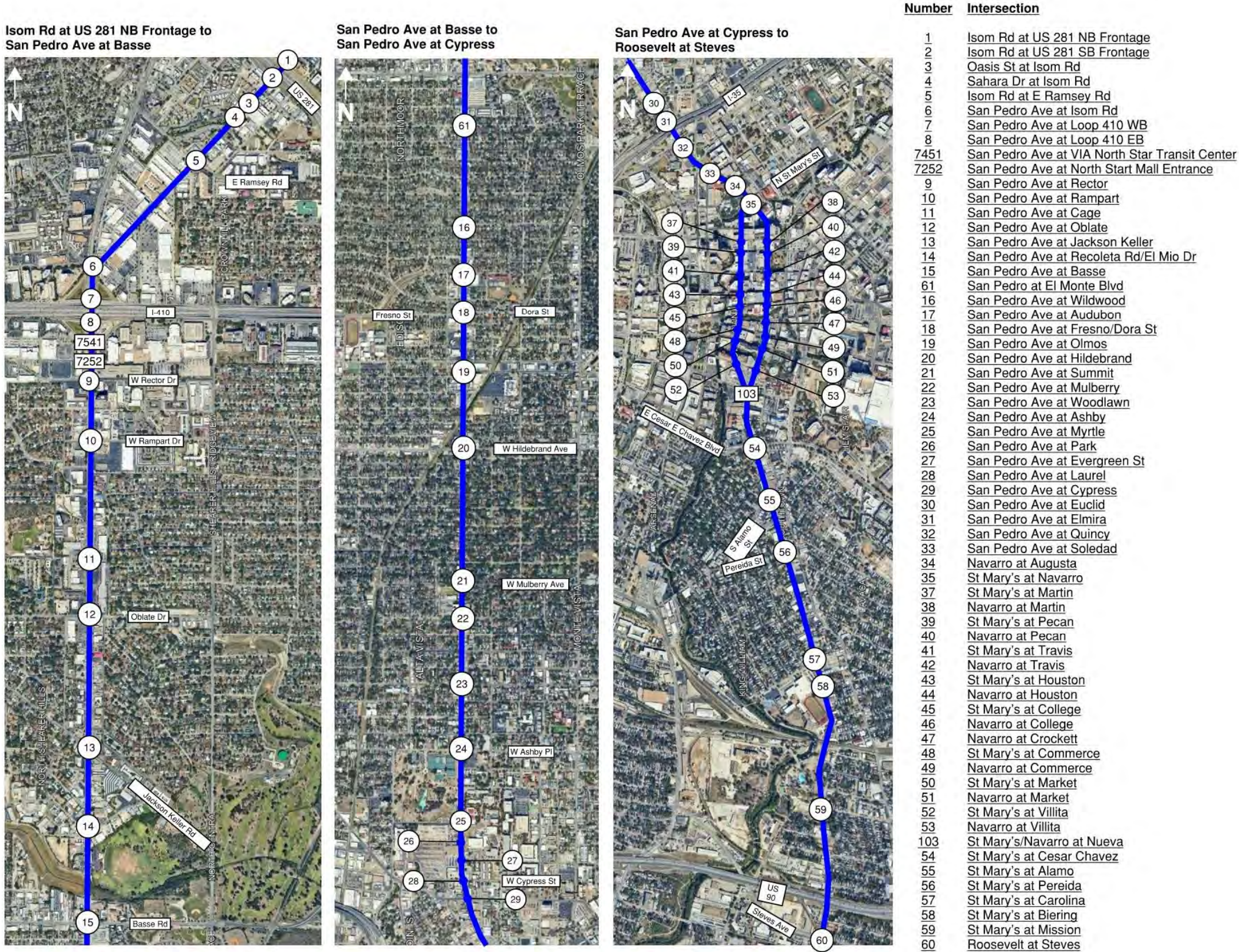


Figure 1: Location of Intersections Under Review

3. Review and Validation of WSP Models – Open Year Build 2027

Control delay is used to characterize Level of Service (LOS) for the entire intersection or an approach. Control delay and volume-to-capacity (V/C) ratios are used to characterize LOS for a lane group. The LOS criteria given by the Highway Capacity Manual (HCM) for signalized junctions when V/C ratio is less than 1.0 are shown in **Table 2**.

For V/C greater than 1.0, the level of service is 'F' regardless of the control delay, per the HCM 2010 – Chapter 18: Signalized Intersections, Exhibit 18-4: LOS Criteria.

Table 2: Level of Service Criteria for Signalized Intersections

Average Delay per Vehicle (sec/veh) Signalized Intersections	LOS by Volume-to-Capacity Ratio	
	V/C ≤ 1.0	V/C > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

WSP (30% design level) Open Year Build 2027 – Synchro models were reviewed for any discrepancies between the lane configurations and lane widths considered in the Synchro model against the Roll Plot (65% design level) lane geometry and lane widths. All the discrepancies in the Synchro are updated to match the Roll plot.

Table 3 and **Figure 2** present a summary of the LOS and delays reported in WSP's 2023 Traffic Report and presented under the column titled "WSP models". WSP's Synchro models differed from the 30% design roll plot for lane configurations and lane widths. These inconsistencies were updated to reflect the 30% roll plot lane geometry in the Synchro models, and the new findings are shown in the column titled "Matches Roll Plot Lane Geometry". **Appendix A** provides the actual Synchro reports for all analyzed intersections shown in **Table 3**.

All the changes captured at each intersection in the "Roll Plot Geometry Models" are presented under the column titled "Remarks". Same cycle length, phasing and detector settings were maintained, and only the lane configuration was updated to match the roll plots. All other settings remained the same as in the WSP peak hour models.

To indicate that an intersection does not operate at an acceptable LOS (LOS "D" or better), cells are highlighted in light orange if the intersection operates at LOS "E". No intersections in this table are at LOS "F".

Table 3: Roll Plot Geometry Models – Level of Service - Open Year Build 2027

No	Intersection	WSP Models				Matches Roll Plot Lane Geometry			
		AM		PM		AM		PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Isom Rd at US 281 NB Frontage	B	18.5	D	44.8	B	18.8	D	44.8
2	Isom Rd at US 281 SB Frontage	B	19.2	C	23.2	B	19.5	B	16.6
3	Oasis St at Isom Rd	C	22.2	C	26.6	D	46.4	D	37.8
4	Sahara Dr at Isom Rd	C	27.1	D	40.8	C	23.3	C	26.7
5	Isom Rd at E Ramsey Rd	C	21.4	C	29.2	C	21.6	C	28.5
6	San Pedro Ave at Isom Rd	C	24.2	D	46.4	C	21.9	C	31.7
7	San Pedro Ave at Loop 410 WB	C	24.4	E	61.5	C	24.3	E	65.2
8	San Pedro Ave at Loop 410 EB	D	38.3	E	74.8	D	36.9	E	68.8
7451	San Pedro Ave at VIA North Star Transit Center	A	1.7	A	0.3	A	1.7	A	0.2
7252	San Pedro Ave at North Star Mall Entrance	A	3.8	B	15.5	A	4.6	B	16.0
9	San Pedro Ave at Rector	B	15.2	C	33	B	16.6	D	35.3
10	San Pedro Ave at Rampart	B	14.6	C	21.8	C	22.7	D	38.4
11	San Pedro Ave at Cage	A	8.8	B	17	B	12.1	C	26.8
12	San Pedro Ave at Oblate	D	37	D	44.6	D	52.5	E	69.7
13	San Pedro Ave at Jackson Keller	C	34.8	D	52.8	D	45.8	E	61.5
14	San Pedro Ave at Recoleta Rd/El Mio Dr	B	18.4	C	33.1	B	18.8	C	30.1
15	San Pedro Ave at Basse	D	40.7	D	45.2	D	42.2	D	50.8
61	San Pedro Ave at El Monte Blvd	-	-	-	-				
16	San Pedro Ave at Wildwood	C	22.4	D	45.3	C	25.3	D	46.9
17	San Pedro Ave at Audubon	B	13.8	D	46.4	B	14.6	C	33.6
18	San Pedro Ave at Fresno/Dora St	C	33.9	D	47.2	D	37.8	E	69.3
19	San Pedro Ave at Olmos	C	21.8	C	28.2	C	22.6	D	35.8
20	San Pedro Ave at Hildebrand	C	30.3	D	37.4	C	30.9	D	39.5
21	San Pedro Ave at Summit	B	11.2	A	9.5	B	13.1	B	10.9
22	San Pedro Ave at Mulberry	A	8.1	A	8.4	A	8.5	A	8.8
23	San Pedro Ave at Woodlawn	C	20.1	C	30.5	C	21.9	C	29.7
24	San Pedro Ave at Ashby	C	34.4	B	19.6	C	28.2	B	18.6
25	San Pedro Ave at Myrtle	B	16.2	C	27.6	B	17.4	C	28.0
26	San Pedro Ave at Park	A	3.9	A	2.9	A	4.8	A	4.5
27	San Pedro Ave at Evergreen St	B	10.1	A	7.4	A	9.5	A	7.5
28	San Pedro Ave at Laurel	A	7.2	B	16.1	A	7.5	B	16.3
29	San Pedro Ave at Cypress	D	38.7	D	50	D	40.1	D	53.5
30	San Pedro Ave at Euclid	C	32.5	C	28.4	C	27.9	C	30.9
31	San Pedro Ave at Elmira	D	36.8	E	73.9	C	20.2	E	73.0
32	San Pedro Ave at Quincy	D	35.8	D	54.2	D	41.3	D	51.7
33	San Pedro Ave at Soledad	A	3.9	C	33.6	A	4.6	C	29.8
34	Navarro at Augusta	A	7.5	A	8.9	C	31.4	D	35.4
35	St Mary's at Navarro	A	10	B	12.1	A	7.4	A	8.8
37	St Mary's at Martin	B	12	B	13	A	4.8	B	11.7
38	Navarro at Martin	B	16.2	B	14.3	B	10.3	B	12.0
39	St Mary's at Pecan	B	14.6	C	22.7	A	8.0	B	11.5
40	Navarro at Pecan	C	20.6	B	16.1	A	4.4	A	5.2
41	St Mary's at Travis	B	12.4	B	12.1	A	9.3	A	7.3
42	Navarro at Travis	B	15.4	C	28	B	13.1	B	17.9
43	St Mary's at Houston	B	10.1	B	10.3	A	7.7	B	12.0
44	Navarro at Houston	B	16.6	D	38.7	B	12.4	B	13.5
45	St Mary's at College	C	31.4	D	36.1	B	13.9	C	21.1
46	Navarro at College	C	28.8	B	15.6	A	8.5	B	10.2
47	Navarro at Crockett	C	29.6	C	25.7	B	13.2	B	18.2
48	St Mary's at Commerce	A	6.6	B	13.8	A	4.0	A	3.9
49	Navarro at Commerce	D	39.8	B	15.2	B	12.0	B	11.7
50	St Mary's at Market	B	14.2	B	18.2	A	5.7	A	8.9
51	Navarro at Market	C	28.5	B	11.9	B	10.1	A	9.3
52	St Mary's at Villita	A	6.3	B	15.6	A	5.1	B	11.7
53	Navarro at Villita	C	24.4	B	11.3	A	4.5	B	19.1
103	St Mary's/Navarro at Nueva	D	39.9	C	34.2	C	26.2	D	40.3
54	St Mary's at Cesar Chavez	E	64.6	D	39.8	E	65.7	D	37.9
55	St Mary's at Alamo	B	19.5	C	22.4	B	19.6	C	23.7
56	St Mary's at Pereida	B	16.3	B	16.3	B	13.6	B	14.7
57	St Mary's at Carolina	B	19.9	B	11.2	C	20.5	B	12.3
58	St Mary's at Biering	A	4.0	A	2.9	A	4.5	A	3.0
59	St Mary's at Mission	B	12.6	B	10.9	B	12.5	B	11.4
60	Roosevelt at Steves	C	22	C	24.4	C	22.3	C	24.4

cells are highlighted in light orange if the intersection operates at LOS “E”

cells are highlighted in light red if the intersection operates at LOS “F”

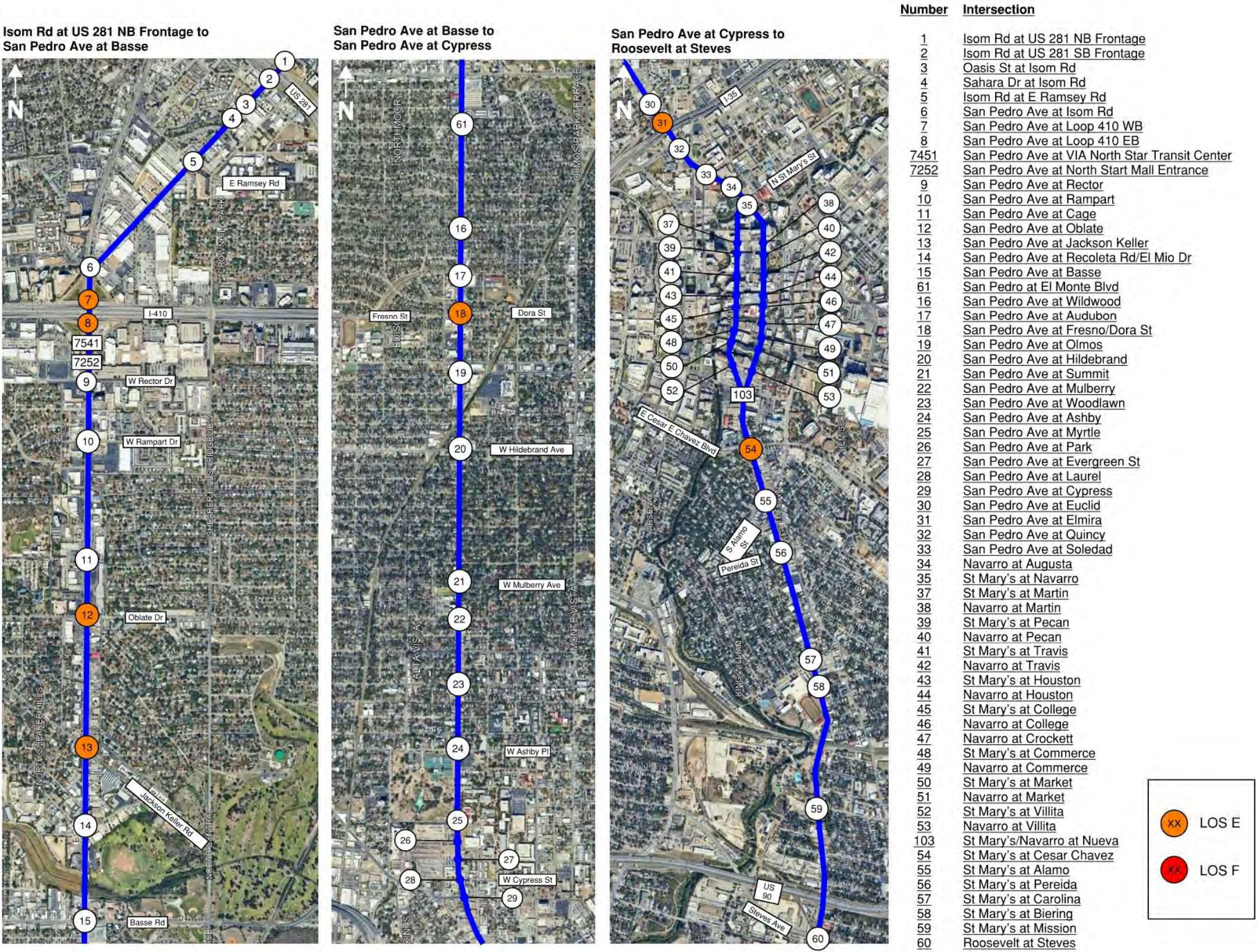


Figure 2: Roll Plot Geometry Models - Level of Service – Open Year Build 2027

4. Synchro models with U-Turn Volumes – Open Year Build 2027

San Pedro Ave is a major north-south road with a mix of commercial, residential, and institutional properties along its corridor. The existing roadway typically has two or three lanes in each direction, often with a center turn lane or undivided median to accommodate all movements along the corridor for all driveways and cross streets. As a major safety enhancement, the new Green Line project will install significant lengths of new raised medians which will require left-turning traffic from side streets and driveways to utilize only signalized intersections where full openings are available. It was observed that the original WSP models did not account for U-turn movements at any intersection. In order to accommodate the restricted left-turning traffic, it was crucial that U-turn provision is provided at signalized intersections, where such movement is feasible.

Existing mid-block left-turning traffic that could potentially convert into U-turns were identified and presented in **Table 4**. The mid-block left-turn volumes indicates the potential U-turn volumes along both northbound and southbound directions along San Pedro Ave during the AM and PM peak hours. These mid-block left-turn volumes were determined using the traffic count data, and aggregating all traffic volumes from driveways and cross streets making mid-block left turns. These values assume such traffic may choose to utilize the nearest signalized intersection to complete a U-turn.

Table 4: Mid-Block Left Turns (Potential U-Turn Volumes)

Intersection	Total Mid-Block Left Turns				U-turn Feasible?	
	AM		PM		NB	SB
	NB	SB	NB	SB		
San Pedro at W Rector St Intersection	32	-	48	-	Yes	Yes
San Pedro at Rampart Dr Intersection	57	78	155	8	Yes	Yes
San Pedro at Cage Ave Intersection	40	63	34	120	Yes	Yes
San Pedro at Oblate Dr Intersection	32	22	66	40	Yes	Yes
San Pedro at Jackson Keller Rd Intersection	28	76	15	74	Yes	Yes
San Pedro at Recoleta Rd Intersection	23	1	22	1	Yes	Yes
San Pedro at Basse Rd Intersection	15	14	32	19	Yes	Yes
San Pedro at El Monte Blvd Intersection	16	9	52	10	No	No
San Pedro at W Wildwood Dr Intersection	16	8	40	16	No	No
San Pedro at Audubon Intersection	77	16	52	19	No	No
San Pedro at Dora/Fresno St Intersection	78	18	88	22	No	No
San Pedro at W Olmos Dr Intersection*	-	16	-	25	No	No
San Pedro at Hilderbrand Intersection	-	-	-	-	No	No
San Pedro at Summit Ave Intersection	-	-	-	-	No	No
San Pedro at Mulberry Ave Intersection	-	-	-	-	No	No
San Pedro at Woodlawn Ave Intersection	-	-	-	-	No	No
San Pedro at Ashby Pl Intersection*	-	-	-	-	No	No
San Pedro at Myrtle Intersection	-	14	-	17	No	Yes
San Pedro at Park Intersection	-	-	-	-	No	No
San Pedro at Evergreen Intersection	27	23	28	22	Yes	Yes
San Pedro at Laurel Intersection	36	26	38	25	Yes	Yes
San Pedro at Cypress Intersection	95	16	108	14	Yes	Yes
San Pedro at Euclid Intersection	37	101	39	95	No	No

*Bus lanes switch from median to outer lanes and vice versa

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The traffic counts data is presented in **Appendix C**.

As part of this assessment, it was found that many driveways and cross streets obstructed by the proposed new raised median have alternate routes available via local roads running parallel to San Pedro. Drivers can utilize these alternate routes to avoid making U-turns at the San Pedro intersections. However, to evaluate the impact of U-turns on traffic performance and maintain connectivity, the Synchro models were revised to include a minimum U-turn volume of at least five vehicles per hour. This adjustment considers that most drivers are likely to use alternative routes and avoid U-turns. U-turn volumes were added at each major signalized intersection where U-turns can physically occur. As shown in **Table 4**, most intersections south of Basse Road would be difficult for cars to make this movement.

Detailed layouts showing the number of vehicles currently making left turns to and from driveways and cross streets are provided in **Appendix C**. This graphic illustrates which driveways and cross streets are interconnected with other local routes leading to San Pedro, allowing drivers to have route choices and therefore not required to perform U-turns.

The "Roll Plot Model" was used to incorporate U-turn volumes at the intersections, and **Table 5** shows a summary of the LOS and delays at all intersections. To indicate that an intersection does not operate at an acceptable LOS (LOS "D" or better), cells are highlighted in light orange if the intersection operates at LOS "E" and light pink if the intersection operates at LOS "F." **Figure 3** displays the Synchro results for this analysis.

Note that **Table 5** indicates that the inclusion of U-turns slows down the left turn movements at four intersections that effectively causes failing levels of service. Mitigations are discussed in later sections of this report.

Further assessment was also conducted to check if the proposed design would be able to accommodate U-turning traffic using the American Association of State Highway and Transportation Officials (AASHTO) criteria for designing turning paths of vehicles to ensure safe and efficient navigation through intersections. The key criteria for auto turn design as outlined by AASHTO include Turning Radius, Design Vehicle, Speed and Superelevation, Sight Distance, and Intersection design. This criterion is used to ensure that the intersections are designed to safely accommodate the turning movements of passenger car vehicles, enhancing overall traffic flow and safety.

Appendix B displays the AutoTurns layout at each intersection which has a dedicated left turn lane. Given the narrow footprint of San Pedro south of Basse Road, it is evident that many signalized intersections in this segment will not be able to accommodate U-turns. However, as mentioned previously, many local cross streets and driveways can reach nearby parallel routes that offer easy access to and from San Pedro Avenue. Thus, U-turn provisions are not a project requirement at all signalized intersections.

Table 5: U-turn Models - Level of Service – Open Year Build 2027

No	Intersection	WSP Models - Open Year Build				Matches Roll Plot Lane Geometry				Updated U-Turn Models			
		AM		PM		AM		PM		AM		PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Isom Rd at US 281 NB Frontage	B	18.5	D	44.8	B	18.8	D	44.8				
2	Isom Rd at US 281 SB Frontage	B	19.2	C	23.2	B	19.5	B	16.6				
3	Oasis St at Isom Rd	C	22.2	C	26.6	D	46.4	D	37.8				
4	Sahara Dr at Isom Rd	C	27.1	D	40.8	C	23.3	C	26.7				
5	Isom Rd at E Ramsey Rd	C	21.4	C	29.2	C	21.6	C	28.5				
6	San Pedro Ave at Isom Rd	C	24.2	D	46.4	C	21.9	C	31.7				
7	San Pedro Ave at Loop 410 WB	C	24.4	E	61.5	C	24.3	E	65.2				
8	San Pedro Ave at Loop 410 EB	D	38.3	E	74.8	D	36.9	E	68.8				
7451	San Pedro Ave at VIA North Star Transit Center	A	1.7	A	0.3	A	1.7	A	0.2				
7252	San Pedro Ave at North Star Mall Entrance	A	3.8	B	15.5	A	4.6	B	16.0				
9	San Pedro Ave at Rector	B	15.2	C	33	B	16.6	D	35.3	D	38.7	F	83.8
10	San Pedro Ave at Rampart	B	14.6	C	21.8	C	22.7	D	38.4	C	32.5	E	76.6
11	San Pedro Ave at Cage	A	8.8	B	17	B	12.1	C	26.8	C	22.2	E	60.6
12	San Pedro Ave at Oblate	D	37	D	44.6	D	52.5	E	69.7	F	84.1	F	112
13	San Pedro Ave at Jackson Keller	C	34.8	D	52.8	D	45.8	E	61.5	E	68.5	F	116.5
14	San Pedro Ave at Recoleta Rd/El Mio Dr	B	18.4	C	33.1	B	18.8	C	30.1	C	20.0	C	28.7
15	San Pedro Ave at Basse	D	40.7	D	45.2	D	42.2	D	50.8	E	66.4	F	99.5
61	San Pedro Ave at El Monte Blvd	-	-	-	-								
16	San Pedro Ave at Wildwood	C	22.4	D	45.3	C	25.3	D	46.9				
17	San Pedro Ave at Audubon	B	13.8	D	46.4	B	14.6	C	33.6				
18	San Pedro Ave at Fresno/Dora St	C	33.9	D	47.2	D	37.8	E	69.3				
19	San Pedro Ave at Olmos	C	21.8	C	28.2	C	22.6	D	35.8				
20	San Pedro Ave at Hildebrand	C	30.3	D	37.4	C	30.9	D	39.5				
21	San Pedro Ave at Summit	B	11.2	A	9.5	B	13.1	B	10.9				
22	San Pedro Ave at Mulberry	A	8.1	A	8.4	A	8.5	A	8.8				
23	San Pedro Ave at Woodlawn	C	20.1	C	30.5	C	21.9	C	29.7				
24	San Pedro Ave at Ashby	C	34.4	B	19.6	C	28.2	B	18.6				
25	San Pedro Ave at Myrtle	B	16.2	C	27.6	B	17.4	C	28.0	D	39.7	D	36.6
26	San Pedro Ave at Park	A	3.9	A	2.9	A	4.8	A	4.5				
27	San Pedro Ave at Evergreen St	B	10.1	A	7.4	A	9.5	A	7.5	A	4.7	A	7.9
28	San Pedro Ave at Laurel	A	7.2	B	16.1	A	7.5	B	16.3	A	9.3	B	17.4
29	San Pedro Ave at Cypress	D	38.7	D	50	D	40.1	D	53.5	D	40.8	E	58.3
30	San Pedro Ave at Euclid	C	32.5	C	28.4	C	27.9	C	30.9				
31	San Pedro Ave at Elmira	D	36.8	E	73.9	C	20.2	E	73.0				
32	San Pedro Ave at Quincy	D	35.8	D	54.2	D	41.3	D	51.7				
33	San Pedro Ave at Soledad	A	3.9	C	33.6	A	4.6	C	29.8				
34	Navarro at Augusta	A	7.5	A	8.9	C	31.4	D	35.4				
35	St Mary's at Navarro	A	10	B	12.1	A	7.4	A	8.8				
37	St Mary's at Martin	B	12	B	13	A	4.8	B	11.7				

No	Intersection	WSP Models - Open Year Build				Matches Roll Plot Lane Geometry				Updated U-Turn Models			
		AM		PM		AM		PM		AM		PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
38	Navarro at Martin	B	16.2	B	14.3	B	10.3	B	12.0				
39	St Mary's at Pecan	B	14.6	C	22.7	A	8.0	B	11.5				
40	Navarro at Pecan	C	20.6	B	16.1	A	4.4	A	5.2				
41	St Mary's at Travis	B	12.4	B	12.1	A	9.3	A	7.3				
42	Navarro at Travis	B	15.4	C	28	B	13.1	B	17.9				
43	St Mary's at Houston	B	10.1	B	10.3	A	7.7	B	12.0				
44	Navarro at Houston	B	16.6	D	38.7	B	12.4	B	13.5				
45	St Mary's at College	C	31.4	D	36.1	B	13.9	C	21.1				
46	Navarro at College	C	28.8	B	15.6	A	8.5	B	10.2				
47	Navarro at Crockett	C	29.6	C	25.7	B	13.2	B	18.2				
48	St Mary's at Commerce	A	6.6	B	13.8	A	4.0	A	3.9				
49	Navarro at Commerce	D	39.8	B	15.2	B	12.0	B	11.7				
50	St Mary's at Market	B	14.2	B	18.2	A	5.7	A	8.9				
51	Navarro at Market	C	28.5	B	11.9	B	10.1	A	9.3				
52	St Mary's at Villita	A	6.3	B	15.6	A	5.1	B	11.7				
53	Navarro at Villita	C	24.4	B	11.3	A	4.5	B	19.1				
103	St Mary's/Navarro at Nueva	D	39.9	C	34.2	C	26.2	D	40.3				
54	St Mary's at Cesar Chavez	E	64.6	D	39.8	E	65.7	D	37.9				
55	St Mary's at Alamo	B	19.5	C	22.4	B	19.6	C	23.7				
56	St Mary's at Pereida	B	16.3	B	16.3	B	13.6	B	14.7				
57	St Mary's at Carolina	B	19.9	B	11.2	C	20.5	B	12.3				
58	St Mary's at Biering	A	4.0	A	2.9	A	4.5	A	3.0				
59	St Mary's at Mission	B	12.6	B	10.9	B	12.5	B	11.4				
60	Roosevelt at Steves	C	22	C	24.4	C	22.3	C	24.4				

cells are highlighted in light orange if the intersection operates at LOS “E”

cells are highlighted in light red if the intersection operates at LOS “F”

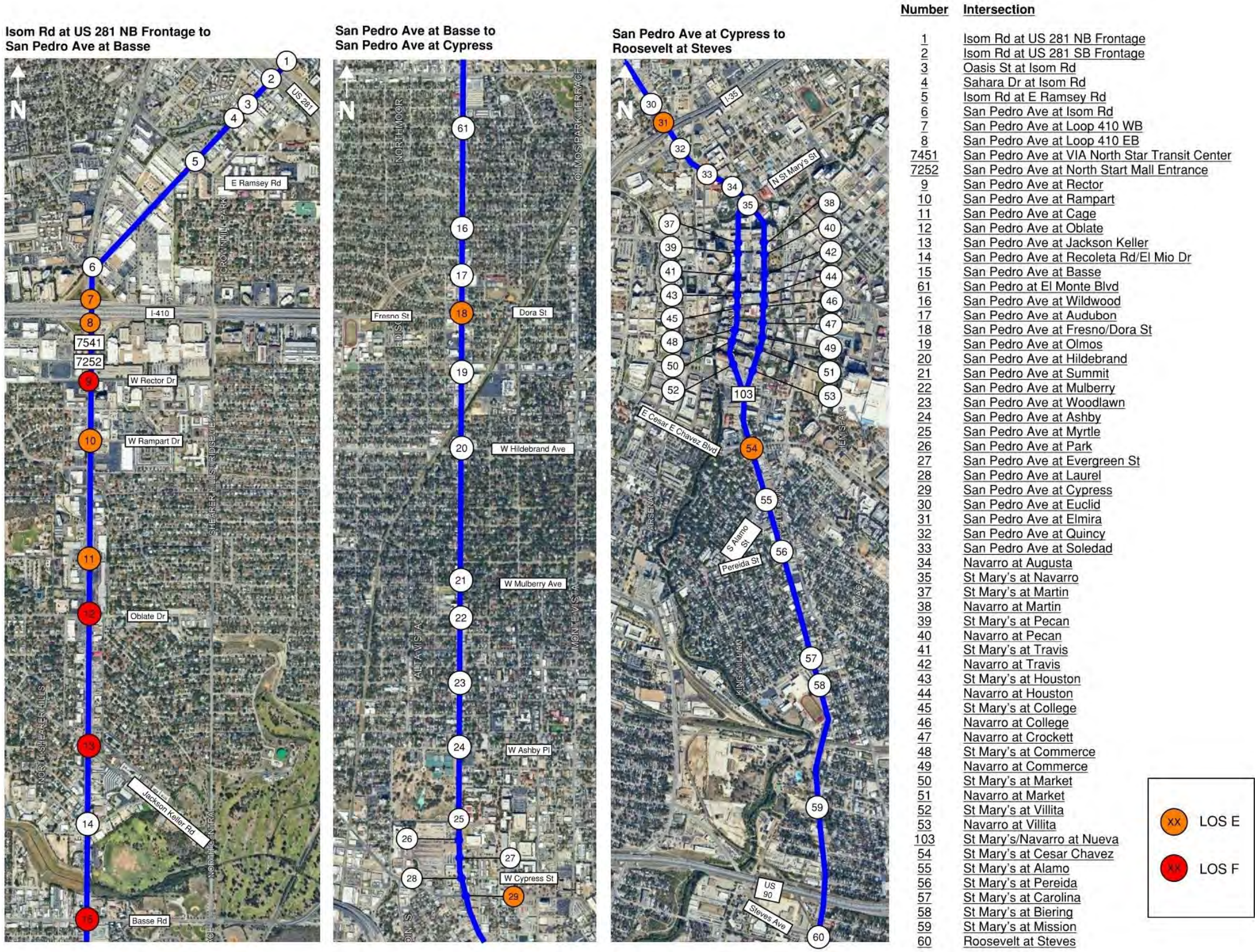


Figure 3: U-turn Models - Level of Service – Open Year Build 2027

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5. Queue Jump Phase – Open Year Build 2027

The queue jump phase was introduced at the specific intersections of San Pedro Ave at the VIA North Star Transit Center, San Pedro Ave at Olmos, and San Pedro Ave at Ashby intersections, where the bus lanes are switched from inside to outside or vice versa. Due to the limitations of Synchro software, this transit only phase was coded as an ALL-RED phase for the automobile movements.

The "U-Turn Model" was used to incorporate Queue Jump Phase at these three intersections, and **Table 6** includes the U-Turn impacts under "Updated U-Turn Models" section whereas the Queue Jump results for the three intersections are shown in "Updated QJ Phase Models" along with a summary of the LOS and delays for Open Year Build and Roll Plot Lane Geometry at all intersections. **Figure 4** shows the location of these intersections, color coded by LOS.

Table 6: QJ Models - Level of Service – Open Year Build 2027

No	Intersection	WSP Models - Open Year Build				Matches Roll Plot Lane Geometry				Updated U-Turn Models				Updated QJ Phase Models			
		AM		PM		AM		PM		AM		PM		AM		PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Isom Rd at US 281 NB Frontage	B	18.5	D	44.8	B	18.8	D	44.8								
2	Isom Rd at US 281 SB Frontage	B	19.2	C	23.2	B	19.5	B	16.6								
3	Oasis St at Isom Rd	C	22.2	C	26.6	D	46.4	D	37.8								
4	Sahara Dr at Isom Rd	C	27.1	D	40.8	C	23.3	C	26.7								
5	Isom Rd at E Ramsey Rd	C	21.4	C	29.2	C	21.6	C	28.5								
6	San Pedro Ave at Isom Rd	C	24.2	D	46.4	C	21.9	C	31.7								
7	San Pedro Ave at Loop 410 WB	C	24.4	E	61.5	C	24.3	E	65.2								
8	San Pedro Ave at Loop 410 EB	D	38.3	E	74.8	D	36.9	E	68.8								
7451	San Pedro Ave at VIA North Star Transit Center	A	1.7	A	0.3	A	1.7	A	0.2					A	1.9	A	2.8
7252	San Pedro Ave at North Star Mall Entrance	A	3.8	B	15.5	A	4.6	B	16.0								
9	San Pedro Ave at Rector	B	15.2	C	33	B	16.6	D	35.3	D	38.7	F	83.8				
10	San Pedro Ave at Rampart	B	14.6	C	21.8	C	22.7	D	38.4	C	32.5	E	76.6				
11	San Pedro Ave at Cage	A	8.8	B	17	B	12.1	C	26.8	C	22.2	E	60.6				
12	San Pedro Ave at Oblate	D	37	D	44.6	D	52.5	E	69.7	F	84.1	F	112				
13	San Pedro Ave at Jackson Keller	C	34.8	D	52.8	D	45.8	E	61.5	E	68.5	F	116.5				
14	San Pedro Ave at Recoleta Rd/El Mio Dr	B	18.4	C	33.1	B	18.8	C	30.1	C	20.0	C	28.7				
15	San Pedro Ave at Basse	D	40.7	D	45.2	D	42.2	D	50.8	E	66.4	F	99.5				
61	San Pedro Ave at El Monte Blvd	-	-	-	-												
16	San Pedro Ave at Wildwood	C	22.4	D	45.3	C	25.3	D	46.9								
17	San Pedro Ave at Audubon	B	13.8	D	46.4	B	14.6	C	33.6								
18	San Pedro Ave at Fresno/Dora St	C	33.9	D	47.2	D	37.8	E	69.3								
19	San Pedro Ave at Olmos	C	21.8	C	28.2	C	22.6	D	35.8					C	26.4	D	52.6
20	San Pedro Ave at Hildebrand	C	30.3	D	37.4	C	30.9	D	39.5								
21	San Pedro Ave at Summit	B	11.2	A	9.5	B	13.1	B	10.9								
22	San Pedro Ave at Mulberry	A	8.1	A	8.4	A	8.5	A	8.8								
23	San Pedro Ave at Woodlawn	C	20.1	C	30.5	C	21.9	C	29.7								
24	San Pedro Ave at Ashby	C	34.4	B	19.6	C	28.2	B	18.6					C	33.8	C	21.6
25	San Pedro Ave at Myrtle	B	16.2	C	27.6	B	17.4	C	28.0	D	39.7	D	36.6				
26	San Pedro Ave at Park	A	3.9	A	2.9	A	4.8	A	4.5								
27	San Pedro Ave at Evergreen St	B	10.1	A	7.4	A	9.5	A	7.5	A	4.7	A	7.9				
28	San Pedro Ave at Laurel	A	7.2	B	16.1	A	7.5	B	16.3	A	9.3	B	17.4				
29	San Pedro Ave at Cypress	D	38.7	D	50	D	40.1	D	53.5	D	40.8	E	58.3				
30	San Pedro Ave at Euclid	C	32.5	C	28.4	C	27.9	C	30.9								
31	San Pedro Ave at Elmira	D	36.8	E	73.9	C	20.2	E	73.0								
32	San Pedro Ave at Quincy	D	35.8	D	54.2	D	41.3	D	51.7								
33	San Pedro Ave at Soledad	A	3.9	C	33.6	A	4.6	C	29.8								
34	Navarro at Augusta	A	7.5	A	8.9	C	31.4	D	35.4								
35	St Mary's at Navarro	A	10	B	12.1	A	7.4	A	8.8								
37	St Mary's at Martin	B	12	B	13	A	4.8	B	11.7								

No	Intersection	WSP Models - Open Year Build				Matches Roll Plot Lane Geometry				Updated U-Turn Models				Updated QJ Phase Models			
		AM		PM		AM		PM		AM		PM		AM		PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
38	Navarro at Martin	B	16.2	B	14.3	B	10.3	B	12.0								
39	St Mary's at Pecan	B	14.6	C	22.7	A	8.0	B	11.5								
40	Navarro at Pecan	C	20.6	B	16.1	A	4.4	A	5.2								
41	St Mary's at Travis	B	12.4	B	12.1	A	9.3	A	7.3								
42	Navarro at Travis	B	15.4	C	28	B	13.1	B	17.9								
43	St Mary's at Houston	B	10.1	B	10.3	A	7.7	B	12.0								
44	Navarro at Houston	B	16.6	D	38.7	B	12.4	B	13.5								
45	St Mary's at College	C	31.4	D	36.1	B	13.9	C	21.1								
46	Navarro at College	C	28.8	B	15.6	A	8.5	B	10.2								
47	Navarro at Crockett	C	29.6	C	25.7	B	13.2	B	18.2								
48	St Mary's at Commerce	A	6.6	B	13.8	A	4.0	A	3.9								
49	Navarro at Commerce	D	39.8	B	15.2	B	12.0	B	11.7								
50	St Mary's at Market	B	14.2	B	18.2	A	5.7	A	8.9								
51	Navarro at Market	C	28.5	B	11.9	B	10.1	A	9.3								
52	St Mary's at Villita	A	6.3	B	15.6	A	5.1	B	11.7								
53	Navarro at Villita	C	24.4	B	11.3	A	4.5	B	19.1								
103	St Mary's/Navarro at Nueva	D	39.9	C	34.2	C	26.2	D	40.3								
54	St Mary's at Cesar Chavez	E	64.6	D	39.8	E	65.7	D	37.9								
55	St Mary's at Alamo	B	19.5	C	22.4	B	19.6	C	23.7								
56	St Mary's at Pereida	B	16.3	B	16.3	B	13.6	B	14.7								
57	St Mary's at Carolina	B	19.9	B	11.2	C	20.5	B	12.3								
58	St Mary's at Biering	A	4.0	A	2.9	A	4.5	A	3.0								
59	St Mary's at Mission	B	12.6	B	10.9	B	12.5	B	11.4								
60	Roosevelt at Steves	C	22	C	24.4	C	22.3	C	24.4								

cells are highlighted in light orange if the intersection operates at LOS "E"cells are highlighted in light red if the intersection operates at LOS "F"

Isom Rd at US 281 NB Frontage to San Pedro Ave at Basse



San Pedro Ave at Basse to San Pedro Ave at Cypress



San Pedro Ave at Cypress to Roosevelt at Steves



Number	Intersection
1	Isom Rd at US 281 NB Frontage
2	Isom Rd at US 281 SB Frontage
3	Oasis St at Isom Rd
4	Sahara Dr at Isom Rd
5	Isom Rd at E Ramsey Rd
6	San Pedro Ave at Isom Rd
7	San Pedro Ave at Loop 410 WB
8	San Pedro Ave at Loop 410 EB
7451	San Pedro Ave at VIA North Star Transit Center
7252	San Pedro Ave at North Start Mall Entrance
9	San Pedro Ave at Rector
10	San Pedro Ave at Rampart
11	San Pedro Ave at Cage
12	San Pedro Ave at Oblate
13	San Pedro Ave at Jackson Keller
14	San Pedro Ave at Recoleta Rd/El Mio Dr
15	San Pedro Ave at Basse
61	San Pedro at El Monte Blvd
16	San Pedro Ave at Wildwood
17	San Pedro Ave at Audubon
18	San Pedro Ave at Fresno/Dora St
19	San Pedro Ave at Olmos
20	San Pedro Ave at Hildebrand
21	San Pedro Ave at Summit
22	San Pedro Ave at Mulberry
23	San Pedro Ave at Woodlawn
24	San Pedro Ave at Ashby
25	San Pedro Ave at Myrtle
26	San Pedro Ave at Park
27	San Pedro Ave at Evergreen St
28	San Pedro Ave at Laurel
29	San Pedro Ave at Cypress
30	San Pedro Ave at Euclid
31	San Pedro Ave at Elmira
32	San Pedro Ave at Quincy
33	San Pedro Ave at Soledad
34	Navarro at Augusta
35	St Mary's at Navarro
37	St Mary's at Martin
38	Navarro at Martin
39	St Mary's at Pecan
40	Navarro at Pecan
41	St Mary's at Travis
42	Navarro at Travis
43	St Mary's at Houston
44	Navarro at Houston
45	St Mary's at College
46	Navarro at College
47	Navarro at Crockett
48	St Mary's at Commerce
49	Navarro at Commerce
50	St Mary's at Market
51	Navarro at Market
52	St Mary's at Villita
53	Navarro at Villita
103	St Mary's/Navarro at Nueva
54	St Mary's at Cesar Chavez
55	St Mary's at Alamo
56	St Mary's at Pereida
57	St Mary's at Carolina
58	St Mary's at Biering
59	St Mary's at Mission
60	Roosevelt at Steves



Figure 4: Queue Jump Models - Level of Service – Open Year Build 2027

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6. Mitigations – Build Year 2027

Following a comprehensive evaluation of all 63 signalized intersections inclusive of U-turns, queue jumps, and model network connectivity, it was determined that 12 intersections were found to operate at unacceptable LOS (LOS E or worse). To improve these intersections to operate at LOS "D" or better, mitigations were developed and evaluated for the Build Year (2027) traffic demand.

This section summarizes the potential mitigation measures including reducing ROW impact, pedestrian safety, U-turn connectivity and left turn protected signal phasing, for each of the failing intersection to ensure that the intersections operate at acceptable LOS.

The "QJ Model" was used to incorporate the proposed mitigations for all failing intersections, and **Table 7** shows a summary of the LOS and delays at all intersections, while **Figure 5** shows the location of these intersections, color coded by LOS. Proposed mitigations for each intersection are detailed out in Sections 6-1 to 6-23. Note that **Appendix A** displays the mitigation models from Synchro for both the AM and PM peak hours.

San Pedro Ave at EB and WB Loop 410 operates at LOS "E", but no further mitigations are proposed due to ROW limitations and because these intersections fall under TxDOT jurisdiction. Similarly, St Mary's at Cesar Chavez intersection operates at LOS "E", due to ROW limitations but no further mitigations are proposed. Furthermore, all three of these intersections operate at LOS "E" under existing conditions, demonstrating that the proposed bus lanes project does not exacerbate the intersection operations.

Table 7: Mitigation Models - Level of Service – Open Year Build 2027

No	Intersection	WSP Models - Open Year Build				Matches Roll Plot Lane Geometry				Updated U-Turn Models				Updated QJ Phase Models				Mitigated Models			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Isom Rd at US 281 NB Frontage	B	18.5	D	44.8	B	18.8	D	44.8									B	18.8	D	44.8
2	Isom Rd at US 281 SB Frontage	B	19.2	C	23.2	B	19.5	B	16.6									B	19.5	C	22.0
3	Oasis St at Isom Rd	C	22.2	C	26.6	D	46.4	D	37.8									D	42.3	D	50.1
4	Sahara Dr at Isom Rd	C	27.1	D	40.8	C	23.3	C	26.7									C	31.2	C	26.3
5	Isom Rd at E Ramsey Rd	C	21.4	C	29.2	C	21.6	C	28.5									D	36.0	C	29.6
6	San Pedro Ave at Isom Rd	C	24.2	D	46.4	C	21.9	C	31.7									C	26.3	D	39.0
7	San Pedro Ave at Loop 410 WB	C	24.4	E	61.5	C	24.3	E	65.2									C	25.8	E	68.9
8	San Pedro Ave at Loop 410 EB	D	38.3	E	74.8	D	36.9	E	68.8									C	32.4	E	67.7
745 1	San Pedro Ave at VIA North Star Transit Center	A	1.7	A	0.3	A	1.7	A	0.2					A	1.9	A	2.8	A	1.9	A	1.6
725 2	San Pedro Ave at North Star Mall Entrance	A	3.8	B	15.5	A	4.6	B	16.0									A	2.2	B	14.7
9	San Pedro Ave at Rector	B	15.2	C	33	B	16.6	D	35.3	D	38.7	F	83.8					C	21.1	D	42.3
10	San Pedro Ave at Rampart	B	14.6	C	21.8	C	22.7	D	38.4	C	32.5	E	76.6					D	44.5	D	54.7
11	San Pedro Ave at Cage	A	8.8	B	17	B	12.1	C	26.8	C	22.2	E	60.6					C	22.1	D	50.9
12	San Pedro Ave at Oblate	D	37	D	44.6	D	52.5	E	69.7	F	84.1	F	112					C	34.4	D	47.4
13	San Pedro Ave at Jackson Keller	C	34.8	D	52.8	D	45.8	E	61.5	E	68.5	F	116.5					D	39.6	D	51.4
14	San Pedro Ave at Recoleta Rd/El Mio Dr	B	18.4	C	33.1	B	18.8	C	30.1	C	20.0	C	28.7					B	10.9	B	18.7
15	San Pedro Ave at Basse	D	40.7	D	45.2	D	42.2	D	50.8	E	66.4	F	99.5					D	45.5	D	48.7
61	San Pedro Ave at El Monte Blvd	-	-	-	-													A	7.7	B	17.9
16	San Pedro Ave at Wildwood	C	22.4	D	45.3	C	25.3	D	46.9									B	13.6	D	37.6
17	San Pedro Ave at Audubon	B	13.8	D	46.4	B	14.6	C	33.6									C	24.3	D	42.8
18	San Pedro Ave at Fresno/Dora St	C	33.9	D	47.2	D	37.8	E	69.3									D	42.0	D	54.4
19	San Pedro Ave at Olmos	C	21.8	C	28.2	C	22.6	D	35.8					C	26.4	D	52.6	C	25.9	D	54.3
20	San Pedro Ave at Hildebrand	C	30.3	D	37.4	C	30.9	D	39.5									D	40.8	D	54.6
21	San Pedro Ave at Summit	B	11.2	A	9.5	B	13.1	B	10.9									B	10.3	B	13.7
22	San Pedro Ave at Mulberry	A	8.1	A	8.4	A	8.5	A	8.8									A	9.7	B	12.3
23	San Pedro Ave at Woodlawn	C	20.1	C	30.5	C	21.9	C	29.7									C	22.3	C	34.0
24	San Pedro Ave at Ashby	C	34.4	B	19.6	C	28.2	B	18.6					C	33.8	C	21.6	D	42.4	D	45.1
25	San Pedro Ave at Myrtle	B	16.2	C	27.6	B	17.4	C	28.0	D	39.7	D	36.6					D	38.9	D	43.4
26	San Pedro Ave at Park	A	3.9	A	2.9	A	4.8	A	4.5									D	40.4	B	13.6
27	San Pedro Ave at Evergreen St	B	10.1	A	7.4	A	9.5	A	7.5	A	4.7	A	7.9					B	10.3	B	17.0
28	San Pedro Ave at Laurel	A	7.2	B	16.1	A	7.5	B	16.3	A	9.3	B	17.4					D	54.8	D	52.3
29	San Pedro Ave at Cypress	D	38.7	D	50	D	40.1	D	53.5	D	40.8	E	58.3					D	50.3	D	52.6
30	San Pedro Ave at Euclid	C	32.5	C	28.4	C	27.9	C	30.9									C	32.6	D	53.1
31	San Pedro Ave at Elmira	D	36.8	E	73.9	C	20.2	E	73.0									C	25.3	D	48.3
32	San Pedro Ave at Quincy	D	35.8	D	54.2	D	41.3	D	51.7									D	41.2	D	36.3
33	San Pedro Ave at Soledad	A	3.9	C	33.6	A	4.6	C	29.8									A	4.6	C	31.8

No	Intersection	WSP Models - Open Year Build				Matches Roll Plot Lane Geometry				Updated U-Turn Models				Updated QJ Phase Models				Mitigated Models			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
34	Navarro at Augusta	A	7.5	A	8.9	C	31.4	D	35.4									C	31.5	C	34.7
35	St Mary's at Navarro	A	10.0	B	12.1	A	7.4	A	8.8									A	7.4	A	8.8
37	St Mary's at Martin	B	12.0	B	13.0	A	4.8	B	11.7									A	4.8	B	11.5
38	Navarro at Martin	B	16.2	B	14.3	B	10.3	B	12.0									B	10.3	B	12.0
39	St Mary's at Pecan	B	14.6	C	22.7	A	8.0	B	11.5									A	8.0	B	11.4
40	Navarro at Pecan	C	20.6	B	16.1	A	4.4	A	5.2									A	4.4	A	5.2
41	St Mary's at Travis	B	12.4	B	12.1	A	9.3	A	7.3									A	9.3	A	7.3
42	Navarro at Travis	B	15.4	C	28	B	13.1	B	17.9									B	13.1	B	17.9
43	St Mary's at Houston	B	10.1	B	10.3	A	7.7	B	12.0									A	7.7	B	12.0
44	Navarro at Houston	B	16.6	D	38.7	B	12.4	B	13.5									B	12.4	B	13.5
45	St Mary's at College	C	31.4	D	36.1	B	13.9	C	21.1									B	13.9	C	21.1
46	Navarro at College	C	28.8	B	15.6	A	8.5	B	10.2									A	8.5	B	10.2
47	Navarro at Crockett	C	29.6	C	25.7	B	13.2	B	18.2									B	12.5	B	18.2
48	St Mary's at Commerce	A	6.6	B	13.8	A	4.0	A	3.9									A	4.0	A	3.9
49	Navarro at Commerce	D	39.8	B	15.2	B	12.0	B	11.7									B	12.0	B	11.7
50	St Mary's at Market	B	14.2	B	18.2	A	5.7	A	8.9									A	5.7	A	8.9
51	Navarro at Market	C	28.5	B	11.9	B	10.1	A	9.3									A	8.0	A	9.3
52	St Mary's at Villita	A	6.3	B	15.6	A	5.1	B	11.7									A	5.9	B	11.7
53	Navarro at Villita	C	24.4	B	11.3	A	4.5	B	19.1									B	16.0	B	19.1
103	St Mary's/Navarro at Nueva	D	39.9	C	34.2	C	26.2	D	40.3									D	44.2	D	40.5
54	St Mary's at Cesar Chavez	E	64.6	D	39.8	E	65.7	D	37.9									E	62.9	D	41.4
55	St Mary's at Alamo	B	19.5	C	22.4	B	19.6	C	23.7									C	20.7	C	24.0
56	St Mary's at Pereida	B	16.3	B	16.3	B	13.6	B	14.7									B	13.6	B	16.0
57	St Mary's at Carolina	B	19.9	B	11.2	C	20.5	B	12.3									C	23.5	B	12.8
58	St Mary's at Biering	A	4.0	A	2.9	A	4.5	A	3.0									A	4.2	A	4.3
59	St Mary's at Mission	B	12.6	B	10.9	B	12.5	B	11.4									B	14.7	B	13.2
60	Roosevelt at Steves	C	22	C	24.4	C	22.3	C	24.4									C	23.2	C	24.8

cells are highlighted in light orange if the intersection operates at LOS "E"

cells are highlighted in light red if the intersection operates at LOS "F"

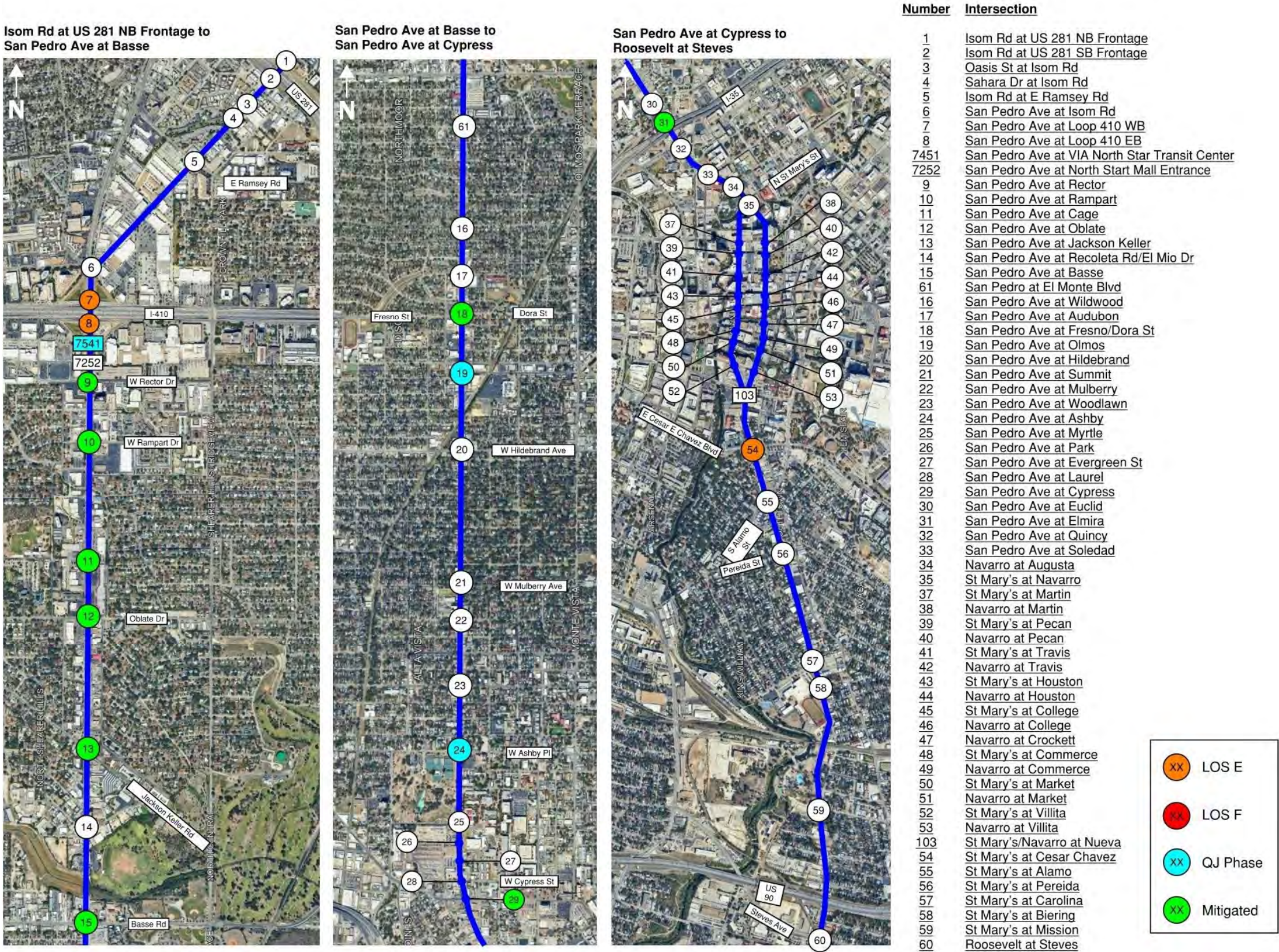


Figure 5: Mitigation Models - Level of Service – Open Year Build 2027

6.1. Intersection 3: Oasis Dr and Portland Rd at Isom Rd Intersection

Oasis Dr and Portland Rd at Isom Rd intersection was operating at acceptable LOS; However, left turn phasing was updated to Protected Only for NB and SB left turns. The proposed mitigation is shown in **Figure 6**.



Figure 6: Oasis Dr and Portland Rd at Isom Intersection – After Mitigation

6.2. Intersection 5: Ramsey Rd at Isom Rd Intersection

Ramsey Rd at Isom Rd intersection was operating at acceptable LOS; However, Left turn phasing was updated to Protected Only for NE and SW left turns and Protected + Permissive for SE and NW left turns. The proposed mitigation is shown in **Figure 7**.



Figure 7: Ramsey Rd at Isom Rd Intersection – After Mitigation

6.3. Intersection 6: Isom Rd at San Pedro Ave Intersection

Isom Rd at San Pedro Ave intersection was mitigated by modifying the WB approach to allow dual left turns for general traffic (including the VIA Green Line buses). The outside lane would accommodate through and right turning movements. Left turn phasing was updated to Protected Only for WB and EB left turns. The proposed mitigation is shown in **Figure 8**.



Figure 8: Isom Rd at San Pedro Intersection – After Mitigation

6.4. Intersection 7451: VIA North Star Transit Center at San Pedro Ave Intersection

VIA North Star Transit Center at San Pedro Ave intersection was updated by adding a new queue jump phase to allow buses in the NB bus only lane (far left lane) to be able to cross all general-purpose lanes in order to turn right into the transit center. The proposed mitigation is shown in **Figure 9**.

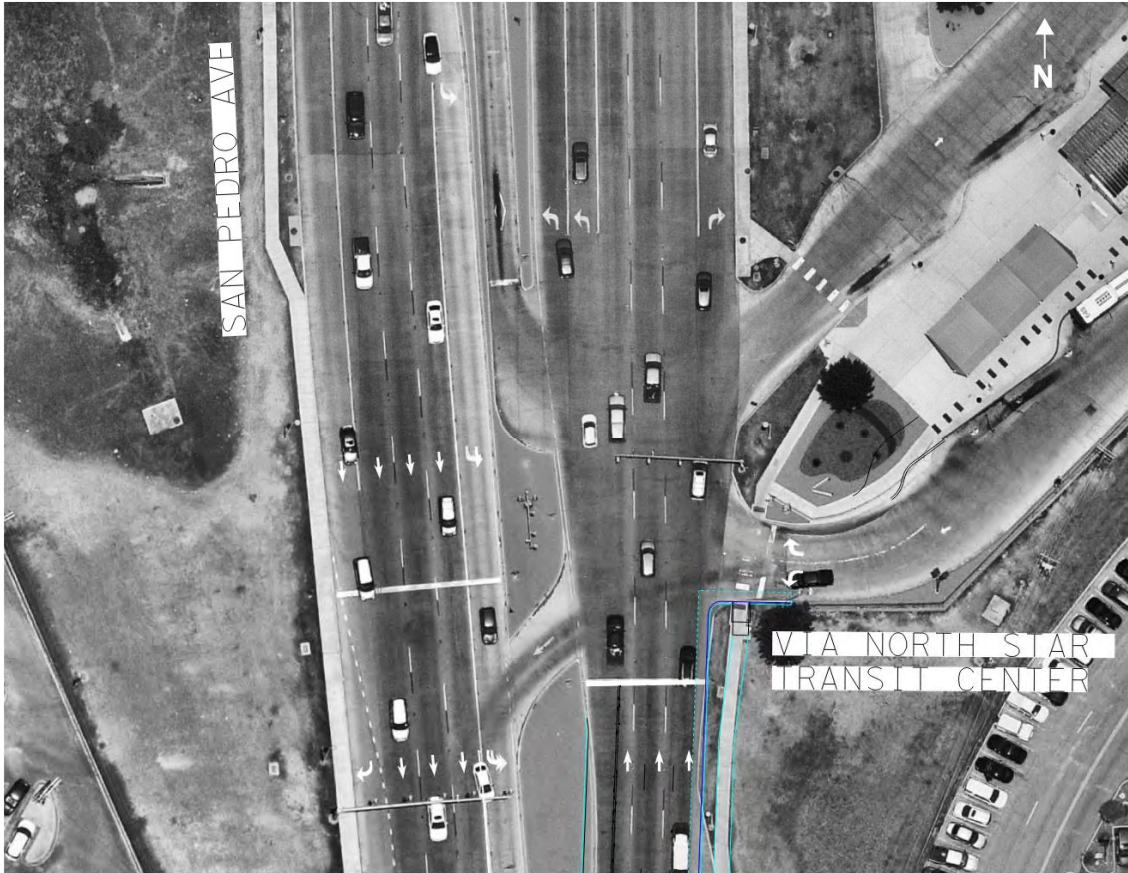


Figure 9: VIA Terminal at San Pedro Intersection – After Mitigation

6.5. Intersection 7452: North Star Mall Entrance at San Pedro Ave Intersection

North Star Mall Entrance at San Pedro Ave intersection was updated in the Synchro models to properly match the roll plot. The proposed mitigation is shown in **Figure 10**.

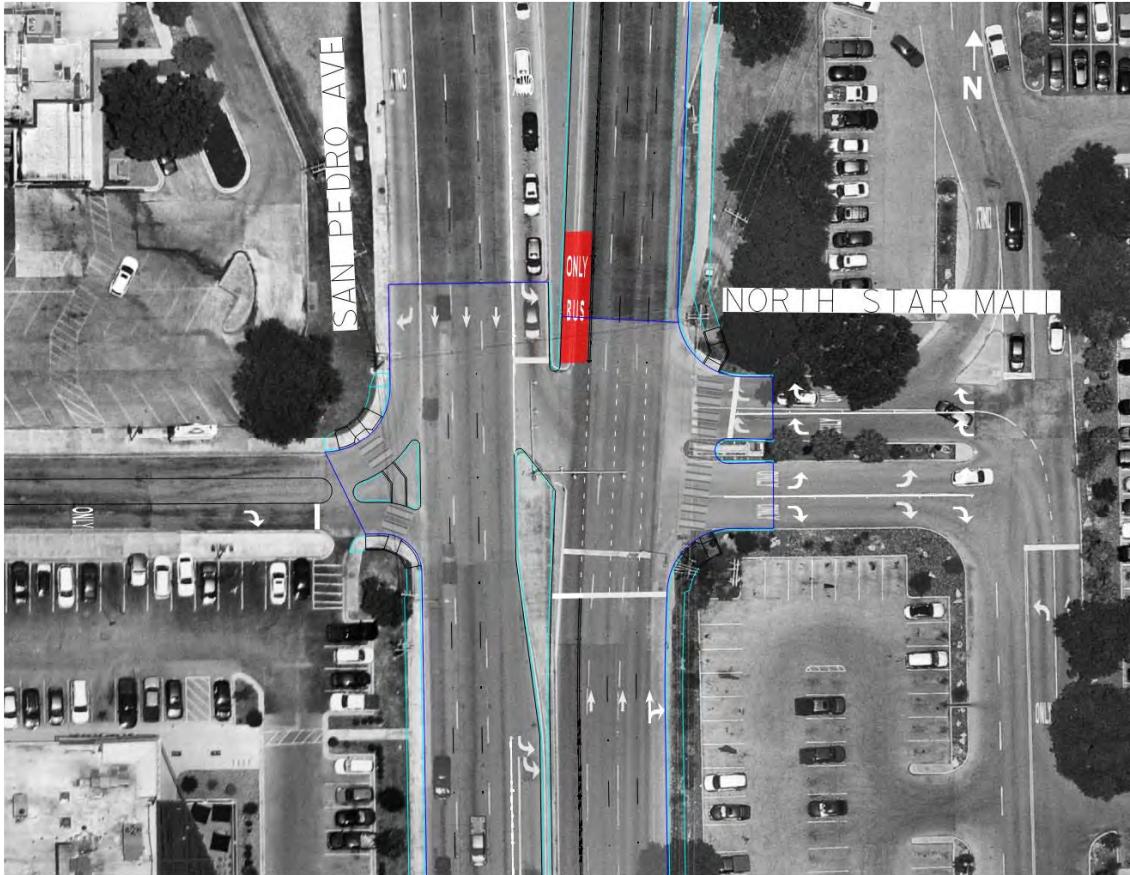


Figure 10: North Star Mall at San Pedro Intersection – After Mitigation

6.6. Intersection 9: Rector Dr at San Pedro Ave Intersection

Rector Dr at San Pedro Ave intersection was mitigated by reducing two EB through lanes to one EB through lane, shared with EB right turn, to reduce the impact on ROW. NB and SB left turn phasing were updated to Protected Only, and EB and WB left turn lane phasing were updated to Protected + Permissive. U-turn movements for NB and SB approaches were added to accommodate U-turn traffic. The proposed mitigation is shown in **Figure 11**.

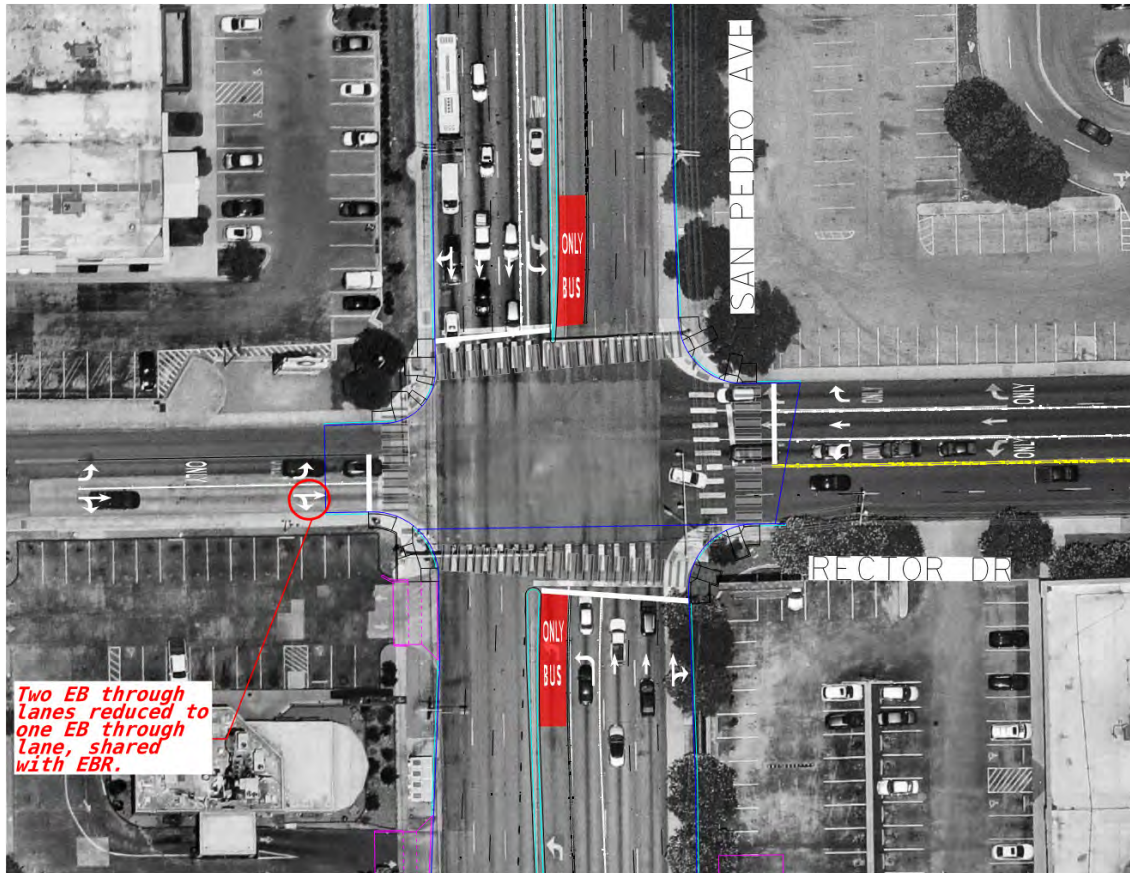


Figure 11: Rector Dr at San Pedro Intersection – After Mitigation

6.7. Intersection 10: Rampart Dr at San Pedro Ave Intersection

Rampart Dr at San Pedro Ave intersection was mitigated by updating the EB approach lane configuration to match the roll plot. The NB and SB left turn phasing was updated to Protected Only, and EB and WB left turn lane phasing was updated to Protected + Permissive. U-turn movement for NB and SB approaches were added to accommodate U-turn traffic. The proposed mitigation is shown in **Figure 12**.



Figure 12: Rampart Dr at San Pedro Intersection - After Mitigation

6.8. Intersection 11: Cage St at San Pedro Ave Intersection

Cage St at San Pedro Ave intersection was mitigated by modifying NB & SB left turn phasing to Protected Only. The proposed mitigation is shown in **Figure 13**.



Figure 13: Cage Ave at San Pedro Intersection - After Mitigation

6.9. Intersection 12: Oblate Dr at San Pedro Ave Intersection

Oblate Dr at San Pedro Ave intersection was mitigated by converting the EB left turn lane phasing to Protected + Permissive and the WB left turn lane was modified to Protected Only due to the hilly terrain and sight distance issues. Existing channelized EBR and WBR lanes were removed and shared with EB and WB through lanes respectively for the safety of pedestrians. U-turn movement for NB and SB approaches were added to accommodate U-turn traffic. The proposed mitigation is shown in **Figure 14**.

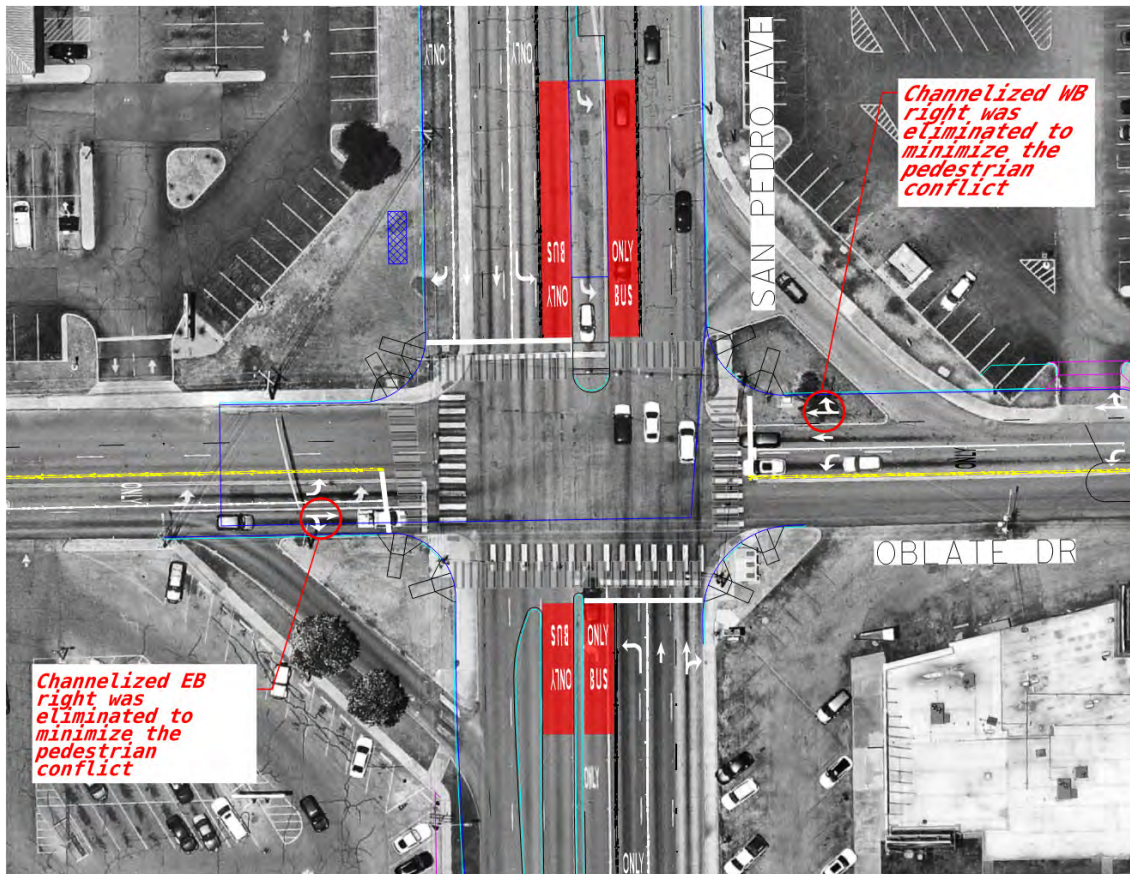


Figure 14: Oblate Dr at San Pedro Intersection - After Mitigation

6.10. Intersection 13: Jackson Keller Rd and San Pedro Ave Intersection

Jackson Keller Rd at San Pedro Ave intersection was mitigated by modifying the SE/NW left turn phasing to Protected Only, and the NB & SB left turn phasing was updated to Protected Only with the inclusion of U-turns. The proposed mitigation is shown in **Figure 15**.



Figure 15: Jackson Keller Rd at San Pedro Intersection - After Mitigation

6.11. Intersection 14: Recoleta Rd at San Pedro Ave Intersection

Recoleta Rd at San Pedro Ave intersection was updated to include U-turn movements for NB and SB approaches. The proposed mitigation is shown in **Figure 16**.



Figure 16: Recoleta Rd at San Pedro Intersection - After Mitigation

6.12. Intersection 15: Basse Rd at San Pedro Ave Intersection

Basse Rd at San Pedro Ave intersection was updated by adding additional green time to the NB/SB left turn phasing to accommodate U-turn volumes. The proposed mitigation is shown in **Figure 17**.



Figure 17: Basse Rd at San Pedro Intersection - After Mitigation

6.13. Intersection 16: Wildwood Dr at San Pedro Ave Intersection

Wildwood Dr at San Pedro Ave intersection was updated by modifying the EB and WB approach lane configurations to match the roll plot, and NB and SB left turn phasing was updated to Protected Only. The proposed mitigation is shown in **Figure 18**.



Figure 18: Wildwood Dr at San Pedro Intersection - After Mitigation

6.14. Intersection 17: Audubon Dr at San Pedro Ave Intersection

Audubon Dr at San Pedro Ave intersection was mitigated by eliminating the dedicated left turn lanes in the EB and WB direction and modifying the operation to split phasing. NB and SB U-turns will not meet AutoTurn criteria and are therefore excluded from the Synchro models. The proposed mitigation is shown in **Figure 19**.



Figure 19: Audubon Dr at San Pedro Intersection - After Mitigation

6.15. Intersection 18: Fresno/Dora St at San Pedro Ave Intersection

The Fresno/Dora St at San Pedro Ave intersection was mitigated by shifting back the bus-only lane in the SB direction by 200 feet from the intersection which allowed for the creation of a dedicated SB right turn lane, through lane and left turn lane. The NB and SB left turn phasing were also updated to Protected Only. The WB/EB left turn phasing were changed to Protected + Permissive, to accommodate heavy left turn volumes. The proposed mitigation is shown in **Figure 20**.



Figure 20: Fresno/Dora St at San Pedro Intersection - After Mitigation

6.16. Intersection 19: Olmos St at San Pedro Ave Intersection

Olmos St at San Pedro Ave intersection was mitigated by updated the WB approach lane configuration to match the roll plot, and the NB and SB left turn phasing was updated to Protected Only. The proposed mitigation is shown in **Figure 21**.



Figure 21: Olmos St at San Pedro Intersection - After Mitigation

6.17. Intersection 20: Hildebrand Ave at San Pedro Ave Intersection

Hildebrand Ave at San Pedro Ave intersection was mitigated by modifying NB and SB left turn phasing updated to Protected Only. The WB/EB left turn phasing was modified to Protected + Permissive, to accommodate heavy left turn volumes. The proposed mitigation is shown in **Figure 22**.



Figure 22: Hildebrand Ave at San Pedro Intersection - After Mitigation

6.18. Intersection 21: Summit at San Pedro Ave Intersection

Summit at San Pedro Ave intersection was mitigated by modifying the EB/WB left turn phasing to Protected only, and the NB & SB left turn phasing was updated as Permissive. Note that the existing prohibitions for NB and SB left turns during the peak hour will continue to be in place. The proposed mitigation is shown in **Figure 23**.



Figure 23: Summit at San Pedro Intersection - After Mitigation

6.19. Intersection 22: Mulberry at San Pedro Ave Intersection

Mulberry at San Pedro Ave intersection was mitigated by modifying the EB/WB left turn phasing to Permissive, and the NB & SB left turn phasing was updated as Permissive. Note that the existing prohibitions for NB and SB left turns during the peak hour will continue to be in place. The proposed mitigation is shown in **Figure 24**.

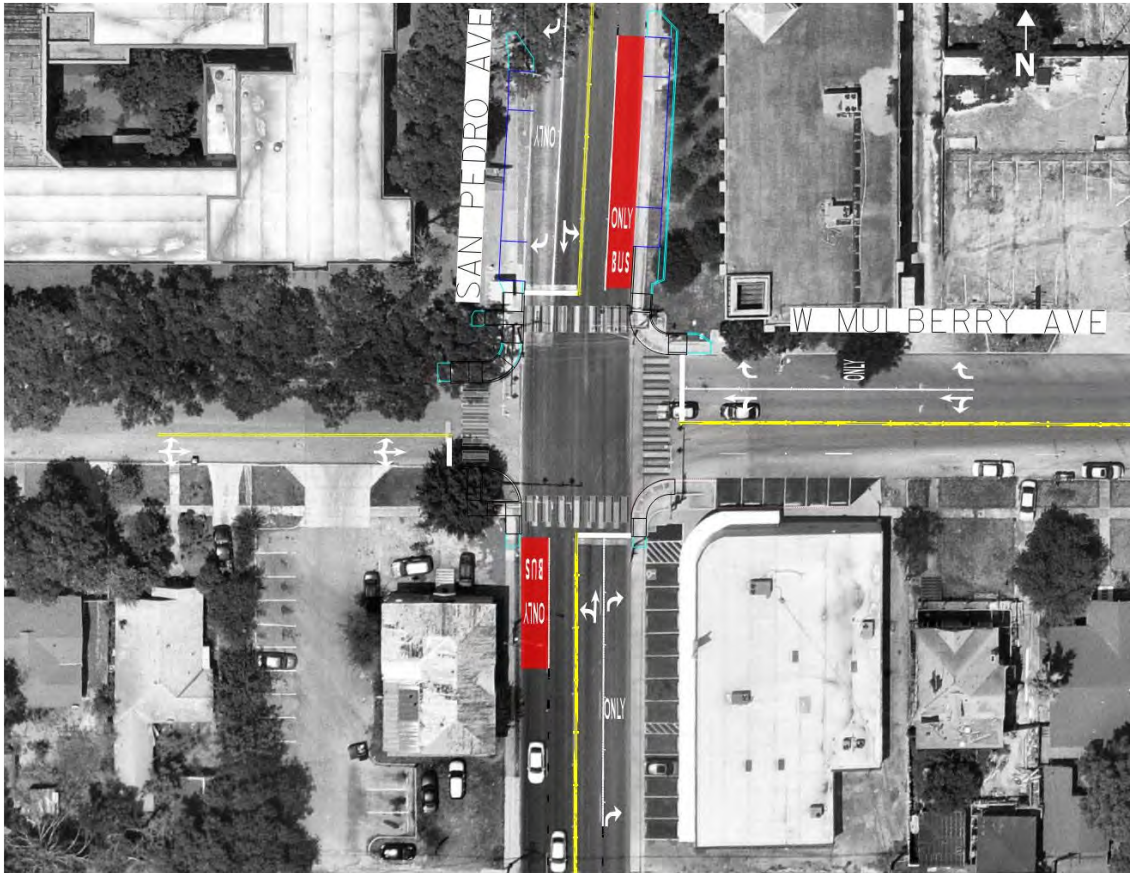


Figure 24: Mulberry at San Pedro Intersection - After Mitigation

6.20. Intersection 23: Woodlawn at San Pedro Ave Intersection

Woodlawn at San Pedro Ave intersection was mitigated by modifying the EB/WB left turn phasing to Permissive, and the NB & SB left turn phasing was updated as Permissive. Note that the existing prohibitions for NB and SB left turns during the peak hour will continue to be in place. The proposed mitigation is shown in **Figure 25**.



Figure 25: Woodlawn at San Pedro Intersection - After Mitigation

6.21. Intersection 24: Ashby Pl at San Pedro Ave Intersection

Ashby at San Pedro Ave intersection was updated by adding a SB through lane shared with SB right turn lanes to match the roll plot. NB and SB left turn phasing was updated to Protected Only. The WB/EB approaches were modified to Protected + Permissive. The proposed mitigation is shown in **Figure 26**.

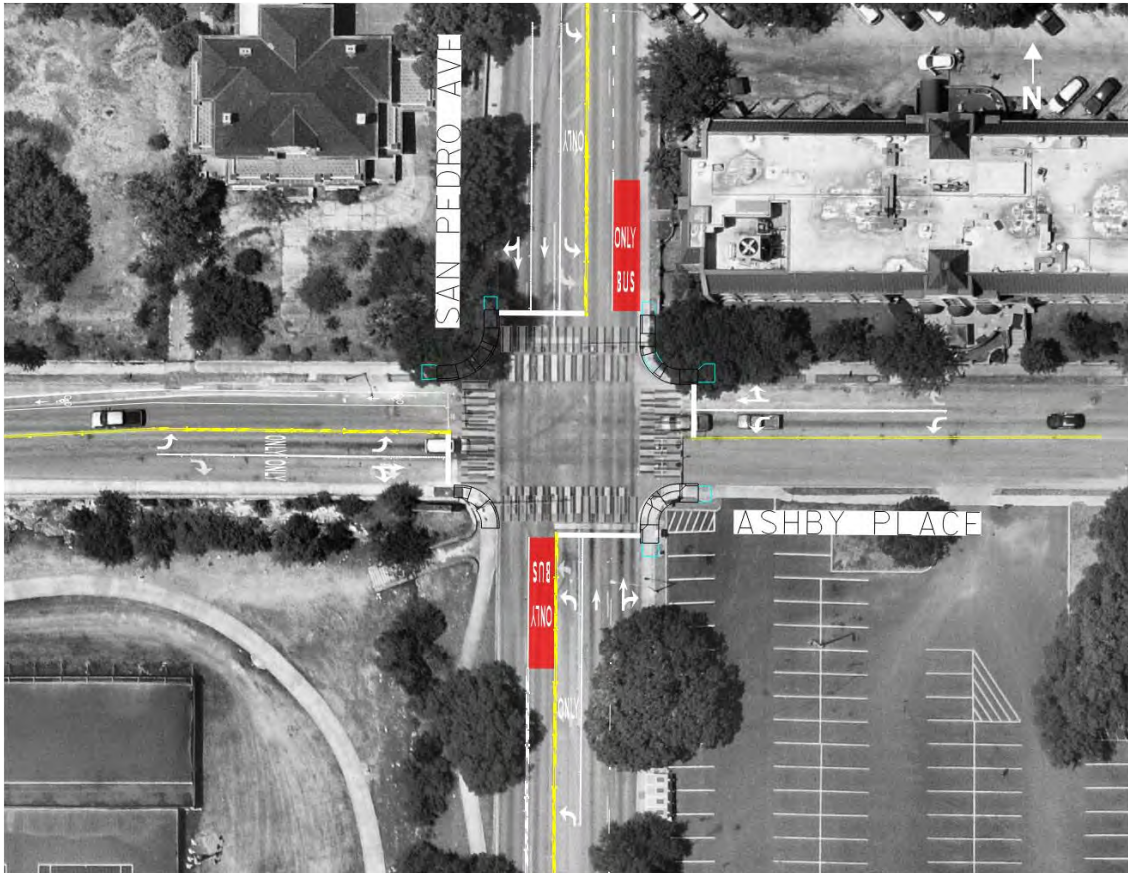


Figure 26: Ashby Pl at San Pedro Intersection - After Mitigation

6.22. Intersection 27: Evergreen St at San Pedro Ave Intersection

Evergreen St at San Pedro Ave intersection was mitigated by adding a dedicated SB left turn lane and modifying the NB approach from two through lanes to one through lane. The proposed mitigation is shown in **Figure 27**.



Figure 27: Evergreen St at San Pedro Intersection - After Mitigation

6.23. Intersection 28: Laurel St at San Pedro Ave Intersection

Laurel St at San Pedro Ave intersection was mitigated by modifying the EB and WB approach to split phasing, while the NB & SB left turn phasing was modified to Protected Only. The proposed mitigation is shown in **Figure 28**.



Figure 28: Laurel St at San Pedro Intersection - After Mitigation

6.24. Intersection 29: Cypress St at San Pedro Ave Intersection

Cypress St at San Pedro Ave intersection was mitigated by modifying the EB/WB left turn phasing to Protected + Permissive, and NB and SB left turns are Protected Only. The proposed mitigation is shown in **Figure 29**.



Figure 29: Cypress St at San Pedro Intersection - After Mitigation

VIA ART – Synchro Models Assessment and Mitigations		
Revision: 03	Date: 05/16/2025	Prepared by: Author (K Komanapally)

7. Queue Length Assessment

7.1. Left Turn Queues

Table 8 presents a summary of the left turn storage length provided for this corridor and the associated 95th percentile queue length observed in the mitigated Synchro model. Additionally, queue lengths are included for existing conditions to highlight current operations, as well as for no-build conditions for comparison purposes. The left turn storage length was evaluated for all study intersections.

Cells are highlighted in light yellow if the anticipated 95th Percentile queue length is longer than the storage length provided. This comparison with existing and no build conditions presented in the table shows several queue lengths that exceed the provided storage. The intersections where conditions worsen in the build scenario are affected by the addition of U-turn volumes that impact left turn movements and/or the signal configuration. These left turn movements are treated as protected only phases due to anticipated higher volume during the build conditions.

Table 8 indicates 17 intersections where either the northbound or southbound turn lanes do not have enough storage to handle the maximum peak hour queues. These locations have been evaluated and have physical limitations that prevents the extension of these turn bays. However, the City of San Antonio's Traffic Management Center (TMC) can address these issues by optimizing signal timing and phasing to improve corridor efficiency and reduce queue lengths.

Given the limited available storage space and observed queues exceeding capacity at certain intersections, it is anticipated that the proposed bus service will lead to a shift in modal split. This, in turn, may result in a potential decrease in vehicular traffic, thereby alleviating queue lengths, ensuring that the VIA Green Line does not exacerbate the situation.

Appendix B contains AutoTurn exhibits showing simultaneous left turn movements at those intersections where exclusive left turn lanes are provided and where the movements can be made during the same signal phase. This operation provides for both left turn lanes to move simultaneously, thereby maximizing signal cycle efficiency. Four intersections (Olmos, Hildebrand, Elmira and Cesar Chavez) as shown in light yellow already exceed the available storage lengths, so the Build condition adjusts the timing to still maintain acceptable LOS, while still maintaining progression along the corridor.

Table 8: Left Turn Queue Length Assessment

No	Intersection	Storage Provided (Feet)		Existing Conditions				No Build Conditions				Build Conditions			
		NB	SB	NB		SB		NB		SB		NB		SB	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Isom Rd at US 281 NB Frontage (EB/WB)	100	-	-	6	-	-	-	6	-	-	12	8	-	-
2	Isom Rd at US 281 SB Frontage (EB/WB)	-	100	-	-	-	29	-	-	-	31	-	-	21	30
3	Oasis St at Isom Rd (EB/WB)	142	157	-	-	-	-	-	-	-	-	42	45	15	21
4	Sahara Dr at Isom Rd	110	-	32	25	-	-	36	28	-	-	28	30	-	-
5	Isom Rd at E Ramsey Rd	154	120	37	50	27	24	41	56	28	27	82	66	63	32
6	San Pedro Ave at Isom Rd	280	>600	225	#210	43	86	254	#251	48	95	#302	#271	45	#120
7	San Pedro Ave at Loop 410 WB	250	-	6	12	-	-	5	13	-	-	12	17	-	-
8	San Pedro Ave at Loop 410 EB	-	250	-	-	5	9	-	-	9	10	-	-	5	11
7451	San Pedro Ave at VIA Terminal	-	-	-	-	94	94	-	-	104	104	-	-	-	-
7252	San Pedro Ave at North Start Mall	-	270	-	-	54	196	-	-	61	218	-	-	49	221
9	San Pedro Ave at Rector	217	206	52	167	107	159	56	182	111	178	69	#235	138	170
10	San Pedro Ave at Rampart	193	258	4	35	100	100	3	36	109	97	#154	233	#307	#252
11	San Pedro Ave at Cage	197	201	23	29	40	70	18	30	43	68	#158	212	#121	148
12	San Pedro Ave at Oblate	254	198	52	108	151	126	59	112	166	145	#120	#147	#266	#317
13	San Pedro Ave at Jackson Keller	218	200	92	126	95	64	98	#151	105	64	#167	#330	#209	108
14	San Pedro Ave at Recoleta Rd (El Mio Dr)	224	230	16	13	14	9	13	14	13	9	71	78	41	23
15	San Pedro Ave at Basse	181	250	74	133	152	105	78	147	142	134	101	105	#212	155
61	San Pedro Ave at El Monte Blvd	147	142	-	-	-	-	-	-	-	-	25	51	16	27
16	San Pedro Ave at Wildwood	148	246	1	2	0	2	2	2	2	5	45	#172	44	83
17	San Pedro Ave at Audubon	229	110	-	1	5	6	-	2	15	10	25	26	#116	82
18	San Pedro Ave at Fresno (Dora St)	147	110	16	26	2	13	18	150	8	26	#184	#99	45	5
19	San Pedro Ave at Olmos	110	148	12	5	94	281	10	2	91	318	15	45	97	423
20	San Pedro Ave at Hildebrand	226	100	170	201	77	96	#210	#229	101	116	#165	185	116	#156
21	San Pedro Ave at Summit	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22	San Pedro Ave at Mulberry	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	San Pedro Ave at Woodlawn	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24	San Pedro Ave at Ashby	110	110	30	28	89	58	53	24	108	65	106	88	200	163
25	San Pedro Ave at Myrtle	138	141	19	40	54	50	24	86	66	82	85	119	#387	188
26	San Pedro Ave at Park Ave	110	-	1	3	-	-	1	3	-	-	54	18	-	-
27	San Pedro Ave at Evergreen St	-	147	-	-	7	5	-	-	2	12	-	-	5	7
28	San Pedro Ave at Laurel	110	110	3	4	3	3	4	5	4	4	8	34	10	36
29	San Pedro Ave at Cypress	300	124	65	83	48	34	#56	#192	54	41	51	114	37	35
30	San Pedro Ave at Euclid	140	119	4	1	1	3	4	0	0	0	#242	124	85	92
31	San Pedro Ave at Elmira	140	-	81	254	-	-	122	#402	-	-	102	#450	-	-
32	San Pedro Ave at Quincy	-	119	-	-	18	54	-	-	35	56	-	-	363	#322

No	Intersection	Storage Provided (Feet)		Existing Conditions				No Build Conditions				Build Conditions			
		NB	SB	NB		SB		NB		SB		NB		SB	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
33	San Pedro Ave at Soledad	-	-	-	-	-	-	-	-	-	-	-	-	-	-
34	Navarro at Augusta	-	-	-	-	-	-	-	-	-	-	-	-	-	-
35	St Mary's at Navarro	110	-	-	-	-	-	-	-	-	-	0	1	-	-
37	St Mary's at Martin	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38	Navarro at Martin	147	-	5	8	-	-	24	10	-	-	-	17	-	-
39	St Mary's at Pecan	-	110	-	-	-	-	-	-	-	-	-	-	-	-
40	Navarro at Pecan	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41	St Mary's at Travis	-	110	-	-	-	-	-	-	-	-	-	-	-	-
42	Navarro at Travis	110	-	-	-	-	-	-	-	-	-	22	17	-	-
43	St Mary's at Houston	-	110	-	-	-	-	-	-	-	-	-	-	-	-
44	Navarro at Houston	60	-	7	17	-	-	9	24	-	-	5	30	-	-
45	St Mary's at College	-	60	-	-	-	-	-	-	-	-	-	-	-	-
46	Navarro at College	110	-	-	-	-	-	-	-	-	-	-	-	-	-
47	Navarro at Crockett	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48	St Mary's at Commerce	-	-	-	-	-	-	-	-	-	-	-	-	-	-
49	Navarro at Commerce	-	-	-	-	-	-	-	-	-	-	-	-	-	-
50	St Mary's at Market	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51	Navarro at Market	-	-	-	-	-	-	-	-	-	-	-	-	-	-
52	St Mary's at Villita	-	-	-	-	-	-	-	-	-	-	-	-	-	-
53	Navarro at Villita	-	-	-	-	-	-	-	-	-	-	-	-	-	-
103	St Mary's/Navarro at Nueva	-	110	-	-	-	-	-	-	-	-	-	-	-	-
54	St Mary's at Cesar Chavez	110	210	186	112	68	137	#233	#156	85	165	#327	#177	109	157
55	St Mary's at Alamo	-	110	-	-	-	-	-	-	-	-	-	-	16	25
56	St Mary's at Pereida	-	-	-	-	-	-	-	-	-	-	-	-	-	-
57	St Mary's at Carolina	110	130	-	-	-	-	-	-	-	-	82	32	38	52
58	St Mary's at Biering	-	110	-	-	-	-	-	-	-	-	-	-	5	8
59	St Mary's at Mission	100	100	-	-	-	-	-	-	-	-	26	8	9	9
60	Roosevelt at Steves	250	106	-	-	-	-	-	-	-	-	140	84	6	20

- 95th percentile volume exceeds capacity, queue may be longer
- No dedicated left turn lane

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7.2. Right Turn Queues

Table 9 presents a summary of the right turn storage length provided and the 95th percentile queue length observed in the mitigated Synchro model for the intersections with dedicated right turn lanes.

Table 9 shows that the right turn queue storage lengths are sufficient at all intersections.

Table 9: Right Turn Queue Length Assessment

No	Intersection	Storage Provided (Feet)		95 th Percentile Queue Length (Feet)			
		NB	SB	NB		SB	
				AM	PM	AM	PM
1	Isom Rd at US 281 NB Frontage (EB/WB)	-	-	-	-	-	-
2	Isom Rd at US 281 SB Frontage (EB/WB)	-	-	-	-	-	-
3	Oasis St at Isom Rd (EB/WB)	-	-	-	-	-	-
4	Sahara Dr at Isom Rd	-	-	-	-	-	-
5	Isom Rd at E Ramsey Rd	158	161	50	35	0	12
6	San Pedro Ave at Isom Rd	600	672	72	24	0	0
7	San Pedro Ave at Loop 410 WB	-	-	-	-	-	-
8	San Pedro Ave at Loop 410 EB	-	-	-	-	-	-
7451	San Pedro Ave at VIA Terminal	-	-	-	-	-	-
7252	San Pedro Ave at North Start Mall	-	-	-	-	-	-
9	San Pedro Ave at Rector	-	-	-	-	-	-
10	San Pedro Ave at Rampart	200	142	0	20	0	0
11	San Pedro Ave at Cage	-	-	-	-	-	-
12	San Pedro Ave at Oblate	-	175	-	-	39	84
13	San Pedro Ave at Jackson Keller	-	-	-	-	-	-
14	San Pedro Ave at Recoleta Rd (El Mio Dr)	-	-	-	-	-	-
15	San Pedro Ave at Basse	-	420	-	-	47	146
61	San Pedro Ave at El Monte Blvd	-	-	-	-	-	-
16	San Pedro Ave at Wildwood	-	-	-	-	-	-
17	San Pedro Ave at Audubon	-	-	-	-	-	-
18	San Pedro Ave at Fresno (Dora St)	-	200	-	-	9	49
19	San Pedro Ave at Olmos	-	-	-	-	-	-
20	San Pedro Ave at Hildebrand	120	200	17	7	32	42
21	San Pedro Ave at Summit	-	-	-	-	-	-
22	San Pedro Ave at Mulberry	125	125	12	0	4	2
23	San Pedro Ave at Woodlawn	125	125	1	3	4	15
24	San Pedro Ave at Ashby	-	-	-	-	-	-
25	San Pedro Ave at Myrtle	200	-	50	25	-	-
26	San Pedro Ave at Park	-	-	-	-	-	-
27	San Pedro Ave at Evergreen St	-	-	-	-	-	-
28	San Pedro Ave at Laurel	-	-	-	-	-	-
29	San Pedro Ave at Cypress	-	-	-	-	-	-
30	San Pedro Ave at Euclid	-	-	-	-	-	-
31	San Pedro Ave at Elmira	-	-	-	-	-	-
32	San Pedro Ave at Quincy	-	-	-	-	-	-
33	San Pedro Ave at Soledad	-	-	-	-	-	-
34	Navarro at Augusta	-	-	-	-	-	-
35	St Mary's at Navarro	-	-	-	-	-	-
37	St Mary's at Martin	-	-	-	-	-	-
38	Navarro at Martin	-	-	-	-	-	-
39	St Mary's at Pecan	-	-	-	-	-	-
40	Navarro at Pecan	-	-	-	-	-	-
41	St Mary's at Travis	-	-	-	-	-	-
42	Navarro at Travis	-	-	-	-	-	-
43	St Mary's at Houston	-	-	-	-	-	-
44	Navarro at Houston	-	-	-	-	-	-
45	St Mary's at College	-	-	-	-	-	-
46	Navarro at College	-	-	-	-	-	-
47	Navarro at Crockett	-	-	-	-	-	-
48	St Mary's at Commerce	-	-	-	-	-	-
49	Navarro at Commerce	-	-	-	-	-	-
50	St Mary's at Market	-	-	-	-	-	-
51	Navarro at Market	-	-	-	-	-	-
52	St Mary's at Villita	-	-	-	-	-	-
53	Navarro at Villita	-	-	-	-	-	-
103	St Mary's/Navarro at Nueva	-	-	-	-	-	-
54	St Mary's at Cesar Chavez	110	110	0	0	0	68
55	St Mary's at Alamo	125	125	0	0	6	45
56	St Mary's at Pereida	-	-	-	-	-	-
57	St Mary's at Carolina	-	125	-	-	23	16
58	St Mary's at Biering	-	-	-	-	-	-
59	St Mary's at Mission	-	-	-	-	-	-
60	Roosevelt at Steves	-	-	-	-	-	-

- 95th percentile volume exceeds capacity, queue may be longer
- No dedicated right turn lane

8. Travel Time Comparison

In order to determine the effects of the proposed dedicated bus lanes along the study corridor, a comparison of travel times was conducted as part of this study. Existing travel times were collected in August 2024.

The following procedure was used to determine the travel times.

- The length of the corridor was identified as 10.1 miles from Isom Road at the intersection of US 281 to the Roosevelt at Steves intersection.
- The corridor's free flow speeds were identified and based on the differing posted speed limits, the corridor was divided into the following five segments:
 - US 281/Isom to San Pedro/Isom – 35 mph
 - San Pedro/Isom to San Pedro/Basse – 40 mph
 - San Pedro/Basse to San Pedro at IH 35 – 35 mph
 - San Pedro at IH 35 to St. Mary's at Roosevelt Park – 30 mph
 - St. Mary's at Roosevelt Park to Roosevelt Ave at Steves - 35 mph
- Based on the free flow speed, travel times along the corridor were computed using the Distance, Speed, and Time relationship.
- Vehicles are assumed to be potentially delayed at every intersection because each segment has multiple signalized intersections.
- To capture this delay, the approach delays for each intersection were extracted from the Synchro 2027 Build model for both the AM and PM peak hours and aggregated for NB and SB directions individually.
- Finally, the total travel time along the corridor was calculated by adding the free flow travel time and total approach delays.

Figure 30 illustrates the travel time comparison of existing, no-build, and build alternatives during the AM and PM peak for NB and SB movements, respectively. Note that “Existing” refers to 2019, “Build” refers to 2027 with proposed bus lanes and “No Build” refers to 2027 without proposed bus lanes.

For the AM peak in the SB direction, the travel time will increase by 24%, from 28.1 minutes in the existing condition to 37.0 minutes in the Build scenario. Likewise, the comparison indicates that the travel time will increase by 19%, from 29.9 minutes in the No Build scenario to 37.0 minutes in the Build scenario.

For the AM peak in the NB direction, the travel time will increase by 17%, from 28.6 minutes in the existing condition to 34.6 minutes in the Build scenario. Likewise, the comparison indicates that the travel time will increase by 15%, from 29.4 minutes in the No Build scenario to 34.6 minutes in the Build scenario.

For the PM peak in the SB direction, the travel time will increase by 22%, from 30.2 minutes in the existing condition to 38.7 minutes in the Build scenario. Likewise, the comparison indicates that the travel time will increase by 3%, from 37.7 minutes in the No Build scenario to 38.7 minutes in the Build scenario.

For the PM peak in the NB direction, the travel time will increase by 27%, from 30.9 minutes in the existing condition to 42.3 minutes in the Build scenario. Likewise, the comparison

indicates that the travel time will increase by 23%, from 32.5 minutes in the No Build scenario to 42.3 minutes in the Build scenario.

It is evident from **Table 10** that delays in Segment C from IH 35 to Basse Road have increased significantly. With safety being a key priority, the signal phasing for most of the intersections along the San Pedro Ave corridor was updated to be Protected Only in the NB and SB directions, as compared to the Permissive signal operations under existing conditions. As noted previously, since through running buses are typically immediately adjacent and to the left of the left turn lanes, it would be unsafe to allow Permissive signal operations along this portion of the San Pedro corridor.

Furthermore, the EB and WB approaches' left turn signal phasing was modified to operate as protected + permissive, which differs from the permissive operations under existing conditions. By modifying the signal phasing, a safety barrier will be added, preventing potential collisions between left-turning traffic and through traffic -- especially buses. This safety factor drives the increase in a few minutes of extra delay overall along the corridor for automobile traffic.

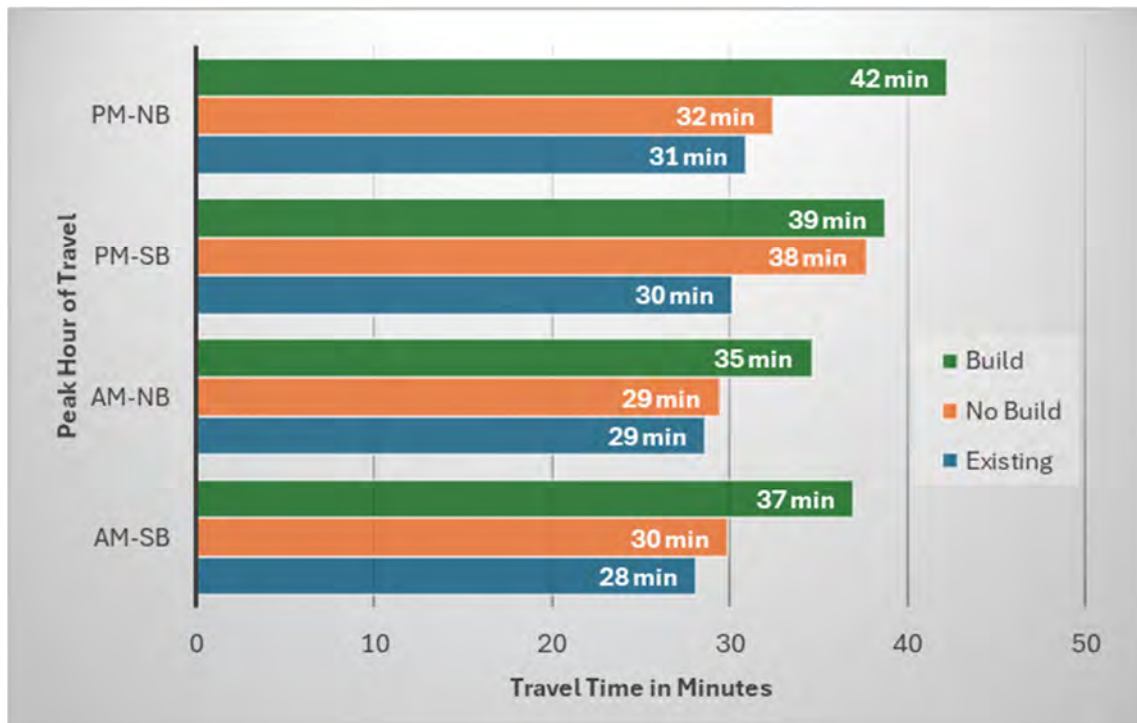


Figure 30: Travel Time Comparison

The City of San Antonio employs signal optimization technique by adjusting traffic signal timing to improve traffic flow and safety. This is achieved by setting intersections to the same Coordination Group, optimizing the intersection offsets, and setting consistent cycles and splits. Using multiple Coordination Groups will optimize specific portions of the corridor as individual groups and assign no priority. This would provide continuous green time for the majority of vehicles travelling along San Pedro Ave during peak hours and in the peak direction.

Note that all intersections except for the three discussed at the beginning of this report will continue to operate at acceptable levels of service during the peak hours of traffic demand.

Table 10: Travel Time Comparison

ID	Description	Existing - 2019				No Build - 2027				Build - 2027			
		AM - Delay		PM - Delay		AM - Delay		PM - Delay		AM - Delay		PM - Delay	
		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	Travel Distance (miles)	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1
1-A	US 281/Isom to San Pedro/Isom	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1-B	San Pedro/Isom to San Pedro/Basse	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
1-C	San Pedro/Basse to San Pedro at IH 35	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
1-D	San Pedro at IH 35 to St. Mary's at Roosevelt Park	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
1-E	St. Mary's at Roosevelt Park to Roosevelt Ave at Steves	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
2	Free Flow Speed (mph)												
2-A	US 281/Isom to San Pedro/Isom	35	35	35	35	35	35	35	35	35	35	35	35
2-B	San Pedro/Isom to San Pedro/Basse	40	40	40	40	40	40	40	40	40	40	40	40
2-C	San Pedro/Basse to San Pedro at IH 35	35	35	35	35	35	35	35	35	35	35	35	35
2-D	San Pedro at IH 35 to St. Mary's at Roosevelt Park	30	30	30	30	30	30	30	30	30	30	30	30
2-E	St. Mary's at Roosevelt Park to Roosevelt Ave at Steves	35	35	35	35	35	35	35	35	35	35	35	35
3	Free flow - Travel time (minutes)	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
3-A	US 281/Isom to San Pedro/Isom	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
3-B	San Pedro/Isom to San Pedro/Basse	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
3-C	San Pedro/Basse to San Pedro at IH 35	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
3-D	San Pedro at IH 35 to St. Mary's at Roosevelt Park	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
3-E	St. Mary's at Roosevelt Park to Roosevelt Ave at Steves	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
4	Approach Delay (minutes)	10.6	11.1	12.7	13.4	12.4	11.9	20.2	15.0	19.5	17.1	21.2	24.8
4-A	US 281/Isom to San Pedro/Isom	1.3	0.8	1.4	0.7	1.4	0.7	1.4	0.7	3.3	2.4	1.9	1.8
4-B	San Pedro/Isom to San Pedro/Basse	3.0	3.0	4.5	4.6	3.9	3.4	10.2	5.5	3.6	3.7	6.4	6.5
4-C	San Pedro/Basse to San Pedro at IH 35	2.3	2.0	2.7	2.8	2.6	2.4	3.8	3.5	8.0	4.4	7.6	10.7
4-D	San Pedro at IH 35 to St. Mary's at Roosevelt Park	3.9	5.2	4.1	5.1	4.4	5.2	4.6	5.1	4.4	6.5	5.1	5.6
4-E	St. Mary's at Roosevelt Park to Roosevelt Ave at Steves	0.1	0.2	0.1	0.2	0.1	0.2	0.3	0.2	0.2	0.2	0.2	0.2
5	Modelled Travel Times (minutes)	28.1	28.6	30.2	30.9	29.9	29.4	37.7	32.5	37.0	34.6	38.7	42.3
6	Observed Travel Times (August 2024) (minutes)	29.5	31.5	30.5	31.5	29.5	31.5	30.5	31.5	29.5	31.5	30.5	31.5

9. Conclusion

As detailed in this Technical Report, coding errors found in the original WSP Synchro peak hour models were corrected for all intersections and mitigations were proposed to get the intersection to operate at LOS "D" or better.

As part of the mitigations, left turn phasing was updated to Protected Only for NB and SB left turns (which also will accommodate U turns where geometrically possible), and Protected + Permissive for EB and WB left turns. Additionally, several channelized right turns were eliminated to minimize the pedestrian conflict and ROW impacts were optimized at Rector Dr, Audubon Dr, Fresno/Dora St and Laurel St intersections.

San Pedro Ave at EB and WB Loop 410 operates at LOS "E", but no further mitigations are proposed due to ROW limitations and because these intersections fall under TxDOT jurisdiction. Similarly, St Mary's at Cesar Chavez intersection operates at LOS "E", due to ROW limitations, and no further mitigations are proposed. Furthermore, these intersections operate at LOS "E" under existing conditions, demonstrating that the proposed bus lanes project does not exacerbate the intersection operations and maintains the existing conditions.

Thirteen intersections within the study corridor do not have enough storage to handle the maximum peak hour queues for left turning volumes. These locations have been evaluated and have physical limitations to extending their turn bays. It should be noted that at most locations, the current operations have the same queueing lack of capacity, so the VIA Green Line will not exacerbate the situation. Right turn queue storage lengths are sufficient at all intersections.

Finally, a comparison of proposed travel times with all noted improvements with No Build and Existing conditions shows that there will be between 3 to 27 percent increase in total travel time for the entire length of this corridor. With safety being a key priority, the signal phasing for the intersections along the San Pedro Avenue corridor was updated to be Protected Only in the NB and SB directions, as compared to the Permissive signal operations under existing conditions. Since through running buses are immediately adjacent and to the left of the left turn lanes, it would be unsafe to allow Permissive signal operations along this San Pedro corridor. Furthermore, the EB and WB approaches' left turn signal phasing was modified to operate as protected + permissive, which currently operates as permissive under existing conditions. By modifying the signal phasing, a safety barrier will be added, preventing collisions between left-turning traffic and through traffic -- especially buses. This safety factor drives the increase in a few minutes of extra delay overall along the corridor for automobile traffic. Note that all intersections except for the three discussed at the beginning of this report will continue to operate at acceptable levels of service during the peak hours of traffic demand.

VIA ART – Synchro Models Assessment and Mitigations		
Revision: 03	Date: 05/16/2025	Prepared by: Author (K Komanapally)

APPENDIX A - Synchro Model Outputs

ROLL PLOT MODELS SYNCHRO OUTPUTS

AM PEAK

Lanes, Volumes, Timings
1: US281 NB FR & Isom Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	345	0	0	104	24	124	29	113	0	0	0
Future Volume (vph)	62	345	0	0	104	24	124	29	113	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.975			0.881				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1816	0	1770	1641	0	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1770	1863	0	0	1816	0	1770	1641	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11			123				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		338			352			1426			617	
Travel Time (s)		7.7			8.0			32.4			14.0	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	67	375	0	0	113	26	135	32	123	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	375	0	0	139	0	135	155	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Turn Type	Prot	NA			NA		Perm	NA				
Protected Phases	1	1 2			2			4				
Permitted Phases							4					
Detector Phase	1	1 2			2		4	4				
Switch Phase												

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
1: US281 NB FR & Isom Rd

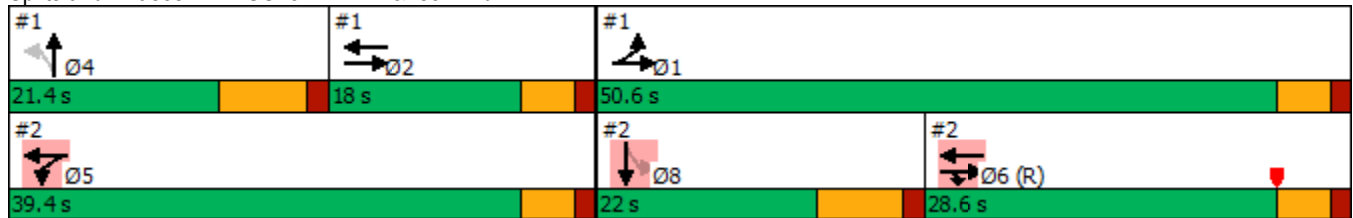
05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0				5.0		5.0	5.0				
Minimum Split (s)	10.1				16.1		21.3	21.3				
Total Split (s)	50.6				18.0		21.4	21.4				
Total Split (%)	56.2%				20.0%		23.8%	23.8%				
Maximum Green (s)	45.5				12.9		14.1	14.1				
Yellow Time (s)	3.6				3.6		5.8	5.8				
All-Red Time (s)	1.5				1.5		1.5	1.5				
Lost Time Adjust (s)	0.0				0.0		0.0	0.0				
Total Lost Time (s)	5.1				5.1		7.3	7.3				
Lead/Lag					Lag		Lead	Lead				
Lead-Lag Optimize?					Yes		Yes	Yes				
Vehicle Extension (s)	3.0				3.0		3.0	3.0				
Minimum Gap (s)	3.0				3.0		3.0	3.0				
Time Before Reduce (s)	0.0				0.0		0.0	0.0				
Time To Reduce (s)	0.0				0.0		0.0	0.0				
Recall Mode	None				None		None	None				
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					4.0		7.0	7.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)	49.6	66.0			11.3		11.6	11.6				
Actuated g/C Ratio	0.55	0.73			0.13		0.13	0.13				
v/c Ratio	0.07	0.27			0.59		0.59	0.49				
Control Delay	4.6	2.5			44.1		47.5	15.9				
Queue Delay	0.0	0.3			0.0		0.0	0.0				
Total Delay	4.6	2.8			44.1		47.5	15.9				
LOS	A	A			D		D	B				
Approach Delay		3.1			44.1			30.6				
Approach LOS		A			D			C				
Queue Length 50th (ft)	6	23			68		73	16				
Queue Length 95th (ft)	m12	40			127		128	71				
Internal Link Dist (ft)		258			272			1346			537	
Turn Bay Length (ft)	130											
Base Capacity (vph)	975	1336			269		277	360				
Starvation Cap Reductn	0	441			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.07	0.42			0.52		0.49	0.43				
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 83 (92%), Referenced to phase 6:EBWB, Start of Yellow												
Natural Cycle: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.71												
Intersection Signal Delay: 18.8					Intersection LOS: B							
Intersection Capacity Utilization 42.7%					ICU Level of Service A							
Analysis Period (min) 15												

Lane Group	Ø5	Ø6	Ø8
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.1	19.1	21.3
Total Split (s)	39.4	28.6	22.0
Total Split (%)	44%	32%	24%
Maximum Green (s)	34.3	23.5	14.7
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	1.5	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	None	C-Max	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		7.0	7.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US281 NB FR & Isom Rd



Lanes, Volumes, Timings
2: Isom Rd & US281 SB FR

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↕	
Traffic Volume (vph)	0	234	68	62	161	0	0	0	0	176	20	184
Future Volume (vph)	0	234	68	62	161	0	0	0	0	176	20	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	130		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor												
Frt			0.850								0.927	
Flt Protected				0.950							0.977	
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	3205	0
Flt Permitted				0.950							0.977	
Satd. Flow (perm)	0	1863	1583	1770	1863	0	0	0	0	0	3205	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			202								200	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		691			338			1614			646	
Travel Time (s)		15.7			7.7			36.7			14.7	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	254	74	67	175	0	0	0	0	191	22	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	254	74	67	175	0	0	0	0	0	413	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Turn Type		NA	Prot	Prot	NA					Perm	NA	
Protected Phases		6	6	5	5 6						8	
Permitted Phases										8		
Detector Phase		6	6	5	5 6					8	8	
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
2: Isom Rd & US281 SB FR

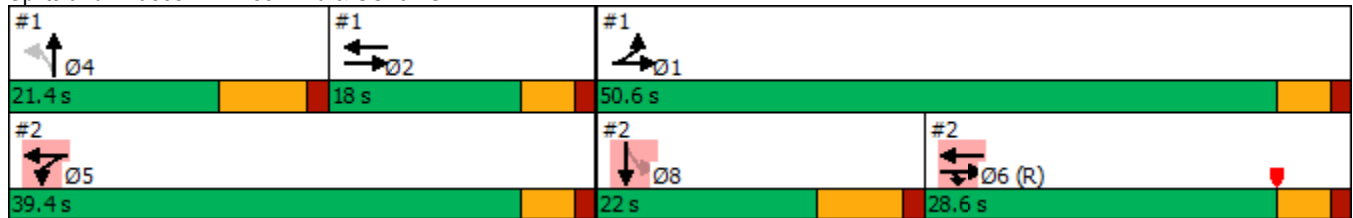
05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0	5.0						5.0	5.0	
Minimum Split (s)		19.1	19.1	10.1						21.3	21.3	
Total Split (s)		28.6	28.6	39.4						22.0	22.0	
Total Split (%)		31.8%	31.8%	43.8%						24.4%	24.4%	
Maximum Green (s)		23.5	23.5	34.3						14.7	14.7	
Yellow Time (s)		3.6	3.6	3.6						5.8	5.8	
All-Red Time (s)		1.5	1.5	1.5						1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0							0.0	
Total Lost Time (s)		5.1	5.1	5.1							7.3	
Lead/Lag		Lag	Lag							Lead	Lead	
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	
Vehicle Extension (s)		3.0	3.0	3.0						3.0	3.0	
Minimum Gap (s)		3.0	3.0	3.0						3.0	3.0	
Time Before Reduce (s)		0.0	0.0	0.0						0.0	0.0	
Time To Reduce (s)		0.0	0.0	0.0						0.0	0.0	
Recall Mode		C-Max	C-Max	None						None	None	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		7.0	7.0							7.0	7.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		30.8	30.8	30.2	66.1						11.5	
Actuated g/C Ratio		0.34	0.34	0.34	0.73						0.13	
v/c Ratio		0.40	0.11	0.11	0.13						0.71	
Control Delay		27.3	0.3	10.8	4.6						25.8	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay		27.3	0.3	10.8	4.6						25.8	
LOS		C	A	B	A						C	
Approach Delay		21.2			6.3						25.8	
Approach LOS		C			A						C	
Queue Length 50th (ft)		113	0	5	12						60	
Queue Length 95th (ft)		199	0	m21	42						105	
Internal Link Dist (ft)		611			258			1534			566	
Turn Bay Length (ft)				130								
Base Capacity (vph)		638	675	674	1454						690	
Starvation Cap Reductn		0	0	0	0						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.40	0.11	0.10	0.12						0.60	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 83 (92%), Referenced to phase 6:EBWB, Start of Yellow												
Natural Cycle: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.71												
Intersection Signal Delay: 19.5					Intersection LOS: B							
Intersection Capacity Utilization 42.7%					ICU Level of Service A							
Analysis Period (min) 15												

Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.1	16.1	21.3
Total Split (s)	50.6	18.0	21.4
Total Split (%)	56%	20%	24%
Maximum Green (s)	45.5	12.9	14.1
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	1.5	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		4.0	7.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Isom Rd & US281 SB FR



Lanes, Volumes, Timings

3: Oasis St & Isom Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	205	29	7	260	68	13	0	12	47	0	8
Future Volume (vph)	33	205	29	7	260	68	13	0	12	47	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.969			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1827	0	1770	1805	0	1770	1583	0	1770	1583	0
Flt Permitted	0.254			0.601			0.950			0.950		
Satd. Flow (perm)	473	1827	0	1120	1805	0	1770	1583	0	1770	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			8			826			890	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		308			691			685			524	
Travel Time (s)		7.0			15.7			15.6			11.9	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	36	223	32	8	283	74	14	0	13	51	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	255	0	8	357	0	14	13	0	51	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings

3: Oasis St & Isom Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.4	23.7		10.4	22.7		27.0	27.0		27.0	27.0	
Total Split (s)	10.4	25.0		10.4	25.0		27.6	27.6		27.0	27.0	
Total Split (%)	7.2%	17.3%		7.2%	17.3%		19.1%	19.1%		18.7%	18.7%	
Maximum Green (s)	5.0	19.3		5.0	19.3		21.6	21.6		21.0	21.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	2.1		1.8	2.1		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.4	5.7		5.4	5.7		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	C-Max		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		10.0			10.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	51.9	51.6		43.3	43.0		21.6	35.7		9.5	5.5	
Actuated g/C Ratio	0.36	0.36		0.30	0.30		0.15	0.25		0.07	0.04	
v/c Ratio	0.15	0.39		0.02	0.66		0.05	0.01		0.44	0.01	
Control Delay	36.0	38.7		42.0	51.5		53.5	0.0		75.7	0.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.0	38.7		42.0	51.5		53.5	0.0		75.7	0.0	
LOS	D	D		D	D		D	A		E	A	
Approach Delay		38.3			51.3			27.8			64.4	
Approach LOS		D			D			C			E	
Queue Length 50th (ft)	21	166		5	288		11	0		47	0	
Queue Length 95th (ft)	59	312		22	#531		34	0		91	0	
Internal Link Dist (ft)		228			611			605			444	
Turn Bay Length (ft)	200			190								
Base Capacity (vph)	240	654		362	542		264	1012		257	990	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.39		0.02	0.66		0.05	0.01		0.20	0.01	
Intersection Summary												
Area Type: Other												
Cycle Length: 144.6												
Actuated Cycle Length: 144.6												
Offset: 3 (2%), Referenced to phase 2:NBT, Start of Yellow												
Natural Cycle: 145												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.66												
Intersection Signal Delay: 46.4 Intersection LOS: D												
Intersection Capacity Utilization 45.5% ICU Level of Service A												
Analysis Period (min) 15												

Lanes, Volumes, Timings

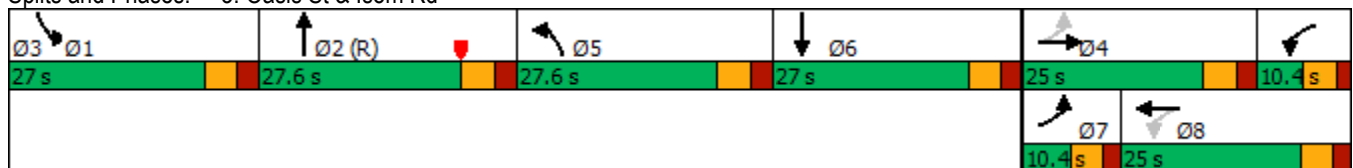
3: Oasis St & Isom Rd

05/16/2025

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Oasis St & Isom Rd



Lanes, Volumes, Timings

4: Isom Rd & Sahara Dr

05/16/2025



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	33	12	32	234	224	57
Future Volume (vph)	33	12	32	234	224	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	11	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.973	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1652	1801	1812	0
Flt Permitted	0.950		0.384			
Satd. Flow (perm)	1770	1583	668	1801	1812	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13			19	
Link Speed (mph)	30			30	30	
Link Distance (ft)	565			498	240	
Travel Time (s)	12.8			11.3	5.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	36	13	35	254	243	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	13	35	254	305	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.09	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	6		7	4	8	
Permitted Phases		6	4			
Detector Phase	6	6	7	4	8	
Switch Phase						

Lanes, Volumes, Timings

4: Isom Rd & Sahara Dr

05/16/2025



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.1	22.1	10.7	22.7	22.7	
Total Split (s)	28.0	28.0	15.0	62.0	47.0	
Total Split (%)	31.1%	31.1%	16.7%	68.9%	52.2%	
Maximum Green (s)	22.9	22.9	9.3	56.3	41.3	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	1.5	1.5	2.1	2.1	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.1	5.1	5.7	5.7	5.7	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	
Recall Mode	C-Max	C-Max	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	52.1	52.1	29.3	27.1	20.1	
Actuated g/C Ratio	0.58	0.58	0.33	0.30	0.22	
v/c Ratio	0.04	0.01	0.13	0.47	0.73	
Control Delay	12.2	6.8	3.5	8.6	39.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.2	6.8	3.5	8.6	39.9	
LOS	B	A	A	A	D	
Approach Delay	10.8			8.0	39.9	
Approach LOS	B			A	D	
Queue Length 50th (ft)	9	0	2	10	152	
Queue Length 95th (ft)	29	10	m2	11	215	
Internal Link Dist (ft)	485			418	160	
Turn Bay Length (ft)			150			
Base Capacity (vph)	1025	922	345	1126	841	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.04	0.01	0.10	0.23	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 85 (94%), Referenced to phase 6:SEL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 23.3

Intersection LOS: C

Intersection Capacity Utilization 37.3%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Isom Rd & Sahara Dr



Lanes, Volumes, Timings
5: Ramsey Rd & Isom Rd

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	17	90	39	49	63	26	55	273	127	34	184	29
Future Volume (vph)	17	90	39	49	63	26	55	273	127	34	184	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		0	175		125	125		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1779	0	1770	1781	0	1652	1801	1531	1652	1801	1531
Flt Permitted	0.695			0.668			0.632			0.336		
Satd. Flow (perm)	1295	1779	0	1244	1781	0	1099	1801	1531	584	1801	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			25				138			113
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		631			459			2534			843	
Travel Time (s)		14.3			10.4			57.6			19.2	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	18	98	42	53	68	28	60	297	138	37	200	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	140	0	53	96	0	60	297	138	37	200	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		7	4	4	3	8	8
Switch Phase												

Lanes, Volumes, Timings
5: Ramsey Rd & Isom Rd

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	30.3	30.3		30.3	30.3		11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	38.0	38.0		38.0	38.0		13.0	39.0	39.0	13.0	39.0	39.0
Total Split (%)	42.2%	42.2%		42.2%	42.2%		14.4%	43.3%	43.3%	14.4%	43.3%	43.3%
Maximum Green (s)	31.7	31.7		31.7	31.7		7.0	33.3	33.3	7.0	33.3	33.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.7	2.7		2.7	2.7		2.4	2.1	2.1	2.4	2.1	2.1
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)	6.3	6.3		6.3	6.3		6.0	5.7	5.7	6.0	5.7	5.7
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	48.1	48.1		48.1	48.1		22.9	22.1	22.1	15.8	16.1	16.1
Actuated g/C Ratio	0.53	0.53		0.53	0.53		0.25	0.25	0.25	0.18	0.18	0.18
v/c Ratio	0.03	0.15		0.08	0.10		0.18	0.67	0.29	0.21	0.62	0.09
Control Delay	14.6	11.8		14.7	11.1		26.8	37.9	6.0	14.6	25.1	3.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	11.8		14.7	11.1		26.8	37.9	6.0	14.6	25.1	3.6
LOS	B	B		B	B		C	D	A	B	C	A
Approach Delay		12.2			12.4			27.7			21.1	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	5	33		15	20		28	157	0	19	122	3
Queue Length 95th (ft)	19	79		42	55		53	216	39	34	186	15
Internal Link Dist (ft)		551			379			2454			763	
Turn Bay Length (ft)	125						175		125	125		125
Base Capacity (vph)	691	962		664	963		353	666	653	185	666	637
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.15		0.08	0.10		0.17	0.45	0.21	0.20	0.30	0.05
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 40 (44%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.67												
Intersection Signal Delay: 21.6				Intersection LOS: C								
Intersection Capacity Utilization 50.1%				ICU Level of Service A								
Analysis Period (min) 15												

Lanes, Volumes, Timings 5: Ramsey Rd & Isom Rd

05/16/2025

Splits and Phases: 5: Ramsey Rd & Isom Rd

 Ø2 (L) 38 s	 Ø3 13 s	 Ø4 39 s
 Ø6 (L) 38 s	 Ø8 39 s	 Ø7 13 s

Lanes, Volumes, Timings

6: San Pedro & Isom Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	109	141	194	64	8	176	1386	511	19	1616	108
Future Volume (vph)	65	109	141	194	64	8	176	1386	511	19	1616	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	12	11	12	13	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	125		185	320		0	200		0
Storage Lanes	1		1	2		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.86	0.86
Ped Bike Factor												
Frt			0.850		0.983				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3204	1770	0	1711	5085	1636	1770	6350	0
Flt Permitted	0.706			0.468			0.950			0.950		
Satd. Flow (perm)	1315	1863	1583	1578	1770	0	1711	5085	1636	1770	6350	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			245		6				542		12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			358			792			429	
Travel Time (s)		16.3			8.1			18.0			9.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	71	118	153	211	70	9	191	1507	555	21	1757	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	118	153	211	79	0	191	1507	555	21	1874	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	L NA	Right
Median Width(ft)		20			20			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.04	1.00	1.04	1.00	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												

Lanes, Volumes, Timings
6: San Pedro & Isom Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.0	12.0	12.0	40.7	40.7		11.4	30.4	30.4	11.4	20.0	
Total Split (s)	9.0	15.0	15.0	40.7	40.7		21.0	52.9	52.9	11.4	43.3	
Total Split (%)	7.5%	12.5%	12.5%	33.9%	33.9%		17.5%	44.1%	44.1%	9.5%	36.1%	
Maximum Green (s)	5.0	8.0	8.0	34.0	34.0		14.6	46.5	46.5	5.0	36.9	
Yellow Time (s)	3.5	3.6	3.6	3.6	3.6		3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	0.5	3.4	3.4	3.1	3.1		2.8	2.8	2.8	2.8	2.8	
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)	4.0	7.0	7.0	6.7	6.7		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	22.7	14.7	14.7	33.2	26.0		14.6	69.1	69.1	5.0	52.7	
Actuated g/C Ratio	0.19	0.12	0.12	0.28	0.22		0.12	0.58	0.58	0.04	0.44	
v/c Ratio	0.27	0.52	0.37	0.36	0.20		0.92	0.51	0.47	0.29	0.67	
Control Delay	33.7	57.3	2.6	34.5	36.6		89.2	7.8	2.0	65.9	28.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	33.7	57.3	2.6	34.5	36.6		89.2	7.8	2.0	65.9	28.6	
LOS	C	E	A	C	D		F	A	A	E	C	
Approach Delay		27.9			35.1			13.3			29.0	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	40	87	0	64	47		158	175	0	16	328	
Queue Length 95th (ft)	72	145	0	91	87		m#272	m284	m44	44	402	
Internal Link Dist (ft)		637			278			712			349	
Turn Bay Length (ft)	280			125			320			200		
Base Capacity (vph)	267	228	409	924	594		208	2928	1172	73	2794	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.27	0.52	0.37	0.23	0.13		0.92	0.51	0.47	0.29	0.67	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 35 (29%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 115												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.92												
Intersection Signal Delay: 21.9					Intersection LOS: C							
Intersection Capacity Utilization 63.4%					ICU Level of Service B							
Analysis Period (min) 15												

Lanes, Volumes, Timings

6: San Pedro & Isom Rd

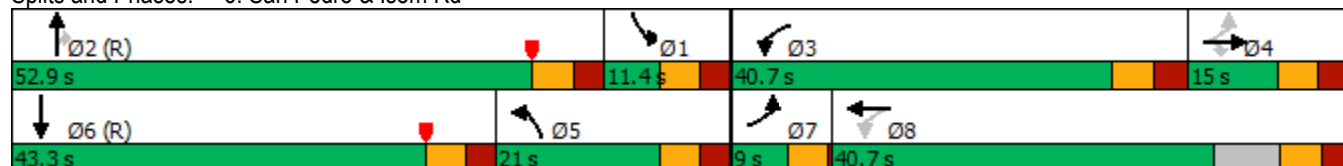
05/16/2025

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.

Splits and Phases: 6: San Pedro & Isom Rd



Lanes, Volumes, Timings
7: San Pedro & LP 410 EB

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	316	49	341	358	1629	0	0	942	1041
Future Volume (vph)	0	0	0	316	49	341	358	1629	0	0	942	1041
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	300		500
Storage Lanes	0		0	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	0.97	0.91	1.00	1.00	0.81	0.88
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected				0.950	0.963		0.950					
Satd. Flow (prot)	0	0	0	1522	4628	1583	3433	5085	0	0	7544	2787
Flt Permitted				0.950	0.963		0.950					
Satd. Flow (perm)	0	0	0	1522	4628	1583	3433	5085	0	0	7544	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						140						853
Link Speed (mph)		60			60			30			30	
Link Distance (ft)		422			224			247			792	
Travel Time (s)		4.8			2.5			5.6			18.0	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	343	53	371	389	1771	0	0	1024	1132
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	171	225	371	389	1771	0	0	1024	1132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	L NA	Right	L NA	L NA	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5 15	5 6 15			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5 15	5 6 15			6	6
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø11	Ø15
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Width (ft)						
Grade (%)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor						
Growth Factor						
Heavy Vehicles (%)						
Bus Blockages (#/hr)						
Parking (#/hr)						
Mid-Block Traffic (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Turn Type						
Protected Phases	1	2	4	5	11	15
Permitted Phases						
Detector Phase						
Switch Phase						

Lanes, Volumes, Timings
7: San Pedro & LP 410 EB

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				15.0	15.0	15.0					25.0	25.0
Total Split (s)				25.0	25.0	25.0					28.0	28.0
Total Split (%)				20.8%	20.8%	20.8%					23.3%	23.3%
Maximum Green (s)				18.3	18.3	18.3					21.7	21.7
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.4	2.4	2.4					2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.7	6.7	6.7					6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				1.0	1.0	1.0					1.0	1.0
Minimum Gap (s)				2.0	2.0	2.0					2.0	2.0
Time Before Reduce (s)				0.0	0.0	0.0					0.0	0.0
Time To Reduce (s)				0.0	0.0	0.0					0.0	0.0
Recall Mode				None	None	None					Min	Min
Walk Time (s)				7.0	7.0	7.0					7.0	7.0
Flash Dont Walk (s)				1.0	1.0	1.0					8.0	8.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)				18.3	18.3	18.3	61.5	90.0			22.2	22.2
Actuated g/C Ratio				0.15	0.15	0.15	0.51	0.75			0.18	0.18
v/c Ratio				0.74	0.32	1.03	0.22	0.46			0.73	0.94
Control Delay				68.2	46.7	86.9	2.9	1.0			28.5	30.9
Queue Delay				0.0	0.0	0.0	0.8	1.1			0.0	0.0
Total Delay				68.2	46.7	86.9	3.7	2.1			28.5	30.9
LOS				E	D	F	A	A			C	C
Approach Delay					70.9			2.3			29.8	
Approach LOS					E			A			C	
Queue Length 50th (ft)				148	60	~209	8	36			190	369
Queue Length 95th (ft)				#269	89	#406	m12	m9			171	#513
Internal Link Dist (ft)		342			144			167			712	
Turn Bay Length (ft)												500
Base Capacity (vph)				232	705	360	1744	3749			1395	1210
Starvation Cap Reductn				0	0	0	1021	1610			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.74	0.32	1.03	0.54	0.83			0.73	0.94
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 100 (83%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.03												
Intersection Signal Delay: 24.3				Intersection LOS: C								
Intersection Capacity Utilization 112.0%				ICU Level of Service H								
Analysis Period (min) 15												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø11	Ø15
Minimum Initial (s)	2.0	9.6	7.0	2.0	2.0	2.0
Minimum Split (s)	25.0	18.4	15.0	15.0	15.0	15.0
Total Split (s)	28.0	31.0	36.0	31.0	25.0	36.0
Total Split (%)	23%	26%	30%	26%	21%	30%
Maximum Green (s)	23.0	25.6	29.3	26.0	20.0	31.0
Yellow Time (s)	3.0	4.3	4.3	3.0	3.0	3.0
All-Red Time (s)	2.0	1.1	2.4	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2	1.0	1.0	0.2	0.2	0.2
Minimum Gap (s)	0.2	2.0	2.0	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	None	None	None	None
Walk Time (s)		7.0	7.0			
Flash Dont Walk (s)		6.0	1.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Lanes, Volumes, Timings

7: San Pedro & LP 410 EB

05/16/2025

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 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.

Splits and Phases: 7: San Pedro & LP 410 EB

#8  Ø2 (R) 31 s	#8  Ø4 36 s	#8  Ø1 28 s	#8  Ø11 25 s
#7  Ø5 31 s	#7  Ø15 36 s	#7  Ø6 28 s	#7  Ø8 25 s

Lanes, Volumes, Timings
8: San Pedro & LP 410 WB

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1008	51	487	0	0	0	0	1012	378	269	997	0
Future Volume (vph)	1008	51	487	0	0	0	0	1012	378	269	997	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.81	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850							0.850		
Flt Protected	0.950	0.959								0.950		
Satd. Flow (prot)	3221	1626	1583	0	0	0	0	7544	1583	3433	5085	0
Flt Permitted	0.950	0.959								0.950		
Satd. Flow (perm)	3221	1626	1583	0	0	0	0	7544	1583	3433	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			422						411			
Link Speed (mph)		60			60			30			30	
Link Distance (ft)		223			247			407			247	
Travel Time (s)		2.5			2.8			9.3			5.6	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	1096	55	529	0	0	0	0	1100	411	292	1084	0
Shared Lane Traffic (%)	30%											
Lane Group Flow (vph)	767	384	529	0	0	0	0	1100	411	292	1084	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Turn Type	Split	NA	Free					NA	Perm	Prot	NA	
Protected Phases	4	4						2		1 11	1 2 11	
Permitted Phases			Free						2			
Detector Phase	4	4						2	2	1 11	1 2 11	
Switch Phase												

Lanes, Volumes, Timings
8: San Pedro & LP 410 WB

05/16/2025

Lane Group	Ø1	Ø5	Ø6	Ø8	Ø11	Ø15
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Width (ft)						
Grade (%)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor						
Growth Factor						
Heavy Vehicles (%)						
Bus Blockages (#/hr)						
Parking (#/hr)						
Mid-Block Traffic (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Turn Type						
Protected Phases	1	5	6	8	11	15
Permitted Phases						
Detector Phase						
Switch Phase						

Lanes, Volumes, Timings
8: San Pedro & LP 410 WB

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0						9.6	9.6			
Minimum Split (s)	15.0	15.0						18.4	18.4			
Total Split (s)	36.0	36.0						31.0	31.0			
Total Split (%)	30.0%	30.0%						25.8%	25.8%			
Maximum Green (s)	29.3	29.3						25.6	25.6			
Yellow Time (s)	4.3	4.3						4.3	4.3			
All-Red Time (s)	2.4	2.4						1.1	1.1			
Lost Time Adjust (s)	0.0	0.0						0.0	0.0			
Total Lost Time (s)	6.7	6.7						5.4	5.4			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0						1.0	1.0			
Minimum Gap (s)	2.0	2.0						2.0	2.0			
Time Before Reduce (s)	0.0	0.0						0.0	0.0			
Time To Reduce (s)	0.0	0.0						0.0	0.0			
Recall Mode	None	None						C-Min	C-Min			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	1.0	1.0						6.0	6.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	29.2	29.2	120.0					25.2	25.2	48.5	79.1	
Actuated g/C Ratio	0.24	0.24	1.00					0.21	0.21	0.40	0.66	
v/c Ratio	0.98	0.97	0.33					0.70	0.63	0.21	0.32	
Control Delay	72.5	83.7	0.6					60.8	26.1	1.6	1.2	
Queue Delay	0.0	0.0	0.0					0.0	0.4	0.5	0.6	
Total Delay	72.5	83.7	0.6					60.8	26.5	2.1	1.8	
LOS	E	F	A					E	C	A	A	
Approach Delay		52.4						51.5			1.9	
Approach LOS		D						D			A	
Queue Length 50th (ft)	325	325	0					223	145	1	25	
Queue Length 95th (ft)	#462	#542	0					257	101	m5	18	
Internal Link Dist (ft)		143			167			327			167	
Turn Bay Length (ft)												
Base Capacity (vph)	786	397	1583					1609	661	1387	3368	
Starvation Cap Reductn	0	0	0					0	48	711	1762	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.98	0.97	0.33					0.68	0.67	0.43	0.67	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 100 (83%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.03												
Intersection Signal Delay: 36.9						Intersection LOS: D						
Intersection Capacity Utilization 112.0%						ICU Level of Service H						
Analysis Period (min) 15												

Lane Group	Ø1	Ø5	Ø6	Ø8	Ø11	Ø15
Minimum Initial (s)	2.0	2.0	10.0	7.0	2.0	2.0
Minimum Split (s)	25.0	15.0	25.0	15.0	15.0	15.0
Total Split (s)	28.0	31.0	28.0	25.0	25.0	36.0
Total Split (%)	23%	26%	23%	21%	21%	30%
Maximum Green (s)	23.0	26.0	21.7	18.3	20.0	31.0
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.4	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2	0.2	1.0	1.0	0.2	0.2
Minimum Gap (s)	0.2	0.2	2.0	2.0	0.2	0.2
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	Min	None	None	None
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			8.0	1.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Lanes, Volumes, Timings 8: San Pedro & LP 410 WB

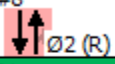
05/16/2025

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.

Splits and Phases: 8: San Pedro & LP 410 WB

#8  Ø2 (R) 31 s	#8  Ø4 36 s	#8  Ø1 28 s	#8  Ø11 25 s
#7  Ø5 31 s	#7  Ø15 36 s	#7  Ø6 28 s	#7  Ø8 25 s

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	42	19	67	29	89	35	1208	54	97	1276	21
Future Volume (vph)	61	42	19	67	29	89	35	1208	54	97	1276	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	12	10	11	11	10	11	8
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	180		0	180		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.953				0.850		0.994			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3440	0	1805	1900	1583	1685	4890	0	1652	4906	0
Flt Permitted	0.736			0.436			0.950			0.950		
Satd. Flow (perm)	1371	3440	0	828	1900	1583	1685	4890	0	1652	4906	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				97		6			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2414			1062			389			234	
Travel Time (s)		54.9			24.1			8.8			5.3	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	0%	2%	0%	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%	
Adj. Flow (vph)	66	46	21	73	32	97	38	1313	59	105	1387	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	67	0	73	32	97	38	1372	0	105	1410	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.20
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	4	4		3	8	8	5	2		1	6	
Switch Phase												

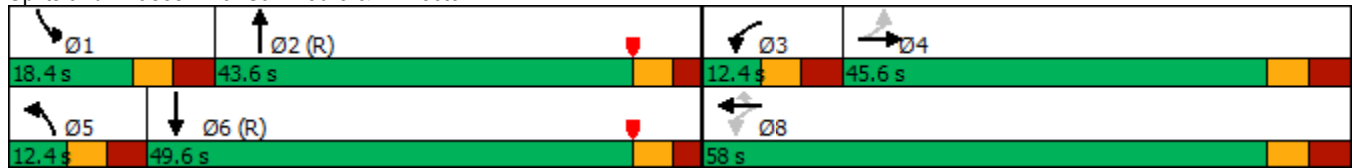
Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	8.0	8.0		3.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	45.6	45.6		12.3	45.6	45.6	12.3	27.3		12.3	24.3	
Total Split (s)	45.6	45.6		12.4	58.0	58.0	12.4	43.6		18.4	49.6	
Total Split (%)	38.0%	38.0%		10.3%	48.3%	48.3%	10.3%	36.3%		15.3%	41.3%	
Maximum Green (s)	38.0	38.0		5.1	50.4	50.4	5.1	37.3		11.1	43.3	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	4.0	4.0		3.7	4.0	4.0	3.7	2.7		3.7	2.7	
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)	7.6	7.6		7.3	7.6	7.6	7.3	6.3		7.3	6.3	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	31.0	31.0			31.0	31.0		14.0			10.0	
Pedestrian Calls (#/hr)	0	0			0	0		0			0	
Act Effct Green (s)	11.6	11.6		21.8	21.5	21.5	8.3	64.1		13.2	71.6	
Actuated g/C Ratio	0.10	0.10		0.18	0.18	0.18	0.07	0.53		0.11	0.60	
v/c Ratio	0.50	0.19		0.38	0.09	0.27	0.33	0.52		0.58	0.48	
Control Delay	63.8	35.8		45.2	38.3	9.2	71.8	9.2		64.1	14.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	63.8	35.8		45.2	38.3	9.2	71.8	9.2		64.1	14.3	
LOS	E	D		D	D	A	E	A		E	B	
Approach Delay		49.7			26.8			10.9			17.8	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	50	17		48	20	0	28	54		63	343	
Queue Length 95th (ft)	94	38		86	46	43	m61	209		94	432	
Internal Link Dist (ft)		2334			982			309			154	
Turn Bay Length (ft)	100			180			180					
Base Capacity (vph)	434	1103		191	798	721	116	2614		190	2928	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.06		0.38	0.04	0.13	0.33	0.52		0.55	0.48	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 16 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.58												
Intersection Signal Delay: 16.6				Intersection LOS: B								
Intersection Capacity Utilization 58.0%				ICU Level of Service B								
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: San Pedro & W Rector Dr



Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	11	8	73	12	70	46	1082	61	101	1053	30
Future Volume (vph)	73	11	8	73	12	70	46	1082	61	101	1053	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	325		200	375		375
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.988			0.939				0.850			0.850
Flt Protected		0.962			0.977		0.950			0.950		
Satd. Flow (prot)	0	1806	0	0	1743	0	1685	3490	1561	1685	3490	1561
Flt Permitted		0.608			0.828		0.950			0.950		
Satd. Flow (perm)	0	1141	0	0	1477	0	1685	3490	1561	1685	3490	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			36				103			103
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		490			1363			1027			717	
Travel Time (s)		11.1			31.0			23.3			16.3	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	79	12	9	79	13	76	50	1176	66	110	1145	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	168	0	50	1176	66	110	1145	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

05/16/2025

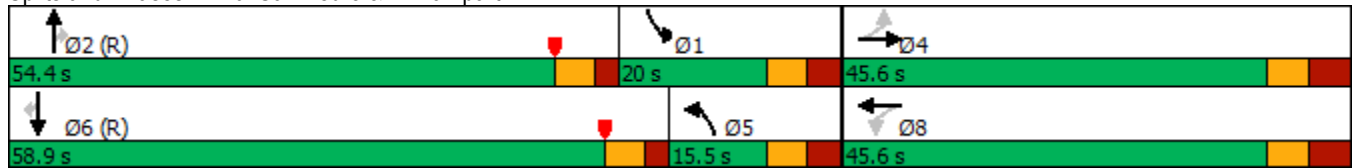
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	45.6	45.6		45.6	45.6		11.7	23.7	23.7	11.7	23.7	23.7
Total Split (s)	45.6	45.6		45.6	45.6		15.5	54.4	54.4	20.0	58.9	58.9
Total Split (%)	38.0%	38.0%		38.0%	38.0%		12.9%	45.3%	45.3%	16.7%	49.1%	49.1%
Maximum Green (s)	38.0	38.0		38.0	38.0		8.8	48.7	48.7	13.3	53.2	53.2
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	4.0	4.0		4.0	4.0		3.1	2.1	2.1	3.1	2.1	2.1
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.6			7.6		6.7	5.7	5.7	6.7	5.7	5.7
Lead/Lag							Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Minimum Gap (s)	0.2	0.2		3.0	3.0		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	31.0	31.0		31.0	31.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		14.9			14.9		11.6	73.8	73.8	11.3	75.9	75.9
Actuated g/C Ratio		0.12			0.12		0.10	0.62	0.62	0.09	0.63	0.63
v/c Ratio		0.69			0.79		0.31	0.55	0.07	0.70	0.52	0.03
Control Delay		70.8			63.3		74.5	22.7	3.4	53.6	9.1	0.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		70.8			63.3		74.5	22.7	3.4	53.6	9.1	0.1
LOS		E			E		E	C	A	D	A	A
Approach Delay		70.8			63.3			23.7			12.7	
Approach LOS		E			E			C			B	
Queue Length 50th (ft)		72			101		39	481	8	89	101	0
Queue Length 95th (ft)		124			168		m76	560	27	149	140	m0
Internal Link Dist (ft)		410			1283			947			637	
Turn Bay Length (ft)							325		200	375		375
Base Capacity (vph)		364			492		174	2147	1000	196	2206	1024
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.27			0.34		0.29	0.55	0.07	0.56	0.52	0.03
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 24 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 95												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.79												
Intersection Signal Delay: 22.7					Intersection LOS: C							
Intersection Capacity Utilization 61.0%					ICU Level of Service B							
Analysis Period (min) 15												

Lanes, Volumes, Timings 10: San Pedro & W Rampart Dr

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: San Pedro & W Rampart Dr



Lanes, Volumes, Timings
11: San Pedro & Cage Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	3	3	21	3	29	61	1182	25	45	1055	70
Future Volume (vph)	66	3	3	21	3	29	61	1182	25	45	1055	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		75	200		0	260		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.995			0.863			0.997			0.991	
Flt Protected		0.956		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	0	1805	1640	0	1685	3479	0	1685	3458	0
Flt Permitted		0.717		0.774			0.950			0.950		
Satd. Flow (perm)	0	1355	0	1471	1640	0	1685	3479	0	1685	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			32			2			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		383			393			562			1279	
Travel Time (s)		8.7			8.9			12.8			29.1	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	72	3	3	23	3	32	66	1285	27	49	1147	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	23	35	0	66	1312	0	49	1223	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		0	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	37.0	37.0		38.0	38.0		11.0	23.7		11.7	23.7	
Total Split (s)	38.0	38.0		38.0	38.0		15.0	66.0		16.0	67.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%		12.5%	55.0%		13.3%	55.8%	
Maximum Green (s)	31.0	31.0		31.0	31.0		9.0	60.3		9.3	61.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.4	3.4		3.4	3.4		2.4	2.1		3.1	2.1	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0		7.0	7.0		6.0	5.7		6.7	5.7	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	1.0	1.0		1.0	1.0		1.0	2.0		1.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	23.0	23.0		22.0	22.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		10.5		10.5	10.5		8.1	88.6		7.6	88.6	
Actuated g/C Ratio		0.09		0.09	0.09		0.07	0.74		0.06	0.74	
v/c Ratio		0.65		0.18	0.20		0.58	0.51		0.46	0.48	
Control Delay		74.9		51.9	20.3		81.8	12.3		55.8	1.4	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		74.9		51.9	20.3		81.8	12.3		55.8	1.4	
LOS		E		D	C		F	B		E	A	
Approach Delay		74.9			32.9			15.6			3.5	
Approach LOS		E			C			B			A	
Queue Length 50th (ft)		58		17	2		52	490		41	33	
Queue Length 95th (ft)		107		42	33		m78	566		m79	33	
Internal Link Dist (ft)		303			313			482			1199	
Turn Bay Length (ft)							200			260		
Base Capacity (vph)		351		380	447		135	2569		136	2555	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.22		0.06	0.08		0.49	0.51		0.36	0.48	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 88 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.65												
Intersection Signal Delay: 12.1				Intersection LOS: B								
Intersection Capacity Utilization 64.5%				ICU Level of Service C								
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: San Pedro & Cage Ave



Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	116	107	93	129	136	60	922	71	139	813	159
Future Volume (vph)	211	116	107	93	129	136	60	922	71	139	813	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	260		360	325		175
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.928			0.923			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1763	0	1805	3332	0	1685	3451	0	1685	3490	1561
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	1763	0	1805	3332	0	1685	3451	0	1685	3490	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			148			6				182
Link Speed (mph)		30			30			30				30
Link Distance (ft)		445			286			868				518
Travel Time (s)		10.1			6.5			19.7				11.8
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	229	126	116	101	140	148	65	1002	77	151	884	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	242	0	101	288	0	65	1079	0	151	884	173
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2		1	2		1	2	0
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		0	100		20	100		20	100	0
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases												6
Detector Phase	4	4		3	3		5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	10.0		8.0	10.0	10.0
Minimum Split (s)	49.0	49.0		21.7	21.7		14.7	23.7		15.0	27.0	27.0
Total Split (s)	49.0	49.0		21.7	21.7		14.7	34.3		15.0	34.6	34.6
Total Split (%)	40.8%	40.8%		18.1%	18.1%		12.3%	28.6%		12.5%	28.8%	28.8%
Maximum Green (s)	41.0	41.0		13.7	13.7		8.0	28.6		8.0	28.6	28.6
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	4.4	4.4		4.4	4.4		3.1	2.1		3.4	2.4	2.4
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)	8.0	8.0		8.0	8.0		6.7	5.7		7.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	2.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0			7.0	7.0
Flash Dont Walk (s)	34.0	34.0						11.0			14.0	14.0
Pedestrian Calls (#/hr)	0	0						0			0	0
Act Effct Green (s)	20.0	20.0		10.7	10.7		8.0	52.6		8.0	55.5	55.5
Actuated g/C Ratio	0.17	0.17		0.09	0.09		0.07	0.44		0.07	0.46	0.46
v/c Ratio	0.76	0.74		0.63	0.67		0.58	0.71		1.35	0.55	0.21
Control Delay	63.3	51.8		69.6	33.0		83.1	50.0		244.9	31.1	7.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	63.3	51.8		69.6	33.0		83.1	50.0		244.9	31.1	7.1
LOS	E	D		E	C		F	D		F	C	A
Approach Delay		57.4			42.5			51.9			54.3	
Approach LOS		E			D			D			D	
Queue Length 50th (ft)	171	150		76	54		40	450		~148	359	25
Queue Length 95th (ft)	241	222		133	100		m80	#555		#297	453	95
Internal Link Dist (ft)		365			206			788			438	
Turn Bay Length (ft)							260			325		175
Base Capacity (vph)	616	630		206	511		112	1515		112	1614	820
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.37	0.38		0.49	0.56		0.58	0.71		1.35	0.55	0.21

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.35

Intersection Signal Delay: 52.5

Intersection LOS: D

Intersection Capacity Utilization 79.0%

ICU Level of Service D

Analysis Period (min) 15

Lanes, Volumes, Timings

12: San Pedro & Oblate Dr

05/16/2025

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 12: San Pedro & Oblate Dr

 Ø2 (R)	 Ø1	 Ø3	 Ø4
34.3 s	15 s	21.7 s	49 s
 Ø6 (R)	 Ø5		
34.6 s	14.7 s		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

05/16/2025

																		
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR						
Lane Configurations																		
Traffic Volume (vph)	76	856	20	95	724	109	117	188	101	65	142	46						
Future Volume (vph)	76	856	20	95	724	109	117	188	101	65	142	46						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	10	11	11	10	11	11	12	12	12	12	12	1						
Grade (%)	0%			0%			0%			0%								
Storage Length (ft)	175		0	200		0	200		50	100		0						
Storage Lanes	1		0	1		0	1		1	1		0						
Taper Length (ft)	25			25			25			25								
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00						
Ped Bike Factor																		
Frt	0.997			0.980			0.850			0.963								
Flt Protected	0.950			0.950			0.950			0.950								
Satd. Flow (prot)	1685	3479	0	1685	3420	0	1805	1900	1615	1805	1830	0						
Flt Permitted	0.950			0.950			0.950			0.950								
Satd. Flow (perm)	1685	3479	0	1685	3420	0	1805	1900	1615	1805	1830	0						
Right Turn on Red			Yes			Yes			Yes			Yes						
Satd. Flow (RTOR)	2			14			161			14								
Link Speed (mph)	30			30			30			30								
Link Distance (ft)	1444			1701			407			217								
Travel Time (s)	32.8			38.7			9.3			4.9								
Confl. Peds. (#/hr)																		
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0						
Parking (#/hr)																		
Mid-Block Traffic (%)	0%			0%			0%			0%								
Adj. Flow (vph)	83	930	22	103	787	118	127	204	110	71	154	50						
Shared Lane Traffic (%)																		
Lane Group Flow (vph)	83	952	0	103	905	0	127	204	110	71	204	0						
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right						
Median Width(ft)	10			10			12			12								
Link Offset(ft)	0			0			0			0								
Crosswalk Width(ft)	16			16			16			16								
Two way Left Turn Lane																		
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.75						
Turning Speed (mph)	15		9	15		9	15		9	15		9						
Number of Detectors	1	2		1	2		1	2	1	1	2							
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru							
Leading Detector (ft)	20	100		20	100		20	100	20	20	100							
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0							
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA							
Protected Phases	5	2		1	6		7	4		3	8							
Permitted Phases	4																	
Detector Phase	5	2		1	6		7	4	4	3	8							
Switch Phase																		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.7	27.0		11.7	30.3		11.7	45.6	45.6	12.0	45.6	
Total Split (s)	15.0	41.4		16.0	42.4		17.0	47.6	47.6	15.0	45.6	
Total Split (%)	12.5%	34.5%		13.3%	35.3%		14.2%	39.7%	39.7%	12.5%	38.0%	
Maximum Green (s)	7.3	35.4		9.3	36.1		10.3	40.0	40.0	8.0	38.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	4.1	2.4		3.1	2.7		3.1	4.0	4.0	3.4	4.0	
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)	7.7	6.0		6.7	6.3		6.7	7.6	7.6	7.0	7.6	
Lead/Lag	Lag	Lead		Lag	Lead		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		14.0			17.0			31.0	31.0		31.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	9.5	56.1		9.4	54.7		10.4	22.2	22.2	7.4	17.1	
Actuated g/C Ratio	0.08	0.47		0.08	0.46		0.09	0.18	0.18	0.06	0.14	
v/c Ratio	0.62	0.58		0.78	0.58		0.82	0.58	0.26	0.64	0.75	
Control Delay	81.9	31.9		102.8	41.6		90.8	52.0	3.0	80.0	62.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	81.9	31.9		102.8	41.6		90.8	52.0	3.0	80.0	62.2	
LOS	F	C		F	D		F	D	A	F	E	
Approach Delay		35.9			47.8			51.0			66.8	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	66	281		65	357		99	151	0	54	143	
Queue Length 95th (ft)	#162	481		#183	395		#207	218	14	#116	213	
Internal Link Dist (ft)		1364			1621			327			137	
Turn Bay Length (ft)	175			200			200		50	100		
Base Capacity (vph)	134	1628		139	1567		159	633	645	120	589	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.62	0.58		0.74	0.58		0.80	0.32	0.17	0.59	0.35	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 105												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.82												
Intersection Signal Delay: 45.8							Intersection LOS: D					
Intersection Capacity Utilization 68.8%							ICU Level of Service C					
Analysis Period (min) 15												

Lanes, Volumes, Timings

13: San Pedro & Jackson Keller Rd

05/16/2025

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: San Pedro & Jackson Keller Rd

 Ø2 (R)	 Ø1	 Ø3	 Ø4
41.4 s	16 s	15 s	47.6 s
 Ø6 (R)	 Ø5	 Ø7	 Ø8
42.4 s	15 s	17 s	45.6 s

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1	8	23	3	7	34	948	16	14	891	41
Future Volume (vph)	59	1	8	23	3	7	34	948	16	14	891	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	8	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	170		0	230		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.984			0.891			0.998			0.993	
Flt Protected		0.959		0.950			0.950			0.950		
Satd. Flow (prot)	0	1793	0	1805	1693	0	1685	3483	0	1685	3465	0
Flt Permitted		0.959		0.950			0.950			0.950		
Satd. Flow (perm)	0	1793	0	1805	1693	0	1685	3483	0	1685	3465	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			8			1			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		983			1276			396			1444	
Travel Time (s)		22.3			29.0			9.0			32.8	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	64	1	9	25	3	8	37	1030	17	15	968	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	25	11	0	37	1047	0	15	1013	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.20	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2		1	2		1	2	
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		16.0	23.7		16.4	23.3	
Total Split (s)	38.0	38.0		38.0	38.0		16.0	27.6		16.4	28.0	
Total Split (%)	31.7%	31.7%		31.7%	31.7%		13.3%	23.0%		13.7%	23.3%	
Maximum Green (s)	31.0	31.0		31.0	31.0		10.0	21.9		10.0	22.7	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.4	3.4		3.4	3.4		2.4	2.1		2.8	1.7	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0		7.0	7.0		6.0	5.7		6.4	5.3	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	24.0	24.0		24.0	24.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		9.9		7.3	7.3		10.0	85.4		10.0	82.7	
Actuated g/C Ratio		0.08		0.06	0.06		0.08	0.71		0.08	0.69	
v/c Ratio		0.48		0.23	0.10		0.26	0.42		0.11	0.42	
Control Delay		57.9		58.0	34.5		64.6	18.5		67.0	12.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		57.9		58.0	34.5		64.6	18.5		67.0	12.8	
LOS		E		E	C		E	B		E	B	
Approach Delay		57.9			50.8			20.1			13.6	
Approach LOS		E			D			C			B	
Queue Length 50th (ft)		51		19	2		26	285		13	377	
Queue Length 95th (ft)		98		47	21		m42	m410		m24	455	
Internal Link Dist (ft)		903			1196			316			1364	
Turn Bay Length (ft)							170			230		
Base Capacity (vph)		467		466	443		140	2480		140	2389	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.16		0.05	0.02		0.26	0.42		0.11	0.42	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 64 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 140												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.48												
Intersection Signal Delay: 18.8						Intersection LOS: B						
Intersection Capacity Utilization 49.3%						ICU Level of Service A						
Analysis Period (min) 15												

Lanes, Volumes, Timings 14: San Pedro & Recoleta Rd

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: San Pedro & Recoleta Rd

 Ø2 (R)	 Ø1	 Ø4	 Ø8
27.6 s	16.4 s	38 s	38 s
 Ø6 (R)	 Ø5		
28 s	16 s		

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	278	320	31	110	245	76	63	665	95	138	629	180
Future Volume (vph)	278	320	31	110	245	76	63	665	95	138	629	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	125		0	250		130	360		360
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.987			0.964			0.981				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3563	0	1805	3480	0	1685	3423	0	1685	3490	1561
Flt Permitted	0.297			0.525			0.950			0.950		
Satd. Flow (perm)	564	3563	0	998	3480	0	1685	3423	0	1685	3490	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			36			13				196
Link Speed (mph)		30			30			30				30
Link Distance (ft)		366			540			449			1510	
Travel Time (s)		8.3			12.3			10.2			34.3	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	302	348	34	120	266	83	68	723	103	150	684	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	302	382	0	120	349	0	68	826	0	150	684	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	5.0		3.0	5.0		6.0	10.0		6.0	10.0	10.0
Minimum Split (s)	10.4	38.0		9.7	45.6		12.7	30.3		13.0	31.3	31.3
Total Split (s)	17.0	49.6		13.0	45.6		16.0	39.4		18.0	41.4	41.4
Total Split (%)	14.2%	41.3%		10.8%	38.0%		13.3%	32.8%		15.0%	34.5%	34.5%
Maximum Green (s)	9.6	42.6		6.3	38.0		9.3	33.1		11.0	35.1	35.1
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	3.8	3.4		3.1	4.0		3.1	2.7		3.4	2.7	2.7
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)	7.4	7.0		6.7	7.6		6.7	6.3		7.0	6.3	6.3
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	2.0
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		24.0			31.0			17.0			18.0	18.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	32.3	21.4		23.2	15.4		15.7	50.8		13.9	51.8	51.8
Actuated g/C Ratio	0.27	0.18		0.19	0.13		0.13	0.42		0.12	0.43	0.43
v/c Ratio	1.11	0.59		0.50	0.73		0.31	0.57		0.77	0.45	0.25
Control Delay	126.6	48.1		41.8	54.0		57.1	28.1		76.0	15.2	2.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	126.6	48.1		41.8	54.0		57.1	28.1		76.0	15.2	2.9
LOS	F	D		D	D		E	C		E	B	A
Approach Delay		82.8			50.9			30.3			21.7	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)	~220	143		72	124		45	312		124	68	0
Queue Length 95th (ft)	#362	186		117	168		m104	313		#261	45	2
Internal Link Dist (ft)		286			460			369			1430	
Turn Bay Length (ft)	125			125			250			360		360
Base Capacity (vph)	271	1270		239	1126		229	1456		195	1507	785
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.11	0.30		0.50	0.31		0.30	0.57		0.77	0.45	0.25
Intersection Summary												
Area Type: Other												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 100 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 100												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.11												
Intersection Signal Delay: 42.2 Intersection LOS: D												
Intersection Capacity Utilization 76.9% ICU Level of Service D												
Analysis Period (min) 15												

Lanes, Volumes, Timings

15: San Pedro & Basse Rd

05/16/2025

~ Volume exceeds capacity, queue is theoretically infinite.

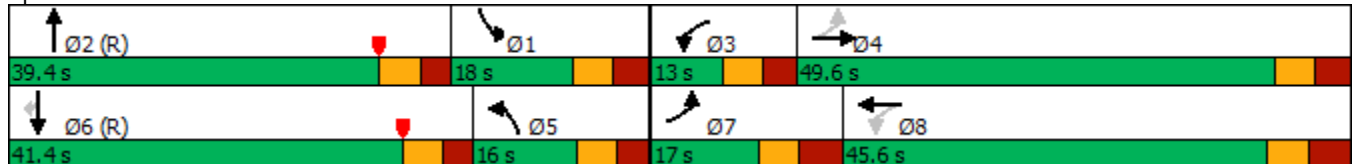
Queue shown is maximum after two cycles.

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.

Splits and Phases: 15: San Pedro & Basse Rd



Lanes, Volumes, Timings
16: San Pedro & W Wildwood

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	11	12	37	18	17	30	683	4	20	747	5
Future Volume (vph)	67	11	12	37	18	17	30	683	4	20	747	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	125		125	230		125
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.982			0.969			0.999			0.999	
Flt Protected		0.964			0.975		0.950			0.950		
Satd. Flow (prot)	0	1799	0	0	1795	0	1685	1835	0	1685	1835	0
Flt Permitted		0.757			0.820		0.950			0.950		
Satd. Flow (perm)	0	1412	0	0	1510	0	1685	1835	0	1685	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			11							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		727			2005			1039			668	
Travel Time (s)		16.5			45.6			23.6			15.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	73	12	13	40	20	18	33	742	4	22	812	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	78	0	33	746	0	22	817	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		0	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
16: San Pedro & W Wildwood

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	30.3	30.3		26.0	26.0		11.3	26.7		11.0	26.7	
Total Split (s)	30.3	30.3		30.3	30.3		12.8	78.7		11.0	76.9	
Total Split (%)	25.3%	25.3%		25.3%	25.3%		10.7%	65.6%		9.2%	64.1%	
Maximum Green (s)	24.0	24.0		24.0	24.0		6.5	73.0		5.0	71.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.7	2.1		2.4	2.1	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.3			6.3		6.3	5.7		6.0	5.7	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	2.0		3.0	2.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		3.0	2.0		3.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						14.0			14.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		12.2			12.2		8.2	89.9		7.1	86.2	
Actuated g/C Ratio		0.10			0.10		0.07	0.75		0.06	0.72	
v/c Ratio		0.66			0.48		0.29	0.54		0.22	0.62	
Control Delay		68.2			51.9		68.1	11.8		40.7	27.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		68.2			51.9		68.1	11.8		40.7	27.9	
LOS		E			D		E	B		D	C	
Approach Delay		68.2			51.9			14.1			28.3	
Approach LOS		E			D			B			C	
Queue Length 50th (ft)		70			50		25	358		11	505	
Queue Length 95th (ft)		122			96		m49	743		m37	497	
Internal Link Dist (ft)		647			1925			959			588	
Turn Bay Length (ft)							125			230		
Base Capacity (vph)		287			310		117	1375		99	1318	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.34			0.25		0.28	0.54		0.22	0.62	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 32 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.66												
Intersection Signal Delay: 25.3						Intersection LOS: C						
Intersection Capacity Utilization 57.0%						ICU Level of Service B						
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: San Pedro & W Wildwood



Lanes, Volumes, Timings
17: San Pedro & E Audubon Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	38	4	23	28	19	8	671	7	57	688	21
Future Volume (vph)	43	38	4	23	28	19	8	671	7	57	688	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	220		125	220		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987			0.938			0.998			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1875	0	1805	1782	0	1685	1833	0	1685	1829	0
Flt Permitted	0.724			0.728			0.950			0.950		
Satd. Flow (perm)	1376	1875	0	1383	1782	0	1685	1833	0	1685	1829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			21			1			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			475			875			1039	
Travel Time (s)		7.8			10.8			19.9			23.6	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	47	41	4	25	30	21	9	729	8	62	748	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	45	0	25	51	0	9	737	0	62	771	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		0	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
17: San Pedro & E Audubon Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.3	32.3		32.3	32.3		10.7	26.7		10.7	26.7	
Total Split (s)	32.3	32.3		32.3	32.3		10.8	72.4		15.3	76.9	
Total Split (%)	26.9%	26.9%		26.9%	26.9%		9.0%	60.3%		12.8%	64.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0		5.1	66.7		9.6	71.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		3.0	1.0		3.0	1.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2		3.0	0.2		3.0	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	4.0	4.0		4.0	4.0			7.0			7.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			14.0			14.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	8.1	8.1		8.1	8.1		6.7	90.3		9.8	100.4	
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.06	0.75		0.08	0.84	
v/c Ratio	0.51	0.35		0.27	0.36		0.10	0.53		0.45	0.50	
Control Delay	72.1	56.0		59.2	42.0		52.2	6.1		56.4	9.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.1		0.0	0.0	
Total Delay	72.1	56.0		59.2	42.0		52.2	6.2		56.4	9.7	
LOS	E	E		E	D		D	A		E	A	
Approach Delay		64.3			47.7			6.8			13.2	
Approach LOS		E			D			A			B	
Queue Length 50th (ft)	36	31		19	23		6	324		40	143	
Queue Length 95th (ft)	75	68		47	62		m16	197		m68	598	
Internal Link Dist (ft)		265			395			795			959	
Turn Bay Length (ft)							220			220		
Base Capacity (vph)	298	409		299	402		93	1380		151	1531	
Starvation Cap Reductn	0	0		0	0		0	68		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.11		0.08	0.13		0.10	0.56		0.41	0.50	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.53												
Intersection Signal Delay: 14.6						Intersection LOS: B						
Intersection Capacity Utilization 65.4%						ICU Level of Service C						
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: San Pedro & E Audubon Dr



Lanes, Volumes, Timings
18: San Pedro & Dora St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	210	72	18	222	19	74	485	20	18	628	81
Future Volume (vph)	171	210	72	18	222	19	74	485	20	18	628	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		175	150		125	100		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.962				0.850		0.994			0.983	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1805	1828	0	0	3596	1615	1685	1826	0	1685	1805	0
Flt Permitted	0.558				0.757		0.950			0.950		
Satd. Flow (perm)	1060	1828	0	0	2733	1615	1685	1826	0	1685	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				76		3			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			555			1198			875	
Travel Time (s)		12.3			12.6			27.2			19.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	186	228	78	20	241	21	80	527	22	20	683	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	306	0	0	261	21	80	549	0	20	771	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2	1	1	2		1	2	
Detector Template	Left	Thru			Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		0	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
18: San Pedro & Dora St

05/16/2025

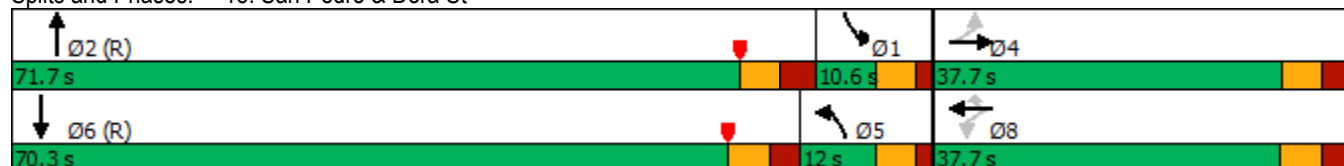
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	34.6	34.6		37.7	37.7	37.7	10.1	70.0		10.1	70.0	
Total Split (s)	37.7	37.7		37.7	37.7	37.7	12.0	71.7		10.6	70.3	
Total Split (%)	31.4%	31.4%		31.4%	31.4%	31.4%	10.0%	59.8%		8.8%	58.6%	
Maximum Green (s)	31.1	31.1		31.0	31.0	31.0	6.9	65.0		5.5	64.0	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.1	3.1	3.1	1.5	3.1		1.5	2.7	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6			6.7	6.7	5.1	6.7		5.1	6.3	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	3.0	1.0		3.0	1.0	
Minimum Gap (s)	1.0	1.0		1.0	1.0	1.0	3.0	1.0		3.0	1.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	21.0	21.0		24.0	24.0	24.0		24.0			17.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effct Green (s)	23.5	23.5			23.4	23.4	10.0	73.5		11.3	68.5	
Actuated g/C Ratio	0.20	0.20			0.20	0.20	0.08	0.61		0.09	0.57	
v/c Ratio	0.90	0.83			0.49	0.06	0.57	0.49		0.13	0.75	
Control Delay	86.8	62.3			45.1	0.3	51.5	14.8		46.0	29.6	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	86.8	62.3			45.1	0.3	51.5	14.8		46.0	29.6	
LOS	F	E			D	A	D	B		D	C	
Approach Delay		71.6			41.7			19.4			30.0	
Approach LOS		E			D			B			C	
Queue Length 50th (ft)	141	219			95	0	57	48		16	607	
Queue Length 95th (ft)	#221	301			128	0	m#157	288		m25	293	
Internal Link Dist (ft)		460			475			1118			795	
Turn Bay Length (ft)						175	150			100		
Base Capacity (vph)	274	484			706	473	140	1193		158	1040	
Starvation Cap Reductn	0	0			0	0	0	0		0	1	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.68	0.63			0.37	0.04	0.57	0.46		0.13	0.74	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 87 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 120												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.90												
Intersection Signal Delay: 37.8						Intersection LOS: D						
Intersection Capacity Utilization 84.8%						ICU Level of Service E						
Analysis Period (min) 15												

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.

Splits and Phases: 18: San Pedro & Dora St



Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	68	12	38	40	119	20	484	43	164	593	8
Future Volume (vph)	49	68	12	38	40	119	20	484	43	164	593	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	125		0	0		150
Storage Lanes	0		0	0		1	1		0	1		1
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987				0.850		0.988			0.998	
Flt Protected		0.981			0.976		0.950			0.950		
Satd. Flow (prot)	0	1840	0	0	1854	1615	1685	1815	0	1685	1833	0
Flt Permitted		0.840			0.705		0.319			0.950		
Satd. Flow (perm)	0	1575	0	0	1340	1615	566	1815	0	1685	1833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				131		5			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		362			2251			1626			1198	
Travel Time (s)		8.2			51.2			37.0			27.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	53	74	13	41	43	129	22	526	47	178	645	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	84	129	22	573	0	178	654	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2	1	1	2		1	2	
Detector Template		Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2					
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

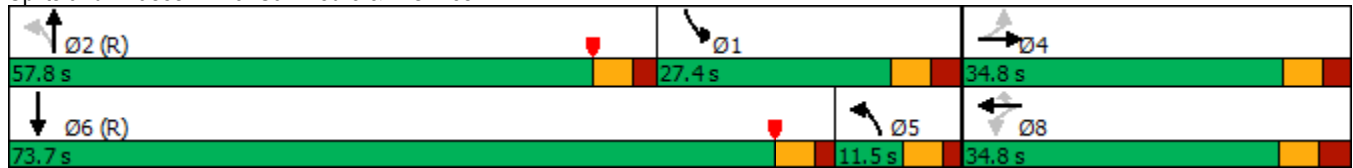
Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	6.0	10.0		6.0	10.0	
Minimum Split (s)	30.3	30.3		34.6	34.6	34.6	11.4	23.7		12.4	23.3	
Total Split (s)	34.8	34.8		34.8	34.8	34.8	11.5	57.8		27.4	73.7	
Total Split (%)	29.0%	29.0%		29.0%	29.0%	29.0%	9.6%	48.2%		22.8%	61.4%	
Maximum Green (s)	28.5	28.5		28.2	28.2	28.2	6.1	52.1		21.0	68.4	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		3.0	3.0	3.0	1.8	2.1		2.8	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.3			6.6	6.6	5.4	5.7		6.4	5.3	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	17.0	17.0		21.0	21.0	21.0		11.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effct Green (s)		15.6			15.3	15.3	74.5	68.2		17.9	86.0	
Actuated g/C Ratio		0.13			0.13	0.13	0.62	0.57		0.15	0.72	
v/c Ratio		0.68			0.49	0.40	0.05	0.55		0.71	0.50	
Control Delay		63.7			57.6	11.1	6.8	20.2		52.3	6.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		63.7			57.6	11.1	6.8	20.2		52.3	6.2	
LOS		E			E	B	A	C		D	A	
Approach Delay		63.7			29.4			19.7			16.0	
Approach LOS		E			C			B			B	
Queue Length 50th (ft)		102			61	0	6	348		146	65	
Queue Length 95th (ft)		162			109	52	m9	491		m170	226	
Internal Link Dist (ft)		282			2171			1546			1118	
Turn Bay Length (ft)							125					
Base Capacity (vph)		377			314	479	408	1033		294	1313	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.37			0.27	0.27	0.05	0.55		0.61	0.50	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 81 (68%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.71												
Intersection Signal Delay: 22.6						Intersection LOS: C						
Intersection Capacity Utilization 66.2%						ICU Level of Service C						
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: San Pedro & E Olmos Dr



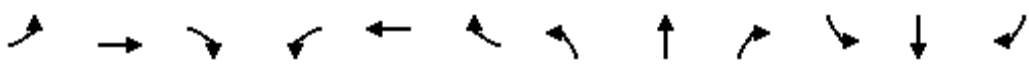
Lanes, Volumes, Timings
20: San Pedro & E Hildebrand Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	769	93	52	520	55	99	381	56	78	489	60
Future Volume (vph)	83	769	93	52	520	55	99	381	56	78	489	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	225		125	125		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3552	0	1805	3559	0	1685	1773	1507	1685	1837	1561
Flt Permitted	0.283			0.107			0.290			0.421		
Satd. Flow (perm)	538	3552	0	203	3559	0	514	1773	1507	747	1837	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			11				85			85
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2159			1702			1484			1626	
Travel Time (s)		49.1			38.7			33.7			37.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	90	836	101	57	565	60	108	414	61	85	532	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	937	0	57	625	0	108	414	61	85	532	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
20: San Pedro & E Hildebrand Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	30.3	30.3		29.3	29.3		9.0	30.3	30.3	9.0	30.3	30.3
Total Split (s)	51.0	51.0		51.0	51.0		12.0	57.0	57.0	12.0	57.0	57.0
Total Split (%)	42.5%	42.5%		42.5%	42.5%		10.0%	47.5%	47.5%	10.0%	47.5%	47.5%
Maximum Green (s)	44.7	44.7		44.7	44.7		6.0	50.7	50.7	6.0	50.7	50.7
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.7	2.7		2.7	2.7		2.4	2.7	2.7	2.4	2.7	2.7
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)	6.3	6.3		6.3	6.3		6.0	6.3	6.3	6.0	6.3	6.3
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	17.0	17.0		16.0	16.0			17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	38.0	38.0		38.0	38.0		65.4	59.1	59.1	63.2	56.4	56.4
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.54	0.49	0.49	0.53	0.47	0.47
v/c Ratio	0.53	0.83		0.89	0.55		0.31	0.47	0.08	0.19	0.62	0.08
Control Delay	44.7	44.1		127.3	34.7		8.7	15.6	1.6	7.0	17.7	2.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	44.1		127.3	34.7		8.7	15.6	1.6	7.0	17.7	2.4
LOS	D	D		F	C		A	B	A	A	B	A
Approach Delay		44.1			42.4			12.9			14.9	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	57	346		42	205		32	210	6	9	121	0
Queue Length 95th (ft)	107	393		#121	242		23	111	0	41	431	18
Internal Link Dist (ft)		2079			1622			1404			1546	
Turn Bay Length (ft)	200			200			225		125	125		125
Base Capacity (vph)	200	1331		75	1333		350	874	786	447	865	779
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.70		0.76	0.47		0.31	0.47	0.08	0.19	0.62	0.08

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 30.9

Intersection LOS: C

Intersection Capacity Utilization 80.4%

ICU Level of Service D

Analysis Period (min) 15

Lanes, Volumes, Timings

20: San Pedro & E Hildebrand Ave

05/16/2025

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

Splits and Phases: 20: San Pedro & E Hildebrand Ave



Lanes, Volumes, Timings
21: San Pedro & W Summit Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	46	34	14	33	11	0	436	5	0	635	31
Future Volume (vph)	37	46	34	14	33	11	0	436	5	0	635	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		125	0		125
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.961			0.974				0.850			0.850
Flt Protected		0.984			0.988							
Satd. Flow (prot)	0	1797	0	0	1828	0	0	1837	1561	0	1837	1507
Flt Permitted		0.894			0.851							
Satd. Flow (perm)	0	1632	0	0	1575	0	0	1837	1561	0	1837	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			9				27			30
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			1703			698			1362	
Travel Time (s)		12.3			38.7			15.9			31.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	50	37	15	36	12	0	474	5	0	690	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	63	0	0	474	5	0	690	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1		2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100			100	20		100	20
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8			2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
21: San Pedro & W Summit Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0			10.0	10.0		10.0	10.0
Minimum Split (s)	28.0	28.0		28.0	28.0			24.7	24.7		24.7	24.7
Total Split (s)	30.0	30.0		30.0	30.0			90.0	90.0		90.0	90.0
Total Split (%)	25.0%	25.0%		25.0%	25.0%			75.0%	75.0%		75.0%	75.0%
Maximum Green (s)	24.0	24.0		24.0	24.0			84.3	84.3		84.3	84.3
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6	3.6		3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4			2.1	2.1		2.1	2.1
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			5.7	5.7		5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Recall Mode	None	None		None	None			C-Min	C-Min		C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	15.0	15.0		15.0	15.0			12.0	12.0		12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		12.8			12.8			95.5	95.5		95.5	95.5
Actuated g/C Ratio		0.11			0.11			0.80	0.80		0.80	0.80
v/c Ratio		0.68			0.36			0.32	0.00		0.47	0.03
Control Delay		62.8			47.0			8.2	1.8		5.0	0.2
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		62.8			47.0			8.2	1.8		5.0	0.2
LOS		E			D			A	A		A	A
Approach Delay		62.8			47.0			8.1			4.7	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)		85			39			105	0		4	0
Queue Length 95th (ft)		144			81			238	m2		31	m1
Internal Link Dist (ft)		460			1623			618			1282	
Turn Bay Length (ft)									125			125
Base Capacity (vph)		338			322			1462	1248		1462	1205
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.38			0.20			0.32	0.00		0.47	0.03
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 53 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 13.1					Intersection LOS: B							
Intersection Capacity Utilization 52.9%					ICU Level of Service A							
Analysis Period (min) 15												

Lanes, Volumes, Timings 21: San Pedro & W Summit Ave

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: San Pedro & W Summit Ave



Lanes, Volumes, Timings
22: San Pedro & W Mulberry Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	45	18	31	36	12	0	388	43	0	666	25
Future Volume (vph)	4	45	18	31	36	12	0	388	43	0	666	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	9
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	0		125	0		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.957			0.962				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1805	1818	0	1805	1828	0	0	1773	1507	0	1773	1454
Flt Permitted	0.723			0.712								
Satd. Flow (perm)	1374	1818	0	1353	1828	0	0	1773	1507	0	1773	1454
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			12				47			27
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			0			1400			698	
Travel Time (s)		12.4			0.0			31.8			15.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	4	49	20	34	39	13	0	422	47	0	724	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	69	0	34	52	0	0	422	47	0	724	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1		2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100			100	20		100	20
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8			2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
22: San Pedro & W Mulberry Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0			10.0	10.0		10.0	10.0
Minimum Split (s)	28.0	28.0		28.0	28.0			27.0	27.0		24.7	24.7
Total Split (s)	29.0	29.0		29.0	29.0			91.0	91.0		91.0	91.0
Total Split (%)	24.2%	24.2%		24.2%	24.2%			75.8%	75.8%		75.8%	75.8%
Maximum Green (s)	23.0	23.0		23.0	23.0			85.0	85.0		85.3	85.3
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6	3.6		3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4			2.4	2.4		2.1	2.1
Lost Time Adjust (s)	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	6.0			6.0	6.0		5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Recall Mode	None	None		None	None			C-Min	C-Min		C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	15.0	15.0		15.0	15.0			14.0	14.0		12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	8.2	8.2		8.2	8.2			103.2	103.2		103.5	103.5
Actuated g/C Ratio	0.07	0.07		0.07	0.07			0.86	0.86		0.86	0.86
v/c Ratio	0.04	0.50		0.37	0.39			0.28	0.04		0.47	0.02
Control Delay	51.2	54.6		63.7	50.6			3.9	2.3		1.7	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	51.2	54.6		63.7	50.6			3.9	2.3		1.7	0.1
LOS	D	D		E	D			A	A		A	A
Approach Delay		54.4			55.8			3.7			1.7	
Approach LOS		D			E			A			A	
Queue Length 50th (ft)	3	41		26	30			38	0		37	0
Queue Length 95th (ft)	14	87		59	70			189	21		62	m1
Internal Link Dist (ft)		467			1			1320			618	
Turn Bay Length (ft)	100								125			125
Base Capacity (vph)	263	360		259	360			1525	1303		1528	1257
Starvation Cap Reductn	0	0		0	0			0	0		24	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.02	0.19		0.13	0.14			0.28	0.04		0.48	0.02
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 66 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 65												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.50												
Intersection Signal Delay: 8.5					Intersection LOS: A							
Intersection Capacity Utilization 53.2%					ICU Level of Service A							
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: San Pedro & W Mulberry Ave



Lanes, Volumes, Timings
23: San Pedro & Woodlawn

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	208	53	10	150	10	0	449	8	0	711	24
Future Volume (vph)	31	208	53	10	150	10	0	449	8	0	711	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	9
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.969			0.991				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1805	0	1770	1846	0	0	1739	1478	0	1739	1425
Flt Permitted	0.521			0.268								
Satd. Flow (perm)	970	1805	0	499	1846	0	0	1739	1478	0	1739	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			3				27			27
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		570			578			788			1400	
Travel Time (s)		13.0			13.1			17.9			31.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	34	226	58	11	163	11	0	488	9	0	773	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	284	0	11	174	0	0	488	9	0	773	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1		2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100			100	20		100	20
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8			2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
23: San Pedro & Woodlawn

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0			10.0	10.0		10.0	10.0
Minimum Split (s)	28.0	28.0		28.0	28.0			27.0	27.0		27.0	27.0
Total Split (s)	35.0	35.0		35.0	35.0			85.0	85.0		85.0	85.0
Total Split (%)	29.2%	29.2%		29.2%	29.2%			70.8%	70.8%		70.8%	70.8%
Maximum Green (s)	29.0	29.0		29.0	29.0			79.0	79.0		79.0	79.0
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6	3.6		3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4			2.4	2.4		2.4	2.4
Lost Time Adjust (s)	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	6.0			6.0	6.0		6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Recall Mode	None	None		None	None			C-Min	C-Min		C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	15.0	15.0		15.0	15.0			14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	22.6	22.6		22.6	22.6			85.4	85.4		85.4	85.4
Actuated g/C Ratio	0.19	0.19		0.19	0.19			0.71	0.71		0.71	0.71
v/c Ratio	0.19	0.82		0.12	0.50			0.39	0.01		0.62	0.03
Control Delay	40.9	63.2		40.2	46.7			9.4	1.8		8.8	0.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	40.9	63.2		40.2	46.7			9.4	1.8		8.8	0.6
LOS	D	E		D	D			A	A		A	A
Approach Delay		60.8			46.3			9.2			8.5	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)	22	206		7	120			146	1		128	1
Queue Length 95th (ft)	49	284		23	177			481	m5		682	m0
Internal Link Dist (ft)		490			498			708			1320	
Turn Bay Length (ft)									125			125
Base Capacity (vph)	236	446		121	451			1241	1062		1241	1024
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.14	0.64		0.09	0.39			0.39	0.01		0.62	0.03
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 53 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 65												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.82												
Intersection Signal Delay: 21.9					Intersection LOS: C							
Intersection Capacity Utilization 70.8%					ICU Level of Service C							
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: San Pedro & Woodlawn



Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	173	78	283	101	56	65	434	50	148	560	41
Future Volume (vph)	31	173	78	283	101	56	65	434	50	148	560	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	150		0	150		125	50		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Flt		0.953			0.946			0.985			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1811	0	1805	1797	0	1685	3319	0	1685	3336	0
Flt Permitted	0.621			0.487			0.403			0.313		
Satd. Flow (perm)	1180	1811	0	925	1797	0	715	3319	0	555	3336	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			28			11			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		534			305			964			593	
Travel Time (s)		12.1			6.9			21.9			13.5	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	34	188	85	308	110	61	71	472	54	161	609	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	273	0	308	171	0	71	526	0	161	654	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	30.3	30.3		30.3	30.3		8.7	23.7		8.7	23.7	
Total Split (s)	55.0	55.0		55.0	55.0		9.0	44.5		20.5	56.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		7.5%	37.1%		17.1%	46.7%	
Maximum Green (s)	48.7	48.7		48.7	48.7		3.3	38.8		14.8	50.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2		1.0	0.2		1.0	1.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	C-Min		None	C-Min	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	42.6	42.6		42.6	42.6		48.5	48.5		53.4	53.4	
Actuated g/C Ratio	0.36	0.36		0.36	0.36		0.40	0.40		0.44	0.44	
v/c Ratio	0.08	0.41		0.94	0.26		0.20	0.39		0.46	0.44	
Control Delay	22.7	27.2		72.8	22.0		23.1	20.8		18.5	18.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.7	27.2		72.8	22.0		23.1	20.8		18.5	18.5	
LOS	C	C		E	C		C	C		B	B	
Approach Delay		26.7			54.7			21.1			18.5	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	17	142		224	75		20	89		87	237	
Queue Length 95th (ft)	35	191		#347	114		61	229		96	198	
Internal Link Dist (ft)		454			225			884			513	
Turn Bay Length (ft)	150			150			150			50		
Base Capacity (vph)	487	761		382	758		355	1384		390	1579	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.36		0.81	0.23		0.20	0.38		0.41	0.41	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 68 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow												
Natural Cycle: 65												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.94												
Intersection Signal Delay: 28.2						Intersection LOS: C						
Intersection Capacity Utilization 71.3%						ICU Level of Service C						
Analysis Period (min) 15												

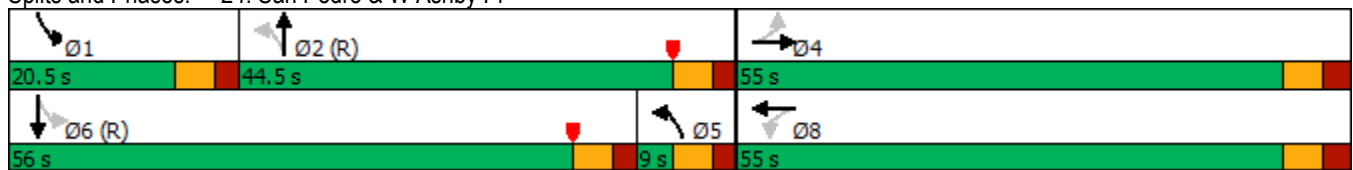
Lanes, Volumes, Timings

24: San Pedro & W Ashby PI

05/16/2025

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

Splits and Phases: 24: San Pedro & W Ashby PI



Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	0	51	0	0	98	49	496	196	196	671	25
Future Volume (vph)	39	0	51	0	0	98	49	496	196	196	671	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	12	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	0		0	150		200	200		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.850				0.865			0.850		0.995	
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1805	1615	0	0	0	1611	1685	1837	1583	1652	1827	0
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	1805	1615	0	0	0	1611	1685	1837	1583	1652	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		303				441			194		3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1426			434			385			572	
Travel Time (s)		32.4			9.9			8.8			13.0	
Confl. Peds. (#/hr)												
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 (%)	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	42	0	55	0	0	107	53	539	213	213	729	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	55	0	0	0	107	53	539	213	213	756	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.00	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1	1	2	1	1	2	
Detector Template	Left	Thru				Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100				20	20	100	20	20	100	
Trailing Detector (ft)	0	0				0	0	0	0	0	0	
Turn Type	Perm	NA				Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4					8			2			
Detector Phase	4	4				8	5	2	2	1	6	
Switch Phase												

Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0				5.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	30.3	30.3				30.3	11.6	23.7	23.7	11.3	23.7	
Total Split (s)	30.3	30.3				30.3	14.0	59.7	59.7	30.0	75.7	
Total Split (%)	25.3%	25.3%				25.3%	11.7%	49.8%	49.8%	25.0%	63.1%	
Maximum Green (s)	24.0	24.0				24.0	7.4	54.0	54.0	23.7	70.0	
Yellow Time (s)	3.6	3.6				3.6	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	2.7	2.7				2.7	3.0	2.1	2.1	2.7	2.1	
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	6.3				6.3	6.6	5.7	5.7	6.3	5.7	
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0				3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0				3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None				None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0				7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	17.0	17.0				17.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0				0		0	0		0	
Act Effct Green (s)	8.2	8.2				8.2	7.0	71.8	71.8	21.6	88.6	
Actuated g/C Ratio	0.07	0.07				0.07	0.06	0.60	0.60	0.18	0.74	
v/c Ratio	0.34	0.14				0.21	0.54	0.49	0.21	0.71	0.56	
Control Delay	59.9	0.7				0.9	64.9	17.9	6.0	55.3	6.7	
Queue Delay	0.0	0.0				0.0	0.0	1.0	0.0	0.0	0.0	
Total Delay	59.9	0.7				0.9	64.9	18.9	6.0	55.3	6.7	
LOS	E	A				A	E	B	A	E	A	
Approach Delay		26.4			0.9			18.5			17.4	
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	32	0				0	43	123	0	175	108	
Queue Length 95th (ft)	68	0				0	#92	388	76	m227	245	
Internal Link Dist (ft)		1346			354			305			492	
Turn Bay Length (ft)	175						150		200	200		
Base Capacity (vph)	361	565				675	103	1099	1025	326	1349	
Starvation Cap Reductn	0	0				0	0	314	0	0	0	
Spillback Cap Reductn	0	0				0	0	0	0	0	0	
Storage Cap Reductn	0	0				0	0	0	0	0	0	
Reduced v/c Ratio	0.12	0.10				0.16	0.51	0.69	0.21	0.65	0.56	
Intersection Summary												
Area Type: Other												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 55 (46%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.71												
Intersection Signal Delay: 17.4						Intersection LOS: B						
Intersection Capacity Utilization 60.7%						ICU Level of Service B						
Analysis Period (min) 15												

Lanes, Volumes, Timings

25: San Pedro & W Myrtle St

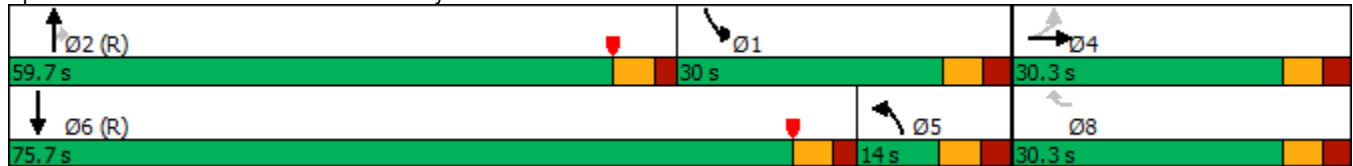
05/16/2025

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.

Splits and Phases: 25: San Pedro & W Myrtle St



Lanes, Volumes, Timings
26: San Pedro & Park Ave

05/16/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	14	36	549	671	21
Future Volume (vph)	2	14	36	549	671	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	10	10
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	100			125
Storage Lanes	1	0	1			0
Taper Length (ft)	0		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.881				0.996	
Flt Protected	0.994		0.950			
Satd. Flow (prot)	1664	0	1745	1900	1766	0
Flt Permitted	0.994		0.950			
Satd. Flow (perm)	1664	0	1745	1900	1766	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	15				2	
Link Speed (mph)	30			30	30	
Link Distance (ft)	186			347	385	
Travel Time (s)	4.2			7.9	8.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	15	39	597	729	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	39	597	752	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.09	1.09
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Turn Type	Prot		Prot	NA	NA	
Protected Phases	7		5	2	6	
Permitted Phases						
Detector Phase	7		5	2	6	
Switch Phase						

Lanes, Volumes, Timings
26: San Pedro & Park Ave

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0		5.0	10.0	10.0	
Minimum Split (s)	36.0		11.0	22.3	22.3	
Total Split (s)	36.0		11.0	84.0	73.0	
Total Split (%)	30.0%		9.2%	70.0%	60.8%	
Maximum Green (s)	30.0		5.0	78.7	67.7	
Yellow Time (s)	3.6		3.6	3.6	3.6	
All-Red Time (s)	2.4		2.4	1.7	1.7	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	5.3	5.3	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Minimum Gap (s)	3.0		3.0	3.0	3.0	
Time Before Reduce (s)	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0		0.0	0.0	0.0	
Recall Mode	None		None	C-Max	C-Max	
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	23.0			10.0	10.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	6.1		5.0	112.7	101.7	
Actuated g/C Ratio	0.05		0.04	0.94	0.85	
v/c Ratio	0.17		0.54	0.33	0.50	
Control Delay	29.8		78.2	3.0	1.8	
Queue Delay	0.0		0.0	0.0	0.1	
Total Delay	29.8		78.2	3.0	1.9	
LOS	C		E	A	A	
Approach Delay	29.8			7.6	1.9	
Approach LOS	C			A	A	
Queue Length 50th (ft)	2		31	55	14	
Queue Length 95th (ft)	26		#81	96	55	
Internal Link Dist (ft)	106			267	305	
Turn Bay Length (ft)			100			
Base Capacity (vph)	427		72	1784	1497	
Starvation Cap Reductn	0		0	186	4	
Spillback Cap Reductn	0		0	87	96	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.04		0.54	0.37	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 76 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 4.8

Intersection LOS: A

Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

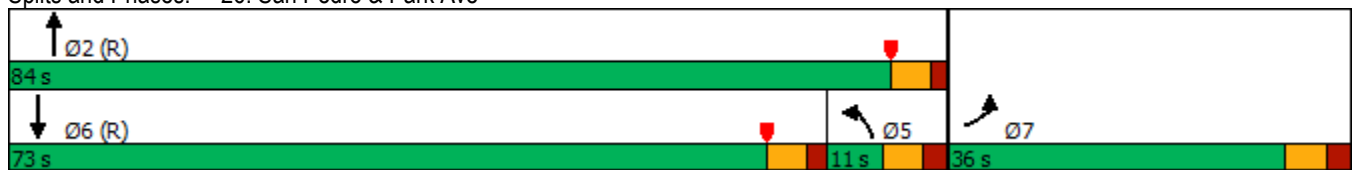
Lanes, Volumes, Timings

26: San Pedro & Park Ave

05/16/2025

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

Splits and Phases: 26: San Pedro & Park Ave



Lanes, Volumes, Timings
27: San Pedro & Evergreen

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	14	624	95	39	584
Future Volume (vph)	53	14	624	95	39	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.972		0.980			
Flt Protected	0.962					0.997
Satd. Flow (prot)	1742	0	3237	0	0	1795
Flt Permitted	0.962					0.917
Satd. Flow (perm)	1742	0	3237	0	0	1651
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	10		25			
Link Speed (mph)	30		30			30
Link Distance (ft)	246		437			347
Travel Time (s)	5.6		9.9			7.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	58	15	678	103	42	635
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	781	0	0	677
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.09	1.09	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						

Lanes, Volumes, Timings
27: San Pedro & Evergreen

05/16/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		10.0		3.0	10.0
Minimum Split (s)	30.3		23.3		10.3	23.3
Total Split (s)	32.0		77.7		10.3	88.0
Total Split (%)	26.7%		64.8%		8.6%	73.3%
Maximum Green (s)	25.7		72.4		5.0	82.7
Yellow Time (s)	3.6		3.6		3.6	3.6
All-Red Time (s)	2.7		1.7		1.7	1.7
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.3		5.3			5.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	16.0		8.0			9.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	9.7		102.1			102.1
Actuated g/C Ratio	0.08		0.85			0.85
v/c Ratio	0.49		0.28			0.48
Control Delay	55.5		5.9			8.0
Queue Delay	0.0		0.2			0.5
Total Delay	55.5		6.1			8.5
LOS	E		A			A
Approach Delay	55.5		6.1			8.5
Approach LOS	E		A			A
Queue Length 50th (ft)	47		191			222
Queue Length 95th (ft)	94		87			385
Internal Link Dist (ft)	166		357			267
Turn Bay Length (ft)						
Base Capacity (vph)	380		2759			1405
Starvation Cap Reductn	0		1015			325
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		0.45			0.63

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 9.5
Intersection Capacity Utilization 71.4%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service C

Lanes, Volumes, Timings 27: San Pedro & Evergreen

05/16/2025

Splits and Phases: 27: San Pedro & Evergreen



Lanes, Volumes, Timings
28: San Pedro & W Laurel St

05/16/2025

																						
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR										
Lane Configurations																						
Traffic Volume (vph)	18	5	14	12	2	13	11	665	8	14	697	15										
Future Volume (vph)	18	5	14	12	2	13	11	665	8	14	697	15										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900										
Lane Width (ft)	12	12	1	1	12	1	10	11	11	11	11	11										
Grade (%)	0%				0%		0%				0%											
Storage Length (ft)	150		0	0		0	175		125	100		125										
Storage Lanes	1		0	0		0	1		0	1		0										
Taper Length (ft)	0			0			25			25												
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
Ped Bike Factor																						
Frt	0.887				0.935		0.998				0.997											
Flt Protected	0.950				0.978		0.950			0.950												
Satd. Flow (prot)	1805	1685	0	0	1737	0	1685	1833	0	1745	1831	0										
Flt Permitted					0.846		0.950			0.950												
Satd. Flow (perm)	1900	1685	0	0	1503	0	1685	1833	0	1745	1831	0										
Right Turn on Red			Yes				Yes		Yes													
Satd. Flow (RTOR)	15				14		1				2											
Link Speed (mph)	30				30		30				30											
Link Distance (ft)	360				375		400				437											
Travel Time (s)	8.2				8.5		9.1				9.9											
Confl. Peds. (#/hr)																						
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0										
Parking (#/hr)																						
Mid-Block Traffic (%)	0%				0%		0%				0%											
Adj. Flow (vph)	20	5	15	13	2	14	12	723	9	15	758	16										
Shared Lane Traffic (%)																						
Lane Group Flow (vph)	20	20	0	0	29	0	12	732	0	15	774	0										
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right										
Median Width(ft)	12				12		11				12											
Link Offset(ft)	0				0		0				0											
Crosswalk Width(ft)	16				16		16				16											
Two way Left Turn Lane																						
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.75	1.09	1.04	1.04	1.04	1.04	1.04										
Turning Speed (mph)	15		9	15		9	15		9	15		9										
Number of Detectors	1	2		0	2		1	2		1	2											
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru											
Leading Detector (ft)	20	100		0	100		20	100		20	100											
Trailing Detector (ft)	0	0		0	0		0	0		0	0											
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA											
Protected Phases	4				8		5		2		1											
Permitted Phases	4				8																	
Detector Phase	4	4		8	8		5	2		1	6											
Switch Phase																						

Lanes, Volumes, Timings
28: San Pedro & W Laurel St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	31.3	31.3		31.3	31.3		11.3	19.3		11.0	23.7	
Total Split (s)	31.4	31.4		31.4	31.4		11.6	77.6		11.0	77.0	
Total Split (%)	26.2%	26.2%		26.2%	26.2%		9.7%	64.7%		9.2%	64.2%	
Maximum Green (s)	25.1	25.1		25.1	25.1		5.3	72.3		5.0	71.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.7	1.7		2.4	2.1	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3			6.3		6.3	5.3		6.0	5.7	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		0.2	0.2		1.0	1.0		1.0	1.0	
Minimum Gap (s)	0.2	0.2		1.0	1.0		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			7.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	5.9	5.9			5.9		5.8	104.5		5.2	103.6	
Actuated g/C Ratio	0.05	0.05			0.05		0.05	0.87		0.04	0.86	
v/c Ratio	0.22	0.21			0.34		0.15	0.46		0.20	0.49	
Control Delay	59.8	33.6			45.0		70.7	5.3		47.4	3.4	
Queue Delay	0.0	0.1			0.2		0.0	0.6		0.0	0.4	
Total Delay	59.8	33.7			45.2		70.7	5.8		47.4	3.8	
LOS	E	C			D		E	A		D	A	
Approach Delay		46.8			45.2			6.9			4.7	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	15	4			11		0	109		10	135	
Queue Length 95th (ft)	41	29			43		m18	573		m27	98	
Internal Link Dist (ft)		280			295			320			357	
Turn Bay Length (ft)	150						175			100		
Base Capacity (vph)	397	364			325		84	1597		76	1580	
Starvation Cap Reductn	0	0			0		0	455		0	241	
Spillback Cap Reductn	0	120			107		0	0		0	356	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.05	0.08			0.13		0.14	0.64		0.20	0.63	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay: 7.5					Intersection LOS: A							
Intersection Capacity Utilization 55.8%					ICU Level of Service B							
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: San Pedro & W Laurel St



Lanes, Volumes, Timings
29: San Pedro & Cypress St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	536	122	17	135	21	79	513	31	44	586	52
Future Volume (vph)	133	536	122	17	135	21	79	513	31	44	586	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	0		0	150		125	100		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.972			0.980			0.991			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3509	0	1805	3538	0	1685	1820	0	1685	1752	0
Flt Permitted	0.479			0.285			0.950			0.950		
Satd. Flow (perm)	910	3509	0	542	3538	0	1685	1820	0	1685	1752	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			14			3			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		425			314			1133			400	
Travel Time (s)		9.7			7.1			25.8			9.1	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	145	583	133	18	147	23	86	558	34	48	637	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	716	0	18	170	0	86	592	0	48	694	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
29: San Pedro & Cypress St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.3	30.3		34.6	34.6		11.6	30.3		12.0	30.3	
Total Split (s)	11.8	46.4		34.6	34.6		20.0	57.6		16.0	53.6	
Total Split (%)	9.8%	38.7%		28.8%	28.8%		16.7%	48.0%		13.3%	44.7%	
Maximum Green (s)	5.5	40.1		28.0	28.0		13.4	51.3		9.0	47.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		3.0	3.0		3.0	2.7		3.4	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.6	6.6		6.6	6.3		7.0	6.3	
Lead/Lag	Lead			Lag	Lag		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		17.0		21.0	21.0			17.0			17.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	31.0	31.0		17.9	17.9		11.7	64.0		7.9	60.8	
Actuated g/C Ratio	0.26	0.26		0.15	0.15		0.10	0.53		0.07	0.51	
v/c Ratio	0.51	0.77		0.23	0.32		0.52	0.61		0.43	0.78	
Control Delay	42.0	45.5		48.4	41.6		69.9	20.8		75.5	42.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.3		0.0	1.6	
Total Delay	42.0	45.5		48.4	41.6		69.9	21.1		75.5	43.6	
LOS	D	D		D	D		E	C		E	D	
Approach Delay		44.9			42.2			27.3			45.7	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	91	263		12	56		71	436		33	526	
Queue Length 95th (ft)	137	306		34	84		m107	607		m76	#772	
Internal Link Dist (ft)		345			234			1053			320	
Turn Bay Length (ft)	175						150			100		
Base Capacity (vph)	283	1189		126	836		188	971		126	889	
Starvation Cap Reductn	0	0		0	0		0	0		0	77	
Spillback Cap Reductn	0	0		0	0		0	70		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.51	0.60		0.14	0.20		0.46	0.66		0.38	0.85	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 31 (26%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 100												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.78												
Intersection Signal Delay: 40.1						Intersection LOS: D						
Intersection Capacity Utilization 82.7%						ICU Level of Service E						
Analysis Period (min) 15												

Lanes, Volumes, Timings

29: San Pedro & Cypress St

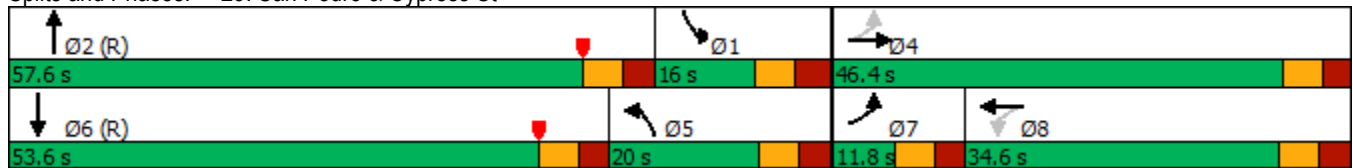
05/16/2025

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.

Splits and Phases: 29: San Pedro & Cypress St



Lanes, Volumes, Timings
30: San Pedro & Euclid Ave

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	833	63	146	758	34	69	11	36	48	20	17
Future Volume (vph)	57	833	63	146	758	34	69	11	36	48	20	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	1	1	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		125	0		125	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990			0.994			0.885			0.974	
Flt Protected	0.950			0.950			0.950				0.973	
Satd. Flow (prot)	1805	1881	0	1805	1889	0	1805	1682	0	0	1801	0
Flt Permitted	0.950			0.950			0.690				0.796	
Satd. Flow (perm)	1805	1881	0	1805	1889	0	1311	1682	0	0	1473	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			39			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		454			447			211			219	
Travel Time (s)		10.3			10.2			4.8			5.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	62	905	68	159	824	37	75	12	39	52	22	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	973	0	159	861	0	75	51	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	1.75	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		0	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100		20	100		0	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												

Lanes, Volumes, Timings
30: San Pedro & Euclid Ave

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.7	23.7		10.3	20.3		30.3	30.3		30.3	30.3	
Total Split (s)	12.8	71.6		18.0	76.8		30.4	30.4		30.4	30.4	
Total Split (%)	10.7%	59.7%		15.0%	64.0%		25.3%	25.3%		25.3%	25.3%	
Maximum Green (s)	7.1	65.9		12.7	71.5		24.1	24.1		24.1	24.1	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1		1.7	1.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.7	5.7		5.3	5.3		6.3	6.3			6.3	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	1.0		3.0	1.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	3.0	0.2		3.0	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			8.0		17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	15.9	78.7		13.8	78.9		10.2	10.2			10.2	
Actuated g/C Ratio	0.13	0.66		0.12	0.66		0.08	0.08			0.08	
v/c Ratio	0.26	0.79		0.77	0.69		0.68	0.28			0.69	
Control Delay	60.3	25.3		69.4	11.5		80.2	24.2			72.4	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0			0.0	
Total Delay	60.3	25.3		69.4	11.8		80.2	24.2			72.4	
LOS	E	C		E	B		F	C			E	
Approach Delay		27.4			20.7			57.5			72.4	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	46	715		128	253		57	9			63	
Queue Length 95th (ft)	m70	827		m#232	343		105	46			115	
Internal Link Dist (ft)		374			367			131			139	
Turn Bay Length (ft)	100											
Base Capacity (vph)	242	1234		212	1258		263	368			303	
Starvation Cap Reductn	0	0		0	63		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.26	0.79		0.75	0.72		0.29	0.14			0.30	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 114 (95%), Referenced to phase 2:NWT and 6:SET, Start of Yellow												
Natural Cycle: 100												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.79												
Intersection Signal Delay: 27.9					Intersection LOS: C							
Intersection Capacity Utilization 81.6%					ICU Level of Service D							
Analysis Period (min) 15												

Lanes, Volumes, Timings

30: San Pedro & Euclid Ave

05/16/2025

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.

Splits and Phases: 30: San Pedro & Euclid Ave

 Ø2 (L)	 Ø1	 Ø4
76.8 s	12.8 s	30.4 s
 Ø6 (L)	 Ø5	 Ø8
71.6 s	18 s	30.4 s

Lanes, Volumes, Timings

31: San Pedro & Elmira

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↑	↑↑						↑↑↑	
Traffic Volume (vph)	0	656	257	257	658	0	0	0	0	27	405	321
Future Volume (vph)	0	656	257	257	658	0	0	0	0	27	405	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	1	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	0		0	0		150
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor												
Frt		0.958									0.936	
Flt Protected				0.950							0.998	
Satd. Flow (prot)	0	3458	0	1805	3610	0	0	0	0	0	4845	0
Flt Permitted				0.226							0.998	
Satd. Flow (perm)	0	3458	0	429	3610	0	0	0	0	0	4845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73									141	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			505			207			202	
Travel Time (s)		10.2			11.5			4.7			4.6	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	713	279	279	715	0	0	0	0	29	440	349
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	992	0	279	715	0	0	0	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					0	2	
Detector Template		Thru		Left	Thru						Thru	
Leading Detector (ft)		100		20	100					0	100	
Trailing Detector (ft)		0		0	0					0	0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		6		5	2						8	
Permitted Phases				2						8		
Detector Phase		6		5	2					8	8	
Switch Phase												

Lanes, Volumes, Timings
31: San Pedro & Elmira

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	
Minimum Split (s)		23.7		10.7	27.0					30.3	30.3	
Total Split (s)		69.1		20.6	69.1					30.3	30.3	
Total Split (%)		57.6%		17.2%	57.6%					25.3%	25.3%	
Maximum Green (s)		63.4		14.9	63.1					24.0	24.0	
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	
All-Red Time (s)		2.1		2.1	2.4					2.7	2.7	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		5.7		5.7	6.0						6.3	
Lead/Lag				Lead						Lag	Lag	
Lead-Lag Optimize?				Yes						Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Minimum Gap (s)		3.0		3.0	3.0					3.0	3.0	
Time Before Reduce (s)		0.0		0.0	0.0					0.0	0.0	
Time To Reduce (s)		0.0		0.0	0.0					0.0	0.0	
Recall Mode		C-Max		None	C-Max					None	None	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		11.0			14.0					17.0	17.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)		69.3		79.3	69.0						23.0	
Actuated g/C Ratio		0.58		0.66	0.58						0.19	
v/c Ratio		0.49		0.70	0.34						0.78	
Control Delay		8.7		30.5	4.2						43.7	
Queue Delay		0.6		0.0	0.0						0.1	
Total Delay		9.2		30.5	4.2						43.8	
LOS		A		C	A						D	
Approach Delay		9.2			11.6						43.8	
Approach LOS		A			B						D	
Queue Length 50th (ft)		122		80	72						182	
Queue Length 95th (ft)		112		m150	120						233	
Internal Link Dist (ft)		367			425			127			122	
Turn Bay Length (ft)												
Base Capacity (vph)		2026		471	2074						1104	
Starvation Cap Reductn		584		0	0						0	
Spillback Cap Reductn		0		0	0						13	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.69		0.59	0.34						0.75	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow												
Natural Cycle: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.78												
Intersection Signal Delay: 20.2					Intersection LOS: C							
Intersection Capacity Utilization 70.9%					ICU Level of Service C							
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: San Pedro & Elmira

 Ø2 (L)  Ø2 (R) 69.1 s	 Ø5 20.6 s	 Ø8  Ø8 30.3 s
 Ø6 (L)  Ø6 (R) 69.1 s		

Lanes, Volumes, Timings
32: Quincy St & San Pedro

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	324	370	0	0	303	16	550	841	202	0	0	0
Future Volume (vph)	324	370	0	0	303	16	550	841	202	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		50	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	0			25			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.86	0.86	0.91	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850		0.975				
Flt Protected	0.950						0.950	0.994				
Satd. Flow (prot)	1805	3303	0	0	3303	1478	1552	4735	0	0	0	0
Flt Permitted	0.950						0.950	0.994				
Satd. Flow (perm)	1805	3303	0	0	3303	1478	1552	4735	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						82		35				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		505			226			492			318	
Travel Time (s)		11.5			5.1			11.2			7.2	
Confl. Peds. (#/hr)												
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 (%)	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	352	402	0	0	329	17	598	914	220	0	0	0
Shared Lane Traffic (%)							28%					
Lane Group Flow (vph)	352	402	0	0	329	17	431	1301	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.09	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2				
Detector Template	Left	Thru			Thru	Right	Left	Thru				
Leading Detector (ft)	20	100			100	20	20	100				
Trailing Detector (ft)	0	0			0	0	0	0				
Turn Type	Prot	NA			NA	Perm	Perm	NA				
Protected Phases	1	6			2			4				
Permitted Phases						2	4					
Detector Phase	1	6			2	2	4	4				
Switch Phase												

Lanes, Volumes, Timings
32: Quincy St & San Pedro

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Minimum Split (s)	10.7	27.0			23.7	23.7	34.3	34.3				
Total Split (s)	35.0	39.0			39.0	39.0	46.0	46.0				
Total Split (%)	29.2%	32.5%			32.5%	32.5%	38.3%	38.3%				
Maximum Green (s)	29.3	33.0			33.3	33.3	39.7	39.7				
Yellow Time (s)	3.6	3.6			3.6	3.6	3.6	3.6				
All-Red Time (s)	2.1	2.4			2.1	2.1	2.7	2.7				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.7	6.0			5.7	5.7	6.3	6.3				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Minimum Gap (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Time Before Reduce (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Time To Reduce (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Recall Mode	None	C-Max			C-Max	C-Max	None	None				
Walk Time (s)		7.0			7.0	7.0	7.0	7.0				
Flash Dont Walk (s)		14.0			11.0	11.0	21.0	21.0				
Pedestrian Calls (#/hr)		0			0	0	0	0				
Act Effct Green (s)	26.8	35.1			35.4	35.4	40.1	40.1				
Actuated g/C Ratio	0.22	0.29			0.30	0.30	0.33	0.33				
v/c Ratio	0.88	0.42			0.34	0.03	0.83	0.81				
Control Delay	63.8	20.6			35.1	0.1	52.1	40.3				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0				
Total Delay	63.8	20.6			35.1	0.1	52.1	40.3				
LOS	E	C			D	A	D	D				
Approach Delay		40.7			33.4			43.2				
Approach LOS		D			C			D				
Queue Length 50th (ft)	292	96			107	0	356	346				
Queue Length 95th (ft)	#411	151			151	0	#560	412				
Internal Link Dist (ft)		425			146			412			238	
Turn Bay Length (ft)	150					50						
Base Capacity (vph)	440	966			974	493	523	1620				
Starvation Cap Reductn	0	0			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.80	0.42			0.34	0.03	0.82	0.80				
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 109 (91%), Referenced to phase 2:NWT and 6:SET, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.88												
Intersection Signal Delay: 41.3					Intersection LOS: D							
Intersection Capacity Utilization 70.9%					ICU Level of Service C							
Analysis Period (min) 15												

Lanes, Volumes, Timings

32: Quincy St & San Pedro

05/16/2025

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

Splits and Phases: 32: Quincy St & San Pedro

 Ø2 (L) 39 s	 Ø1 35 s	 Ø4 46 s
 Ø6 (L) 39 s		

Lanes, Volumes, Timings

33: Soledad & Navarro & San Pedro

05/16/2025



Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations		↰		↰	↰↰	
Traffic Volume (vph)	0	425	0	253	119	0
Future Volume (vph)	0	425	0	253	119	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	125	0	0	0
Storage Lanes	0	1	0	1	2	0
Taper Length (ft)	25		25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt		0.865		0.865		
Flt Protected					0.950	
Satd. Flow (prot)	0	1558	0	1558	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1558	0	1558	3433	0
Right Turn on Red		Yes		Yes		Yes
Satd. Flow (RTOR)		905		1091		
Link Speed (mph)	30		30		30	
Link Distance (ft)	548		349		334	
Travel Time (s)	12.5		7.9		7.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%		0%	
Adj. Flow (vph)	0	462	0	275	129	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	462	0	275	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	0		0		24	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9
Number of Detectors		2		2	1	
Detector Template		Thru		Thru	Left	
Leading Detector (ft)		100		100	20	
Trailing Detector (ft)		0		0	0	
Turn Type		custom		Perm	Perm	
Protected Phases						
Permitted Phases				2	4	
Detector Phase				2	4	
Switch Phase						

Lanes, Volumes, Timings

33: Soledad & Navarro & San Pedro

05/16/2025



Lane Group	WBL	WBR	SEL	SER	NEL	NER
Minimum Initial (s)				10.0	10.0	
Minimum Split (s)				16.0	27.0	
Total Split (s)				29.0	31.0	
Total Split (%)				48.3%	51.7%	
Maximum Green (s)				23.0	25.0	
Yellow Time (s)				3.6	3.6	
All-Red Time (s)				2.4	2.4	
Lost Time Adjust (s)				0.0	0.0	
Total Lost Time (s)				6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)				1.0	1.0	
Minimum Gap (s)				0.2	0.2	
Time Before Reduce (s)				0.0	0.0	
Time To Reduce (s)				0.0	0.0	
Recall Mode				C-Min	Min	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		0.0		38.0	10.0	
Actuated g/C Ratio		0.00		0.63	0.17	
v/c Ratio		0.51		0.20	0.23	
Control Delay		2.1		0.3	22.8	
Queue Delay		0.0		0.0	0.0	
Total Delay		2.1		0.3	22.8	
LOS		A		A	C	
Approach Delay	2.1		0.3		22.8	
Approach LOS	A		A		C	
Queue Length 50th (ft)		0		0	21	
Queue Length 95th (ft)		0		0	41	
Internal Link Dist (ft)	468		269		254	
Turn Bay Length (ft)						
Base Capacity (vph)		905		1386	1430	
Starvation Cap Reductn		0		0	0	
Spillback Cap Reductn		0		0	0	
Storage Cap Reductn		0		0	0	
Reduced v/c Ratio		0.51		0.20	0.09	
Intersection Summary						
Area Type:	Other					
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 55 (92%), Referenced to phase 2:SER, Start of Yellow						
Natural Cycle: 45						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.51						
Intersection Signal Delay: 4.6				Intersection LOS: A		
Intersection Capacity Utilization 29.6%				ICU Level of Service A		
Analysis Period (min) 15						

Lanes, Volumes, Timings

33: Soledad & Navarro & San Pedro

05/16/2025

Splits and Phases: 33: Soledad & Navarro & San Pedro

 Ø2 (R)	 Ø4
29 s	31 s

Lanes, Volumes, Timings
34: Augusta St & Navarro

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	25	0	4	255	19	13	78	0	0	115	42
Future Volume (vph)	0	25	0	4	255	19	13	78	0	0	115	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850					0.964	
Flt Protected					0.999		0.950					
Satd. Flow (prot)	0	1837	0	0	1835	1561	1805	1900	0	0	1832	0
Flt Permitted					0.999		0.425					
Satd. Flow (perm)	0	1837	0	0	1835	1561	808	1900	0	0	1832	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						65					16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		548			424			597			206	
Travel Time (s)		12.5			9.6			13.6			4.7	
Confl. Peds. (#/hr)												
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%	0%	2%	0%	0%	0%	0%	0%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	27	0	4	277	21	14	85	0	0	125	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	281	21	14	85	0	0	171	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2	1	1	2			2	
Detector Template		Thru			Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	0	100		0	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Turn Type		NA		Split	NA	Perm	Perm	NA			NA	
Protected Phases		6		2	2			8			4	
Permitted Phases	6					2	8					
Detector Phase	6	6		2	2	2	8	8			4	
Switch Phase												

Lanes, Volumes, Timings
34: Augusta St & Navarro

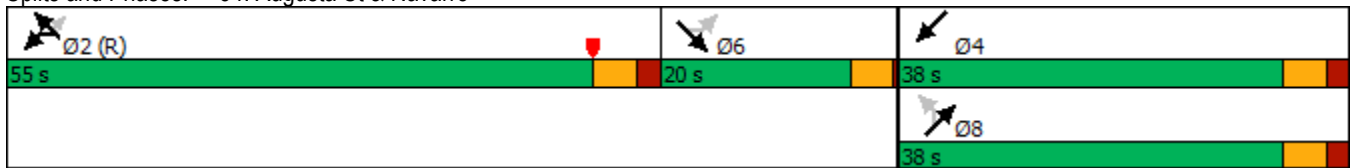
05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		10.0	10.0	10.0	10.0	10.0			10.0	
Minimum Split (s)	20.0	20.0		23.7	23.7	23.7	23.7	23.7			23.7	
Total Split (s)	20.0	20.0		55.0	55.0	55.0	38.0	38.0			38.0	
Total Split (%)	17.7%	17.7%		48.7%	48.7%	48.7%	33.6%	33.6%			33.6%	
Maximum Green (s)	16.0	16.0		49.3	49.3	49.3	32.3	32.3			32.3	
Yellow Time (s)	3.5	3.5		3.6	3.6	3.6	3.6	3.6			3.6	
All-Red Time (s)	0.5	0.5		2.1	2.1	2.1	2.1	2.1			2.1	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		4.0			5.7	5.7	5.7	5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		1.0	1.0	1.0	1.0	1.0			1.0	
Minimum Gap (s)	3.0	3.0		0.2	0.2	0.2	0.2	0.2			0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Recall Mode	None	None		C-Min	C-Min	C-Min	Min	Min			Min	
Walk Time (s)	5.0	5.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	
Act Effct Green (s)		7.2			80.6	80.6	13.7	13.7			13.7	
Actuated g/C Ratio		0.06			0.71	0.71	0.12	0.12			0.12	
v/c Ratio		0.23			0.21	0.02	0.14	0.37			0.72	
Control Delay		54.3			7.4	0.1	45.6	49.1			60.2	
Queue Delay		0.0			0.5	0.0	0.0	0.0			0.0	
Total Delay		54.3			8.0	0.1	45.6	49.1			60.2	
LOS		D			A	A	D	D			E	
Approach Delay		54.3			7.4			48.6			60.2	
Approach LOS		D			A			D			E	
Queue Length 50th (ft)		19			68	0	9	58			111	
Queue Length 95th (ft)		48			132	0	28	102			175	
Internal Link Dist (ft)		468			344			517			126	
Turn Bay Length (ft)						150						
Base Capacity (vph)		260			1308	1131	230	543			535	
Starvation Cap Reductn		0			659	0	0	0			0	
Spillback Cap Reductn		0			0	0	0	0			0	
Storage Cap Reductn		0			0	0	0	0			0	
Reduced v/c Ratio		0.10			0.43	0.02	0.06	0.16			0.32	
Intersection Summary												
Area Type:	Other											
Cycle Length: 113												
Actuated Cycle Length: 113												
Offset: 24 (21%), Referenced to phase 2:NWTL, Start of Yellow												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.72												
Intersection Signal Delay: 31.4				Intersection LOS: C								
Intersection Capacity Utilization 36.9%				ICU Level of Service A								
Analysis Period (min) 15												

Lanes, Volumes, Timings 34: Augusta St & Navarro

05/16/2025

Splits and Phases: 34: Augusta St & Navarro



Lanes, Volumes, Timings
35: Navarro & St Mary's

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	25	89	255	112	0	0	0	0	362	20
Future Volume (vph)	0	0	25	89	255	112	0	0	0	0	362	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.865			0.850					0.992	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	1644	1745	1837	1561	0	0	0	0	3581	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	1644	1745	1837	1561	0	0	0	0	3581	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				97		122					11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			254			581			251	
Travel Time (s)		9.6			5.8			13.2			5.7	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	27	97	277	122	0	0	0	0	393	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	27	97	277	122	0	0	0	0	415	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2	1					2	
Detector Template			Right	Left	Thru	Right					Thru	
Leading Detector (ft)			20	20	100	20					100	
Trailing Detector (ft)			0	0	0	0					0	
Turn Type			Perm	Perm	NA	Perm					NA	
Protected Phases					4						2	
Permitted Phases			2 4	4		4						
Detector Phase			2 4	4	4	4					2	
Switch Phase												

Lanes, Volumes, Timings

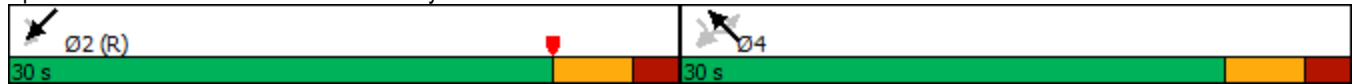
35: Navarro & St Mary's

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)				10.0	10.0	10.0					10.0	
Minimum Split (s)				23.7	23.7	23.7					23.7	
Total Split (s)				30.0	30.0	30.0					30.0	
Total Split (%)				50.0%	50.0%	50.0%					50.0%	
Maximum Green (s)				24.3	24.3	24.3					24.3	
Yellow Time (s)				3.6	3.6	3.6					3.6	
All-Red Time (s)				2.1	2.1	2.1					2.1	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.7	5.7	5.7					5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				1.0	1.0	1.0					1.0	
Minimum Gap (s)				0.2	0.2	0.2					0.2	
Time Before Reduce (s)				0.0	0.0	0.0					0.0	
Time To Reduce (s)				0.0	0.0	0.0					0.0	
Recall Mode				Min	Min	Min					C-Min	
Walk Time (s)				7.0	7.0	7.0					7.0	
Flash Dont Walk (s)				11.0	11.0	11.0					11.0	
Pedestrian Calls (#/hr)				0	0	0					0	
Act Effct Green (s)			60.0	13.4	13.4	13.4					35.2	
Actuated g/C Ratio			1.00	0.22	0.22	0.22					0.59	
v/c Ratio			0.02	0.21	0.68	0.28					0.20	
Control Delay			0.0	1.8	13.6	2.2					6.6	
Queue Delay			0.0	0.0	0.0	0.0					0.0	
Total Delay			0.0	1.8	13.6	2.2					6.6	
LOS			A	A	B	A					A	
Approach Delay					8.5						6.6	
Approach LOS					A						A	
Queue Length 50th (ft)			0	0	32	0					30	
Queue Length 95th (ft)			0	m0	58	m0					64	
Internal Link Dist (ft)		344			174			501			171	
Turn Bay Length (ft)						125						
Base Capacity (vph)			1642	764	743	704					2105	
Starvation Cap Reductn			0	0	0	0					0	
Spillback Cap Reductn			0	0	0	0					0	
Storage Cap Reductn			0	0	0	0					0	
Reduced v/c Ratio			0.02	0.13	0.37	0.17					0.20	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 4 (7%), Referenced to phase 2:SWT, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 7.4							Intersection LOS: A					
Intersection Capacity Utilization 41.6%							ICU Level of Service A					
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: Navarro & St Mary's



Lanes, Volumes, Timings

36: Convent

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	 
Traffic Volume (vph)	0	18	11	17	41	0	0	0	0	115	221	69
Future Volume (vph)	0	18	11	17	41	0	0	0	0	115	221	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.949										0.850
Flt Protected					0.986						0.983	
Satd. Flow (prot)	0	1768	0	0	1837	0	0	0	0	0	3363	1531
Flt Permitted					0.892						0.983	
Satd. Flow (perm)	0	1768	0	0	1662	0	0	0	0	0	3363	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12										75
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		193			270			217			581	
Travel Time (s)		4.4			6.1			4.9			13.2	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	20	12	18	45	0	0	0	0	125	240	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	63	0	0	0	0	0	365	75
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												

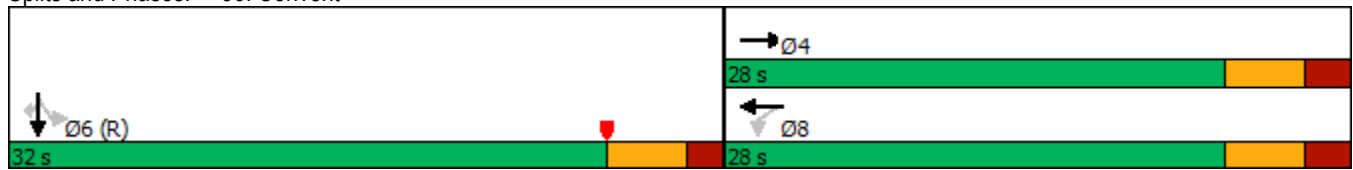
Lanes, Volumes, Timings

36: Convent

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		23.7		23.7	23.7					23.3	23.3	23.3
Total Split (s)		28.0		28.0	28.0					32.0	32.0	32.0
Total Split (%)		46.7%		46.7%	46.7%					53.3%	53.3%	53.3%
Maximum Green (s)		22.3		22.3	22.3					26.7	26.7	26.7
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Minimum Gap (s)		3.0		3.0	3.0					3.0	3.0	3.0
Time Before Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Time To Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Recall Mode		None		None	None					C-Max	C-Max	C-Max
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		7.5			7.7						48.1	48.1
Actuated g/C Ratio		0.12			0.13						0.80	0.80
v/c Ratio		0.14			0.30						0.14	0.06
Control Delay		18.0			26.8						1.6	0.3
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		18.0			26.8						1.6	0.3
LOS		B			C						A	A
Approach Delay		18.0			26.8						1.4	
Approach LOS		B			C						A	
Queue Length 50th (ft)		7			21						10	0
Queue Length 95th (ft)		26			49						18	3
Internal Link Dist (ft)		113			190			137			501	
Turn Bay Length (ft)												125
Base Capacity (vph)		664			617						2698	1243
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.05			0.10						0.14	0.06
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 1 (2%), Referenced to phase 2: and 6:SBTL, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.30												
Intersection Signal Delay: 5.4	Intersection LOS: A											
Intersection Capacity Utilization 28.4%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 36: Convent



Lanes, Volumes, Timings

37: Martin St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  						 	
Traffic Volume (vph)	0	0	0	88	733	0	0	0	0	0	164	140
Future Volume (vph)	0	0	0	88	733	0	0	0	0	0	164	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	1	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt												0.850
Flt Protected					0.995							
Satd. Flow (prot)	0	0	0	0	5161	0	0	0	0	0	3610	1615
Flt Permitted					0.995							
Satd. Flow (perm)	0	0	0	0	5161	0	0	0	0	0	3610	1615
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					49							98
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		318			503			228			217	
Travel Time (s)		7.2			11.4			5.2			4.9	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	96	797	0	0	0	0	0	178	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	893	0	0	0	0	0	178	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Left
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				0	2						2	1
Detector Template					Thru						Thru	Right
Leading Detector (ft)				0	100						100	20
Trailing Detector (ft)				0	0						0	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					2						4	
Permitted Phases				2								4
Detector Phase				2	2						4	4
Switch Phase												

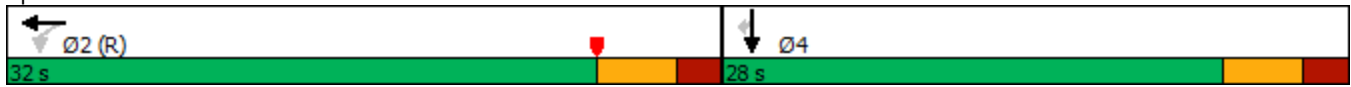
Lanes, Volumes, Timings

37: Martin St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				23.7	23.7						23.7	23.7
Total Split (s)				32.0	32.0						28.0	28.0
Total Split (%)				53.3%	53.3%						46.7%	46.7%
Maximum Green (s)				26.3	26.3						22.3	22.3
Yellow Time (s)				3.6	3.6						3.6	3.6
All-Red Time (s)				2.1	2.1						2.1	2.1
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					5.7						5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				1.0	1.0						1.0	1.0
Minimum Gap (s)				0.2	0.2						0.2	0.2
Time Before Reduce (s)				0.0	0.0						0.0	0.0
Time To Reduce (s)				0.0	0.0						0.0	0.0
Recall Mode				C-Max	C-Max						Max	Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				11.0	11.0						11.0	11.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)					26.3						22.3	22.3
Actuated g/C Ratio					0.44						0.37	0.37
v/c Ratio					0.39						0.13	0.23
Control Delay					3.8						9.8	4.1
Queue Delay					0.0						0.0	0.5
Total Delay					3.8						9.8	4.6
LOS					A						A	A
Approach Delay					3.8						7.4	
Approach LOS					A						A	
Queue Length 50th (ft)					29						18	0
Queue Length 95th (ft)					33						28	0
Internal Link Dist (ft)		238			423			148			137	
Turn Bay Length (ft)												
Base Capacity (vph)					2289						1341	661
Starvation Cap Reductn					0						0	241
Spillback Cap Reductn					0						0	0
Storage Cap Reductn					0						0	0
Reduced v/c Ratio					0.39						0.13	0.36
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 32 (53%), Referenced to phase 2:WBTL, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.39												
Intersection Signal Delay: 4.8	Intersection LOS: A											
Intersection Capacity Utilization 34.1%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 37: Martin St



Lanes, Volumes, Timings

38: Martin St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑				
Traffic Volume (vph)	0	0	0	0	634	40	203	423	0	0	0	0
Future Volume (vph)	0	0	0	0	634	40	203	423	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.991							
Flt Protected							0.950					
Satd. Flow (prot)	0	0	0	0	5140	0	1745	1837	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	5140	0	1745	1837	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					18		82					
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			258			229			506	
Travel Time (s)		11.4			5.9			5.2			11.5	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	0	689	43	221	460	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	732	0	221	460	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					2		1	2				
Detector Template					Thru		Left	Thru				
Leading Detector (ft)					100		20	100				
Trailing Detector (ft)					0		0	0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												

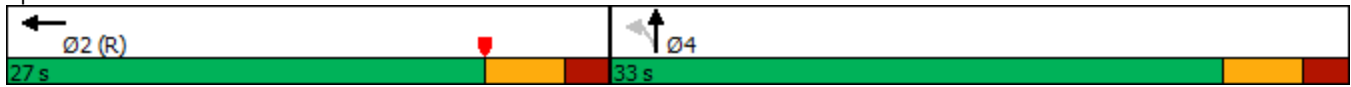
Lanes, Volumes, Timings

38: Martin St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)					10.0		10.0	10.0				
Minimum Split (s)					23.7		23.7	23.7				
Total Split (s)					27.0		33.0	33.0				
Total Split (%)					45.0%		55.0%	55.0%				
Maximum Green (s)					21.3		27.3	27.3				
Yellow Time (s)					3.6		3.6	3.6				
All-Red Time (s)					2.1		2.1	2.1				
Lost Time Adjust (s)					0.0		0.0	0.0				
Total Lost Time (s)					5.7		5.7	5.7				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					1.0		1.0	1.0				
Minimum Gap (s)					0.2		0.2	0.2				
Time Before Reduce (s)					0.0		0.0	0.0				
Time To Reduce (s)					0.0		0.0	0.0				
Recall Mode					C-Max		Max	Max				
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					11.0		11.0	11.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					21.3		27.3	27.3				
Actuated g/C Ratio					0.36		0.46	0.46				
v/c Ratio					0.40		0.26	0.55				
Control Delay					15.0		2.1	6.4				
Queue Delay					0.0		0.2	0.2				
Total Delay					15.0		2.3	6.6				
LOS					B		A	A				
Approach Delay					15.0			5.2				
Approach LOS					B			A				
Queue Length 50th (ft)					68		0	29				
Queue Length 95th (ft)					97		0	63				
Internal Link Dist (ft)		423			178			149			426	
Turn Bay Length (ft)												
Base Capacity (vph)					1836		838	835				
Starvation Cap Reductn					0		195	46				
Spillback Cap Reductn					0		0	0				
Storage Cap Reductn					0		0	0				
Reduced v/c Ratio					0.40		0.34	0.58				
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 22 (37%), Referenced to phase 2:WBT, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.55												
Intersection Signal Delay: 10.3							Intersection LOS: B					
Intersection Capacity Utilization 63.1%							ICU Level of Service B					
Analysis Period (min) 15												

Splits and Phases: 38: Martin St



Lanes, Volumes, Timings

39: Pecan St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗								↖↑	
Traffic Volume (vph)	0	328	86	0	0	0	0	0	0	37	214	0
Future Volume (vph)	0	328	86	0	0	0	0	0	0	37	214	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected											0.993	
Satd. Flow (prot)	0	3610	1615	0	0	0	0	0	0	0	3465	0
Flt Permitted											0.993	
Satd. Flow (perm)	0	3610	1615	0	0	0	0	0	0	0	3465	0
Right Turn on Red			Yes			Yes				Yes	Yes	Yes
Satd. Flow (RTOR)			93								49	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		131			502			388			228	
Travel Time (s)		3.0			11.4			8.8			5.2	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	0	357	93	0	0	0	0	0	0	40	233	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	357	93	0	0	0	0	0	0	0	273	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1							0	2	
Detector Template		Thru	Right								Thru	
Leading Detector (ft)		100	20							0	100	
Trailing Detector (ft)		0	0							0	0	
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												

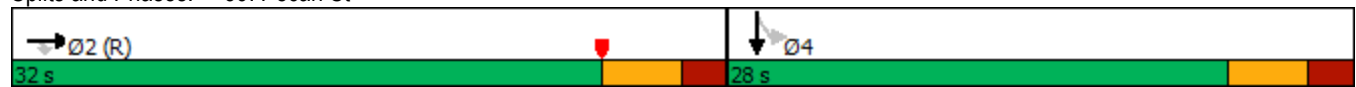
Lanes, Volumes, Timings

39: Pecan St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		23.7	23.7							23.7	23.7	
Total Split (s)		32.0	32.0							28.0	28.0	
Total Split (%)		53.3%	53.3%							46.7%	46.7%	
Maximum Green (s)		26.3	26.3							22.3	22.3	
Yellow Time (s)		3.6	3.6							3.6	3.6	
All-Red Time (s)		2.1	2.1							2.1	2.1	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		5.7	5.7								5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0	1.0							1.0	1.0	
Minimum Gap (s)		0.2	0.2							0.2	0.2	
Time Before Reduce (s)		0.0	0.0							0.0	0.0	
Time To Reduce (s)		0.0	0.0							0.0	0.0	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		26.3	26.3								22.3	
Actuated g/C Ratio		0.44	0.44								0.37	
v/c Ratio		0.23	0.12								0.21	
Control Delay		11.0	3.2								5.9	
Queue Delay		0.0	0.0								0.0	
Total Delay		11.0	3.2								5.9	
LOS		B	A								A	
Approach Delay		9.4									5.9	
Approach LOS		A									A	
Queue Length 50th (ft)		40	0								14	
Queue Length 95th (ft)		64	21								21	
Internal Link Dist (ft)		51			422			308			148	
Turn Bay Length (ft)												
Base Capacity (vph)		1582	760								1318	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.23	0.12								0.21	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 21 (35%), Referenced to phase 2:EBT, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.23												
Intersection Signal Delay: 8.0							Intersection LOS: A					
Intersection Capacity Utilization 26.9%							ICU Level of Service A					
Analysis Period (min) 15												

Splits and Phases: 39: Pecan St



Lanes, Volumes, Timings

40: Pecan St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	242	0	0	0	0	0	498	50	0	0	0
Future Volume (vph)	123	242	0	0	0	0	0	498	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	12	11	11	9	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected		0.983										
Satd. Flow (prot)	0	3549	0	0	0	0	0	3490	1454	0	0	0
Flt Permitted		0.983										
Satd. Flow (perm)	0	3549	0	0	0	0	0	3490	1454	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		134							54			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			196			387			229	
Travel Time (s)		11.4			4.5			8.8			5.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	134	263	0	0	0	0	0	541	54	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	397	0	0	0	0	0	541	54	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2						2	1			
Detector Template		Thru						Thru	Right			
Leading Detector (ft)	0	100						100	20			
Trailing Detector (ft)	0	0						0	0			
Turn Type	Perm	NA						NA	Perm			
Protected Phases		2						4				
Permitted Phases	2								4			
Detector Phase	2	2						4	4			
Switch Phase												

Lanes, Volumes, Timings

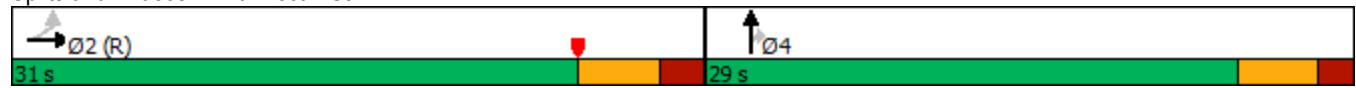
40: Pecan St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0	10.0			
Minimum Split (s)	23.7	23.7						20.3	20.3			
Total Split (s)	31.0	31.0						29.0	29.0			
Total Split (%)	51.7%	51.7%						48.3%	48.3%			
Maximum Green (s)	25.3	25.3						23.7	23.7			
Yellow Time (s)	3.6	3.6						3.6	3.6			
All-Red Time (s)	2.1	2.1						1.7	1.7			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		5.7						5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0						3.0	3.0			
Minimum Gap (s)	1.0	1.0						1.0	1.0			
Time Before Reduce (s)	0.0	0.0						0.0	0.0			
Time To Reduce (s)	0.0	0.0						0.0	0.0			
Recall Mode	C-Max	C-Max						None	None			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	11.0	11.0						8.0	8.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)		33.2						15.8	15.8			
Actuated g/C Ratio		0.55						0.26	0.26			
v/c Ratio		0.20						0.59	0.13			
Control Delay		1.1						7.2	1.0			
Queue Delay		0.0						0.0	0.0			
Total Delay		1.1						7.2	1.0			
LOS		A						A	A			
Approach Delay		1.1						6.6				
Approach LOS		A						A				
Queue Length 50th (ft)		0						21	1			
Queue Length 95th (ft)		0						m17	m0			
Internal Link Dist (ft)		422			116			307			149	
Turn Bay Length (ft)									125			
Base Capacity (vph)		2023						1378	607			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						0	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0.20						0.39	0.09			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 27 (45%), Referenced to phase 2:EBTL, Start of Yellow												
Natural Cycle: 45												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.59												
Intersection Signal Delay: 4.4						Intersection LOS: A						
Intersection Capacity Utilization 42.4%						ICU Level of Service A						
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: Pecan St



Lanes, Volumes, Timings

41: Travis St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 						 	
Traffic Volume (vph)	0	209	48	83	160	0	0	0	0	69	189	46
Future Volume (vph)	0	209	48	83	160	0	0	0	0	69	189	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	1	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.975										0.850
Flt Protected					0.983						0.987	
Satd. Flow (prot)	0	1852	0	0	3549	0	0	0	0	0	3444	1561
Flt Permitted					0.784						0.987	
Satd. Flow (perm)	0	1852	0	0	2830	0	0	0	0	0	3444	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24										50
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		292			504			220			388	
Travel Time (s)		6.6			11.5			5.0			8.8	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	227	52	90	174	0	0	0	0	75	205	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	279	0	0	264	0	0	0	0	0	280	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		0	2					0	2	1
Detector Template		Thru			Thru						Thru	Right
Leading Detector (ft)		100		0	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			2						4	
Permitted Phases				2						4		4
Detector Phase		2		2	2					4	4	4
Switch Phase												

Lanes, Volumes, Timings

41: Travis St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	10.0
Minimum Split (s)		26.7		26.7	26.7					26.7	26.7	26.7
Total Split (s)		32.0		32.0	32.0					28.0	28.0	28.0
Total Split (%)		53.3%		53.3%	53.3%					46.7%	46.7%	46.7%
Maximum Green (s)		26.3		26.3	26.3					22.3	22.3	22.3
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					2.1	2.1	2.1
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Minimum Gap (s)		3.0		3.0	3.0					3.0	3.0	3.0
Time Before Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Time To Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Recall Mode		C-Max		C-Max	C-Max					None	None	None
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		14.0		14.0	14.0					14.0	14.0	14.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		37.5			37.5						11.1	11.1
Actuated g/C Ratio		0.62			0.62						0.18	0.18
v/c Ratio		0.24			0.15						0.44	0.15
Control Delay		5.4			6.7						16.6	4.4
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		5.4			6.7						16.6	4.4
LOS		A			A						B	A
Approach Delay		5.4			6.7						14.7	
Approach LOS		A			A						B	
Queue Length 50th (ft)		32			29						35	0
Queue Length 95th (ft)		73			54						51	0
Internal Link Dist (ft)		212			424			140			308	
Turn Bay Length (ft)												125
Base Capacity (vph)		1167			1769						1280	611
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.24			0.15						0.22	0.08
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 46 (77%), Referenced to phase 2:EBWB, Start of Yellow												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.44												
Intersection Signal Delay: 9.3	Intersection LOS: A											
Intersection Capacity Utilization 44.8%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 41: Travis St



Lanes, Volumes, Timings

42: Travis St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	89	0	0	268	13	137	498	77	0	0	0
Future Volume (vph)	28	89	0	0	268	13	137	498	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		150	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.993				0.850			
Flt Protected		0.988					0.950					
Satd. Flow (prot)	0	1877	0	0	3585	0	1745	1837	1561	0	0	0
Flt Permitted		0.887					0.950					
Satd. Flow (perm)	0	1685	0	0	3585	0	1745	1837	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10				84			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		504			194			394			387	
Travel Time (s)		11.5			4.4			9.0			8.8	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	30	97	0	0	291	14	149	541	84	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	305	0	149	541	84	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		1	2	1			
Detector Template		Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	0	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		6			2			4				
Permitted Phases	6						4		4			
Detector Phase	6	6			2		4	4	4			
Switch Phase												

Lanes, Volumes, Timings

42: Travis St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	24.7	24.7			24.7		24.7	24.7	24.7			
Total Split (s)	30.0	30.0			30.0		30.0	30.0	30.0			
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%	50.0%			
Maximum Green (s)	24.3	24.3			24.3		24.3	24.3	24.3			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		2.1	2.1	2.1			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		5.7			5.7		5.7	5.7	5.7			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Minimum Gap (s)	0.2	0.2			0.2		0.2	0.2	0.2			
Time Before Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Time To Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	12.0	12.0			12.0		12.0	12.0	12.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		27.9			27.9		20.7	20.7	20.7			
Actuated g/C Ratio		0.46			0.46		0.34	0.34	0.34			
v/c Ratio		0.16			0.18		0.25	0.85	0.14			
Control Delay		13.2			10.4		6.2	18.4	1.0			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		13.2			10.4		6.2	18.4	1.0			
LOS		B			B		A	B	A			
Approach Delay		13.2			10.4			14.2				
Approach LOS		B			B			B				
Queue Length 50th (ft)		29			32		10	54	1			
Queue Length 95th (ft)		66			57		m22	#158	m0			
Internal Link Dist (ft)		424			114			314			307	
Turn Bay Length (ft)							150		150			
Base Capacity (vph)		782			1671		706	743	682			
Starvation Cap Reductn		0			0		0	2	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.16			0.18		0.21	0.73	0.12			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 13 (22%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.85												
Intersection Signal Delay: 13.1							Intersection LOS: B					
Intersection Capacity Utilization 57.1%							ICU Level of Service B					
Analysis Period (min) 15												

Lanes, Volumes, Timings

42: Travis St

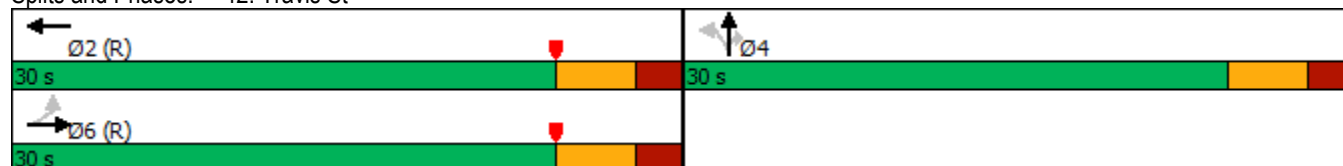
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95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 42: Travis St



Lanes, Volumes, Timings

43: Houston St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	144	77	31	100	0	0	0	0	42	203	69
Future Volume (vph)	0	144	77	31	100	0	0	0	0	42	203	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	1	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.953										0.850
Flt Protected					0.988						0.991	
Satd. Flow (prot)	0	1811	0	0	1877	0	0	0	0	0	3458	1561
Flt Permitted					0.899						0.991	
Satd. Flow (perm)	0	1811	0	0	1708	0	0	0	0	0	3458	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61										75
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		175			501			218			186	
Travel Time (s)		4.0			11.4			5.0			4.2	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	157	84	34	109	0	0	0	0	46	221	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	241	0	0	143	0	0	0	0	0	267	75
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		0	2					0	2	1
Detector Template		Thru			Thru						Thru	Right
Leading Detector (ft)		100		0	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			2						4	
Permitted Phases				2						4		4
Detector Phase		2		2	2					4	4	4
Switch Phase												

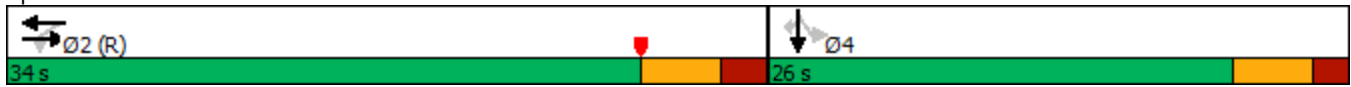
Lanes, Volumes, Timings

43: Houston St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	10.0
Minimum Split (s)		23.7		23.7	23.7					20.3	20.3	20.3
Total Split (s)		34.0		34.0	34.0					26.0	26.0	26.0
Total Split (%)		56.7%		56.7%	56.7%					43.3%	43.3%	43.3%
Maximum Green (s)		28.3		28.3	28.3					20.7	20.7	20.7
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Minimum Gap (s)		3.0		3.0	3.0					3.0	3.0	3.0
Time Before Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Time To Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Recall Mode		C-Max		C-Max	C-Max					Max	Max	Max
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					7.0	7.0	7.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		28.3			28.3						20.7	20.7
Actuated g/C Ratio		0.47			0.47						0.34	0.34
v/c Ratio		0.27			0.18						0.22	0.13
Control Delay		8.0			6.6						9.1	3.8
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		8.0			6.6						9.1	3.8
LOS		A			A						A	A
Approach Delay		8.0			6.6						7.9	
Approach LOS		A			A						A	
Queue Length 50th (ft)		36			23						42	0
Queue Length 95th (ft)		73			37						63	8
Internal Link Dist (ft)		95			421			138			106	
Turn Bay Length (ft)												125
Base Capacity (vph)		886			805						1193	587
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.27			0.18						0.22	0.13
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 4 (7%), Referenced to phase 2:EBWB, Start of Yellow												
Natural Cycle: 45												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.27												
Intersection Signal Delay: 7.7	Intersection LOS: A											
Intersection Capacity Utilization 42.9%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 43: Houston St



Lanes, Volumes, Timings

44: Houston St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	128	0	0	77	58	58	597	31	0	0	0
Future Volume (vph)	66	128	0	0	77	58	58	597	31	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.942				0.850			
Flt Protected		0.983					0.950					
Satd. Flow (prot)	0	1868	0	0	1790	0	1745	1837	1561	0	0	0
Flt Permitted		0.853					0.950					
Satd. Flow (perm)	0	1621	0	0	1790	0	1745	1837	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					63				49			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			329			227			394	
Travel Time (s)		11.4			7.5			5.2			9.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	72	139	0	0	84	63	63	649	34	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	0	0	147	0	63	649	34	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		1	2	1			
Detector Template		Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	0	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		2			2			4				
Permitted Phases	2						4		4			
Detector Phase	2	2			2		4	4	4			
Switch Phase												

Lanes, Volumes, Timings

44: Houston St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	23.7	23.7			23.7		19.3	19.3	19.3			
Total Split (s)	24.0	24.0			24.0		36.0	36.0	36.0			
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%	60.0%			
Maximum Green (s)	18.3	18.3			18.3		30.7	30.7	30.7			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		1.7	1.7	1.7			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		5.7			5.7		5.3	5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Minimum Gap (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Time Before Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Time To Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		7.0	7.0	7.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		23.7			23.7		25.3	25.3	25.3			
Actuated g/C Ratio		0.40			0.40		0.42	0.42	0.42			
v/c Ratio		0.33			0.20		0.09	0.84	0.05			
Control Delay		12.5			9.7		2.6	14.5	0.2			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		12.5			9.7		2.6	14.6	0.2			
LOS		B			A		A	B	A			
Approach Delay		12.5			9.7			12.9				
Approach LOS		B			A			B				
Queue Length 50th (ft)		43			19		3	27	0			
Queue Length 95th (ft)		72			58		m5	56	m0			
Internal Link Dist (ft)		421			249			147			314	
Turn Bay Length (ft)									125			
Base Capacity (vph)		640			745		892	939	822			
Starvation Cap Reductn		0			0		0	8	0			
Spillback Cap Reductn		0			0		0	8	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.33			0.20		0.07	0.70	0.04			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.84												
Intersection Signal Delay: 12.4							Intersection LOS: B					
Intersection Capacity Utilization 64.1%							ICU Level of Service C					
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 44: Houston St



Lanes, Volumes, Timings
45: College St

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	100	0	0	0	85	190
Future Volume (vph)	100	0	0	0	85	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Flt						
Flt Protected	0.950					0.985
Satd. Flow (prot)	1805	0	0	0	0	3437
Flt Permitted	0.950					0.985
Satd. Flow (perm)	1805	0	0	0	0	3437
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	501		264			218
Travel Time (s)	11.4		6.0			5.0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	109	0	0	0	92	207
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	0	0	0	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1				0	2
Detector Template	Left					Thru
Leading Detector (ft)	20				0	100
Trailing Detector (ft)	0				0	0
Turn Type	Prot				Perm	NA
Protected Phases	2					4
Permitted Phases					4	
Detector Phase	2				4	4
Switch Phase						

Lanes, Volumes, Timings
45: College St

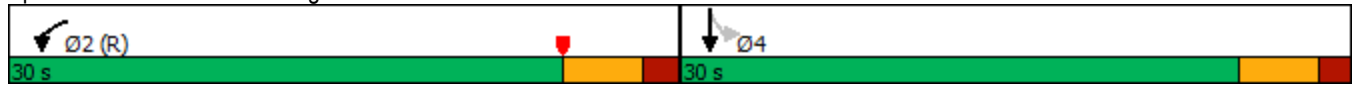
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0				10.0	10.0
Minimum Split (s)	25.3				25.1	25.1
Total Split (s)	30.0				30.0	30.0
Total Split (%)	50.0%				50.0%	50.0%
Maximum Green (s)	24.7				24.9	24.9
Yellow Time (s)	3.6				3.6	3.6
All-Red Time (s)	1.7				1.5	1.5
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	5.3					5.1
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0				3.0	3.0
Minimum Gap (s)	3.0				3.0	3.0
Time Before Reduce (s)	0.0				0.0	0.0
Time To Reduce (s)	0.0				0.0	0.0
Recall Mode	C-Max				None	None
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	13.0				13.0	13.0
Pedestrian Calls (#/hr)	0				0	0
Act Effct Green (s)	38.3					11.3
Actuated g/C Ratio	0.64					0.19
v/c Ratio	0.09					0.46
Control Delay	3.3					17.8
Queue Delay	0.0					0.0
Total Delay	3.3					17.8
LOS	A					B
Approach Delay	3.3					17.8
Approach LOS	A					B
Queue Length 50th (ft)	5					32
Queue Length 95th (ft)	m27					52
Internal Link Dist (ft)	421		184			138
Turn Bay Length (ft)						
Base Capacity (vph)	1151					1426
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.09					0.21
Intersection Summary						
Area Type:	Other					
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 5 (8%), Referenced to phase 2:WBL and 6:, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.46						
Intersection Signal Delay: 13.9				Intersection LOS: B		
Intersection Capacity Utilization 25.3%				ICU Level of Service A		
Analysis Period (min) 15						

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: College St



Lanes, Volumes, Timings

46: College St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	45	0	0	25	15	161	621	56	0	0	0
Future Volume (vph)	58	45	0	0	25	15	161	621	56	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.950				0.850			
Flt Protected		0.973						0.990				
Satd. Flow (prot)	0	1849	0	0	1805	0	0	3455	1561	0	0	0
Flt Permitted		0.845						0.990				
Satd. Flow (perm)	0	1606	0	0	1805	0	0	3455	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16				61			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			335			228			227	
Travel Time (s)		11.4			7.6			5.2			5.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	63	49	0	0	27	16	175	675	61	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	43	0	0	850	61	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		0	2	1			
Detector Template		Thru			Thru			Thru	Right			
Leading Detector (ft)	0	100			100		0	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		2			2			4				
Permitted Phases	2						4		4			
Detector Phase	2	2			2		4	4	4			
Switch Phase												

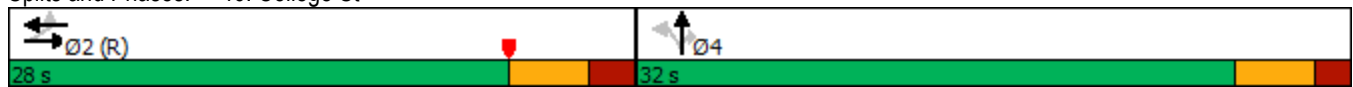
Lanes, Volumes, Timings

46: College St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	23.7	23.7			23.7		19.3	19.3	19.3			
Total Split (s)	28.0	28.0			28.0		32.0	32.0	32.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Maximum Green (s)	22.3	22.3			22.3		26.7	26.7	26.7			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		1.7	1.7	1.7			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		5.7			5.7			5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Minimum Gap (s)	0.2	0.2			0.2		0.2	0.2	0.2			
Time Before Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Time To Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		7.0	7.0	7.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		29.5			29.5			19.5	19.5			
Actuated g/C Ratio		0.49			0.49			0.32	0.32			
v/c Ratio		0.14			0.05			0.76	0.11			
Control Delay		11.4			7.5			8.8	0.5			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		11.4			7.5			8.8	0.5			
LOS		B			A			A	A			
Approach Delay		11.4			7.5			8.2				
Approach LOS		B			A			A				
Queue Length 50th (ft)		41			5			30	0			
Queue Length 95th (ft)		86			22			31	0			
Internal Link Dist (ft)		421			255			148			147	
Turn Bay Length (ft)									125			
Base Capacity (vph)		789			895			1537	728			
Starvation Cap Reductn		0			0			6	0			
Spillback Cap Reductn		0			0			32	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.14			0.05			0.56	0.08			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 1 (2%), Referenced to phase 2:EBWB, Start of Yellow												
Natural Cycle: 45												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.76												
Intersection Signal Delay: 8.5					Intersection LOS: A							
Intersection Capacity Utilization 43.3%					ICU Level of Service A							
Analysis Period (min) 15												

Splits and Phases: 46: College St



Lanes, Volumes, Timings
47: Navarro & Crockett

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	28	0	0	0	17	0	762	25	0	0	0
Future Volume (vph)	23	28	0	0	0	17	0	762	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.865			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1805	1900	0	0	0	1644	0	3490	1561	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1805	1900	0	0	0	1644	0	3490	1561	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	42					110			49			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		535			282			296			100	
Travel Time (s)		12.2			6.4			6.7			2.3	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	0%	2%	0%	0%	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%	
Adj. Flow (vph)	25	30	0	0	0	18	0	828	27	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	30	0	0	0	18	0	828	27	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2				1		2	1			
Detector Template		Thru				Right		Thru	Right			
Leading Detector (ft)	0	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Turn Type	Perm	NA				Perm		NA	Perm			
Protected Phases		2						4				
Permitted Phases	2					2			4			
Detector Phase	2	2				2		4	4			
Switch Phase												

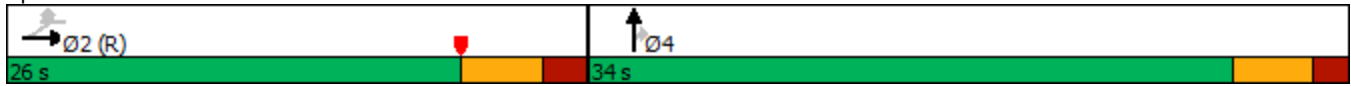
Lanes, Volumes, Timings
47: Navarro & Crockett

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0				10.0		10.0	10.0			
Minimum Split (s)	23.7	23.7				23.7		23.3	23.3			
Total Split (s)	26.0	26.0				26.0		34.0	34.0			
Total Split (%)	43.3%	43.3%				43.3%		56.7%	56.7%			
Maximum Green (s)	20.3	20.3				20.3		28.7	28.7			
Yellow Time (s)	3.6	3.6				3.6		3.6	3.6			
All-Red Time (s)	2.1	2.1				2.1		1.7	1.7			
Lost Time Adjust (s)	0.0	0.0				0.0		0.0	0.0			
Total Lost Time (s)	5.7	5.7				5.7		5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0				1.0		1.0	1.0			
Minimum Gap (s)	3.0	3.0				3.0		3.0	3.0			
Time Before Reduce (s)	0.0	0.0				0.0		0.0	0.0			
Time To Reduce (s)	0.0	0.0				0.0		0.0	0.0			
Recall Mode	C-Max	C-Max				C-Max		None	None			
Walk Time (s)	7.0	7.0				7.0		7.0	7.0			
Flash Dont Walk (s)	11.0	11.0				11.0		11.0	11.0			
Pedestrian Calls (#/hr)	0	0				0		0	0			
Act Effct Green (s)	30.1	30.1				30.1		18.9	18.9			
Actuated g/C Ratio	0.50	0.50				0.50		0.32	0.32			
v/c Ratio	0.03	0.03				0.02		0.75	0.05			
Control Delay	0.2	2.0				0.1		14.7	0.6			
Queue Delay	0.0	0.0				0.0		0.0	0.0			
Total Delay	0.2	2.0				0.1		14.7	0.6			
LOS	A	A				A		B	A			
Approach Delay		1.2			0.1			14.3				
Approach LOS		A			A			B				
Queue Length 50th (ft)	0	1				0		76	0			
Queue Length 95th (ft)	0	3				0		83	m1			
Internal Link Dist (ft)		455			202			216			20	
Turn Bay Length (ft)									125			
Base Capacity (vph)	925	951				878		1669	772			
Starvation Cap Reductn	0	0				0		71	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	0.03	0.03				0.02		0.52	0.03			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 56 (93%), Referenced to phase 2:EBTL, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.75												
Intersection Signal Delay: 13.2												
Intersection LOS: B												
Intersection Capacity Utilization 38.6%												
ICU Level of Service A												
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 47: Navarro & Crockett



Lanes, Volumes, Timings
48: St Mary's & E Commerce

05/16/2025

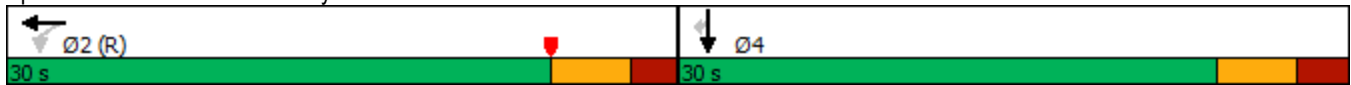
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  						 	
Traffic Volume (vph)	0	0	0	206	898	0	0	0	0	0	119	55
Future Volume (vph)	0	0	0	206	898	0	0	0	0	0	119	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	1	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt												0.850
Flt Protected					0.991							
Satd. Flow (prot)	0	0	0	0	5140	0	0	0	0	0	3610	1615
Flt Permitted					0.991							
Satd. Flow (perm)	0	0	0	0	5140	0	0	0	0	0	3610	1615
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					105							49
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			532			212			167	
Travel Time (s)		6.8			12.1			4.8			3.8	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	224	976	0	0	0	0	0	129	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1200	0	0	0	0	0	129	60
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				0	2						2	1
Detector Template					Thru						Thru	Right
Leading Detector (ft)				0	100						100	20
Trailing Detector (ft)				0	0						0	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					2						4	
Permitted Phases				2								4
Detector Phase				2	2						4	4
Switch Phase												

Lanes, Volumes, Timings
48: St Mary's & E Commerce

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				10.0	10.0						5.0	5.0
Minimum Split (s)				29.7	29.7						30.0	30.0
Total Split (s)				30.0	30.0						30.0	30.0
Total Split (%)				50.0%	50.0%						50.0%	50.0%
Maximum Green (s)				24.3	24.3						24.0	24.0
Yellow Time (s)				3.6	3.6						3.6	3.6
All-Red Time (s)				2.1	2.1						2.4	2.4
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					5.7						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0						3.0	3.0
Minimum Gap (s)				3.0	3.0						3.0	3.0
Time Before Reduce (s)				0.0	0.0						0.0	0.0
Time To Reduce (s)				0.0	0.0						0.0	0.0
Recall Mode				C-Max	C-Max						Max	Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				17.0	17.0						17.0	17.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)					24.3						24.0	24.0
Actuated g/C Ratio					0.40						0.40	0.40
v/c Ratio					0.56						0.09	0.09
Control Delay					3.4						9.5	4.6
Queue Delay					0.0						0.0	0.0
Total Delay					3.4						9.5	4.6
LOS					A						A	A
Approach Delay					3.4						7.9	
Approach LOS					A						A	
Queue Length 50th (ft)					14						8	2
Queue Length 95th (ft)					19						20	13
Internal Link Dist (ft)		220			452			132			87	
Turn Bay Length (ft)												
Base Capacity (vph)					2144						1444	675
Starvation Cap Reductn					0						0	0
Spillback Cap Reductn					0						0	0
Storage Cap Reductn					0						0	0
Reduced v/c Ratio					0.56						0.09	0.09
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 8 (13%), Referenced to phase 2:WBTL, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.56												
Intersection Signal Delay: 4.0	Intersection LOS: A											
Intersection Capacity Utilization 35.4%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 48: St Mary's & E Commerce



Lanes, Volumes, Timings
49: Navarro & E Commerce

05/16/2025

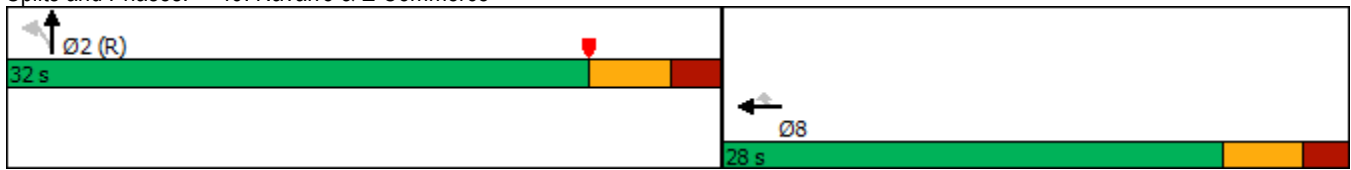
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑		↑↑				
Traffic Volume (vph)	0	0	0	0	1033	289	170	525	0	0	0	0
Future Volume (vph)	0	0	0	0	1033	289	170	525	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected								0.988				
Satd. Flow (prot)	0	0	0	0	5187	1615	0	3448	0	0	0	0
Flt Permitted								0.988				
Satd. Flow (perm)	0	0	0	0	5187	1615	0	3448	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						194		49				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		532			259			251			296	
Travel Time (s)		12.1			5.9			5.7			6.7	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	0	1123	314	185	571	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1123	314	0	756	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					2	1	0	2				
Detector Template					Thru	Right		Thru				
Leading Detector (ft)					100	20	0	100				
Trailing Detector (ft)					0	0	0	0				
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase					8	8	2	2				
Switch Phase												

Lanes, Volumes, Timings
49: Navarro & E Commerce

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)					10.0	10.0	10.0	10.0				
Minimum Split (s)					24.0	24.0	27.0	27.0				
Total Split (s)					28.0	28.0	32.0	32.0				
Total Split (%)					46.7%	46.7%	53.3%	53.3%				
Maximum Green (s)					22.3	22.3	26.0	26.0				
Yellow Time (s)					3.6	3.6	3.6	3.6				
All-Red Time (s)					2.1	2.1	2.4	2.4				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					5.7	5.7		6.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0	3.0	3.0	3.0				
Minimum Gap (s)					3.0	3.0	3.0	3.0				
Time Before Reduce (s)					0.0	0.0	0.0	0.0				
Time To Reduce (s)					0.0	0.0	0.0	0.0				
Recall Mode					None	None	C-Max	C-Max				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					11.0	11.0	14.0	14.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					21.3	21.3		27.0				
Actuated g/C Ratio					0.36	0.36		0.45				
v/c Ratio					0.61	0.45		0.48				
Control Delay					17.4	7.9		5.3				
Queue Delay					0.0	0.0		0.3				
Total Delay					17.4	7.9		5.6				
LOS					B	A		A				
Approach Delay					15.3			5.6				
Approach LOS					B			A				
Queue Length 50th (ft)					115	29		23				
Queue Length 95th (ft)					153	80		36				
Internal Link Dist (ft)		452			179			171			216	
Turn Bay Length (ft)						100						
Base Capacity (vph)					1927	722		1577				
Starvation Cap Reductn					0	0		311				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.58	0.43		0.60				
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 27 (45%), Referenced to phase 2:NBTL and 6:, Start of Yellow												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: 12.0							Intersection LOS: B					
Intersection Capacity Utilization 49.2%							ICU Level of Service A					
Analysis Period (min) 15												

Splits and Phases: 49: Navarro & E Commerce



Lanes, Volumes, Timings
50: W Market & St Mary's

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑								↑↑	
Traffic Volume (vph)	0	591	166	0	0	0	0	0	0	128	182	0
Future Volume (vph)	0	591	166	0	0	0	0	0	0	128	182	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected											0.980	
Satd. Flow (prot)	0	5187	1615	0	0	0	0	0	0	0	3420	0
Flt Permitted											0.980	
Satd. Flow (perm)	0	5187	1615	0	0	0	0	0	0	0	3420	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			180								135	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		286			530			479			212	
Travel Time (s)		6.5			12.0			10.9			4.8	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	0	642	180	0	0	0	0	0	0	139	198	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	642	180	0	0	0	0	0	0	0	337	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	L NA	L NA	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1							0	2	
Detector Template		Thru	Right								Thru	
Leading Detector (ft)		100	20							0	100	
Trailing Detector (ft)		0	0							0	0	
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												

Lanes, Volumes, Timings
50: W Market & St Mary's

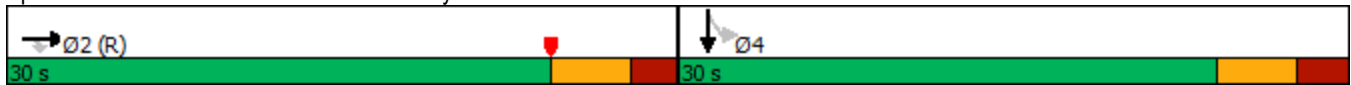
05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		23.7	23.7							27.0	27.0	
Total Split (s)		30.0	30.0							30.0	30.0	
Total Split (%)		50.0%	50.0%							50.0%	50.0%	
Maximum Green (s)		24.3	24.3							24.0	24.0	
Yellow Time (s)		3.6	3.6							3.6	3.6	
All-Red Time (s)		2.1	2.1							2.4	2.4	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		5.7	5.7								6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0	1.0							1.0	1.0	
Minimum Gap (s)		0.2	0.2							0.2	0.2	
Time Before Reduce (s)		0.0	0.0							0.0	0.0	
Time To Reduce (s)		0.0	0.0							0.0	0.0	
Recall Mode		C-Max	C-Max							None	None	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		11.0	11.0							14.0	14.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		38.2	38.2								10.1	
Actuated g/C Ratio		0.64	0.64								0.17	
v/c Ratio		0.19	0.16								0.49	
Control Delay		4.7	1.2								10.1	
Queue Delay		0.0	0.0								0.0	
Total Delay		4.7	1.2								10.1	
LOS		A	A								B	
Approach Delay		3.9									10.1	
Approach LOS		A									B	
Queue Length 50th (ft)		29	0								0	
Queue Length 95th (ft)		42	17								4	
Internal Link Dist (ft)		206			450			399			132	
Turn Bay Length (ft)			100									
Base Capacity (vph)		3304	1094								1449	
Starvation Cap Reductn		0	0								22	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.19	0.16								0.24	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 47 (78%), Referenced to phase 2:EBT, Start of Yellow												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay: 5.7				Intersection LOS: A								
Intersection Capacity Utilization 29.9%				ICU Level of Service A								
Analysis Period (min) 15												

Lanes, Volumes, Timings
50: W Market & St Mary's

05/16/2025

Splits and Phases: 50: W Market & St Mary's



Lanes, Volumes, Timings
51: W Market & Navarro

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑	↑			
Traffic Volume (vph)	170	416	0	0	0	0	0	529	61	0	0	0
Future Volume (vph)	170	416	0	0	0	0	0	529	61	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected		0.986										
Satd. Flow (prot)	0	5114	0	0	0	0	0	3490	1561	0	0	0
Flt Permitted		0.986										
Satd. Flow (perm)	0	5114	0	0	0	0	0	3490	1561	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		165							66			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		530			246			225			251	
Travel Time (s)		12.0			5.6			5.1			5.7	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	185	452	0	0	0	0	0	575	66	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	637	0	0	0	0	0	575	66	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	L NA	R NA	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2						2	1			
Detector Template		Thru						Thru	Right			
Leading Detector (ft)	0	100						100	20			
Trailing Detector (ft)	0	0						0	0			
Turn Type	Perm	NA						NA	Perm			
Protected Phases		2						4				
Permitted Phases	2								4			
Detector Phase	2	2						4	4			
Switch Phase												

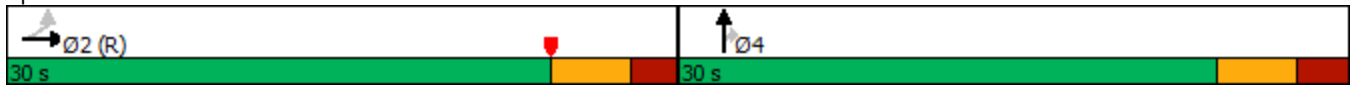
Lanes, Volumes, Timings

51: W Market & Navarro

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0	10.0			
Minimum Split (s)	27.7	27.7						28.0	28.0			
Total Split (s)	30.0	30.0						30.0	30.0			
Total Split (%)	50.0%	50.0%						50.0%	50.0%			
Maximum Green (s)	24.3	24.3						24.0	24.0			
Yellow Time (s)	3.6	3.6						3.6	3.6			
All-Red Time (s)	2.1	2.1						2.4	2.4			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		5.7						6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						3.0	3.0			
Minimum Gap (s)	3.0	3.0						3.0	3.0			
Time Before Reduce (s)	0.0	0.0						0.0	0.0			
Time To Reduce (s)	0.0	0.0						0.0	0.0			
Recall Mode	C-Max	C-Max						None	None			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	15.0	15.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)		31.8						16.5	16.5			
Actuated g/C Ratio		0.53						0.28	0.28			
v/c Ratio		0.23						0.60	0.14			
Control Delay		3.9						17.4	5.3			
Queue Delay		0.0						0.0	0.0			
Total Delay		3.9						17.4	5.3			
LOS		A						B	A			
Approach Delay		3.9						16.2				
Approach LOS		A						B				
Queue Length 50th (ft)		12						128	4			
Queue Length 95th (ft)		20						148	21			
Internal Link Dist (ft)		450			166			145			171	
Turn Bay Length (ft)									125			
Base Capacity (vph)		2784						1396	664			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						0	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0.23						0.41	0.10			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 52 (87%), Referenced to phase 2:EBTL and 6:, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.60												
Intersection Signal Delay: 10.1												
Intersection LOS: B												
Intersection Capacity Utilization 35.9%												
ICU Level of Service A												
Analysis Period (min) 15												

Splits and Phases: 51: W Market & Navarro



Lanes, Volumes, Timings

52: Villita

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	0	20	22	24	15	0	0	0	0	55	242	97
Future Volume (vph)	0	20	22	24	15	0	0	0	0	55	242	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.930										0.850
Flt Protected					0.970						0.991	
Satd. Flow (prot)	0	1749	0	0	1820	0	0	0	0	0	3403	1531
Flt Permitted					0.830						0.991	
Satd. Flow (perm)	0	1749	0	0	1558	0	0	0	0	0	3403	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24										105
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		172			401			613			479	
Travel Time (s)		3.9			9.1			13.9			10.9	
Confl. Peds. (#/hr)												
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%	0%	2%	2%	0%	2%	2%	2%	2%	0%	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%	
Adj. Flow (vph)	0	22	24	26	16	0	0	0	0	60	263	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	42	0	0	0	0	0	323	105
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	Left	Left	Right	Left	L NA	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					0	2	1
Detector Template		Thru		Left	Thru						Thru	Right
Leading Detector (ft)		100		20	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												

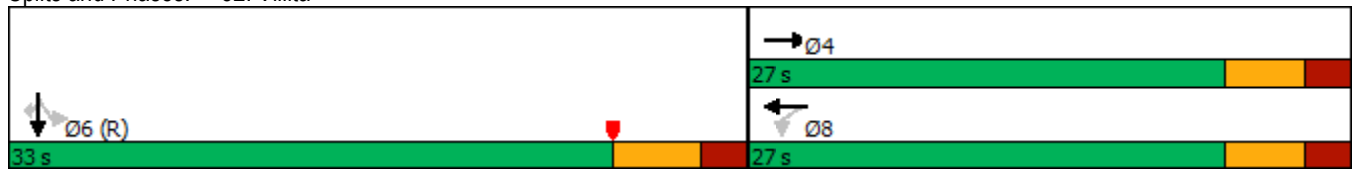
Lanes, Volumes, Timings

52: Villita

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		6.0		6.0	6.0					19.9	19.9	19.9
Minimum Split (s)		25.7		23.7	23.7					29.0	29.0	29.0
Total Split (s)		27.0		27.0	27.0					33.0	33.0	33.0
Total Split (%)		45.0%		45.0%	45.0%					55.0%	55.0%	55.0%
Maximum Green (s)		21.3		21.3	21.3					27.0	27.0	27.0
Yellow Time (s)		3.6		3.6	3.6					3.9	3.9	3.9
All-Red Time (s)		2.1		2.1	2.1					2.1	2.1	2.1
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0		1.0	1.0					1.0	1.0	1.0
Minimum Gap (s)		0.2		0.2	0.2					0.2	0.2	0.2
Time Before Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Time To Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Recall Mode		None		None	None					C-Min	C-Min	C-Min
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		13.0		11.0	11.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		6.3			6.3						49.1	49.1
Actuated g/C Ratio		0.10			0.10						0.82	0.82
v/c Ratio		0.23			0.26						0.12	0.08
Control Delay		18.3			28.5						1.7	0.3
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		18.3			28.5						1.7	0.3
LOS		B			C						A	A
Approach Delay		18.3			28.5						1.4	
Approach LOS		B			C						A	
Queue Length 50th (ft)		7			24						11	0
Queue Length 95th (ft)		33			52						16	2
Internal Link Dist (ft)		92			321			533			399	
Turn Bay Length (ft)												125
Base Capacity (vph)		636			553						2785	1272
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.07			0.08						0.12	0.08
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 52 (87%), Referenced to phase 2: and 6:SBTL, Start of Yellow												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.26												
Intersection Signal Delay: 5.1	Intersection LOS: A											
Intersection Capacity Utilization 35.1%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 52: Villita



Lanes, Volumes, Timings

53: Navarro St & Villita

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø10
Lane Configurations							
Traffic Volume (vph)	36	0	58	560	0	0	
Future Volume (vph)	36	0	58	560	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Ped Bike Factor							
Flt Protected	0.950			0.995			
Satd. Flow (prot)	1805	0	0	3472	0	0	
Flt Permitted	0.950			0.995			
Satd. Flow (perm)	1805	0	0	3472	0	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	401			482	192		
Travel Time (s)	9.1			11.0	4.4		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	39	0	63	609	0	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	39	0	0	672	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.04	1.04	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		0	2			
Detector Template	Left			Thru			
Leading Detector (ft)	20		0	100			
Trailing Detector (ft)	0		0	0			
Turn Type	Prot		Perm	NA			
Protected Phases	4			2			10
Permitted Phases			2				
Detector Phase	4		2	2			
Switch Phase							

Lanes, Volumes, Timings
53: Navarro St & Villita

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø10
Minimum Initial (s)	6.0		10.0	10.0			3.0
Minimum Split (s)	17.0		25.0	25.0			22.0
Total Split (s)	25.0		73.0	73.0			22.0
Total Split (%)	20.8%		60.8%	60.8%			18%
Maximum Green (s)	21.0		68.3	68.3			18.0
Yellow Time (s)	3.0		3.2	3.2			3.0
All-Red Time (s)	1.0		1.5	1.5			1.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	4.0			4.7			
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	1.0		1.0	1.0			1.0
Minimum Gap (s)	0.2		0.2	0.2			0.2
Time Before Reduce (s)	0.0		0.0	0.0			0.0
Time To Reduce (s)	0.0		0.0	0.0			0.0
Recall Mode	Max		C-Max	C-Max			Max
Walk Time (s)							7.0
Flash Dont Walk (s)							11.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	21.0			68.3			
Actuated g/C Ratio	0.18			0.57			
v/c Ratio	0.12			0.34			
Control Delay	38.2			2.6			
Queue Delay	0.0			0.0			
Total Delay	38.2			2.6			
LOS	D			A			
Approach Delay	38.2			2.6			
Approach LOS	D			A			
Queue Length 50th (ft)	23			10			
Queue Length 95th (ft)	51			m24			
Internal Link Dist (ft)	321			402	112		
Turn Bay Length (ft)							
Base Capacity (vph)	315			1976			
Starvation Cap Reductn	0			0			
Spillback Cap Reductn	0			0			
Storage Cap Reductn	0			0			
Reduced v/c Ratio	0.12			0.34			
Intersection Summary							
Area Type:	Other						
Cycle Length: 120							
Actuated Cycle Length: 120							
Offset: 52 (43%), Referenced to phase 2:NBTL, Start of Yellow							
Natural Cycle: 65							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.34							
Intersection Signal Delay: 4.5				Intersection LOS: A			
Intersection Capacity Utilization 29.4%				ICU Level of Service A			
Analysis Period (min) 15							

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 53: Navarro St & Villita



Lanes, Volumes, Timings
54: Cesar Chavez & St Mary's

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	460	137	58	1076	170	274	401	8	82	95	95
Future Volume (vph)	190	460	137	58	1076	170	274	401	8	82	95	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	1	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	220		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.966			0.980				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	3124	0	1593	3184	0	1540	1621	1378	1570	1621	1405
Flt Permitted	0.074			0.392			0.649			0.143		
Satd. Flow (perm)	127	3124	0	657	3184	0	1052	1621	1378	236	1621	1405
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			17				204			204
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			489			985			1095	
Travel Time (s)		11.6			11.1			22.4			24.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	207	500	149	63	1170	185	298	436	9	89	103	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	649	0	63	1355	0	298	436	9	89	103	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.98	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												

Lanes, Volumes, Timings
54: Cesar Chavez & St Mary's

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.4	34.6		9.0	34.6		12.4	34.6	34.6	12.4	34.6	34.6
Total Split (s)	17.2	61.2		10.0	54.0		14.2	36.4	36.4	12.4	34.6	34.6
Total Split (%)	14.3%	51.0%		8.3%	45.0%		11.8%	30.3%	30.3%	10.3%	28.8%	28.8%
Maximum Green (s)	10.8	54.6		4.0	47.4		7.8	29.8	29.8	6.0	28.0	28.0
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.8	3.0		2.4	3.0		2.8	3.0	3.0	2.8	3.0	3.0
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)	6.4	6.6		6.0	6.6		6.4	6.6	6.6	6.4	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	0.5	1.0		0.5	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	C-Max		Max	C-Max		Max	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		21.0			21.0			21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	64.8	54.6		52.0	47.4		37.8	29.8	29.8	34.2	28.0	28.0
Actuated g/C Ratio	0.54	0.46		0.43	0.40		0.32	0.25	0.25	0.28	0.23	0.23
v/c Ratio	1.02	0.45		0.20	1.07		0.82	1.08	0.02	0.67	0.27	0.21
Control Delay	99.5	22.0		15.8	81.1		54.8	112.4	0.1	55.1	13.1	1.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.5	22.0		15.8	81.1		54.8	112.4	0.1	55.1	13.1	1.1
LOS	F	C		B	F		D	F	A	E	B	A
Approach Delay		40.7			78.2			87.9			21.6	
Approach LOS		D			E			F			C	
Queue Length 50th (ft)	~119	165		22	~608		184	~378	0	31	24	0
Queue Length 95th (ft)	#280	216		45	#748		#325	#581	0	m64	m40	m1
Internal Link Dist (ft)		432			409			905			1015	
Turn Bay Length (ft)	230			220			150		150	150		150
Base Capacity (vph)	203	1444		315	1267		363	402	495	133	378	484
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.45		0.20	1.07		0.82	1.08	0.02	0.67	0.27	0.21

Intersection Summary

Area Type: CBD

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 56 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 65.7

Intersection LOS: E

Intersection Capacity Utilization 100.9%

ICU Level of Service G

Analysis Period (min) 15

Lanes, Volumes, Timings

54: Cesar Chavez & St Mary's

05/16/2025

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 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.

Splits and Phases: 54: Cesar Chavez & St Mary's

 Ø1	 Ø2 (R)	 Ø3	 Ø4
17.2 s	54 s	12.4 s	36.4 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
10 s	61.2 s	14.2 s	34.6 s

Lanes, Volumes, Timings
55: ST Mary's & Alamo

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	22	411	58	14	180	42	160	219	68	71	144	130
Future Volume (vph)	22	411	58	14	180	42	160	219	68	71	144	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	10	11	12	12	1	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	150		125	150		0	0		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.964			0.929	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1831	1507	1685	1773	1561	1805	1832	0	1805	1765	0
Flt Permitted		0.977		0.161			0.538			0.525		
Satd. Flow (perm)	0	1794	1507	286	1773	1561	1022	1832	0	998	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154			85		18			52	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1055			985			148			247	
Travel Time (s)		24.0			22.4			3.4			5.6	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	447	63	15	196	46	174	238	74	77	157	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	471	63	15	196	46	174	312	0	77	298	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.09	1.09	1.09	1.04	1.00	1.00	1.75	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2	1	1	2	1	1	2		1	2	
Detector Template		Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	0	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			2	
Permitted Phases	4		4	8		8	2			2		
Detector Phase	4	4	4	3	8	8	2	2		2	2	
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings

55: ST Mary's & Alamo

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	6.0	6.0	6.0	5.0	6.0	6.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	33.0	33.0	33.0	10.7	33.0	33.0	31.0	31.0		31.0	31.0	
Total Split (s)	35.0	35.0	35.0	10.7	45.7	45.7	34.3	34.3		34.3	34.3	
Total Split (%)	38.9%	38.9%	38.9%	11.9%	50.8%	50.8%	38.1%	38.1%		38.1%	38.1%	
Maximum Green (s)	29.0	29.0	29.0	5.0	39.7	39.7	28.3	28.3		28.3	28.3	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.4	2.4	2.4	2.1	2.4	2.4	2.4	2.4		2.4	2.4	
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	5.7	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	0.2	0.2	0.2	3.0	0.2	0.2	0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	Min	Min	Min	None	Min	Min	C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0	20.0	18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0		0	0	
Act Effct Green (s)		27.0	27.0	29.4	29.1	29.1	48.9	48.9		48.9	48.9	
Actuated g/C Ratio		0.30	0.30	0.33	0.32	0.32	0.54	0.54		0.54	0.54	
v/c Ratio		0.88	0.11	0.08	0.34	0.08	0.31	0.31		0.14	0.30	
Control Delay		34.0	0.5	17.9	23.3	1.2	15.5	13.3		13.6	11.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		34.0	0.5	17.9	23.3	1.2	15.5	13.3		13.6	11.7	
LOS		C	A	B	C	A	B	B		B	B	
Approach Delay		30.0			19.1			14.1			12.1	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		143	0	6	85	0	50	84		20	68	
Queue Length 95th (ft)		#393	m0	16	115	6	123	179		56	156	
Internal Link Dist (ft)		975			905			68			167	
Turn Bay Length (ft)			125	150		125	150					
Base Capacity (vph)		590	598	181	782	736	555	1003		542	982	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.80	0.11	0.08	0.25	0.06	0.31	0.31		0.14	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 18 (20%), Referenced to phase 2:NESW, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 19.6

Intersection LOS: B

Intersection Capacity Utilization 76.7%

ICU Level of Service D

Analysis Period (min) 15

Lane Group	Ø10
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	10.0
Total Split (%)	11%
Maximum Green (s)	6.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings

55: ST Mary's & Alamo

05/16/2025

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.

Splits and Phases: 55: ST Mary's & Alamo

 Ø2 (L) 34.3 s	 Ø3 10.7 s	 Ø4 35 s	 Ø10 10 s
	 Ø8 45.7 s		

Lanes, Volumes, Timings
56: St Mary's & Pereida

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	94	49	19	67	47	125	465	23	34	180	72
Future Volume (vph)	11	94	49	19	67	47	125	465	23	34	180	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	9	9	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	150		125	150		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.949			0.938				0.850			0.850
Flt Protected	0.950			0.950				0.990			0.992	
Satd. Flow (prot)	1805	1803	0	1805	1782	0	0	1756	1507	0	1696	1561
Flt Permitted	0.677			0.636				0.870			0.864	
Satd. Flow (perm)	1286	1803	0	1208	1782	0	0	1543	1507	0	1477	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			38				105			105
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		463			229			1970			1055	
Travel Time (s)		10.5			5.2			44.8			24.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	12	102	53	21	73	51	136	505	25	37	196	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	155	0	21	124	0	0	641	25	0	233	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.14	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2		2	6		6
Detector Phase	4	4		4	4		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
56: St Mary's & Pereida

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	19.3	19.3		19.3	19.3		5.0	13.3	13.3	5.0	13.3	13.3
Minimum Split (s)	27.0	27.0		27.0	27.0		10.7	23.7	23.7	10.7	23.7	23.7
Total Split (s)	29.0	29.0		29.0	29.0		13.0	50.3	50.3	10.7	48.0	48.0
Total Split (%)	32.2%	32.2%		32.2%	32.2%		14.4%	55.9%	55.9%	11.9%	53.3%	53.3%
Maximum Green (s)	23.0	23.0		23.0	23.0		7.3	44.6	44.6	5.0	42.3	42.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	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	6.0			5.7	5.7		5.7	5.7
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.5	0.5		0.5	0.5		3.0	2.0	2.0	3.0	2.0	2.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Min	Min		Min	Min		None	C-Min	C-Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	19.3	19.3		19.3	19.3			59.0	59.0		59.0	59.0
Actuated g/C Ratio	0.21	0.21		0.21	0.21			0.66	0.66		0.66	0.66
v/c Ratio	0.04	0.38		0.08	0.30			0.63	0.02		0.24	0.07
Control Delay	28.7	27.8		29.4	22.9			12.8	0.0		5.3	0.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	28.7	27.8		29.4	22.9			12.8	0.0		5.3	0.6
LOS	C	C		C	C			B	A		A	A
Approach Delay		27.8			23.8			12.3			4.1	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	5	61		10	41			279	0		22	1
Queue Length 95th (ft)	20	119		29	89			155	m0		39	0
Internal Link Dist (ft)		383			149			1890			975	
Turn Bay Length (ft)	150								125			125
Base Capacity (vph)	328	481		308	483			1011	1024		968	1059
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.04	0.32		0.07	0.26			0.63	0.02		0.24	0.07
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 60 (67%), Referenced to phase 2:NBTL, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.63												
Intersection Signal Delay: 13.6						Intersection LOS: B						
Intersection Capacity Utilization 73.3%						ICU Level of Service D						
Analysis Period (min) 15												

Lanes, Volumes, Timings 56: St Mary's & Pereida

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 56: St Mary's & Pereida

 Ø1 10.7 s	 Ø2 (R) 50.3 s	 Ø4 29 s
 Ø5 13 s	 Ø6 48 s	

Lanes, Volumes, Timings
57: St Mary's & W Carolina

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	135	39	7	184	14	193	575	172	68	169	210
Future Volume (vph)	23	135	39	7	184	14	193	575	172	68	169	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	125		0	100		125
Storage Lanes	0		0	1		0	1		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.974			0.990			0.965				0.850
Flt Protected		0.994		0.950			0.950			0.950		
Satd. Flow (prot)	0	1839	0	1805	1881	0	1685	1711	0	1685	1773	1561
Flt Permitted		0.731		0.403			0.641			0.274		
Satd. Flow (perm)	0	1353	0	766	1881	0	1137	1711	0	486	1773	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			4			33				228
Link Speed (mph)		30			30			30				30
Link Distance (ft)		276			191			469				267
Travel Time (s)		6.3			4.3			10.7				6.1
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	25	147	42	8	200	15	210	625	187	74	184	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	8	215	0	210	812	0	74	184	228
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				10
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2		1	2		0	2	1
Detector Template		Thru		Left	Thru		Left	Thru			Thru	Right
Leading Detector (ft)	0	100		20	100		20	100		0	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												

Lanes, Volumes, Timings
57: St Mary's & W Carolina

05/16/2025

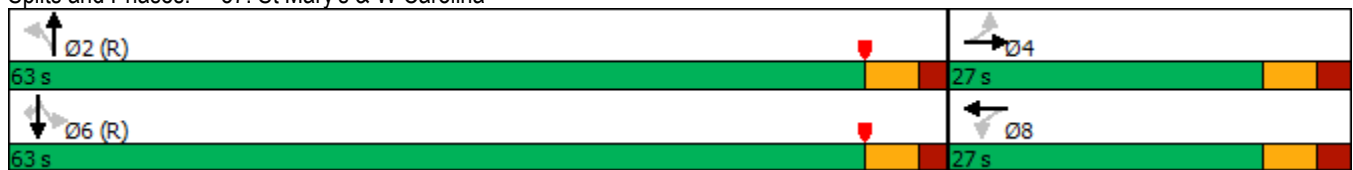
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	27.0	27.0		27.0	27.0		28.7	28.7		25.7	25.7	25.7
Total Split (s)	27.0	27.0		27.0	27.0		63.0	63.0		63.0	63.0	63.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	70.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		57.3	57.3		57.3	57.3	57.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.1	2.1		2.1	2.1	2.1
Lost Time Adjust (s)		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		5.7	5.7		5.7	5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		16.0	16.0		13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		13.9		13.9	13.9		64.4	64.4		64.4	64.4	64.4
Actuated g/C Ratio		0.15		0.15	0.15		0.72	0.72		0.72	0.72	0.72
v/c Ratio		0.97		0.07	0.73		0.26	0.66		0.21	0.15	0.19
Control Delay		89.6		30.7	49.5		4.5	8.6		7.0	4.6	1.6
Queue Delay		0.0		0.0	0.0		0.0	0.3		0.0	0.0	0.0
Total Delay		89.6		30.7	49.5		4.5	8.8		7.0	4.6	1.6
LOS		F		C	D		A	A		A	A	A
Approach Delay		89.6			48.8			7.9			3.5	
Approach LOS		F			D			A			A	
Queue Length 50th (ft)		116		4	116		26	209		7	17	0
Queue Length 95th (ft)		#202		15	176		58	474		45	79	42
Internal Link Dist (ft)		196			111			389			187	
Turn Bay Length (ft)							125			100		125
Base Capacity (vph)		325		178	441		813	1232		347	1267	1181
Starvation Cap Reductn		0		0	0		0	82		0	0	0
Spillback Cap Reductn		0		0	0		0	0		0	0	0
Storage Cap Reductn		0		0	0		0	0		0	0	0
Reduced v/c Ratio		0.66		0.04	0.49		0.26	0.71		0.21	0.15	0.19
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 3 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.97												
Intersection Signal Delay: 20.5					Intersection LOS: C							
Intersection Capacity Utilization 89.8%					ICU Level of Service E							
Analysis Period (min) 15												

Lanes, Volumes, Timings
57: St Mary's & W Carolina

05/16/2025

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

Splits and Phases: 57: St Mary's & W Carolina



Lanes, Volumes, Timings
58: St Mary's & Biering Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	18	0	34	0	822	52	17	226	0
Future Volume (vph)	0	0	0	18	0	34	0	822	52	17	226	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.912			0.992				
Flt Protected					0.983					0.950		
Satd. Flow (prot)	0	1863	0	0	1703	0	0	1822	0	1685	1837	0
Flt Permitted					0.983					0.265		
Satd. Flow (perm)	0	1863	0	0	1703	0	0	1822	0	470	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					92			5				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			563			333			469	
Travel Time (s)		6.6			12.8			7.6			10.7	
Confl. Peds. (#/hr)												
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%	0%	2%	0%	2%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	20	0	37	0	893	57	18	246	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	57	0	0	950	0	18	246	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2			2		1	2	
Detector Template	Left	Thru			Thru			Thru		Left	Thru	
Leading Detector (ft)	20	100		0	100			100		20	100	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Turn Type				Split	NA			NA		Perm	NA	
Protected Phases		4		8	8			2			6	
Permitted Phases	4									6		
Detector Phase	4	4		8	8			2		6	6	
Switch Phase												

Lanes, Volumes, Timings
58: St Mary's & Biering Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0			10.0		10.0	10.0	
Minimum Split (s)	22.3	22.3		22.3	22.3			19.3		19.3	19.3	
Total Split (s)	22.3	22.3		22.3	22.3			45.4		45.4	45.4	
Total Split (%)	24.8%	24.8%		24.8%	24.8%			50.4%		50.4%	50.4%	
Maximum Green (s)	17.0	17.0		17.0	17.0			40.1		40.1	40.1	
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.7	1.7		1.7	1.7			1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3			5.3		5.3	5.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		1.0	1.0			2.0		2.0	2.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2			0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Recall Mode	None	None		None	None			C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0			7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)					6.0			76.7		76.7	76.7	
Actuated g/C Ratio					0.07			0.85		0.85	0.85	
v/c Ratio					0.29			0.61		0.04	0.16	
Control Delay					7.2			4.9		1.6	2.0	
Queue Delay					0.0			0.1		0.0	0.0	
Total Delay					7.2			5.0		1.6	2.0	
LOS					A			A		A	A	
Approach Delay					7.2			5.0			2.0	
Approach LOS					A			A			A	
Queue Length 50th (ft)					0			97		1	12	
Queue Length 95th (ft)					17			318		m2	17	
Internal Link Dist (ft)		210			483			253			389	
Turn Bay Length (ft)										100		
Base Capacity (vph)					396			1553		400	1566	
Starvation Cap Reductn					0			0		0	0	
Spillback Cap Reductn					3			76		0	0	
Storage Cap Reductn					0			0		0	0	
Reduced v/c Ratio					0.15			0.64		0.04	0.16	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 88 (98%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow												
Natural Cycle: 100												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: 4.5						Intersection LOS: A						
Intersection Capacity Utilization 60.2%						ICU Level of Service B						
Analysis Period (min) 15												

Lanes, Volumes, Timings 58: St Mary's & Biering Ave

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 58: St Mary's & Biering Ave

 Ø2 (R) 45.4 s	 Ø4 22.3 s	 Ø8 22.3 s
 Ø6 (R) 45.4 s		

Lanes, Volumes, Timings

59: St Mary's & Mission

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	39	23	7	53	73	63	769	2	13	213	42
Future Volume (vph)	103	39	23	7	53	73	63	769	2	13	213	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	10
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	125		0	0		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.944			0.914						0.975		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1794	0	1805	1737	0	1685	1773	0	1685	1729	0
Flt Permitted	0.625			0.713			0.589			0.276		
Satd. Flow (perm)	1188	1794	0	1355	1737	0	1044	1773	0	489	1729	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	25			69						23		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	341			264			2685			1126		
Travel Time (s)	7.8			6.0			61.0			25.6		
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	112	42	25	8	58	79	68	836	2	14	232	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	67	0	8	137	0	68	838	0	14	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			10			10		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lanes, Volumes, Timings
59: St Mary's & Mission

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		19.9	19.9	
Minimum Split (s)	23.7	23.7		23.7	23.7		25.7	25.7		25.6	25.6	
Total Split (s)	25.0	25.0		25.0	25.0		65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	19.3	19.3		19.3	19.3		59.3	59.3		59.3	59.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1		2.1	2.1		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	5.7		5.7	5.7		5.7	5.7		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	11.5	11.5		11.5	11.5		67.1	67.1		67.1	67.1	
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.75	0.75		0.75	0.75	
v/c Ratio	0.74	0.27		0.05	0.49		0.09	0.63		0.04	0.21	
Control Delay	63.8	25.5		31.9	24.0		3.4	6.3		4.5	4.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	63.8	25.5		31.9	24.0		3.4	6.3		4.5	4.0	
LOS	E	C		C	C		A	A		A	A	
Approach Delay		49.5			24.5			6.1			4.0	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	62	22		4	36		7	111		2	35	
Queue Length 95th (ft)	111	55		16	84		m17	174		7	59	
Internal Link Dist (ft)		261			184			2605			1046	
Turn Bay Length (ft)	125						100			100		
Base Capacity (vph)	254	404		290	426		777	1321		364	1294	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.17		0.03	0.32		0.09	0.63		0.04	0.21	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 14 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow												
Natural Cycle: 65												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.74												
Intersection Signal Delay: 12.5						Intersection LOS: B						
Intersection Capacity Utilization 79.6%						ICU Level of Service D						
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 59: St Mary's & Mission



Lanes, Volumes, Timings

60: Steves

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	157	73	51	295	72	216	507	42	4	138	34
Future Volume (vph)	42	157	73	51	295	72	216	507	42	4	138	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	200		0	0		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			25			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.953			0.971			0.988			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3440	0	1805	3505	0	1685	1812	0	1652	1782	0
Flt Permitted	0.950			0.950			0.640			0.335		
Satd. Flow (perm)	1770	3440	0	1805	3505	0	1135	1812	0	582	1782	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78			31			6			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1723			1689			390			704	
Travel Time (s)		39.2			38.4			8.9			16.0	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	46	171	79	55	321	78	235	551	46	4	150	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	250	0	55	399	0	235	597	0	4	187	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												

Lanes, Volumes, Timings

60: Steves

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	6.0		5.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	10.7	27.0		10.7	27.0		30.3	30.3		30.3	30.3	
Total Split (s)	12.6	27.0		13.0	27.4		50.0	50.0		50.0	50.0	
Total Split (%)	14.0%	30.0%		14.4%	30.4%		55.6%	55.6%		55.6%	55.6%	
Maximum Green (s)	6.9	21.0		7.3	21.4		43.7	43.7		43.7	43.7	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.4		2.1	2.4		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	6.0		5.7	6.0		6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	3.0		1.0	2.0		1.5	1.5		1.5	1.5	
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		14.0			14.0		17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	6.3	12.9		6.6	15.3		54.7	54.7		54.7	54.7	
Actuated g/C Ratio	0.07	0.14		0.07	0.17		0.61	0.61		0.61	0.61	
v/c Ratio	0.37	0.45		0.42	0.64		0.34	0.54		0.01	0.17	
Control Delay	48.2	25.9		49.0	36.9		12.6	14.5		11.5	9.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	48.2	25.9		49.0	36.9		12.6	14.5		11.5	9.2	
LOS	D	C		D	D		B	B		B	A	
Approach Delay		29.4			38.4			13.9			9.2	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	26	46		31	105		65	194		1	46	
Queue Length 95th (ft)	58	78		66	146		138	353		m6	100	
Internal Link Dist (ft)		1643			1609			310			624	
Turn Bay Length (ft)	150			200						125		
Base Capacity (vph)	142	862		154	857		690	1104		353	1090	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.29		0.36	0.47		0.34	0.54		0.01	0.17	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 34 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.64												
Intersection Signal Delay: 22.3						Intersection LOS: C						
Intersection Capacity Utilization 72.4%						ICU Level of Service C						
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 60: Steves

 Ø2 (R) 50 s	 Ø6 (R) 50 s	 Ø3 13 s	 Ø7 12.6 s	 Ø4 27 s	 Ø8 27.4 s

Lanes, Volumes, Timings

80: San Pedro

05/16/2025

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	1360	0	0	0	1395
Future Volume (vph)	0	1360	0	0	0	1395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	3
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	5085	0	0	0	3610
Flt Permitted						
Satd. Flow (perm)	0	5085	0	0	0	3610
Link Speed (mph)		30	30		30	
Link Distance (ft)		234	222		232	
Travel Time (s)		5.3	5.0		5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1478	0	0	0	1516
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1478	0	0	0	1516
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.9%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
101: San Pedro & N Main Ave

05/16/2025

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	441	1	63	301	54	5	560
Future Volume (vph)	441	1	63	301	54	5	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	0		0	0	
Storage Lanes	1	0	0		1	1	
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							
Frt					0.850		
Flt Protected	0.952			0.991		0.950	
Satd. Flow (prot)	1773	0	0	1846	1583	1770	1863
Flt Permitted	0.952			0.991		0.950	
Satd. Flow (perm)	1773	0	0	1846	1583	1770	1863
Link Speed (mph)	30			30			30
Link Distance (ft)	240			155			140
Travel Time (s)	5.5			3.5			3.2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Adj. Flow (vph)	479	1	68	327	59	5	609
Shared Lane Traffic (%)							
Lane Group Flow (vph)	480	0	0	395	59	5	609
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			12			12
Link Offset(ft)	0			0			0
Crosswalk Width(ft)	16			16			16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9		9	15	
Sign Control	Yield			Yield			Yield
Intersection Summary							
Area Type:	Other						
Control Type:	Roundabout						
Intersection Capacity Utilization	83.3%			ICU Level of Service E			
Analysis Period (min)	15						

Lanes, Volumes, Timings
102: N Main Ave & San Pedro & Camden St

05/16/2025

										
Lane Group	WBL	WBR	NBL	NBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations										
Traffic Volume (vph)	0	107	0	0	0	314	816	0	337	47
Future Volume (vph)	0	107	0	0	0	314	816	0	337	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	11	11	11	11
Grade (%)	0%		0%			0%			0%	
Storage Length (ft)	0	0	0	0	0		0	0		0
Storage Lanes	0	1	0	0	0		1	0		1
Taper Length (ft)	25		25		25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor										
Frt		0.865				0.930	0.850			0.850
Flt Protected										
Satd. Flow (prot)	0	1611	0	0	0	1591	1454	0	1801	1531
Flt Permitted										
Satd. Flow (perm)	0	1611	0	0	0	1591	1454	0	1801	1531
Link Speed (mph)	30		30			30			30	
Link Distance (ft)	191		157			155			166	
Travel Time (s)	4.3		3.6			3.5			3.8	
Confl. Peds. (#/hr)										
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%			0%	
Adj. Flow (vph)	0	116	0	0	0	341	887	0	366	51
Shared Lane Traffic (%)							34%			
Lane Group Flow (vph)	0	116	0	0	0	643	585	0	366	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0			0			0	
Link Offset(ft)	0		0			0			0	
Crosswalk Width(ft)	16		16			16			16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	15		9	15		9
Sign Control	Stop		Stop			Free			Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization	37.0%					ICU Level of Service A				
Analysis Period (min)	15									

Lanes, Volumes, Timings
103: St Mary's/Navarro St & Nueva

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL	SER	SER2
Lane Configurations												
Traffic Volume (vph)	78	73	31	15	110	78	74	634	37	40	190	57
Future Volume (vph)	78	73	31	15	110	78	74	634	37	40	190	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	8	11	11	11	11	11	11
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)	0		0	0					125	0	125	
Storage Lanes	0		0	0					1	1	1	
Taper Length (ft)	0			0						25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.974			0.942				0.850		0.850	0.850
Flt Protected		0.979			0.996			0.995		0.950		
Satd. Flow (prot)	0	3413	0	0	3361	0	0	1827	1561	1711	1531	1531
Flt Permitted		0.728			0.920			0.995		0.950		
Satd. Flow (perm)	0	2538	0	0	3105	0	0	1827	1561	1711	1531	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			85				82			82
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		576			369			1095		613		
Travel Time (s)		13.1			8.4			24.9		13.9		
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	0%	0%	0%	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%		
Adj. Flow (vph)	85	79	34	16	120	85	80	689	40	43	207	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	221	0	0	769	40	43	207	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	L NA	R NA	L NA	R NA	R NA	L NA	L NA	R NA	L NA	Right	R NA
Median Width(ft)		0			0			11		11		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.20	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15	9	9
Number of Detectors	1	2		0	2		0	2	1	1	2	1
Detector Template	Left	Thru			Thru			Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		0	100		0	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Prot	Prot	Perm
Protected Phases		8			4		2	2		1	1	
Permitted Phases	8			4					2			1
Detector Phase	8	8		4	4		2	2	2	1	1	1
Switch Phase												

Lanes, Volumes, Timings
103: St Mary's/Navarro St & Nueva

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL	SER	SER2
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	27.0	27.0		27.0	27.0		65.0	65.0	65.0	28.0	28.0	28.0
Total Split (%)	22.5%	22.5%		22.5%	22.5%		54.2%	54.2%	54.2%	23.3%	23.3%	23.3%
Maximum Green (s)	21.0	21.0		21.0	21.0		59.0	59.0	59.0	22.0	22.0	22.0
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?										Yes	Yes	Yes
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max		C-Max	C-Max	C-Max	Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effct Green (s)		21.0			21.0			59.0	59.0	22.0	22.0	22.0
Actuated g/C Ratio		0.18			0.18			0.49	0.49	0.18	0.18	0.18
v/c Ratio		0.43			0.36			0.86	0.05	0.14	0.74	0.18
Control Delay		43.4			28.3			15.3	0.0	37.0	56.4	7.0
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		43.4			28.3			15.3	0.0	37.0	56.4	7.0
LOS		D			C			B	A	D	E	A
Approach Delay		43.4			28.3			14.6		43.9		
Approach LOS		D			C			B		D		
Queue Length 50th (ft)		65			48			188	0	24	130	7
Queue Length 95th (ft)		105			86			m177	m0	55	#225	19
Internal Link Dist (ft)		496			289			1015		533		
Turn Bay Length (ft)									125		125	125
Base Capacity (vph)		459			613			898	809	313	280	347
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.43			0.36			0.86	0.05	0.14	0.74	0.18
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 27 (23%), Referenced to phase 2:NBTL and 6:, Start of Yellow												
Natural Cycle: 95												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.86												
Intersection Signal Delay: 26.2						Intersection LOS: C						
Intersection Capacity Utilization 73.7%						ICU Level of Service D						
Analysis Period (min) 15												

Lanes, Volumes, Timings 103: St Mary's/Navarro St & Nueva

05/16/2025

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.

Splits and Phases: 103: St Mary's/Navarro St & Nueva

 Ø1	 Ø2 (R)	 Ø4
28 s	65 s	27 s
		 Ø8
		27 s

Lanes, Volumes, Timings

321: Crockett

05/16/2025

						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	140	150	0	0
Future Volume (vph)	0	0	140	150	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected				0.976		
Satd. Flow (prot)	0	0	0	3454	0	0
Flt Permitted				0.976		
Satd. Flow (perm)	0	0	0	3454	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	167			59	535	
Travel Time (s)	3.8			1.3	12.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	152	163	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	315	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	51.6%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

801: LP 410 EB

05/16/2025

	→	↗	↖	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations			↖	↑↑↑↑		
Traffic Volume (vph)	0	0	53	706	0	0
Future Volume (vph)	0	0	53	706	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	225		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1770	6408	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1770	6408	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	224			289	374	
Travel Time (s)	5.1			6.6	8.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	58	767	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	58	767	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.8%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
2955: NB McAllister Fwy

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	400			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	1863	6408	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1863	6408	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	417			524	225	
Travel Time (s)	9.5			11.9	5.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
2982: SB McAllister Fw

05/16/2025

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	2
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor						
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	3278
Flt Permitted						
Satd. Flow (perm)	0	0	1863	0	0	3278
Link Speed (mph)		30	30		30	
Link Distance (ft)		304	417		170	
Travel Time (s)		6.9	9.5		3.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Yield		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
3465: McAllister Fw & SB McAllister Fw

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						↕↕↕
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	0	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	435		232			212
Travel Time (s)	9.9		5.3			4.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

3478: McAllister Fw

05/16/2025

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		204	531		435	
Travel Time (s)		4.6	12.1		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
5203: LP 410 WB & LP 410

05/16/2025



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	66	1546	0	0	0	0
Future Volume (vph)	66	1546	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	6408	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	6408	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	223		472	
Travel Time (s)		3.3	5.1		10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	72	1680	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	1680	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type: Other						
Control Type: Unsignalized						
Intersection Capacity Utilization 50.1%						
ICU Level of Service A						
Analysis Period (min) 15						

Lanes, Volumes, Timings
6764: San Pedro & Mandalay Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	37	0	0	51	0	727	40	0	698	47
Future Volume (vph)	0	0	37	0	0	51	0	727	40	0	698	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%			
Storage Length (ft)	0		0	0		0	100		125	0		100
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865				0.865				0.993	
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	1611	0	1850	0	0	1846	0
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	1611	0	1850	0	0	1846	0
Link Speed (mph)	30				30				30			
Link Distance (ft)	372				418				668			
Travel Time (s)	8.5				9.5				15.2			
Confl. Peds. (#/hr)												
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%			
Adj. Flow (vph)	0	0	40	0	0	55	0	790	43	0	759	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	40	0	0	55	0	833	0	0	810	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				10			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop				Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	50.7%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
6783: San Pedro

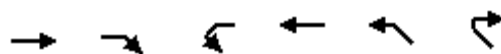
05/16/2025

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑↑	↑	↑↑↑↑		
Traffic Volume (vph)	0	1334	0	1348	0	0
Future Volume (vph)	0	1334	0	1348	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			4	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	1.00	0.64	1.00	1.00
Ped Bike Factor						
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	5085	1863	4053	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	1863	4053	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		253	196		252	
Travel Time (s)		5.8	4.5		5.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1450	0	1465	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1450	0	1465	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.1%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

6830: LP 410

05/16/2025

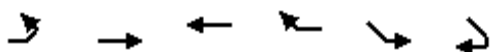


Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations				↑↑↑↑	↗	
Traffic Volume (vph)	0	0	0	1448	66	0
Future Volume (vph)	0	0	0	1448	66	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	6408	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	6408	1770	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	517			422	472	
Travel Time (s)	11.8			9.6	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	1574	72	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1574	72	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	R NA	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	50.1%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

6854: LP 410

05/16/2025



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑			↵	
Traffic Volume (vph)	0	699	0	0	53	0
Future Volume (vph)	0	699	0	0	53	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	0	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	0	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		247	660		374	
Travel Time (s)		5.6	15.0		8.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	760	0	0	58	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	760	0	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	R NA	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Yield	
Intersection Summary						
Area Type: Other						
Control Type: Unsignalized						
Intersection Capacity Utilization 36.8% ICU Level of Service A						
Analysis Period (min) 15						

Lanes, Volumes, Timings
7171: Jones Maltberger Rd & E Ramsey Rd

05/16/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	1	1			1
Taper Length (ft)	0		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected						
Satd. Flow (prot)	1900	1900	1900	3610	1900	1900
Flt Permitted						
Satd. Flow (perm)	1900	1900	1900	3610	1900	1900
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	462			696	183	
Travel Time (s)	10.5			15.8	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0	0	0	0	0	0
Detector Template						
Leading Detector (ft)	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						

Lanes, Volumes, Timings
7171: Jones Maltberger Rd & E Ramsey Rd

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.0	20.0	20.0	20.0
Total Split (s)	24.0	24.0	13.0	36.0	23.0	23.0
Total Split (%)	40.0%	40.0%	21.7%	60.0%	38.3%	38.3%
Maximum Green (s)	20.0	20.0	9.0	32.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	382			616	103	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						
Area Type:	Other					
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow						
Natural Cycle: 50						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Lanes, Volumes, Timings

7171: Jones Maltberger Rd & E Ramsey Rd

05/16/2025

Splits and Phases: 7171: Jones Maltberger Rd & E Ramsey Rd



Lanes, Volumes, Timings

7180: San Pedro

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	0	0	1280	44
Future Volume (vph)	0	7	0	0	1280	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86
Ped Bike Factor						
Frt		0.865			0.995	
Flt Protected						
Satd. Flow (prot)	0	1611	0	0	6376	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	6376	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			232	252	
Travel Time (s)	3.3			5.3	5.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	8	0	0	1391	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	8	0	0	1439	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 29.3%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
7252: North Star Mall Dr

05/16/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	0	15	1319	11	24	0	
Future Volume (vph)	0	15	1319	11	24	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		0	0		
Storage Lanes	0	2		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	0.88	0.91	0.91	1.00	1.00	
Ped Bike Factor							
Frt		0.850	0.999				
Flt Protected					0.950		
Satd. Flow (prot)	0	2787	5080	0	1770	0	
Flt Permitted					0.950		
Satd. Flow (perm)	0	2787	5080	0	1770	0	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		236	3				
Link Speed (mph)	30		30			30	
Link Distance (ft)	205		222			253	
Travel Time (s)	4.7		5.0			5.8	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	0	16	1434	12	26	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	16	1446	0	26	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	0		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors		1	2		1		
Detector Template		Right	Thru		Left		
Leading Detector (ft)		20	100		20		
Trailing Detector (ft)		0	0		0		
Turn Type		Prot	NA		Prot		
Protected Phases		3	2		1		9
Permitted Phases							
Detector Phase		3	2		1		
Switch Phase							

Lanes, Volumes, Timings
7252: North Star Mall Dr

05/16/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Minimum Initial (s)		5.0	10.0		5.0		5.0
Minimum Split (s)		11.1	36.1		11.1		10.6
Total Split (s)		16.0	93.4		16.0		10.6
Total Split (%)		13.3%	77.8%		13.3%		9%
Maximum Green (s)		9.9	87.3		9.9		5.0
Yellow Time (s)		3.6	3.6		3.6		3.6
All-Red Time (s)		2.5	2.5		2.5		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		
Total Lost Time (s)		6.1	6.1		6.1		
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)		3.0	3.0		3.0		3.0
Minimum Gap (s)		3.0	3.0		3.0		3.0
Time Before Reduce (s)		0.0	0.0		0.0		0.0
Time To Reduce (s)		0.0	0.0		0.0		0.0
Recall Mode		None	C-Max		None		None
Walk Time (s)			7.0				
Flash Dont Walk (s)			23.0				
Pedestrian Calls (#/hr)			0				
Act Effct Green (s)		6.9	107.7		7.3		
Actuated g/C Ratio		0.06	0.90		0.06		
v/c Ratio		0.04	0.32		0.24		
Control Delay		0.2	3.6		58.4		
Queue Delay		0.0	0.0		0.0		
Total Delay		0.2	3.6		58.4		
LOS		A	A		E		
Approach Delay	0.2		3.6			58.4	
Approach LOS	A		A			E	
Queue Length 50th (ft)		0	50		20		
Queue Length 95th (ft)		0	208		49		
Internal Link Dist (ft)	125		142			173	
Turn Bay Length (ft)							
Base Capacity (vph)		446	4558		146		
Starvation Cap Reductn		0	0		0		
Spillback Cap Reductn		0	0		0		
Storage Cap Reductn		0	0		0		
Reduced v/c Ratio		0.04	0.32		0.18		
Intersection Summary							
Area Type:	Other						
Cycle Length: 120							
Actuated Cycle Length: 120							
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow							
Natural Cycle: 60							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.32							
Intersection Signal Delay: 4.6				Intersection LOS: A			
Intersection Capacity Utilization 40.1%				ICU Level of Service A			
Analysis Period (min) 15							

Splits and Phases: 7252: North Star Mall Dr

 Ø2 (R)	 Ø1	 Ø9
93.4 s	16 s	10.6 s
	 Ø3	

Lanes, Volumes, Timings
7362: Jones Maltberger Rd

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Flt												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	0	1863	0	0	0	0	1863	3539	1863
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	0	1863	0	0	0	0	1863	3539	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			60			60	
Link Distance (ft)		428			596			204			225	
Travel Time (s)		9.7			13.5			2.3			2.6	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2					1	2	1
Detector Template	Left	Thru			Thru					Left	Thru	Right
Leading Detector (ft)	20	100			100					20	100	20
Trailing Detector (ft)	0	0			0					0	0	0
Turn Type	D.P+P									Split		Prot
Protected Phases	5	5 6			6					8	8	8
Permitted Phases	6											
Detector Phase	5	5 6			6					8	8	8
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
7362: Jones Maltberger Rd

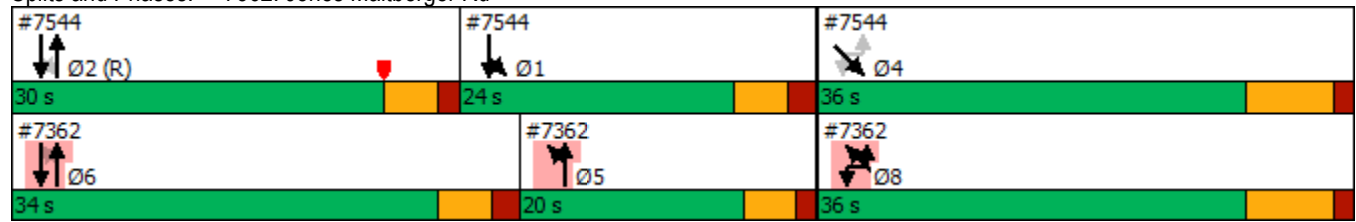
05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	5.0				5.0					5.0	5.0	5.0
Minimum Split (s)	20.0				19.5					28.3	28.3	28.3
Total Split (s)	20.0				34.0					36.0	36.0	36.0
Total Split (%)	22.2%				37.8%					40.0%	40.0%	40.0%
Maximum Green (s)	15.0				28.5					28.7	28.7	28.7
Yellow Time (s)	3.5				3.6					5.8	5.8	5.8
All-Red Time (s)	1.5				1.9					1.5	1.5	1.5
Lost Time Adjust (s)	0.0				0.0					0.0	0.0	0.0
Total Lost Time (s)	5.0				5.5					7.3	7.3	7.3
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				3.0					3.0	3.0	3.0
Minimum Gap (s)	3.0				3.0					3.0	3.0	3.0
Time Before Reduce (s)	0.0				0.0					0.0	0.0	0.0
Time To Reduce (s)	0.0				0.0					0.0	0.0	0.0
Recall Mode	None				None					None	None	None
Walk Time (s)					7.0					7.0	7.0	7.0
Flash Dont Walk (s)					7.0					14.0	14.0	14.0
Pedestrian Calls (#/hr)					0					0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		348			516			124			145	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 28 (31%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.00												
Intersection Signal Delay: 0.0	Intersection LOS: A											
Intersection Capacity Utilization 27.6%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings 7362: Jones Maltberger Rd

05/16/2025

Splits and Phases: 7362: Jones Maltberger Rd



Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.7	10.1	31.3
Total Split (s)	24.0	30.0	36.0
Total Split (%)	27%	33%	40%
Maximum Green (s)	18.3	24.9	28.7
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	2.1	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	None	C-Max	None
Walk Time (s)	7.0		7.0
Flash Dont Walk (s)	11.0		17.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
7451: VIA Terminal & San Pedro

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	57	1334	0	0	1348
Future Volume (vph)	0	57	1334	0	0	1348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.81
Ped Bike Factor						
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	1863	1583	5085	0	0	7544
Flt Permitted						
Satd. Flow (perm)	1863	1583	5085	0	0	7544
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		86				
Link Speed (mph)	30		30			30
Link Distance (ft)	439		196			407
Travel Time (s)	10.0		4.5			9.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	62	1450	0	0	1465
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	62	1450	0	0	1465
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template	Left	Right	Thru			Thru
Leading Detector (ft)	20	20	100			100
Trailing Detector (ft)	0	0	0			0
Turn Type	Prot	Perm	NA			NA
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						

Lanes, Volumes, Timings
7451: VIA Terminal & San Pedro

05/16/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	10.0			10.0
Minimum Split (s)	11.1	11.1	25.8			16.8
Total Split (s)	22.0	22.0	84.9			98.0
Total Split (%)	18.3%	18.3%	70.8%			81.7%
Maximum Green (s)	15.9	15.9	78.1			91.2
Yellow Time (s)	3.6	3.6	3.6			3.6
All-Red Time (s)	2.5	2.5	3.2			3.2
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.1	6.1	6.8			6.8
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)			7.0			
Flash Dont Walk (s)			12.0			
Pedestrian Calls (#/hr)			0			
Act Effct Green (s)		6.0	104.8			104.8
Actuated g/C Ratio		0.05	0.87			0.87
v/c Ratio		0.39	0.33			0.22
Control Delay		12.3	2.5			0.5
Queue Delay		0.0	0.1			0.0
Total Delay		12.3	2.5			0.5
LOS		B	A			A
Approach Delay	12.3		2.5			0.5
Approach LOS	B		A			A
Queue Length 50th (ft)		0	80			10
Queue Length 95th (ft)		26	74			14
Internal Link Dist (ft)	359		116			327
Turn Bay Length (ft)						
Base Capacity (vph)		284	4441			6588
Starvation Cap Reductn		0	956			0
Spillback Cap Reductn		0	0			0
Storage Cap Reductn		0	0			0
Reduced v/c Ratio		0.22	0.42			0.22
Intersection Summary						
Area Type:	Other					
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 119 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow						
Natural Cycle: 40						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.39						
Intersection Signal Delay: 1.7				Intersection LOS: A		
Intersection Capacity Utilization 40.7%				ICU Level of Service A		
Analysis Period (min) 15						

Lanes, Volumes, Timings 7451: VIA Terminal & San Pedro

05/16/2025

Splits and Phases: 7451: VIA Terminal & San Pedro



Lanes, Volumes, Timings
7544: Jones Maltberger Rd

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	1863	1863	0	0	3539	1863	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	1863	1863	0	0	3539	1863	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			60			60	
Link Distance (ft)		183			428			232			170	
Travel Time (s)		4.2			9.7			2.6			1.9	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	1			
Detector Template		Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)		100		20	100		20	100	20			
Trailing Detector (ft)		0		0	0		0	0	0			
Turn Type				D.P+P					Perm			
Protected Phases		2		1	1 2			4				
Permitted Phases				2			4		4			
Detector Phase		2		1	1 2		4	4	4			
Switch Phase												

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
7544: Jones Maltberger Rd

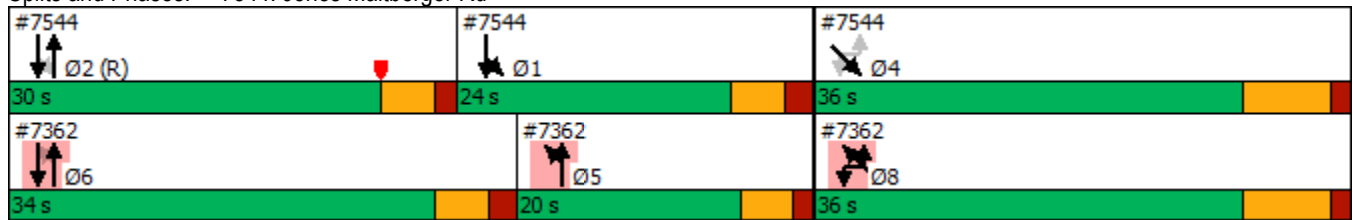
05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)		5.0		5.0			5.0	5.0	5.0			
Minimum Split (s)		10.1		23.7			31.3	31.3	31.3			
Total Split (s)		30.0		24.0			36.0	36.0	36.0			
Total Split (%)		33.3%		26.7%			40.0%	40.0%	40.0%			
Maximum Green (s)		24.9		18.3			28.7	28.7	28.7			
Yellow Time (s)		3.6		3.6			5.8	5.8	5.8			
All-Red Time (s)		1.5		2.1			1.5	1.5	1.5			
Lost Time Adjust (s)		0.0		0.0				0.0	0.0			
Total Lost Time (s)		5.1		5.7				7.3	7.3			
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0			3.0	3.0	3.0			
Minimum Gap (s)		3.0		3.0			3.0	3.0	3.0			
Time Before Reduce (s)		0.0		0.0			0.0	0.0	0.0			
Time To Reduce (s)		0.0		0.0			0.0	0.0	0.0			
Recall Mode		C-Max		None			None	None	None			
Walk Time (s)				7.0			7.0	7.0	7.0			
Flash Dont Walk (s)				11.0			17.0	17.0	17.0			
Pedestrian Calls (#/hr)				0			0	0	0			
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		103			348			152			90	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 28 (31%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.00												
Intersection Signal Delay: 0.0							Intersection LOS: A					
Intersection Capacity Utilization 27.6%							ICU Level of Service A					
Analysis Period (min) 15												

Lanes, Volumes, Timings 7544: Jones Maltberger Rd

05/16/2025

Splits and Phases: 7544: Jones Maltberger Rd



Lane Group	Ø5	Ø6	Ø8
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	20.0	19.5	28.3
Total Split (s)	20.0	34.0	36.0
Total Split (%)	22%	38%	40%
Maximum Green (s)	15.0	28.5	28.7
Yellow Time (s)	3.5	3.6	5.8
All-Red Time (s)	1.5	1.9	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		7.0	14.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

PM PEAK

Lanes, Volumes, Timings

1: US281 NB FR & Isom

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	114	0	0	297	89	212	259	40	0	0	0
Future Volume (vph)	210	114	0	0	297	89	212	259	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.969			0.980				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1652	1863	0	0	1805	0	1770	1825	0	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1652	1863	0	0	1805	0	1770	1825	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			243			1679			616	
Travel Time (s)		8.0			5.5			38.2			14.0	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	228	124	0	0	323	97	230	282	43	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	228	124	0	0	420	0	230	325	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Turn Type	Prot	NA			NA		Perm	NA				
Protected Phases	1	1 2			2			4				
Permitted Phases							4					
Detector Phase	1	1 2			2		4	4				
Switch Phase												

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings

1: US281 NB FR & Isom

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0				5.0		5.0	5.0				
Minimum Split (s)	10.1				16.1		21.3	21.3				
Total Split (s)	42.7				24.3		23.0	23.0				
Total Split (%)	47.4%				27.0%		25.6%	25.6%				
Maximum Green (s)	37.6				19.2		15.7	15.7				
Yellow Time (s)	3.6				3.6		5.8	5.8				
All-Red Time (s)	1.5				1.5		1.5	1.5				
Lost Time Adjust (s)	0.0				0.0		0.0	0.0				
Total Lost Time (s)	5.1				5.1		7.3	7.3				
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Vehicle Extension (s)	3.0				3.0		3.0	3.0				
Minimum Gap (s)	3.0				3.0		3.0	3.0				
Time Before Reduce (s)	0.0				0.0		0.0	0.0				
Time To Reduce (s)	0.0				0.0		0.0	0.0				
Recall Mode	None				None		None	None				
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					4.0		7.0	7.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)	30.9	61.9			25.9		15.7	15.7				
Actuated g/C Ratio	0.34	0.69			0.29		0.17	0.17				
v/c Ratio	0.40	0.10			0.79		0.75	1.00				
Control Delay	3.4	0.5			42.2		51.8	89.3				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	3.4	0.5			42.2		51.8	89.3				
LOS	A	A			D		D	F				
Approach Delay		2.4			42.2			73.8				
Approach LOS		A			D			E				
Queue Length 50th (ft)	10	2			211		125	~184				
Queue Length 95th (ft)	m8	m2			#395		#233	#359				
Internal Link Dist (ft)		274			163			1599			536	
Turn Bay Length (ft)	130											
Base Capacity (vph)	690	1276			529		308	324				
Starvation Cap Reductn	0	0			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.33	0.10			0.79		0.75	1.00				
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 48 (53%), Referenced to phase 6:EBWB, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.00												
Intersection Signal Delay: 44.8					Intersection LOS: D							
Intersection Capacity Utilization 63.3%					ICU Level of Service B							
Analysis Period (min) 15												

Lane Group	Ø5	Ø6	Ø8
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.1	19.1	21.3
Total Split (s)	47.3	21.4	21.3
Total Split (%)	53%	24%	24%
Maximum Green (s)	42.2	16.3	14.0
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	1.5	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	None	C-Max	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		7.0	7.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 1: US281 NB FR & Isom

#1  Ø2 24.3 s	#1  Ø4 23 s	#1  Ø1 42.7 s
#2  Ø5 47.3 s	#2  Ø6 (R) 21.4 s	#2  Ø8 21.3 s

Lanes, Volumes, Timings

2: Isom & US281 SB FR

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	281	131	210	283	0	0	0	0	36	13	125
Future Volume (vph)	0	281	131	210	283	0	0	0	0	36	13	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	130		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor												
Frt			0.850								0.892	
Flt Protected				0.950							0.990	
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	3125	0
Flt Permitted				0.950							0.990	
Satd. Flow (perm)	0	1863	1583	1770	1863	0	0	0	0	0	3125	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			202								136	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		567			354			1680			652	
Travel Time (s)		12.9			8.0			38.2			14.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	305	142	228	308	0	0	0	0	39	14	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	305	142	228	308	0	0	0	0	0	189	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	5 6						8	
Permitted Phases			6							8		
Detector Phase		6	6	5	5 6					8	8	
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings

2: Isom & US281 SB FR

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0	5.0						5.0	5.0	
Minimum Split (s)		19.1	19.1	10.1						21.3	21.3	
Total Split (s)		21.4	21.4	47.3						21.3	21.3	
Total Split (%)		23.8%	23.8%	52.6%						23.7%	23.7%	
Maximum Green (s)		16.3	16.3	42.2						14.0	14.0	
Yellow Time (s)		3.6	3.6	3.6						5.8	5.8	
All-Red Time (s)		1.5	1.5	1.5						1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0							0.0	
Total Lost Time (s)		5.1	5.1	5.1							7.3	
Lead/Lag		Lead	Lead							Lag	Lag	
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	
Vehicle Extension (s)		3.0	3.0	3.0						3.0	3.0	
Minimum Gap (s)		3.0	3.0	3.0						3.0	3.0	
Time Before Reduce (s)		0.0	0.0	0.0						0.0	0.0	
Time To Reduce (s)		0.0	0.0	0.0						0.0	0.0	
Recall Mode		C-Max	C-Max	None						None	None	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		7.0	7.0							7.0	7.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		16.3	16.3	48.9	70.3							7.3
Actuated g/C Ratio		0.18	0.18	0.54	0.78							0.08
v/c Ratio		0.91	0.31	0.24	0.21							0.50
Control Delay		47.4	2.6	4.6	0.3							17.6
Queue Delay		0.0	0.0	0.0	0.5							0.0
Total Delay		47.4	2.6	4.6	0.7							17.6
LOS		D	A	A	A							B
Approach Delay		33.1			2.4							17.6
Approach LOS		C			A							B
Queue Length 50th (ft)		85	0	10	1							15
Queue Length 95th (ft)		m#262	m2	m30	m1							46
Internal Link Dist (ft)		487			274			1600				572
Turn Bay Length (ft)				130								
Base Capacity (vph)		337	452	961	1454							600
Starvation Cap Reductn		0	0	0	747							0
Spillback Cap Reductn		0	0	0	0							0
Storage Cap Reductn		0	0	0	0							0
Reduced v/c Ratio		0.91	0.31	0.24	0.44							0.32
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 48 (53%), Referenced to phase 6:EBWB, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.00												
Intersection Signal Delay: 16.6					Intersection LOS: B							
Intersection Capacity Utilization 63.3%					ICU Level of Service B							
Analysis Period (min) 15												

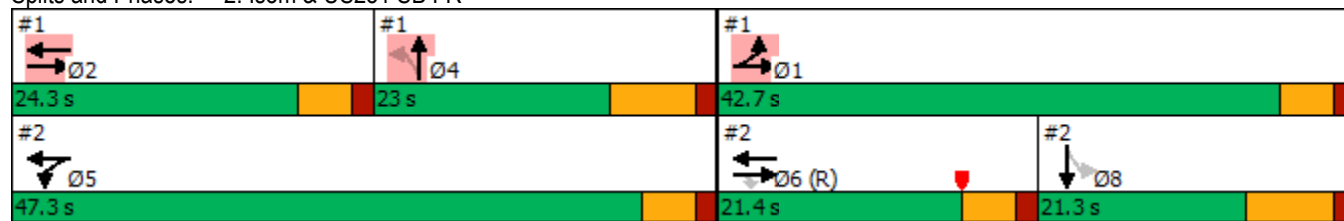
Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.1	16.1	21.3
Total Split (s)	42.7	24.3	23.0
Total Split (%)	47%	27%	26%
Maximum Green (s)	37.6	19.2	15.7
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	1.5	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		4.0	7.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
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.

Splits and Phases: 2: Isom & US281 SB FR



Lanes, Volumes, Timings

3: Oasis St & Isom

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	330	32	16	351	48	28	0	20	70	0	32
Future Volume (vph)	46	330	32	16	351	48	28	0	20	70	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	10	11	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987			0.982			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1777	0	1652	1768	0	1770	1583	0	1770	1583	0
Flt Permitted	0.199			0.293			0.950			0.950		
Satd. Flow (perm)	346	1777	0	509	1768	0	1770	1583	0	1770	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7			503			590	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		372			567			685			745	
Travel Time (s)		8.5			12.9			15.6			16.9	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	50	359	35	17	382	52	30	0	22	76	0	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	394	0	17	434	0	30	22	0	76	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.09	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings

3: Oasis St & Isom

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.4	23.7		10.4	22.7		27.0	27.0		27.0	27.0	
Total Split (s)	10.4	25.6		10.4	25.6		27.0	27.0		27.0	27.0	
Total Split (%)	11.6%	28.4%		11.6%	28.4%		30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)	5.0	19.9		5.0	19.9		21.0	21.0		21.0	21.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	2.1		1.8	2.1		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.4	5.7		5.4	5.7		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	C-Max		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		10.0			10.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	28.4	26.1		27.4	24.1		21.0	35.1		9.2	21.0	
Actuated g/C Ratio	0.32	0.29		0.30	0.27		0.23	0.39		0.10	0.23	
v/c Ratio	0.27	0.76		0.08	0.91		0.07	0.02		0.42	0.04	
Control Delay	16.8	29.8		17.5	52.9		27.6	0.1		44.1	0.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.8	29.8		17.5	52.9		27.6	0.1		44.1	0.1	
LOS	B	C		B	D		C	A		D	A	
Approach Delay		28.4			51.5			15.9			30.2	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	7	56		4	~264		13	0		41	0	
Queue Length 95th (ft)	31	#383		14	#454		36	0		81	0	
Internal Link Dist (ft)		292			487			605			665	
Turn Bay Length (ft)	200			190								
Base Capacity (vph)	182	519		218	477		413	924		413	821	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.76		0.08	0.91		0.07	0.02		0.18	0.04	
Intersection Summary												
Area Type: Other												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.91												
Intersection Signal Delay: 37.8												
Intersection LOS: D												
Intersection Capacity Utilization 50.3%												
ICU Level of Service A												
Analysis Period (min) 15												

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Oasis St & Isom

 Ø1 27 s	 Ø2 (R) 27 s	 Ø3 10.4 s	 Ø4 25.6 s
 Ø5 27 s	 Ø6 27 s	 Ø7 10.4 s	 Ø8 25.6 s

Lanes, Volumes, Timings

4: Isom & Sahara Dr

05/16/2025



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	58	34	50	350	366	45
Future Volume (vph)	58	34	50	350	366	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	11	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.985	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1652	1801	1835	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	1770	1583	346	1801	1835	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		37			9	
Link Speed (mph)	30			30	30	
Link Distance (ft)	580			625	270	
Travel Time (s)	13.2			14.2	6.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	63	37	54	380	398	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	37	54	380	447	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.09	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	6		7	4	8	
Permitted Phases		6	4			
Detector Phase	6	6	7	4	8	
Switch Phase						

Lanes, Volumes, Timings

4: Isom & Sahara Dr

05/16/2025



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.1	22.1	10.7	22.7	22.7	
Total Split (s)	28.0	28.0	13.0	62.0	49.0	
Total Split (%)	31.1%	31.1%	14.4%	68.9%	54.4%	
Maximum Green (s)	22.9	22.9	7.3	56.3	43.3	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	1.5	1.5	2.1	2.1	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.1	5.1	5.7	5.7	5.7	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	
Recall Mode	C-Max	C-Max	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	40.8	40.8	38.4	38.4	28.1	
Actuated g/C Ratio	0.45	0.45	0.43	0.43	0.31	
v/c Ratio	0.08	0.05	0.22	0.49	0.77	
Control Delay	18.9	7.2	24.5	33.3	24.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.9	7.2	24.5	33.3	24.0	
LOS	B	A	C	C	C	
Approach Delay	14.6			32.2	24.0	
Approach LOS	B			C	C	
Queue Length 50th (ft)	21	0	30	220	90	
Queue Length 95th (ft)	54	21	42	231	m35	
Internal Link Dist (ft)	500			545	190	
Turn Bay Length (ft)			150			
Base Capacity (vph)	801	737	253	1126	887	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.05	0.21	0.34	0.50	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 6:SEL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 26.7

Intersection LOS: C

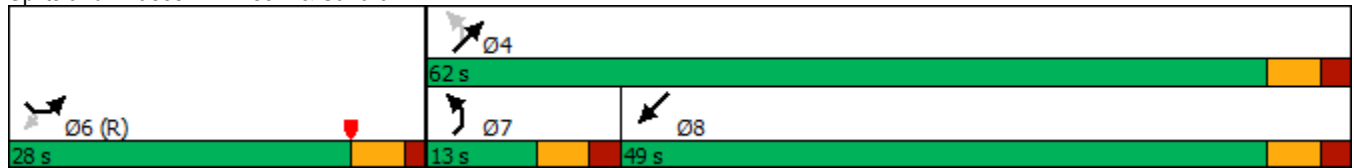
Intersection Capacity Utilization 44.1%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Isom & Sahara Dr



Lanes, Volumes, Timings

5: Isom & Ramsey Rd

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	20	80	43	134	224	62	78	269	90	31	366	51
Future Volume (vph)	20	80	43	134	224	62	78	269	90	31	366	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		0	175		125	125		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.947			0.968				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1764	0	1770	1803	0	1652	1801	1531	1652	1801	1531
Flt Permitted	0.518			0.671			0.278			0.466		
Satd. Flow (perm)	965	1764	0	1250	1803	0	483	1801	1531	810	1801	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			17				113			113
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		631			459			2534			749	
Travel Time (s)		14.3			10.4			57.6			17.0	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	22	87	47	146	243	67	85	292	98	34	398	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	134	0	146	310	0	85	292	98	34	398	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		7	4	4	3	8	8
Switch Phase												

Lanes, Volumes, Timings
5: Isom & Ramsey Rd

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	30.3	30.3		30.3	30.3		11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	38.0	38.0		38.0	38.0		11.0	41.0	41.0	11.0	41.0	41.0
Total Split (%)	42.2%	42.2%		42.2%	42.2%		12.2%	45.6%	45.6%	12.2%	45.6%	45.6%
Maximum Green (s)	31.7	31.7		31.7	31.7		5.0	35.3	35.3	5.0	35.3	35.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.7	2.7		2.7	2.7		2.4	2.1	2.1	2.4	2.1	2.1
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)	6.3	6.3		6.3	6.3		6.0	5.7	5.7	6.0	5.7	5.7
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			17.0	17.0		17.0	17.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	43.5	43.5		43.5	43.5		30.6	27.9	27.9	29.4	25.7	25.7
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.34	0.31	0.31	0.33	0.29	0.29
v/c Ratio	0.05	0.15		0.24	0.35		0.37	0.52	0.18	0.11	0.77	0.11
Control Delay	17.1	13.0		18.1	17.6		20.0	28.4	3.9	26.9	57.2	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	13.0		18.1	17.6		20.0	28.4	3.9	26.9	57.2	9.3
LOS	B	B		B	B		C	C	A	C	E	A
Approach Delay		13.6			17.8			21.8			49.7	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	7	32		49	104		30	142	0	20	243	5
Queue Length 95th (ft)	24	79		108	201		49	191	25	m38	311	m25
Internal Link Dist (ft)		551			379			2454			669	
Turn Bay Length (ft)	125						175		125	125		125
Base Capacity (vph)	466	869		604	879		229	706	669	311	706	669
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.15		0.24	0.35		0.37	0.41	0.15	0.11	0.56	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 28.5

Intersection LOS: C

Intersection Capacity Utilization 63.6%

ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings 5: Isom & Ramsey Rd

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Isom & Ramsey Rd

 Ø2 (L) 38 s	 Ø3 11 s	 Ø4 41 s
 Ø6 (L) 38 s	 Ø7 11 s	 Ø8 41 s

Lanes, Volumes, Timings

6: San Pedro & Isom Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	124	276	454	187	37	142	1899	339	50	1886	87
Future Volume (vph)	161	124	276	454	187	37	142	1899	339	50	1886	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	11	12	11	12	13	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	125		185	320		0	200		0
Storage Lanes	1		1	2		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.86	0.86
Ped Bike Factor												
Frt			0.850		0.975				0.850		0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	2975	1756	0	1711	5085	1636	1770	6363	0
Flt Permitted	0.514			0.375			0.950			0.950		
Satd. Flow (perm)	957	1863	1583	1174	1756	0	1711	5085	1636	1770	6363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217		6				228		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			372			792			429	
Travel Time (s)		16.3			8.5			18.0			9.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	175	135	300	493	203	40	154	2064	368	54	2050	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	135	300	493	243	0	154	2064	368	54	2145	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	L NA	Right
Median Width(ft)		16			16			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.04	1.00	1.04	1.00	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												

Lanes, Volumes, Timings
6: San Pedro & Isom Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	40.7	40.7		11.4	30.4	30.4	11.4	20.0	
Total Split (s)	24.0	24.0	24.0	42.0	42.0		21.2	72.0	72.0	12.0	62.8	
Total Split (%)	16.0%	16.0%	16.0%	28.0%	28.0%		14.1%	48.0%	48.0%	8.0%	41.9%	
Maximum Green (s)	17.0	17.0	17.0	35.3	35.3		14.8	65.6	65.6	5.6	56.4	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	3.4	3.4	3.4	3.1	3.1		2.8	2.8	2.8	2.8	2.8	
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)	7.0	7.0	7.0	6.7	6.7		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Dont Walk (s)				27.0	27.0			17.0	17.0			
Pedestrian Calls (#/hr)				0	0			0	0			
Act Effct Green (s)	32.1	16.8	16.8	49.4	27.0		14.8	75.5	75.5	5.6	66.3	
Actuated g/C Ratio	0.21	0.11	0.11	0.33	0.18		0.10	0.50	0.50	0.04	0.44	
v/c Ratio	0.61	0.65	0.81	0.71	0.76		0.92	0.81	0.39	0.82	0.76	
Control Delay	46.8	77.5	35.9	45.7	71.4		92.4	9.7	1.4	137.3	38.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.2	0.0	0.0	0.0	
Total Delay	46.8	77.5	35.9	45.7	71.4		92.4	9.9	1.4	137.3	38.4	
LOS	D	E	D	D	E		F	A	A	F	D	
Approach Delay		48.3			54.2			13.6			40.8	
Approach LOS		D			D			B			D	
Queue Length 50th (ft)	128	129	80	200	226		160	114	3	54	504	
Queue Length 95th (ft)	175	196	190	230	303		m#273	m504	m23	#140	620	
Internal Link Dist (ft)		637			292			712			349	
Turn Bay Length (ft)	280			125			320			200		
Base Capacity (vph)	307	235	388	810	417		168	2559	936	66	2816	
Starvation Cap Reductn	0	0	0	0	0		0	79	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.57	0.57	0.77	0.61	0.58		0.92	0.83	0.39	0.82	0.76	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 25 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 31.7

Intersection LOS: C

Intersection Capacity Utilization 84.0%

ICU Level of Service E

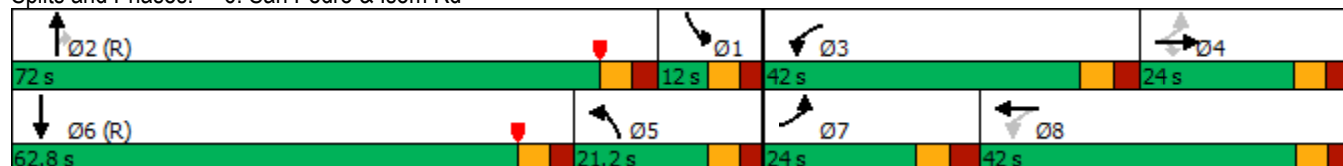
Analysis Period (min) 15

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.

Splits and Phases: 6: San Pedro & Isom Rd



Lanes, Volumes, Timings
7: San Pedro & LP 410 EB

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  		 	  			   	 
Traffic Volume (vph)	0	0	0	369	239	302	644	2075	0	0	1578	1048
Future Volume (vph)	0	0	0	369	239	302	644	2075	0	0	1578	1048
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	300		500
Storage Lanes	0		0	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	0.97	0.91	1.00	1.00	0.81	0.88
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected				0.950	0.979		0.950					
Satd. Flow (prot)	0	0	0	1522	4705	1583	3433	5085	0	0	7544	2787
Flt Permitted				0.950	0.979		0.950					
Satd. Flow (perm)	0	0	0	1522	4705	1583	3433	5085	0	0	7544	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						112						282
Link Speed (mph)		60			60			30			30	
Link Distance (ft)		422			224			247			792	
Travel Time (s)		4.8			2.5			5.6			18.0	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	401	260	328	700	2255	0	0	1715	1139
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	200	461	328	700	2255	0	0	1715	1139
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	L NA	Right	L NA	L NA	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5 15	5 6 15			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5 15	5 6 15			6	6
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø11	Ø15
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Width (ft)						
Grade (%)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor						
Growth Factor						
Heavy Vehicles (%)						
Bus Blockages (#/hr)						
Parking (#/hr)						
Mid-Block Traffic (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Turn Type						
Protected Phases	1	2	4	5	11	15
Permitted Phases						
Detector Phase						
Switch Phase						

Lanes, Volumes, Timings
7: San Pedro & LP 410 EB

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				15.0	15.0	15.0					21.3	21.3
Total Split (s)				23.0	23.0	23.0					44.0	44.0
Total Split (%)				15.3%	15.3%	15.3%					29.3%	29.3%
Maximum Green (s)				16.3	16.3	16.3					37.7	37.7
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.4	2.4	2.4					2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.7	6.7	6.7					6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				1.0	1.0	1.0					1.0	1.0
Minimum Gap (s)				2.0	2.0	2.0					2.0	2.0
Time Before Reduce (s)				0.0	0.0	0.0					0.0	0.0
Time To Reduce (s)				0.0	0.0	0.0					0.0	0.0
Recall Mode				None	None	None					Min	Min
Walk Time (s)				7.0	7.0	7.0					7.0	7.0
Flash Dont Walk (s)				1.0	1.0	1.0					8.0	8.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)				16.3	16.3	16.3	78.0	122.0			37.7	37.7
Actuated g/C Ratio				0.11	0.11	0.11	0.52	0.81			0.25	0.25
v/c Ratio				1.21	1.10dl	1.21	0.39	0.55			0.90	1.25
Control Delay				192.0	87.5	158.9	3.1	1.7			51.4	150.3
Queue Delay				0.0	0.0	0.0	2.4	20.1			0.0	0.0
Total Delay				192.0	87.5	158.9	5.5	21.9			51.4	150.3
LOS				F	F	F	A	C			D	F
Approach Delay					132.3			18.0			90.9	
Approach LOS					F			B			F	
Queue Length 50th (ft)				~276	175	~287	17	57			439	~667
Queue Length 95th (ft)				#472	#248	#491	m17	m9			473	#880
Internal Link Dist (ft)		342			144			167			712	
Turn Bay Length (ft)												500
Base Capacity (vph)				165	511	271	1785	4135			1896	911
Starvation Cap Reductn				0	0	0	919	1951			0	0
Spillback Cap Reductn				0	0	1	0	55			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				1.21	0.90	1.21	0.81	1.03			0.90	1.25
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 124 (83%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.25												
Intersection Signal Delay: 65.2							Intersection LOS: E					
Intersection Capacity Utilization 120.2%							ICU Level of Service H					
Analysis Period (min) 15												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø11	Ø15
Minimum Initial (s)	2.0	10.0	7.0	2.0	2.0	2.0
Minimum Split (s)	20.0	25.0	15.0	25.0	15.0	15.0
Total Split (s)	44.0	44.0	39.0	44.0	23.0	39.0
Total Split (%)	29%	29%	26%	29%	15%	26%
Maximum Green (s)	39.0	38.6	32.3	39.0	18.0	34.0
Yellow Time (s)	3.0	4.3	4.3	3.0	3.0	3.0
All-Red Time (s)	2.0	1.1	2.4	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2	1.0	1.0	0.2	0.2	0.2
Minimum Gap (s)	0.2	2.0	2.0	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	None	None	None	None
Walk Time (s)		7.0	7.0			
Flash Dont Walk (s)		6.0	1.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Lanes, Volumes, Timings

7: San Pedro & LP 410 EB

05/16/2025

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 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.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 7: San Pedro & LP 410 EB

#8 ↓↑ Ø2 (R) 44 s	#8 ↗ Ø4 39 s	#8 ↓↑ Ø1 44 s	#8 ↓↑ Ø11 23 s
#7 ↙ Ø5 44 s	#7 ↙ Ø15 39 s	#7 ↓↑ Ø6 44 s	#7 ↙ Ø8 23 s

Lanes, Volumes, Timings
8: San Pedro & LP 410 WB

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1048	134	475	0	0	0	0	1678	509	413	1535	0
Future Volume (vph)	1048	134	475	0	0	0	0	1678	509	413	1535	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.81	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850						0.850			
Flt Protected	0.950	0.968								0.950		
Satd. Flow (prot)	3221	1641	1583	0	0	0	0	7544	1583	3433	5085	0
Flt Permitted	0.950	0.968								0.950		
Satd. Flow (perm)	3221	1641	1583	0	0	0	0	7544	1583	3433	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			316						336			
Link Speed (mph)		60			60			30			30	
Link Distance (ft)		223			247			407			247	
Travel Time (s)		2.5			2.8			9.3			5.6	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	1139	146	516	0	0	0	0	1824	553	449	1668	0
Shared Lane Traffic (%)	25%											
Lane Group Flow (vph)	854	431	516	0	0	0	0	1824	553	449	1668	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Turn Type	Split	NA	Free					NA	Perm	Prot	NA	
Protected Phases	4	4						2		1 11	1 2 11	
Permitted Phases			Free						2			
Detector Phase	4	4						2	2	1 11	1 2 11	
Switch Phase												

Lanes, Volumes, Timings
8: San Pedro & LP 410 WB

05/16/2025

Lane Group	Ø1	Ø5	Ø6	Ø8	Ø11	Ø15
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Width (ft)						
Grade (%)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor						
Growth Factor						
Heavy Vehicles (%)						
Bus Blockages (#/hr)						
Parking (#/hr)						
Mid-Block Traffic (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Turn Type						
Protected Phases	1	5	6	8	11	15
Permitted Phases						
Detector Phase						
Switch Phase						

Lanes, Volumes, Timings
8: San Pedro & LP 410 WB

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0						10.0	10.0			
Minimum Split (s)	15.0	15.0						25.0	25.0			
Total Split (s)	39.0	39.0						44.0	44.0			
Total Split (%)	26.0%	26.0%						29.3%	29.3%			
Maximum Green (s)	32.3	32.3						38.6	38.6			
Yellow Time (s)	4.3	4.3						4.3	4.3			
All-Red Time (s)	2.4	2.4						1.1	1.1			
Lost Time Adjust (s)	0.0	0.0						0.0	0.0			
Total Lost Time (s)	6.7	6.7						5.4	5.4			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0						1.0	1.0			
Minimum Gap (s)	2.0	2.0						2.0	2.0			
Time Before Reduce (s)	0.0	0.0						0.0	0.0			
Time To Reduce (s)	0.0	0.0						0.0	0.0			
Recall Mode	None	None						C-Min	C-Min			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	1.0	1.0						6.0	6.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)	32.3	32.3	150.0					38.6	38.6	62.0	106.0	
Actuated g/C Ratio	0.22	0.22	1.00					0.26	0.26	0.41	0.71	
v/c Ratio	1.23	1.22	0.33					0.94	0.84	0.32	0.46	
Control Delay	164.7	170.4	0.5					74.9	45.1	3.2	2.7	
Queue Delay	0.1	0.1	0.0					23.1	1.5	1.3	4.6	
Total Delay	164.8	170.5	0.5					98.0	46.6	4.4	7.3	
LOS	F	F	A					F	D	A	A	
Approach Delay		119.1						86.0			6.7	
Approach LOS		F						F			A	
Queue Length 50th (ft)	~565	~567	0					462	315	8	74	
Queue Length 95th (ft)	#706	#805	0					#501	#468	m11	m54	
Internal Link Dist (ft)		143			167			327			167	
Turn Bay Length (ft)												
Base Capacity (vph)	693	353	1583					1941	656	1418	3593	
Starvation Cap Reductn	0	0	0					200	27	727	1834	
Spillback Cap Reductn	7	3	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	1.24	1.23	0.33					1.05	0.88	0.65	0.95	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 124 (83%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.25												
Intersection Signal Delay: 68.8							Intersection LOS: E					
Intersection Capacity Utilization 120.2%							ICU Level of Service H					
Analysis Period (min) 15												

Lane Group	Ø1	Ø5	Ø6	Ø8	Ø11	Ø15
Minimum Initial (s)	2.0	2.0	10.0	7.0	2.0	2.0
Minimum Split (s)	20.0	25.0	21.3	15.0	15.0	15.0
Total Split (s)	44.0	44.0	44.0	23.0	23.0	39.0
Total Split (%)	29%	29%	29%	15%	15%	26%
Maximum Green (s)	39.0	39.0	37.7	16.3	18.0	34.0
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.4	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	0.2	0.2	1.0	1.0	0.2	0.2
Minimum Gap (s)	0.2	0.2	2.0	2.0	0.2	0.2
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	Min	None	None	None
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			8.0	1.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Lanes, Volumes, Timings

8: San Pedro & LP 410 WB

05/16/2025

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 8: San Pedro & LP 410 WB

#8  Ø2 (R) 44 s	#8  Ø4 39 s	#8  Ø1 44 s	#8  Ø11 23 s
#7  Ø5 44 s	#7  Ø15 39 s	#7  Ø6 44 s	#7  Ø8 23 s

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	121	105	186	177	226	127	1596	107	105	1328	87
Future Volume (vph)	185	121	105	186	177	226	127	1596	107	105	1328	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	12	10	11	11	10	11	8
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	180		0	180		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.930				0.850		0.991			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3357	0	1805	1900	1615	1685	4969	0	1685	4969	0
Flt Permitted	0.538			0.576			0.950			0.950		
Satd. Flow (perm)	1022	3357	0	1094	1900	1615	1685	4969	0	1685	4969	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		114				222		8			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2414			1062			389			179	
Travel Time (s)		54.9			24.1			8.8			4.1	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	201	132	114	202	192	246	138	1735	116	114	1443	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	246	0	202	192	246	138	1851	0	114	1538	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	L NA	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.20
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2	0	1	2		1	2	
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		20	100	0	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	4	4		3	8	8	5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	45.6	45.6		12.3	45.6	45.6	12.3	27.3		12.3	27.3	
Total Split (s)	46.0	46.0		15.1	61.1	61.1	24.0	67.9		21.0	64.9	
Total Split (%)	30.7%	30.7%		10.1%	40.7%	40.7%	16.0%	45.3%		14.0%	43.3%	
Maximum Green (s)	38.4	38.4		7.8	53.5	53.5	16.7	61.6		13.7	58.6	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	4.0	4.0		3.7	4.0	4.0	3.7	2.7		3.7	2.7	
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)	7.6	7.6		7.3	7.6	7.6	7.3	6.3		7.3	6.3	
Lead/Lag	Lead	Lead		Lag			Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0			7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	31.0	31.0			31.0	31.0		14.0			14.0	
Pedestrian Calls (#/hr)	0	0			0	0		0			0	
Act Effct Green (s)	32.0	32.0		45.1	44.8	44.8	16.7	69.7		14.4	67.3	
Actuated g/C Ratio	0.21	0.21		0.30	0.30	0.30	0.11	0.46		0.10	0.45	
v/c Ratio	0.93	0.31		0.57	0.34	0.39	0.74	0.80		0.71	0.69	
Control Delay	101.1	25.9		50.9	41.6	7.8	72.2	29.1		65.0	31.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	101.1	25.9		50.9	41.6	7.8	72.2	29.1		65.0	31.8	
LOS	F	C		D	D	A	E	C		E	C	
Approach Delay		59.7			31.6			32.0			34.1	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	192	55		154	145	17	122	329		103	550	
Queue Length 95th (ft)	#311	92		217	206	80	m161	578		#172	610	
Internal Link Dist (ft)		2334			982			309			99	
Turn Bay Length (ft)	150			180			180					
Base Capacity (vph)	261	944		382	677	718	187	2311		169	2235	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.77	0.26		0.53	0.28	0.34	0.74	0.80		0.67	0.69	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 35.3

Intersection LOS: D

Intersection Capacity Utilization 82.6%

ICU Level of Service E

Analysis Period (min) 15

Lanes, Volumes, Timings

9: San Pedro & W Rector Dr

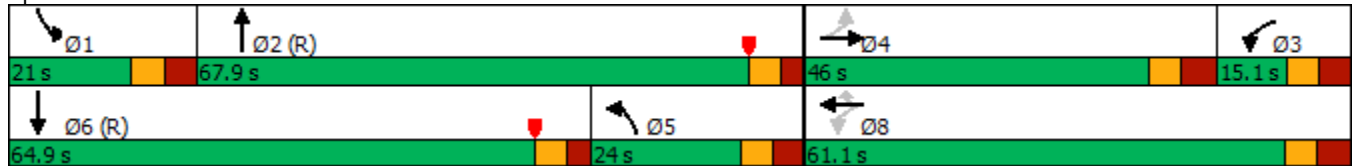
05/16/2025

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.

Splits and Phases: 9: San Pedro & W Rector Dr



Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	22	9	152	31	104	120	1510	87	77	1574	26
Future Volume (vph)	96	22	9	152	31	104	120	1510	87	77	1574	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	325		200	375		375
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.990			0.951				0.850			0.850
Flt Protected		0.964			0.974		0.950			0.950		
Satd. Flow (prot)	0	1813	0	0	1760	0	1685	3490	1561	1685	3490	1561
Flt Permitted		0.597			0.780		0.950			0.950		
Satd. Flow (perm)	0	1123	0	0	1409	0	1685	3490	1561	1685	3490	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			18				82			82
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		490			1363			1113			816	
Travel Time (s)		11.1			31.0			25.3			18.5	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	104	24	10	165	34	113	130	1641	95	84	1711	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	138	0	0	312	0	130	1641	95	84	1711	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	45.6	45.6		45.6	45.6		11.7	23.7	23.7	11.7	23.7	23.7
Total Split (s)	45.6	45.6		45.6	45.6		21.2	87.3	87.3	17.1	83.2	83.2
Total Split (%)	30.4%	30.4%		30.4%	30.4%		14.1%	58.2%	58.2%	11.4%	55.5%	55.5%
Maximum Green (s)	38.0	38.0		38.0	38.0		14.5	81.6	81.6	10.4	77.5	77.5
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	4.0	4.0		4.0	4.0		3.1	2.1	2.1	3.1	2.1	2.1
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.6			7.6		6.7	5.7	5.7	6.7	5.7	5.7
Lead/Lag							Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	31.0	31.0		31.0	31.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		33.9			33.9		13.6	84.5	84.5	11.6	82.5	82.5
Actuated g/C Ratio		0.23			0.23		0.09	0.56	0.56	0.08	0.55	0.55
v/c Ratio		0.54			0.94		0.86	0.84	0.10	0.65	0.89	0.03
Control Delay		57.4			89.0		94.0	27.6	2.3	83.2	34.2	0.2
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		57.4			89.0		94.0	27.6	2.3	83.2	34.2	0.2
LOS		E			F		F	C	A	F	C	A
Approach Delay		57.4			89.0			30.9			35.9	
Approach LOS		E			F			C			D	
Queue Length 50th (ft)		115			280		116	762	21	87	934	0
Queue Length 95th (ft)		187			#441		m#191	473	m0	m#142	#1030	m0
Internal Link Dist (ft)		410			1283			1033			736	
Turn Bay Length (ft)							325		200	375		375
Base Capacity (vph)		286			370		165	1972	918	129	1918	895
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.48			0.84		0.79	0.83	0.10	0.65	0.89	0.03
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 36 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 135												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.94												
Intersection Signal Delay: 38.4					Intersection LOS: D							
Intersection Capacity Utilization 83.6%					ICU Level of Service E							
Analysis Period (min) 15												

Lanes, Volumes, Timings 10: San Pedro & W Rampart Dr

05/16/2025

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.

Splits and Phases: 10: San Pedro & W Rampart Dr



Lanes, Volumes, Timings
11: San Pedro & Cage Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	3	9	86	2	103	120	1597	24	74	1573	34
Future Volume (vph)	100	3	9	86	2	103	120	1597	24	74	1573	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		75	200		0	260		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.989			0.853			0.998			0.997	
Flt Protected		0.957		0.950			0.950			0.950		
Satd. Flow (prot)	0	1798	0	1805	1621	0	1685	3483	0	1685	3479	0
Flt Permitted		0.599		0.772			0.950			0.950		
Satd. Flow (perm)	0	1126	0	1467	1621	0	1685	3483	0	1685	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			112			2			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		383			393			576			1193	
Travel Time (s)		8.7			8.9			13.1			27.1	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	109	3	10	93	2	112	130	1736	26	80	1710	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	93	114	0	130	1762	0	80	1747	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		0	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

05/16/2025

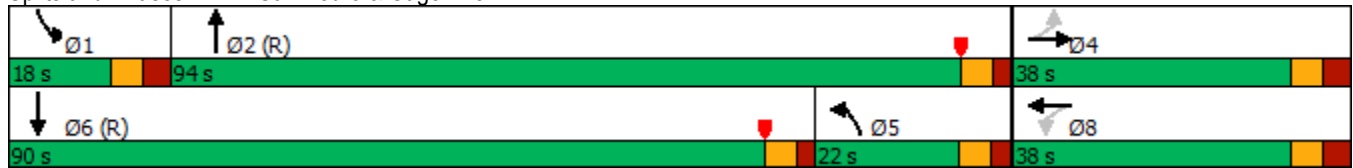
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.0	13.0		38.0	38.0		11.0	23.7		11.7	23.7	
Total Split (s)	38.0	38.0		38.0	38.0		22.0	94.0		18.0	90.0	
Total Split (%)	25.3%	25.3%		25.3%	25.3%		14.7%	62.7%		12.0%	60.0%	
Maximum Green (s)	31.0	31.0		31.0	31.0		16.0	88.3		11.3	84.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.4	3.4		3.4	3.4		2.4	2.1		3.1	2.1	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0		7.0	7.0		6.0	5.7		6.7	5.7	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	1.0	1.0		1.0	1.0		1.0	2.0		1.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Dont Walk (s)				24.0	24.0			11.0			11.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)		18.2		18.2	18.2		14.4	101.7		10.7	98.7	
Actuated g/C Ratio		0.12		0.12	0.12		0.10	0.68		0.07	0.66	
v/c Ratio		0.88		0.53	0.39		0.80	0.75		0.67	0.76	
Control Delay		111.8		70.9	13.3		97.3	31.0		98.3	6.3	
Queue Delay		0.0		0.0	0.0		0.0	0.2		0.0	0.0	
Total Delay		111.8		70.9	13.3		97.3	31.2		98.3	6.3	
LOS		F		E	B		F	C		F	A	
Approach Delay		111.8			39.2			35.8			10.4	
Approach LOS		F			D			D			B	
Queue Length 50th (ft)		117		87	2		117	686		83	183	
Queue Length 95th (ft)		183		140	58		m139	m710		m79	83	
Internal Link Dist (ft)		303			313			496			1113	
Turn Bay Length (ft)							200			260		
Base Capacity (vph)		235		303	423		184	2362		139	2289	
Starvation Cap Reductn		0		0	0		0	131		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.52		0.31	0.27		0.71	0.79		0.58	0.76	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 114 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 120												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.88												
Intersection Signal Delay: 26.8						Intersection LOS: C						
Intersection Capacity Utilization 79.7%						ICU Level of Service D						
Analysis Period (min) 15												

Lanes, Volumes, Timings 11: San Pedro & Cage Ave

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: San Pedro & Cage Ave



Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	162	32	185	243	102	111	1320	71	135	1230	226
Future Volume (vph)	232	162	32	185	243	102	111	1320	71	135	1230	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	260		360	325		175
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.975			0.956			0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1852	0	1805	3451	0	1745	3462	0	1745	3490	1561
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	1852	0	1805	3451	0	1745	3462	0	1745	3490	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			34			4				145
Link Speed (mph)		30			30			30				30
Link Distance (ft)		445			286			924				504
Travel Time (s)		10.1			6.5			21.0				11.5
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	252	176	35	201	264	111	121	1435	77	147	1337	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	211	0	201	375	0	121	1512	0	147	1337	246
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2		1	2		1	2	0
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		0	100		20	100		20	100	0
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases												6
Detector Phase	4	4		3	3		5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	10.0		8.0	10.0	10.0
Minimum Split (s)	49.0	49.0		13.0	13.0		14.7	23.7		15.0	27.0	27.0
Total Split (s)	49.0	49.0		22.0	22.0		16.8	62.0		17.0	62.2	62.2
Total Split (%)	32.7%	32.7%		14.7%	14.7%		11.2%	41.3%		11.3%	41.5%	41.5%
Maximum Green (s)	41.0	41.0		14.0	14.0		10.1	56.3		10.0	56.2	56.2
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	4.4	4.4		4.4	4.4		3.1	2.1		3.4	2.4	2.4
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)	8.0	8.0		8.0	8.0		6.7	5.7		7.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	2.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)	7.0	7.0						7.0			7.0	7.0
Flash Dont Walk (s)	34.0	34.0						11.0			14.0	14.0
Pedestrian Calls (#/hr)	0	0						0			0	0
Act Effct Green (s)	25.6	25.6		14.0	14.0		10.1	71.7		10.0	71.6	71.6
Actuated g/C Ratio	0.17	0.17		0.09	0.09		0.07	0.48		0.07	0.48	0.48
v/c Ratio	0.82	0.66		1.20	1.07		1.03	0.91		1.27	0.80	0.30
Control Delay	80.2	65.1		187.2	123.1		152.3	59.6		214.7	35.3	8.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	80.2	65.1		187.2	123.1		152.3	59.6		214.7	35.3	8.3
LOS	F	E		F	F		F	E		F	D	A
Approach Delay		73.3			145.4			66.4			46.7	
Approach LOS		E			F			E			D	
Queue Length 50th (ft)	241	189		~237	~195		~129	824		~185	711	65
Queue Length 95th (ft)	321	260		#405	#306		m#158	m#959		m#283	#811	m117
Internal Link Dist (ft)		365			206			844			424	
Turn Bay Length (ft)							260			325		175
Base Capacity (vph)	493	511		168	352		117	1656		116	1665	820
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.51	0.41		1.20	1.07		1.03	0.91		1.27	0.80	0.30
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 145												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.27												
Intersection Signal Delay: 69.7					Intersection LOS: E							
Intersection Capacity Utilization 93.0%					ICU Level of Service F							
Analysis Period (min) 15												

Lanes, Volumes, Timings

12: San Pedro & Oblate Dr

05/16/2025

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 12: San Pedro & Oblate Dr

 Ø2 (R)	 Ø1	 Ø3	 Ø4
62 s	17 s	22 s	49 s
 Ø6 (R)	 Ø5		
62.2 s	16.8 s		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	139	1267	55	87	1194	132	161	212	112	90	209	49
Future Volume (vph)	139	1267	55	87	1194	132	161	212	112	90	209	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	10	11	11	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	200		0	200		50	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.985				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3469	0	1685	3437	0	1805	1900	1615	1805	1847	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1745	3469	0	1685	3437	0	1805	1900	1615	1805	1847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			9				180		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1444			1645			407			217	
Travel Time (s)		32.8			37.4			9.3			4.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	151	1377	60	95	1298	143	175	230	122	98	227	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	1437	0	95	1441	0	175	230	122	98	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.09	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases									4			
Detector Phase	5	2		1	6		7	4	4	3	8	
Switch Phase												

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.7	27.0		11.7	30.3		11.7	45.6	45.6	12.0	45.6	
Total Split (s)	20.5	67.0		16.0	62.5		21.4	48.0	48.0	19.0	45.6	
Total Split (%)	13.7%	44.7%		10.7%	41.7%		14.3%	32.0%	32.0%	12.7%	30.4%	
Maximum Green (s)	12.8	61.0		9.3	56.2		14.7	40.4	40.4	12.0	38.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	4.1	2.4		3.1	2.7		3.1	4.0	4.0	3.4	4.0	
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)	7.7	6.0		6.7	6.3		6.7	7.6	7.6	7.0	7.6	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		14.0			17.0			31.0	31.0		31.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	12.8	65.4		10.7	62.0		20.3	35.7	35.7	10.9	26.6	
Actuated g/C Ratio	0.09	0.44		0.07	0.41		0.14	0.24	0.24	0.07	0.18	
v/c Ratio	1.02	0.95		0.79	1.01		0.72	0.51	0.23	0.75	0.84	
Control Delay	121.0	34.3		91.4	78.8		78.8	53.1	1.8	100.0	78.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	121.0	34.3		91.4	78.8		78.8	53.1	1.8	100.0	78.6	
LOS	F	C		F	E		E	D	A	F	E	
Approach Delay		42.5			79.6			49.7			84.1	
Approach LOS		D			E			D			F	
Queue Length 50th (ft)	~157	~785		96	~544		164	196	0	95	261	
Queue Length 95th (ft)	#302	#902		m#131	m#911		#299	274	7	#178	347	
Internal Link Dist (ft)		1364			1565			327			137	
Turn Bay Length (ft)	175			200			200		50	100		
Base Capacity (vph)	148	1514		120	1426		243	511	566	144	473	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	1.02	0.95		0.79	1.01		0.72	0.45	0.22	0.68	0.59	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 145												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.02												
Intersection Signal Delay: 61.5				Intersection LOS: E								
Intersection Capacity Utilization 91.4%				ICU Level of Service F								
Analysis Period (min) 15												

Lanes, Volumes, Timings

13: San Pedro & Jackson Keller Rd

05/16/2025

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 13: San Pedro & Jackson Keller Rd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
16 s	67 s	19 s	48 s
 Ø6 (R)	 Ø5	 Ø8	 Ø7
62.5 s	20.5 s	45.6 s	21.4 s

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	5	14	36	7	15	31	1317	33	17	1409	47
Future Volume (vph)	50	5	14	36	7	15	31	1317	33	17	1409	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	8	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	170		0	230		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.973			0.900			0.996			0.995	
Flt Protected		0.965		0.950			0.950			0.950		
Satd. Flow (prot)	0	1784	0	1805	1710	0	1685	3476	0	1685	3472	0
Flt Permitted		0.965		0.950			0.950			0.950		
Satd. Flow (perm)	0	1784	0	1805	1710	0	1685	3476	0	1685	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			16			2			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		983			1276			367			1444	
Travel Time (s)		22.3			29.0			8.3			32.8	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	54	5	15	39	8	16	34	1432	36	18	1532	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	39	24	0	34	1468	0	18	1583	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.20	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2		1	2		1	2	
Detector Template		Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

05/16/2025

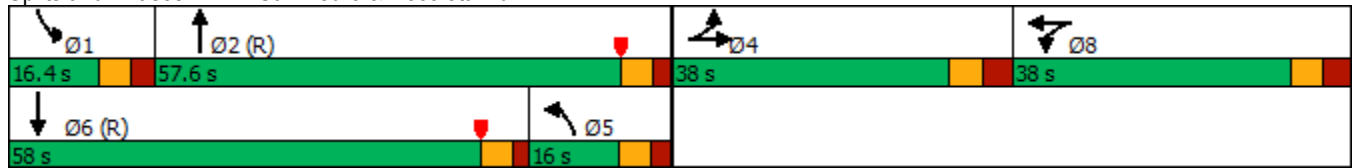
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		5.0	10.0	
Minimum Split (s)	38.0	38.0		38.0	38.0		16.0	23.7		16.4	23.3	
Total Split (s)	38.0	38.0		38.0	38.0		16.0	57.6		16.4	58.0	
Total Split (%)	25.3%	25.3%		25.3%	25.3%		10.7%	38.4%		10.9%	38.7%	
Maximum Green (s)	31.0	31.0		31.0	31.0		10.0	51.9		10.0	52.7	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.4	3.4		3.4	3.4		2.4	2.1		2.8	1.7	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0		7.0	7.0		6.0	5.7		6.4	5.3	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			11.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		10.9		8.7	8.7		10.0	104.5		7.2	100.8	
Actuated g/C Ratio		0.07		0.06	0.06		0.07	0.70		0.05	0.67	
v/c Ratio		0.54		0.37	0.21		0.30	0.61		0.23	0.68	
Control Delay		73.3		77.2	39.3		85.7	25.3		61.1	29.7	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		73.3		77.2	39.3		85.7	25.3		61.1	29.7	
LOS		E		E	D		F	C		E	C	
Approach Delay		73.3			62.8			26.7			30.0	
Approach LOS		E			E			C			C	
Queue Length 50th (ft)		63		38	8		35	712		18	501	
Queue Length 95th (ft)		116		77	39		m40	m796		m21	m557	
Internal Link Dist (ft)		903			1196			287			1364	
Turn Bay Length (ft)							170			230		
Base Capacity (vph)		375		373	366		112	2422		112	2334	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.20		0.10	0.07		0.30	0.61		0.16	0.68	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 30.1				Intersection LOS: C								
Intersection Capacity Utilization 61.2%				ICU Level of Service B								
Analysis Period (min) 15												

Lanes, Volumes, Timings 14: San Pedro & Recoleta Rd

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: San Pedro & Recoleta Rd



Lanes, Volumes, Timings
15: San Pedro & Basse Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	332	69	223	420	95	134	1042	110	131	914	390
Future Volume (vph)	240	332	69	223	420	95	134	1042	110	131	914	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	125		0	250		130	360		360
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.974			0.972			0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3516	0	1805	3509	0	1685	3441	0	1685	3490	1561
Flt Permitted	0.211			0.253			0.950			0.950		
Satd. Flow (perm)	401	3516	0	481	3509	0	1685	3441	0	1685	3490	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			17			9				349
Link Speed (mph)		30			30			30				30
Link Distance (ft)		366			540			474			1539	
Travel Time (s)		8.3			12.3			10.8			35.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	261	361	75	242	457	103	146	1133	120	142	993	424
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	436	0	242	560	0	146	1253	0	142	993	424
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								6
Detector Phase	7	4		3	8		5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	10.4	38.0		9.7	45.6		11.7	30.3		12.0	31.3	31.3
Total Split (s)	22.0	40.2		27.4	45.6		22.8	62.4		20.0	59.6	59.6
Total Split (%)	14.7%	26.8%		18.3%	30.4%		15.2%	41.6%		13.3%	39.7%	39.7%
Maximum Green (s)	14.6	33.2		20.7	38.0		16.1	56.1		13.0	53.3	53.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	3.8	3.4		3.1	4.0		3.1	2.7		3.4	2.7	2.7
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)	7.4	7.0		6.7	7.6		6.7	6.3		7.0	6.3	6.3
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	2.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		24.0			31.0			17.0			18.0	18.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	40.7	26.0		47.5	28.1		21.8	61.2		17.4	57.1	57.1
Actuated g/C Ratio	0.27	0.17		0.32	0.19		0.15	0.41		0.12	0.38	0.38
v/c Ratio	1.05	0.70		0.77	0.84		0.60	0.89		0.73	0.75	0.52
Control Delay	109.8	62.9		53.5	68.2		60.3	41.0		75.6	44.7	9.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	109.8	62.9		53.5	68.2		60.3	41.0		75.6	44.7	9.0
LOS	F	E		D	E		E	D		E	D	A
Approach Delay		80.4			63.8			43.0			37.8	
Approach LOS		F			E			D			D	
Queue Length 50th (ft)	~224	211		181	274		141	642		116	511	90
Queue Length 95th (ft)	#371	260		242	325		m161	m#723		m#236	505	76
Internal Link Dist (ft)		286			460			394			1459	
Turn Bay Length (ft)	125			125			250			360		360
Base Capacity (vph)	249	789		342	901		244	1408		195	1327	810
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.05	0.55		0.71	0.62		0.60	0.89		0.73	0.75	0.52

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 26 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 50.8

Intersection LOS: D

Intersection Capacity Utilization 90.8%

ICU Level of Service E

Analysis Period (min) 15

Lanes, Volumes, Timings

15: San Pedro & Basse Rd

05/16/2025

~ Volume exceeds capacity, queue is theoretically infinite.

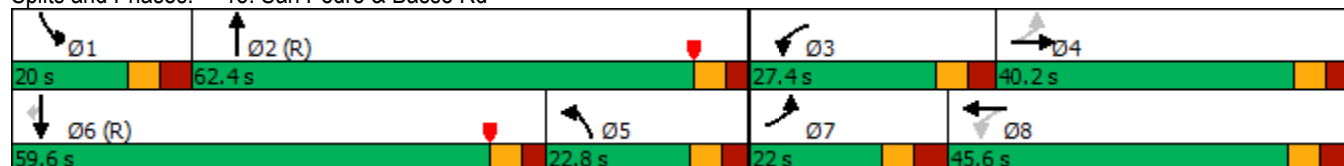
Queue shown is maximum after two cycles.

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.

Splits and Phases: 15: San Pedro & Basse Rd



Lanes, Volumes, Timings
16: San Pedro & W Wildwood

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	17	8	38	16	20	71	1187	8	40	1038	20
Future Volume (vph)	63	17	8	38	16	20	71	1187	8	40	1038	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	12	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	125		125	230		125
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987			0.963			0.999			0.997	
Flt Protected		0.965			0.975		0.950			0.950		
Satd. Flow (prot)	0	1810	0	0	1784	0	1685	1835	0	1685	1831	0
Flt Permitted		0.724			0.812		0.950			0.950		
Satd. Flow (perm)	0	1358	0	0	1486	0	1685	1835	0	1685	1831	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			11			1			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		727			2005			1039			668	
Travel Time (s)		16.5			45.6			23.6			15.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	68	18	9	41	17	22	77	1290	9	43	1128	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	95	0	0	80	0	77	1299	0	43	1150	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.00	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		0	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
16: San Pedro & W Wildwood

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	30.3	30.3		27.3	27.3		11.3	26.7		11.0	26.7	
Total Split (s)	30.6	30.6		30.6	30.6		14.4	108.4		11.0	105.0	
Total Split (%)	20.4%	20.4%		20.4%	20.4%		9.6%	72.3%		7.3%	70.0%	
Maximum Green (s)	24.3	24.3		24.3	24.3		8.1	102.7		5.0	99.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.7	2.1		2.4	2.1	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.3			6.3		6.3	5.7		6.0	5.7	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	2.0		3.0	2.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		3.0	2.0		3.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	17.0	17.0						14.0			14.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		14.4			14.4		16.4	111.1		9.0	100.9	
Actuated g/C Ratio		0.10			0.10		0.11	0.74		0.06	0.67	
v/c Ratio		0.72			0.53		0.42	0.96		0.43	0.93	
Control Delay		91.0			66.7		71.8	35.9		84.3	33.5	
Queue Delay		0.0			0.0		0.0	15.7		0.0	0.0	
Total Delay		91.0			66.7		71.8	51.6		84.3	33.5	
LOS		F			E		E	D		F	C	
Approach Delay		91.0			66.7			52.7			35.3	
Approach LOS		F			E			D			D	
Queue Length 50th (ft)		89			65		76	1128		41	370	
Queue Length 95th (ft)		149			118		#178	#1631		m61	#670	
Internal Link Dist (ft)		647			1925			959			588	
Turn Bay Length (ft)							125			230		
Base Capacity (vph)		222			249		184	1359		101	1262	
Starvation Cap Reductn		0			0		0	97		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.43			0.32		0.42	1.03		0.43	0.91	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 96 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.96												
Intersection Signal Delay: 46.9						Intersection LOS: D						
Intersection Capacity Utilization 80.0%						ICU Level of Service D						
Analysis Period (min) 15												

Lanes, Volumes, Timings

16: San Pedro & W Wildwood

05/16/2025

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.

Splits and Phases: 16: San Pedro & W Wildwood



Lanes, Volumes, Timings
17: San Pedro & E Audubon Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	22	7	13	20	36	23	1109	12	38	1006	8
Future Volume (vph)	33	22	7	13	20	36	23	1109	12	38	1006	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	220		125	220		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.962			0.904			0.998			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1828	0	1805	1718	0	1685	1833	0	1685	1835	0
Flt Permitted	0.717			0.736			0.950			0.950		
Satd. Flow (perm)	1362	1828	0	1398	1718	0	1685	1833	0	1685	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			39			1				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			475			875			1039	
Travel Time (s)		7.8			10.8			19.9			23.6	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	36	24	8	14	22	39	25	1205	13	41	1093	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	32	0	14	61	0	25	1218	0	41	1102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		0	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4								
Detector Phase	4	4		4	4		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
17: San Pedro & E Audubon Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	32.3	32.3		32.3	32.3		26.7	26.7		26.7	26.7	
Total Split (s)	32.3	32.3		32.3	32.3		26.7	61.0		26.7	61.0	
Total Split (%)	26.9%	26.9%		26.9%	26.9%		22.3%	50.8%		22.3%	50.8%	
Maximum Green (s)	26.0	26.0		26.0	26.0		21.0	55.3		21.0	55.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Min	C-Min		Min	C-Min	
Walk Time (s)	4.0	4.0		4.0	4.0			7.0			7.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			14.0			14.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	7.4	7.4		7.4	7.4		21.0	87.4		10.0	76.4	
Actuated g/C Ratio	0.06	0.06		0.06	0.06		0.18	0.73		0.08	0.64	
v/c Ratio	0.43	0.27		0.16	0.43		0.09	0.91		0.29	0.94	
Control Delay	69.5	48.2		56.7	34.1		42.5	26.9		57.6	38.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	69.5	48.2		56.7	34.1		42.5	26.9		57.6	38.0	
LOS	E	D		E	C		D	C		E	D	
Approach Delay		59.5			38.3			27.2			38.7	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)	28	18		11	17		16	713		30	754	
Queue Length 95th (ft)	62	50		32	60		42	#1216		68	#1158	
Internal Link Dist (ft)		265			395			795			959	
Turn Bay Length (ft)							220			220		
Base Capacity (vph)	295	402		302	402		294	1334		294	1167	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.08		0.05	0.15		0.09	0.91		0.14	0.94	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.94												
Intersection Signal Delay: 33.6						Intersection LOS: C						
Intersection Capacity Utilization 77.6%						ICU Level of Service D						
Analysis Period (min) 15												

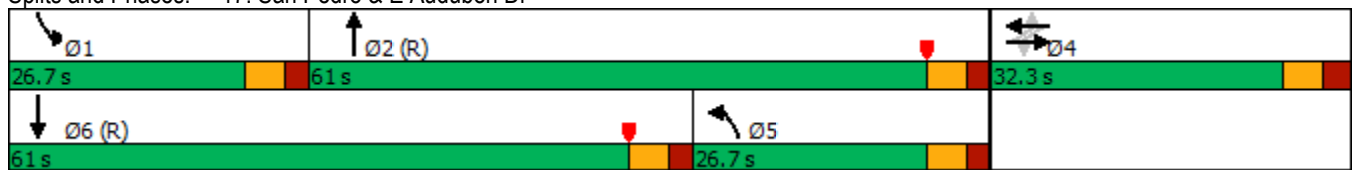
Lanes, Volumes, Timings

17: San Pedro & E Audubon Dr

05/16/2025

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

Splits and Phases: 17: San Pedro & E Audubon Dr



Lanes, Volumes, Timings
18: San Pedro & Dora St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	217	120	19	263	37	125	957	20	33	790	233
Future Volume (vph)	178	217	120	19	263	37	125	957	20	33	790	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		175	150		125	100		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.947				0.850		0.997			0.966	
Flt Protected	0.950				0.997		0.950			0.950		
Satd. Flow (prot)	1805	1799	0	0	3599	1615	1685	1831	0	1685	1774	0
Flt Permitted	0.477				0.680		0.950			0.950		
Satd. Flow (perm)	906	1799	0	0	2455	1615	1685	1831	0	1685	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				57		1			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			555			1198			875	
Travel Time (s)		12.3			12.6			27.2			19.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	193	236	130	21	286	40	136	1040	22	36	859	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	366	0	0	307	40	136	1062	0	36	1112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2	1	1	2		1	2	
Detector Template	Left	Thru			Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		0	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
18: San Pedro & Dora St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	34.6	34.6		37.7	37.7	37.7	9.6	37.7		9.6	30.3	
Total Split (s)	38.4	38.4		38.4	38.4	38.4	17.0	101.0		10.6	94.6	
Total Split (%)	25.6%	25.6%		25.6%	25.6%	25.6%	11.3%	67.3%		7.1%	63.1%	
Maximum Green (s)	31.8	31.8		31.7	31.7	31.7	12.4	94.3		6.0	88.3	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.1	3.1	3.1	1.0	3.1		1.0	2.7	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6			6.7	6.7	4.6	6.7		4.6	6.3	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	3.0	1.0		3.0	1.0	
Minimum Gap (s)	1.0	1.0		1.0	1.0	1.0	3.0	1.0		3.0	1.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	21.0	21.0		24.0	24.0	24.0		24.0			17.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effct Green (s)	31.8	31.8			31.7	31.7	12.4	96.4		5.9	88.3	
Actuated g/C Ratio	0.21	0.21			0.21	0.21	0.08	0.64		0.04	0.59	
v/c Ratio	1.01	0.93			0.59	0.10	0.98	0.90		0.55	1.06	
Control Delay	124.0	85.5			58.8	6.0	123.0	27.8		99.5	74.6	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.2		0.0	17.1	
Total Delay	124.0	85.5			58.8	6.0	123.0	28.0		99.5	91.7	
LOS	F	F			E	A	F	C		F	F	
Approach Delay		98.8			52.7			38.8			91.9	
Approach LOS		F			D			D			F	
Queue Length 50th (ft)	~192	341			144	0	140	1062		35	~1184	
Queue Length 95th (ft)	#363	#537			197	20	m#182	m1115		#86	#1453	
Internal Link Dist (ft)		460			475			1118			795	
Turn Bay Length (ft)						175	150			100		
Base Capacity (vph)	192	394			518	386	139	1177		67	1051	
Starvation Cap Reductn	0	0			0	0	0	6		0	100	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	1.01	0.93			0.59	0.10	0.98	0.91		0.54	1.17	
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow											
Natural Cycle:	145											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	1.06											
Intersection Signal Delay:	69.3					Intersection LOS: E						
Intersection Capacity Utilization	109.4%					ICU Level of Service H						
Analysis Period (min)	15											

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 18: San Pedro & Dora St



Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	59	2	90	85	235	28	776	125	233	636	29
Future Volume (vph)	31	59	2	90	85	235	28	776	125	233	636	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	125		0	0		150
Storage Lanes	0		0	0		1	1		0	1		1
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997				0.850		0.979			0.993	
Flt Protected		0.983			0.975		0.950			0.950		
Satd. Flow (prot)	0	1862	0	0	1852	1615	1685	1798	0	1685	1824	0
Flt Permitted		0.614			0.750		0.390			0.950		
Satd. Flow (perm)	0	1163	0	0	1425	1615	692	1798	0	1685	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				255		8			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		362			2251			1626			1198	
Travel Time (s)		8.2			51.2			37.0			27.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	34	64	2	98	92	255	30	843	136	253	691	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	190	255	30	979	0	253	723	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2	1	1	2		1	2	
Detector Template		Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2					
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	6.0	10.0		6.0	10.0	
Minimum Split (s)	30.3	30.3		34.6	34.6	34.6	11.4	23.7		12.4	19.3	
Total Split (s)	34.8	34.8		34.8	34.8	34.8	11.4	85.8		29.4	103.8	
Total Split (%)	23.2%	23.2%		23.2%	23.2%	23.2%	7.6%	57.2%		19.6%	69.2%	
Maximum Green (s)	28.5	28.5		28.2	28.2	28.2	6.0	80.1		23.0	98.5	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		3.0	3.0	3.0	1.8	2.1		2.8	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.3			6.6	6.6	5.4	5.7		6.4	5.3	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	17.0	17.0		21.0	21.0	21.0		11.0			7.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	
Act Effct Green (s)		24.1			23.8	23.8	82.3	82.0		25.5	107.5	
Actuated g/C Ratio		0.16			0.16	0.16	0.55	0.55		0.17	0.72	
v/c Ratio		0.53			0.84	0.54	0.07	0.99		0.88	0.55	
Control Delay		67.0			91.0	10.3	6.4	31.7		51.3	22.0	
Queue Delay		1.9			0.0	0.6	0.0	3.4		0.0	0.0	
Total Delay		68.9			91.0	10.9	6.4	35.2		51.3	22.0	
LOS		E			F	B	A	D		D	C	
Approach Delay		68.9			45.1			34.3			29.6	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)		89			181	0	6	~264		233	639	
Queue Length 95th (ft)		151			#273	80	m7	m#1143		m233	m617	
Internal Link Dist (ft)		282			2171			1546			1118	
Turn Bay Length (ft)							125					
Base Capacity (vph)		221			267	510	419	986		286	1307	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		44			0	67	0	14		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.56			0.71	0.58	0.07	1.01		0.88	0.55	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 87 (58%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.99												
Intersection Signal Delay: 35.8					Intersection LOS: D							
Intersection Capacity Utilization 92.0%					ICU Level of Service F							
Analysis Period (min) 15												

Lanes, Volumes, Timings

19: San Pedro & E Olmos Dr

05/16/2025

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 19: San Pedro & E Olmos Dr



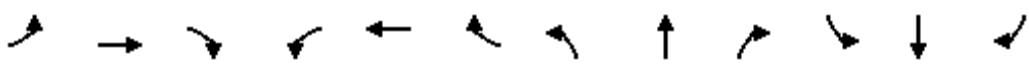
Lanes, Volumes, Timings
20: San Pedro & E Hildebrand Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	578	71	65	667	51	122	699	83	79	524	121
Future Volume (vph)	148	578	71	65	667	51	122	699	83	79	524	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	12	10	10	10	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	225		125	125		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984			0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3552	0	1805	3570	0	1685	1773	1507	1685	1837	1561
Flt Permitted	0.219			0.259			0.160			0.146		
Satd. Flow (perm)	416	3552	0	492	3570	0	284	1773	1507	259	1837	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			6				70			68
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2159			1702			1131			1626	
Travel Time (s)		49.1			38.7			25.7			37.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	161	628	77	71	725	55	133	760	90	86	570	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	705	0	71	780	0	133	760	90	86	570	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
20: San Pedro & E Hildebrand Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	29.3	29.3		30.0	30.0		16.0	28.0	28.0	13.0	28.0	28.0
Total Split (s)	67.0	67.0		67.0	67.0		16.0	70.0	70.0	13.0	67.0	67.0
Total Split (%)	44.7%	44.7%		44.7%	44.7%		10.7%	46.7%	46.7%	8.7%	44.7%	44.7%
Maximum Green (s)	60.7	60.7		60.7	60.7		10.0	63.7	63.7	7.0	60.7	60.7
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.7	2.7		2.7	2.7		2.4	2.7	2.7	2.4	2.7	2.7
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)	6.3	6.3		6.3	6.3		6.0	6.3	6.3	6.0	6.3	6.3
Lead/Lag							Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	16.0	16.0		16.0	16.0			13.0	13.0		13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	55.9	55.9		55.9	55.9		69.8	69.5	69.5	66.3	66.0	66.0
Actuated g/C Ratio	0.37	0.37		0.37	0.37		0.47	0.46	0.46	0.44	0.44	0.44
v/c Ratio	1.05	0.53		0.39	0.58		0.60	0.93	0.12	0.50	0.71	0.18
Control Delay	128.6	37.1		39.8	38.8		30.6	48.3	7.2	31.8	22.2	6.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	128.6	37.1		39.8	38.8		30.6	48.3	7.2	31.8	22.2	6.5
LOS	F	D		D	D		C	D	A	C	C	A
Approach Delay		54.1			38.9			42.1			20.6	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	152	262		48	300		53	~773	5	22	153	5
Queue Length 95th (ft)	#310	323		97	366		129	#1025	m37	m56	443	m38
Internal Link Dist (ft)		2079			1622			1051			1546	
Turn Bay Length (ft)	200			200			225		125	125		125
Base Capacity (vph)	168	1444		199	1449		225	820	735	182	808	725
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.49		0.36	0.54		0.59	0.93	0.12	0.47	0.71	0.18

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 62 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 39.5

Intersection LOS: D

Intersection Capacity Utilization 90.2%

ICU Level of Service E

Analysis Period (min) 15

Lanes, Volumes, Timings

20: San Pedro & E Hildebrand Ave

05/16/2025

~ Volume exceeds capacity, queue is theoretically infinite.

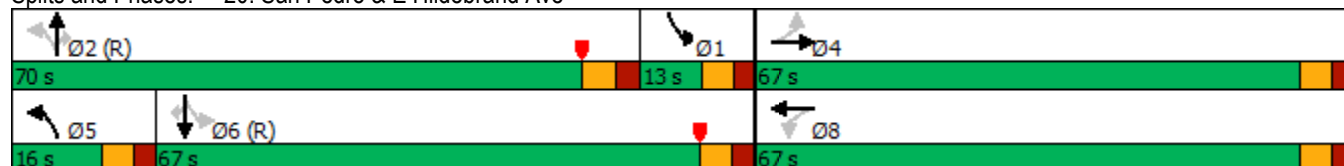
Queue shown is maximum after two cycles.

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.

Splits and Phases: 20: San Pedro & E Hildebrand Ave



Lanes, Volumes, Timings
21: San Pedro & W Summit Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	37	14	8	74	27	0	896	8	0	628	26
Future Volume (vph)	17	37	14	8	74	27	0	896	8	0	628	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	11	11	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		125	0		125
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.972			0.967				0.850			0.850
Flt Protected		0.988			0.996							
Satd. Flow (prot)	0	1825	0	0	1830	0	0	1837	1561	0	1837	1507
Flt Permitted		0.707			0.976							
Satd. Flow (perm)	0	1306	0	0	1793	0	0	1837	1561	0	1837	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			9				22			26
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			1703			698			1715	
Travel Time (s)		12.3			38.7			15.9			39.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	18	40	15	9	80	29	0	974	9	0	683	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	118	0	0	974	9	0	683	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.04	1.04	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1		2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100			100	20		100	20
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8			2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
21: San Pedro & W Summit Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0			10.0	10.0		10.0	10.0
Minimum Split (s)	28.0	28.0		28.0	28.0			24.7	24.7		24.7	24.7
Total Split (s)	29.0	29.0		29.0	29.0			121.0	121.0		121.0	121.0
Total Split (%)	19.3%	19.3%		19.3%	19.3%			80.7%	80.7%		80.7%	80.7%
Maximum Green (s)	23.0	23.0		23.0	23.0			115.3	115.3		115.3	115.3
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6	3.6		3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4			2.1	2.1		2.1	2.1
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			5.7	5.7		5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Recall Mode	None	None		None	None			C-Min	C-Min		C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	15.0	15.0		15.0	15.0			12.0	12.0		12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		13.5			13.5			124.8	124.8		124.8	124.8
Actuated g/C Ratio		0.09			0.09			0.83	0.83		0.83	0.83
v/c Ratio		0.59			0.69			0.64	0.01		0.45	0.02
Control Delay		77.3			81.3			3.7	0.4		2.4	0.1
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		77.3			81.3			3.7	0.4		2.4	0.1
LOS		E			F			A	A		A	A
Approach Delay		77.3			81.3			3.7			2.4	
Approach LOS		E			F			A			A	
Queue Length 50th (ft)		63			105			18	0		73	0
Queue Length 95th (ft)		116			170			287	m0		29	m0
Internal Link Dist (ft)		460			1623			618			1635	
Turn Bay Length (ft)									125			125
Base Capacity (vph)		206			282			1527	1301		1527	1257
Starvation Cap Reductn		0			0			21	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.35			0.42			0.65	0.01		0.45	0.02
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 81 (54%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.69												
Intersection Signal Delay: 10.9					Intersection LOS: B							
Intersection Capacity Utilization 65.2%					ICU Level of Service C							
Analysis Period (min) 15												

Lanes, Volumes, Timings

21: San Pedro & W Summit Ave

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: San Pedro & W Summit Ave



Lanes, Volumes, Timings
22: San Pedro & W Mulberry Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	15	11	43	39	43	0	840	33	0	553	11
Future Volume (vph)	6	15	11	43	39	43	0	840	33	0	553	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	9
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	0		125	0		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.936			0.921				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1805	1778	0	1805	1750	0	0	1773	1507	0	1773	1454
Flt Permitted	0.604			0.739								
Satd. Flow (perm)	1148	1778	0	1404	1750	0	0	1773	1507	0	1773	1454
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			32				24			22
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			0			1400			698	
Travel Time (s)		12.4			0.0			31.8			15.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	16	12	47	42	47	0	913	36	0	601	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	28	0	47	89	0	0	913	36	0	601	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1		2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100			100	20		100	20
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8			2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
22: San Pedro & W Mulberry Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0			10.0	10.0		10.0	10.0
Minimum Split (s)	28.0	28.0		28.0	28.0			27.0	27.0		24.7	24.7
Total Split (s)	30.0	30.0		30.0	30.0			120.0	120.0		120.0	120.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%			80.0%	80.0%		80.0%	80.0%
Maximum Green (s)	24.0	24.0		24.0	24.0			114.0	114.0		114.3	114.3
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6	3.6		3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4			2.4	2.4		2.1	2.1
Lost Time Adjust (s)	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	6.0			6.0	6.0		5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Recall Mode	None	None		None	None			C-Min	C-Min		C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	15.0	15.0		15.0	15.0			14.0	14.0		12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	9.6	9.6		9.6	9.6			128.4	128.4		128.7	128.7
Actuated g/C Ratio	0.06	0.06		0.06	0.06			0.86	0.86		0.86	0.86
v/c Ratio	0.10	0.23		0.53	0.63			0.60	0.03		0.40	0.01
Control Delay	66.3	47.2		87.6	62.6			3.0	0.9		1.6	0.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.1	0.0
Total Delay	66.3	47.2		87.6	62.6			3.0	0.9		1.7	0.0
LOS	E	D		F	E			A	A		A	A
Approach Delay		51.0			71.2			2.9			1.7	
Approach LOS		D			E			A			A	
Queue Length 50th (ft)	7	15		46	55			55	0		17	0
Queue Length 95th (ft)	23	48		89	114			190	m3		24	m0
Internal Link Dist (ft)		467			1			1320			618	
Turn Bay Length (ft)	100								125			125
Base Capacity (vph)	183	294		224	306			1518	1293		1521	1250
Starvation Cap Reductn	0	0		0	0			0	0		231	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.04	0.10		0.21	0.29			0.60	0.03		0.47	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 109 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.63												
Intersection Signal Delay: 8.8					Intersection LOS: A							
Intersection Capacity Utilization 63.3%					ICU Level of Service B							
Analysis Period (min) 15												

Lanes, Volumes, Timings 22: San Pedro & W Mulberry Ave

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: San Pedro & W Mulberry Ave



Lanes, Volumes, Timings
23: San Pedro & Woodlawn

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	144	37	12	202	40	0	816	19	0	564	56
Future Volume (vph)	20	144	37	12	202	40	0	816	19	0	564	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	9
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.970			0.975				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1807	0	1770	1816	0	0	1739	1478	0	1739	1425
Flt Permitted	0.242			0.405								
Satd. Flow (perm)	451	1807	0	754	1816	0	0	1739	1478	0	1739	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6				22			46
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		570			578			768			1400	
Travel Time (s)		13.0			13.1			17.5			31.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	22	157	40	13	220	43	0	887	21	0	613	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	197	0	13	263	0	0	887	21	0	613	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1		2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100			100	20		100	20
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Turn Type	Perm	NA		Perm	NA			NA	Perm		NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8			2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
23: San Pedro & Woodlawn

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0			10.0	10.0		10.0	10.0
Minimum Split (s)	28.0	28.0		28.0	28.0			27.0	27.0		27.0	27.0
Total Split (s)	41.0	41.0		41.0	41.0			109.0	109.0		109.0	109.0
Total Split (%)	27.3%	27.3%		27.3%	27.3%			72.7%	72.7%		72.7%	72.7%
Maximum Green (s)	35.0	35.0		35.0	35.0			103.0	103.0		103.0	103.0
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6	3.6		3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4			2.4	2.4		2.4	2.4
Lost Time Adjust (s)	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	6.0			6.0	6.0		6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Recall Mode	None	None		None	None			C-Min	C-Min		C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	15.0	15.0		15.0	15.0			14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	25.7	25.7		25.7	25.7			112.3	112.3		112.3	112.3
Actuated g/C Ratio	0.17	0.17		0.17	0.17			0.75	0.75		0.75	0.75
v/c Ratio	0.29	0.63		0.10	0.83			0.68	0.02		0.47	0.06
Control Delay	61.5	63.3		50.9	80.0			20.7	0.9		12.3	4.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	61.5	63.3		50.9	80.0			20.7	0.9		12.3	4.4
LOS	E	E		D	F			C	A		B	A
Approach Delay		63.1			78.7			20.2			11.6	
Approach LOS		E			E			C			B	
Queue Length 50th (ft)	19	174		11	247			682	1		344	14
Queue Length 95th (ft)	47	245		31	332			635	m0		161	9
Internal Link Dist (ft)		490			498			688			1320	
Turn Bay Length (ft)									125			125
Base Capacity (vph)	105	427		175	428			1302	1112		1302	1078
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.21	0.46		0.07	0.61			0.68	0.02		0.47	0.06
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 48 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.83												
Intersection Signal Delay: 29.7					Intersection LOS: C							
Intersection Capacity Utilization 69.6%					ICU Level of Service C							
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: San Pedro & Woodlawn



Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	144	34	154	209	90	66	690	61	89	487	58
Future Volume (vph)	37	144	34	154	209	90	66	690	61	89	487	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	150		0	150		0	50		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.971			0.955			0.988			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1845	0	1805	1814	0	1685	3329	0	1685	3315	0
Flt Permitted	0.349			0.609			0.412			0.274		
Satd. Flow (perm)	663	1845	0	1157	1814	0	731	3329	0	486	3315	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			30			14			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		534			305			576			613	
Travel Time (s)		12.1			6.9			13.1			13.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	157	37	167	227	98	72	750	66	97	529	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	194	0	167	325	0	72	816	0	97	592	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	30.3	30.3		30.3	30.3		8.7	23.7		8.7	23.7	
Total Split (s)	30.3	30.3		30.3	30.3		8.8	33.1		11.6	35.9	
Total Split (%)	40.4%	40.4%		40.4%	40.4%		11.7%	44.1%		15.5%	47.9%	
Maximum Green (s)	24.0	24.0		24.0	24.0		3.1	27.4		5.9	30.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2		1.0	0.2		1.0	1.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	17.0	17.0		17.0	17.0		40.6	37.0		42.3	37.9	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.54	0.49		0.56	0.51	
v/c Ratio	0.27	0.45		0.64	0.75		0.16	0.49		0.27	0.35	
Control Delay	26.2	24.8		36.4	34.7		6.4	13.0		7.6	13.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.2	24.8		36.4	34.7		6.4	13.0		7.6	13.0	
LOS	C	C		D	C		A	B		A	B	
Approach Delay		25.0			35.3			12.5			12.3	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	15	71		71	129		8	147		41	181	
Queue Length 95th (ft)	37	113		118	189		m27	223		34	158	
Internal Link Dist (ft)		454			225			496			533	
Turn Bay Length (ft)	150			150			150			50		
Base Capacity (vph)	212	601		370	600		449	1651		372	1684	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.32		0.45	0.54		0.16	0.49		0.26	0.35	
Intersection Summary												
Area Type:	Other											
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 68 (91%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow												
Natural Cycle: 65												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.75												
Intersection Signal Delay: 18.6						Intersection LOS: B						
Intersection Capacity Utilization 66.6%						ICU Level of Service C						
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: San Pedro & W Ashby PI



Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	0	49	0	0	392	63	761	49	49	578	38
Future Volume (vph)	38	0	49	0	0	392	63	761	49	49	578	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	12	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	0		0	150		200	200		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.850				0.865			0.850		0.991	
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1805	1615	0	0	0	1611	1685	1837	1583	1652	1820	0
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	1805	1615	0	0	0	1611	1685	1837	1583	1652	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		360				261			70			3
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1426			354			385			960	
Travel Time (s)		32.4			8.0			8.8			21.8	
Confl. Peds. (#/hr)												
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 (%)	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	41	0	53	0	0	426	68	827	53	53	628	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	53	0	0	0	426	68	827	53	53	669	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.00	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2				1	1	2	1	1	2	
Detector Template	Left	Thru				Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100				20	20	100	20	20	100	
Trailing Detector (ft)	0	0				0	0	0	0	0	0	
Turn Type	Perm	NA				Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4					8			2			
Detector Phase	4	4				8	5	2	2	1	6	
Switch Phase												

Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0				5.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	30.3	30.3				30.3	11.6	23.7	23.7	11.3	23.7	
Total Split (s)	44.0	44.0				44.0	18.8	90.0	90.0	16.0	87.2	
Total Split (%)	29.3%	29.3%				29.3%	12.5%	60.0%	60.0%	10.7%	58.1%	
Maximum Green (s)	37.7	37.7				37.7	12.2	84.3	84.3	9.7	81.5	
Yellow Time (s)	3.6	3.6				3.6	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	2.7	2.7				2.7	3.0	2.1	2.1	2.7	2.1	
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	6.3				6.3	6.6	5.7	5.7	6.3	5.7	
Lead/Lag							Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0				3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0				3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None				None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0				7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	17.0	17.0				17.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0				0		0	0		0	
Act Effct Green (s)	23.6	23.6				23.6	11.1	101.3	101.3	9.3	99.4	
Actuated g/C Ratio	0.16	0.16				0.16	0.07	0.68	0.68	0.06	0.66	
v/c Ratio	0.14	0.10				0.90	0.54	0.67	0.05	0.52	0.55	
Control Delay	50.8	0.3				45.4	78.5	18.9	2.0	77.6	21.6	
Queue Delay	0.0	0.0				0.0	0.0	0.2	0.0	0.0	0.0	
Total Delay	50.8	0.3				45.4	78.5	19.1	2.0	77.6	21.6	
LOS	D	A				D	E	B	A	E	C	
Approach Delay		22.3			45.4			22.4			25.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	35	0				173	69	624	4	48	448	
Queue Length 95th (ft)	65	0				284	115	690	m12	100	436	
Internal Link Dist (ft)		1346			274			305			880	
Turn Bay Length (ft)	175						150		200	200		
Base Capacity (vph)	453	675				600	137	1240	1091	112	1206	
Starvation Cap Reductn	0	0				0	0	60	0	0	0	
Spillback Cap Reductn	0	0				0	0	0	0	0	0	
Storage Cap Reductn	0	0				0	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.08				0.71	0.50	0.70	0.05	0.47	0.55	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 119 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.90												
Intersection Signal Delay: 28.0						Intersection LOS: C						
Intersection Capacity Utilization 83.7%						ICU Level of Service E						
Analysis Period (min) 15												

Lanes, Volumes, Timings 25: San Pedro & W Myrtle St

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: San Pedro & W Myrtle St



Lanes, Volumes, Timings
26: San Pedro & Park Ave

05/16/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	59	10	823	609	6
Future Volume (vph)	12	59	10	823	609	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	10	10
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	100			125
Storage Lanes	1	0	1			0
Taper Length (ft)	0		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.888				0.999	
Flt Protected	0.992		0.950			
Satd. Flow (prot)	1674	0	1745	1900	1772	0
Flt Permitted	0.992		0.950			
Satd. Flow (perm)	1674	0	1745	1900	1772	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	64				1	
Link Speed (mph)	30			30	30	
Link Distance (ft)	460			363	385	
Travel Time (s)	10.5			8.3	8.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	13	64	11	895	662	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	11	895	669	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.09	1.09
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Turn Type	Prot		Prot	NA	NA	
Protected Phases	7		5	2	6	
Permitted Phases						
Detector Phase	7		5	2	6	
Switch Phase						

Lanes, Volumes, Timings
26: San Pedro & Park Ave

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0		5.0	10.0	10.0	
Minimum Split (s)	11.0		11.0	23.3	23.3	
Total Split (s)	20.0		13.0	130.0	117.0	
Total Split (%)	13.3%		8.7%	86.7%	78.0%	
Maximum Green (s)	14.0		7.0	124.7	111.7	
Yellow Time (s)	3.6		3.6	3.6	3.6	
All-Red Time (s)	2.4		2.4	1.7	1.7	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	5.3	5.3	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Minimum Gap (s)	3.0		3.0	3.0	3.0	
Time Before Reduce (s)	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0		0.0	0.0	0.0	
Recall Mode	None		None	C-Max	C-Max	
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				7.0	7.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	7.6		6.3	131.1	125.9	
Actuated g/C Ratio	0.05		0.04	0.87	0.84	
v/c Ratio	0.53		0.15	0.54	0.45	
Control Delay	33.6		74.9	3.0	1.1	
Queue Delay	0.2		0.0	0.5	0.1	
Total Delay	33.8		74.9	3.5	1.2	
LOS	C		E	A	A	
Approach Delay	33.8			4.3	1.2	
Approach LOS	C			A	A	
Queue Length 50th (ft)	13		10	417	5	
Queue Length 95th (ft)	66		m33	19	14	
Internal Link Dist (ft)	380			283	305	
Turn Bay Length (ft)			100			
Base Capacity (vph)	214		81	1660	1487	
Starvation Cap Reductn	0		0	81	167	
Spillback Cap Reductn	11		0	348	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.38		0.14	0.68	0.51	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 130 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 4.5
Intersection Capacity Utilization 57.0%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service B

Lanes, Volumes, Timings
26: San Pedro & Park Ave

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: San Pedro & Park Ave



Lanes, Volumes, Timings
27: San Pedro & Evergreen

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	76	14	804	44	20	620
Future Volume (vph)	76	14	804	44	20	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		150	150	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.979		0.992			
Flt Protected	0.959					0.998
Satd. Flow (prot)	1749	0	3277	0	0	1797
Flt Permitted	0.959					0.954
Satd. Flow (perm)	1749	0	3277	0	0	1718
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	5		8			
Link Speed (mph)	30		30			30
Link Distance (ft)	401		421			363
Travel Time (s)	9.1		9.6			8.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	83	15	874	48	22	674
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	0	922	0	0	696
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.09	1.09	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases					6	
Detector Phase	8		2		1	6
Switch Phase						

Lanes, Volumes, Timings
27: San Pedro & Evergreen

05/16/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		10.0		3.0	10.0
Minimum Split (s)	30.3		20.0		9.0	20.0
Total Split (s)	36.0		105.0		9.0	114.0
Total Split (%)	24.0%		70.0%		6.0%	76.0%
Maximum Green (s)	29.7		99.7		3.9	108.7
Yellow Time (s)	3.6		3.6		3.6	3.6
All-Red Time (s)	2.7		1.7		1.5	1.7
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.3		5.3			5.3
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0					
Flash Dont Walk (s)	17.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	13.3		125.1			125.1
Actuated g/C Ratio	0.09		0.83			0.83
v/c Ratio	0.61		0.34			0.49
Control Delay	78.0		3.5			2.4
Queue Delay	0.2		0.2			0.1
Total Delay	78.2		3.8			2.4
LOS	E		A			A
Approach Delay	78.2		3.8			2.4
Approach LOS	E		A			A
Queue Length 50th (ft)	89		208			20
Queue Length 95th (ft)	148		42			67
Internal Link Dist (ft)	321		341			283
Turn Bay Length (ft)						
Base Capacity (vph)	350		2733			1432
Starvation Cap Reductn	0		984			106
Spillback Cap Reductn	43		122			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.32		0.53			0.52

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 119 (79%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 7.5
Intersection Capacity Utilization 63.5%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service B

Lanes, Volumes, Timings 27: San Pedro & Evergreen

05/16/2025

Splits and Phases: 27: San Pedro & Evergreen



Lanes, Volumes, Timings
28: San Pedro & W Laurel St

05/16/2025

																						
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR										
Lane Configurations																						
Traffic Volume (vph)	18	12	19	19	38	26	8	704	2	11	624	57										
Future Volume (vph)	18	12	19	19	38	26	8	704	2	11	624	57										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900										
Lane Width (ft)	12	12	1	1	12	1	10	11	11	11	11	11										
Grade (%)	0%				0%		0%				0%											
Storage Length (ft)	150		0	0		0	175		125	100		125										
Storage Lanes	1		0	0		0	1		0	1		0										
Taper Length (ft)	0			0			25			25												
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
Ped Bike Factor																						
Frt	0.907				0.958						0.987											
Flt Protected	0.950				0.988		0.950			0.950												
Satd. Flow (prot)	1805	1723	0	0	1798	0	1685	1837	0	1745	1813	0										
Flt Permitted	0.526				0.910		0.950			0.950												
Satd. Flow (perm)	999	1723	0	0	1656	0	1685	1837	0	1745	1813	0										
Right Turn on Red			Yes				Yes		Yes													
Satd. Flow (RTOR)	21				13						6											
Link Speed (mph)	30				30		30				30											
Link Distance (ft)	360				375		400				421											
Travel Time (s)	8.2				8.5		9.1				9.6											
Confl. Peds. (#/hr)																						
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0										
Parking (#/hr)																						
Mid-Block Traffic (%)	0%				0%		0%				0%											
Adj. Flow (vph)	20	13	21	21	41	28	9	765	2	12	678	62										
Shared Lane Traffic (%)																						
Lane Group Flow (vph)	20	34	0	0	90	0	9	767	0	12	740	0										
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right										
Median Width(ft)	12				12		11				12											
Link Offset(ft)	0				0		0				0											
Crosswalk Width(ft)	16				16		16				16											
Two way Left Turn Lane																						
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.75	1.09	1.04	1.04	1.04	1.04	1.04										
Turning Speed (mph)	15		9	15		9	15		9	15		9										
Number of Detectors	1	2		0	2		1	2		1	2											
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru											
Leading Detector (ft)	20	100		0	100		20	100		20	100											
Trailing Detector (ft)	0	0		0	0		0	0		0	0											
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA											
Protected Phases	4				8		5		2		1											
Permitted Phases	4				8																	
Detector Phase	4	4		8	8		5	2		1	6											
Switch Phase																						

Lanes, Volumes, Timings
28: San Pedro & W Laurel St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	31.3	31.3		31.3	31.3		11.3	19.3		11.0	23.7	
Total Split (s)	34.0	34.0		34.0	34.0		13.0	103.0		13.0	103.0	
Total Split (%)	22.7%	22.7%		22.7%	22.7%		8.7%	68.7%		8.7%	68.7%	
Maximum Green (s)	27.7	27.7		27.7	27.7		6.7	97.7		7.0	97.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.7	1.7		2.4	2.1	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3			6.3		6.3	5.3		6.0	5.7	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	3.0		1.0	1.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			7.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	10.3	10.3			10.3		5.2	123.3		5.3	125.2	
Actuated g/C Ratio	0.07	0.07			0.07		0.03	0.82		0.04	0.83	
v/c Ratio	0.29	0.25			0.72		0.16	0.51		0.19	0.49	
Control Delay	75.2	37.4			87.1		84.8	10.4		69.9	6.0	
Queue Delay	0.0	0.6			3.3		0.0	2.0		0.0	0.9	
Total Delay	75.2	38.0			90.5		84.8	12.4		69.9	6.9	
LOS	E	D			F		F	B		E	A	
Approach Delay		51.8			90.5			13.2			7.9	
Approach LOS		D			F			B			A	
Queue Length 50th (ft)	19	12			75		9	375		12	160	
Queue Length 95th (ft)	47	48			133		m13	306		m25	327	
Internal Link Dist (ft)		280			295			320			341	
Turn Bay Length (ft)	150						175			100		
Base Capacity (vph)	184	335			316		75	1510		81	1514	
Starvation Cap Reductn	0	0			0		0	563		0	228	
Spillback Cap Reductn	0	162			153		0	0		0	475	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.11	0.20			0.55		0.12	0.81		0.15	0.71	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.72												
Intersection Signal Delay: 16.3					Intersection LOS: B							
Intersection Capacity Utilization 58.1%					ICU Level of Service B							
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: San Pedro & W Laurel St



Lanes, Volumes, Timings
29: San Pedro & Cypress St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	323	122	31	367	37	183	541	25	43	491	109
Future Volume (vph)	132	323	122	31	367	37	183	541	25	43	491	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	0		0	150		125	100		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.986			0.993			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3462	0	1805	3559	0	1685	1824	0	1685	1725	0
Flt Permitted	0.196			0.476			0.950			0.950		
Satd. Flow (perm)	372	3462	0	904	3559	0	1685	1824	0	1685	1725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			6			2			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		425			314			1133			400	
Travel Time (s)		9.7			7.1			25.8			9.1	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	143	351	133	34	399	40	199	588	27	47	534	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	484	0	34	439	0	199	615	0	47	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
29: San Pedro & Cypress St

05/16/2025

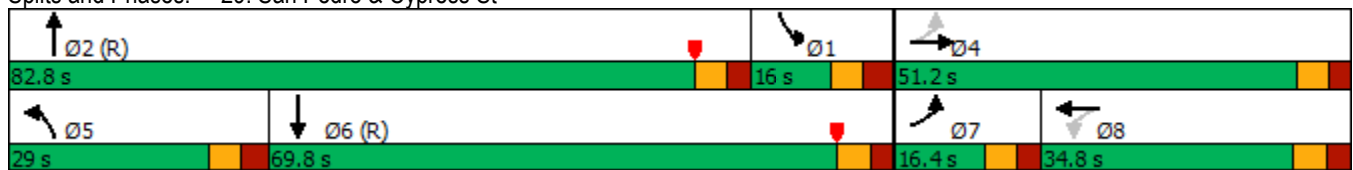
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.3	30.3		34.6	34.6		11.6	30.3		12.0	30.3	
Total Split (s)	16.4	51.2		34.8	34.8		29.0	82.8		16.0	69.8	
Total Split (%)	10.9%	34.1%		23.2%	23.2%		19.3%	55.2%		10.7%	46.5%	
Maximum Green (s)	10.1	44.9		28.2	28.2		22.4	76.5		9.0	63.5	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		3.0	3.0		3.0	2.7		3.4	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.6	6.6		6.6	6.3		7.0	6.3	
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		17.0		21.0	21.0			17.0			17.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	40.3	40.3		23.6	23.6		21.3	84.3		8.4	69.2	
Actuated g/C Ratio	0.27	0.27		0.16	0.16		0.14	0.56		0.06	0.46	
v/c Ratio	0.73	0.51		0.24	0.78		0.83	0.60		0.50	0.81	
Control Delay	65.2	44.2		58.1	69.5		89.7	26.5		84.9	43.5	
Queue Delay	0.2	0.0		0.0	0.0		0.0	0.8		0.0	15.0	
Total Delay	65.3	44.2		58.1	69.5		89.7	27.3		84.9	58.5	
LOS	E	D		E	E		F	C		F	E	
Approach Delay		49.0			68.7			42.5			60.2	
Approach LOS		D			E			D			E	
Queue Length 50th (ft)	111	194		29	215		189	408		45	591	
Queue Length 95th (ft)	#176	243		64	270		#317	574		88	#801	
Internal Link Dist (ft)		345			234			1053			320	
Turn Bay Length (ft)	175						150			100		
Base Capacity (vph)	196	1062		169	673		258	1025		101	800	
Starvation Cap Reductn	0	0		0	0		0	0		0	144	
Spillback Cap Reductn	1	0		0	0		0	167		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.73	0.46		0.20	0.65		0.77	0.72		0.47	0.99	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.83												
Intersection Signal Delay: 53.5						Intersection LOS: D						
Intersection Capacity Utilization 82.7%						ICU Level of Service E						
Analysis Period (min) 15												

Lanes, Volumes, Timings 29: San Pedro & Cypress St

05/16/2025

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

Splits and Phases: 29: San Pedro & Cypress St



Lanes, Volumes, Timings
30: San Pedro & Euclid Ave

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	784	29	86	832	40	119	20	36	66	65	21
Future Volume (vph)	57	784	29	86	832	40	119	20	36	66	65	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	1	1	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		125	0		125	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995			0.993			0.904			0.981	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1805	1890	0	1805	1887	0	1805	1718	0	0	1825	0
Flt Permitted	0.950			0.950			0.554				0.831	
Satd. Flow (perm)	1805	1890	0	1805	1887	0	1053	1718	0	0	1549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			39			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		454			447			211			219	
Travel Time (s)		10.3			10.2			4.8			5.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	62	852	32	93	904	43	129	22	39	72	71	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	884	0	93	947	0	129	61	0	0	166	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	1.75	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		0	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100		20	100		0	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												

Lanes, Volumes, Timings
30: San Pedro & Euclid Ave

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.7	23.7		20.3	20.3		30.3	30.3		30.3	30.3	
Total Split (s)	23.8	69.0		20.4	65.6		30.6	30.6		30.6	30.6	
Total Split (%)	19.8%	57.5%		17.0%	54.7%		25.5%	25.5%		25.5%	25.5%	
Maximum Green (s)	18.1	63.3		15.1	60.3		24.3	24.3		24.3	24.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1		1.7	1.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.7	5.7		5.3	5.3		6.3	6.3			6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	C-Min		Min	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			8.0		17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	10.2	74.5		11.1	75.3		17.1	17.1			17.1	
Actuated g/C Ratio	0.08	0.62		0.09	0.63		0.14	0.14			0.14	
v/c Ratio	0.40	0.75		0.56	0.80		0.86	0.22			0.74	
Control Delay	60.2	23.1		67.5	18.7		93.2	21.2			65.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	60.2	23.1		67.5	18.7		93.2	21.2			65.7	
LOS	E	C		E	B		F	C			E	
Approach Delay		25.5			23.0			70.1			65.7	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	46	442		75	295		99	15			120	
Queue Length 95th (ft)	92	#854		m116	m803		161	52			185	
Internal Link Dist (ft)		374			367			131			139	
Turn Bay Length (ft)	100											
Base Capacity (vph)	272	1173		227	1185		213	378			318	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.23	0.75		0.41	0.80		0.61	0.16			0.52	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 8 (7%), Referenced to phase 2:NWT and 6:SET, Start of Yellow												
Natural Cycle: 120												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.86												
Intersection Signal Delay: 30.9					Intersection LOS: C							
Intersection Capacity Utilization 84.0%					ICU Level of Service E							
Analysis Period (min) 15												

Lanes, Volumes, Timings

30: San Pedro & Euclid Ave

05/16/2025

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.

Splits and Phases: 30: San Pedro & Euclid Ave

 Ø1	 Ø2 (R)	 Ø4
23.8 s	65.6 s	30.6 s
 Ø5	 Ø6 (R)	 Ø8
20.4 s	69 s	30.6 s

Lanes, Volumes, Timings

31: San Pedro & Elmira

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↑	↑↑						↑↑↑	
Traffic Volume (vph)	0	576	310	395	771	0	0	0	0	28	922	267
Future Volume (vph)	0	576	310	395	771	0	0	0	0	28	922	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	1	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	0		0	0		150
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor												
Frt		0.948									0.967	
Flt Protected				0.950							0.999	
Satd. Flow (prot)	0	3422	0	1805	3610	0	0	0	0	0	5011	0
Flt Permitted				0.198							0.999	
Satd. Flow (perm)	0	3422	0	376	3610	0	0	0	0	0	5011	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65									53	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			505			207			202	
Travel Time (s)		10.2			11.5			4.7			4.6	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	626	337	429	838	0	0	0	0	30	1002	290
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	963	0	429	838	0	0	0	0	0	1322	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					0	2	
Detector Template		Thru		Left	Thru						Thru	
Leading Detector (ft)		100		20	100					0	100	
Trailing Detector (ft)		0		0	0					0	0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		6		5	2						8	
Permitted Phases				2						8		
Detector Phase		6		5	2					8	8	
Switch Phase												

Lanes, Volumes, Timings

31: San Pedro & Elmira

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	
Minimum Split (s)		23.7		27.0	27.0					30.3	30.3	
Total Split (s)		62.7		27.0	62.7					30.3	30.3	
Total Split (%)		52.3%		22.5%	52.3%					25.3%	25.3%	
Maximum Green (s)		57.0		21.0	56.7					24.0	24.0	
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	
All-Red Time (s)		2.1		2.4	2.4					2.7	2.7	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		5.7		6.0	6.0						6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Minimum Gap (s)		3.0		3.0	3.0					3.0	3.0	
Time Before Reduce (s)		0.0		0.0	0.0					0.0	0.0	
Time To Reduce (s)		0.0		0.0	0.0					0.0	0.0	
Recall Mode		Max		Max	C-Max					None	None	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		14.0	14.0					17.0	17.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		57.0		77.7	56.7						24.0	
Actuated g/C Ratio		0.48		0.65	0.47						0.20	
v/c Ratio		0.58		0.87	0.49						1.27	
Control Delay		14.2		39.6	10.0						165.9	
Queue Delay		0.8		0.1	0.2						0.0	
Total Delay		15.0		39.7	10.2						165.9	
LOS		B		D	B						F	
Approach Delay		15.0			20.2						165.9	
Approach LOS		B			C						F	
Queue Length 50th (ft)		106		133	145						~461	
Queue Length 95th (ft)		162		m#273	m164						#559	
Internal Link Dist (ft)		367			425			127			122	
Turn Bay Length (ft)												
Base Capacity (vph)		1659		493	1705						1044	
Starvation Cap Reductn		376		1	270						0	
Spillback Cap Reductn		0		0	47						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.75		0.87	0.58						1.27	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NWTL, Start of Yellow												
Natural Cycle: 85												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.27												
Intersection Signal Delay: 73.0					Intersection LOS: E							
Intersection Capacity Utilization 87.1%					ICU Level of Service E							
Analysis Period (min) 15												

~ Volume exceeds capacity, queue is theoretically infinite.

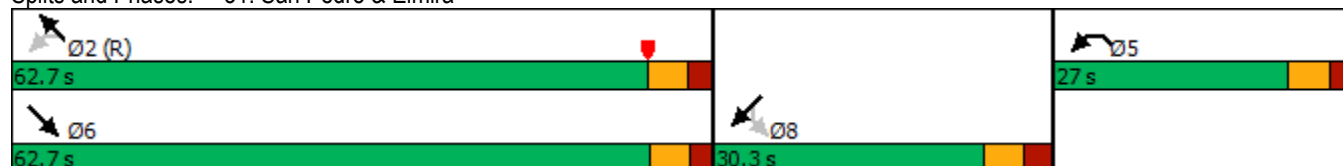
Queue shown is maximum after two cycles.

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.

Splits and Phases: 31: San Pedro & Elmira



Lanes, Volumes, Timings
32: Quincy St & San Pedro

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	302	287	0	0	688	21	442	893	101	0	0	0
Future Volume (vph)	302	287	0	0	688	21	442	893	101	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		50	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	0			25			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.86	0.86	0.91	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850		0.986				
Flt Protected	0.950						0.950	0.996				
Satd. Flow (prot)	1805	3303	0	0	3303	1478	1552	4805	0	0	0	0
Flt Permitted	0.950						0.950	0.996				
Satd. Flow (perm)	1805	3303	0	0	3303	1478	1552	4805	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						82		13				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		505			226			492			318	
Travel Time (s)		11.5			5.1			11.2			7.2	
Confl. Peds. (#/hr)												
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 (%)	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	328	312	0	0	748	23	480	971	110	0	0	0
Shared Lane Traffic (%)							20%					
Lane Group Flow (vph)	328	312	0	0	748	23	384	1177	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.09	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2	1	1	2				
Detector Template		Thru			Thru	Right	Left	Thru				
Leading Detector (ft)	0	100			100	20	20	100				
Trailing Detector (ft)	0	0			0	0	0	0				
Turn Type	Prot	NA			NA	Perm	Perm	NA				
Protected Phases	1	6			2			4				
Permitted Phases						2	4					
Detector Phase	1	6			2	2	4	4				
Switch Phase												

Lanes, Volumes, Timings
32: Quincy St & San Pedro

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Minimum Split (s)	21.0	27.0			23.7	23.7	34.3	34.3				
Total Split (s)	28.0	55.0			55.0	55.0	37.0	37.0				
Total Split (%)	23.3%	45.8%			45.8%	45.8%	30.8%	30.8%				
Maximum Green (s)	22.3	49.0			49.3	49.3	30.7	30.7				
Yellow Time (s)	3.6	3.6			3.6	3.6	3.6	3.6				
All-Red Time (s)	2.1	2.4			2.1	2.1	2.7	2.7				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.7	6.0			5.7	5.7	6.3	6.3				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Minimum Gap (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Time Before Reduce (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Time To Reduce (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Recall Mode	None	C-Max			C-Max	C-Max	None	None				
Walk Time (s)		7.0			7.0	7.0	7.0	7.0				
Flash Dont Walk (s)		14.0			11.0	11.0	21.0	21.0				
Pedestrian Calls (#/hr)		0			0	0	0	0				
Act Effct Green (s)	22.3	49.0			49.3	49.3	30.7	30.7				
Actuated g/C Ratio	0.19	0.41			0.41	0.41	0.26	0.26				
v/c Ratio	0.98	0.23			0.55	0.04	0.97	0.95				
Control Delay	73.7	18.3			28.8	0.1	82.4	59.9				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0				
Total Delay	73.7	18.3			28.8	0.1	82.4	59.9				
LOS	E	B			C	A	F	E				
Approach Delay		46.6			28.0			65.4				
Approach LOS		D			C			E				
Queue Length 50th (ft)	268	38			228	0	343	345				
Queue Length 95th (ft)	m#443	m69			290	0	#574	#446				
Internal Link Dist (ft)		425			146			412			238	
Turn Bay Length (ft)	150					50						
Base Capacity (vph)	335	1348			1356	655	397	1238				
Starvation Cap Reductn	0	0			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.98	0.23			0.55	0.04	0.97	0.95				
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 108 (90%), Referenced to phase 2:NWT and 6:SET, Start of Yellow												
Natural Cycle: 85												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.98												
Intersection Signal Delay: 51.7					Intersection LOS: D							
Intersection Capacity Utilization 87.1%					ICU Level of Service E							
Analysis Period (min) 15												

Lanes, Volumes, Timings 32: Quincy St & San Pedro

05/16/2025

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.

Splits and Phases: 32: Quincy St & San Pedro

 Ø2 (L) 55 s	 Ø1 28 s	 Ø4 37 s
 Ø6 (L) 55 s		

Lanes, Volumes, Timings
33: Soledad & Navarro & San Pedro

05/16/2025



Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations		↰		↰	↰↰	
Traffic Volume (vph)	0	913	0	105	435	0
Future Volume (vph)	0	913	0	105	435	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	125	0	0	0
Storage Lanes	0	1	0	1	2	0
Taper Length (ft)	25		25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt		0.865		0.865		
Flt Protected					0.950	
Satd. Flow (prot)	0	1558	0	1558	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1558	0	1558	3433	0
Right Turn on Red		Yes		Yes		Yes
Satd. Flow (RTOR)		1010		1091		
Link Speed (mph)	30		30		30	
Link Distance (ft)	523		243		334	
Travel Time (s)	11.9		5.5		7.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%		0%	
Adj. Flow (vph)	0	992	0	114	473	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	992	0	114	473	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	0		0		24	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9
Number of Detectors		2		2	1	
Detector Template		Thru		Thru	Left	
Leading Detector (ft)		100		100	20	
Trailing Detector (ft)		0		0	0	
Turn Type		custom		Perm	Perm	
Protected Phases						
Permitted Phases				2	4	
Detector Phase				2	4	
Switch Phase						

Lanes, Volumes, Timings
33: Soledad & Navarro & San Pedro

05/16/2025



Lane Group	WBL	WBR	SEL	SER	NEL	NER
Minimum Initial (s)				10.0	10.0	
Minimum Split (s)				16.0	27.0	
Total Split (s)				106.0	14.0	
Total Split (%)				88.3%	11.7%	
Maximum Green (s)				100.0	8.0	
Yellow Time (s)				3.6	3.6	
All-Red Time (s)				2.4	2.4	
Lost Time Adjust (s)				0.0	0.0	
Total Lost Time (s)				6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)				1.0	1.0	
Minimum Gap (s)				0.2	0.2	
Time Before Reduce (s)				0.0	0.0	
Time To Reduce (s)				0.0	0.0	
Recall Mode				C-Min	Min	
Walk Time (s)					7.0	
Flash Dont Walk (s)					14.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		0.0		75.1	32.9	
Actuated g/C Ratio		0.00		0.63	0.27	
v/c Ratio		0.98		0.08	0.50	
Control Delay		27.7		0.1	41.5	
Queue Delay		0.0		0.0	0.0	
Total Delay		27.7		0.1	41.5	
LOS		C		A	D	
Approach Delay	27.7		0.1		41.5	
Approach LOS	C		A		D	
Queue Length 50th (ft)		0		0	169	
Queue Length 95th (ft)		#222		0	234	
Internal Link Dist (ft)	443		163		254	
Turn Bay Length (ft)						
Base Capacity (vph)		1010		1480	940	
Starvation Cap Reductn		0		0	0	
Spillback Cap Reductn		0		0	0	
Storage Cap Reductn		0		0	0	
Reduced v/c Ratio		0.98		0.08	0.50	
Intersection Summary						
Area Type:	Other					
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 117 (98%), Referenced to phase 2:SER, Start of Yellow						
Natural Cycle: 45						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.98						
Intersection Signal Delay: 29.8				Intersection LOS: C		
Intersection Capacity Utilization 59.9%				ICU Level of Service B		
Analysis Period (min) 15						

Lanes, Volumes, Timings

33: Soledad & Navarro & San Pedro

05/16/2025

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 33: Soledad & Navarro & San Pedro



Lanes, Volumes, Timings
34: Augusta St & Navarro

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	24	0	8	337	31	28	160	0	0	128	95
Future Volume (vph)	0	24	0	8	337	31	28	160	0	0	128	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	1	11	11	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850					0.943	
Flt Protected					0.999		0.950					
Satd. Flow (prot)	0	1900	0	0	1835	1561	1805	1900	0	0	1792	0
Flt Permitted					0.999		0.275					
Satd. Flow (perm)	0	1900	0	0	1835	1561	522	1900	0	0	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						64					33	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		523			424			597			206	
Travel Time (s)		11.9			9.6			13.6			4.7	
Confl. Peds. (#/hr)												
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%	0%	2%	0%	0%	0%	0%	0%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	26	0	9	366	34	30	174	0	0	139	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	375	34	30	174	0	0	242	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.75	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2	1	1	2			2	
Detector Template		Thru			Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	0	100		0	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Turn Type		NA		Split	NA	Perm	Perm	NA			NA	
Protected Phases		6		2	2			8			4	
Permitted Phases	6					2	8					
Detector Phase	6	6		2	2	2	8	8			4	
Switch Phase												

Lanes, Volumes, Timings
34: Augusta St & Navarro

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		10.0	10.0	10.0	10.0	10.0			10.0	
Minimum Split (s)	20.0	20.0		23.7	23.7	23.7	23.7	23.7			23.7	
Total Split (s)	20.0	20.0		56.0	56.0	56.0	39.0	39.0			39.0	
Total Split (%)	17.4%	17.4%		48.7%	48.7%	48.7%	33.9%	33.9%			33.9%	
Maximum Green (s)	16.0	16.0		50.3	50.3	50.3	33.3	33.3			33.3	
Yellow Time (s)	3.5	3.5		3.6	3.6	3.6	3.6	3.6			3.6	
All-Red Time (s)	0.5	0.5		2.1	2.1	2.1	2.1	2.1			2.1	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		4.0			5.7	5.7	5.7	5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		1.0	1.0	1.0	1.0	1.0			1.0	
Minimum Gap (s)	3.0	3.0		0.2	0.2	0.2	0.2	0.2			0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Recall Mode	None	None		C-Min	C-Min	C-Min	Min	Min			Min	
Walk Time (s)	5.0	5.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	
Act Effct Green (s)		7.1			79.1	79.1	17.3	17.3			17.3	
Actuated g/C Ratio		0.06			0.69	0.69	0.15	0.15			0.15	
v/c Ratio		0.22			0.30	0.03	0.38	0.61			0.81	
Control Delay		55.1			9.7	0.8	56.0	53.8			61.0	
Queue Delay		0.0			0.8	0.0	0.0	0.0			0.0	
Total Delay		55.1			10.5	0.8	56.0	53.8			61.0	
LOS		E			B	A	E	D			E	
Approach Delay		55.1			9.7			54.2			61.0	
Approach LOS		E			A			D			E	
Queue Length 50th (ft)		19			110	0	20	122			152	
Queue Length 95th (ft)		47			206	5	49	181			226	
Internal Link Dist (ft)		443			344			517			126	
Turn Bay Length (ft)						150						
Base Capacity (vph)		264			1261	1093	151	550			542	
Starvation Cap Reductn		0			575	0	0	0			0	
Spillback Cap Reductn		0			0	0	0	0			0	
Storage Cap Reductn		0			0	0	0	0			0	
Reduced v/c Ratio		0.10			0.55	0.03	0.20	0.32			0.45	
Intersection Summary												
Area Type:	Other											
Cycle Length: 115												
Actuated Cycle Length: 115												
Offset: 48 (42%), Referenced to phase 2:NWTL, Start of Yellow												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.81												
Intersection Signal Delay: 35.4					Intersection LOS: D							
Intersection Capacity Utilization 56.9%					ICU Level of Service B							
Analysis Period (min) 15												

Lanes, Volumes, Timings 34: Augusta St & Navarro

05/16/2025

Splits and Phases: 34: Augusta St & Navarro

 Ø2 (R) 56 s		 Ø6 20 s	 Ø4 39 s
			 Ø8 39 s

Lanes, Volumes, Timings
35: Navarro & St Mary's

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	25	46	352	105	0	0	0	0	268	25
Future Volume (vph)	0	0	25	46	352	105	0	0	0	0	268	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.865			0.850					0.987	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	1644	1745	1837	1561	0	0	0	0	3563	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	1644	1745	1837	1561	0	0	0	0	3563	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				50		114					18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			254			576			251	
Travel Time (s)		9.6			5.8			13.1			5.7	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	27	50	383	114	0	0	0	0	291	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	27	50	383	114	0	0	0	0	318	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2	1					2	
Detector Template			Right	Left	Thru	Right					Thru	
Leading Detector (ft)			20	20	100	20					100	
Trailing Detector (ft)			0	0	0	0					0	
Turn Type			Perm	Perm	NA	Perm					NA	
Protected Phases					4						2	
Permitted Phases			4 2	4		4						
Detector Phase			4 2	4	4	4					2	
Switch Phase												

Lanes, Volumes, Timings

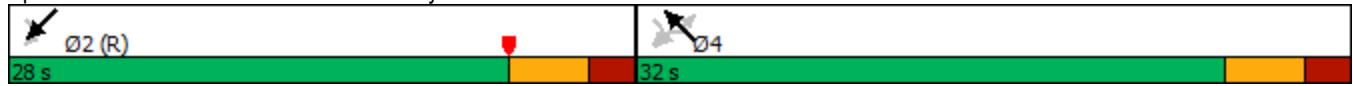
35: Navarro & St Mary's

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)				10.0	10.0	10.0					10.0	
Minimum Split (s)				23.7	23.7	23.7					23.7	
Total Split (s)				32.0	32.0	32.0					28.0	
Total Split (%)				53.3%	53.3%	53.3%					46.7%	
Maximum Green (s)				26.3	26.3	26.3					22.3	
Yellow Time (s)				3.6	3.6	3.6					3.6	
All-Red Time (s)				2.1	2.1	2.1					2.1	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.7	5.7	5.7					5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				1.0	1.0	1.0					1.0	
Minimum Gap (s)				0.2	0.2	0.2					0.2	
Time Before Reduce (s)				0.0	0.0	0.0					0.0	
Time To Reduce (s)				0.0	0.0	0.0					0.0	
Recall Mode				Min	Min	Min					C-Min	
Walk Time (s)				7.0	7.0	7.0					7.0	
Flash Dont Walk (s)				11.0	11.0	11.0					11.0	
Pedestrian Calls (#/hr)				0	0	0					0	
Act Effct Green (s)			60.0	16.6	16.6	16.6					32.0	
Actuated g/C Ratio			1.00	0.28	0.28	0.28					0.53	
v/c Ratio			0.02	0.10	0.75	0.22					0.17	
Control Delay			0.0	0.4	13.4	0.9					8.2	
Queue Delay			0.0	0.0	0.0	0.0					0.0	
Total Delay			0.0	0.4	13.4	0.9					8.2	
LOS			A	A	B	A					A	
Approach Delay					9.6						8.2	
Approach LOS					A						A	
Queue Length 50th (ft)			0	0	27	0					26	
Queue Length 95th (ft)			0	m1	38	m1					57	
Internal Link Dist (ft)		344			174			496			171	
Turn Bay Length (ft)						125						
Base Capacity (vph)			1628	792	805	748					1908	
Starvation Cap Reductn			0	0	0	0					0	
Spillback Cap Reductn			0	0	0	0					0	
Storage Cap Reductn			0	0	0	0					0	
Reduced v/c Ratio			0.02	0.06	0.48	0.15					0.17	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 57 (95%), Referenced to phase 2:SWT, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.75												
Intersection Signal Delay: 8.8				Intersection LOS: A								
Intersection Capacity Utilization 39.2%				ICU Level of Service A								
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: Navarro & St Mary's



Lanes, Volumes, Timings

36: Convent

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	0	37	132	135	30	0	0	0	0	13	285	6
Future Volume (vph)	0	37	132	135	30	0	0	0	0	13	285	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.895										0.850
Flt Protected					0.961						0.998	
Satd. Flow (prot)	0	1667	0	0	1790	0	0	0	0	0	3414	1531
Flt Permitted					0.647						0.998	
Satd. Flow (perm)	0	1667	0	0	1205	0	0	0	0	0	3414	1531
Right Turn on Red			Yes			Yes				Yes		Yes
Satd. Flow (RTOR)		143										49
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		193			270			217			576	
Travel Time (s)		4.4			6.1			4.9			13.1	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	40	143	147	33	0	0	0	0	14	310	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	180	0	0	0	0	0	324	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												

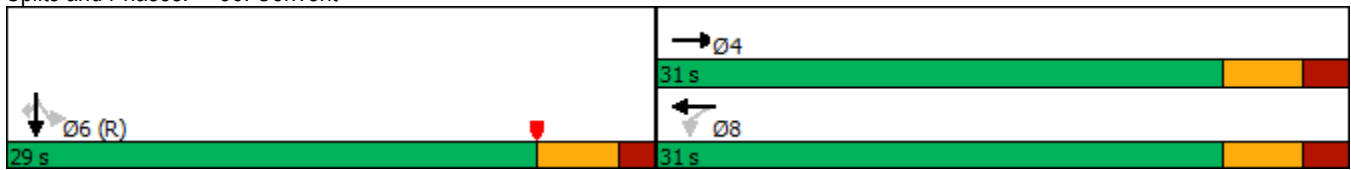
Lanes, Volumes, Timings

36: Convent

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		23.7		23.7	23.7					23.3	23.3	23.3
Total Split (s)		31.0		31.0	31.0					29.0	29.0	29.0
Total Split (%)		51.7%		51.7%	51.7%					48.3%	48.3%	48.3%
Maximum Green (s)		25.3		25.3	25.3					23.7	23.7	23.7
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Minimum Gap (s)		3.0		3.0	3.0					3.0	3.0	3.0
Time Before Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Time To Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Recall Mode		None		None	None					C-Max	C-Max	C-Max
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		14.3			14.3						34.7	34.7
Actuated g/C Ratio		0.24			0.24						0.58	0.58
v/c Ratio		0.36			0.63						0.16	0.01
Control Delay		7.2			29.3						2.5	0.0
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		7.2			29.3						2.5	0.0
LOS		A			C						A	A
Approach Delay		7.2			29.3						2.5	
Approach LOS		A			C						A	
Queue Length 50th (ft)		11			58						10	0
Queue Length 95th (ft)		46			98						17	0
Internal Link Dist (ft)		113			190			137			496	
Turn Bay Length (ft)												125
Base Capacity (vph)		785			508						1974	906
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		5			4						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.23			0.36						0.16	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 57 (95%), Referenced to phase 2: and 6:SBTL, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.63												
Intersection Signal Delay: 10.7	Intersection LOS: B											
Intersection Capacity Utilization 41.3%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 36: Convent



Lanes, Volumes, Timings

37: Martin St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  						 	
Traffic Volume (vph)	0	0	0	97	641	0	0	0	0	0	287	287
Future Volume (vph)	0	0	0	97	641	0	0	0	0	0	287	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	1	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt												0.850
Flt Protected					0.993							
Satd. Flow (prot)	0	0	0	0	5151	0	0	0	0	0	3610	1615
Flt Permitted					0.993							
Satd. Flow (perm)	0	0	0	0	5151	0	0	0	0	0	3610	1615
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					54							101
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		318			503			228			217	
Travel Time (s)		7.2			11.4			5.2			4.9	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	105	697	0	0	0	0	0	312	312
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	802	0	0	0	0	0	312	312
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Left
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				0	2						2	1
Detector Template					Thru						Thru	Right
Leading Detector (ft)				0	100						100	20
Trailing Detector (ft)				0	0						0	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					2						4	
Permitted Phases				2								4
Detector Phase				2	2						4	4
Switch Phase												

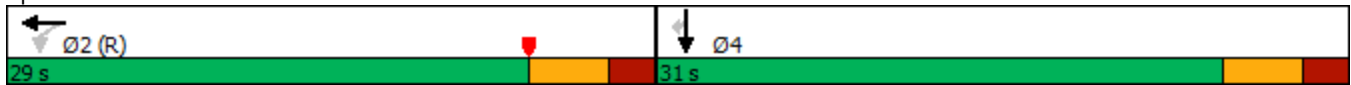
Lanes, Volumes, Timings

37: Martin St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				23.7	23.7						23.7	23.7
Total Split (s)				29.0	29.0						31.0	31.0
Total Split (%)				48.3%	48.3%						51.7%	51.7%
Maximum Green (s)				23.3	23.3						25.3	25.3
Yellow Time (s)				3.6	3.6						3.6	3.6
All-Red Time (s)				2.1	2.1						2.1	2.1
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					5.7						5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				1.0	1.0						1.0	1.0
Minimum Gap (s)				0.2	0.2						3.0	3.0
Time Before Reduce (s)				0.0	0.0						0.0	0.0
Time To Reduce (s)				0.0	0.0						0.0	0.0
Recall Mode				C-Max	C-Max						Max	Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				11.0	11.0						11.0	11.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)					23.3						25.3	25.3
Actuated g/C Ratio					0.39						0.42	0.42
v/c Ratio					0.39						0.20	0.42
Control Delay					10.4						13.3	12.0
Queue Delay					0.0						0.4	1.1
Total Delay					10.4						13.7	13.1
LOS					B						B	B
Approach Delay					10.4						13.4	
Approach LOS					B						B	
Queue Length 50th (ft)					75						40	56
Queue Length 95th (ft)					113						60	95
Internal Link Dist (ft)		238			423			148			137	
Turn Bay Length (ft)												
Base Capacity (vph)					2033						1522	739
Starvation Cap Reductn					0						750	230
Spillback Cap Reductn					0						0	0
Storage Cap Reductn					0						0	0
Reduced v/c Ratio					0.39						0.40	0.61
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 56 (93%), Referenced to phase 2:WBTL, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.42												
Intersection Signal Delay: 11.7	Intersection LOS: B											
Intersection Capacity Utilization 41.6%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 37: Martin St



Lanes, Volumes, Timings

38: Martin St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↑	↑				
Traffic Volume (vph)	0	0	0	0	484	44	258	413	0	0	0	0
Future Volume (vph)	0	0	0	0	484	44	258	413	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.987							
Flt Protected							0.950					
Satd. Flow (prot)	0	0	0	0	5120	0	1745	1837	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	5120	0	1745	1837	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					28		155					
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			258			229			506	
Travel Time (s)		11.4			5.9			5.2			11.5	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	0	526	48	280	449	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	574	0	280	449	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					2		1	2				
Detector Template					Thru		Left	Thru				
Leading Detector (ft)					100		20	100				
Trailing Detector (ft)					0		0	0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												

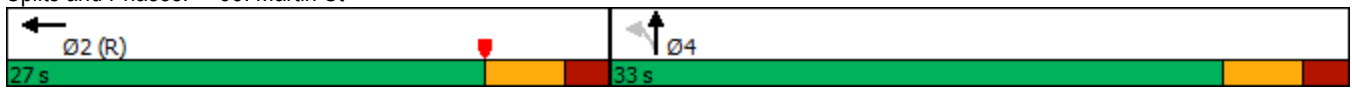
Lanes, Volumes, Timings

38: Martin St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)					10.0		10.0	10.0				
Minimum Split (s)					23.7		23.7	23.7				
Total Split (s)					27.0		33.0	33.0				
Total Split (%)					45.0%		55.0%	55.0%				
Maximum Green (s)					21.3		27.3	27.3				
Yellow Time (s)					3.6		3.6	3.6				
All-Red Time (s)					2.1		2.1	2.1				
Lost Time Adjust (s)					0.0		0.0	0.0				
Total Lost Time (s)					5.7		5.7	5.7				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					1.0		1.0	1.0				
Minimum Gap (s)					0.2		0.2	0.2				
Time Before Reduce (s)					0.0		0.0	0.0				
Time To Reduce (s)					0.0		0.0	0.0				
Recall Mode					C-Max		Max	Max				
Walk Time (s)					7.0		7.0	7.0				
Flash Dont Walk (s)					11.0		11.0	11.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					21.3		27.3	27.3				
Actuated g/C Ratio					0.36		0.46	0.46				
v/c Ratio					0.31		0.32	0.54				
Control Delay					13.9		3.0	10.9				
Queue Delay					0.0		0.8	3.6				
Total Delay					13.9		3.8	14.6				
LOS					B		A	B				
Approach Delay					13.9			10.4				
Approach LOS					B			B				
Queue Length 50th (ft)					50		5	53				
Queue Length 95th (ft)					74		17	77				
Internal Link Dist (ft)		423			178			149			426	
Turn Bay Length (ft)												
Base Capacity (vph)					1835		878	835				
Starvation Cap Reductn					0		339	290				
Spillback Cap Reductn					0		0	0				
Storage Cap Reductn					0		0	0				
Reduced v/c Ratio					0.31		0.52	0.82				
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 29 (48%), Referenced to phase 2:WBT, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.54												
Intersection Signal Delay: 12.0							Intersection LOS: B					
Intersection Capacity Utilization 69.1%							ICU Level of Service C					
Analysis Period (min) 15												

Splits and Phases: 38: Martin St



Lanes, Volumes, Timings

39: Pecan St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗								↖↑↑	
Traffic Volume (vph)	0	756	97	0	0	0	0	0	0	101	283	0
Future Volume (vph)	0	756	97	0	0	0	0	0	0	101	283	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected											0.987	
Satd. Flow (prot)	0	3610	1615	0	0	0	0	0	0	0	3444	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3610	1615	0	0	0	0	0	0	0	3444	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			105								91	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		131			502			388			228	
Travel Time (s)		3.0			11.4			8.8			5.2	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	0	822	105	0	0	0	0	0	0	110	308	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	822	105	0	0	0	0	0	0	0	418	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1							0	2	
Detector Template		Thru	Right								Thru	
Leading Detector (ft)		100	20							0	100	
Trailing Detector (ft)		0	0							0	0	
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												

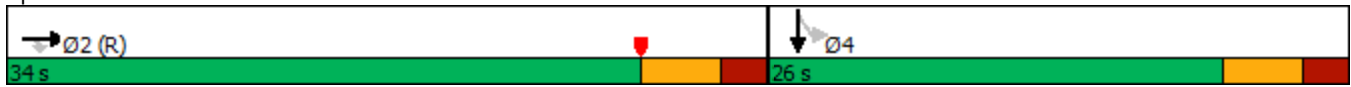
Lanes, Volumes, Timings

39: Pecan St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		23.7	23.7							23.7	23.7	
Total Split (s)		34.0	34.0							26.0	26.0	
Total Split (%)		56.7%	56.7%							43.3%	43.3%	
Maximum Green (s)		28.3	28.3							20.3	20.3	
Yellow Time (s)		3.6	3.6							3.6	3.6	
All-Red Time (s)		2.1	2.1							2.1	2.1	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		5.7	5.7								5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0	1.0							1.0	1.0	
Minimum Gap (s)		1.0	1.0							1.0	1.0	
Time Before Reduce (s)		0.0	0.0							0.0	0.0	
Time To Reduce (s)		0.0	0.0							0.0	0.0	
Recall Mode		C-Max	C-Max							Max	Max	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		11.0	11.0							11.0	11.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		28.3	28.3								20.3	
Actuated g/C Ratio		0.47	0.47								0.34	
v/c Ratio		0.48	0.13								0.34	
Control Delay		12.0	2.8								11.7	
Queue Delay		0.0	0.0								0.9	
Total Delay		12.0	2.8								12.7	
LOS		B	A								B	
Approach Delay		11.0									12.7	
Approach LOS		B									B	
Queue Length 50th (ft)		100	0								63	
Queue Length 95th (ft)		142	20								98	
Internal Link Dist (ft)		51			422			308			148	
Turn Bay Length (ft)												
Base Capacity (vph)		1702	817								1225	
Starvation Cap Reductn		0	0								532	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.48	0.13								0.60	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 16 (27%), Referenced to phase 2:EBT, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.48												
Intersection Signal Delay: 11.5							Intersection LOS: B					
Intersection Capacity Utilization 41.2%							ICU Level of Service A					
Analysis Period (min) 15												

Splits and Phases: 39: Pecan St



Lanes, Volumes, Timings

40: Pecan St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	627	0	0	0	0	0	482	148	0	0	0
Future Volume (vph)	230	627	0	0	0	0	0	482	148	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	12	11	11	9	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected		0.987										
Satd. Flow (prot)	0	3563	0	0	0	0	0	3490	1454	0	0	0
Flt Permitted		0.987										
Satd. Flow (perm)	0	3563	0	0	0	0	0	3490	1454	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		118							161			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			196			387			229	
Travel Time (s)		11.4			4.5			8.8			5.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	250	682	0	0	0	0	0	524	161	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	932	0	0	0	0	0	524	161	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2						2	1			
Detector Template		Thru						Thru	Right			
Leading Detector (ft)	0	100						100	20			
Trailing Detector (ft)	0	0						0	0			
Turn Type	Perm	NA						NA	Perm			
Protected Phases		2						4				
Permitted Phases	2								4			
Detector Phase	2	2						4	4			
Switch Phase												

Lanes, Volumes, Timings

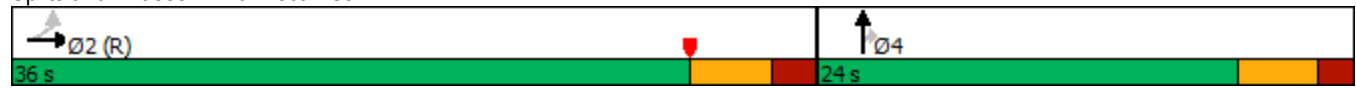
40: Pecan St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0	10.0			
Minimum Split (s)	23.7	23.7						20.3	20.3			
Total Split (s)	36.0	36.0						24.0	24.0			
Total Split (%)	60.0%	60.0%						40.0%	40.0%			
Maximum Green (s)	30.3	30.3						18.7	18.7			
Yellow Time (s)	3.6	3.6						3.6	3.6			
All-Red Time (s)	2.1	2.1						1.7	1.7			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		5.7						5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0						1.0	1.0			
Minimum Gap (s)	0.2	0.2						0.2	0.2			
Time Before Reduce (s)	0.0	0.0						0.0	0.0			
Time To Reduce (s)	0.0	0.0						0.0	0.0			
Recall Mode	C-Max	C-Max						None	None			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	11.0	11.0						8.0	8.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)		35.9						13.1	13.1			
Actuated g/C Ratio		0.60						0.22	0.22			
v/c Ratio		0.43						0.69	0.36			
Control Delay		1.9						11.7	3.0			
Queue Delay		0.0						0.1	0.0			
Total Delay		1.9						11.9	3.0			
LOS		A						B	A			
Approach Delay		1.9						9.8				
Approach LOS		A						A				
Queue Length 50th (ft)		1						53	8			
Queue Length 95th (ft)		9						m59	m9			
Internal Link Dist (ft)		422			116			307			149	
Turn Bay Length (ft)									125			
Base Capacity (vph)		2181						1087	563			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		2						92	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0.43						0.53	0.29			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 26 (43%), Referenced to phase 2:EBTL, Start of Yellow												
Natural Cycle: 45												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.69												
Intersection Signal Delay: 5.2				Intersection LOS: A								
Intersection Capacity Utilization 52.9%				ICU Level of Service A								
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: Pecan St



Lanes, Volumes, Timings

41: Travis St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	200	57	66	362	0	0	0	0	45	247	86
Future Volume (vph)	0	200	57	66	362	0	0	0	0	45	247	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	1	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.970										0.850
Flt Protected					0.992						0.992	
Satd. Flow (prot)	0	1843	0	0	3581	0	0	0	0	0	3462	1561
Flt Permitted					0.863						0.992	
Satd. Flow (perm)	0	1843	0	0	3115	0	0	0	0	0	3462	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31										93
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		292			504			406			388	
Travel Time (s)		6.6			11.5			9.2			8.8	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	217	62	72	393	0	0	0	0	49	268	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	279	0	0	465	0	0	0	0	0	317	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		0	2					0	2	1
Detector Template		Thru			Thru						Thru	Right
Leading Detector (ft)		100		0	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			2						4	
Permitted Phases				2						4		4
Detector Phase		2		2	2					4	4	4
Switch Phase												

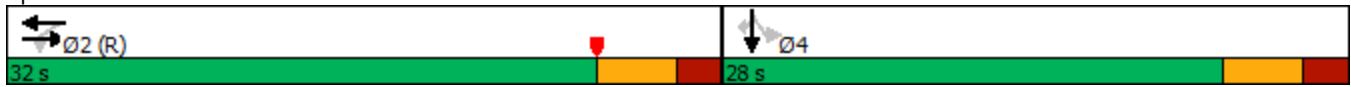
Lanes, Volumes, Timings

41: Travis St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	10.0
Minimum Split (s)		26.7		26.7	26.7					26.7	26.7	26.7
Total Split (s)		32.0		32.0	32.0					28.0	28.0	28.0
Total Split (%)		53.3%		53.3%	53.3%					46.7%	46.7%	46.7%
Maximum Green (s)		26.3		26.3	26.3					22.3	22.3	22.3
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					2.1	2.1	2.1
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Minimum Gap (s)		3.0		3.0	3.0					3.0	3.0	3.0
Time Before Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Time To Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Recall Mode		C-Max		C-Max	C-Max					None	None	None
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		14.0		14.0	14.0					14.0	14.0	14.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		36.8			36.8						11.8	11.8
Actuated g/C Ratio		0.61			0.61						0.20	0.20
v/c Ratio		0.24			0.24						0.46	0.24
Control Delay		5.8			5.3						13.2	2.2
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		5.8			5.3						13.2	2.2
LOS		A			A						B	A
Approach Delay		5.8			5.3						10.7	
Approach LOS		A			A						B	
Queue Length 50th (ft)		32			28						26	0
Queue Length 95th (ft)		77			55						35	0
Internal Link Dist (ft)		212			424			326			308	
Turn Bay Length (ft)												125
Base Capacity (vph)		1141			1909						1286	638
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.24			0.24						0.25	0.15
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 20 (33%), Referenced to phase 2:EBWB, Start of Yellow												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.46												
Intersection Signal Delay: 7.3	Intersection LOS: A											
Intersection Capacity Utilization 48.5%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 41: Travis St



Lanes, Volumes, Timings

42: Travis St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	266	0	0	192	31	97	544	112	0	0	0
Future Volume (vph)	50	266	0	0	192	31	97	544	112	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		150	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.979				0.850			
Flt Protected		0.992					0.950					
Satd. Flow (prot)	0	1885	0	0	3534	0	1745	1837	1561	0	0	0
Flt Permitted		0.916					0.950					
Satd. Flow (perm)	0	1740	0	0	3534	0	1745	1837	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					34				122			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		504			194			394			387	
Travel Time (s)		11.5			4.4			9.0			8.8	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	54	289	0	0	209	34	105	591	122	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	343	0	0	243	0	105	591	122	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		1	2	1			
Detector Template		Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	0	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		6			2			4				
Permitted Phases	6						4		4			
Detector Phase	6	6			2		4	4	4			
Switch Phase												

Lanes, Volumes, Timings

42: Travis St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	24.7	24.7			24.7		24.7	24.7	24.7			
Total Split (s)	33.0	33.0			33.0		27.0	27.0	27.0			
Total Split (%)	55.0%	55.0%			55.0%		45.0%	45.0%	45.0%			
Maximum Green (s)	27.3	27.3			27.3		21.3	21.3	21.3			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		2.1	2.1	2.1			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		5.7			5.7		5.7	5.7	5.7			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Minimum Gap (s)	0.2	0.2			0.2		0.2	0.2	0.2			
Time Before Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Time To Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	12.0	12.0			12.0		12.0	12.0	12.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		28.1			28.1		20.5	20.5	20.5			
Actuated g/C Ratio		0.47			0.47		0.34	0.34	0.34			
v/c Ratio		0.42			0.15		0.18	0.94	0.20			
Control Delay		10.4			8.4		8.5	31.2	1.4			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		10.4			8.4		8.5	31.2	1.4			
LOS		B			A		A	C	A			
Approach Delay		10.4			8.4			23.8				
Approach LOS		B			A			C				
Queue Length 50th (ft)		63			21		11	111	0			
Queue Length 95th (ft)		97			39		m17	m#322	m0			
Internal Link Dist (ft)		424			114			314			307	
Turn Bay Length (ft)							150		150			
Base Capacity (vph)		813			1670		619	652	632			
Starvation Cap Reductn		0			0		0	0	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.42			0.15		0.17	0.91	0.19			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 8 (13%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.94												
Intersection Signal Delay: 17.9							Intersection LOS: B					
Intersection Capacity Utilization 68.0%							ICU Level of Service C					
Analysis Period (min) 15												

Lanes, Volumes, Timings

42: Travis St

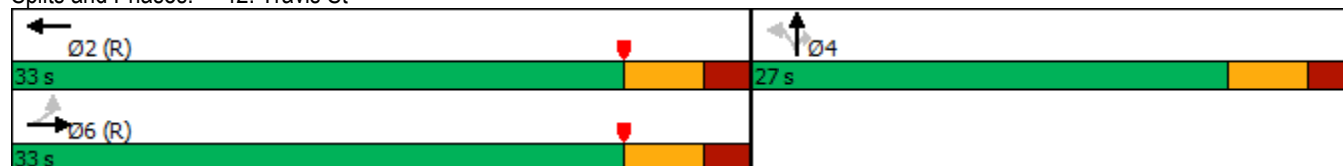
05/16/2025

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.

Splits and Phases: 42: Travis St



Lanes, Volumes, Timings

43: Houston St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	209	75	88	220	0	0	0	0	69	237	68
Future Volume (vph)	0	209	75	88	220	0	0	0	0	69	237	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	1	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.964										0.850
Flt Protected					0.986						0.989	
Satd. Flow (prot)	0	1832	0	0	1873	0	0	0	0	0	3451	1561
Flt Permitted					0.822						0.989	
Satd. Flow (perm)	0	1832	0	0	1562	0	0	0	0	0	3451	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45										74
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		175			501			218			406	
Travel Time (s)		4.0			11.4			5.0			9.2	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	227	82	96	239	0	0	0	0	75	258	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	309	0	0	335	0	0	0	0	0	333	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		0	2					0	2	1
Detector Template		Thru			Thru						Thru	Right
Leading Detector (ft)		100		0	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			2						4	
Permitted Phases				2						4		4
Detector Phase		2		2	2					4	4	4
Switch Phase												

Lanes, Volumes, Timings

43: Houston St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	10.0
Minimum Split (s)		23.7		23.7	23.7					20.3	20.3	20.3
Total Split (s)		37.0		37.0	37.0					23.0	23.0	23.0
Total Split (%)		61.7%		61.7%	61.7%					38.3%	38.3%	38.3%
Maximum Green (s)		31.3		31.3	31.3					17.7	17.7	17.7
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Minimum Gap (s)		3.0		3.0	3.0					3.0	3.0	3.0
Time Before Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Time To Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Recall Mode		C-Max		C-Max	C-Max					Max	Max	Max
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					7.0	7.0	7.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		31.3			31.3						17.7	17.7
Actuated g/C Ratio		0.52			0.52						0.30	0.30
v/c Ratio		0.32			0.41						0.33	0.14
Control Delay		8.0			7.1						20.9	11.7
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		8.0			7.1						20.9	11.7
LOS		A			A						C	B
Approach Delay		8.0			7.1						19.2	
Approach LOS		A			A						B	
Queue Length 50th (ft)		49			35						63	0
Queue Length 95th (ft)		91			79						101	20
Internal Link Dist (ft)		95			421			138			326	
Turn Bay Length (ft)												125
Base Capacity (vph)		977			814						1018	512
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.32			0.41						0.33	0.14
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 56 (93%), Referenced to phase 2:EBWB, Start of Yellow												
Natural Cycle: 45												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.41												
Intersection Signal Delay: 12.0					Intersection LOS: B							
Intersection Capacity Utilization 54.5%					ICU Level of Service A							
Analysis Period (min) 15												

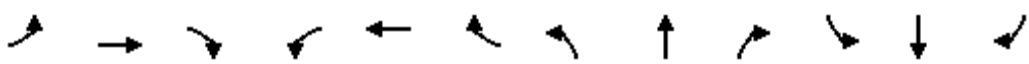
Splits and Phases: 43: Houston St



Lanes, Volumes, Timings

44: Houston St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↰		↰	↰	↰			
Traffic Volume (vph)	57	222	0	0	148	58	122	640	53	0	0	0
Future Volume (vph)	57	222	0	0	148	58	122	640	53	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.962				0.850			
Flt Protected		0.990					0.950					
Satd. Flow (prot)	0	1881	0	0	1828	0	1745	1837	1561	0	0	0
Flt Permitted		0.886					0.950					
Satd. Flow (perm)	0	1683	0	0	1828	0	1745	1837	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35				58			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			329			227			394	
Travel Time (s)		11.4			7.5			5.2			9.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	62	241	0	0	161	63	133	696	58	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	303	0	0	224	0	133	696	58	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		1	2	1			
Detector Template		Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	0	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		2			2			4				
Permitted Phases	2						4		4			
Detector Phase	2	2			2		4	4	4			
Switch Phase												

Lanes, Volumes, Timings

44: Houston St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	23.7	23.7			23.7		19.3	19.3	19.3			
Total Split (s)	26.0	26.0			26.0		34.0	34.0	34.0			
Total Split (%)	43.3%	43.3%			43.3%		56.7%	56.7%	56.7%			
Maximum Green (s)	20.3	20.3			20.3		28.7	28.7	28.7			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		1.7	1.7	1.7			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		5.7			5.7		5.3	5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Minimum Gap (s)	0.2	0.2			0.2		0.2	0.2	0.2			
Time Before Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Time To Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Recall Mode	C-Max	C-Max			C-Max		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		7.0	7.0	7.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		20.3			20.3		28.7	28.7	28.7			
Actuated g/C Ratio		0.34			0.34		0.48	0.48	0.48			
v/c Ratio		0.53			0.35		0.16	0.79	0.07			
Control Delay		16.8			14.4		5.8	14.0	1.5			
Queue Delay		0.0			0.0		0.4	0.2	0.0			
Total Delay		16.8			14.4		6.2	14.2	1.5			
LOS		B			B		A	B	A			
Approach Delay		16.8			14.4			12.2				
Approach LOS		B			B			B				
Queue Length 50th (ft)		56			49		11	61	0			
Queue Length 95th (ft)		123			98		m30	#372	m3			
Internal Link Dist (ft)		421			249			147			314	
Turn Bay Length (ft)									125			
Base Capacity (vph)		569			641		834	878	776			
Starvation Cap Reductn		0			0		389	12	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.53			0.35		0.30	0.80	0.07			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 56 (93%), Referenced to phase 2:EBWB, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.79												
Intersection Signal Delay: 13.5							Intersection LOS: B					
Intersection Capacity Utilization 73.8%							ICU Level of Service D					
Analysis Period (min) 15												

Lanes, Volumes, Timings

44: Houston St

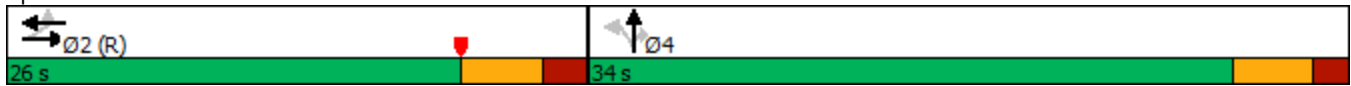
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95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 44: Houston St



Lanes, Volumes, Timings
45: College St

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (vph)	93	0	0	0	113	255
Future Volume (vph)	93	0	0	0	113	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Flt						
Flt Protected	0.950					0.985
Satd. Flow (prot)	1805	0	0	0	0	3437
Flt Permitted	0.950					0.985
Satd. Flow (perm)	1805	0	0	0	0	3437
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	501		323			218
Travel Time (s)	11.4		7.3			5.0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	101	0	0	0	123	277
Shared Lane Traffic (%)						
Lane Group Flow (vph)	101	0	0	0	0	400
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1				0	2
Detector Template	Left					Thru
Leading Detector (ft)	20				0	100
Trailing Detector (ft)	0				0	0
Turn Type	Prot				Perm	NA
Protected Phases	2					4
Permitted Phases					4	
Detector Phase	2				4	4
Switch Phase						

Lanes, Volumes, Timings
45: College St

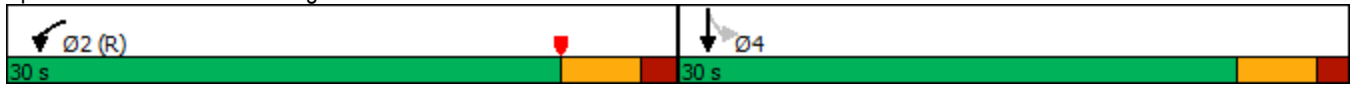
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0				10.0	10.0
Minimum Split (s)	25.3				25.1	25.1
Total Split (s)	30.0				30.0	30.0
Total Split (%)	50.0%				50.0%	50.0%
Maximum Green (s)	24.7				24.9	24.9
Yellow Time (s)	3.6				3.6	3.6
All-Red Time (s)	1.7				1.5	1.5
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	5.3					5.1
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0				3.0	3.0
Minimum Gap (s)	3.0				3.0	3.0
Time Before Reduce (s)	0.0				0.0	0.0
Time To Reduce (s)	0.0				0.0	0.0
Recall Mode	C-Max				None	None
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	13.0				13.0	13.0
Pedestrian Calls (#/hr)	0				0	0
Act Effct Green (s)	36.7					12.9
Actuated g/C Ratio	0.61					0.22
v/c Ratio	0.09					0.54
Control Delay	0.9					26.2
Queue Delay	0.0					0.0
Total Delay	0.9					26.2
LOS	A					C
Approach Delay	0.9					26.2
Approach LOS	A					C
Queue Length 50th (ft)	2					66
Queue Length 95th (ft)	m4					67
Internal Link Dist (ft)	421		243			138
Turn Bay Length (ft)						
Base Capacity (vph)	1105					1426
Starvation Cap Reductn	0					100
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.09					0.30
Intersection Summary						
Area Type:	Other					
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 51 (85%), Referenced to phase 2:WBL and 6:, Start of Yellow						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.54						
Intersection Signal Delay: 21.1				Intersection LOS: C		
Intersection Capacity Utilization 27.3%				ICU Level of Service A		
Analysis Period (min) 15						

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: College St



Lanes, Volumes, Timings

46: College St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	94	0	0	22	17	122	640	47	0	0	0
Future Volume (vph)	170	94	0	0	22	17	122	640	47	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.942				0.850			
Flt Protected		0.969						0.992				
Satd. Flow (prot)	0	1841	0	0	1790	0	0	3462	1561	0	0	0
Flt Permitted		0.780						0.992				
Satd. Flow (perm)	0	1482	0	0	1790	0	0	3462	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18				51			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			335			328			227	
Travel Time (s)		11.4			7.6			7.5			5.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	185	102	0	0	24	18	133	696	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	0	0	42	0	0	829	51	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		0	2	1			
Detector Template		Thru			Thru			Thru	Right			
Leading Detector (ft)	0	100			100		0	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		2			2			4				
Permitted Phases	2						4		4			
Detector Phase	2	2			2		4	4	4			
Switch Phase												

Lanes, Volumes, Timings

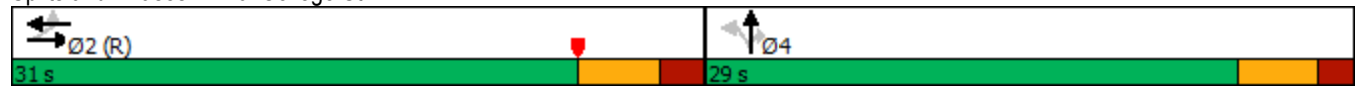
46: College St

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	23.7	23.7			23.7		19.3	19.3	19.3			
Total Split (s)	31.0	31.0			31.0		29.0	29.0	29.0			
Total Split (%)	51.7%	51.7%			51.7%		48.3%	48.3%	48.3%			
Maximum Green (s)	25.3	25.3			25.3		23.7	23.7	23.7			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		1.7	1.7	1.7			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		5.7			5.7			5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Minimum Gap (s)	0.2	0.2			0.2		0.2	0.2	0.2			
Time Before Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Time To Reduce (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		7.0	7.0	7.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		30.5			30.5			18.5	18.5			
Actuated g/C Ratio		0.51			0.51			0.31	0.31			
v/c Ratio		0.38			0.05			0.78	0.10			
Control Delay		18.0			6.7			8.3	0.4			
Queue Delay		0.1			0.0			0.0	0.0			
Total Delay		18.1			6.7			8.3	0.4			
LOS		B			A			A	A			
Approach Delay		18.1			6.7			7.8				
Approach LOS		B			A			A				
Queue Length 50th (ft)		88			4			19	0			
Queue Length 95th (ft)		161			20			24	m1			
Internal Link Dist (ft)		421			255			248			147	
Turn Bay Length (ft)									125			
Base Capacity (vph)		752			918			1367	647			
Starvation Cap Reductn		0			0			4	0			
Spillback Cap Reductn		37			45			5	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.40			0.05			0.61	0.08			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow												
Natural Cycle: 45												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.78												
Intersection Signal Delay: 10.2					Intersection LOS: B							
Intersection Capacity Utilization 51.4%					ICU Level of Service A							
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 46: College St



Lanes, Volumes, Timings
47: Navarro & Crockett

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	30	0	0	0	46	0	687	64	0	0	0
Future Volume (vph)	39	30	0	0	0	46	0	687	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.865			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1805	1900	0	0	0	1644	0	3490	1561	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1805	1900	0	0	0	1644	0	3490	1561	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	42					129			70			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		535			282			296			328	
Travel Time (s)		12.2			6.4			6.7			7.5	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	0%	2%	0%	0%	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%	
Adj. Flow (vph)	42	33	0	0	0	50	0	747	70	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	33	0	0	0	50	0	747	70	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2				1		2	1			
Detector Template		Thru				Right		Thru	Right			
Leading Detector (ft)	0	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Turn Type	Perm	NA				Perm		NA	Perm			
Protected Phases		2						4				
Permitted Phases	2					2			4			
Detector Phase	2	2				2		4	4			
Switch Phase												

Lanes, Volumes, Timings
47: Navarro & Crockett

05/16/2025

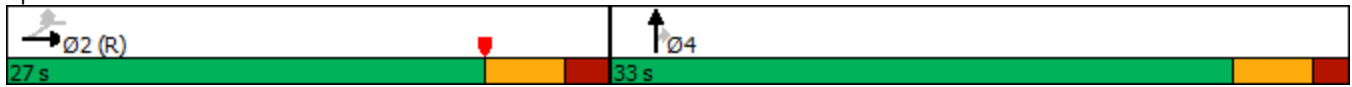
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0				10.0		10.0	10.0			
Minimum Split (s)	23.7	23.7				23.7		23.3	23.3			
Total Split (s)	27.0	27.0				27.0		33.0	33.0			
Total Split (%)	45.0%	45.0%				45.0%		55.0%	55.0%			
Maximum Green (s)	21.3	21.3				21.3		27.7	27.7			
Yellow Time (s)	3.6	3.6				3.6		3.6	3.6			
All-Red Time (s)	2.1	2.1				2.1		1.7	1.7			
Lost Time Adjust (s)	0.0	0.0				0.0		0.0	0.0			
Total Lost Time (s)	5.7	5.7				5.7		5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0				1.0		1.0	1.0			
Minimum Gap (s)	0.2	0.2				0.2		0.2	0.2			
Time Before Reduce (s)	0.0	0.0				0.0		0.0	0.0			
Time To Reduce (s)	0.0	0.0				0.0		0.0	0.0			
Recall Mode	C-Max	C-Max				C-Max		None	None			
Walk Time (s)	7.0	7.0				7.0		7.0	7.0			
Flash Dont Walk (s)	11.0	11.0				11.0		11.0	11.0			
Pedestrian Calls (#/hr)	0	0				0		0	0			
Act Effct Green (s)	31.6	31.6				31.6		17.4	17.4			
Actuated g/C Ratio	0.53	0.53				0.53		0.29	0.29			
v/c Ratio	0.04	0.03				0.05		0.74	0.14			
Control Delay	3.1	5.3				0.1		22.0	5.9			
Queue Delay	0.0	0.0				0.0		0.0	0.0			
Total Delay	3.1	5.3				0.1		22.0	5.9			
LOS	A	A				A		C	A			
Approach Delay		4.1			0.1			20.6				
Approach LOS		A			A			C				
Queue Length 50th (ft)	0	2				0		107	0			
Queue Length 95th (ft)	1	20				0		126	4			
Internal Link Dist (ft)		455			202			216			248	
Turn Bay Length (ft)									125			
Base Capacity (vph)	970	1000				926		1611	758			
Starvation Cap Reductn	0	0				0		64	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	0.04	0.03				0.05		0.48	0.09			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 54 (90%), Referenced to phase 2:EBTL, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.74												
Intersection Signal Delay: 18.2						Intersection LOS: B						
Intersection Capacity Utilization 36.5%						ICU Level of Service A						
Analysis Period (min) 15												

Lanes, Volumes, Timings

47: Navarro & Crockett

05/16/2025

Splits and Phases: 47: Navarro & Crockett



Lanes, Volumes, Timings
48: St Mary's & E Commerce

05/16/2025

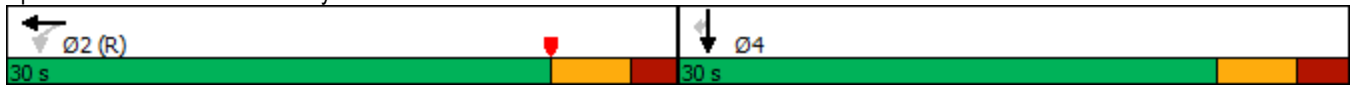
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  						 	
Traffic Volume (vph)	0	0	0	221	698	0	0	0	0	0	225	50
Future Volume (vph)	0	0	0	221	698	0	0	0	0	0	225	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	1	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt												0.850
Flt Protected					0.988							
Satd. Flow (prot)	0	0	0	0	5125	0	0	0	0	0	3610	1615
Flt Permitted					0.988							
Satd. Flow (perm)	0	0	0	0	5125	0	0	0	0	0	3610	1615
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					160							54
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			532			212			167	
Travel Time (s)		6.8			12.1			4.8			3.8	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	240	759	0	0	0	0	0	245	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	999	0	0	0	0	0	245	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				0	2						2	1
Detector Template					Thru						Thru	Right
Leading Detector (ft)				0	100						100	20
Trailing Detector (ft)				0	0						0	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					2						4	
Permitted Phases				2								4
Detector Phase				2	2						4	4
Switch Phase												

Lanes, Volumes, Timings
48: St Mary's & E Commerce

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				10.0	10.0						5.0	5.0
Minimum Split (s)				29.7	29.7						30.0	30.0
Total Split (s)				30.0	30.0						30.0	30.0
Total Split (%)				50.0%	50.0%						50.0%	50.0%
Maximum Green (s)				24.3	24.3						24.0	24.0
Yellow Time (s)				3.6	3.6						3.6	3.6
All-Red Time (s)				2.1	2.1						2.4	2.4
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					5.7						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0						3.0	3.0
Minimum Gap (s)				3.0	3.0						3.0	3.0
Time Before Reduce (s)				0.0	0.0						0.0	0.0
Time To Reduce (s)				0.0	0.0						0.0	0.0
Recall Mode				C-Max	C-Max						Max	Max
Walk Time (s)				7.0	7.0						7.0	7.0
Flash Dont Walk (s)				17.0	17.0						17.0	17.0
Pedestrian Calls (#/hr)				0	0						0	0
Act Effct Green (s)					24.3						24.0	24.0
Actuated g/C Ratio					0.40						0.40	0.40
v/c Ratio					0.46						0.17	0.08
Control Delay					3.1						7.5	2.5
Queue Delay					0.0						0.0	0.0
Total Delay					3.1						7.5	2.5
LOS					A						A	A
Approach Delay					3.1						6.6	
Approach LOS					A						A	
Queue Length 50th (ft)					0						32	0
Queue Length 95th (ft)					11						46	1
Internal Link Dist (ft)		220			452			132			87	
Turn Bay Length (ft)												
Base Capacity (vph)					2170						1444	678
Starvation Cap Reductn					0						0	0
Spillback Cap Reductn					0						28	0
Storage Cap Reductn					0						0	0
Reduced v/c Ratio					0.46						0.17	0.08
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 10 (17%), Referenced to phase 2:WBTL, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.46												
Intersection Signal Delay: 3.9	Intersection LOS: A											
Intersection Capacity Utilization 33.9%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 48: St Mary's & E Commerce



Lanes, Volumes, Timings
49: Navarro & E Commerce

05/16/2025

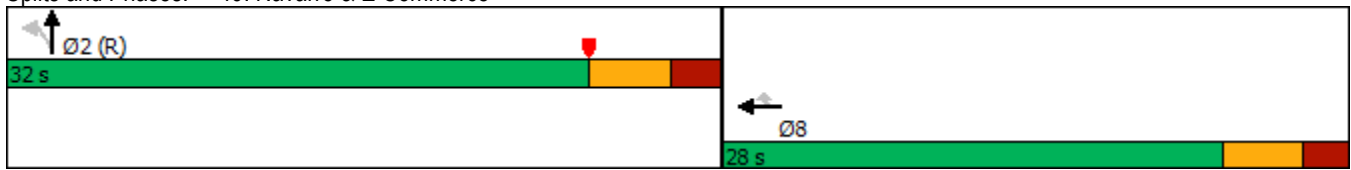
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑		↑↑				
Traffic Volume (vph)	0	0	0	0	749	246	216	458	0	0	0	0
Future Volume (vph)	0	0	0	0	749	246	216	458	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected								0.984				
Satd. Flow (prot)	0	0	0	0	5187	1615	0	3434	0	0	0	0
Flt Permitted								0.984				
Satd. Flow (perm)	0	0	0	0	5187	1615	0	3434	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						244		58				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		532			259			251			296	
Travel Time (s)		12.1			5.9			5.7			6.7	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	0	814	267	235	498	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	814	267	0	733	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					2	1	0	2				
Detector Template					Thru	Right		Thru				
Leading Detector (ft)					100	20	0	100				
Trailing Detector (ft)					0	0	0	0				
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase					8	8	2	2				
Switch Phase												

Lanes, Volumes, Timings
49: Navarro & E Commerce

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)					10.0	10.0	10.0	10.0				
Minimum Split (s)					23.7	23.7	27.0	27.0				
Total Split (s)					28.0	28.0	32.0	32.0				
Total Split (%)					46.7%	46.7%	53.3%	53.3%				
Maximum Green (s)					22.3	22.3	26.0	26.0				
Yellow Time (s)					3.6	3.6	3.6	3.6				
All-Red Time (s)					2.1	2.1	2.4	2.4				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					5.7	5.7		6.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0	3.0	3.0	3.0				
Minimum Gap (s)					3.0	3.0	3.0	3.0				
Time Before Reduce (s)					0.0	0.0	0.0	0.0				
Time To Reduce (s)					0.0	0.0	0.0	0.0				
Recall Mode					None	None	C-Max	C-Max				
Walk Time (s)					7.0	7.0	7.0	7.0				
Flash Dont Walk (s)					11.0	11.0	14.0	14.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					18.7	18.7		29.6				
Actuated g/C Ratio					0.31	0.31		0.49				
v/c Ratio					0.50	0.40		0.42				
Control Delay					17.6	4.8		7.3				
Queue Delay					0.0	0.0		0.4				
Total Delay					17.6	4.8		7.7				
LOS					B	A		A				
Approach Delay					14.4			7.7				
Approach LOS					B			A				
Queue Length 50th (ft)					86	6		54				
Queue Length 95th (ft)					107	46		101				
Internal Link Dist (ft)		452			179			171			216	
Turn Bay Length (ft)						100						
Base Capacity (vph)					1927	753		1725				
Starvation Cap Reductn					0	0		462				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.42	0.35		0.58				
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 32 (53%), Referenced to phase 2:NBTL and 6:, Start of Yellow												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.50												
Intersection Signal Delay: 11.7							Intersection LOS: B					
Intersection Capacity Utilization 43.9%							ICU Level of Service A					
Analysis Period (min) 15												

Splits and Phases: 49: Navarro & E Commerce



Lanes, Volumes, Timings
50: W Market & St Mary's

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑								↑↑	
Traffic Volume (vph)	0	822	162	0	0	0	0	0	0	219	241	0
Future Volume (vph)	0	822	162	0	0	0	0	0	0	219	241	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected											0.977	
Satd. Flow (prot)	0	5187	1615	0	0	0	0	0	0	0	3409	0
Flt Permitted											0.977	
Satd. Flow (perm)	0	5187	1615	0	0	0	0	0	0	0	3409	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			176								64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		286			530			474			212	
Travel Time (s)		6.5			12.0			10.8			4.8	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	0	893	176	0	0	0	0	0	0	238	262	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	893	176	0	0	0	0	0	0	0	500	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	L NA	L NA	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1							0	2	
Detector Template		Thru	Right								Thru	
Leading Detector (ft)		100	20							0	100	
Trailing Detector (ft)		0	0							0	0	
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												

Lanes, Volumes, Timings
50: W Market & St Mary's

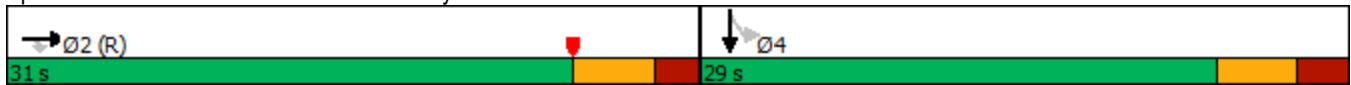
05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		27.7	27.7							28.0	28.0	
Total Split (s)		31.0	31.0							29.0	29.0	
Total Split (%)		51.7%	51.7%							48.3%	48.3%	
Maximum Green (s)		25.3	25.3							23.0	23.0	
Yellow Time (s)		3.6	3.6							3.6	3.6	
All-Red Time (s)		2.1	2.1							2.4	2.4	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		5.7	5.7								6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0	1.0							1.0	1.0	
Minimum Gap (s)		0.2	0.2							0.2	0.2	
Time Before Reduce (s)		0.0	0.0							0.0	0.0	
Time To Reduce (s)		0.0	0.0							0.0	0.0	
Recall Mode		C-Max	C-Max							None	None	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		15.0	15.0							15.0	15.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)		36.3	36.3								12.0	
Actuated g/C Ratio		0.60	0.60								0.20	
v/c Ratio		0.28	0.17								0.68	
Control Delay		6.2	1.7								16.1	
Queue Delay		0.0	0.0								0.0	
Total Delay		6.2	1.7								16.1	
LOS		A	A								B	
Approach Delay		5.5									16.1	
Approach LOS		A									B	
Queue Length 50th (ft)		46	0								53	
Queue Length 95th (ft)		79	22								77	
Internal Link Dist (ft)		206			450			394			132	
Turn Bay Length (ft)			100									
Base Capacity (vph)		3140	1047								1346	
Starvation Cap Reductn		0	0								79	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.28	0.17								0.39	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 10 (17%), Referenced to phase 2:EBT, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 8.9				Intersection LOS: A								
Intersection Capacity Utilization 38.7%				ICU Level of Service A								
Analysis Period (min) 15												

Lanes, Volumes, Timings
50: W Market & St Mary's

05/16/2025

Splits and Phases: 50: W Market & St Mary's



Lanes, Volumes, Timings
51: W Market & Navarro

05/16/2025

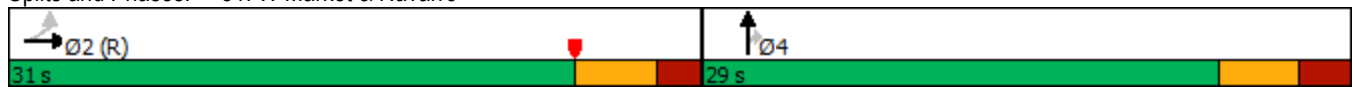
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑	↑			
Traffic Volume (vph)	298	843	0	0	0	0	0	357	171	0	0	0
Future Volume (vph)	298	843	0	0	0	0	0	357	171	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected		0.987										
Satd. Flow (prot)	0	5120	0	0	0	0	0	3490	1561	0	0	0
Flt Permitted		0.987										
Satd. Flow (perm)	0	5120	0	0	0	0	0	3490	1561	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		184							60			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		530			246			417			251	
Travel Time (s)		12.0			5.6			9.5			5.7	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	324	916	0	0	0	0	0	388	186	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1240	0	0	0	0	0	388	186	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	L NA	R NA	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2						2	1			
Detector Template		Thru						Thru	Right			
Leading Detector (ft)	0	100						100	20			
Trailing Detector (ft)	0	0						0	0			
Turn Type	Perm	NA						NA	Perm			
Protected Phases		2						4				
Permitted Phases	2								4			
Detector Phase	2	2						4	4			
Switch Phase												

Lanes, Volumes, Timings
51: W Market & Navarro

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0	10.0			
Minimum Split (s)	27.7	27.7						28.0	28.0			
Total Split (s)	31.0	31.0						29.0	29.0			
Total Split (%)	51.7%	51.7%						48.3%	48.3%			
Maximum Green (s)	25.3	25.3						23.0	23.0			
Yellow Time (s)	3.6	3.6						3.6	3.6			
All-Red Time (s)	2.1	2.1						2.4	2.4			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		5.7						6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						3.0	3.0			
Minimum Gap (s)	3.0	3.0						3.0	3.0			
Time Before Reduce (s)	0.0	0.0						0.0	0.0			
Time To Reduce (s)	0.0	0.0						0.0	0.0			
Recall Mode	C-Max	C-Max						None	None			
Walk Time (s)	7.0	7.0						7.0	7.0			
Flash Dont Walk (s)	15.0	15.0						15.0	15.0			
Pedestrian Calls (#/hr)	0	0						0	0			
Act Effct Green (s)		34.9						13.4	13.4			
Actuated g/C Ratio		0.58						0.22	0.22			
v/c Ratio		0.41						0.50	0.47			
Control Delay		4.2						21.9	16.8			
Queue Delay		0.0						0.0	0.0			
Total Delay		4.2						21.9	16.8			
LOS		A						C	B			
Approach Delay		4.2						20.3				
Approach LOS		A						C				
Queue Length 50th (ft)		43						65	39			
Queue Length 95th (ft)		63						88	78			
Internal Link Dist (ft)		450			166			337			171	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3051						1337	635			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						0	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0.41						0.29	0.29			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 13 (22%), Referenced to phase 2:EBTL and 6:, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.50												
Intersection Signal Delay: 9.3						Intersection LOS: A						
Intersection Capacity Utilization 42.7%						ICU Level of Service A						
Analysis Period (min) 15												

Splits and Phases: 51: W Market & Navarro



Lanes, Volumes, Timings

52: Villita

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	0	26	41	94	61	0	0	0	0	46	293	34
Future Volume (vph)	0	26	41	94	61	0	0	0	0	46	293	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.917										0.850
Flt Protected					0.971						0.993	
Satd. Flow (prot)	0	1721	0	0	1823	0	0	0	0	0	3406	1531
Flt Permitted					0.772						0.993	
Satd. Flow (perm)	0	1721	0	0	1449	0	0	0	0	0	3406	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45										49
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		172			401			613			474	
Travel Time (s)		3.9			9.1			13.9			10.8	
Confl. Peds. (#/hr)												
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%	0%	2%	2%	0%	2%	2%	2%	2%	0%	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%	
Adj. Flow (vph)	0	28	45	102	66	0	0	0	0	50	318	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	168	0	0	0	0	0	368	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	Left	Left	Right	Left	L NA	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					0	2	1
Detector Template		Thru		Left	Thru						Thru	Right
Leading Detector (ft)		100		20	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												

Lanes, Volumes, Timings

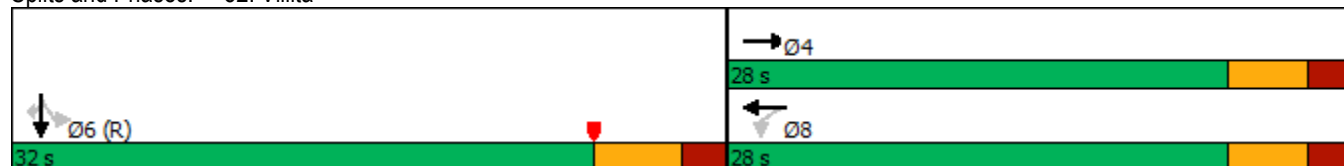
52: Villita

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		6.0		6.0	6.0					19.9	19.9	19.9
Minimum Split (s)		25.7		23.7	23.7					29.0	29.0	29.0
Total Split (s)		28.0		28.0	28.0					32.0	32.0	32.0
Total Split (%)		46.7%		46.7%	46.7%					53.3%	53.3%	53.3%
Maximum Green (s)		22.3		22.3	22.3					26.0	26.0	26.0
Yellow Time (s)		3.6		3.6	3.6					3.9	3.9	3.9
All-Red Time (s)		2.1		2.1	2.1					2.1	2.1	2.1
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0		1.0	1.0					1.0	1.0	1.0
Minimum Gap (s)		1.0		1.0	1.0					1.0	1.0	1.0
Time Before Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Time To Reduce (s)		0.0		0.0	0.0					0.0	0.0	0.0
Recall Mode		None		None	None					C-Min	C-Min	C-Min
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		13.0		11.0	11.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		10.6			10.6						41.2	41.2
Actuated g/C Ratio		0.18			0.18						0.69	0.69
v/c Ratio		0.21			0.66						0.16	0.03
Control Delay		11.4			34.5						2.4	0.1
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		11.4			34.5						2.4	0.1
LOS		B			C						A	A
Approach Delay		11.4			34.5						2.2	
Approach LOS		B			C						A	
Queue Length 50th (ft)		9			58						11	0
Queue Length 95th (ft)		34			100						20	m0
Internal Link Dist (ft)		92			321			533			394	
Turn Bay Length (ft)												125
Base Capacity (vph)		667			538						2340	1067
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.11			0.31						0.16	0.03
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 6 (10%), Referenced to phase 2: and 6:SBTL, Start of Yellow												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.66												
Intersection Signal Delay: 11.7	Intersection LOS: B											
Intersection Capacity Utilization 41.4%	ICU Level of Service A											
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 52: Villita



Lanes, Volumes, Timings

53: Navarro St & Villita

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø10
Lane Configurations							
Traffic Volume (vph)	68	0	115	451	0	0	
Future Volume (vph)	68	0	115	451	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Ped Bike Factor							
Flt Protected	0.950			0.990			
Satd. Flow (prot)	1805	0	0	3455	0	0	
Flt Permitted	0.950			0.990			
Satd. Flow (perm)	1805	0	0	3455	0	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	401			482	417		
Travel Time (s)	9.1			11.0	9.5		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	74	0	125	490	0	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	74	0	0	615	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.04	1.04	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	2		0	2			
Detector Template	Thru			Thru			
Leading Detector (ft)	100		0	100			
Trailing Detector (ft)	0		0	0			
Turn Type	Prot		Perm	NA			
Protected Phases	4			2		10	
Permitted Phases			2				
Detector Phase	4		2	2			
Switch Phase							

Lanes, Volumes, Timings

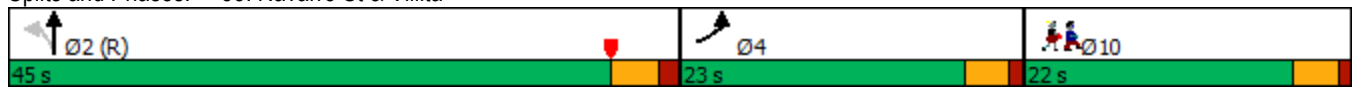
53: Navarro St & Villita

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø10
Minimum Initial (s)	6.0		10.0	10.0			3.0
Minimum Split (s)	17.0		25.0	25.0			22.0
Total Split (s)	23.0		45.0	45.0			22.0
Total Split (%)	25.6%		50.0%	50.0%			24%
Maximum Green (s)	19.0		40.3	40.3			18.0
Yellow Time (s)	3.0		3.2	3.2			3.0
All-Red Time (s)	1.0		1.5	1.5			1.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	4.0			4.7			
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	1.0		1.0	1.0			3.0
Minimum Gap (s)	0.2		0.2	0.2			3.0
Time Before Reduce (s)	0.0		0.0	0.0			0.0
Time To Reduce (s)	0.0		0.0	0.0			0.0
Recall Mode	Max		C-Max	C-Max			Max
Walk Time (s)							7.0
Flash Dont Walk (s)							11.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	19.0			40.3			
Actuated g/C Ratio	0.21			0.45			
v/c Ratio	0.19			0.40			
Control Delay	30.9			17.7			
Queue Delay	0.0			0.0			
Total Delay	30.9			17.7			
LOS	C			B			
Approach Delay	30.9			17.7			
Approach LOS	C			B			
Queue Length 50th (ft)	35			119			
Queue Length 95th (ft)	72			162			
Internal Link Dist (ft)	321			402	337		
Turn Bay Length (ft)							
Base Capacity (vph)	381			1547			
Starvation Cap Reductn	0			0			
Spillback Cap Reductn	0			0			
Storage Cap Reductn	0			0			
Reduced v/c Ratio	0.19			0.40			
Intersection Summary							
Area Type:	Other						
Cycle Length: 90							
Actuated Cycle Length: 90							
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow							
Natural Cycle: 65							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.40							
Intersection Signal Delay: 19.1				Intersection LOS: B			
Intersection Capacity Utilization 28.1%				ICU Level of Service A			
Analysis Period (min) 15							

Splits and Phases: 53: Navarro St & Villita



Lanes, Volumes, Timings
54: Cesar Chavez & St Mary's

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	890	196	142	724	100	162	164	29	163	276	160
Future Volume (vph)	109	890	196	142	724	100	162	164	29	163	276	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	1	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	220		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.973			0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	3150	0	1593	3191	0	1540	1621	1378	1570	1621	1405
Flt Permitted	0.181			0.094			0.332			0.582		
Satd. Flow (perm)	310	3150	0	158	3191	0	538	1621	1378	962	1621	1405
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			15				145			160
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			489			985			1089	
Travel Time (s)		11.6			11.1			22.4			24.8	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	118	967	213	154	787	109	176	178	32	177	300	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	1180	0	154	896	0	176	178	32	177	300	174
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.98	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												

Lanes, Volumes, Timings
54: Cesar Chavez & St Mary's

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.4	34.6		9.0	34.6		12.4	34.6	34.6	12.4	34.6	34.6
Total Split (s)	17.0	55.8		15.0	53.8		14.2	35.6	35.6	13.6	35.0	35.0
Total Split (%)	14.2%	46.5%		12.5%	44.8%		11.8%	29.7%	29.7%	11.3%	29.2%	29.2%
Maximum Green (s)	10.6	49.2		9.0	47.2		7.8	29.0	29.0	7.2	28.4	28.4
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.8	3.0		2.4	3.0		2.8	3.0	3.0	2.8	3.0	3.0
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)	6.4	6.6		6.0	6.6		6.4	6.6	6.6	6.4	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	0.5	1.0		0.5	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	C-Max		Max	C-Max		Max	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		21.0			21.0			21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	60.0	49.2		56.8	47.2		37.0	29.0	29.0	35.8	28.4	28.4
Actuated g/C Ratio	0.50	0.41		0.47	0.39		0.31	0.24	0.24	0.30	0.24	0.24
v/c Ratio	0.44	0.90		0.85	0.71		0.76	0.46	0.07	0.55	0.78	0.38
Control Delay	19.3	43.2		61.2	33.8		53.4	43.2	0.3	21.5	42.5	8.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	43.2		61.2	33.8		53.4	43.2	0.3	21.5	42.5	8.6
LOS	B	D		E	C		D	D	A	C	D	A
Approach Delay		41.1			37.9			44.3			27.7	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	44	435		65	298		98	118	0	66	244	40
Queue Length 95th (ft)	76	#576		#187	375		#192	190	0	m106	#362	m76
Internal Link Dist (ft)		432			409			905			1009	
Turn Bay Length (ft)	230			220			150		150	150		150
Base Capacity (vph)	271	1307		182	1264		231	391	442	323	383	454
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.90		0.85	0.71		0.76	0.46	0.07	0.55	0.78	0.38

Intersection Summary

Area Type: CBD

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 85 (71%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 37.9

Intersection LOS: D

Intersection Capacity Utilization 90.5%

ICU Level of Service E

Analysis Period (min) 15

Lanes, Volumes, Timings 54: Cesar Chavez & St Mary's

05/16/2025

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.

Splits and Phases: 54: Cesar Chavez & St Mary's

 Ø1	 Ø2 (R)	 Ø3	 Ø4
17 s	53.8 s	13.6 s	35.6 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
15 s	55.8 s	14.2 s	35 s

Lanes, Volumes, Timings
55: ST Mary's & Alamo

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	31	238	68	26	423	169	76	196	39	92	286	56
Future Volume (vph)	31	238	68	26	423	169	76	196	39	92	286	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	10	11	12	12	1	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	150		125	150		0	0		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.975			0.975	
Flt Protected		0.994		0.950			0.950			0.950		
Satd. Flow (prot)	0	1826	1507	1685	1773	1561	1805	1852	0	1805	1852	0
Flt Permitted		0.906		0.369			0.365			0.522		
Satd. Flow (perm)	0	1664	1507	654	1773	1561	694	1852	0	992	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172			165		12			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1055			985			148			247	
Travel Time (s)		24.0			22.4			3.4			5.6	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	34	259	74	28	460	184	83	213	42	100	311	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	74	28	460	184	83	255	0	100	372	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.09	1.09	1.09	1.04	1.00	1.00	1.75	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2	1	1	2	1	1	2		1	2	
Detector Template		Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	0	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			2	
Permitted Phases	4		4	8		8	2			2		
Detector Phase	4	4	4	3	8	8	2	2		2	2	
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings

55: ST Mary's & Alamo

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	6.0	6.0	6.0	5.0	6.0	6.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	33.0	33.0	33.0	10.7	33.0	33.0	31.0	31.0		31.0	31.0	
Total Split (s)	33.0	33.0	33.0	10.7	43.7	43.7	35.8	35.8		35.8	35.8	
Total Split (%)	36.7%	36.7%	36.7%	11.9%	48.6%	48.6%	39.8%	39.8%		39.8%	39.8%	
Maximum Green (s)	27.0	27.0	27.0	5.0	37.7	37.7	29.8	29.8		29.8	29.8	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.4	2.4	2.4	2.1	2.4	2.4	2.4	2.4		2.4	2.4	
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	5.7	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max		Max	Max	
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0	20.0	18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0		0	0	
Act Effct Green (s)		27.0	27.0	38.0	37.7	37.7	29.8	29.8		29.8	29.8	
Actuated g/C Ratio		0.30	0.30	0.42	0.42	0.42	0.33	0.33		0.33	0.33	
v/c Ratio		0.59	0.13	0.08	0.62	0.25	0.36	0.41		0.30	0.60	
Control Delay		30.4	1.8	16.0	25.0	4.6	28.6	24.6		25.6	29.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		30.4	1.8	16.0	25.0	4.6	28.6	24.6		25.6	29.1	
LOS		C	A	B	C	A	C	C		C	C	
Approach Delay		24.6			19.0			25.6			28.4	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		134	0	9	200	6	35	106		42	169	
Queue Length 95th (ft)		222	8	25	303	45	78	173		85	263	
Internal Link Dist (ft)		975			905			68			167	
Turn Bay Length (ft)			125	150		125	150					
Base Capacity (vph)		499	572	333	742	749	229	621		328	621	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.59	0.13	0.08	0.62	0.25	0.36	0.41		0.30	0.60	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 46 (51%), Referenced to phase 2:NESW, Start of Yellow												
Natural Cycle: 90												
Control Type: Pretimed												
Maximum v/c Ratio: 0.62												
Intersection Signal Delay: 23.7				Intersection LOS: C								
Intersection Capacity Utilization 80.4%				ICU Level of Service D								
Analysis Period (min) 15												

Splits and Phases: 55: ST Mary's & Alamo

 Ø2 (R)	 Ø3	 Ø4	 Ø10
35.8 s	10.7 s	33 s	10.5 s
	 Ø8 43.7 s		

Lane Group	Ø10
Minimum Initial (s)	5.0
Minimum Split (s)	10.5
Total Split (s)	10.5
Total Split (%)	12%
Maximum Green (s)	5.0
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
56: St Mary's & Pereida

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	84	39	26	108	88	57	255	14	49	497	36
Future Volume (vph)	19	84	39	26	108	88	57	255	14	49	497	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	9	9	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	150		0	0		0	150		125	150		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.953				0.932				0.850		0.850	
Flt Protected	0.950			0.950				0.991			0.996	
Satd. Flow (prot)	1805	1811	0	1805	1771	0	0	1757	1507	0	1703	1561
Flt Permitted	0.412			0.664				0.834			0.943	
Satd. Flow (perm)	783	1811	0	1262	1771	0	0	1479	1507	0	1613	1561
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	25			44			105			105		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	463			229			1970			1055		
Travel Time (s)	10.5			5.2			44.8			24.0		
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	21	91	42	28	117	96	62	277	15	53	540	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	133	0	28	213	0	0	339	15	0	593	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.14	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4			4			5			1		
Permitted Phases	4			4			2		2	6		6
Detector Phase	4	4		4	4		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
56: St Mary's & Pereida

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	27.0	27.0		27.0	27.0		10.7	23.7	23.7	10.7	23.7	23.7
Total Split (s)	29.0	29.0		29.0	29.0		11.0	50.3	50.3	10.7	50.0	50.0
Total Split (%)	32.2%	32.2%		32.2%	32.2%		12.2%	55.9%	55.9%	11.9%	55.6%	55.6%
Maximum Green (s)	23.0	23.0		23.0	23.0		5.3	44.6	44.6	5.0	44.3	44.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	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	6.0			5.7	5.7		5.7	5.7
Lead/Lag							Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.5	0.5		0.5	0.5		3.0	2.0	2.0	3.0	2.0	2.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Min	Min		Min	Min		None	C-Min	C-Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	14.0	14.0		14.0	14.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	12.8	12.8		12.8	12.8			65.5	65.5		65.5	65.5
Actuated g/C Ratio	0.14	0.14		0.14	0.14			0.73	0.73		0.73	0.73
v/c Ratio	0.19	0.48		0.16	0.73			0.32	0.01		0.51	0.03
Control Delay	36.4	33.7		34.2	44.0			4.3	0.0		5.5	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	36.4	33.7		34.2	44.0			4.3	0.0		5.5	0.1
LOS	D	C		C	D			A	A		A	A
Approach Delay		34.0			42.9			4.1			5.2	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	11	58		14	94			57	0		86	0
Queue Length 95th (ft)	31	105		37	158			68	m0		101	m0
Internal Link Dist (ft)		383			149			1890			975	
Turn Bay Length (ft)	150								125			125
Base Capacity (vph)	200	481		322	485			1075	1124		1173	1163
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.10	0.28		0.09	0.44			0.32	0.01		0.51	0.03
Intersection Summary												
Area Type: Other												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 28 (31%), Referenced to phase 2:NBTL, Start of Yellow												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.73												
Intersection Signal Delay: 14.7												
Intersection LOS: B												
Intersection Capacity Utilization 81.5%												
ICU Level of Service D												
Analysis Period (min) 15												

Lanes, Volumes, Timings 56: St Mary's & Pereida

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 56: St Mary's & Pereida

 Ø2 (R)	 Ø1	 Ø4
50.3 s	10.7 s	29 s
 Ø6	 Ø5	
50 s	11 s	

Lanes, Volumes, Timings
57: St Mary's & W Carolina

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	119	63	11	39	16	67	235	98	125	583	92
Future Volume (vph)	11	119	63	11	39	16	67	235	98	125	583	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	125		0	100		125
Storage Lanes	0		0	1		0	1		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.956			0.957			0.956				0.850
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1811	0	1805	1818	0	1685	1695	0	1685	1773	1561
Flt Permitted		0.979		0.368			0.375			0.541		
Satd. Flow (perm)	0	1778	0	699	1818	0	665	1695	0	959	1773	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			17			42				95
Link Speed (mph)		30			30			30				30
Link Distance (ft)		276			191			469				267
Travel Time (s)		6.3			4.3			10.7				6.1
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	12	129	68	12	42	17	73	255	107	136	634	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	209	0	12	59	0	73	362	0	136	634	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				10
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2		1	2		0	2	1
Detector Template		Thru		Left	Thru		Left	Thru			Thru	Right
Leading Detector (ft)	0	100		20	100		20	100		0	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												

Lanes, Volumes, Timings
57: St Mary's & W Carolina

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	27.0	27.0		27.0	27.0		28.7	28.7		25.7	25.7	25.7
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	60.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	66.7%
Maximum Green (s)	24.0	24.0		24.0	24.0		54.3	54.3		54.3	54.3	54.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.1	2.1		2.1	2.1	2.1
Lost Time Adjust (s)		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		5.7	5.7		5.7	5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		16.0	16.0		13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		12.8		12.8	12.8		65.5	65.5		65.5	65.5	65.5
Actuated g/C Ratio		0.14		0.14	0.14		0.73	0.73		0.73	0.73	0.73
v/c Ratio		0.76		0.12	0.22		0.15	0.29		0.20	0.49	0.09
Control Delay		49.4		33.6	26.3		6.6	6.6		4.2	5.9	0.8
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		49.4		33.6	26.3		6.6	6.6		4.2	5.9	0.8
LOS		D		C	C		A	A		A	A	A
Approach Delay		49.4			27.5			6.6			5.0	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		101		6	21		16	74		17	109	1
Queue Length 95th (ft)		163		21	52		19	84		39	188	3
Internal Link Dist (ft)		196			111			389			187	
Turn Bay Length (ft)							125			100		125
Base Capacity (vph)		493		186	497		483	1244		697	1290	1161
Starvation Cap Reductn		0		0	0		0	0		0	0	0
Spillback Cap Reductn		0		0	0		0	0		0	0	0
Storage Cap Reductn		0		0	0		0	0		0	0	0
Reduced v/c Ratio		0.42		0.06	0.12		0.15	0.29		0.20	0.49	0.09
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 7 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.76												
Intersection Signal Delay: 12.3					Intersection LOS: B							
Intersection Capacity Utilization 70.9%					ICU Level of Service C							
Analysis Period (min) 15												

Splits and Phases: 57: St Mary's & W Carolina



Lanes, Volumes, Timings
58: St Mary's & Biering Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	47	0	27	0	393	31	32	708	0
Future Volume (vph)	0	0	0	47	0	27	0	393	31	32	708	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.951			0.990				
Flt Protected					0.969					0.950		
Satd. Flow (prot)	0	1863	0	0	1751	0	0	1818	0	1685	1837	0
Flt Permitted					0.969					0.498		
Satd. Flow (perm)	0	1863	0	0	1751	0	0	1818	0	883	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					92			6				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			563			336			469	
Travel Time (s)		6.6			12.8			7.6			10.7	
Confl. Peds. (#/hr)												
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%	0%	2%	0%	2%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	51	0	29	0	427	34	35	770	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	80	0	0	461	0	35	770	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2			2		1	2	
Detector Template	Left	Thru			Thru			Thru		Left	Thru	
Leading Detector (ft)	20	100		0	100			100		20	100	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Turn Type				Split	NA			NA		Perm	NA	
Protected Phases		4		8	8			2			6	
Permitted Phases	4									6		
Detector Phase	4	4		8	8			2		6	6	
Switch Phase												

Lanes, Volumes, Timings
58: St Mary's & Biering Ave

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0			10.0		10.0	10.0	
Minimum Split (s)	22.3	22.3		22.3	22.3			19.3		19.3	19.3	
Total Split (s)	22.3	22.3		22.3	22.3			45.4		45.4	45.4	
Total Split (%)	24.8%	24.8%		24.8%	24.8%			50.4%		50.4%	50.4%	
Maximum Green (s)	17.0	17.0		17.0	17.0			40.1		40.1	40.1	
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.7	1.7		1.7	1.7			1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3			5.3		5.3	5.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		1.0	1.0			2.0		2.0	2.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2			0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Recall Mode	None	None		None	None			C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0			7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)					6.1			76.6		76.6	76.6	
Actuated g/C Ratio					0.07			0.85		0.85	0.85	
v/c Ratio					0.39			0.30		0.05	0.49	
Control Delay					13.4			3.0		1.0	2.1	
Queue Delay					0.0			0.0		0.0	0.0	
Total Delay					13.4			3.0		1.0	2.1	
LOS					B			A		A	A	
Approach Delay					13.4			3.0			2.0	
Approach LOS					B			A			A	
Queue Length 50th (ft)					0			24		2	52	
Queue Length 95th (ft)					36			172		m3	41	
Internal Link Dist (ft)		210			483			256			389	
Turn Bay Length (ft)										100		
Base Capacity (vph)					405			1547		751	1563	
Starvation Cap Reductn					0			0		0	49	
Spillback Cap Reductn					0			0		0	0	
Storage Cap Reductn					0			0		0	0	
Reduced v/c Ratio					0.20			0.30		0.05	0.51	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 87 (97%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay: 3.0						Intersection LOS: A						
Intersection Capacity Utilization 51.1%						ICU Level of Service A						
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 58: St Mary's & Biering Ave

 Ø2 (R) 	 Ø4 	 Ø8 
 Ø6 (R) 		

Lanes, Volumes, Timings

59: St Mary's & Mission

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	52	62	3	77	24	43	275	1	19	595	98
Future Volume (vph)	77	52	62	3	77	24	43	275	1	19	595	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	10
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	125		0	0		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.919			0.965			0.999			0.979		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1746	0	1805	1834	0	1685	1772	0	1685	1736	0
Flt Permitted	0.686			0.660			0.327			0.577		
Satd. Flow (perm)	1303	1746	0	1254	1834	0	580	1772	0	1023	1736	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	61			16						19		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	341			264			2746			1134		
Travel Time (s)	7.8			6.0			62.4			25.8		
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	84	57	67	3	84	26	47	299	1	21	647	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	124	0	3	110	0	47	300	0	21	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			10			10		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lanes, Volumes, Timings
59: St Mary's & Mission

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		5.0	5.0		20.0	20.0		6.0	6.0	
Minimum Split (s)	23.7	23.7		23.7	23.7		25.7	25.7		25.0	25.0	
Total Split (s)	26.0	26.0		26.0	26.0		64.0	64.0		64.0	64.0	
Total Split (%)	28.9%	28.9%		28.9%	28.9%		71.1%	71.1%		71.1%	71.1%	
Maximum Green (s)	20.3	20.3		20.3	20.3		58.3	58.3		58.3	58.3	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1		2.1	2.1		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	5.7		5.7	5.7		5.7	5.7		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	9.6	9.6		9.6	9.6		69.0	69.0		69.0	69.0	
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.77	0.77		0.77	0.77	
v/c Ratio	0.60	0.51		0.02	0.52		0.11	0.22		0.03	0.57	
Control Delay	55.6	27.6		33.7	40.6		3.0	3.6		1.6	3.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	55.6	27.6		33.7	40.6		3.0	3.6		1.6	3.3	
LOS	E	C		C	D		A	A		A	A	
Approach Delay		39.0			40.4			3.6			3.3	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	47	34		2	52		5	67		1	51	
Queue Length 95th (ft)	89	83		9	97		8	52		m4	119	
Internal Link Dist (ft)		261			184			2666			1054	
Turn Bay Length (ft)	125						100			100		
Base Capacity (vph)	293	441		282	426		444	1358		783	1334	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.28		0.01	0.26		0.11	0.22		0.03	0.57	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 43 (48%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.60												
Intersection Signal Delay: 11.4						Intersection LOS: B						
Intersection Capacity Utilization 57.7%						ICU Level of Service B						
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 59: St Mary's & Mission



Lanes, Volumes, Timings

60: Steves

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	307	117	66	357	33	102	228	57	37	388	39
Future Volume (vph)	49	307	117	66	357	33	102	228	57	37	388	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	200		0	0		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			25			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.987			0.970			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3462	0	1805	3563	0	1685	1774	0	1652	1811	0
Flt Permitted	0.950			0.950			0.412			0.543		
Satd. Flow (perm)	1770	3462	0	1805	3563	0	731	1774	0	944	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			11			18			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1723			1689			352			643	
Travel Time (s)		39.2			38.4			8.0			14.6	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	53	334	127	72	388	36	111	248	62	40	422	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	461	0	72	424	0	111	310	0	40	464	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												

Lanes, Volumes, Timings

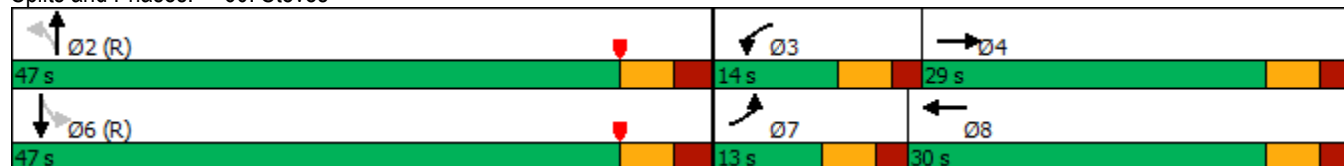
60: Steves

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	6.0		5.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	13.0	27.0		13.0	27.0		30.3	30.3		30.3	30.3	
Total Split (s)	13.0	29.0		14.0	30.0		47.0	47.0		47.0	47.0	
Total Split (%)	14.4%	32.2%		15.6%	33.3%		52.2%	52.2%		52.2%	52.2%	
Maximum Green (s)	7.3	23.0		8.3	24.0		40.7	40.7		40.7	40.7	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.4		2.1	2.4		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	6.0		5.7	6.0		6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.0	3.0		1.0	3.0		1.5	1.5		1.5	1.5	
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		14.0			14.0		17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	6.5	16.4		7.3	19.3		50.5	50.5		50.5	50.5	
Actuated g/C Ratio	0.07	0.18		0.08	0.21		0.56	0.56		0.56	0.56	
v/c Ratio	0.42	0.68		0.49	0.55		0.27	0.31		0.08	0.46	
Control Delay	49.3	34.7		50.6	33.1		15.6	13.0		7.4	10.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.3	34.7		50.6	33.1		15.6	13.0		7.4	10.6	
LOS	D	C		D	C		B	B		A	B	
Approach Delay		36.2			35.7			13.7			10.3	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	30	114		40	114		32	85		7	149	
Queue Length 95th (ft)	65	152		80	148		84	174		m17	277	
Internal Link Dist (ft)		1643			1609			272			563	
Turn Bay Length (ft)	150			200						125		
Base Capacity (vph)	150	928		175	968		411	1006		531	1022	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.50		0.41	0.44		0.27	0.31		0.08	0.45	
Intersection Summary												
Area Type: Other												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 13 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 24.4												
Intersection LOS: C												
Intersection Capacity Utilization 67.8%												
ICU Level of Service C												
Analysis Period (min) 15												

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 60: Steves



Lanes, Volumes, Timings

80: San Pedro

05/16/2025

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	2012	0	0	0	1525
Future Volume (vph)	0	2012	0	0	0	1525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	3
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	5085	0	0	0	3610
Flt Permitted						
Satd. Flow (perm)	0	5085	0	0	0	3610
Link Speed (mph)		30	30		30	
Link Distance (ft)		179	177		186	
Travel Time (s)		4.1	4.0		4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	2187	0	0	0	1658
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2187	0	0	0	1658
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	42.2%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
101: San Pedro & N Main Ave

05/16/2025

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	215	4	101	677	53	5	362
Future Volume (vph)	215	4	101	677	53	5	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	0		0	0	
Storage Lanes	1	0	0		1	1	
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							
Frt	0.998				0.850		
Flt Protected	0.953			0.994		0.950	
Satd. Flow (prot)	1772	0	0	1852	1583	1770	1863
Flt Permitted	0.953			0.994		0.950	
Satd. Flow (perm)	1772	0	0	1852	1583	1770	1863
Link Speed (mph)	30			30			30
Link Distance (ft)	240			158			140
Travel Time (s)	5.5			3.6			3.2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Adj. Flow (vph)	234	4	110	736	58	5	393
Shared Lane Traffic (%)							
Lane Group Flow (vph)	238	0	0	846	58	5	393
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			12			12
Link Offset(ft)	0			0			0
Crosswalk Width(ft)	16			16			16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9		9	15	
Sign Control	Yield			Yield			Yield
Intersection Summary							
Area Type:	Other						
Control Type:	Roundabout						
Intersection Capacity Utilization	82.4%			ICU Level of Service E			
Analysis Period (min)	15						

Lanes, Volumes, Timings
102: N Main Ave & San Pedro & Camden St

05/16/2025



Lane Group	WBL	WBR	NBL	NBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↗				↘	↗		↗	↗
Traffic Volume (vph)	0	175	0	0	0	603	118	0	707	47
Future Volume (vph)	0	175	0	0	0	603	118	0	707	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	11	11	11	11
Grade (%)	0%		0%			0%			0%	
Storage Length (ft)	0	0	0	0	0		0	0		0
Storage Lanes	0	1	0	0	0		1	0		1
Taper Length (ft)	25		25		25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor										
Frt		0.865				0.997	0.850			0.850
Flt Protected										
Satd. Flow (prot)	0	1611	0	0	0	1705	1454	0	1801	1531
Flt Permitted										
Satd. Flow (perm)	0	1611	0	0	0	1705	1454	0	1801	1531
Link Speed (mph)	30		30			30			30	
Link Distance (ft)	191		157			158			255	
Travel Time (s)	4.3		3.6			3.6			5.8	
Confl. Peds. (#/hr)										
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%			0%	
Adj. Flow (vph)	0	190	0	0	0	655	128	0	768	51
Shared Lane Traffic (%)							10%			
Lane Group Flow (vph)	0	190	0	0	0	668	115	0	768	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0			0			0	
Link Offset(ft)	0		0			0			0	
Crosswalk Width(ft)	16		16			16			16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	15		9	15		9
Sign Control	Stop		Stop			Free			Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization	54.7%					ICU Level of Service A				
Analysis Period (min)	15									

Lanes, Volumes, Timings
103: St Mary's/Navarro St & Nueva

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL	SER	SER2
Lane Configurations												
Traffic Volume (vph)	61	190	113	11	95	42	18	317	33	47	345	37
Future Volume (vph)	61	190	113	11	95	42	18	317	33	47	345	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	8	11	11	11	11	11	11
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)	0		0	0					125	0	125	
Storage Lanes	0		0	0					1	1	2	
Taper Length (ft)	0			0						25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.953			0.957				0.850		0.850	0.850
Flt Protected		0.992			0.996			0.997		0.950		
Satd. Flow (prot)	0	3401	0	0	3421	0	0	1831	1561	1711	1531	1531
Flt Permitted		0.858			0.905			0.997		0.950		
Satd. Flow (perm)	0	2942	0	0	3109	0	0	1831	1561	1711	1531	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			82				82			82
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		576			369			1089		613		
Travel Time (s)		13.1			8.4			24.8		13.9		
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	0%	0%	0%	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%		
Adj. Flow (vph)	66	207	123	12	103	46	20	345	36	51	375	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	396	0	0	161	0	0	365	36	51	375	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	L NA	R NA	L NA	R NA	R NA	L NA	L NA	R NA	L NA	Right	R NA
Median Width(ft)		0			0			11		11		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.20	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15	9	9
Number of Detectors	1	2		0	2		0	2	1	1	2	1
Detector Template	Left	Thru			Thru			Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		0	100		0	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Prot	Prot	Perm
Protected Phases		8			4			2		1	1	
Permitted Phases	8			4			2		2			1
Detector Phase	8	8		4	4		2	2	2	1	1	1
Switch Phase												

Lanes, Volumes, Timings
103: St Mary's/Navarro St & Nueva

05/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL	SER	SER2
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	27.0	27.0		27.0	27.0		43.0	43.0	43.0	50.0	50.0	50.0
Total Split (%)	22.5%	22.5%		22.5%	22.5%		35.8%	35.8%	35.8%	41.7%	41.7%	41.7%
Maximum Green (s)	21.0	21.0		21.0	21.0		37.0	37.0	37.0	44.0	44.0	44.0
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?										Yes	Yes	Yes
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	3.0	3.0	3.0
Minimum Gap (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max		C-Max	C-Max	C-Max	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effct Green (s)		21.0			21.0			46.1	46.1	34.9	34.9	34.9
Actuated g/C Ratio		0.18			0.18			0.38	0.38	0.29	0.29	0.29
v/c Ratio		0.71			0.26			0.52	0.06	0.10	0.84	0.08
Control Delay		48.1			22.5			27.6	1.2	32.1	60.9	3.2
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		48.1			22.5			27.6	1.2	32.1	60.9	3.2
LOS		D			C			C	A	C	E	A
Approach Delay		48.1			22.5			25.2		52.8		
Approach LOS		D			C			C		D		
Queue Length 50th (ft)		133			27			182	0	34	282	0
Queue Length 95th (ft)		190			59			244	m1	57	359	10
Internal Link Dist (ft)		496			289			1009		533		
Turn Bay Length (ft)									125		125	125
Base Capacity (vph)		558			611			703	650	627	561	613
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.71			0.26			0.52	0.06	0.08	0.67	0.07

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 28 (23%), Referenced to phase 2:NBTL and 6:, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 40.3

Intersection LOS: D

Intersection Capacity Utilization 61.7%

ICU Level of Service B

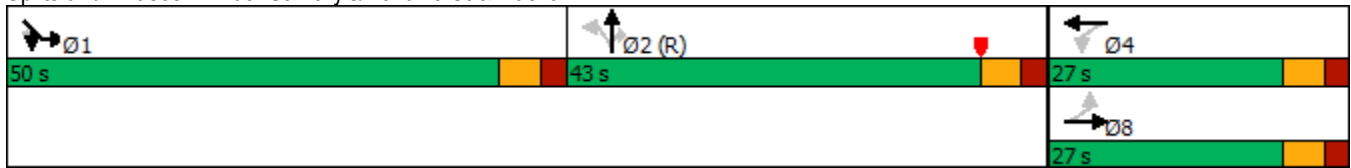
Analysis Period (min) 15

Lanes, Volumes, Timings 103: St Mary's/Navarro St & Nueva

05/16/2025

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: St Mary's/Navarro St & Nueva



Lanes, Volumes, Timings

321: Crockett

05/16/2025

						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	102	246	0	0
Future Volume (vph)	0	0	102	246	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected				0.986		
Satd. Flow (prot)	0	0	0	3373	0	0
Flt Permitted				0.986		
Satd. Flow (perm)	0	0	0	3373	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	167			323	535	
Travel Time (s)	3.8			7.3	12.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	111	267	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	378	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.6%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

801: LP 410 EB

05/16/2025

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	188	909	0	0
Future Volume (vph)	0	0	188	909	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	225		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1770	6408	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1770	6408	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	224			289	374	
Travel Time (s)	5.1			6.6	8.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	204	988	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	204	988	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

2982: McAllister Fw

05/16/2025

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		204	1679		435	
Travel Time (s)		4.6	38.2		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
3478: McAllister Fw & SB McAllister Fw

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						  
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	0	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	435		232			212
Travel Time (s)	9.9		5.3			4.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
3666: SB McAllister Fw

05/16/2025

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	2
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor						
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	3278
Flt Permitted						
Satd. Flow (perm)	0	0	1863	0	0	3278
Link Speed (mph)		30	30		30	
Link Distance (ft)		304	417		170	
Travel Time (s)		6.9	9.5		3.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Yield		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
4021: NB McAllister Fwy

05/16/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	400			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	1863	6408	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1863	6408	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	417			524	225	
Travel Time (s)	9.5			11.9	5.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
5016: LP 410 WB & LP 410

05/16/2025



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	98	1657	0	0	0	0
Future Volume (vph)	98	1657	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	6408	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	6408	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	223		469	
Travel Time (s)		3.3	5.1		10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	107	1801	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	1801	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.7%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings
6764: San Pedro & Mandalay Dr

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	37	0	0	51	0	1230	40	0	1024	47
Future Volume (vph)	0	0	37	0	0	51	0	1230	40	0	1024	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%			
Storage Length (ft)	0		0	0		0	100		125	0		100
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.996			0.994
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	1611	0	1855	0	0	1852	0
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	1611	0	1855	0	0	1852	0
Link Speed (mph)	30				30				30			
Link Distance (ft)	372				418				668			
Travel Time (s)	8.5				9.5				15.2			
Confl. Peds. (#/hr)												
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%			
Adj. Flow (vph)	0	0	40	0	0	55	0	1337	43	0	1113	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	40	0	0	55	0	1380	0	0	1164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				10			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop				Stop				Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	77.2%						ICU Level of Service D					
Analysis Period (min)	15											

Lanes, Volumes, Timings
6783: San Pedro

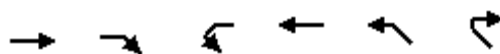
05/16/2025

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑↑	↑	↑↑↑↑		
Traffic Volume (vph)	0	2262	0	2009	0	0
Future Volume (vph)	0	2262	0	2009	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			4	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	1.00	0.64	1.00	1.00
Ped Bike Factor						
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	5085	1863	4053	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	1863	4053	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		283	162		291	
Travel Time (s)		6.4	3.7		6.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	2459	0	2184	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2459	0	2184	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	47.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

6830: LP 410

05/16/2025

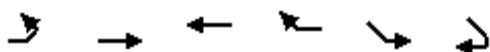


Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations				↑↑↑↑	↗	
Traffic Volume (vph)	0	0	0	1932	98	0
Future Volume (vph)	0	0	0	1932	98	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	6408	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	6408	1770	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	517			422	469	
Travel Time (s)	11.8			9.6	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	2100	107	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	2100	107	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	R NA	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Free	Yield	
Intersection Summary						
Area Type: Other						
Control Type: Unsignalized						
Intersection Capacity Utilization 58.7% ICU Level of Service B						
Analysis Period (min) 15						

Lanes, Volumes, Timings

6854: LP 410

05/16/2025



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑			↵	
Traffic Volume (vph)	0	1056	0	0	188	0
Future Volume (vph)	0	1056	0	0	188	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	0	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	0	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		247	660		374	
Travel Time (s)		5.6	15.0		8.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1148	0	0	204	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1148	0	0	204	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	R NA	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Yield	
Intersection Summary						
Area Type: Other						
Control Type: Unsignalized						
Intersection Capacity Utilization 49.0% ICU Level of Service A						
Analysis Period (min) 15						

Lanes, Volumes, Timings
7171: Jones Maltberger Rd & E Ramsey Rd

05/16/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	1	1			1
Taper Length (ft)	0		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt Protected						
Satd. Flow (prot)	1900	1900	1900	3610	1900	1900
Flt Permitted						
Satd. Flow (perm)	1900	1900	1900	3610	1900	1900
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	462			696	183	
Travel Time (s)	10.5			15.8	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						

Lanes, Volumes, Timings
7171: Jones Maltberger Rd & E Ramsey Rd

05/16/2025



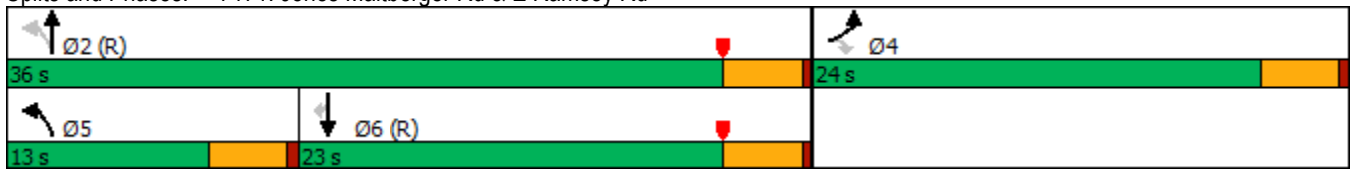
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.0	20.0	20.0	20.0
Total Split (s)	24.0	24.0	13.0	36.0	23.0	23.0
Total Split (%)	40.0%	40.0%	21.7%	60.0%	38.3%	38.3%
Maximum Green (s)	20.0	20.0	9.0	32.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	382			616	103	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						
Area Type:	Other					
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow						
Natural Cycle: 50						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.00						
Intersection Signal Delay: 0.0				Intersection LOS: A		
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Lanes, Volumes, Timings

7171: Jones Maltberger Rd & E Ramsey Rd

05/16/2025

Splits and Phases: 7171: Jones Maltberger Rd & E Ramsey Rd



Lanes, Volumes, Timings

7180: San Pedro

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	42	0	0	1597	132
Future Volume (vph)	0	42	0	0	1597	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			230
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86
Ped Bike Factor						
Frt		0.865			0.989	
Flt Protected						
Satd. Flow (prot)	0	1611	0	0	6337	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	6337	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			186	291	
Travel Time (s)	5.4			4.2	6.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	46	0	0	1736	143
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	46	0	0	1879	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Stop	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

7252: San Pedro & North Star Mall Dr

05/16/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations		↔↔	↑↑↑		↔		
Traffic Volume (vph)	0	194	1910	61	140	0	
Future Volume (vph)	0	194	1910	61	140	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		0	0		
Storage Lanes	0	2		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	0.88	0.91	0.91	1.00	1.00	
Ped Bike Factor							
Frt		0.850	0.995				
Flt Protected					0.950		
Satd. Flow (prot)	0	2787	5060	0	1770	0	
Flt Permitted					0.950		
Satd. Flow (perm)	0	2787	5060	0	1770	0	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		152	7				
Link Speed (mph)	30		30			30	
Link Distance (ft)	205		177			283	
Travel Time (s)	4.7		4.0			6.4	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	0	211	2076	66	152	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	211	2142	0	152	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	0		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors		1	2		1		
Detector Template		Right	Thru		Left		
Leading Detector (ft)		20	100		20		
Trailing Detector (ft)		0	0		0		
Turn Type		Prot	NA		Prot		
Protected Phases		3	2		1		9
Permitted Phases							
Detector Phase		3	2		1		
Switch Phase							

Lanes, Volumes, Timings

7252: San Pedro & North Star Mall Dr

05/16/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Minimum Initial (s)		5.0	5.0		5.0		7.0
Minimum Split (s)		11.1	10.5		11.1		12.6
Total Split (s)		27.0	110.4		27.0		12.6
Total Split (%)		18.0%	73.6%		18.0%		8%
Maximum Green (s)		20.9	104.9		20.9		7.0
Yellow Time (s)		3.6	3.6		3.6		3.6
All-Red Time (s)		2.5	1.9		2.5		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		
Total Lost Time (s)		6.1	5.5		6.1		
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)		3.0	3.0		3.0		3.0
Minimum Gap (s)		3.0	3.0		3.0		3.0
Time Before Reduce (s)		0.0	0.0		0.0		0.0
Time To Reduce (s)		0.0	0.0		0.0		0.0
Recall Mode		None	C-Max		None		None
Walk Time (s)							
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)							
Act Effct Green (s)		17.4	121.0		17.4		
Actuated g/C Ratio		0.12	0.81		0.12		
v/c Ratio		0.46	0.52		0.74		
Control Delay		21.6	10.5		85.2		
Queue Delay		0.0	0.0		0.0		
Total Delay		21.6	10.5		85.2		
LOS		C	B		F		
Approach Delay	21.6		10.5			85.2	
Approach LOS	C		B			F	
Queue Length 50th (ft)		30	310		145		
Queue Length 95th (ft)		73	460		221		
Internal Link Dist (ft)	125		97			203	
Turn Bay Length (ft)							
Base Capacity (vph)		519	4083		246		
Starvation Cap Reductn		0	0		0		
Spillback Cap Reductn		0	0		0		
Storage Cap Reductn		0	0		0		
Reduced v/c Ratio		0.41	0.52		0.62		
Intersection Summary							
Area Type:	Other						
Cycle Length: 150							
Actuated Cycle Length: 150							
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow							
Natural Cycle: 60							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.74							
Intersection Signal Delay: 16.0				Intersection LOS: B			
Intersection Capacity Utilization 54.7%				ICU Level of Service A			
Analysis Period (min) 15							

Splits and Phases: 7252: San Pedro & North Star Mall Dr

 Ø2 (R)	 Ø1	 Ø9
110.4 s	27 s	12.6 s
	 Ø3	
	27 s	

Lanes, Volumes, Timings
7362: Jones Maltberger Rd

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Flt												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	0	1863	0	0	0	0	1863	3539	1863
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	0	1863	0	0	0	0	1863	3539	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			60			60	
Link Distance (ft)		428			596			204			225	
Travel Time (s)		9.7			13.5			2.3			2.6	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2					1	2	1
Detector Template	Left	Thru			Thru					Left	Thru	Right
Leading Detector (ft)	20	100			100					20	100	20
Trailing Detector (ft)	0	0			0					0	0	0
Turn Type	D.P+P									Split		Prot
Protected Phases	5	5 6			6					8	8	8
Permitted Phases	6											
Detector Phase	5	5 6			6					8	8	8
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
7362: Jones Maltberger Rd

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	5.0				5.0					5.0	5.0	5.0
Minimum Split (s)	20.0				19.5					28.3	28.3	28.3
Total Split (s)	22.0				31.4					36.6	36.6	36.6
Total Split (%)	24.4%				34.9%					40.7%	40.7%	40.7%
Maximum Green (s)	17.0				25.9					29.3	29.3	29.3
Yellow Time (s)	3.5				3.6					5.8	5.8	5.8
All-Red Time (s)	1.5				1.9					1.5	1.5	1.5
Lost Time Adjust (s)	0.0				0.0					0.0	0.0	0.0
Total Lost Time (s)	5.0				5.5					7.3	7.3	7.3
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0				3.0					3.0	3.0	3.0
Minimum Gap (s)	3.0				3.0					3.0	3.0	3.0
Time Before Reduce (s)	0.0				0.0					0.0	0.0	0.0
Time To Reduce (s)	0.0				0.0					0.0	0.0	0.0
Recall Mode	None				None					None	None	None
Walk Time (s)					7.0					7.0	7.0	7.0
Flash Dont Walk (s)					7.0					14.0	14.0	14.0
Pedestrian Calls (#/hr)					0					0	0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		348			516			124			145	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 36 (40%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.00												
Intersection Signal Delay: 0.0	Intersection LOS: A											
Intersection Capacity Utilization 27.6%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings 7362: Jones Maltberger Rd

05/16/2025

Splits and Phases: 7362: Jones Maltberger Rd



Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.7	10.1	31.3
Total Split (s)	23.7	29.7	36.6
Total Split (%)	26%	33%	41%
Maximum Green (s)	18.0	24.6	29.3
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	2.1	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	None	C-Max	None
Walk Time (s)	7.0		7.0
Flash Dont Walk (s)	11.0		17.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
7451: San Pedro & VIA Terminal

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			   
Traffic Volume (vph)	0	0	2104	0	0	1869
Future Volume (vph)	0	0	2104	0	0	1869
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.81
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	5085	0	0	7544
Flt Permitted						
Satd. Flow (perm)	1863	1863	5085	0	0	7544
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	439		162			407
Travel Time (s)	10.0		3.7			9.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	2287	0	0	2032
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2287	0	0	2032
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template	Left	Right	Thru			Thru
Leading Detector (ft)	20	20	100			100
Trailing Detector (ft)	0	0	0			0
Turn Type	Perm	Perm	NA			NA
Protected Phases			2			6
Permitted Phases	8	8				
Detector Phase	8	8	2			6
Switch Phase						

Lanes, Volumes, Timings
7451: San Pedro & VIA Terminal

05/16/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	10.0			10.0
Minimum Split (s)	11.1	11.1	16.8			16.8
Total Split (s)	11.1	11.1	115.8			138.9
Total Split (%)	7.4%	7.4%	77.2%			92.6%
Maximum Green (s)	5.0	5.0	109.0			132.1
Yellow Time (s)	3.6	3.6	3.6			3.6
All-Red Time (s)	2.5	2.5	3.2			3.2
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.1	6.1	6.8			6.8
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)			150.0			150.0
Actuated g/C Ratio			1.00			1.00
v/c Ratio			0.45			0.27
Control Delay			0.3			0.1
Queue Delay			0.1			0.0
Total Delay			0.4			0.1
LOS			A			A
Approach Delay			0.4			0.1
Approach LOS			A			A
Queue Length 50th (ft)			0			0
Queue Length 95th (ft)			0			0
Internal Link Dist (ft)	359		82			327
Turn Bay Length (ft)						
Base Capacity (vph)			5085			7544
Starvation Cap Reductn			0			0
Spillback Cap Reductn			1204			0
Storage Cap Reductn			0			0
Reduced v/c Ratio			0.59			0.27
Intersection Summary						
Area Type:	Other					
Cycle Length: 150						
Actuated Cycle Length: 150						
Offset: 2 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow						
Natural Cycle: 45						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.45						
Intersection Signal Delay: 0.2				Intersection LOS: A		
Intersection Capacity Utilization 46.3%				ICU Level of Service A		
Analysis Period (min) 15						

Lanes, Volumes, Timings
 7451: San Pedro & VIA Terminal

05/16/2025

Splits and Phases: 7451: San Pedro & VIA Terminal



Lanes, Volumes, Timings
7544: Jones Maltberger Rd

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	1863	1863	0	0	3539	1863	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	1863	1863	0	0	3539	1863	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			60			60	
Link Distance (ft)		183			428			232			170	
Travel Time (s)		4.2			9.7			2.6			1.9	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	1			
Detector Template		Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)		100		20	100		20	100	20			
Trailing Detector (ft)		0		0	0		0	0	0			
Turn Type				D.P+P					Perm			
Protected Phases		2		1	1 2			4				
Permitted Phases				2			4		4			
Detector Phase		2		1	1 2		4	4	4			
Switch Phase												

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
7544: Jones Maltberger Rd

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)		5.0		5.0			5.0	5.0	5.0			
Minimum Split (s)		10.1		23.7			31.3	31.3	31.3			
Total Split (s)		29.7		23.7			36.6	36.6	36.6			
Total Split (%)		33.0%		26.3%			40.7%	40.7%	40.7%			
Maximum Green (s)		24.6		18.0			29.3	29.3	29.3			
Yellow Time (s)		3.6		3.6			5.8	5.8	5.8			
All-Red Time (s)		1.5		2.1			1.5	1.5	1.5			
Lost Time Adjust (s)		0.0		0.0				0.0	0.0			
Total Lost Time (s)		5.1		5.7				7.3	7.3			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0			3.0	3.0	3.0			
Minimum Gap (s)		3.0		3.0			3.0	3.0	3.0			
Time Before Reduce (s)		0.0		0.0			0.0	0.0	0.0			
Time To Reduce (s)		0.0		0.0			0.0	0.0	0.0			
Recall Mode		C-Max		None			None	None	None			
Walk Time (s)				7.0			7.0	7.0	7.0			
Flash Dont Walk (s)				11.0			17.0	17.0	17.0			
Pedestrian Calls (#/hr)				0			0	0	0			
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		103			348			152			90	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 36 (40%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.00												
Intersection Signal Delay: 0.0							Intersection LOS: A					
Intersection Capacity Utilization 27.6%							ICU Level of Service A					
Analysis Period (min) 15												

Lanes, Volumes, Timings 7544: Jones Maltberger Rd

05/16/2025

Splits and Phases: 7544: Jones Maltberger Rd



Lane Group	Ø5	Ø6	Ø8
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	20.0	19.5	28.3
Total Split (s)	22.0	31.4	36.6
Total Split (%)	24%	35%	41%
Maximum Green (s)	17.0	25.9	29.3
Yellow Time (s)	3.5	3.6	5.8
All-Red Time (s)	1.5	1.9	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		7.0	14.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

U-TURN MODELS SYNCHRO OUTPUTS

AM PEAK

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	61	42	19	67	29	89	5	35	1208	54	5	97
Future Volume (vph)	61	42	19	67	29	89	5	35	1208	54	5	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	12	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	100		0	180		0		180		0		0
Storage Lanes	1		0	1		1		1		0		1
Taper Length (ft)	0			25				25				25
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Ped Bike Factor												
Frt		0.953				0.850			0.994			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1770	3440	0	1805	1900	1583	0	1681	4890	0	0	1652
Flt Permitted	0.736			0.436				0.465				0.100
Satd. Flow (perm)	1371	3440	0	828	1900	1583	0	823	4890	0	0	174
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		21				97			6			
Link Speed (mph)		30			30				30			
Link Distance (ft)		2414			1062				389			
Travel Time (s)		54.9			24.1				8.8			
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	0%	2%	0%	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%			
Adj. Flow (vph)	66	46	21	73	32	97	5	38	1313	59	5	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	67	0	73	32	97	0	43	1372	0	0	110
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	0	1	2		1	1
Detector Template	Left	Thru		Left	Thru	Right		Left	Thru		Left	Left
Leading Detector (ft)	20	100		20	100	20	0	20	100		20	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0		0	0
Turn Type	Perm	NA		pm+pt	NA	Perm	custom	Prot	NA		custom	Prot
Protected Phases		4		3	8			5	2			1
Permitted Phases	4			8		8	5				1	
Detector Phase	4	4		3	8	8	5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	1276	21
Future Volume (vph)	1276	21
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor		
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	4906	0
Flt Permitted		
Satd. Flow (perm)	4906	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	30	
Link Distance (ft)	234	
Travel Time (s)	5.3	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1387	23
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1410	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	8.0	8.0		3.0	5.0	5.0	5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	45.6	45.6		12.3	45.6	45.6	12.3	12.3	27.3		12.3	12.3
Total Split (s)	45.6	45.6		12.4	58.0	58.0	12.4	12.4	43.6		18.4	18.4
Total Split (%)	38.0%	38.0%		10.3%	48.3%	48.3%	10.3%	10.3%	36.3%		15.3%	15.3%
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	4.0	4.0		3.7	4.0	4.0	3.7	3.7	2.7		3.7	3.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	7.6	7.6		7.3	7.6	7.6		7.3	6.3			7.3
Lead/Lag	Lag	Lag		Lead			Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	None
Act Effect Green (s)	11.6	11.6		21.8	21.5	21.5		9.9	37.3			40.0
Actuated g/C Ratio	0.10	0.10		0.18	0.18	0.18		0.08	0.31			0.33
v/c Ratio	0.50	0.19		0.38	0.09	0.27		0.64	0.90			1.93
Control Delay	63.8	35.8		45.2	38.3	9.2		92.9	25.0			491.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0			0.0
Total Delay	63.8	35.8		45.2	38.3	9.2		92.9	25.0			491.3
LOS	E	D		D	D	A		F	C			F
Approach Delay		49.7			26.8				27.1			
Approach LOS		D			C				C			
Queue Length 50th (ft)	50	17		48	20	0		36	118			~131
Queue Length 95th (ft)	94	38		86	46	43		m54	#339			#231
Internal Link Dist (ft)		2334			982				309			
Turn Bay Length (ft)	100			180				180				
Base Capacity (vph)	434	1103		191	798	721		67	1524			57
Starvation Cap Reductn	0	0		0	0	0		0	0			0
Spillback Cap Reductn	0	0		0	0	0		0	0			0
Storage Cap Reductn	0	0		0	0	0		0	0			0
Reduced v/c Ratio	0.15	0.06		0.38	0.04	0.13		0.64	0.90			1.93

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 16 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.93

Intersection Signal Delay: 38.7

Intersection LOS: D

Intersection Capacity Utilization 66.4%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

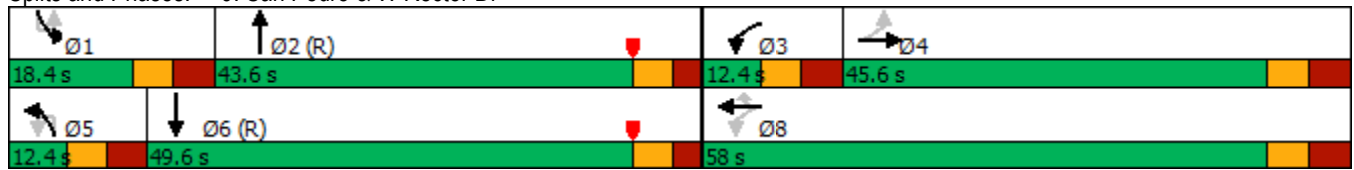
Queue shown is maximum after two cycles.

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.

Splits and Phases: 9: San Pedro & W Rector Dr





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	24.3	
Total Split (s)	49.6	
Total Split (%)	41.3%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	70.2	
Actuated g/C Ratio	0.58	
v/c Ratio	0.49	
Control Delay	15.7	
Queue Delay	0.0	
Total Delay	15.7	
LOS	B	
Approach Delay	50.1	
Approach LOS	D	
Queue Length 50th (ft)	355	
Queue Length 95th (ft)	435	
Internal Link Dist (ft)	154	
Turn Bay Length (ft)		
Base Capacity (vph)	2871	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.49	
Intersection Summary		

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	73	11	8	73	12	70	5	46	1082	61	5	101
Future Volume (vph)	73	11	8	73	12	70	5	46	1082	61	5	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		0		325		200		375
Storage Lanes	0		0	0		0		1		1		1
Taper Length (ft)	0			0				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.988			0.939					0.850		
Flt Protected		0.962			0.977			0.950				0.950
Satd. Flow (prot)	0	1806	0	0	1743	0	0	1682	3490	1561	0	1683
Flt Permitted		0.608			0.828			0.248				0.240
Satd. Flow (perm)	0	1141	0	0	1477	0	0	439	3490	1561	0	425
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		4			36					103		
Link Speed (mph)		30			30				30			
Link Distance (ft)		490			1363				1027			
Travel Time (s)		11.1			31.0				23.3			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	79	12	9	79	13	76	5	50	1176	66	5	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	168	0	0	55	1176	66	0	115
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		0	1	2	1	0	1
Detector Template	Left	Thru		Left	Thru			Left	Thru	Right		Left
Leading Detector (ft)	20	100		20	100		0	20	100	20	0	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA	Perm	custom	Prot
Protected Phases		4			8			5	2			1
Permitted Phases	4			8			5			2	1	
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1053	30
Future Volume (vph)	1053	30
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		375
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		103
Link Speed (mph)	30	
Link Distance (ft)	717	
Travel Time (s)	16.3	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1145	33
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1145	33
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	45.6	45.6		45.6	45.6		11.7	11.7	23.7	23.7	11.7	11.7
Total Split (s)	45.6	45.6		45.6	45.6		15.5	15.5	54.4	54.4	20.0	20.0
Total Split (%)	38.0%	38.0%		38.0%	38.0%		12.9%	12.9%	45.3%	45.3%	16.7%	16.7%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	4.0	4.0		4.0	4.0		3.1	3.1	2.1	2.1	3.1	3.1
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		7.6			7.6			6.7	5.7	5.7		6.7
Lead/Lag							Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min	C-Min	None	None
Act Effect Green (s)		14.9			14.9			28.6	57.1	57.1		28.0
Actuated g/C Ratio		0.12			0.12			0.24	0.48	0.48		0.23
v/c Ratio		0.69			0.79			0.53	0.71	0.08		1.16
Control Delay		70.8			63.3			78.4	29.2	2.3		174.2
Queue Delay		0.0			0.0			0.0	0.0	0.0		0.0
Total Delay		70.8			63.3			78.4	29.2	2.3		174.2
LOS		E			E			E	C	A		F
Approach Delay		70.8			63.3				29.9			
Approach LOS		E			E				C			
Queue Length 50th (ft)		72			101			42	511	10		~105
Queue Length 95th (ft)		124			168			m#85	557	m8		#268
Internal Link Dist (ft)		410			1283				947			
Turn Bay Length (ft)								325		200		375
Base Capacity (vph)		364			492			104	1661	797		99
Starvation Cap Reductn		0			0			0	0	0		0
Spillback Cap Reductn		0			0			0	0	0		0
Storage Cap Reductn		0			0			0	0	0		0
Reduced v/c Ratio		0.27			0.34			0.53	0.71	0.08		1.16

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 24 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 32.5

Intersection LOS: C

Intersection Capacity Utilization 61.2%

ICU Level of Service B

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

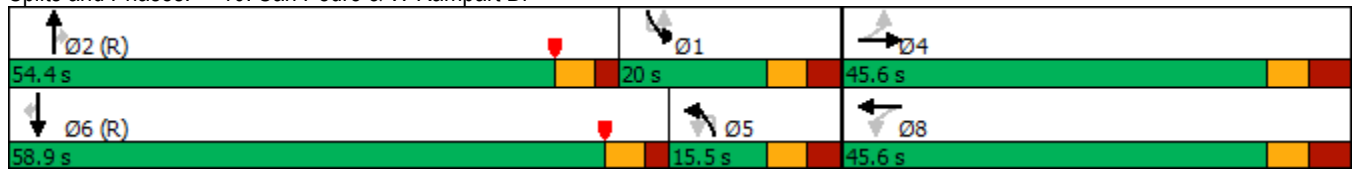
Queue shown is maximum after two cycles.

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.

Splits and Phases: 10: San Pedro & W Rampart Dr





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	23.7	23.7
Total Split (s)	58.9	58.9
Total Split (%)	49.1%	49.1%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.1	2.1
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	C-Min
Act Effct Green (s)	56.6	56.6
Actuated g/C Ratio	0.47	0.47
v/c Ratio	0.70	0.04
Control Delay	14.2	0.3
Queue Delay	0.0	0.0
Total Delay	14.2	0.3
LOS	B	A
Approach Delay	28.1	
Approach LOS	C	
Queue Length 50th (ft)	83	0
Queue Length 95th (ft)	162	m0
Internal Link Dist (ft)	637	
Turn Bay Length (ft)		375
Base Capacity (vph)	1644	789
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.70	0.04
Intersection Summary		

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	66	3	3	21	3	29	5	61	1182	25	5	45
Future Volume (vph)	66	3	3	21	3	29	5	61	1182	25	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		75		200		0		260
Storage Lanes	0		0	1		0		1		0		1
Taper Length (ft)	0			0				25				0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.995			0.863				0.997			
Flt Protected		0.956		0.950				0.950				0.950
Satd. Flow (prot)	0	1807	0	1805	1640	0	0	1682	3479	0	0	1682
Flt Permitted		0.717		0.774				0.229				0.210
Satd. Flow (perm)	0	1355	0	1471	1640	0	0	406	3479	0	0	372
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		2			32				2			
Link Speed (mph)		30			30				30			
Link Distance (ft)		383			393				562			
Travel Time (s)		8.7			8.9				12.8			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	72	3	3	23	3	32	5	66	1285	27	5	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	23	35	0	0	71	1312	0	0	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	0	2		0	2		0	1	2		0	1
Detector Template		Thru			Thru			Left	Thru			Left
Leading Detector (ft)	0	100		0	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA		custom	Prot
Protected Phases		4			8			5	2			1
Permitted Phases	4			8			5				1	
Detector Phase	4	4		8	8		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1055	70
Future Volume (vph)	1055	70
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.991	
Flt Protected		
Satd. Flow (prot)	3458	0
Flt Permitted		
Satd. Flow (perm)	3458	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	8	
Link Speed (mph)	30	
Link Distance (ft)	1279	
Travel Time (s)	29.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1147	76
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1223	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	37.0	37.0		38.0	38.0		11.0	11.0	23.7		11.7	11.7
Total Split (s)	38.0	38.0		38.0	38.0		15.0	15.0	66.0		16.0	16.0
Total Split (%)	31.7%	31.7%		31.7%	31.7%		12.5%	12.5%	55.0%		13.3%	13.3%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	3.4	3.4		3.4	3.4		2.4	2.4	2.1		3.1	3.1
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		7.0		7.0	7.0			6.0	5.7			6.7
Lead/Lag							Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)		10.5		10.5	10.5			21.1	72.8			19.9
Actuated g/C Ratio		0.09		0.09	0.09			0.18	0.61			0.17
v/c Ratio		0.65		0.18	0.20			1.00	0.62			0.89
Control Delay		74.9		51.9	20.3			159.9	25.4			121.9
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		74.9		51.9	20.3			159.9	25.4			121.9
LOS		E		D	C			F	C			F
Approach Delay		74.9			32.9				32.3			
Approach LOS		E			C				C			
Queue Length 50th (ft)		58		17	2			~63	534			45
Queue Length 95th (ft)		107		42	33			m#110	603			m#74
Internal Link Dist (ft)		303			313				482			
Turn Bay Length (ft)								200				260
Base Capacity (vph)		351		380	447			71	2111			61
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.22		0.06	0.08			1.00	0.62			0.89

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 88 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 22.2

Intersection LOS: C

Intersection Capacity Utilization 64.5%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

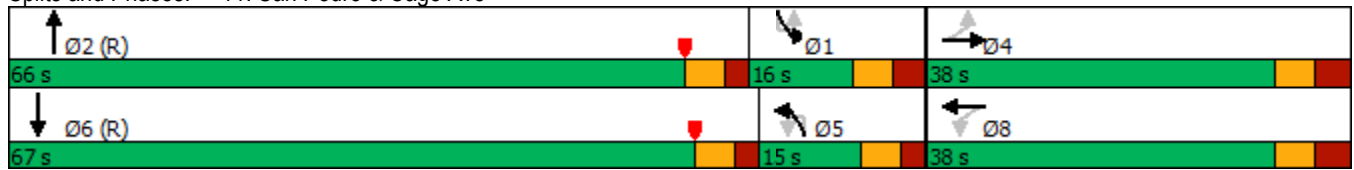
Queue shown is maximum after two cycles.

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.

Splits and Phases: 11: San Pedro & Cage Ave





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	23.7	
Total Split (s)	67.0	
Total Split (%)	55.8%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.7	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Act Effct Green (s)	72.3	
Actuated g/C Ratio	0.60	
v/c Ratio	0.59	
Control Delay	2.5	
Queue Delay	0.0	
Total Delay	2.5	
LOS	A	
Approach Delay	7.6	
Approach LOS	A	
Queue Length 50th (ft)	16	
Queue Length 95th (ft)	44	
Internal Link Dist (ft)	1199	
Turn Bay Length (ft)		
Base Capacity (vph)	2085	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.59	
Intersection Summary		

Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

																						
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL										
Lane Configurations																						
Traffic Volume (vph)	211	116	107	93	129	136	5	60	922	71	5	139										
Future Volume (vph)	211	116	107	93	129	136	5	60	922	71	5	139										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900										
Lane Width (ft)	12	12	12	12	12	12	12	10	11	11	12	10										
Grade (%)	0%				0%				0%													
Storage Length (ft)	0		0	0		150		260		360		325										
Storage Lanes	1		0	1		1		1		1		1										
Taper Length (ft)	0			0				25				25										
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00										
Ped Bike Factor																						
Frt	0.928				0.923				0.989													
Flt Protected	0.950			0.950				0.950				0.950										
Satd. Flow (prot)	1805	1763	0	1805	3332	0	0	1682	3451	0	0	1684										
Flt Permitted	0.950			0.950				0.500				0.500										
Satd. Flow (perm)	1805	1763	0	1805	3332	0	0	885	3451	0	0	886										
Right Turn on Red			Yes				Yes				Yes											
Satd. Flow (RTOR)	42				148				6													
Link Speed (mph)	30				30				30													
Link Distance (ft)	445				286				868													
Travel Time (s)	10.1				6.5				19.7													
Confl. Peds. (#/hr)																						
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%										
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0										
Parking (#/hr)																						
Mid-Block Traffic (%)	0%				0%				0%													
Adj. Flow (vph)	229	126	116	101	140	148	5	65	1002	77	5	151										
Shared Lane Traffic (%)																						
Lane Group Flow (vph)	229	242	0	101	288	0	0	70	1079	0	0	156										
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left										
Median Width(ft)	12				12				10													
Link Offset(ft)	0				0				0													
Crosswalk Width(ft)	16				16				16													
Two way Left Turn Lane																						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09										
Turning Speed (mph)	15		9	15		9	9	15		9	9	15										
Number of Detectors	1	2		0	2		0	1	2		0	1										
Detector Template	Left	Thru			Thru			Left	Thru			Left										
Leading Detector (ft)	20	100		0	100		0	20	100		0	20										
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0										
Turn Type	Split	NA		Split	NA		custom	Prot	NA		custom	Prot										
Protected Phases	4	4		3	3			5	2			1										
Permitted Phases							5				1											
Detector Phase	4	4		3	3		5	5	2		1	1										
Switch Phase																						



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	813	159
Future Volume (vph)	813	159
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		175
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		182
Link Speed (mph)	30	
Link Distance (ft)	518	
Travel Time (s)	11.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	884	173
Shared Lane Traffic (%)		
Lane Group Flow (vph)	884	173
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	0
Detector Template	Thru	
Leading Detector (ft)	100	0
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	8.0	10.0		8.0	8.0
Minimum Split (s)	49.0	49.0		21.7	21.7		14.7	14.7	23.7		15.0	15.0
Total Split (s)	49.0	49.0		21.7	21.7		14.7	14.7	34.3		15.0	15.0
Total Split (%)	40.8%	40.8%		18.1%	18.1%		12.3%	12.3%	28.6%		12.5%	12.5%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	4.4	4.4		4.4	4.4		3.1	3.1	2.1		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	8.0	8.0		8.0	8.0			6.7	5.7			7.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)	20.0	20.0		10.7	10.7			8.0	52.6			8.0
Actuated g/C Ratio	0.17	0.17		0.09	0.09			0.07	0.44			0.07
v/c Ratio	0.76	0.74		0.63	0.67			1.19	0.71			2.64
Control Delay	63.3	51.8		69.6	33.0			216.5	53.8			803.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	63.3	51.8		69.6	33.0			216.5	53.8			803.4
LOS	E	D		E	C			F	D			F
Approach Delay		57.4			42.5				63.7			
Approach LOS		E			D				E			
Queue Length 50th (ft)	171	150		76	54			~62	448			~212
Queue Length 95th (ft)	241	222		133	100			m#128	#555			#356
Internal Link Dist (ft)		365			206				788			
Turn Bay Length (ft)								260				325
Base Capacity (vph)	616	630		206	511			59	1515			59
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.37	0.38		0.49	0.56			1.19	0.71			2.64

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.64

Intersection Signal Delay: 84.1

Intersection LOS: F

Intersection Capacity Utilization 79.3%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 12: San Pedro & Oblate Dr

 Ø2 (R)	 Ø1	 Ø3	 Ø4
34.3 s	15 s	21.7 s	49 s
 Ø6 (R)	 Ø5		
34.6 s	14.7 s		



Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	27.0	27.0
Total Split (s)	34.6	34.6
Total Split (%)	28.8%	28.8%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.4	2.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	C-Min
Act Effct Green (s)	52.6	52.6
Actuated g/C Ratio	0.44	0.44
v/c Ratio	0.58	0.22
Control Delay	30.9	8.7
Queue Delay	0.0	0.0
Total Delay	30.9	8.7
LOS	C	A
Approach Delay	127.1	
Approach LOS	F	
Queue Length 50th (ft)	377	32
Queue Length 95th (ft)	453	118
Internal Link Dist (ft)	438	
Turn Bay Length (ft)		175
Base Capacity (vph)	1529	786
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.58	0.22
Intersection Summary		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL
Lane Configurations												
Traffic Volume (vph)	5	76	856	20	5	95	724	109	117	188	101	65
Future Volume (vph)	5	76	856	20	5	95	724	109	117	188	101	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	11	12	10	11	11	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		175		0		200		0	200		50	100
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.997				0.980				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1683	3479	0	0	1683	3420	0	1805	1900	1615	1805
Flt Permitted		0.315				0.301			0.950			0.950
Satd. Flow (perm)	0	558	3479	0	0	533	3420	0	1805	1900	1615	1805
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				14				161	
Link Speed (mph)			30				30			30		
Link Distance (ft)			1444				1701			407		
Travel Time (s)			32.8				38.7			9.3		
Confl. Peds. (#/hr)												
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%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Adj. Flow (vph)	5	83	930	22	5	103	787	118	127	204	110	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	952	0	0	108	905	0	127	204	110	71
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			10				10			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	1.04	1.00	1.09	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	0	1	2		0	1	2		1	2	1	1
Detector Template		Left	Thru			Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	0	20	100		0	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Turn Type	custom	Prot	NA		custom	Prot	NA		Prot	NA	Perm	Prot
Protected Phases		5	2			1	6		7	4		3
Permitted Phases	5				1						4	
Detector Phase	5	5	2		1	1	6		7	4	4	3
Switch Phase												

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

		
Lane Group	NWT	NWR
Lane Configurations		
Traffic Volume (vph)	142	46
Future Volume (vph)	142	46
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	1
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.963	
Flt Protected		
Satd. Flow (prot)	1830	0
Flt Permitted		
Satd. Flow (perm)	1830	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	14	
Link Speed (mph)	30	
Link Distance (ft)	217	
Travel Time (s)	4.9	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	154	50
Shared Lane Traffic (%)		
Lane Group Flow (vph)	204	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.75
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.7	12.7	27.0		11.7	11.7	30.3		11.7	45.6	45.6	12.0
Total Split (s)	15.0	15.0	41.4		16.0	16.0	42.4		17.0	47.6	47.6	15.0
Total Split (%)	12.5%	12.5%	34.5%		13.3%	13.3%	35.3%		14.2%	39.7%	39.7%	12.5%
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6	3.6	3.6
All-Red Time (s)	4.1	4.1	2.4		3.1	3.1	2.7		3.1	4.0	4.0	3.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		7.7	6.0			6.7	6.3		6.7	7.6	7.6	7.0
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min		None	None	C-Min		None	None	None	None
Act Effect Green (s)		13.5	52.5			13.4	51.1		10.0	21.9	21.9	7.4
Actuated g/C Ratio		0.11	0.44			0.11	0.43		0.08	0.18	0.18	0.06
v/c Ratio		1.42	0.63			1.83	0.62		0.85	0.59	0.26	0.64
Control Delay		296.2	32.3			456.1	46.4		96.3	52.6	3.0	80.0
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		296.2	32.3			456.1	46.4		96.3	52.6	3.0	80.0
LOS		F	C			F	D		F	D	A	F
Approach Delay			54.6				90.1			52.8		
Approach LOS			D				F			D		
Queue Length 50th (ft)		~93	281			~126	357		99	151	0	54
Queue Length 95th (ft)		#231	481			#269	420		#207	218	14	#116
Internal Link Dist (ft)			1364				1621			327		
Turn Bay Length (ft)		175				200			200		50	100
Base Capacity (vph)		62	1522			59	1463		154	633	645	120
Starvation Cap Reductn		0	0			0	0		0	0	0	0
Spillback Cap Reductn		0	0			0	0		0	0	0	0
Storage Cap Reductn		0	0			0	0		0	0	0	0
Reduced v/c Ratio		1.42	0.63			1.83	0.62		0.82	0.32	0.17	0.59

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.83

Intersection Signal Delay: 68.5

Intersection LOS: E

Intersection Capacity Utilization 69.1%

ICU Level of Service C

Analysis Period (min) 15

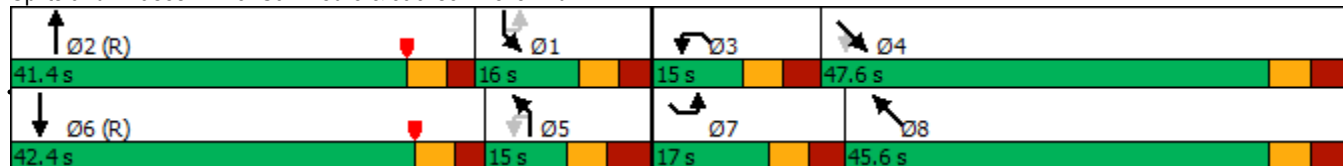
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: San Pedro & Jackson Keller Rd





Lane Group	NWT	NWR
Minimum Initial (s)	5.0	
Minimum Split (s)	45.6	
Total Split (s)	45.6	
Total Split (%)	38.0%	
Yellow Time (s)	3.6	
All-Red Time (s)	4.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.6	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	17.1	
Actuated g/C Ratio	0.14	
v/c Ratio	0.75	
Control Delay	62.2	
Queue Delay	0.0	
Total Delay	62.2	
LOS	E	
Approach Delay	66.8	
Approach LOS	E	
Queue Length 50th (ft)	143	
Queue Length 95th (ft)	213	
Internal Link Dist (ft)	137	
Turn Bay Length (ft)		
Base Capacity (vph)	589	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.35	
Intersection Summary		

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

																						
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL										
Lane Configurations																						
Traffic Volume (vph)	59	1	8	23	3	7	5	34	948	16	5	14										
Future Volume (vph)	59	1	8	23	3	7	5	34	948	16	5	14										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900										
Lane Width (ft)	12	12	8	12	12	8	12	10	11	11	12	10										
Grade (%)	0%		0%				0%															
Storage Length (ft)	0		0	0		0		170		0		230										
Storage Lanes	0		0	1		0		1		0		1										
Taper Length (ft)	0			0				0				25										
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00										
Ped Bike Factor																						
Frt	0.984		0.891				0.998															
Flt Protected	0.959		0.950				0.950															
Satd. Flow (prot)	0	1793	0	1805	1693	0	0	1681	3483	0	0	1676										
Flt Permitted	0.959		0.950				0.950															
Satd. Flow (perm)	0	1793	0	1805	1693	0	0	1681	3483	0	0	1676										
Right Turn on Red			Yes				Yes				Yes											
Satd. Flow (RTOR)	6		8				1															
Link Speed (mph)	30		30				30															
Link Distance (ft)	983		1276				396															
Travel Time (s)	22.3		29.0				9.0															
Confl. Peds. (#/hr)																						
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%										
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0										
Parking (#/hr)																						
Mid-Block Traffic (%)	0%		0%				0%															
Adj. Flow (vph)	64	1	9	25	3	8	5	37	1030	17	5	15										
Shared Lane Traffic (%)																						
Lane Group Flow (vph)	0	74	0	25	11	0	0	42	1047	0	0	20										
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left										
Median Width(ft)	12		12				10															
Link Offset(ft)	0		0				0															
Crosswalk Width(ft)	16		16				16															
Two way Left Turn Lane																						
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.20	1.00	1.09	1.04	1.04	1.00	1.09										
Turning Speed (mph)	15		9	15		9	9	15		9	9	15										
Number of Detectors	0	2		1	2		0	1	2		0	1										
Detector Template	Thru		Left				Left															
Leading Detector (ft)	0	100		20	100		0	20	100		0	20										
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0										
Turn Type	Split	NA		Split	NA		Prot	Prot	NA		Prot	Prot										
Protected Phases	4	4		8	8		5	5	2		1	1										
Permitted Phases																						
Detector Phase	4	4		8	8		5	5	2		1	1										
Switch Phase																						

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	891	41
Future Volume (vph)	891	41
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.993	
Flt Protected		
Satd. Flow (prot)	3465	0
Flt Permitted		
Satd. Flow (perm)	3465	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	30	
Link Distance (ft)	1444	
Travel Time (s)	32.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	968	45
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1013	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0	10.0		10.0	10.0
Minimum Split (s)	38.0	38.0		38.0	38.0		16.0	16.0	23.7		16.4	16.4
Total Split (s)	38.0	38.0		38.0	38.0		16.0	16.0	27.6		16.4	16.4
Total Split (%)	31.7%	31.7%		31.7%	31.7%		13.3%	13.3%	23.0%		13.7%	13.7%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	3.4	3.4		3.4	3.4		2.4	2.4	2.1		2.8	2.8
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		7.0		7.0	7.0			6.0	5.7			6.4
Lead/Lag							Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Act Effect Green (s)		9.9		7.3	7.3			10.0	85.4			10.0
Actuated g/C Ratio		0.08		0.06	0.06			0.08	0.71			0.08
v/c Ratio		0.48		0.23	0.10			0.30	0.42			0.14
Control Delay		57.9		58.0	34.5			65.2	19.4			67.6
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		57.9		58.0	34.5			65.2	19.4			67.6
LOS		E		E	C			E	B			E
Approach Delay		57.9			50.8				21.2			
Approach LOS		E			D				C			
Queue Length 50th (ft)		51		19	2			30	285			16
Queue Length 95th (ft)		98		47	21			m46	m402			m29
Internal Link Dist (ft)		903			1196				316			
Turn Bay Length (ft)								170				230
Base Capacity (vph)		467		466	443			140	2480			139
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.16		0.05	0.02			0.30	0.42			0.14

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 64 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 20.0

Intersection LOS: C

Intersection Capacity Utilization 53.5%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: San Pedro & Recoleta Rd

 Ø2 (R)	 Ø1	 Ø4	 Ø8
27.6 s	16.4 s	38 s	38 s
 Ø6 (R)	 Ø5		
28 s	16 s		



Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	23.3	
Total Split (s)	28.0	
Total Split (%)	23.3%	
Yellow Time (s)	3.6	
All-Red Time (s)	1.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.3	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	79.5	
Actuated g/C Ratio	0.66	
v/c Ratio	0.44	
Control Delay	14.0	
Queue Delay	0.0	
Total Delay	14.0	
LOS	B	
Approach Delay	15.0	
Approach LOS	B	
Queue Length 50th (ft)	376	
Queue Length 95th (ft)	455	
Internal Link Dist (ft)	1364	
Turn Bay Length (ft)		
Base Capacity (vph)	2297	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.44	
Intersection Summary		

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	278	320	31	110	245	76	5	63	665	95	5	138
Future Volume (vph)	278	320	31	110	245	76	5	63	665	95	5	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	125		0	125		0		250		130		360
Storage Lanes	1		0	1		0		1		0		1
Taper Length (ft)	0			0				25				0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.987			0.964				0.981			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	3563	0	1805	3480	0	0	1682	3423	0	0	1684
Flt Permitted	0.318			0.472				0.392				0.341
Satd. Flow (perm)	604	3563	0	897	3480	0	0	694	3423	0	0	604
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		9			36				13			
Link Speed (mph)		30			30				30			
Link Distance (ft)		366			540				449			
Travel Time (s)		8.3			12.3				10.2			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	302	348	34	120	266	83	5	68	723	103	5	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	302	382	0	120	349	0	0	73	826	0	0	155
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		0	1	2		0	1
Detector Template	Left	Thru		Left	Thru			Left	Thru			Left
Leading Detector (ft)	20	100		20	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA		custom	Prot	NA		custom	Prot
Protected Phases	7	4		3	8			5	2			1
Permitted Phases	4			8			5				1	
Detector Phase	7	4		3	8		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	629	180
Future Volume (vph)	629	180
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		360
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		196
Link Speed (mph)	30	
Link Distance (ft)	1510	
Travel Time (s)	34.3	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	684	196
Shared Lane Traffic (%)		
Lane Group Flow (vph)	684	196
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	3.0	5.0		3.0	5.0		6.0	6.0	10.0		6.0	6.0
Minimum Split (s)	10.4	38.0		9.7	45.6		12.7	12.7	30.3		13.0	13.0
Total Split (s)	17.0	49.6		13.0	45.6		16.0	16.0	39.4		18.0	18.0
Total Split (%)	14.2%	41.3%		10.8%	38.0%		13.3%	13.3%	32.8%		15.0%	15.0%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	3.8	3.4		3.1	4.0		3.1	3.1	2.7		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	7.4	7.0		6.7	7.6			6.7	6.3			7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)	29.2	20.0		22.6	15.4			20.7	49.9			16.8
Actuated g/C Ratio	0.24	0.17		0.19	0.13			0.17	0.42			0.14
v/c Ratio	1.24	0.63		0.56	0.73			0.61	0.58			1.85
Control Delay	174.9	50.1		45.2	54.0			75.7	28.3			448.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	174.9	50.1		45.2	54.0			75.7	28.3			448.7
LOS	F	D		D	D			E	C			F
Approach Delay		105.2			51.7				32.2			
Approach LOS		F			D				C			
Queue Length 50th (ft)	~210	143		72	124			52	311			~187
Queue Length 95th (ft)	#349	186		117	168			m#154	314			#354
Internal Link Dist (ft)		286			460				369			
Turn Bay Length (ft)	125			125				250				360
Base Capacity (vph)	243	1270		216	1126			119	1429			84
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	1.24	0.30		0.56	0.31			0.61	0.58			1.85

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 100 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.85

Intersection Signal Delay: 66.4

Intersection LOS: E

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

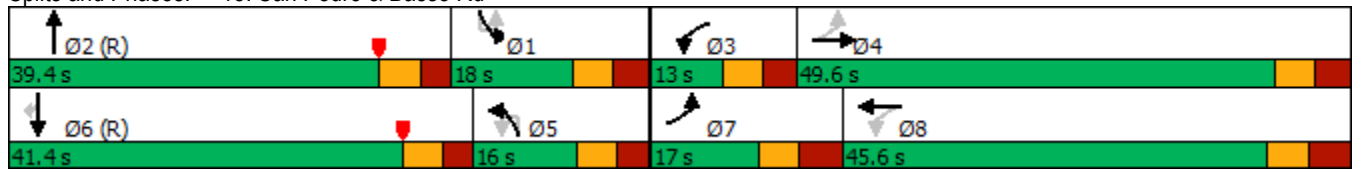
Queue shown is maximum after two cycles.

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.

Splits and Phases: 15: San Pedro & Basse Rd





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	31.3	31.3
Total Split (s)	41.4	41.4
Total Split (%)	34.5%	34.5%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.7	2.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	C-Min
Act Effct Green (s)	46.3	46.3
Actuated g/C Ratio	0.39	0.39
v/c Ratio	0.51	0.27
Control Delay	14.6	2.4
Queue Delay	0.0	0.0
Total Delay	14.6	2.4
LOS	B	A
Approach Delay	77.3	
Approach LOS	E	
Queue Length 50th (ft)	69	0
Queue Length 95th (ft)	46	2
Internal Link Dist (ft)	1430	
Turn Bay Length (ft)		360
Base Capacity (vph)	1345	722
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.27
Intersection Summary		

Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	39	0	51	0	0	98	49	496	196	5	196	671
Future Volume (vph)	39	0	51	0	0	98	49	496	196	5	196	671
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	12	12	10	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	150		200		200	
Storage Lanes	1		0	0		1	1		1		1	
Taper Length (ft)	25			25			25				0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.850				0.865			0.850			0.995
Flt Protected	0.950						0.950				0.950	
Satd. Flow (prot)	1805	1615	0	0	0	1611	1685	1837	1583	0	1652	1827
Flt Permitted	0.950						0.950				0.463	
Satd. Flow (perm)	1805	1615	0	0	0	1611	1685	1837	1583	0	805	1827
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		303				433			194			3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1426			434			385				572
Travel Time (s)		32.4			9.9			8.8				13.0
Confl. Peds. (#/hr)												
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 (%)	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	42	0	55	0	0	107	53	539	213	5	213	729
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	55	0	0	0	107	53	539	213	0	218	756
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			10				10
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.00	1.00	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2				1	1	2	1	0	1	2
Detector Template	Left	Thru				Right	Left	Thru	Right		Left	Thru
Leading Detector (ft)	20	100				20	20	100	20	0	20	100
Trailing Detector (ft)	0	0				0	0	0	0	0	0	0
Turn Type	Perm	NA				Perm	Prot	NA	Perm	custom	Prot	NA
Protected Phases		4					5	2			1	6
Permitted Phases	4					8			2	1		
Detector Phase	4	4				8	5	2	2	1	1	6
Switch Phase												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	25
Future Volume (vph)	25
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	27
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)	5.0	5.0				5.0	5.0	10.0	10.0	5.0	5.0	10.0
Minimum Split (s)	30.3	30.3				30.3	11.6	23.7	23.7	11.3	11.3	23.7
Total Split (s)	30.3	30.3				30.3	14.0	59.7	59.7	30.0	30.0	75.7
Total Split (%)	25.3%	25.3%				25.3%	11.7%	49.8%	49.8%	25.0%	25.0%	63.1%
Yellow Time (s)	3.6	3.6				3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.7	2.7				2.7	3.0	2.1	2.1	2.7	2.7	2.1
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.3				6.3	6.6	5.7	5.7		6.3	5.7
Lead/Lag							Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None				None	None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	8.2	8.2				8.2	7.0	69.8	69.8		23.7	88.6
Actuated g/C Ratio	0.07	0.07				0.07	0.06	0.58	0.58		0.20	0.74
v/c Ratio	0.34	0.14				0.21	0.54	0.51	0.21		1.38	0.56
Control Delay	59.9	0.7				0.9	75.3	22.4	6.0		239.1	7.2
Queue Delay	0.0	0.0				0.0	0.0	1.8	0.0		0.0	0.2
Total Delay	59.9	0.7				0.9	75.3	24.2	6.0		239.1	7.3
LOS	E	A				A	E	C	A		F	A
Approach Delay		26.4			0.9			22.8				59.2
Approach LOS		C			A			C				E
Queue Length 50th (ft)	32	0				0	43	208	8		~232	108
Queue Length 95th (ft)	68	0				0	#88	488	92		m#366	245
Internal Link Dist (ft)		1346			354			305				492
Turn Bay Length (ft)	175						150		200		200	
Base Capacity (vph)	361	565				668	103	1067	1001		158	1349
Starvation Cap Reductn	0	0				0	0	357	0		0	0
Spillback Cap Reductn	0	19				0	0	0	0		0	114
Storage Cap Reductn	0	0				0	0	0	0		0	0
Reduced v/c Ratio	0.12	0.10				0.16	0.51	0.76	0.21		1.38	0.61

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 55 (46%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.38

Intersection Signal Delay: 39.7

Intersection LOS: D

Intersection Capacity Utilization 68.0%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

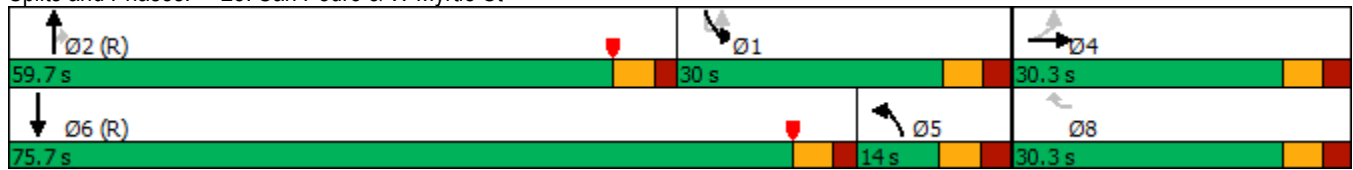
Queue shown is maximum after two cycles.

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.

Splits and Phases: 25: San Pedro & W Myrtle St





Lane Group	SBR
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
27: San Pedro & Evergreen

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	53	14	5	624	95	5	39	584
Future Volume (vph)	53	14	5	624	95	5	39	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	11	11
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	0		150		150	
Storage Lanes	1	0	0		1		0	
Taper Length (ft)	25		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								
Frt	0.972			0.980				
Flt Protected	0.962							0.997
Satd. Flow (prot)	1742	0	0	3237	0	0	0	1795
Flt Permitted	0.962			0.952				0.905
Satd. Flow (perm)	1742	0	0	3082	0	0	0	1630
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)	10			25				
Link Speed (mph)	30			30				30
Link Distance (ft)	246			437				347
Travel Time (s)	5.6			9.9				7.9
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	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%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Adj. Flow (vph)	58	15	5	678	103	5	42	635
Shared Lane Traffic (%)								
Lane Group Flow (vph)	73	0	0	786	0	0	0	682
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			11				11
Link Offset(ft)	0			0				0
Crosswalk Width(ft)	16			16				16
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15	9	9		9	9	15	
Number of Detectors	1		1	2		1	1	2
Detector Template	Left		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20		20	100		20	20	100
Trailing Detector (ft)	0		0	0		0	0	0
Turn Type	Prot		Perm	NA		custom	pm+pt	NA
Protected Phases	8			2			1	6
Permitted Phases			2			1	6	
Detector Phase	8		2	2		1	1	6
Switch Phase								

Lanes, Volumes, Timings
27: San Pedro & Evergreen

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)	5.0		10.0	10.0		3.0	3.0	10.0
Minimum Split (s)	30.3		23.3	23.3		10.3	10.3	23.3
Total Split (s)	32.0		77.7	77.7		10.3	10.3	88.0
Total Split (%)	26.7%		64.8%	64.8%		8.6%	8.6%	73.3%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.7		1.7	1.7		1.7	1.7	1.7
Lost Time Adjust (s)	0.0			0.0				0.0
Total Lost Time (s)	6.3			5.3				5.3
Lead/Lag			Lag	Lag		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode	None		C-Max	C-Max		None	None	C-Max
Act Effect Green (s)	9.7			102.1				102.1
Actuated g/C Ratio	0.08			0.85				0.85
v/c Ratio	0.49			0.30				0.49
Control Delay	55.5			1.6				2.5
Queue Delay	0.0			0.2				0.3
Total Delay	55.5			1.8				2.7
LOS	E			A				A
Approach Delay	55.5			1.8				2.7
Approach LOS	E			A				A
Queue Length 50th (ft)	47			84				230
Queue Length 95th (ft)	94			10				10
Internal Link Dist (ft)	166			357				267
Turn Bay Length (ft)								
Base Capacity (vph)	380			2627				1387
Starvation Cap Reductn	0			871				219
Spillback Cap Reductn	0			0				1
Storage Cap Reductn	0			0				0
Reduced v/c Ratio	0.19			0.45				0.58

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTU and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 4.7

Intersection LOS: A

Intersection Capacity Utilization 71.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 27: San Pedro & Evergreen



Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

																						
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL										
Lane Configurations																						
Traffic Volume (vph)	18	5	14	12	2	13	5	11	665	8	5	14										
Future Volume (vph)	18	5	14	12	2	13	5	11	665	8	5	14										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900										
Lane Width (ft)	12	12	1	1	12	1	12	10	11	11	12	11										
Grade (%)	0%				0%				0%													
Storage Length (ft)	150		0	0		0		175		125		100										
Storage Lanes	1		0	0		0		1		0		1										
Taper Length (ft)	0			0				25				25										
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
Ped Bike Factor																						
Frt	0.887				0.935				0.998													
Flt Protected	0.950				0.978			0.950				0.950										
Satd. Flow (prot)	1805	1685	0	0	1737	0	0	1675	1833	0	0	1736										
Flt Permitted	0.687				0.878			0.950				0.950										
Satd. Flow (perm)	1305	1685	0	0	1560	0	0	1675	1833	0	0	1736										
Right Turn on Red			Yes				Yes				Yes											
Satd. Flow (RTOR)	15				14				1													
Link Speed (mph)	30				30				30													
Link Distance (ft)	360				375				400													
Travel Time (s)	8.2				8.5				9.1													
Confl. Peds. (#/hr)																						
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%										
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0										
Parking (#/hr)																						
Mid-Block Traffic (%)	0%				0%				0%													
Adj. Flow (vph)	20	5	15	13	2	14	5	12	723	9	5	15										
Shared Lane Traffic (%)																						
Lane Group Flow (vph)	20	20	0	0	29	0	0	17	732	0	0	20										
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left										
Median Width(ft)	12				12				11													
Link Offset(ft)	0				0				0													
Crosswalk Width(ft)	16				16				16													
Two way Left Turn Lane																						
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.75	1.00	1.09	1.04	1.04	1.00	1.04										
Turning Speed (mph)	15		9	15		9	9	15		9	9	15										
Number of Detectors	1	2		0	2		0	1	2		0	1										
Detector Template	Left	Thru			Thru			Left	Thru			Left										
Leading Detector (ft)	20	100		0	100		0	20	100		0	20										
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0										
Turn Type	pm+pt	NA		pm+pt	NA		Prot	Prot	NA		Prot	Prot										
Protected Phases	7	4		3	8		5	5	2		1	1										
Permitted Phases	4			8																		
Detector Phase	7	4		3	8		5	5	2		1	1										
Switch Phase																						

Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	697	15
Future Volume (vph)	697	15
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		125
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	1831	0
Flt Permitted		
Satd. Flow (perm)	1831	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	1	
Link Speed (mph)	30	
Link Distance (ft)	437	
Travel Time (s)	9.9	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	758	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	774	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	9.0	31.3		9.0	31.3		11.3	11.3	19.3		11.0	11.0
Total Split (s)	9.0	31.4		9.0	31.4		11.6	11.6	68.6		11.0	11.0
Total Split (%)	7.5%	26.2%		7.5%	26.2%		9.7%	9.7%	57.2%		9.2%	9.2%
Yellow Time (s)	3.5	3.6		3.5	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	0.5	2.7		0.5	2.7		2.7	2.7	1.7		2.4	2.4
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			0.0
Total Lost Time (s)	4.0	6.3			6.3			6.3	5.3			6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)	11.8	10.2			5.3			5.5	98.8			6.7
Actuated g/C Ratio	0.10	0.08			0.04			0.05	0.82			0.06
v/c Ratio	0.13	0.13			0.35			0.22	0.49			0.21
Control Delay	46.7	25.5			46.9			51.2	10.1			48.6
Queue Delay	0.0	0.0			0.0			0.0	0.8			0.0
Total Delay	46.7	25.5			46.9			51.2	10.9			48.6
LOS	D	C			D			D	B			D
Approach Delay		36.1			46.9				11.8			
Approach LOS		D			D				B			
Queue Length 50th (ft)	15	4			12			13	171			16
Queue Length 95th (ft)	36	26			43			m23	437			m36
Internal Link Dist (ft)		280			295				320			
Turn Bay Length (ft)	150							175				100
Base Capacity (vph)	157	364			337			79	1508			97
Starvation Cap Reductn	0	0			0			0	449			0
Spillback Cap Reductn	0	2			2			0	0			0
Storage Cap Reductn	0	0			0			0	0			0
Reduced v/c Ratio	0.13	0.06			0.09			0.22	0.69			0.21

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 9.3

Intersection LOS: A

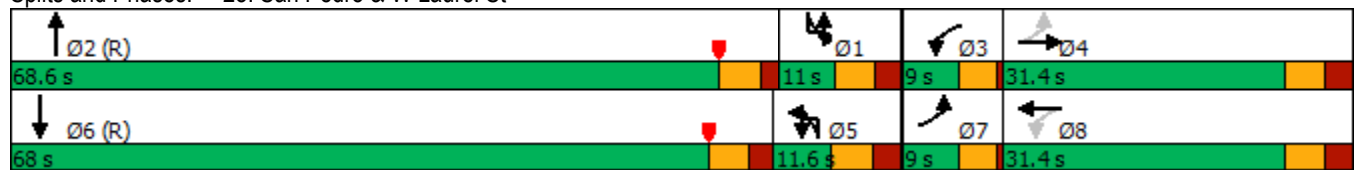
Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: San Pedro & W Laurel St





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	23.7	
Total Split (s)	68.0	
Total Split (%)	56.7%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.7	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Act Effct Green (s)	99.6	
Actuated g/C Ratio	0.83	
v/c Ratio	0.51	
Control Delay	2.6	
Queue Delay	0.5	
Total Delay	3.0	
LOS	A	
Approach Delay	4.2	
Approach LOS	A	
Queue Length 50th (ft)	54	
Queue Length 95th (ft)	95	
Internal Link Dist (ft)	357	
Turn Bay Length (ft)		
Base Capacity (vph)	1519	
Starvation Cap Reductn	240	
Spillback Cap Reductn	334	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.65	
Intersection Summary		

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	133	536	122	17	135	21	5	79	513	31	5	44
Future Volume (vph)	133	536	122	17	135	21	5	79	513	31	5	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	12	10	11	11	12	10
Grade (%)	0%				0%				0%			
Storage Length (ft)	175			0	0			0			150	
Storage Lanes	1			0	1			0			1	
Taper Length (ft)	0			0					25			25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.972				0.980				0.991			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	3509	0	1805	3538	0	0	1683	1820	0	0	1681
Flt Permitted	0.516			0.176				0.950				0.950
Satd. Flow (perm)	980	3509	0	334	3538	0	0	1683	1820	0	0	1681
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)	22				14				3			
Link Speed (mph)	30				30				30			
Link Distance (ft)	425				314				1133			
Travel Time (s)	9.7				7.1				25.8			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%				0%			
Adj. Flow (vph)	145	583	133	18	147	23	5	86	558	34	5	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	716	0	18	170	0	0	91	592	0	0	53
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)	12				12				10			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15	9		15	9		9	15	9		9	15
Number of Detectors	1	2	1		2	0		1	2	0		1
Detector Template	Left	Thru	Left		Thru			Left	Thru			Left
Leading Detector (ft)	20	100	20		100	0		20	100	0		20
Trailing Detector (ft)	0	0	0		0	0		0	0	0		0
Turn Type	pm+pt	NA	pm+pt		NA	Prot		Prot	NA	Prot		Prot
Protected Phases	7	4	3		8	5		5	2	1		1
Permitted Phases	4	8										
Detector Phase	7	4	3		8	5		5	2	1		1
Switch Phase												

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	586	52
Future Volume (vph)	586	52
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Grade (%)	0%	
Storage Length (ft)		125
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.988	
Flt Protected		
Satd. Flow (prot)	1752	0
Flt Permitted		
Satd. Flow (perm)	1752	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	5	
Link Speed (mph)	30	
Link Distance (ft)	400	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	637	57
Shared Lane Traffic (%)		
Lane Group Flow (vph)	694	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - U Turn Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	11.3	30.3		9.0	34.6		11.6	11.6	30.3		12.0	12.0
Total Split (s)	11.6	37.2		9.0	34.6		15.0	15.0	60.8		13.0	13.0
Total Split (%)	9.7%	31.0%		7.5%	28.8%		12.5%	12.5%	50.7%		10.8%	10.8%
Yellow Time (s)	3.6	3.6		3.5	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	2.7	2.7		0.5	3.0		3.0	3.0	2.7		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3		4.0	6.6			6.6	6.3			7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Act Effect Green (s)	30.9	28.7		28.0	20.4			8.3	64.7			6.0
Actuated g/C Ratio	0.26	0.24		0.23	0.17			0.07	0.54			0.05
v/c Ratio	0.50	0.84		0.13	0.28			0.78	0.60			0.63
Control Delay	41.0	51.4		29.5	39.2			77.2	15.3			90.2
Queue Delay	2.6	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	43.6	51.4		29.5	39.2			77.2	15.3			90.2
LOS	D	D		C	D			E	B			F
Approach Delay		50.1			38.3				23.5			
Approach LOS		D			D				C			
Queue Length 50th (ft)	92	265		10	56			74	108			43
Queue Length 95th (ft)	134	337		26	82			m#123	330			m#106
Internal Link Dist (ft)		345			234				1053			
Turn Bay Length (ft)	175							150				100
Base Capacity (vph)	289	919		140	836			117	982			84
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	67	0		0	64			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.65	0.78		0.13	0.22			0.78	0.60			0.63

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 40.8

Intersection LOS: D

Intersection Capacity Utilization 80.9%

ICU Level of Service D

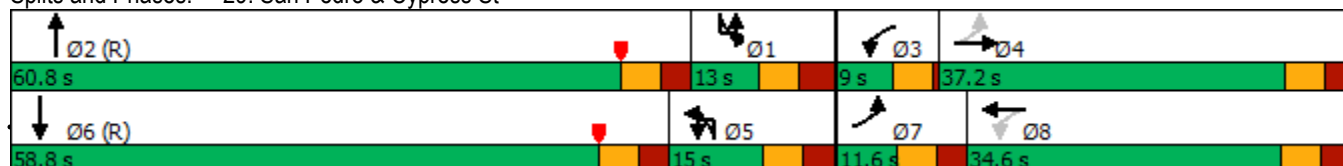
Analysis Period (min) 15

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.

Splits and Phases: 29: San Pedro & Cypress St





Lane Group	SBT	SBR
Minimum Initial (s)	5.0	
Minimum Split (s)	30.3	
Total Split (s)	58.8	
Total Split (%)	49.0%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	60.1	
Actuated g/C Ratio	0.50	
v/c Ratio	0.79	
Control Delay	26.8	
Queue Delay	16.5	
Total Delay	43.3	
LOS	D	
Approach Delay	46.6	
Approach LOS	D	
Queue Length 50th (ft)	463	
Queue Length 95th (ft)	#754	
Internal Link Dist (ft)	320	
Turn Bay Length (ft)		
Base Capacity (vph)	880	
Starvation Cap Reductn	186	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.00	
Intersection Summary		

PM PEAK

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	185	121	105	186	177	226	5	127	1596	107	5	105
Future Volume (vph)	185	121	105	186	177	226	5	127	1596	107	5	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	12	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	150		0	180		0		180		0		0
Storage Lanes	1		0	1		1		1		0		1
Taper Length (ft)	0			25				25				25
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Ped Bike Factor												
Frt		0.930				0.850			0.991			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	3357	0	1805	1900	1615	0	1683	4969	0	0	1683
Flt Permitted	0.538			0.576				0.240				0.179
Satd. Flow (perm)	1022	3357	0	1094	1900	1615	0	425	4969	0	0	317
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		114				207			8			
Link Speed (mph)		30			30				30			
Link Distance (ft)		2414			1062				389			
Travel Time (s)		54.9			24.1				8.8			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	201	132	114	202	192	246	5	138	1735	116	5	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	246	0	202	192	246	0	143	1851	0	0	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	L NA	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	0	2		1	2	0	0	1	2		0	1
Detector Template		Thru		Left	Thru			Left	Thru			Left
Leading Detector (ft)	0	100		20	100	0	0	20	100		0	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0		0	0
Turn Type	Perm	NA		pm+pt	NA	Perm	custom	Prot	NA		custom	Prot
Protected Phases		4		3	8			5	2			1
Permitted Phases	4			8		8	5				1	
Detector Phase	4	4		3	8	8	5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	1328	87
Future Volume (vph)	1328	87
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor		
Frt	0.991	
Flt Protected		
Satd. Flow (prot)	4969	0
Flt Permitted		
Satd. Flow (perm)	4969	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	8	
Link Speed (mph)	30	
Link Distance (ft)	179	
Travel Time (s)	4.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1443	95
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1538	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	45.6	45.6		12.3	45.6	45.6	12.3	12.3	27.3		12.3	12.3
Total Split (s)	46.0	46.0		15.1	61.1	61.1	24.0	24.0	67.9		21.0	21.0
Total Split (%)	30.7%	30.7%		10.1%	40.7%	40.7%	16.0%	16.0%	45.3%		14.0%	14.0%
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	4.0	4.0		3.7	4.0	4.0	3.7	3.7	2.7		3.7	3.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	7.6	7.6		7.3	7.6	7.6		7.3	6.3			7.3
Lead/Lag	Lead	Lead		Lag			Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	None
Act Effect Green (s)	32.0	32.0		45.1	44.8	44.8		16.7	61.6			22.4
Actuated g/C Ratio	0.21	0.21		0.30	0.30	0.30		0.11	0.41			0.15
v/c Ratio	0.93	0.31		0.57	0.34	0.39		3.04	0.91			2.53
Control Delay	101.1	25.9		50.9	41.6	9.3		971.5	38.0			772.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0			0.0
Total Delay	101.1	25.9		50.9	41.6	9.3		971.5	38.0			772.0
LOS	F	C		D	D	A		F	D			F
Approach Delay		59.7			32.1				104.9			
Approach LOS		E			C				F			
Queue Length 50th (ft)	192	55		154	145	27		~241	388			~196
Queue Length 95th (ft)	#311	92		217	206	93		m#302	580			#317
Internal Link Dist (ft)		2334			982				309			
Turn Bay Length (ft)	150			180				180				
Base Capacity (vph)	261	944		382	677	709		47	2045			47
Starvation Cap Reductn	0	0		0	0	0		0	0			0
Spillback Cap Reductn	0	0		0	0	0		0	0			0
Storage Cap Reductn	0	0		0	0	0		0	0			0
Reduced v/c Ratio	0.77	0.26		0.53	0.28	0.35		3.04	0.91			2.53

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 3.04

Intersection Signal Delay: 83.8

Intersection LOS: F

Intersection Capacity Utilization 87.6%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

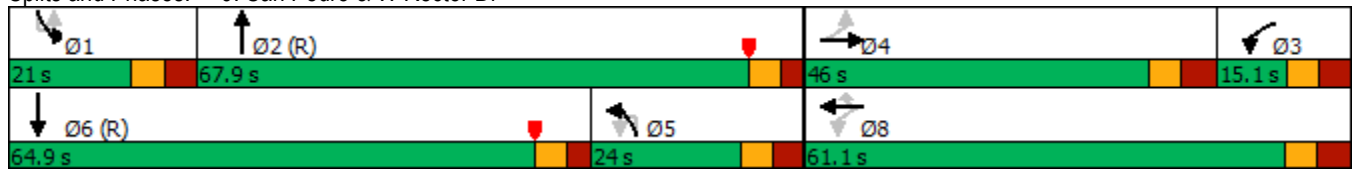
Queue shown is maximum after two cycles.

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.

Splits and Phases: 9: San Pedro & W Rector Dr





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	27.3	
Total Split (s)	64.9	
Total Split (%)	43.3%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	67.3	
Actuated g/C Ratio	0.45	
v/c Ratio	0.69	
Control Delay	31.8	
Queue Delay	0.0	
Total Delay	31.8	
LOS	C	
Approach Delay	85.0	
Approach LOS	F	
Queue Length 50th (ft)	550	
Queue Length 95th (ft)	610	
Internal Link Dist (ft)	99	
Turn Bay Length (ft)		
Base Capacity (vph)	2235	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.69	
Intersection Summary		

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	96	22	9	152	31	104	5	120	1510	87	5	77
Future Volume (vph)	96	22	9	152	31	104	5	120	1510	87	5	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		0		325		200		375
Storage Lanes	0		0	0		0		1		1		1
Taper Length (ft)	0			0				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.990			0.951					0.850		
Flt Protected		0.964			0.974			0.950				0.950
Satd. Flow (prot)	0	1813	0	0	1760	0	0	1683	3490	1561	0	1683
Flt Permitted		0.597			0.780			0.215				0.237
Satd. Flow (perm)	0	1123	0	0	1409	0	0	381	3490	1561	0	420
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		3			18					82		
Link Speed (mph)		30			30				30			
Link Distance (ft)		490			1363				1113			
Travel Time (s)		11.1			31.0				25.3			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	104	24	10	165	34	113	5	130	1641	95	5	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	138	0	0	312	0	0	135	1641	95	0	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		0	1	2	1	0	1
Detector Template	Left	Thru		Left	Thru			Left	Thru	Right		Left
Leading Detector (ft)	20	100		20	100		0	20	100	20	0	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA	Perm	custom	Prot
Protected Phases		4			8			5	2			1
Permitted Phases	4			8			5			2	1	
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1574	26
Future Volume (vph)	1574	26
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		375
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		82
Link Speed (mph)	30	
Link Distance (ft)	816	
Travel Time (s)	18.5	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1711	28
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1711	28
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	45.6	45.6		45.6	45.6		11.7	11.7	23.7	23.7	11.7	11.7
Total Split (s)	45.6	45.6		45.6	45.6		21.2	21.2	87.3	87.3	17.1	17.1
Total Split (%)	30.4%	30.4%		30.4%	30.4%		14.1%	14.1%	58.2%	58.2%	11.4%	11.4%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	4.0	4.0		4.0	4.0		3.1	3.1	2.1	2.1	3.1	3.1
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		7.6			7.6			6.7	5.7	5.7		6.7
Lead/Lag							Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min	C-Min	None	None
Act Effect Green (s)		33.9			33.9			18.6	79.2	79.2		16.9
Actuated g/C Ratio		0.23			0.23			0.12	0.53	0.53		0.11
v/c Ratio		0.54			0.94			2.87	0.89	0.11		1.89
Control Delay		57.4			89.0			908.4	20.8	0.4		495.2
Queue Delay		0.0			0.0			0.0	0.0	0.0		0.0
Total Delay		57.4			89.0			908.4	20.8	0.4		495.2
LOS		E			F			F	C	A		F
Approach Delay		57.4			89.0				83.8			
Approach LOS		E			F				F			
Queue Length 50th (ft)		115			280			~233	613	0		~147
Queue Length 95th (ft)		187			#441			m#294	466	m1		m#246
Internal Link Dist (ft)		410			1283				1033			
Turn Bay Length (ft)								325		200		375
Base Capacity (vph)		286			370			47	1898	886		47
Starvation Cap Reductn		0			0			0	0	0		0
Spillback Cap Reductn		0			0			0	0	0		0
Storage Cap Reductn		0			0			0	0	0		0
Reduced v/c Ratio		0.48			0.84			2.87	0.86	0.11		1.89

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 36 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.87

Intersection Signal Delay: 76.6

Intersection LOS: E

Intersection Capacity Utilization 83.9%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

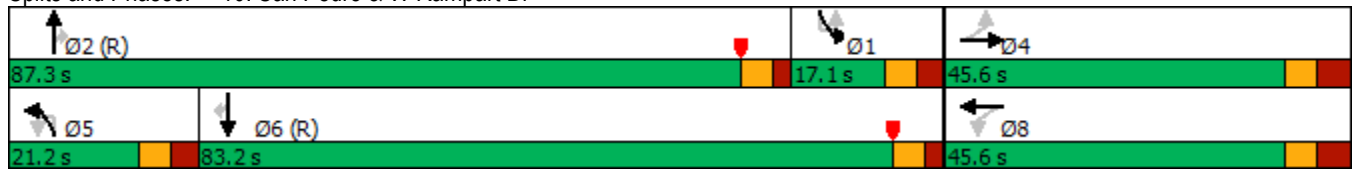
Queue shown is maximum after two cycles.

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.

Splits and Phases: 10: San Pedro & W Rampart Dr





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	23.7	23.7
Total Split (s)	83.2	83.2
Total Split (%)	55.5%	55.5%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.1	2.1
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	C-Min
Act Effct Green (s)	77.5	77.5
Actuated g/C Ratio	0.52	0.52
v/c Ratio	0.95	0.03
Control Delay	47.6	0.2
Queue Delay	0.0	0.0
Total Delay	47.6	0.2
LOS	D	A
Approach Delay	68.7	
Approach LOS	E	
Queue Length 50th (ft)	934	0
Queue Length 95th (ft)	#1027	m0
Internal Link Dist (ft)	736	
Turn Bay Length (ft)		375
Base Capacity (vph)	1803	846
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.95	0.03
Intersection Summary		

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	100	3	9	86	2	103	5	120	1597	24	5	74
Future Volume (vph)	100	3	9	86	2	103	5	120	1597	24	5	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		75		200		0		260
Storage Lanes	0		0	1		0		1		0		1
Taper Length (ft)	0			0				25				0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Flt		0.989			0.853				0.998			
Flt Protected		0.957		0.950				0.950				0.950
Satd. Flow (prot)	0	1798	0	1805	1621	0	0	1683	3483	0	0	1683
Flt Permitted		0.599		0.772				0.140				0.166
Satd. Flow (perm)	0	1126	0	1467	1621	0	0	248	3483	0	0	294
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		3			112				2			
Link Speed (mph)		30			30				30			
Link Distance (ft)		383			393				576			
Travel Time (s)		8.7			8.9				13.1			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	109	3	10	93	2	112	5	130	1736	26	5	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	93	114	0	0	135	1762	0	0	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	0	2		0	2		0	1	2		0	1
Detector Template		Thru			Thru			Left	Thru			Left
Leading Detector (ft)	0	100		0	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA		custom	Prot
Protected Phases		4			8			5	2			1
Permitted Phases	4			8			5				1	
Detector Phase	4	4		8	8		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1573	34
Future Volume (vph)	1573	34
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3479	0
Flt Permitted		
Satd. Flow (perm)	3479	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	30	
Link Distance (ft)	1193	
Travel Time (s)	27.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1710	37
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1747	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	13.0	13.0		38.0	38.0		11.0	11.0	23.7		11.7	11.7
Total Split (s)	38.0	38.0		38.0	38.0		22.0	22.0	94.0		18.0	18.0
Total Split (%)	25.3%	25.3%		25.3%	25.3%		14.7%	14.7%	62.7%		12.0%	12.0%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	3.4	3.4		3.4	3.4		2.4	2.4	2.1		3.1	3.1
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		7.0		7.0	7.0			6.0	5.7			6.7
Lead/Lag							Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)		18.2		18.2	18.2			28.6	88.3			24.1
Actuated g/C Ratio		0.12		0.12	0.12			0.19	0.59			0.16
v/c Ratio		0.88		0.53	0.39			2.87	0.86			1.81
Control Delay		111.8		70.9	13.3			898.8	29.7			431.5
Queue Delay		0.0		0.0	0.0			0.0	0.1			0.0
Total Delay		111.8		70.9	13.3			898.8	29.8			431.5
LOS		F		E	B			F	C			F
Approach Delay		111.8			39.2				91.6			
Approach LOS		F			D				F			
Queue Length 50th (ft)		117		87	2			~223	538			~124
Queue Length 95th (ft)		183		140	58			m#270	m711			m#153
Internal Link Dist (ft)		303			313				496			
Turn Bay Length (ft)								200				260
Base Capacity (vph)		235		303	423			47	2051			47
Starvation Cap Reductn		0		0	0			0	12			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.52		0.31	0.27			2.87	0.86			1.81

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 114 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.87

Intersection Signal Delay: 60.6

Intersection LOS: E

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 11: San Pedro & Cage Ave





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	23.7	
Total Split (s)	90.0	
Total Split (%)	60.0%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.7	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Act Effct Green (s)	84.5	
Actuated g/C Ratio	0.56	
v/c Ratio	0.89	
Control Delay	7.8	
Queue Delay	0.0	
Total Delay	7.8	
LOS	A	
Approach Delay	27.5	
Approach LOS	C	
Queue Length 50th (ft)	105	
Queue Length 95th (ft)	m82	
Internal Link Dist (ft)	1113	
Turn Bay Length (ft)		
Base Capacity (vph)	1981	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.88	
Intersection Summary		

Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	232	162	32	185	243	102	5	111	1320	71	5	135
Future Volume (vph)	232	162	32	185	243	102	5	111	1320	71	5	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	11	12	11
Grade (%)	0%			0%			0%					
Storage Length (ft)	0		0	0		150		260		360		325
Storage Lanes	1		0	1		1		1		1		1
Taper Length (ft)	0			0				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt	0.975			0.956			0.992					
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	1852	0	1805	3451	0	0	1743	3462	0	0	1744
Flt Permitted	0.950			0.950				0.396				0.400
Satd. Flow (perm)	1805	1852	0	1805	3451	0	0	727	3462	0	0	734
Right Turn on Red	Yes			Yes			Yes					
Satd. Flow (RTOR)	7			34			4					
Link Speed (mph)	30			30			30					
Link Distance (ft)	445			286			924					
Travel Time (s)	10.1			6.5			21.0					
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%					
Adj. Flow (vph)	252	176	35	201	264	111	5	121	1435	77	5	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	211	0	201	375	0	0	126	1512	0	0	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)	12			12			11					
Link Offset(ft)	0			0			0					
Crosswalk Width(ft)	16			16			16					
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		0	2		0	1	2		0	1
Detector Template	Left	Thru			Thru			Left	Thru			Left
Leading Detector (ft)	20	100		0	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	Split	NA		Split	NA		custom	Prot	NA		custom	Prot
Protected Phases	4	4		3	3			5	2			1
Permitted Phases							5				1	
Detector Phase	4	4		3	3		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1230	226
Future Volume (vph)	1230	226
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		175
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		145
Link Speed (mph)	30	
Link Distance (ft)	504	
Travel Time (s)	11.5	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1337	246
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1337	246
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	11	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	0
Detector Template	Thru	
Leading Detector (ft)	100	0
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	8.0	10.0		8.0	8.0
Minimum Split (s)	49.0	49.0		13.0	13.0		14.7	14.7	23.7		15.0	15.0
Total Split (s)	49.0	49.0		22.0	22.0		16.8	16.8	62.0		17.0	17.0
Total Split (%)	32.7%	32.7%		14.7%	14.7%		11.2%	11.2%	41.3%		11.3%	11.3%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	4.4	4.4		4.4	4.4		3.1	3.1	2.1		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	8.0	8.0		8.0	8.0			6.7	5.7			7.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Act Effect Green (s)	25.6	25.6		14.0	14.0			10.1	71.7			10.0
Actuated g/C Ratio	0.17	0.17		0.09	0.09			0.07	0.48			0.07
v/c Ratio	0.82	0.66		1.20	1.07			2.62	0.91			3.17
Control Delay	80.2	65.1		187.2	123.1			779.5	55.5			1022.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	80.2	65.1		187.2	123.1			779.5	55.5			1022.8
LOS	F	E		F	F			F	E			F
Approach Delay		73.3			145.4				111.2			
Approach LOS		E			F				F			
Queue Length 50th (ft)	241	189		~237	~195			~213	824			~265
Queue Length 95th (ft)	321	260		#405	#306			m#227	m#861			m#315
Internal Link Dist (ft)		365			206				844			
Turn Bay Length (ft)								260				325
Base Capacity (vph)	493	511		168	352			48	1656			48
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.51	0.41		1.20	1.07			2.63	0.91			3.17

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 3.17

Intersection Signal Delay: 112.0

Intersection LOS: F

Intersection Capacity Utilization 93.3%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 12: San Pedro & Oblate Dr

 Ø2 (R) 62 s	 Ø1 17 s	 Ø3 22 s	 Ø4 49 s
 Ø6 (R) 62.2 s	 Ø5 16.8 s		



Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	27.0	27.0
Total Split (s)	62.2	62.2
Total Split (%)	41.5%	41.5%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.4	2.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Max	C-Max
Act Effct Green (s)	71.6	71.6
Actuated g/C Ratio	0.48	0.48
v/c Ratio	0.80	0.30
Control Delay	28.0	6.3
Queue Delay	0.0	0.0
Total Delay	28.0	6.3
LOS	C	A
Approach Delay	112.1	
Approach LOS	F	
Queue Length 50th (ft)	732	68
Queue Length 95th (ft)	#811	m90
Internal Link Dist (ft)	424	
Turn Bay Length (ft)		175
Base Capacity (vph)	1665	820
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.80	0.30
Intersection Summary		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL
Lane Configurations												
Traffic Volume (vph)	5	139	1267	55	5	87	1194	132	161	212	112	90
Future Volume (vph)	5	139	1267	55	5	87	1194	132	161	212	112	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	10	11	11	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		175		0		200		0	200		50	100
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.994				0.985				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1744	3469	0	0	1683	3437	0	1805	1900	1615	1805
Flt Permitted		0.312				0.265			0.950			0.950
Satd. Flow (perm)	0	573	3469	0	0	469	3437	0	1805	1900	1615	1805
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			3				9				180	
Link Speed (mph)			30				30			30		
Link Distance (ft)			1444				1645			407		
Travel Time (s)			32.8				37.4			9.3		
Confl. Peds. (#/hr)												
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%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Adj. Flow (vph)	5	151	1377	60	5	95	1298	143	175	230	122	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	1437	0	0	100	1441	0	175	230	122	98
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			11				11			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.00	1.00	1.09	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	0	1	2		0	1	2		1	2	1	1
Detector Template		Left	Thru			Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	0	20	100		0	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Turn Type	custom	Prot	NA		custom	Prot	NA		Prot	NA	Perm	Prot
Protected Phases		5	2			1	6		7	4		3
Permitted Phases	5				1						4	
Detector Phase	5	5	2		1	1	6		7	4	4	3
Switch Phase												

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

		
Lane Group	NWT	NWR
Lane Configurations		
Traffic Volume (vph)	209	49
Future Volume (vph)	209	49
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	1
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.972	
Flt Protected		
Satd. Flow (prot)	1847	0
Flt Permitted		
Satd. Flow (perm)	1847	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	8	
Link Speed (mph)	30	
Link Distance (ft)	217	
Travel Time (s)	4.9	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	227	53
Shared Lane Traffic (%)		
Lane Group Flow (vph)	280	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.75
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.7	12.7	27.0		11.7	11.7	30.3		11.7	45.6	45.6	12.0
Total Split (s)	20.5	20.5	67.0		16.0	16.0	62.5		21.4	48.0	48.0	19.0
Total Split (%)	13.7%	13.7%	44.7%		10.7%	10.7%	41.7%		14.3%	32.0%	32.0%	12.7%
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6	3.6	3.6
All-Red Time (s)	4.1	4.1	2.4		3.1	3.1	2.7		3.1	4.0	4.0	3.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		7.7	6.0			6.7	6.3		6.7	7.6	7.6	7.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min		None	None	C-Min		None	None	None	None
Act Effect Green (s)		12.8	61.0			15.1	62.0		20.3	35.7	35.7	10.9
Actuated g/C Ratio		0.09	0.41			0.10	0.41		0.14	0.24	0.24	0.07
v/c Ratio		3.25	1.02			2.13	1.01		0.72	0.51	0.23	0.75
Control Delay		1073.5	50.9			576.4	79.3		78.8	53.1	1.8	100.0
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		1073.5	50.9			576.4	79.3		78.8	53.1	1.8	100.0
LOS		F	D			F	E		E	D	A	F
Approach Delay			151.1				111.6			49.7		
Approach LOS			F				F			D		
Queue Length 50th (ft)		~271	~785			~164	~646		164	196	0	95
Queue Length 95th (ft)		#420	#900			m#223	m#913		#299	274	7	#178
Internal Link Dist (ft)			1364				1565			327		
Turn Bay Length (ft)		175				200			200		50	100
Base Capacity (vph)		48	1412			47	1426		243	511	566	144
Starvation Cap Reductn		0	0			0	0		0	0	0	0
Spillback Cap Reductn		0	0			0	0		0	0	0	0
Storage Cap Reductn		0	0			0	0		0	0	0	0
Reduced v/c Ratio		3.25	1.02			2.13	1.01		0.72	0.45	0.22	0.68

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 3.25

Intersection Signal Delay: 116.5

Intersection LOS: F

Intersection Capacity Utilization 91.7%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

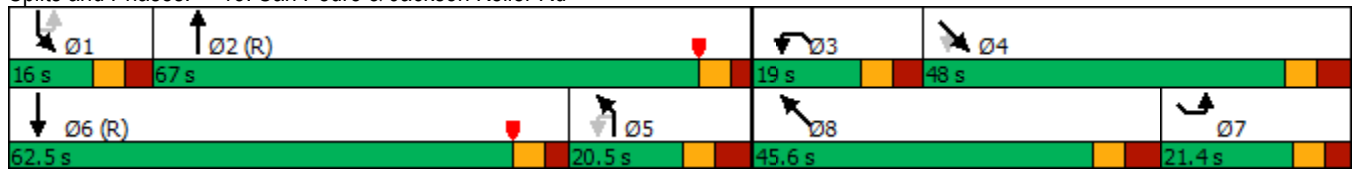
Queue shown is maximum after two cycles.

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.

Splits and Phases: 13: San Pedro & Jackson Keller Rd





Lane Group	NWT	NWR
Minimum Initial (s)	5.0	
Minimum Split (s)	45.6	
Total Split (s)	45.6	
Total Split (%)	30.4%	
Yellow Time (s)	3.6	
All-Red Time (s)	4.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.6	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	26.6	
Actuated g/C Ratio	0.18	
v/c Ratio	0.84	
Control Delay	78.6	
Queue Delay	0.0	
Total Delay	78.6	
LOS	E	
Approach Delay	84.1	
Approach LOS	F	
Queue Length 50th (ft)	261	
Queue Length 95th (ft)	347	
Internal Link Dist (ft)	137	
Turn Bay Length (ft)		
Base Capacity (vph)	473	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.59	
Intersection Summary		

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	50	5	14	36	7	15	5	31	1317	33	5	17
Future Volume (vph)	50	5	14	36	7	15	5	31	1317	33	5	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	8	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		0		170		0		230
Storage Lanes	0		0	1		0		1		0		1
Taper Length (ft)	0			0				0				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Fr t		0.973			0.900				0.996			
Fl t Protected		0.965		0.950				0.950				0.950
Satd. Flow (prot)	0	1784	0	1805	1710	0	0	1680	3476	0	0	1677
Fl t Permitted		0.965		0.950				0.950				0.950
Satd. Flow (perm)	0	1784	0	1805	1710	0	0	1680	3476	0	0	1677
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		8			16				2			
Link Speed (mph)		30			30				30			
Link Distance (ft)		983			1276				367			
Travel Time (s)		22.3			29.0				8.3			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	54	5	15	39	8	16	5	34	1432	36	5	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	39	24	0	0	39	1468	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				11			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.20	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	0	2		1	2		0	1	2		0	1
Detector Template		Thru		Left	Thru			Left	Thru			Left
Leading Detector (ft)	0	100		20	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	Split	NA		Split	NA		Prot	Prot	NA		Prot	Prot
Protected Phases	4	4		8	8		5	5	2		1	1
Permitted Phases												
Detector Phase	4	4		8	8		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1409	47
Future Volume (vph)	1409	47
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.995	
Flt Protected		
Satd. Flow (prot)	3472	0
Flt Permitted		
Satd. Flow (perm)	3472	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	30	
Link Distance (ft)	1444	
Travel Time (s)	32.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1532	51
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1583	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	11	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0	10.0		5.0	5.0
Minimum Split (s)	38.0	38.0		38.0	38.0		16.0	16.0	23.7		16.4	16.4
Total Split (s)	38.0	38.0		38.0	38.0		16.0	16.0	57.6		16.4	16.4
Total Split (%)	25.3%	25.3%		25.3%	25.3%		10.7%	10.7%	38.4%		10.9%	10.9%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	3.4	3.4		3.4	3.4		2.4	2.4	2.1		2.8	2.8
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		7.0		7.0	7.0			6.0	5.7			6.4
Lead/Lag							Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Act Effect Green (s)		10.9		8.7	8.7			10.0	104.2			7.6
Actuated g/C Ratio		0.07		0.06	0.06			0.07	0.69			0.05
v/c Ratio		0.54		0.37	0.21			0.35	0.61			0.27
Control Delay		73.3		77.2	39.3			84.1	22.0			62.1
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		73.3		77.2	39.3			84.1	22.0			62.1
LOS		E		E	D			F	C			E
Approach Delay		73.3			62.8				23.6			
Approach LOS		E			E				C			
Queue Length 50th (ft)		63		38	8			40	711			23
Queue Length 95th (ft)		116		77	39			m42	m750			m26
Internal Link Dist (ft)		903			1196				287			
Turn Bay Length (ft)								170				230
Base Capacity (vph)		375		373	366			112	2414			111
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.20		0.10	0.07			0.35	0.61			0.21

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 28.7

Intersection LOS: C

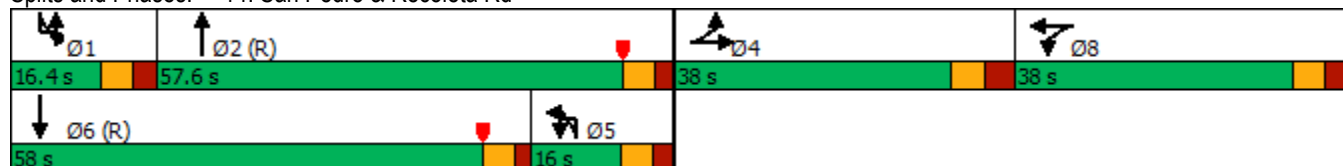
Intersection Capacity Utilization 61.2%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: San Pedro & Recoleta Rd





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	23.3	
Total Split (s)	58.0	
Total Split (%)	38.7%	
Yellow Time (s)	3.6	
All-Red Time (s)	1.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.3	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	100.8	
Actuated g/C Ratio	0.67	
v/c Ratio	0.68	
Control Delay	29.6	
Queue Delay	0.0	
Total Delay	29.6	
LOS	C	
Approach Delay	30.1	
Approach LOS	C	
Queue Length 50th (ft)	501	
Queue Length 95th (ft)	m556	
Internal Link Dist (ft)	1364	
Turn Bay Length (ft)		
Base Capacity (vph)	2334	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.68	
Intersection Summary		

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	240	332	69	223	420	95	5	134	1042	110	5	131
Future Volume (vph)	240	332	69	223	420	95	5	134	1042	110	5	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	125		0	125		0		250		130		360
Storage Lanes	1		0	1		0		1		0		1
Taper Length (ft)	0			0				25				0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.974			0.972				0.986			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	3516	0	1805	3509	0	0	1684	3441	0	0	1684
Flt Permitted	0.216			0.241				0.289				0.175
Satd. Flow (perm)	410	3516	0	458	3509	0	0	512	3441	0	0	310
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		15			17				9			
Link Speed (mph)		30			30				30			
Link Distance (ft)		366			540				474			
Travel Time (s)		8.3			12.3				10.8			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	261	361	75	242	457	103	5	146	1133	120	5	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	436	0	242	560	0	0	151	1253	0	0	147
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		0	1	2		0	1
Detector Template	Left	Thru		Left	Thru			Left	Thru			Left
Leading Detector (ft)	20	100		20	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA		custom	Prot	NA		custom	Prot
Protected Phases	7	4		3	8			5	2			1
Permitted Phases	4			8			5				1	
Detector Phase	7	4		3	8		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	914	390
Future Volume (vph)	914	390
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		360
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		348
Link Speed (mph)	30	
Link Distance (ft)	1539	
Travel Time (s)	35.0	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	993	424
Shared Lane Traffic (%)		
Lane Group Flow (vph)	993	424
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	10.4	38.0		9.7	45.6		11.7	11.7	30.3		12.0	12.0
Total Split (s)	22.0	40.2		27.4	45.6		22.8	22.8	62.4		20.0	20.0
Total Split (%)	14.7%	26.8%		18.3%	30.4%		15.2%	15.2%	41.6%		13.3%	13.3%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	3.8	3.4		3.1	4.0		3.1	3.1	2.7		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	7.4	7.0		6.7	7.6			6.7	6.3			7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)	39.6	25.4		47.6	28.1			23.5	56.1			22.9
Actuated g/C Ratio	0.26	0.17		0.32	0.19			0.16	0.37			0.15
v/c Ratio	1.07	0.72		0.78	0.84			1.89	0.97			3.13
Control Delay	117.8	63.9		54.4	68.2			455.6	52.7			1023.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	117.8	63.9		54.4	68.2			455.6	52.7			1023.2
LOS	F	E		D	E			F	D			F
Approach Delay		84.1			64.0				96.1			
Approach LOS		F			E				F			
Queue Length 50th (ft)	~221	211		181	274			~228	643			~206
Queue Length 95th (ft)	#368	260		242	325			m#286	m#725			m#380
Internal Link Dist (ft)		286			460				394			
Turn Bay Length (ft)	125			125				250				360
Base Capacity (vph)	243	789		337	901			80	1292			47
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	1.07	0.55		0.72	0.62			1.89	0.97			3.13

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 26 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 3.13

Intersection Signal Delay: 99.5

Intersection LOS: F

Intersection Capacity Utilization 91.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

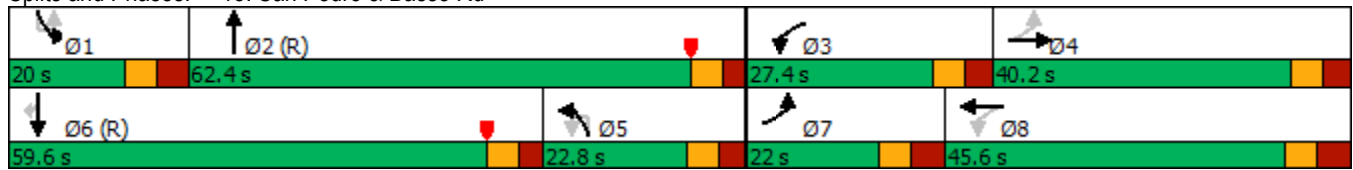
Queue shown is maximum after two cycles.

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.

Splits and Phases: 15: San Pedro & Basse Rd





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	31.3	31.3
Total Split (s)	59.6	59.6
Total Split (%)	39.7%	39.7%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.7	2.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	C-Min
Act Effct Green (s)	55.8	55.8
Actuated g/C Ratio	0.37	0.37
v/c Ratio	0.76	0.53
Control Delay	45.7	9.2
Queue Delay	0.0	0.0
Total Delay	45.7	9.2
LOS	D	A
Approach Delay	127.7	
Approach LOS	F	
Queue Length 50th (ft)	510	89
Queue Length 95th (ft)	503	76
Internal Link Dist (ft)	1459	
Turn Bay Length (ft)		360
Base Capacity (vph)	1302	800
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.76	0.53
Intersection Summary		

Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	38	0	49	0	0	392	63	761	49	5	49	578
Future Volume (vph)	38	0	49	0	0	392	63	761	49	5	49	578
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	12	12	10	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	150		200		200	
Storage Lanes	1		0	0		1	1		1		1	
Taper Length (ft)	25			25			25				0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.850				0.865			0.850			0.991
Flt Protected	0.950						0.950				0.950	
Satd. Flow (prot)	1805	1615	0	0	0	1611	1685	1837	1583	0	1652	1820
Flt Permitted	0.950						0.950				0.198	
Satd. Flow (perm)	1805	1615	0	0	0	1611	1685	1837	1583	0	344	1820
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		360				250			70			3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1426			354			385				960
Travel Time (s)		32.4			8.0			8.8				21.8
Confl. Peds. (#/hr)												
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 (%)	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	41	0	53	0	0	426	68	827	53	5	53	628
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	53	0	0	0	426	68	827	53	0	58	669
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			10				10
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.00	1.00	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2				1	1	2	1	0	1	2
Detector Template	Left	Thru				Right	Left	Thru	Right		Left	Thru
Leading Detector (ft)	20	100				20	20	100	20	0	20	100
Trailing Detector (ft)	0	0				0	0	0	0	0	0	0
Turn Type	Perm	NA				Perm	Prot	NA	Perm	custom	Prot	NA
Protected Phases		4					5	2			1	6
Permitted Phases	4					8			2	1		
Detector Phase	4	4				8	5	2	2	1	1	6
Switch Phase												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	38
Future Volume (vph)	38
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	41
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)	5.0	5.0				5.0	5.0	10.0	10.0	5.0	5.0	10.0
Minimum Split (s)	30.3	30.3				30.3	11.6	23.7	23.7	11.3	11.3	23.7
Total Split (s)	44.0	44.0				44.0	18.8	90.0	90.0	16.0	16.0	87.2
Total Split (%)	29.3%	29.3%				29.3%	12.5%	60.0%	60.0%	10.7%	10.7%	58.1%
Yellow Time (s)	3.6	3.6				3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.7	2.7				2.7	3.0	2.1	2.1	2.7	2.7	2.1
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.3				6.3	6.6	5.7	5.7		6.3	5.7
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None				None	None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	24.5	24.5				24.5	11.1	87.0	87.0		20.2	98.5
Actuated g/C Ratio	0.16	0.16				0.16	0.07	0.58	0.58		0.13	0.66
v/c Ratio	0.14	0.09				0.90	0.54	0.78	0.06		1.26	0.56
Control Delay	50.1	0.3				47.2	77.3	26.8	2.6		265.1	22.2
Queue Delay	0.0	0.0				0.0	0.0	0.6	0.0		0.0	0.0
Total Delay	50.1	0.3				47.2	77.3	27.4	2.6		265.1	22.2
LOS	D	A				D	E	C	A		F	C
Approach Delay		22.1			47.2			29.6				41.6
Approach LOS		C			D			C				D
Queue Length 50th (ft)	35	0				184	65	633	5		~66	448
Queue Length 95th (ft)	65	0				297	120	828	m16		#194	436
Internal Link Dist (ft)		1346			274			305				880
Turn Bay Length (ft)	175						150		200		200	
Base Capacity (vph)	453	675				592	137	1066	948		46	1195
Starvation Cap Reductn	0	0				0	0	52	0		0	0
Spillback Cap Reductn	0	0				0	0	0	0		0	0
Storage Cap Reductn	0	0				0	0	0	0		0	0
Reduced v/c Ratio	0.09	0.08				0.72	0.50	0.82	0.06		1.26	0.56

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 119 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 36.6

Intersection LOS: D

Intersection Capacity Utilization 93.2%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

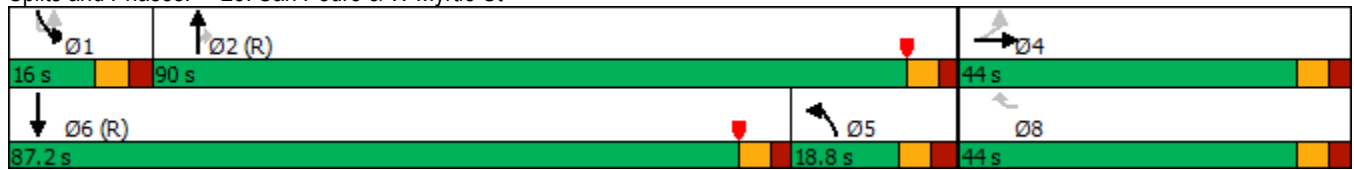
Queue shown is maximum after two cycles.

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.

Splits and Phases: 25: San Pedro & W Myrtle St





Lane Group	SBR
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
27: San Pedro & Evergreen

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	14	5	804	44	5	20	620
Future Volume (vph)	76	14	5	804	44	5	20	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	11	11
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	0		150		150	
Storage Lanes	1	0	0		1		0	
Taper Length (ft)	25		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								
Frt	0.979			0.992				
Flt Protected	0.959							0.998
Satd. Flow (prot)	1749	0	0	3277	0	0	0	1797
Flt Permitted	0.959			0.952				0.940
Satd. Flow (perm)	1749	0	0	3120	0	0	0	1693
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)	5			8				
Link Speed (mph)	30			30				30
Link Distance (ft)	401			421				363
Travel Time (s)	9.1			9.6				8.3
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	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%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Adj. Flow (vph)	83	15	5	874	48	5	22	674
Shared Lane Traffic (%)								
Lane Group Flow (vph)	98	0	0	927	0	0	0	701
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			11				11
Link Offset(ft)	0			0				0
Crosswalk Width(ft)	16			16				16
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15	9	9		9	9	15	
Number of Detectors	1		1	2		1	1	2
Detector Template	Left		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20		20	100		20	20	100
Trailing Detector (ft)	0		0	0		0	0	0
Turn Type	Prot		Perm	NA		custom	pm+pt	NA
Protected Phases	8			2			1	6
Permitted Phases			2			1	6	
Detector Phase	8		2	2		1	1	6
Switch Phase								

Lanes, Volumes, Timings
27: San Pedro & Evergreen

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)	5.0		10.0	10.0		3.0	3.0	10.0
Minimum Split (s)	30.3		20.0	20.0		9.0	9.0	20.0
Total Split (s)	36.0		105.0	105.0		9.0	9.0	114.0
Total Split (%)	24.0%		70.0%	70.0%		6.0%	6.0%	76.0%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.7		1.7	1.7		1.5	1.5	1.7
Lost Time Adjust (s)	0.0			0.0				0.0
Total Lost Time (s)	6.3			5.3				5.3
Lead/Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode	None		C-Max	C-Max		None	None	C-Max
Act Effect Green (s)	13.3			125.1				125.1
Actuated g/C Ratio	0.09			0.83				0.83
v/c Ratio	0.61			0.36				0.50
Control Delay	78.0			3.6				2.5
Queue Delay	0.0			1.0				0.1
Total Delay	78.0			4.6				2.6
LOS	E			A				A
Approach Delay	78.0			4.6				2.6
Approach LOS	E			A				A
Queue Length 50th (ft)	89			90				21
Queue Length 95th (ft)	148			140				70
Internal Link Dist (ft)	321			341				283
Turn Bay Length (ft)								
Base Capacity (vph)	350			2602				1411
Starvation Cap Reductn	0			1326				85
Spillback Cap Reductn	0			84				0
Storage Cap Reductn	0			0				0
Reduced v/c Ratio	0.28			0.73				0.53

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 119 (79%), Referenced to phase 2:NBTU and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 7.9

Intersection LOS: A

Intersection Capacity Utilization 67.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 27: San Pedro & Evergreen



Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

																						
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL										
Lane Configurations																						
Traffic Volume (vph)	18	12	19	19	38	26	5	8	704	2	5	11										
Future Volume (vph)	18	12	19	19	38	26	5	8	704	2	5	11										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900										
Lane Width (ft)	12	12	1	1	12	1	12	10	11	11	12	11										
Grade (%)	0%				0%				0%													
Storage Length (ft)	150		0	0		0		175		125		100										
Storage Lanes	1		0	0		0		1		0		1										
Taper Length (ft)	0			0				25				25										
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
Ped Bike Factor																						
Frt	0.907				0.958																	
Flt Protected	0.950				0.988			0.950				0.950										
Satd. Flow (prot)	1805	1723	0	0	1798	0	0	1673	1837	0	0	1735										
Flt Permitted	0.477				0.910			0.950				0.950										
Satd. Flow (perm)	906	1723	0	0	1656	0	0	1673	1837	0	0	1735										
Right Turn on Red			Yes				Yes				Yes											
Satd. Flow (RTOR)	21				18																	
Link Speed (mph)	30				30				30													
Link Distance (ft)	360				375				400													
Travel Time (s)	8.2				8.5				9.1													
Confl. Peds. (#/hr)																						
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%										
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0										
Parking (#/hr)																						
Mid-Block Traffic (%)	0%				0%				0%													
Adj. Flow (vph)	20	13	21	21	41	28	5	9	765	2	5	12										
Shared Lane Traffic (%)																						
Lane Group Flow (vph)	20	34	0	0	90	0	0	14	767	0	0	17										
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left										
Median Width(ft)	12				12				11													
Link Offset(ft)	0				0				0													
Crosswalk Width(ft)	16				16				16													
Two way Left Turn Lane																						
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.75	1.00	1.09	1.04	1.04	1.00	1.04										
Turning Speed (mph)	15		9	15		9	9	15		9	9	15										
Number of Detectors	1	2		0	2		0	1	2		0	1										
Detector Template	Left	Thru			Thru			Left	Thru			Left										
Leading Detector (ft)	20	100		0	100		0	20	100		0	20										
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0										
Turn Type	pm+pt	NA		pm+pt	NA		Prot	Prot	NA		Prot	Prot										
Protected Phases	7	4		3	8		5	5	2		1	1										
Permitted Phases	4			8																		
Detector Phase	7	4		3	8		5	5	2		1	1										
Switch Phase																						

Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	PT	
Traffic Volume (vph)	624	57
Future Volume (vph)	624	57
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		125
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.987	
Flt Protected		
Satd. Flow (prot)	1813	0
Flt Permitted		
Satd. Flow (perm)	1813	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	6	
Link Speed (mph)	30	
Link Distance (ft)	421	
Travel Time (s)	9.6	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	678	62
Shared Lane Traffic (%)		
Lane Group Flow (vph)	740	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	9.0	31.3		9.0	31.3		11.3	11.3	19.3		11.0	11.0
Total Split (s)	9.0	31.3		9.0	31.3		11.3	11.3	68.7		11.0	11.0
Total Split (%)	7.5%	26.1%		7.5%	26.1%		9.4%	9.4%	57.3%		9.2%	9.2%
Yellow Time (s)	3.5	3.6		3.5	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	0.5	2.7		0.5	2.7		2.7	2.7	1.7		2.4	2.4
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			0.0
Total Lost Time (s)	4.0	6.3			6.3			6.3	5.3			6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)	16.0	13.7			8.9			6.6	89.9			5.4
Actuated g/C Ratio	0.13	0.11			0.07			0.06	0.75			0.04
v/c Ratio	0.12	0.16			0.65			0.15	0.56			0.22
Control Delay	41.7	23.8			63.6			43.5	6.0			61.7
Queue Delay	0.0	0.1			0.2			0.0	1.6			0.0
Total Delay	41.7	23.9			63.8			43.5	7.6			61.7
LOS	D	C			E			D	A			E
Approach Delay		30.5			63.8				8.2			
Approach LOS		C			E				A			
Queue Length 50th (ft)	14	10			55			9	113			13
Queue Length 95th (ft)	33	36			107			m15	201			38
Internal Link Dist (ft)		280			295				320			
Turn Bay Length (ft)	150							175				100
Base Capacity (vph)	172	379			359			92	1376			78
Starvation Cap Reductn	0	0			0			0	406			0
Spillback Cap Reductn	0	55			53			0	0			0
Storage Cap Reductn	0	0			0			0	0			0
Reduced v/c Ratio	0.12	0.10			0.29			0.15	0.79			0.22

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 17.4

Intersection LOS: B

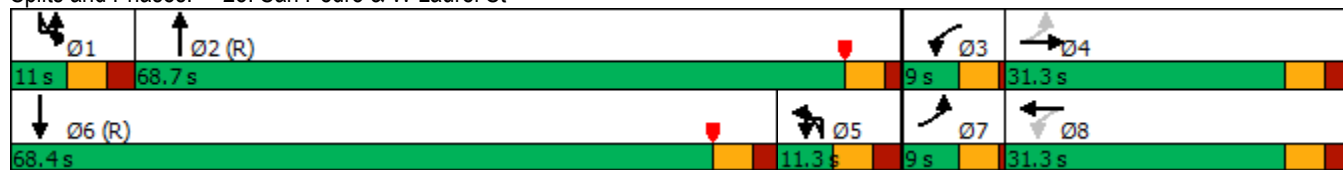
Intersection Capacity Utilization 58.1%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: San Pedro & W Laurel St





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	23.7	
Total Split (s)	68.4	
Total Split (%)	57.0%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.7	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Act Effct Green (s)	88.1	
Actuated g/C Ratio	0.73	
v/c Ratio	0.56	
Control Delay	13.4	
Queue Delay	6.1	
Total Delay	19.5	
LOS	B	
Approach Delay	20.5	
Approach LOS	C	
Queue Length 50th (ft)	125	
Queue Length 95th (ft)	612	
Internal Link Dist (ft)	341	
Turn Bay Length (ft)		
Base Capacity (vph)	1333	
Starvation Cap Reductn	530	
Spillback Cap Reductn	365	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.92	
Intersection Summary		

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	132	323	122	31	367	37	5	183	541	25	5	43
Future Volume (vph)	132	323	122	31	367	37	5	183	541	25	5	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	175		0	0		0		150		125		100
Storage Lanes	1		0	1		0		1		0		1
Taper Length (ft)	0			0				25				25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.986				0.993			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	3462	0	1805	3559	0	0	1684	1824	0	0	1681
Flt Permitted	0.264			0.377				0.950				0.950
Satd. Flow (perm)	502	3462	0	716	3559	0	0	1684	1824	0	0	1681
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		44			8				3			
Link Speed (mph)		30			30				30			
Link Distance (ft)		425			314				1133			
Travel Time (s)		9.7			7.1				25.8			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	143	351	133	34	399	40	5	199	588	27	5	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	484	0	34	439	0	0	204	615	0	0	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		0	1	2		0	1
Detector Template	Left	Thru		Left	Thru			Left	Thru			Left
Leading Detector (ft)	20	100		20	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	Prot	NA		Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	PT	
Traffic Volume (vph)	491	109
Future Volume (vph)	491	109
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Grade (%)	0%	
Storage Length (ft)		125
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.973	
Flt Protected		
Satd. Flow (prot)	1725	0
Flt Permitted		
Satd. Flow (perm)	1725	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	11	
Link Speed (mph)	30	
Link Distance (ft)	400	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	534	118
Shared Lane Traffic (%)		
Lane Group Flow (vph)	652	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - U Turn Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	11.3	30.3		9.0	34.6		11.6	11.6	30.3		12.0	12.0
Total Split (s)	11.6	37.2		9.0	34.6		22.0	22.0	60.8		13.0	13.0
Total Split (%)	9.7%	31.0%		7.5%	28.8%		18.3%	18.3%	50.7%		10.8%	10.8%
Yellow Time (s)	3.6	3.6		3.5	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	2.7	2.7		0.5	3.0		3.0	3.0	2.7		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3		4.0	6.6			6.6	6.3			7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Act Effect Green (s)	29.8	26.6		27.7	20.1			19.6	65.0			6.0
Actuated g/C Ratio	0.25	0.22		0.23	0.17			0.16	0.54			0.05
v/c Ratio	0.79	0.60		0.16	0.73			0.74	0.62			0.62
Control Delay	66.7	41.7		31.5	53.6			65.7	29.0			81.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	66.7	41.7		31.5	53.6			65.7	29.0			81.7
LOS	E	D		C	D			E	C			F
Approach Delay		47.4			52.0				38.1			
Approach LOS		D			D				D			
Queue Length 50th (ft)	89	169		19	168			170	321			36
Queue Length 95th (ft)	#162	215		42	214			m#229	445			m#89
Internal Link Dist (ft)		345			234				1053			
Turn Bay Length (ft)	175							150				100
Base Capacity (vph)	182	924		210	836			274	989			84
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	7			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.79	0.52		0.16	0.53			0.74	0.63			0.62

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 58.3

Intersection LOS: E

Intersection Capacity Utilization 83.0%

ICU Level of Service E

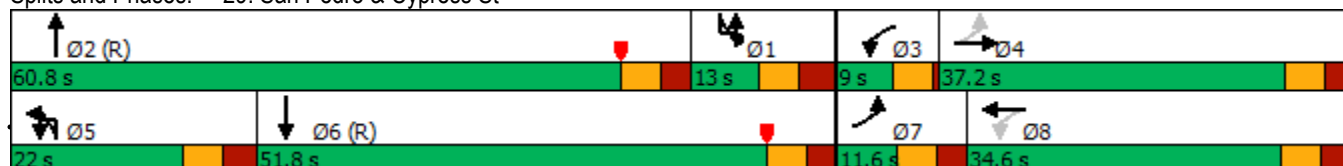
Analysis Period (min) 15

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.

Splits and Phases: 29: San Pedro & Cypress St





Lane Group	SBT	SBR
Minimum Initial (s)	5.0	
Minimum Split (s)	30.3	
Total Split (s)	51.8	
Total Split (%)	43.2%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	49.2	
Actuated g/C Ratio	0.41	
v/c Ratio	0.91	
Control Delay	49.8	
Queue Delay	47.2	
Total Delay	97.0	
LOS	F	
Approach Delay	95.9	
Approach LOS	F	
Queue Length 50th (ft)	407	
Queue Length 95th (ft)	#768	
Internal Link Dist (ft)	320	
Turn Bay Length (ft)		
Base Capacity (vph)	713	
Starvation Cap Reductn	171	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.20	
Intersection Summary		

QUEUE JUMP
SYNCHRO OUTPUTS

AM PEAK

Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

2027 - Build Condition - Queue Jump Models - AM Peak

05/16/2025

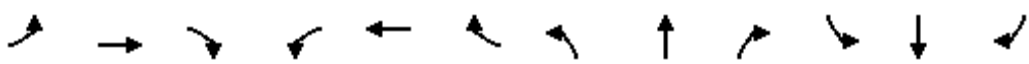
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	68	12	38	40	119	20	484	43	164	593	8
Future Volume (vph)	49	68	12	38	40	119	20	484	43	164	593	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	125		0	0		150
Storage Lanes	0		0	0		1	1		0	1		1
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987				0.850		0.988			0.998	
Flt Protected		0.981			0.976		0.950			0.950		
Satd. Flow (prot)	0	1840	0	0	1854	1615	1685	1815	0	1685	1833	0
Flt Permitted		0.840			0.692		0.328			0.950		
Satd. Flow (perm)	0	1575	0	0	1315	1615	582	1815	0	1685	1833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				156		4			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		362			2251			1626			1198	
Travel Time (s)		8.2			51.2			37.0			27.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	53	74	13	41	43	129	22	526	47	178	645	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	84	129	22	573	0	178	654	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2	1	1	2		1	2	
Detector Template		Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2					
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

Lane Group	Ø13
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	13
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

2027 - Build Condition - Queue Jump Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	6.0	10.0		6.0	10.0	
Minimum Split (s)	30.3	30.3		34.6	34.6	34.6	11.4	23.7		12.4	23.3	
Total Split (s)	34.8	34.8		34.8	34.8	34.8	11.5	57.8		27.4	73.7	
Total Split (%)	27.0%	27.0%		27.0%	27.0%	27.0%	8.9%	44.8%		21.2%	57.1%	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		3.0	3.0	3.0	1.8	2.1		2.8	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.3			6.6	6.6	5.4	5.7		6.4	5.3	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)		16.3			16.0	16.0	82.4	76.1		18.2	94.2	
Actuated g/C Ratio		0.13			0.12	0.12	0.64	0.59		0.14	0.73	
v/c Ratio		0.69			0.52	0.38	0.05	0.54		0.75	0.49	
Control Delay		69.2			62.8	7.1	6.2	19.6		72.3	10.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		69.2			62.8	7.1	6.2	19.6		72.3	10.4	
LOS		E			E	A	A	B		E	B	
Approach Delay		69.2			29.1			19.1			23.7	
Approach LOS		E			C			B			C	
Queue Length 50th (ft)		110			67	0	3	287		141	236	
Queue Length 95th (ft)		174			117	35	12	445		223	381	
Internal Link Dist (ft)		282			2171			1546			1118	
Turn Bay Length (ft)							125					
Base Capacity (vph)		351			287	474	424	1071		274	1338	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.40			0.29	0.27	0.05	0.54		0.65	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 129

Actuated Cycle Length: 129

Offset: 81 (63%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 26.4

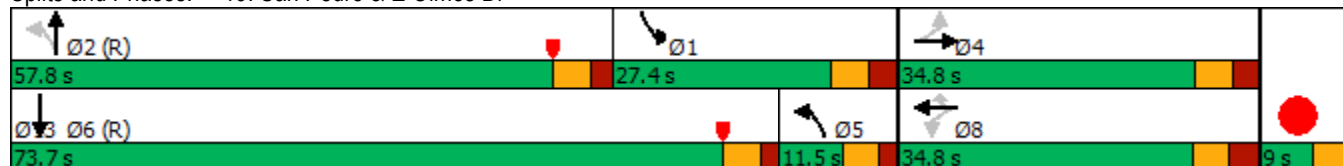
Intersection LOS: C

Intersection Capacity Utilization 66.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 19: San Pedro & E Olmos Dr



Lane Group	Ø13
Minimum Initial (s)	5.0
Minimum Split (s)	9.0
Total Split (s)	9.0
Total Split (%)	7%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

2027 - Build Condition - Queue Jump Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	173	78	283	101	56	65	434	50	148	560	41
Future Volume (vph)	31	173	78	283	101	56	65	434	50	148	560	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	150		0	150		125	50		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Flt		0.953			0.946			0.985			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1811	0	1805	1797	0	1685	3319	0	1685	3336	0
Flt Permitted	0.619			0.491			0.403			0.312		
Satd. Flow (perm)	1176	1811	0	933	1797	0	715	3319	0	553	3336	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			25			10			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		534			305			964			593	
Travel Time (s)		12.1			6.9			21.9			13.5	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	34	188	85	308	110	61	71	472	54	161	609	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	273	0	308	171	0	71	526	0	161	654	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lane Group	Ø13
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	13
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

2027 - Build Condition - Queue Jump Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	30.3	30.3		30.3	30.3		8.7	23.7		8.7	23.7	
Total Split (s)	55.0	55.0		55.0	55.0		9.0	44.5		20.5	56.0	
Total Split (%)	42.6%	42.6%		42.6%	42.6%		7.0%	34.5%		15.9%	43.4%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min		Min	Min		None	C-Min		None	C-Min	
Act Effect Green (s)	48.0	48.0		48.0	48.0		51.6	51.6		57.0	57.0	
Actuated g/C Ratio	0.37	0.37		0.37	0.37		0.40	0.40		0.44	0.44	
v/c Ratio	0.08	0.40		0.89	0.25		0.20	0.39		0.47	0.44	
Control Delay	23.2	27.9		64.1	22.9		33.9	31.0		30.6	28.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.2	27.9		64.1	22.9		33.9	31.0		30.6	28.5	
LOS	C	C		E	C		C	C		C	C	
Approach Delay		27.4			49.4			31.3			28.9	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	18	151		235	81		37	162		87	207	
Queue Length 95th (ft)	36	196		329	118		88	261		158	297	
Internal Link Dist (ft)		454			225			884			513	
Turn Bay Length (ft)	150			150			150			50		
Base Capacity (vph)	472	739		375	736		348	1360		380	1518	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.37		0.82	0.23		0.20	0.39		0.42	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 129

Actuated Cycle Length: 129

Offset: 68 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 33.8

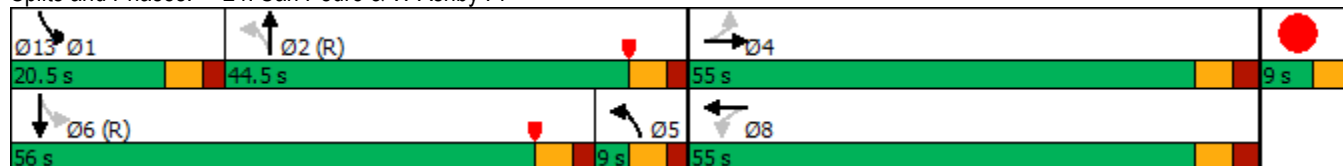
Intersection LOS: C

Intersection Capacity Utilization 71.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 24: San Pedro & W Ashby PI



Lane Group	Ø13
Minimum Initial (s)	5.0
Minimum Split (s)	9.0
Total Split (s)	9.0
Total Split (%)	7%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
7451: VIA Terminal & San Pedro

2027 - Build Condition - Queue Jump Models - AM Peak

05/16/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Lane Configurations							
Traffic Volume (vph)	0	57	1334	0	0	1348	
Future Volume (vph)	0	57	1334	0	0	1348	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		0	300		
Storage Lanes	1	1		0	0		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.81	
Ped Bike Factor							
Frt		0.850					
Flt Protected							
Satd. Flow (prot)	1863	1583	5085	0	0	7544	
Flt Permitted							
Satd. Flow (perm)	1863	1583	5085	0	0	7544	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		429					
Link Speed (mph)	30		30			30	
Link Distance (ft)	439		196			407	
Travel Time (s)	10.0		4.5			9.3	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	0	62	1450	0	0	1465	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	62	1450	0	0	1465	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2			2	
Detector Template	Left	Right	Thru			Thru	
Leading Detector (ft)	20	20	100			100	
Trailing Detector (ft)	0	0	0			0	
Turn Type	Prot	Perm	NA			NA	
Protected Phases	8		2			6	13
Permitted Phases		8					
Detector Phase	8	8	2			6	
Switch Phase							



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Minimum Initial (s)	5.0	5.0	10.0			10.0	5.0
Minimum Split (s)	11.1	11.1	25.8			16.8	60.0
Total Split (s)	22.0	22.0	84.9			98.0	60.0
Total Split (%)	12.2%	12.2%	47.2%			54.4%	33%
Yellow Time (s)	3.6	3.6	3.6			3.6	3.5
All-Red Time (s)	2.5	2.5	3.2			3.2	0.5
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1	6.8			6.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max			C-Max	None
Act Effect Green (s)		5.5	161.6			161.6	
Actuated g/C Ratio		0.03	0.90			0.90	
v/c Ratio		0.13	0.32			0.22	
Control Delay		0.6	1.5			1.2	
Queue Delay		0.0	0.7			0.3	
Total Delay		0.6	2.2			1.6	
LOS		A	A			A	
Approach Delay	0.6		2.2			1.6	
Approach LOS	A		A			A	
Queue Length 50th (ft)		0	64			38	
Queue Length 95th (ft)		0	71			42	
Internal Link Dist (ft)	359		116			327	
Turn Bay Length (ft)							
Base Capacity (vph)		530	4565			6772	
Starvation Cap Reductn		0	2610			4358	
Spillback Cap Reductn		0	0			0	
Storage Cap Reductn		0	0			0	
Reduced v/c Ratio		0.12	0.74			0.61	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 119 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 1.9

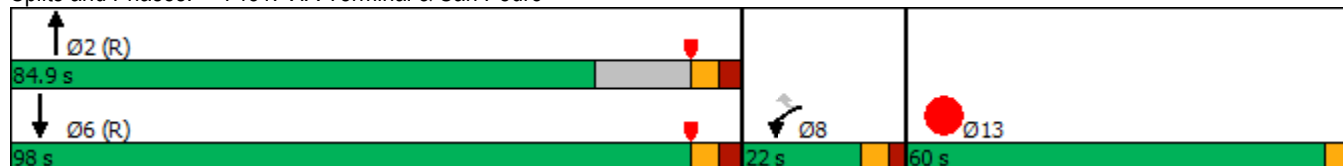
Intersection LOS: A

Intersection Capacity Utilization 40.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7451: VIA Terminal & San Pedro



PM PEAK

Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

2027 - Build Condition - Queue Jump Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	59	2	90	85	235	28	776	125	233	636	29
Future Volume (vph)	31	59	2	90	85	235	28	776	125	233	636	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	125		0	0		150
Storage Lanes	0		0	0		1	1		0	1		1
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997				0.850		0.979			0.993	
Flt Protected		0.983			0.975		0.950			0.950		
Satd. Flow (prot)	0	1862	0	0	1852	1615	1685	1798	0	1685	1824	0
Flt Permitted		0.592			0.743		0.390			0.950		
Satd. Flow (perm)	0	1121	0	0	1412	1615	692	1798	0	1685	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				255		7			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		362			2251			1626			1198	
Travel Time (s)		8.2			51.2			37.0			27.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	34	64	2	98	92	255	30	843	136	253	691	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	190	255	30	979	0	253	723	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2	1	1	2		1	2	
Detector Template		Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2					
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												

Lane Group	Ø13
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	13
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

2027 - Build Condition - Queue Jump Models - PM Peak

05/16/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	6.0	10.0		6.0	10.0	
Minimum Split (s)	30.3	30.3		34.6	34.6	34.6	11.4	23.7		12.4	19.3	
Total Split (s)	34.8	34.8		34.8	34.8	34.8	11.4	85.8		29.4	103.8	
Total Split (%)	21.9%	21.9%		21.9%	21.9%	21.9%	7.2%	54.0%		18.5%	65.3%	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		3.0	3.0	3.0	1.8	2.1		2.8	1.7	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.3			6.6	6.6	5.4	5.7		6.4	5.3	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)		25.1			24.8	24.8	83.2	82.9		32.6	115.4	
Actuated g/C Ratio		0.16			0.16	0.16	0.52	0.52		0.21	0.73	
v/c Ratio		0.56			0.86	0.55	0.08	1.04		0.73	0.55	
Control Delay		73.2			98.3	10.7	21.0	77.4		72.9	13.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		73.2			98.3	10.7	21.0	77.4		72.9	13.1	
LOS		E			F	B	C	E		E	B	
Approach Delay		73.2			48.1			75.7			28.6	
Approach LOS		E			D			E			C	
Queue Length 50th (ft)		95			192	0	15	~1127		247	365	
Queue Length 95th (ft)		160			#308	82	35	#1396		#359	491	
Internal Link Dist (ft)		282			2171			1546			1118	
Turn Bay Length (ft)							125					
Base Capacity (vph)		201			250	496	399	940		345	1325	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.50			0.76	0.51	0.08	1.04		0.73	0.55	

Intersection Summary

Area Type: Other

Cycle Length: 159

Actuated Cycle Length: 159

Offset: 87 (55%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 52.6

Intersection LOS: D

Intersection Capacity Utilization 92.0%

ICU Level of Service F

Analysis Period (min) 15

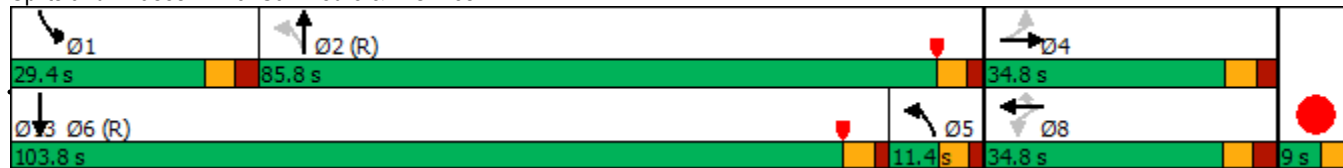
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 19: San Pedro & E Olmos Dr



Lane Group	Ø13
Minimum Initial (s)	5.0
Minimum Split (s)	9.0
Total Split (s)	9.0
Total Split (%)	6%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

2027 - Build Condition - Queue Jump Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	144	34	154	209	90	66	690	61	89	487	58
Future Volume (vph)	37	144	34	154	209	90	66	690	61	89	487	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	150		0	150		0	50		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Flt		0.971			0.955			0.988			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1845	0	1805	1814	0	1685	3329	0	1685	3315	0
Flt Permitted	0.310			0.578			0.407			0.285		
Satd. Flow (perm)	589	1845	0	1098	1814	0	722	3329	0	505	3315	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			26			12			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		534			305			576			613	
Travel Time (s)		12.1			6.9			13.1			13.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	157	37	167	227	98	72	750	66	97	529	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	194	0	167	325	0	72	816	0	97	592	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lane Group	Ø13
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	13
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

2027 - Build Condition - Queue Jump Models - PM Peak

05/16/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	30.3	30.3		30.3	30.3		8.7	23.7		8.7	23.7	
Total Split (s)	30.3	30.3		30.3	30.3		8.8	33.1		11.6	35.9	
Total Split (%)	36.1%	36.1%		36.1%	36.1%		10.5%	39.4%		13.8%	42.7%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min		Min	Min		None	C-Min		None	C-Min	
Act Effect Green (s)	18.2	18.2		18.2	18.2		48.7	44.4		49.7	44.9	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.58	0.53		0.59	0.53	
v/c Ratio	0.31	0.47		0.70	0.79		0.15	0.46		0.26	0.33	
Control Delay	32.5	29.3		45.6	41.8		8.0	15.2		8.9	13.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.5	29.3		45.6	41.8		8.0	15.2		8.9	13.1	
LOS	C	C		D	D		A	B		A	B	
Approach Delay		29.9			43.1			14.6			12.5	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	18	83		82	149		13	137		17	88	
Queue Length 95th (ft)	44	133		138	221		34	227		43	151	
Internal Link Dist (ft)		454			225			496			533	
Turn Bay Length (ft)	150			150			150			50		
Base Capacity (vph)	168	537		313	536		475	1766		390	1781	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.36		0.53	0.61		0.15	0.46		0.25	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 84

Actuated Cycle Length: 84

Offset: 68 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 21.6

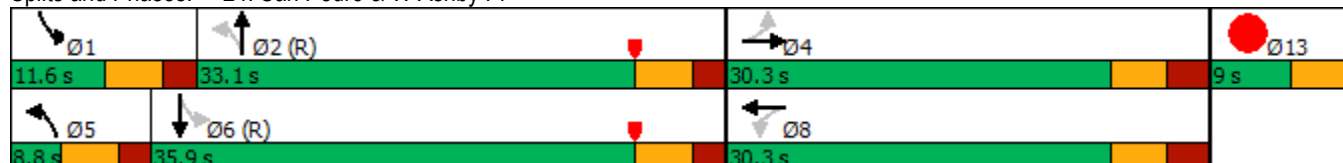
Intersection LOS: C

Intersection Capacity Utilization 66.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 24: San Pedro & W Ashby PI



Lane Group	Ø13
Minimum Initial (s)	5.0
Minimum Split (s)	9.0
Total Split (s)	9.0
Total Split (%)	11%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
7451: San Pedro & VIA Terminal

2027 - Build Condition - Queue Jump Models - PM Peak

05/16/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Lane Configurations							
Traffic Volume (vph)	17	10	2104	0	0	1869	
Future Volume (vph)	17	10	2104	0	0	1869	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		0	300		
Storage Lanes	1	1		0	0		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.81	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1770	1583	5085	0	0	7544	
Flt Permitted	0.950						
Satd. Flow (perm)	1770	1583	5085	0	0	7544	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		11					
Link Speed (mph)	30		30			30	
Link Distance (ft)	439		162			407	
Travel Time (s)	10.0		3.7			9.3	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	18	11	2287	0	0	2032	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	18	11	2287	0	0	2032	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2			2	
Detector Template	Left	Right	Thru			Thru	
Leading Detector (ft)	20	20	100			100	
Trailing Detector (ft)	0	0	0			0	
Turn Type	Perm	Perm	NA			NA	
Protected Phases			2			6	13
Permitted Phases	8	8					
Detector Phase	8	8	2			6	
Switch Phase							

Lanes, Volumes, Timings
7451: San Pedro & VIA Terminal

2027 - Build Condition - Queue Jump Models - PM Peak

05/16/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Minimum Initial (s)	5.0	5.0	10.0			10.0	5.0
Minimum Split (s)	11.1	11.1	16.8			16.8	60.0
Total Split (s)	11.1	11.1	138.9			138.9	60.0
Total Split (%)	5.3%	5.3%	66.1%			66.1%	29%
Yellow Time (s)	3.6	3.6	3.6			3.6	3.5
All-Red Time (s)	2.5	2.5	3.2			3.2	0.5
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1	6.8			6.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max			C-Max	None
Act Effect Green (s)	5.0	5.0	195.7			195.7	
Actuated g/C Ratio	0.02	0.02	0.93			0.93	
v/c Ratio	0.43	0.23	0.48			0.29	
Control Delay	130.6	51.5	1.5			1.0	
Queue Delay	0.0	0.0	1.2			0.4	
Total Delay	130.6	51.5	2.7			1.4	
LOS	F	D	A			A	
Approach Delay	100.6		2.7			1.4	
Approach LOS	F		A			A	
Queue Length 50th (ft)	25	0	126			56	
Queue Length 95th (ft)	59	28	132			59	
Internal Link Dist (ft)	359		82			327	
Turn Bay Length (ft)							
Base Capacity (vph)	42	48	4738			7029	
Starvation Cap Reductn	0	0	2098			4167	
Spillback Cap Reductn	0	0	0			0	
Storage Cap Reductn	0	0	0			0	
Reduced v/c Ratio	0.43	0.23	0.87			0.71	

Intersection Summary

Area Type: Other

Cycle Length: 210

Actuated Cycle Length: 210

Offset: 2 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 2.8

Intersection LOS: A

Intersection Capacity Utilization 55.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7451: San Pedro & VIA Terminal



MITIGATED MODELS SYNCHRO OUTPUTS

AM PEAK

Lanes, Volumes, Timings
1: US281 NB FR & Isom Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	345	0	0	104	24	124	29	113	0	0	0
Future Volume (vph)	62	345	0	0	104	24	124	29	113	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.975			0.881				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1816	0	1770	1641	0	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1770	1863	0	0	1816	0	1770	1641	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11			123				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		338			352			1426			617	
Travel Time (s)		7.7			8.0			32.4			14.0	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	67	375	0	0	113	26	135	32	123	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	375	0	0	139	0	135	155	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Turn Type	Prot	NA			NA		Perm	NA				
Protected Phases	1	1 2			2			4				
Permitted Phases							4					
Detector Phase	1	1 2			2		4	4				
Switch Phase												

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
1: US281 NB FR & Isom Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0				5.0		5.0	5.0				
Minimum Split (s)	10.1				16.1		21.3	21.3				
Total Split (s)	50.6				18.0		21.4	21.4				
Total Split (%)	56.2%				20.0%		23.8%	23.8%				
Yellow Time (s)	3.6				3.6		5.8	5.8				
All-Red Time (s)	1.5				1.5		1.5	1.5				
Lost Time Adjust (s)	0.0				0.0		0.0	0.0				
Total Lost Time (s)	5.1				5.1		7.3	7.3				
Lead/Lag					Lag		Lead	Lead				
Lead-Lag Optimize?					Yes		Yes	Yes				
Recall Mode	None				None		None	None				
Act Effect Green (s)	49.6	66.0			11.3		11.6	11.6				
Actuated g/C Ratio	0.55	0.73			0.13		0.13	0.13				
v/c Ratio	0.07	0.27			0.59		0.59	0.49				
Control Delay	4.6	2.5			44.1		47.5	15.9				
Queue Delay	0.0	0.3			0.0		0.0	0.0				
Total Delay	4.6	2.8			44.1		47.5	15.9				
LOS	A	A			D		D	B				
Approach Delay		3.1			44.1			30.6				
Approach LOS		A			D			C				
Queue Length 50th (ft)	6	23			68		73	16				
Queue Length 95th (ft)	m12	40			127		128	71				
Internal Link Dist (ft)		258			272			1346			537	
Turn Bay Length (ft)	130											
Base Capacity (vph)	975	1336			269		277	360				
Starvation Cap Reductn	0	441			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.07	0.42			0.52		0.49	0.43				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 83 (92%), Referenced to phase 6:EBWB, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 18.8

Intersection LOS: B

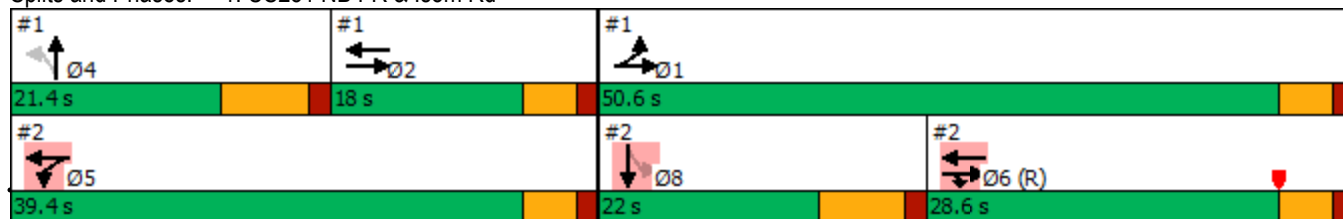
Intersection Capacity Utilization 42.7%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US281 NB FR & Isom Rd



Synchro II Report

Page 3

Lane Group	Ø5	Ø6	Ø8
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.1	19.1	21.3
Total Split (s)	39.4	28.6	22.0
Total Split (%)	44%	32%	24%
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	1.5	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Recall Mode	None	C-Max	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
2: Isom Rd & US281 SB FR

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	0	234	68	62	161	0	0	0	0	176	20	184
Future Volume (vph)	0	234	68	62	161	0	0	0	0	176	20	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	130		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor												
Frt			0.850								0.927	
Flt Protected				0.950							0.977	
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	3205	0
Flt Permitted				0.950							0.977	
Satd. Flow (perm)	0	1863	1583	1770	1863	0	0	0	0	0	3205	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			202								200	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		691			338			1614			646	
Travel Time (s)		15.7			7.7			36.7			14.7	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	254	74	67	175	0	0	0	0	191	22	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	254	74	67	175	0	0	0	0	0	413	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Turn Type		NA	Prot	Prot	NA					Perm	NA	
Protected Phases		6	6	5	5 6						8	
Permitted Phases										8		
Detector Phase		6	6	5	5 6					8	8	
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
2: Isom Rd & US281 SB FR

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0	5.0						5.0	5.0	
Minimum Split (s)		19.1	19.1	10.1						21.3	21.3	
Total Split (s)		28.6	28.6	39.4						22.0	22.0	
Total Split (%)		31.8%	31.8%	43.8%						24.4%	24.4%	
Yellow Time (s)		3.6	3.6	3.6						5.8	5.8	
All-Red Time (s)		1.5	1.5	1.5						1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0							0.0	
Total Lost Time (s)		5.1	5.1	5.1							7.3	
Lead/Lag		Lag	Lag							Lead	Lead	
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	
Recall Mode		C-Max	C-Max	None						None	None	
Act Effect Green (s)		30.8	30.8	30.2	66.1						11.5	
Actuated g/C Ratio		0.34	0.34	0.34	0.73						0.13	
v/c Ratio		0.40	0.11	0.11	0.13						0.71	
Control Delay		27.3	0.3	10.8	4.6						25.8	
Queue Delay		0.0	0.0	0.0	0.0						0.0	
Total Delay		27.3	0.3	10.8	4.6						25.8	
LOS		C	A	B	A						C	
Approach Delay		21.2			6.3						25.8	
Approach LOS		C			A						C	
Queue Length 50th (ft)		113	0	5	12						60	
Queue Length 95th (ft)		199	0	m21	42						105	
Internal Link Dist (ft)		611			258			1534			566	
Turn Bay Length (ft)				130								
Base Capacity (vph)		638	675	674	1454						690	
Starvation Cap Reductn		0	0	0	0						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.40	0.11	0.10	0.12						0.60	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 83 (92%), Referenced to phase 6:EBWB, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 19.5

Intersection LOS: B

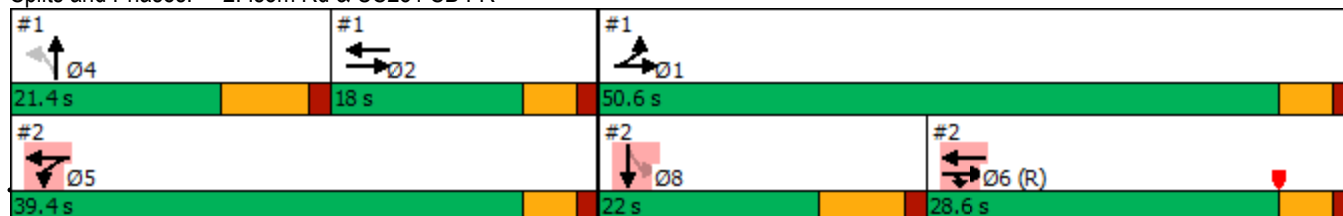
Intersection Capacity Utilization 42.7%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Isom Rd & US281 SB FR



Synchro II Report

Page 7

Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.1	16.1	21.3
Total Split (s)	50.6	18.0	21.4
Total Split (%)	56%	20%	24%
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	1.5	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: Oasis St & Isom Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	205	29	7	260	68	13	0	12	47	0	8
Future Volume (vph)	33	205	29	7	260	68	13	0	12	47	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%		0%				0%	
Storage Length (ft)	200		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.981				0.969		0.850				0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1827	0	1770	1805	0	1770	1583	0	1770	1583	0
Flt Permitted	0.172			0.601			0.950			0.950		
Satd. Flow (perm)	320	1827	0	1120	1805	0	1770	1583	0	1770	1583	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	7			13			641			703		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	308			691			685			524		
Travel Time (s)	7.0			15.7			15.6			11.9		
Confl. Peds. (#/hr)												
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%		
Adj. Flow (vph)	36	223	32	8	283	74	14	0	13	51	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	255	0	8	357	0	14	13	0	51	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
3: Oasis St & Isom Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.4	30.2		10.4	30.2		29.5	29.5		27.0	27.0	
Total Split (s)	10.4	30.2		10.4	30.2		29.5	29.5		27.0	27.0	
Total Split (%)	10.7%	31.1%		10.7%	31.1%		30.4%	30.4%		27.8%	27.8%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	2.1		1.8	2.1		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.4	5.7		5.4	5.7		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		Max	C-Max		None	None	
Act Effct Green (s)	26.6	26.3		24.5	22.1		30.0	45.1		8.2	21.0	
Actuated g/C Ratio	0.27	0.27		0.25	0.23		0.31	0.46		0.08	0.22	
v/c Ratio	0.22	0.51		0.03	0.85		0.03	0.01		0.34	0.01	
Control Delay	27.8	32.4		27.7	53.5		28.2	0.0		47.3	0.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.8	32.4		27.7	53.5		28.2	0.0		47.3	0.0	
LOS	C	C		C	D		C	A		D	A	
Approach Delay		31.9			52.9			14.6			40.2	
Approach LOS		C			D			B			D	
Queue Length 50th (ft)	14	113		4	199		7	0		30	0	
Queue Length 95th (ft)	42	213		15	#329		22	0		66	0	
Internal Link Dist (ft)		228			611			605			444	
Turn Bay Length (ft)	200			190								
Base Capacity (vph)	162	542		319	465		547	1078		382	893	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.47		0.03	0.77		0.03	0.01		0.13	0.01	

Intersection Summary

Area Type: Other

Cycle Length: 97.1

Actuated Cycle Length: 97.1

Offset: 3 (3%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 42.3

Intersection LOS: D

Intersection Capacity Utilization 45.5%

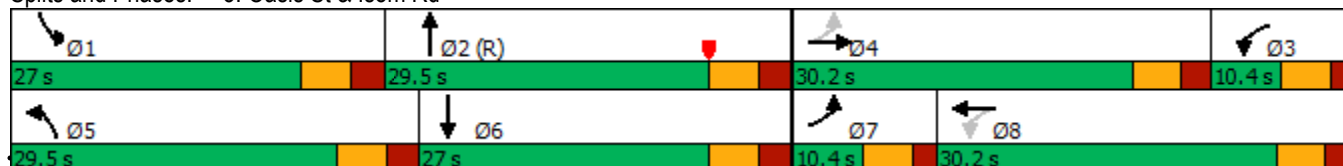
ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Oasis St & Isom Rd



Lanes, Volumes, Timings
4: Isom Rd & Sahara Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	33	12	32	234	224	57
Future Volume (vph)	33	12	32	234	224	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	11	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.973	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1652	1801	1812	0
Flt Permitted	0.950		0.384			
Satd. Flow (perm)	1770	1583	668	1801	1812	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13			19	
Link Speed (mph)	30			30	30	
Link Distance (ft)	565			498	240	
Travel Time (s)	12.8			11.3	5.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	36	13	35	254	243	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	13	35	254	305	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.09	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	6		7	4	8	
Permitted Phases		6	4			
Detector Phase	6	6	7	4	8	
Switch Phase						

Lanes, Volumes, Timings
4: Isom Rd & Sahara Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.1	22.1	10.7	27.2	27.2	
Total Split (s)	28.0	28.0	15.0	62.0	47.0	
Total Split (%)	31.1%	31.1%	16.7%	68.9%	52.2%	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	1.5	1.5	2.1	2.1	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.1	5.1	5.7	5.7	5.7	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	C-Max	C-Max	None	None	None	
Act Effect Green (s)	52.1	52.1	29.3	27.1	20.1	
Actuated g/C Ratio	0.58	0.58	0.33	0.30	0.22	
v/c Ratio	0.04	0.01	0.13	0.47	0.73	
Control Delay	12.2	6.8	18.9	26.5	39.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.2	6.8	18.9	26.5	39.9	
LOS	B	A	B	C	D	
Approach Delay	10.8			25.6	39.9	
Approach LOS	B			C	D	
Queue Length 50th (ft)	9	0	13	108	152	
Queue Length 95th (ft)	29	10	28	148	215	
Internal Link Dist (ft)	485			418	160	
Turn Bay Length (ft)			150			
Base Capacity (vph)	1025	922	345	1126	841	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.04	0.01	0.10	0.23	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 85 (94%), Referenced to phase 6:SEL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 31.2

Intersection LOS: C

Intersection Capacity Utilization 37.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Isom Rd & Sahara Dr



Lanes, Volumes, Timings
5: Ramsey Rd & Isom Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	17	90	39	49	63	26	55	273	127	34	184	29
Future Volume (vph)	17	90	39	49	63	26	55	273	127	34	184	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		0	175		125	125		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1779	0	1770	1781	0	1652	1801	1531	1652	1801	1531
Flt Permitted	0.695			0.631			0.950			0.950		
Satd. Flow (perm)	1295	1779	0	1175	1781	0	1652	1801	1531	1652	1801	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			17				134			121
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		631			459			2534			843	
Travel Time (s)		14.3			10.4			57.6			19.2	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	18	98	42	53	68	28	60	297	138	37	200	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	140	0	53	96	0	60	297	138	37	200	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2					4			8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												

Lanes, Volumes, Timings
5: Ramsey Rd & Isom Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	30.3		9.0	31.3		11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	11.0	41.0		11.0	41.0		22.0	51.0	51.0	17.0	46.0	46.0
Total Split (%)	9.2%	34.2%		9.2%	34.2%		18.3%	42.5%	42.5%	14.2%	38.3%	38.3%
Yellow Time (s)	3.5	3.6		3.5	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.7		0.5	2.7		2.4	2.1	2.1	2.4	2.1	2.1
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)	4.0	6.3		4.0	6.3		6.0	5.7	5.7	6.0	5.7	5.7
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effect Green (s)	69.2	61.9		72.6	66.8		13.4	27.6	27.6	8.2	19.8	19.8
Actuated g/C Ratio	0.58	0.52		0.60	0.56		0.11	0.23	0.23	0.07	0.16	0.16
v/c Ratio	0.02	0.15		0.07	0.10		0.33	0.72	0.30	0.33	0.67	0.09
Control Delay	13.8	18.2		13.4	15.5		51.4	52.3	7.8	60.4	58.3	0.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	18.2		13.4	15.5		51.4	52.3	7.8	60.4	58.3	0.5
LOS	B	B		B	B		D	D	A	E	E	A
Approach Delay		17.7			14.7			39.8			51.7	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	6	52		17	26		43	218	3	28	149	0
Queue Length 95th (ft)	20	115		44	78		82	288	50	63	216	0
Internal Link Dist (ft)		551			379			2454			763	
Turn Bay Length (ft)	125						175		125	125		125
Base Capacity (vph)	781	926		748	999		237	679	661	151	604	594
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.15		0.07	0.10		0.25	0.44	0.21	0.25	0.33	0.05

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 50 (42%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 36.0

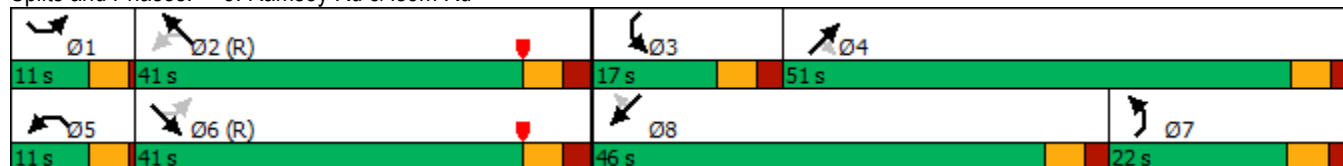
Intersection LOS: D

Intersection Capacity Utilization 48.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Ramsey Rd & Isom Rd



Lanes, Volumes, Timings
6: San Pedro & Isom Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	109	141	194	64	8	176	1386	511	19	1616	108
Future Volume (vph)	65	109	141	194	64	8	176	1386	511	19	1616	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	11	12	11	12	13	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	125		185	320		0	200		0
Storage Lanes	1		1	2		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.86	0.86
Ped Bike Factor												
Frt			0.850		0.983				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3204	1770	0	1711	5085	1636	1770	6350	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	3204	1770	0	1711	5085	1636	1770	6350	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			264		6				517		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			358			792			429	
Travel Time (s)		16.3			8.1			18.0			9.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	71	118	153	211	70	9	191	1507	555	21	1757	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	118	153	211	79	0	191	1507	555	21	1874	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	L NA	Right
Median Width(ft)		20			20			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.04	1.00	1.04	1.00	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												

Lanes, Volumes, Timings
6: San Pedro & Isom Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	44.2	44.2		11.4	30.4	30.4	11.4	20.0	
Total Split (s)	13.0	15.0	15.0	44.2	46.2		21.0	52.9	52.9	11.4	43.3	
Total Split (%)	10.5%	12.1%	12.1%	35.8%	37.4%		17.0%	42.8%	42.8%	9.2%	35.1%	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6		3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	3.4	3.4	3.4	3.1	3.1		2.8	2.8	2.8	2.8	2.8	
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)	7.0	7.0	7.0	6.7	6.7		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	10.6	15.3	15.3	13.5	20.8		14.6	67.8	67.8	5.0	53.6	
Actuated g/C Ratio	0.09	0.12	0.12	0.11	0.17		0.12	0.55	0.55	0.04	0.43	
v/c Ratio	0.47	0.51	0.36	0.60	0.26		0.95	0.54	0.49	0.30	0.68	
Control Delay	68.0	58.5	2.3	59.5	40.5		104.9	20.3	4.0	68.4	30.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	68.0	58.5	2.3	59.5	40.5		104.9	20.3	4.0	68.4	30.0	
LOS	E	E	A	E	D		F	C	A	E	C	
Approach Delay	35.4			54.3			23.4			30.5		
Approach LOS	D			D			C			C		
Queue Length 50th (ft)	57	90	0	84	50		154	295	15	17	340	
Queue Length 95th (ft)	#146	149	0	121	90		#302	383	88	45	421	
Internal Link Dist (ft)	637			278			712			349		
Turn Bay Length (ft)	280			125			320			200		
Base Capacity (vph)	151	230	427	972	570		202	2790	1130	71	2763	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.47	0.51	0.36	0.22	0.14		0.95	0.54	0.49	0.30	0.68	

Intersection Summary

Area Type: Other

Cycle Length: 123.5

Actuated Cycle Length: 123.5

Offset: 35 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 29.0

Intersection LOS: C

Intersection Capacity Utilization 63.4%

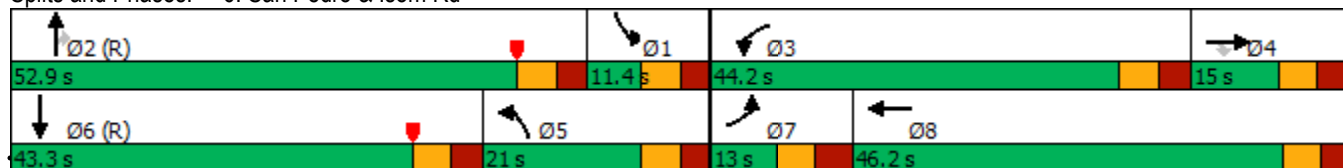
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: San Pedro & Isom Rd



Lanes, Volumes, Timings
7: San Pedro & LP 410 EB

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	316	49	341	358	1629	0	0	942	1041
Future Volume (vph)	0	0	0	316	49	341	358	1629	0	0	942	1041
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	300		500
Storage Lanes	0		0	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	0.97	0.91	1.00	1.00	0.81	0.88
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected				0.950	0.963		0.950					
Satd. Flow (prot)	0	0	0	1522	4628	1583	3433	5085	0	0	7544	2787
Flt Permitted				0.950	0.963		0.950					
Satd. Flow (perm)	0	0	0	1522	4628	1583	3433	5085	0	0	7544	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						140						845
Link Speed (mph)		60			60			30			30	
Link Distance (ft)		422			224			247			792	
Travel Time (s)		4.8			2.5			5.6			18.0	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	343	53	371	389	1771	0	0	1024	1132
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	171	225	371	389	1771	0	0	1024	1132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	L NA	Right	L NA	L NA	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5 15	5 6 15			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5 15	5 6 15			6	6
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø11	Ø15
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Width (ft)						
Grade (%)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor						
Growth Factor						
Heavy Vehicles (%)						
Bus Blockages (#/hr)						
Parking (#/hr)						
Mid-Block Traffic (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Turn Type						
Protected Phases	1	2	4	5	11	15
Permitted Phases						
Detector Phase						
Switch Phase						

Lanes, Volumes, Timings
7: San Pedro & LP 410 EB

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				15.0	15.0	15.0					25.0	25.0
Total Split (s)				26.0	26.0	26.0					30.0	30.0
Total Split (%)				21.7%	21.7%	21.7%					25.0%	25.0%
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.4	2.4	2.4					2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.7	6.7	6.7					6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				None	None	None					Min	Min
Act Effect Green (s)				19.3	19.3	19.3	58.4	89.0			24.3	24.3
Actuated g/C Ratio				0.16	0.16	0.16	0.49	0.74			0.20	0.20
v/c Ratio				0.70	0.30	1.00	0.23	0.47			0.67	0.91
Control Delay				64.0	45.7	77.8	2.8	1.0			46.8	24.0
Queue Delay				0.0	0.0	0.0	0.8	1.5			0.0	0.0
Total Delay				64.0	45.7	77.8	3.6	2.5			46.8	24.0
LOS				E	D	E	A	A			D	C
Approach Delay					65.3			2.7			34.8	
Approach LOS					E			A			C	
Queue Length 50th (ft)				147	60	191	6	35			183	138
Queue Length 95th (ft)				#258	88	#397	m12	m13			216	#300
Internal Link Dist (ft)		342			144			167			712	
Turn Bay Length (ft)												500
Base Capacity (vph)				244	744	372	1687	3754			1527	1238
Starvation Cap Reductn				0	0	0	975	1708			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.70	0.30	1.00	0.55	0.87			0.67	0.91

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 100 (83%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 25.8

Intersection LOS: C

Intersection Capacity Utilization 112.0%

ICU Level of Service H

Analysis Period (min) 15

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.

Splits and Phases: 7: San Pedro & LP 410 EB

#8  Ø2 (R) 27 s	#8  Ø4 37 s	#8  Ø1 30 s	#8  Ø11 26 s
#7  Ø5 27 s	#7  Ø15 37 s	#7  Ø6 30 s	#7  Ø8 26 s

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø11	Ø15
Minimum Initial (s)	2.0	9.6	7.0	2.0	2.0	2.0
Minimum Split (s)	25.0	18.4	15.0	15.0	15.0	15.0
Total Split (s)	30.0	27.0	37.0	27.0	26.0	37.0
Total Split (%)	25%	23%	31%	23%	22%	31%
Yellow Time (s)	3.0	4.3	4.3	3.0	3.0	3.0
All-Red Time (s)	2.0	1.1	2.4	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	C-Min	None	None	None	None
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Lanes, Volumes, Timings
8: San Pedro & LP 410 WB

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1008	51	487	0	0	0	0	1012	378	269	997	0
Future Volume (vph)	1008	51	487	0	0	0	0	1012	378	269	997	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.81	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt	0.850						0.850					
Flt Protected	0.950	0.959								0.950		
Satd. Flow (prot)	3221	1626	1583	0	0	0	0	7544	1583	3433	5085	0
Flt Permitted	0.950	0.959								0.950		
Satd. Flow (perm)	3221	1626	1583	0	0	0	0	7544	1583	3433	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			430						411			
Link Speed (mph)		60			60			30			30	
Link Distance (ft)		223			247			407			247	
Travel Time (s)		2.5			2.8			9.3			5.6	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	1096	55	529	0	0	0	0	1100	411	292	1084	0
Shared Lane Traffic (%)	30%											
Lane Group Flow (vph)	767	384	529	0	0	0	0	1100	411	292	1084	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Turn Type	Split	NA	Free					NA	Perm	Prot	NA	
Protected Phases	4	4						2		1 11	1 2 11	
Permitted Phases			Free						2			
Detector Phase	4	4						2	2	1 11	1 2 11	
Switch Phase												

Lane Group	Ø1	Ø5	Ø6	Ø8	Ø11	Ø15
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Width (ft)						
Grade (%)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor						
Growth Factor						
Heavy Vehicles (%)						
Bus Blockages (#/hr)						
Parking (#/hr)						
Mid-Block Traffic (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Turn Type						
Protected Phases	1	5	6	8	11	15
Permitted Phases						
Detector Phase						
Switch Phase						

Lanes, Volumes, Timings
8: San Pedro & LP 410 WB

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0						9.6	9.6			
Minimum Split (s)	15.0	15.0						18.4	18.4			
Total Split (s)	37.0	37.0						27.0	27.0			
Total Split (%)	30.8%	30.8%						22.5%	22.5%			
Yellow Time (s)	4.3	4.3						4.3	4.3			
All-Red Time (s)	2.4	2.4						1.1	1.1			
Lost Time Adjust (s)	0.0	0.0						0.0	0.0			
Total Lost Time (s)	6.7	6.7						5.4	5.4			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None						C-Min	C-Min			
Act Effct Green (s)	29.7	29.7	120.0					21.6	21.6	51.6	78.6	
Actuated g/C Ratio	0.25	0.25	1.00					0.18	0.18	0.43	0.66	
v/c Ratio	0.96	0.96	0.33					0.81	0.66	0.20	0.33	
Control Delay	68.8	80.0	0.6					52.8	9.8	1.4	1.2	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.4	0.5	
Total Delay	68.8	80.0	0.6					52.8	9.8	1.8	1.7	
LOS	E	E	A					D	A	A	A	
Approach Delay		49.9						41.1			1.7	
Approach LOS		D						D			A	
Queue Length 50th (ft)	321	320	0					203	0	1	24	
Queue Length 95th (ft)	#450	#530	0					239	95	5	19	
Internal Link Dist (ft)		143			167			327			167	
Turn Bay Length (ft)												
Base Capacity (vph)	813	410	1583					1357	621	1476	3330	
Starvation Cap Reductn	0	0	0					0	0	765	1626	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.94	0.94	0.33					0.81	0.66	0.41	0.64	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 100 (83%), Referenced to phase 2:NBSB, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 32.4

Intersection LOS: C

Intersection Capacity Utilization 112.0%

ICU Level of Service H

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: San Pedro & LP 410 WB

#8  Ø2 (R)	#8  Ø4	#8  Ø1	#8  Ø11
27 s	37 s	30 s	26 s
#7  Ø5	#7  Ø15	#7  Ø6	#7  Ø8
27 s	37 s	30 s	26 s

Lane Group	Ø1	Ø5	Ø6	Ø8	Ø11	Ø15
Minimum Initial (s)	2.0	2.0	10.0	7.0	2.0	2.0
Minimum Split (s)	25.0	15.0	25.0	15.0	15.0	15.0
Total Split (s)	30.0	27.0	30.0	26.0	26.0	37.0
Total Split (%)	25%	23%	25%	22%	22%	31%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.4	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	None	None	None
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

																					
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL									
Lane Configurations																					
Traffic Volume (vph)	61	42	19	67	29	89	5	35	1208	54	5	97									
Future Volume (vph)	61	42	19	67	29	89	5	35	1208	54	5	97									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900									
Lane Width (ft)	12	12	1	12	12	12	12	10	11	11	12	10									
Grade (%)	0%			0%			0%														
Storage Length (ft)	100		0	180		0		180		0		0									
Storage Lanes	1		0	1		1		1		0		1									
Taper Length (ft)	0			25				25				25									
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00									
Ped Bike Factor																					
Frt	0.953					0.850		0.994													
Flt Protected	0.950			0.950				0.950				0.950									
Satd. Flow (prot)	1770	1811	0	1805	1900	1583	0	1681	4890	0	0	1652									
Flt Permitted	0.736			0.524				0.950				0.950									
Satd. Flow (perm)	1371	1811	0	996	1900	1583	0	1681	4890	0	0	1652									
Right Turn on Red			Yes			Yes				Yes											
Satd. Flow (RTOR)	20					133			6												
Link Speed (mph)	30			30			30														
Link Distance (ft)	2414			1062			389														
Travel Time (s)	54.9			24.1			8.8														
Confl. Peds. (#/hr)																					
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%	0%	0%	0%	0%	2%	2%	0%	2%	0%	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%														
Adj. Flow (vph)	66	46	21	73	32	97	5	38	1313	59	5	105									
Shared Lane Traffic (%)																					
Lane Group Flow (vph)	66	67	0	73	32	97	0	43	1372	0	0	110									
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No									
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left									
Median Width(ft)	12			12			10														
Link Offset(ft)	0			0			0														
Crosswalk Width(ft)	16			16			16														
Two way Left Turn Lane																					
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09									
Turning Speed (mph)	15		9	15		9	9	15		9	9	15									
Number of Detectors	1	2		1	2	1	0	1	2		1	1									
Detector Template	Left	Thru		Left	Thru	Right		Left	Thru		Left	Left									
Leading Detector (ft)	20	100		20	100	20	0	20	100		20	20									
Trailing Detector (ft)	0	0		0	0	0	0	0	0		0	0									
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	Prot	NA		Prot	Prot									
Protected Phases	7	4		3	8		5	5	2		1	1									
Permitted Phases	4			8		8															
Detector Phase	7	4		3	8	8	5	5	2		1	1									
Switch Phase																					



Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (vph)	1276	21
Future Volume (vph)	1276	21
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor		
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	4906	0
Flt Permitted		
Satd. Flow (perm)	4906	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	30	
Link Distance (ft)	234	
Travel Time (s)	5.3	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1387	23
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1410	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	8.0		3.0	5.0	5.0	5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	9.0	45.6		12.3	45.6	45.6	12.3	12.3	42.3		12.3	12.3
Total Split (s)	9.0	45.6		12.4	49.0	49.0	13.0	13.0	44.0		18.0	18.0
Total Split (%)	7.5%	38.0%		10.3%	40.8%	40.8%	10.8%	10.8%	36.7%		15.0%	15.0%
Yellow Time (s)	3.5	3.6		3.6	3.6	3.6	3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	0.5	4.0		3.7	4.0	4.0	3.7	3.7	2.7		3.7	3.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.0	7.6		7.3	7.6	7.6		7.3	6.3			7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	None
Act Effect Green (s)	17.0	9.4		16.5	12.1	12.1		8.6	65.7			13.8
Actuated g/C Ratio	0.14	0.08		0.14	0.10	0.10		0.07	0.55			0.12
v/c Ratio	0.31	0.42		0.43	0.17	0.35		0.36	0.51			0.58
Control Delay	43.6	46.1		50.2	50.1	6.6		60.5	19.2			62.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0			0.0
Total Delay	43.6	46.1		50.2	50.1	6.6		60.5	19.2			62.0
LOS	D	D		D	D	A		E	B			E
Approach Delay		44.8			29.2				20.4			
Approach LOS		D			C				C			
Queue Length 50th (ft)	43	35		49	23	0		32	241			82
Queue Length 95th (ft)	80	80		90	53	24		69	330			138
Internal Link Dist (ft)		2334			982				309			
Turn Bay Length (ft)	100			180				180				
Base Capacity (vph)	210	587		171	655	633		120	2680			195
Starvation Cap Reductn	0	0		0	0	0		0	0			0
Spillback Cap Reductn	0	0		0	0	0		0	0			0
Storage Cap Reductn	0	0		0	0	0		0	0			0
Reduced v/c Ratio	0.31	0.11		0.43	0.05	0.15		0.36	0.51			0.56

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 21.1

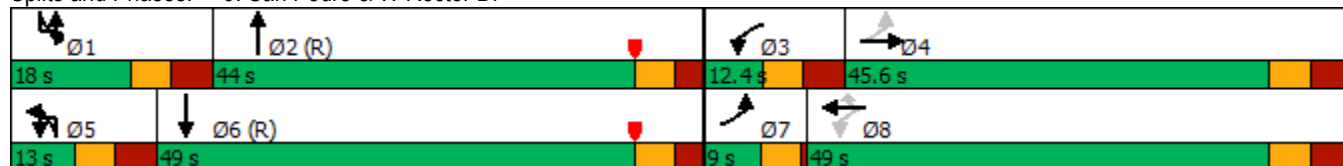
Intersection LOS: C

Intersection Capacity Utilization 60.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: San Pedro & W Rector Dr





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	43.8	
Total Split (s)	49.0	
Total Split (%)	40.8%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	73.5	
Actuated g/C Ratio	0.61	
v/c Ratio	0.47	
Control Delay	15.1	
Queue Delay	0.0	
Total Delay	15.1	
LOS	B	
Approach Delay	18.5	
Approach LOS	B	
Queue Length 50th (ft)	224	
Queue Length 95th (ft)	303	
Internal Link Dist (ft)	154	
Turn Bay Length (ft)		
Base Capacity (vph)	3005	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.47	
Intersection Summary		

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	73	11	8	73	12	70	5	46	1082	61	5	101
Future Volume (vph)	73	11	8	73	12	70	5	46	1082	61	5	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	11	11	12	10
Grade (%)	0%				0%				0%			
Storage Length (ft)	0		0	120		0		325		200		375
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt	0.988				0.872				0.850			
Flt Protected	0.962		0.950				0.950				0.950	
Satd. Flow (prot)	0	1806	0	1805	1657	0	0	1682	3490	1561	0	1683
Flt Permitted	0.962		0.950				0.950				0.950	
Satd. Flow (perm)	0	1806	0	1805	1657	0	0	1682	3490	1561	0	1683
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)	3				76						137	
Link Speed (mph)	30				30				30			
Link Distance (ft)	490				1363				1027			
Travel Time (s)	11.1				31.0				23.3			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%				0%			
Adj. Flow (vph)	79	12	9	79	13	76	5	50	1176	66	5	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	79	89	0	0	55	1176	66	0	115
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)	12				12				10			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		0	1	2	1	0	1
Detector Template	Left	Thru		Left	Thru			Left	Thru	Right		Left
Leading Detector (ft)	20	100		20	100		0	20	100	20	0	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Split	NA		Split	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	4	4		3	3		5	5	2		1	1
Permitted Phases											2	
Detector Phase	4	4		3	3		5	5	2	2	1	1
Switch Phase												



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1053	30
Future Volume (vph)	1053	30
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		375
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		137
Link Speed (mph)	30	
Link Distance (ft)	717	
Travel Time (s)	16.3	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1145	33
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1145	33
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	45.6	45.6		45.6	45.6		11.7	11.7	43.7	43.7	11.7	11.7
Total Split (s)	45.6	45.6		45.6	45.6		11.7	11.7	46.8	46.8	12.0	12.0
Total Split (%)	30.4%	30.4%		30.4%	30.4%		7.8%	7.8%	31.2%	31.2%	8.0%	8.0%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	4.0	4.0		4.0	4.0		3.1	3.1	2.1	2.1	3.1	3.1
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		7.6		7.6	7.6			6.7	5.7	5.7		6.7
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min	C-Min	None	None
Act Effect Green (s)		11.6		10.1	10.1			5.0	95.4	95.4		5.3
Actuated g/C Ratio		0.08		0.07	0.07			0.03	0.64	0.64		0.04
v/c Ratio		0.70		0.65	0.49			0.98	0.53	0.06		1.95
Control Delay		90.1		91.9	26.8			184.6	17.0	0.1		516.5
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		90.1		91.9	26.8			184.6	17.0	0.1		516.5
LOS		F		F	C			F	B	A		F
Approach Delay		90.1			57.5				23.3			
Approach LOS		F			E				C			
Queue Length 50th (ft)		94		77	12			55	314	0		~173
Queue Length 95th (ft)		155		132	69			#154	447	0		#307
Internal Link Dist (ft)		410			1283				947			
Turn Bay Length (ft)				120				325		200		375
Base Capacity (vph)		459		457	476			56	2220	1042		59
Starvation Cap Reductn		0		0	0			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.22		0.17	0.19			0.98	0.53	0.06		1.95

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.95

Intersection Signal Delay: 44.5

Intersection LOS: D

Intersection Capacity Utilization 64.2%

ICU Level of Service C

Analysis Period (min) 15

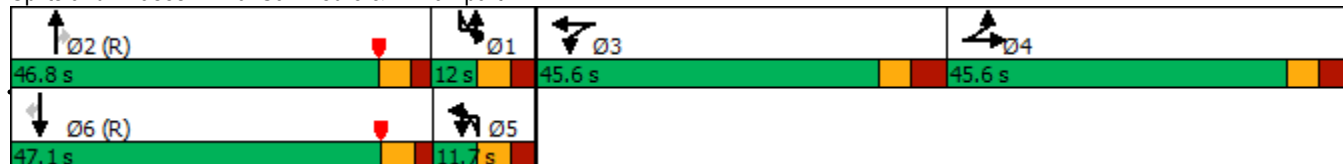
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: San Pedro & W Rampart Dr





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	43.7	43.7
Total Split (s)	47.1	47.1
Total Split (%)	31.4%	31.4%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.1	2.1
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	C-Min
Act Effct Green (s)	95.7	95.7
Actuated g/C Ratio	0.64	0.64
v/c Ratio	0.51	0.03
Control Delay	16.6	0.1
Queue Delay	0.0	0.0
Total Delay	16.6	0.1
LOS	B	A
Approach Delay	60.6	
Approach LOS	E	
Queue Length 50th (ft)	300	0
Queue Length 95th (ft)	428	0
Internal Link Dist (ft)	637	
Turn Bay Length (ft)		375
Base Capacity (vph)	2227	1045
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.03
Intersection Summary		

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	66	3	3	21	3	29	5	61	1182	25	5	45
Future Volume (vph)	66	3	3	21	3	29	5	61	1182	25	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		75		200		0		260
Storage Lanes	0		0	1		0		1		0		1
Taper Length (ft)	0			0				25				0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.995			0.863				0.997			
Flt Protected		0.956		0.950				0.950				0.950
Satd. Flow (prot)	0	1807	0	1805	1640	0	0	1682	3479	0	0	1682
Flt Permitted		0.956		0.950				0.950				0.950
Satd. Flow (perm)	0	1807	0	1805	1640	0	0	1682	3479	0	0	1682
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		2			32				2			
Link Speed (mph)		30			30				30			
Link Distance (ft)		383			393				562			
Travel Time (s)		8.7			8.9				12.8			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	72	3	3	23	3	32	5	66	1285	27	5	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	23	35	0	0	71	1312	0	0	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	0	2		0	2		0	1	2		0	1
Detector Template		Thru			Thru			Left	Thru			Left
Leading Detector (ft)	0	100		0	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	Split	NA		Split	NA		Prot	Prot	NA		Prot	Prot
Protected Phases	4	4		3	3		5	5	2		1	1
Permitted Phases												
Detector Phase	4	4		3	3		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1055	70
Future Volume (vph)	1055	70
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.991	
Flt Protected		
Satd. Flow (prot)	3458	0
Flt Permitted		
Satd. Flow (perm)	3458	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	5	
Link Speed (mph)	30	
Link Distance (ft)	1279	
Travel Time (s)	29.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1147	76
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1223	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	38.5	38.5		38.5	38.5		11.0	11.0	23.7		11.7	11.7
Total Split (s)	38.5	38.5		38.5	38.5		11.0	11.0	33.3		11.7	11.7
Total Split (%)	31.6%	31.6%		31.6%	31.6%		9.0%	9.0%	27.3%		9.6%	9.6%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	3.4	3.4		3.4	3.4		2.4	2.4	2.1		3.1	3.1
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		7.0		7.0	7.0			6.0	5.7			6.7
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)		8.9		6.2	6.2			5.0	84.1			5.0
Actuated g/C Ratio		0.07		0.05	0.05			0.04	0.69			0.04
v/c Ratio		0.58		0.25	0.31			1.04	0.55			0.79
Control Delay		70.1		62.3	27.4			178.1	14.0			119.8
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		70.1		62.3	27.4			178.1	14.0			119.8
LOS		E		E	C			F	B			F
Approach Delay		70.1			41.3				22.4			
Approach LOS		E			D				C			
Queue Length 50th (ft)		59		18	2			~60	307			43
Queue Length 95th (ft)		108		46	37			#158	422			#121
Internal Link Dist (ft)		303			313				482			
Turn Bay Length (ft)								200				260
Base Capacity (vph)		468		466	447			68	2399			68
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.17		0.05	0.08			1.04	0.55			0.79

Intersection Summary

Area Type: Other

Cycle Length: 122

Actuated Cycle Length: 122

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 22.1

Intersection LOS: C

Intersection Capacity Utilization 64.5%

ICU Level of Service C

Analysis Period (min) 15

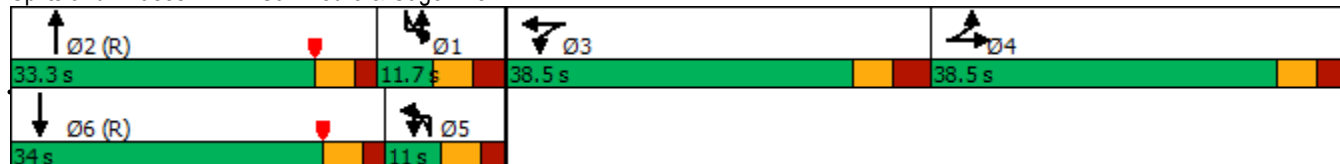
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: San Pedro & Cage Ave





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	23.7	
Total Split (s)	34.0	
Total Split (%)	27.9%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.7	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Act Effct Green (s)	81.3	
Actuated g/C Ratio	0.67	
v/c Ratio	0.53	
Control Delay	13.3	
Queue Delay	0.0	
Total Delay	13.3	
LOS	B	
Approach Delay	17.8	
Approach LOS	B	
Queue Length 50th (ft)	270	
Queue Length 95th (ft)	375	
Internal Link Dist (ft)	1199	
Turn Bay Length (ft)		
Base Capacity (vph)	2307	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.53	
Intersection Summary		

Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	211	116	107	93	129	136	5	60	922	71	5	139
Future Volume (vph)	211	116	107	93	129	136	5	60	922	71	5	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	11	11	12	10
Grade (%)	0%				0%				0%			
Storage Length (ft)	0		0	0		200		260		360		325
Storage Lanes	1		0	1		1		1		1		1
Taper Length (ft)	0			0				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt	0.928				0.923				0.989			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	1763	0	1805	3332	0	0	1682	3451	0	0	1684
Flt Permitted	0.317			0.608				0.950				0.950
Satd. Flow (perm)	602	1763	0	1155	3332	0	0	1682	3451	0	0	1684
Right Turn on Red	Yes						Yes				Yes	
Satd. Flow (RTOR)	42						148				7	
Link Speed (mph)	30						30				30	
Link Distance (ft)	445						286				868	
Travel Time (s)	10.1						6.5				19.7	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%				0%			
Adj. Flow (vph)	229	126	116	101	140	148	5	65	1002	77	5	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	242	0	101	288	0	0	70	1079	0	0	156
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)	12				12				10			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		0	2		0	1	2		0	1
Detector Template	Left	Thru			Thru			Left	Thru			Left
Leading Detector (ft)	20	100		0	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	Prot	NA		Prot	Prot
Protected Phases	8	4		7	3		5	5	2		1	1
Permitted Phases	4			3								
Detector Phase	8	4		7	3		5	5	2		1	1
Switch Phase												



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	813	159
Future Volume (vph)	813	159
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		175
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		182
Link Speed (mph)	30	
Link Distance (ft)	518	
Travel Time (s)	11.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	884	173
Shared Lane Traffic (%)		
Lane Group Flow (vph)	884	173
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	0
Detector Template	Thru	
Leading Detector (ft)	100	0
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	8.0	10.0		8.0	8.0
Minimum Split (s)	23.5	49.0		9.0	21.7		14.7	14.7	40.7		15.0	15.0
Total Split (s)	36.3	49.0		9.0	21.7		14.8	14.8	44.0		18.0	18.0
Total Split (%)	30.3%	40.8%		7.5%	18.1%		12.3%	12.3%	36.7%		15.0%	15.0%
Yellow Time (s)	3.5	3.6		3.5	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	0.5	4.4		0.5	4.4		3.1	3.1	2.1		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	4.0	8.0		4.0	8.0			6.7	5.7			7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)	36.0	22.6		19.1	9.7			14.9	55.1			12.2
Actuated g/C Ratio	0.30	0.19		0.16	0.08			0.12	0.46			0.10
v/c Ratio	0.63	0.66		0.48	0.71			0.34	0.68			0.92
Control Delay	40.4	44.6		41.3	35.6			53.7	29.2			104.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	40.4	44.6		41.3	35.6			53.7	29.2			104.0
LOS	D	D		D	D			D	C			F
Approach Delay		42.6			37.1				30.7			
Approach LOS		D			D				C			
Queue Length 50th (ft)	142	145		58	55			48	328			~124
Queue Length 95th (ft)	190	208		90	99			#120	476			#266
Internal Link Dist (ft)		365			206				788			
Turn Bay Length (ft)								260				325
Base Capacity (vph)	511	630		212	513			209	1589			170
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.45	0.38		0.48	0.56			0.33	0.68			0.92

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 34.4

Intersection LOS: C

Intersection Capacity Utilization 75.9%

ICU Level of Service D

Analysis Period (min) 15

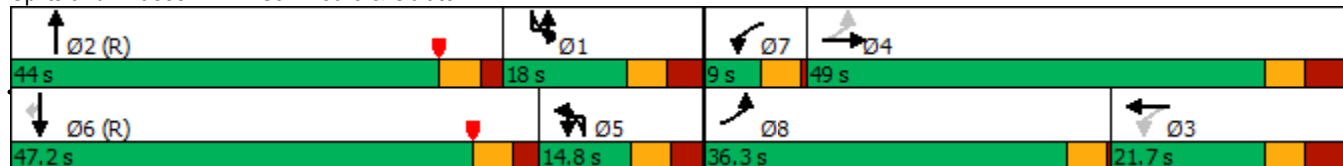
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 12: San Pedro & Oblate Dr





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	44.5	44.5
Total Split (s)	47.2	47.2
Total Split (%)	39.3%	39.3%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.4	2.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	C-Min
Act Effct Green (s)	55.3	55.3
Actuated g/C Ratio	0.46	0.46
v/c Ratio	0.55	0.21
Control Delay	27.4	3.5
Queue Delay	0.0	0.0
Total Delay	27.4	3.5
LOS	C	A
Approach Delay	33.9	
Approach LOS	C	
Queue Length 50th (ft)	286	0
Queue Length 95th (ft)	351	39
Internal Link Dist (ft)	438	
Turn Bay Length (ft)		175
Base Capacity (vph)	1609	818
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.55	0.21
Intersection Summary		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL
Lane Configurations												
Traffic Volume (vph)	5	76	856	20	5	95	724	109	117	188	101	65
Future Volume (vph)	5	76	856	20	5	95	724	109	117	188	101	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	11	12	10	11	11	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		175		0		200		0	200		50	100
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.997				0.980				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1683	3479	0	0	1683	3420	0	1805	1900	1615	1805
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1683	3479	0	0	1683	3420	0	1805	1900	1615	1805
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				13				151	
Link Speed (mph)			30				30			30		
Link Distance (ft)			1444				1701			407		
Travel Time (s)			32.8				38.7			9.3		
Confl. Peds. (#/hr)												
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%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Adj. Flow (vph)	5	83	930	22	5	103	787	118	127	204	110	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	952	0	0	108	905	0	127	204	110	71
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			10				10			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	1.04	1.00	1.09	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	0	1	2		0	1	2		1	2	1	1
Detector Template		Left	Thru			Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	0	20	100		0	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Prot	NA	Perm	Prot
Protected Phases	5	5	2		1	1	6		7	4		3
Permitted Phases											4	
Detector Phase	5	5	2		1	1	6		7	4	4	3
Switch Phase												

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

		
Lane Group	NWT	NWR
Lane Configurations		
Traffic Volume (vph)	142	46
Future Volume (vph)	142	46
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	1
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.963	
Flt Protected		
Satd. Flow (prot)	1830	0
Flt Permitted		
Satd. Flow (perm)	1830	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	13	
Link Speed (mph)	30	
Link Distance (ft)	217	
Travel Time (s)	4.9	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	154	50
Shared Lane Traffic (%)		
Lane Group Flow (vph)	204	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.75
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.7	12.7	48.5		11.7	11.7	47.8		11.7	50.1	50.1	12.0
Total Split (s)	15.2	15.2	48.5		15.8	15.8	47.8		17.0	50.1	50.1	16.0
Total Split (%)	11.7%	11.7%	37.2%		12.1%	12.1%	36.7%		13.0%	38.4%	38.4%	12.3%
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6	3.6	3.6
All-Red Time (s)	4.1	4.1	2.4		3.1	3.1	2.7		3.1	4.0	4.0	3.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		7.7	6.0			6.7	6.3		6.7	7.6	7.6	7.0
Lead/Lag	Lag	Lag	Lead		Lag	Lag	Lead		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min		None	None	C-Min		None	None	None	None
Act Effect Green (s)		11.8	61.1			12.0	60.1		12.0	24.3	24.3	8.2
Actuated g/C Ratio		0.09	0.47			0.09	0.46		0.09	0.19	0.19	0.06
v/c Ratio		0.58	0.58			0.70	0.57		0.77	0.58	0.26	0.63
Control Delay		72.3	27.9			80.4	28.0		85.7	55.9	3.8	83.2
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		72.3	27.9			80.4	28.0		85.7	55.9	3.8	83.2
LOS		E	C			F	C		F	E	A	F
Approach Delay			31.7				33.6			51.5		
Approach LOS			C				C			D		
Queue Length 50th (ft)		71	330			88	310		103	159	0	59
Queue Length 95th (ft)		#167	383			#209	363		#230	237	21	#119
Internal Link Dist (ft)			1364				1621			327		
Turn Bay Length (ft)		175				200			200		50	100
Base Capacity (vph)		151	1631			154	1582		166	619	628	126
Starvation Cap Reductn		0	0			0	0		0	0	0	0
Spillback Cap Reductn		0	0			0	0		0	0	0	0
Storage Cap Reductn		0	0			0	0		0	0	0	0
Reduced v/c Ratio		0.58	0.58			0.70	0.57		0.77	0.33	0.18	0.56

Intersection Summary

Area Type: Other

Cycle Length: 130.4

Actuated Cycle Length: 130.4

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 39.6

Intersection LOS: D

Intersection Capacity Utilization 69.1%

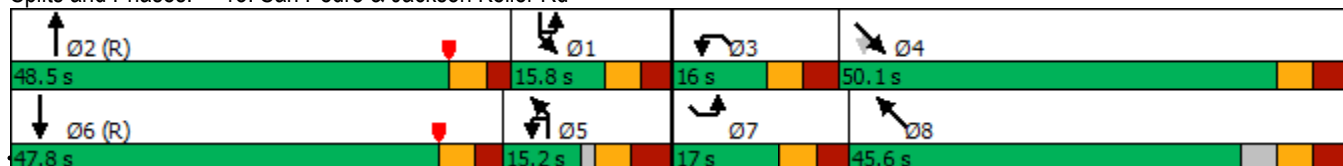
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: San Pedro & Jackson Keller Rd





Lane Group	NWT	NWR
Minimum Initial (s)	5.0	
Minimum Split (s)	45.6	
Total Split (s)	45.6	
Total Split (%)	35.0%	
Yellow Time (s)	3.6	
All-Red Time (s)	4.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.6	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	18.2	
Actuated g/C Ratio	0.14	
v/c Ratio	0.76	
Control Delay	68.4	
Queue Delay	0.0	
Total Delay	68.4	
LOS	E	
Approach Delay	72.2	
Approach LOS	E	
Queue Length 50th (ft)	158	
Queue Length 95th (ft)	230	
Internal Link Dist (ft)	137	
Turn Bay Length (ft)		
Base Capacity (vph)	591	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.35	
Intersection Summary		

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	59	1	8	23	3	7	5	34	948	16	5	14
Future Volume (vph)	59	1	8	23	3	7	5	34	948	16	5	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	8	12	10	11	11	12	10
Grade (%)	0%		0%				0%					
Storage Length (ft)	0		0	0		0		170		0		230
Storage Lanes	1		0	1		0		1		0		1
Taper Length (ft)	0			0				0				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt	0.865		0.891				0.998					
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	1644	0	1805	1693	0	0	1681	3483	0	0	1676
Flt Permitted								0.950				0.950
Satd. Flow (perm)	1900	1644	0	1900	1693	0	0	1681	3483	0	0	1676
Right Turn on Red	Yes			Yes				Yes				
Satd. Flow (RTOR)	9			8				1				
Link Speed (mph)	30			30				30				
Link Distance (ft)	983			1276				396				
Travel Time (s)	22.3			29.0				9.0				
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%				0%				
Adj. Flow (vph)	64	1	9	25	3	8	5	37	1030	17	5	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	10	0	25	11	0	0	42	1047	0	0	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)	12			12				10				
Link Offset(ft)	0			0				0				
Crosswalk Width(ft)	16			16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.20	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	0	2		1	2		0	1	2		0	1
Detector Template	Thru			Left	Thru	Left			Thru	Left		
Leading Detector (ft)	0	100		20	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	Prot	NA		Prot	Prot
Protected Phases	7	4		8	3		5	5	2		1	1
Permitted Phases	4			3								
Detector Phase	7	4		8	3		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	891	41
Future Volume (vph)	891	41
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.993	
Flt Protected		
Satd. Flow (prot)	3465	0
Flt Permitted		
Satd. Flow (perm)	3465	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	4	
Link Speed (mph)	30	
Link Distance (ft)	1444	
Travel Time (s)	32.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	968	45
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1013	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	6.0		5.0	6.0		10.0	10.0	10.0		10.0	10.0
Minimum Split (s)	9.0	38.0		33.0	38.0		16.0	16.0	23.7		16.4	16.4
Total Split (s)	9.0	38.0		33.0	62.0		16.0	16.0	37.6		16.4	16.4
Total Split (%)	7.2%	30.4%		26.4%	49.6%		12.8%	12.8%	30.1%		13.1%	13.1%
Yellow Time (s)	3.5	3.6		3.5	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	0.5	3.4		0.5	3.4		2.4	2.4	2.1		2.8	2.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	4.0	7.0		4.0	7.0			6.0	5.7			6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Act Effect Green (s)	9.1	6.3		10.0	7.1			10.0	101.2			10.0
Actuated g/C Ratio	0.07	0.05		0.08	0.06			0.08	0.81			0.08
v/c Ratio	0.48	0.11		0.17	0.11			0.31	0.37			0.15
Control Delay	64.8	33.4		52.8	35.2			61.0	6.3			56.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	64.8	33.4		52.8	35.2			61.0	6.3			56.4
LOS	E	C		D	D			E	A			E
Approach Delay		60.6			47.4				8.4			
Approach LOS		E			D				A			
Queue Length 50th (ft)	52	1		20	2			33	60			15
Queue Length 95th (ft)	87	20		43	21			71	289			41
Internal Link Dist (ft)		903			1196				316			
Turn Bay Length (ft)								170				230
Base Capacity (vph)	134	414		420	749			134	2819			134
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.48	0.02		0.06	0.01			0.31	0.37			0.15

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.9

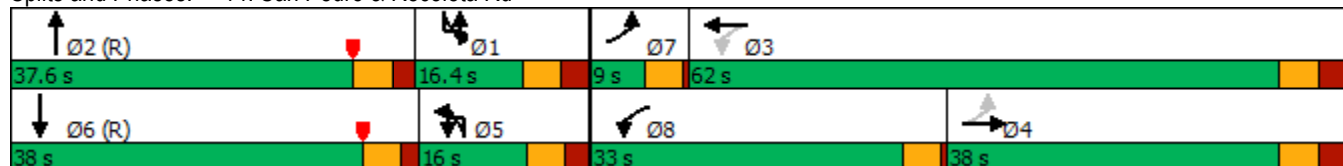
Intersection LOS: B

Intersection Capacity Utilization 52.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 14: San Pedro & Recoleta Rd





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	23.3	
Total Split (s)	38.0	
Total Split (%)	30.4%	
Yellow Time (s)	3.6	
All-Red Time (s)	1.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.3	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	95.3	
Actuated g/C Ratio	0.76	
v/c Ratio	0.38	
Control Delay	7.7	
Queue Delay	0.0	
Total Delay	7.7	
LOS	A	
Approach Delay	8.7	
Approach LOS	A	
Queue Length 50th (ft)	138	
Queue Length 95th (ft)	271	
Internal Link Dist (ft)	1364	
Turn Bay Length (ft)		
Base Capacity (vph)	2641	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.38	
Intersection Summary		

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	278	320	31	110	245	76	5	63	665	95	5	138
Future Volume (vph)	278	320	31	110	245	76	5	63	665	95	5	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	125		0	125		0		250		130		360
Storage Lanes	1		0	1		0		1		0		1
Taper Length (ft)	0			0				25				0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.987			0.964				0.981			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	3563	0	1805	3480	0	0	1682	3423	0	0	1684
Flt Permitted	0.287			0.525				0.950				0.950
Satd. Flow (perm)	545	3563	0	998	3480	0	0	1682	3423	0	0	1684
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		9			35				12			
Link Speed (mph)		30			30				30			
Link Distance (ft)		366			540				449			
Travel Time (s)		8.3			12.3				10.2			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	302	348	34	120	266	83	5	68	723	103	5	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	302	382	0	120	349	0	0	73	826	0	0	155
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		0	1	2		0	1
Detector Template	Left	Thru		Left	Thru			Left	Thru			Left
Leading Detector (ft)	20	100		20	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	Prot	NA		Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	629	180
Future Volume (vph)	629	180
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		360
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		196
Link Speed (mph)	30	
Link Distance (ft)	1510	
Travel Time (s)	34.3	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	684	196
Shared Lane Traffic (%)		
Lane Group Flow (vph)	684	196
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	3.0	5.0		3.0	5.0		6.0	6.0	10.0		6.0	6.0
Minimum Split (s)	10.4	45.0		9.7	45.6		12.7	12.7	37.8		13.0	13.0
Total Split (s)	16.0	48.6		13.0	45.6		17.4	17.4	38.4		20.0	20.0
Total Split (%)	13.0%	39.4%		10.5%	37.0%		14.1%	14.1%	31.1%		16.2%	16.2%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	3.8	3.4		3.1	4.0		3.1	3.1	2.7		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	7.4	7.0		6.7	7.6			6.7	6.3			7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)	33.3	22.1		24.1	15.7			16.8	52.9			13.8
Actuated g/C Ratio	0.27	0.18		0.20	0.13			0.14	0.43			0.11
v/c Ratio	1.09	0.59		0.49	0.74			0.32	0.56			0.82
Control Delay	121.3	49.5		42.5	55.8			50.4	28.3			85.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	121.3	49.5		42.5	55.8			50.4	28.3			85.6
LOS	F	D		D	E			D	C			F
Approach Delay		81.2			52.4				30.1			
Approach LOS		F			D				C			
Queue Length 50th (ft)	~217	149		73	128			51	253			121
Queue Length 95th (ft)	#398	194		122	174			101	331			#212
Internal Link Dist (ft)		286			460				369			
Turn Bay Length (ft)	125			125				250				360
Base Capacity (vph)	276	1208		244	1096			241	1474			222
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	1.09	0.32		0.49	0.32			0.30	0.56			0.70

Intersection Summary

Area Type: Other

Cycle Length: 123.3

Actuated Cycle Length: 123.3

Offset: 100 (81%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 45.5

Intersection LOS: D

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

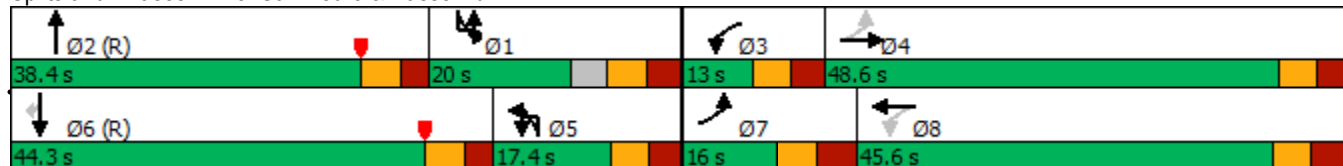
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: San Pedro & Basse Rd





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	44.3	44.3
Total Split (s)	44.3	44.3
Total Split (%)	35.9%	35.9%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.7	2.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	C-Min
Act Effct Green (s)	52.7	52.7
Actuated g/C Ratio	0.43	0.43
v/c Ratio	0.46	0.25
Control Delay	28.1	4.2
Queue Delay	0.0	0.0
Total Delay	28.1	4.2
LOS	C	A
Approach Delay	32.2	
Approach LOS	C	
Queue Length 50th (ft)	220	0
Queue Length 95th (ft)	271	47
Internal Link Dist (ft)	1430	
Turn Bay Length (ft)		360
Base Capacity (vph)	1491	779
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.46	0.25
Intersection Summary		

Lanes, Volumes, Timings
16: San Pedro & W Wildwood

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	11	12	37	18	17	30	683	4	20	747	5
Future Volume (vph)	67	11	12	37	18	17	30	683	4	20	747	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		0	120		0	125		125	230		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.922			0.929			0.999			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1752	0	1805	1765	0	1685	1835	0	1685	1835	0
Flt Permitted	0.732			0.741			0.950			0.950		
Satd. Flow (perm)	1391	1752	0	1408	1765	0	1685	1835	0	1685	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			18							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		727			2005			1039			668	
Travel Time (s)		16.5			45.6			23.6			15.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	73	12	13	40	20	18	33	742	4	22	812	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	25	0	40	38	0	33	746	0	22	817	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		0	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
16: San Pedro & W Wildwood

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	30.3	30.3		26.0	26.0		11.3	30.2		11.0	29.2	
Total Split (s)	30.3	30.3		30.3	30.3		13.1	77.7		12.0	76.6	
Total Split (%)	25.3%	25.3%		25.3%	25.3%		10.9%	64.8%		10.0%	63.8%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.7	2.1		2.4	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		6.3	5.7		6.0	5.7	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	10.7	10.7		10.6	10.6		8.0	95.0		7.2	91.5	
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.07	0.79		0.06	0.76	
v/c Ratio	0.59	0.15		0.33	0.22		0.29	0.51		0.22	0.58	
Control Delay	70.7	31.9		56.6	33.3		48.4	3.0		58.2	12.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	70.7	31.9		56.6	33.3		48.4	3.0		58.2	12.0	
LOS	E	C		E	C		D	A		E	B	
Approach Delay		60.8			45.3			4.9			13.2	
Approach LOS		E			D			A			B	
Queue Length 50th (ft)	55	9		30	15		25	54		17	314	
Queue Length 95th (ft)	102	35		63	47		m45	47		44	561	
Internal Link Dist (ft)		647			1925			959			588	
Turn Bay Length (ft)	120			120			125			230		
Base Capacity (vph)	278	360		281	367		116	1452		102	1398	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.07		0.14	0.10		0.28	0.51		0.22	0.58	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 32 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 13.6

Intersection LOS: B

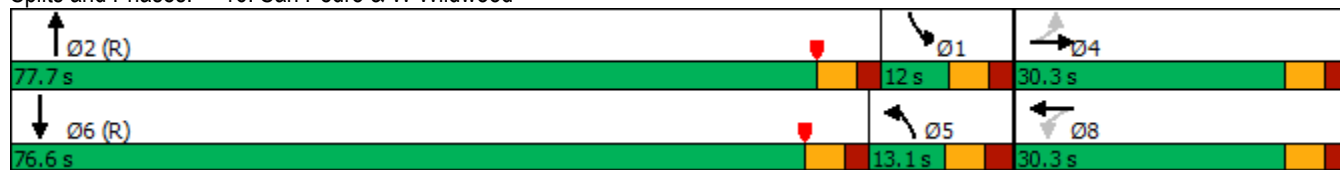
Intersection Capacity Utilization 60.0%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: San Pedro & W Wildwood



Lanes, Volumes, Timings
17: San Pedro & E Audubon Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	38	4	23	28	19	8	671	7	57	688	21
Future Volume (vph)	43	38	4	23	28	19	8	671	7	57	688	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	220		125	220		125
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.963			0.998			0.996	
Flt Protected		0.975			0.984		0.950			0.950		
Satd. Flow (prot)	0	1841	0	0	1800	0	1685	1833	0	1685	1829	0
Flt Permitted		0.975			0.984		0.950			0.950		
Satd. Flow (perm)	0	1841	0	0	1800	0	1685	1833	0	1685	1829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15						1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			475			875			1039	
Travel Time (s)		7.8			10.8			19.9			23.6	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	47	41	4	25	30	21	9	729	8	62	748	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	0	76	0	9	737	0	62	771	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		0	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases												
Detector Phase	4	4		3	3		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
17: San Pedro & E Audubon Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.3	32.3		32.3	32.3		10.7	28.7		10.7	28.7	
Total Split (s)	32.3	32.3		32.3	32.3		10.7	44.7		10.7	44.7	
Total Split (%)	26.9%	26.9%		26.9%	26.9%		8.9%	37.3%		8.9%	37.3%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.3			6.3		5.7	5.7		5.7	5.7	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		9.5			8.1		5.0	75.8		5.0	84.4	
Actuated g/C Ratio		0.08			0.07		0.04	0.63		0.04	0.70	
v/c Ratio		0.63			0.56		0.13	0.64		0.89	0.60	
Control Delay		70.0			58.9		59.6	18.8		123.7	12.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		70.0			58.9		59.6	18.8		123.7	12.4	
LOS		E			E		E	B		F	B	
Approach Delay		70.0			58.9			19.2			20.7	
Approach LOS		E			E			B			C	
Queue Length 50th (ft)		69			47		7	341		49	91	
Queue Length 95th (ft)		120			96		25	574		m#116	446	
Internal Link Dist (ft)		265			395			795			959	
Turn Bay Length (ft)							220			220		
Base Capacity (vph)		400			401		70	1158		70	1286	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.23			0.19		0.13	0.64		0.89	0.60	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 24.3

Intersection LOS: C

Intersection Capacity Utilization 63.8%

ICU Level of Service B

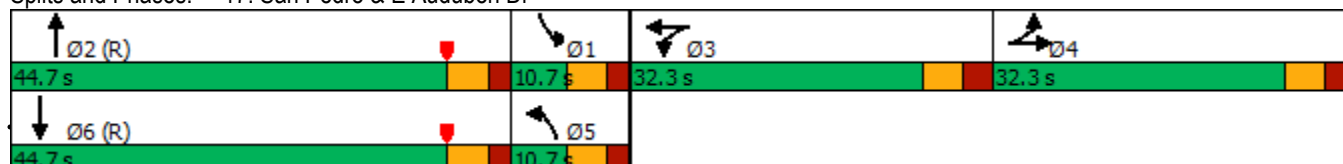
Analysis Period (min) 15

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.

Splits and Phases: 17: San Pedro & E Audubon Dr



Lanes, Volumes, Timings
18: San Pedro & Dora St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	210	72	18	222	19	74	485	20	18	628	81
Future Volume (vph)	171	210	72	18	222	19	74	485	20	18	628	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		175	150		125	100		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.962				0.850		0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1828	0	1805	1900	1615	1685	1826	0	1685	1837	1561
Flt Permitted	0.260			0.498			0.950			0.950		
Satd. Flow (perm)	494	1828	0	946	1900	1615	1685	1826	0	1685	1837	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				126		2				130
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			555			1198			875	
Travel Time (s)		12.3			12.6			27.2			19.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	186	228	78	20	241	21	80	527	22	20	683	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	306	0	20	241	21	80	549	0	20	683	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2	1	1	2		1	2	0
Detector Template	Left	Thru			Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		0	100	20	20	100		20	100	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	8	3		7	4		5	2		1	6	
Permitted Phases	3			4		4						6
Detector Phase	8	3		7	4	4	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
18: San Pedro & Dora St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	21.5	34.6		9.0	37.7	37.7	10.1	70.0		10.1	70.0	70.0
Total Split (s)	21.5	48.7		9.0	37.7	37.7	12.3	70.7		11.6	70.0	70.0
Total Split (%)	15.2%	34.4%		6.4%	26.6%	26.6%	8.7%	50.0%		8.2%	49.5%	49.5%
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	0.5	3.0		0.5	3.1	3.1	1.5	3.1		1.5	2.7	2.7
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)	4.0	6.6		4.0	6.7	6.7	5.1	6.7		5.1	6.3	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	C-Min
Act Effect Green (s)	43.6	35.3		29.7	21.4	21.4	11.6	78.6		10.3	70.9	70.9
Actuated g/C Ratio	0.31	0.25		0.21	0.15	0.15	0.08	0.56		0.07	0.50	0.50
v/c Ratio	0.63	0.66		0.09	0.84	0.06	0.58	0.54		0.16	0.74	0.10
Control Delay	46.3	52.5		32.4	82.0	0.3	78.8	26.6		62.3	35.7	1.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.5	0.0
Total Delay	46.3	52.5		32.4	82.0	0.3	78.8	26.6		62.3	36.3	1.1
LOS	D	D		C	F	A	E	C		E	D	A
Approach Delay		50.1			72.4			33.2			33.0	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	131	254		13	218	0	71	268		18	513	0
Queue Length 95th (ft)	181	329		30	299	0	#184	550		45	701	9
Internal Link Dist (ft)		460			475			1118			795	
Turn Bay Length (ft)						175	150			100		
Base Capacity (vph)	314	572		232	416	452	138	1043		125	920	847
Starvation Cap Reductn	0	0		0	0	0	0	0		0	48	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.59	0.53		0.09	0.58	0.05	0.58	0.53		0.16	0.78	0.10

Intersection Summary

Area Type: Other

Cycle Length: 141.5

Actuated Cycle Length: 141.5

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 42.0

Intersection LOS: D

Intersection Capacity Utilization 76.8%

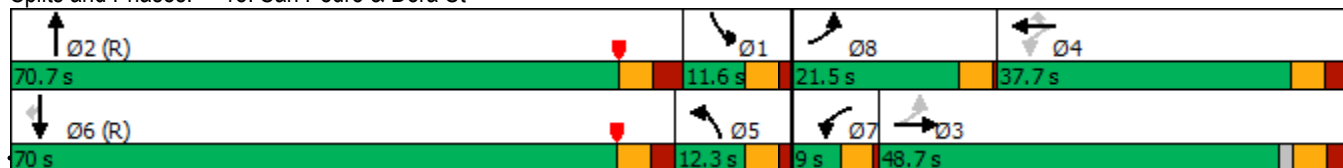
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 18: San Pedro & Dora St



Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	68	12	38	40	119	20	484	43	164	593	8
Future Volume (vph)	49	68	12	38	40	119	20	484	43	164	593	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	120		150	125		0	0		150
Storage Lanes	0		0	1		1	1		0	1		1
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987				0.850		0.988			0.998	
Flt Protected		0.981		0.950			0.950			0.950		
Satd. Flow (prot)	0	1840	0	1805	1900	1615	1685	1815	0	1685	1833	0
Flt Permitted		0.981		0.950			0.261			0.306		
Satd. Flow (perm)	0	1840	0	1805	1900	1615	463	1815	0	543	1833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				176		3			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		362			2251			1626			1198	
Travel Time (s)		8.2			51.2			37.0			27.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	53	74	13	41	43	129	22	526	47	178	645	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	41	43	129	22	573	0	178	654	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2	1	1	2		1	2	
Detector Template		Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	7		3	3		5	2		1	6	
Permitted Phases						3	2			6		
Detector Phase	7	7		3	3	3	5	2		1	6	
Switch Phase												

Lane Group	Ø13
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	13
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	6.0	10.0		6.0	10.0	
Minimum Split (s)	30.3	30.3		34.6	34.6	34.6	11.4	29.2		12.4	28.8	
Total Split (s)	30.3	30.3		34.6	34.6	34.6	11.4	31.1		15.0	34.7	
Total Split (%)	25.3%	25.3%		28.8%	28.8%	28.8%	9.5%	25.9%		12.5%	28.9%	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		3.0	3.0	3.0	1.8	2.1		2.8	1.7	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.3		6.6	6.6	6.6	5.4	5.7		6.4	5.3	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)		14.2		8.2	8.2	8.2	70.3	64.0		76.7	72.6	
Actuated g/C Ratio		0.12		0.07	0.07	0.07	0.59	0.53		0.64	0.60	
v/c Ratio		0.64		0.34	0.33	0.47	0.07	0.59		0.42	0.59	
Control Delay		61.4		59.9	59.4	8.3	10.4	26.6		16.7	19.9	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		61.4		59.9	59.4	8.3	10.4	26.6		16.7	19.9	
LOS		E		E	E	A	B	C		B	B	
Approach Delay		61.4			28.6			26.0			19.2	
Approach LOS		E			C			C			B	
Queue Length 50th (ft)		102		31	32	0	5	210		49	324	
Queue Length 95th (ft)		163		67	69	23	m15	479		97	529	
Internal Link Dist (ft)		282			2171			1546			1118	
Turn Bay Length (ft)				120		150	125					
Base Capacity (vph)		371		421	443	511	332	969		428	1109	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.38		0.10	0.10	0.25	0.07	0.59		0.42	0.59	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 20 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 25.9

Intersection LOS: C

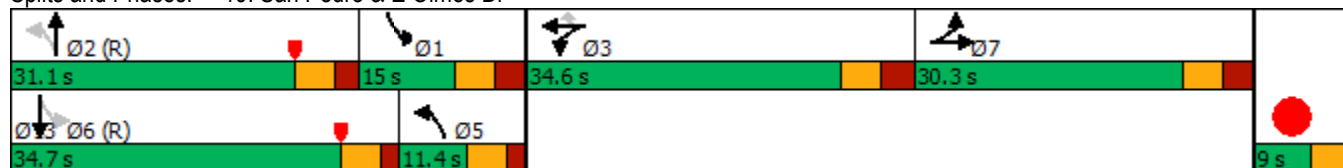
Intersection Capacity Utilization 66.2%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: San Pedro & E Olmos Dr



Lane Group	Ø13
Minimum Initial (s)	5.0
Minimum Split (s)	9.0
Total Split (s)	9.0
Total Split (%)	8%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
20: San Pedro & E Hildebrand Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	769	93	52	520	55	99	381	56	78	489	60
Future Volume (vph)	83	769	93	52	520	55	99	381	56	78	489	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	225		125	125		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3552	0	1805	3559	0	1685	1773	1507	1685	1837	1561
Flt Permitted	0.281			0.106			0.950			0.950		
Satd. Flow (perm)	534	3552	0	201	3559	0	1685	1773	1507	1685	1837	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			11				85			85
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2159			1702			1484			1626	
Travel Time (s)		49.1			38.7			33.7			37.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	90	836	101	57	565	60	108	414	61	85	532	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	937	0	57	625	0	108	414	61	85	532	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
20: San Pedro & E Hildebrand Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	31.3	31.3		29.3	29.3		9.0	30.3	30.3	9.0	31.3	31.3
Total Split (s)	50.0	50.0		50.0	50.0		17.0	52.0	52.0	18.0	53.0	53.0
Total Split (%)	41.7%	41.7%		41.7%	41.7%		14.2%	43.3%	43.3%	15.0%	44.2%	44.2%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.7	2.7		2.7	2.7		2.4	2.7	2.7	2.4	2.7	2.7
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)	6.3	6.3		6.3	6.3		6.0	6.3	6.3	6.0	6.3	6.3
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effect Green (s)	37.6	37.6		37.6	37.6		11.2	56.3	56.3	9.8	52.6	52.6
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.09	0.47	0.47	0.08	0.44	0.44
v/c Ratio	0.54	0.84		0.90	0.56		0.69	0.50	0.08	0.62	0.66	0.09
Control Delay	45.7	44.8		131.2	35.1		68.6	23.7	4.4	65.0	41.7	11.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	44.8		131.2	35.1		68.6	23.7	4.4	65.0	41.7	11.6
LOS	D	D		F	D		E	C	A	E	D	B
Approach Delay		44.9			43.1			30.0			41.7	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	57	347		42	205		84	240	6	69	313	6
Queue Length 95th (ft)	110	400		#123	246		#165	301	17	m116	388	m32
Internal Link Dist (ft)		2079			1622			1404			1546	
Turn Bay Length (ft)	200			200			225		125	125		125
Base Capacity (vph)	194	1301		73	1303		168	832	752	169	809	735
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.72		0.78	0.48		0.64	0.50	0.08	0.50	0.66	0.09

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 40.8

Intersection LOS: D

Intersection Capacity Utilization 80.4%

ICU Level of Service D

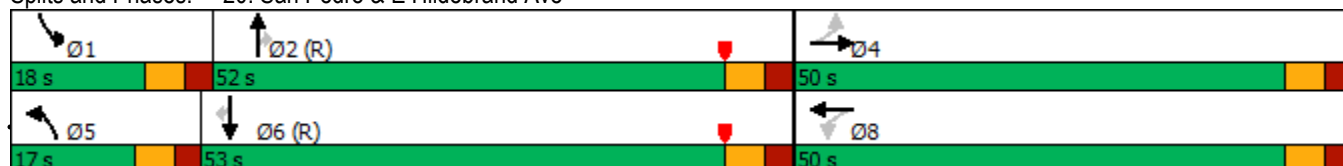
Analysis Period (min) 15

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.

Splits and Phases: 20: San Pedro & E Hildebrand Ave



Lanes, Volumes, Timings
21: San Pedro & W Summit Ave

2027 - Build Condition - Mitigated Models - AM Peak

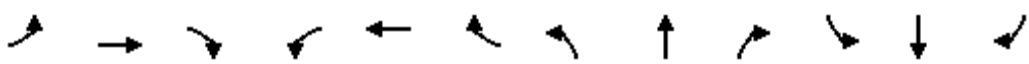
05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	46	34	14	33	11	6	436	5	2	635	31
Future Volume (vph)	37	46	34	14	33	11	6	436	5	2	635	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		125	0		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.936			0.962				0.850			0.850
Flt Protected	0.950			0.950				0.999				
Satd. Flow (prot)	1805	1778	0	1805	1828	0	0	1834	1561	0	1837	1507
Flt Permitted	0.950			0.950				0.991			0.999	
Satd. Flow (perm)	1805	1778	0	1805	1828	0	0	1820	1561	0	1835	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			12				64			64
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			1703			698			1362	
Travel Time (s)		12.3			38.7			15.9			31.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	50	37	15	36	12	7	474	5	2	690	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	87	0	15	48	0	0	481	5	0	692	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		0	2	1	0	2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100		0	100	20	0	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		6
Detector Phase	7	4		3	8		2	2	2	6	6	6
Switch Phase												

Lanes, Volumes, Timings
21: San Pedro & W Summit Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.0	28.0		9.0	28.0		25.7	25.7	25.7	25.7	25.7	25.7
Total Split (s)	10.0	29.0		9.0	28.0		82.0	82.0	82.0	82.0	82.0	82.0
Total Split (%)	8.3%	24.2%		7.5%	23.3%		68.3%	68.3%	68.3%	68.3%	68.3%	68.3%
Yellow Time (s)	3.5	3.6		3.5	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.4		0.5	2.4		2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	6.0		4.0	6.0			5.7	5.7		5.7	5.7
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
Act Effect Green (s)	8.1	12.7		6.6	7.1			91.0	91.0		91.0	91.0
Actuated g/C Ratio	0.07	0.11		0.06	0.06			0.76	0.76		0.76	0.76
v/c Ratio	0.33	0.41		0.15	0.40			0.35	0.00		0.50	0.03
Control Delay	59.9	40.7		56.9	52.6			3.7	0.0		4.9	0.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	59.9	40.7		56.9	52.6			3.7	0.0		4.9	0.0
LOS	E	D		E	D			A	A		A	A
Approach Delay		46.7			53.6			3.7			4.7	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	30	41		11	27			67	0		126	0
Queue Length 95th (ft)	65	96		34	66			66	m0		153	m0
Internal Link Dist (ft)		460			1623			618			1282	
Turn Bay Length (ft)	100			100					125			125
Base Capacity (vph)	123	362		98	344			1379	1198		1390	1157
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.33	0.24		0.15	0.14			0.35	0.00		0.50	0.03

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 10.3

Intersection LOS: B

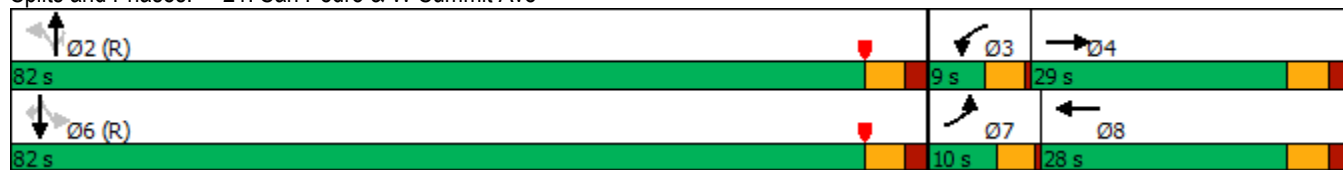
Intersection Capacity Utilization 60.9%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: San Pedro & W Summit Ave



Lanes, Volumes, Timings
22: San Pedro & W Mulberry Ave

2027 - Build Condition - Mitigated Models - AM Peak

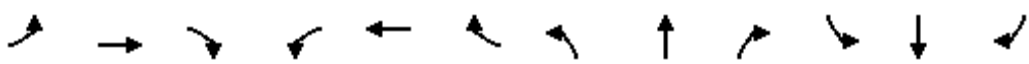
05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	45	18	31	36	12	2	388	43	5	666	25
Future Volume (vph)	4	45	18	31	36	12	2	388	43	5	666	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	9
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	0		125	0		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.957			0.962				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1805	1818	0	1805	1828	0	0	1773	1507	0	1773	1454
Flt Permitted	0.723			0.712				0.998			0.998	
Satd. Flow (perm)	1374	1818	0	1353	1828	0	0	1770	1507	0	1770	1454
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			12				47			27
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			0			1400			698	
Travel Time (s)		12.4			0.0			31.8			15.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	4	49	20	34	39	13	2	422	47	5	724	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	69	0	34	52	0	0	424	47	0	729	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		0	2	1	0	2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100		0	100	20	0	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												

Lanes, Volumes, Timings
22: San Pedro & W Mulberry Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0		28.0	28.0		28.0	28.0	28.0	27.7	27.7	27.7
Total Split (s)	29.0	29.0		29.0	29.0		91.0	91.0	91.0	91.0	91.0	91.0
Total Split (%)	24.2%	24.2%		24.2%	24.2%		75.8%	75.8%	75.8%	75.8%	75.8%	75.8%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.4	2.4	2.4	2.1	2.1	2.1
Lost Time Adjust (s)	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	6.0			6.0	6.0		5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
Act Effect Green (s)	8.2	8.2		8.2	8.2		103.2	103.2			103.5	103.5
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.86	0.86			0.86	0.86
v/c Ratio	0.04	0.50		0.37	0.39		0.28	0.04			0.48	0.02
Control Delay	51.2	54.6		63.7	50.6		3.1	1.3			3.8	1.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.6	0.0
Total Delay	51.2	54.6		63.7	50.6		3.1	1.3			4.4	1.8
LOS	D	D		E	D		A	A			A	A
Approach Delay		54.4			55.8		2.9				4.3	
Approach LOS		D			E		A				A	
Queue Length 50th (ft)	3	41		26	30		49	0			76	0
Queue Length 95th (ft)	14	87		59	70		137	12			167	m4
Internal Link Dist (ft)		467			1		1320				618	
Turn Bay Length (ft)	100							125				125
Base Capacity (vph)	263	360		259	360		1522	1303			1526	1257
Starvation Cap Reductn	0	0		0	0		0	0			400	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.02	0.19		0.13	0.14		0.28	0.04			0.65	0.02

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 66 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 9.7

Intersection LOS: A

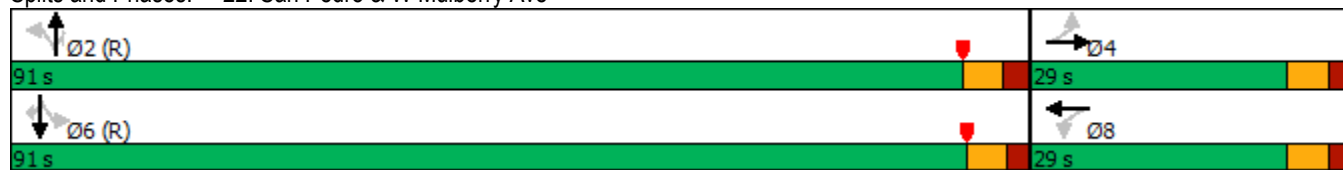
Intersection Capacity Utilization 62.6%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: San Pedro & W Mulberry Ave



Lanes, Volumes, Timings
23: San Pedro & Woodlawn

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	208	53	10	150	10	7	449	8	11	711	24
Future Volume (vph)	31	208	53	10	150	10	7	449	8	11	711	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	9
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.969			0.991				0.850			0.850
Flt Protected	0.950			0.950				0.999			0.999	
Satd. Flow (prot)	1770	1805	0	1770	1846	0	0	1737	1478	0	1737	1425
Flt Permitted	0.521			0.268				0.988			0.991	
Satd. Flow (perm)	970	1805	0	499	1846	0	0	1718	1478	0	1723	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			3				27			27
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		570			578			788			1400	
Travel Time (s)		13.0			13.1			17.9			31.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	34	226	58	11	163	11	8	488	9	12	773	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	284	0	11	174	0	0	496	9	0	785	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												

Lanes, Volumes, Timings
23: San Pedro & Woodlawn

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0		28.0	28.0		27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	36.0	36.0		36.0	36.0		84.0	84.0	84.0	84.0	84.0	84.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	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	6.0			6.0	6.0		6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	22.6	22.6		22.6	22.6			85.4	85.4		85.4	85.4
Actuated g/C Ratio	0.19	0.19		0.19	0.19			0.71	0.71		0.71	0.71
v/c Ratio	0.19	0.82		0.12	0.50			0.41	0.01		0.64	0.03
Control Delay	40.9	63.1		40.2	46.7			9.0	0.4		10.5	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	40.9	63.1		40.2	46.7			9.0	0.4		10.5	0.9
LOS	D	E		D	D			A	A		B	A
Approach Delay		60.7			46.3			8.9			10.2	
Approach LOS		E			D			A			B	
Queue Length 50th (ft)	22	206		7	120			139	0		128	0
Queue Length 95th (ft)	49	284		23	177			248	1		727	m4
Internal Link Dist (ft)		490			498			708			1320	
Turn Bay Length (ft)									125			125
Base Capacity (vph)	242	459		124	464			1223	1060		1226	1022
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.14	0.62		0.09	0.38			0.41	0.01		0.64	0.03

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 53 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 22.3

Intersection LOS: C

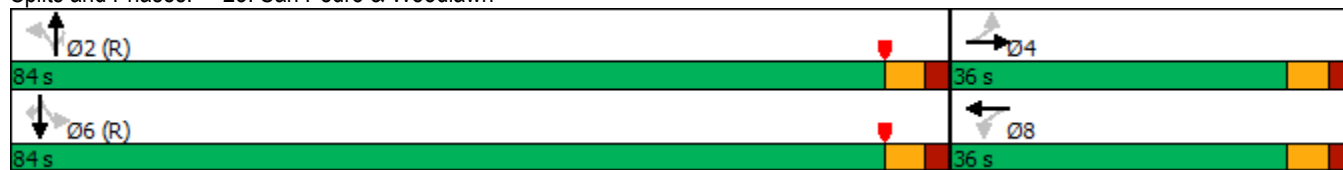
Intersection Capacity Utilization 79.6%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: San Pedro & Woodlawn



Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

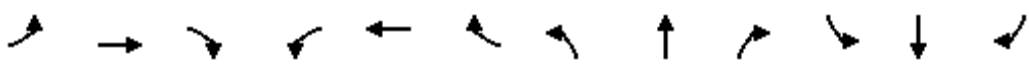
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	173	78	283	101	56	65	434	50	148	560	41
Future Volume (vph)	31	173	78	283	101	56	65	434	50	148	560	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	150		0	150		125	50		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Flt		0.953			0.946			0.985			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1811	0	1805	1797	0	1685	3319	0	1685	3336	0
Flt Permitted	0.613			0.477			0.950			0.950		
Satd. Flow (perm)	1165	1811	0	906	1797	0	1685	3319	0	1685	3336	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			27			9			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		534			305			964			593	
Travel Time (s)		12.1			6.9			21.9			13.5	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	34	188	85	308	110	61	71	472	54	161	609	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	273	0	308	171	0	71	526	0	161	654	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lane Group	Ø13
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	13
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	30.3	30.3		30.3	30.3		8.7	29.2		8.7	28.7	
Total Split (s)	61.0	61.0		61.0	61.0		16.0	34.0		25.0	43.0	
Total Split (%)	47.3%	47.3%		47.3%	47.3%		12.4%	26.4%		19.4%	33.3%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min		Min	Min		None	C-Min		None	C-Min	
Act Effect Green (s)	45.0	45.0		45.0	45.0		12.8	50.6		15.7	55.5	
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.10	0.39		0.12	0.43	
v/c Ratio	0.08	0.42		0.97	0.27		0.43	0.40		0.79	0.45	
Control Delay	25.1	30.0		85.1	24.4		61.6	31.9		79.7	30.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.1	30.0		85.1	24.4		61.6	31.9		79.7	30.3	
LOS	C	C		F	C		E	C		E	C	
Approach Delay		29.4			63.4			35.4			40.1	
Approach LOS		C			E			D			D	
Queue Length 50th (ft)	19	155		247	83		56	166		133	216	
Queue Length 95th (ft)	39	210		#387	126		106	259		200	303	
Internal Link Dist (ft)		454			225			884			513	
Turn Bay Length (ft)	150			150			150			50		
Base Capacity (vph)	493	780		384	777		182	1306		259	1438	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.35		0.80	0.22		0.39	0.40		0.62	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 129

Actuated Cycle Length: 129

Offset: 68 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 42.4

Intersection LOS: D

Intersection Capacity Utilization 71.3%

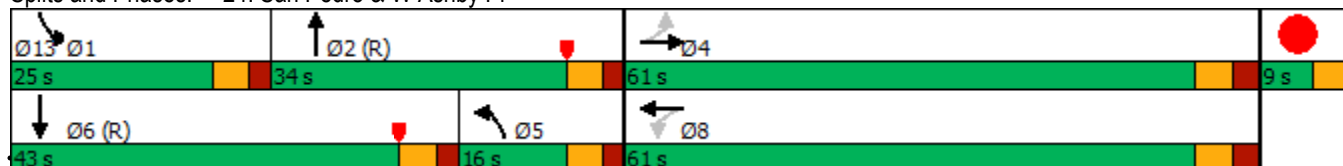
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 24: San Pedro & W Ashby PI



Lane Group	Ø13
Minimum Initial (s)	5.0
Minimum Split (s)	9.0
Total Split (s)	9.0
Total Split (%)	7%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	39	0	51	0	0	98	49	496	196	5	196	671
Future Volume (vph)	39	0	51	0	0	98	49	496	196	5	196	671
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	12	12	10	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	150		200		200	
Storage Lanes	1		0	0		1	1		1		1	
Taper Length (ft)	25			25			25				0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.850				0.865			0.850			0.995
Flt Protected	0.950						0.950				0.950	
Satd. Flow (prot)	1805	1615	0	0	0	1611	1685	1837	1583	0	1652	1827
Flt Permitted	0.950						0.950				0.463	
Satd. Flow (perm)	1805	1615	0	0	0	1611	1685	1837	1583	0	805	1827
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		307				436			175			2
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1426			434			385				572
Travel Time (s)		32.4			9.9			8.8				13.0
Confl. Peds. (#/hr)												
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 (%)	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	42	0	55	0	0	107	53	539	213	5	213	729
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	55	0	0	0	107	53	539	213	0	218	756
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			10				10
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.00	1.00	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2				1	1	2	1	0	1	2
Detector Template	Left	Thru				Right	Left	Thru	Right		Left	Thru
Leading Detector (ft)	20	100				20	20	100	20	0	20	100
Trailing Detector (ft)	0	0				0	0	0	0	0	0	0
Turn Type	Perm	NA				Perm	Prot	NA	Perm	custom	Prot	NA
Protected Phases		4					5	2			1	6
Permitted Phases	4					8			2	1		
Detector Phase	4	4				8	5	2	2	1	1	6
Switch Phase												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	25
Future Volume (vph)	25
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	27
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)	5.0	5.0				5.0	5.0	10.0	10.0	5.0	5.0	10.0
Minimum Split (s)	35.3	35.3				35.3	11.6	33.2	33.2	11.3	11.3	34.7
Total Split (s)	35.3	35.3				35.3	16.1	57.7	57.7	32.0	32.0	73.6
Total Split (%)	28.2%	28.2%				28.2%	12.9%	46.2%	46.2%	25.6%	25.6%	58.9%
Yellow Time (s)	3.6	3.6				3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.7	2.7				2.7	3.0	2.1	2.1	2.7	2.7	2.1
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.3				6.3	6.6	5.7	5.7		6.3	5.7
Lead/Lag							Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None				None	None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	8.4	8.4				8.4	8.7	72.6	72.6		25.7	91.8
Actuated g/C Ratio	0.07	0.07				0.07	0.07	0.58	0.58		0.21	0.73
v/c Ratio	0.35	0.14				0.21	0.45	0.51	0.21		1.32	0.56
Control Delay	62.8	0.7				0.9	67.9	18.0	3.6		220.0	10.7
Queue Delay	0.0	0.0				0.0	0.0	7.9	0.0		0.0	0.0
Total Delay	62.8	0.7				0.9	67.9	25.9	3.6		220.0	10.7
LOS	E	A				A	E	C	A		F	B
Approach Delay		27.6			0.9			22.7				57.5
Approach LOS		C			A			C				E
Queue Length 50th (ft)	33	0				0	42	245	13		~227	272
Queue Length 95th (ft)	70	0				0	85	362	50		#387	411
Internal Link Dist (ft)		1346			354			305				492
Turn Bay Length (ft)	175						150		200		200	
Base Capacity (vph)	418	610				708	128	1067	993		165	1341
Starvation Cap Reductn	0	0				0	0	480	0		0	0
Spillback Cap Reductn	0	0				0	0	0	0		0	0
Storage Cap Reductn	0	0				0	0	0	0		0	0
Reduced v/c Ratio	0.10	0.09				0.15	0.41	0.92	0.21		1.32	0.56

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay: 38.9

Intersection LOS: D

Intersection Capacity Utilization 68.0%

ICU Level of Service C

Analysis Period (min) 15

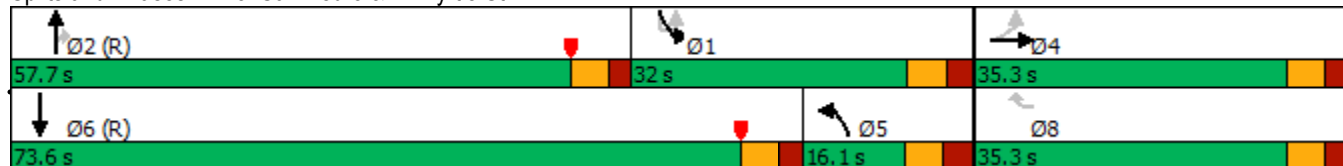
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 25: San Pedro & W Myrtle St





Lane Group	SBR
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
26: San Pedro & Park Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	14	36	549	671	21
Future Volume (vph)	2	14	36	549	671	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	10	10
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	100			125
Storage Lanes	1	0	1			0
Taper Length (ft)	0		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.881				0.996	
Flt Protected	0.994		0.950			
Satd. Flow (prot)	1664	0	1745	1900	1766	0
Flt Permitted	0.994		0.950			
Satd. Flow (perm)	1664	0	1745	1900	1766	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	15				1	
Link Speed (mph)	30			30	30	
Link Distance (ft)	186			347	385	
Travel Time (s)	4.2			7.9	8.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	15	39	597	729	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	39	597	752	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.09	1.09
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Turn Type	Prot		Prot	NA	NA	
Protected Phases	3		2	5	1	
Permitted Phases						
Detector Phase	3		2	5	1	
Switch Phase						

Lanes, Volumes, Timings
26: San Pedro & Park Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0		10.0	10.0	10.0	
Minimum Split (s)	36.0		34.8	34.8	33.8	
Total Split (s)	36.0		36.0	84.0	48.0	
Total Split (%)	30.0%		30.0%	70.0%	40.0%	
Yellow Time (s)	3.6		3.6	3.6	3.6	
All-Red Time (s)	2.4		1.7	1.7	1.7	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		5.3	5.3	5.3	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max	Max	Max	
Act Effect Green (s)	6.1		30.7	112.7	73.5	
Actuated g/C Ratio	0.05		0.26	0.94	0.61	
v/c Ratio	0.17		0.09	0.33	0.70	
Control Delay	29.8		25.3	1.0	21.6	
Queue Delay	0.0		0.0	0.0	51.1	
Total Delay	29.8		25.3	1.0	72.6	
LOS	C		C	A	E	
Approach Delay	29.8			2.5	72.6	
Approach LOS	C			A	E	
Queue Length 50th (ft)	2		23	0	321	
Queue Length 95th (ft)	26		m37	45	623	
Internal Link Dist (ft)	106			267	305	
Turn Bay Length (ft)			100			
Base Capacity (vph)	427		446	1784	1081	
Starvation Cap Reductn	0		0	163	397	
Spillback Cap Reductn	36		0	0	38	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.04		0.09	0.37	1.10	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBL, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 40.4

Intersection LOS: D

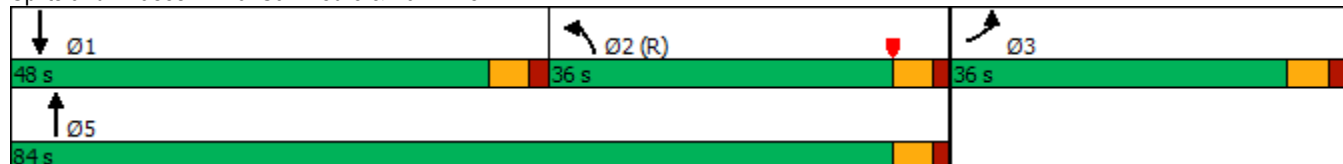
Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: San Pedro & Park Ave



Lanes, Volumes, Timings
27: San Pedro & Evergreen

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	53	14	5	624	95	5	39	584
Future Volume (vph)	53	14	5	624	95	5	39	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	11	11
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	0		150		150	
Storage Lanes	1	0	0		0		1	
Taper Length (ft)	25		25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								
Frt	0.972			0.982				
Flt Protected	0.962						0.950	
Satd. Flow (prot)	1742	0	0	1707	0	0	1711	1801
Flt Permitted	0.962			0.997			0.336	
Satd. Flow (perm)	1742	0	0	1702	0	0	605	1801
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)	10			12				
Link Speed (mph)	30			30				30
Link Distance (ft)	246			437				347
Travel Time (s)	5.6			9.9				7.9
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	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%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Adj. Flow (vph)	58	15	5	678	103	5	42	635
Shared Lane Traffic (%)								
Lane Group Flow (vph)	73	0	0	786	0	0	47	635
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			11				11
Link Offset(ft)	0			0				0
Crosswalk Width(ft)	16			16				16
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15	9	9		9	9	15	
Number of Detectors	1		1	2		1	1	2
Detector Template	Left		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20		20	100		20	20	100
Trailing Detector (ft)	0		0	0		0	0	0
Turn Type	Prot		Perm	NA		custom	pm+pt	NA
Protected Phases	8			2			1	6
Permitted Phases			2			1	6	
Detector Phase	8		2	2		1	1	6
Switch Phase								

Lanes, Volumes, Timings
27: San Pedro & Evergreen

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)	5.0		10.0	10.0		3.0	3.0	10.0
Minimum Split (s)	30.8		29.8	29.8		10.3	10.3	29.8
Total Split (s)	31.0		78.7	78.7		10.3	10.3	89.0
Total Split (%)	25.8%		65.6%	65.6%		8.6%	8.6%	74.2%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.7		1.7	1.7		1.7	1.7	1.7
Lost Time Adjust (s)	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.3			5.3			5.3	5.3
Lead/Lag			Lag	Lag		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode	None		C-Max	C-Max		None	None	C-Max
Act Effect Green (s)	9.7			92.9			101.1	102.1
Actuated g/C Ratio	0.08			0.77			0.84	0.85
v/c Ratio	0.49			0.60			0.08	0.41
Control Delay	55.5			10.4			0.5	1.7
Queue Delay	0.0			2.7			0.0	0.8
Total Delay	55.5			13.1			0.5	2.5
LOS	E			B			A	A
Approach Delay	55.5			13.1				2.4
Approach LOS	E			B				A
Queue Length 50th (ft)	47			266			2	133
Queue Length 95th (ft)	94			449			m1	10
Internal Link Dist (ft)	166			357				267
Turn Bay Length (ft)							150	
Base Capacity (vph)	366			1319			566	1532
Starvation Cap Reductn	0			398			0	552
Spillback Cap Reductn	0			0			0	0
Storage Cap Reductn	0			0			0	0
Reduced v/c Ratio	0.20			0.85			0.08	0.65

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTU and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 10.3

Intersection LOS: B

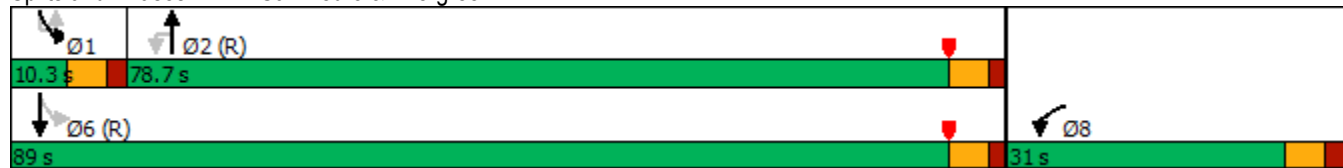
Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: San Pedro & Evergreen



Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	18	5	14	12	2	13	5	11	665	8	14	697
Future Volume (vph)	18	5	14	12	2	13	5	11	665	8	14	697
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	1	12	1	12	10	11	11	11	11
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	150		0	0		0		175		125	100	
Storage Lanes	1		0	0		0		1		0	1	
Taper Length (ft)	0			0				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.887			0.935				0.998			0.997
Flt Protected	0.950				0.978			0.950			0.950	
Satd. Flow (prot)	1805	1685	0	0	1737	0	0	1675	1833	0	1745	1831
Flt Permitted	0.950				0.978			0.097			0.387	
Satd. Flow (perm)	1805	1685	0	0	1737	0	0	171	1833	0	711	1831
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		15			14				1			1
Link Speed (mph)		30			30				30			30
Link Distance (ft)		360			375				400			437
Travel Time (s)		8.2			8.5				9.1			9.9
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Adj. Flow (vph)	20	5	15	13	2	14	5	12	723	9	15	758
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	20	0	0	29	0	0	17	732	0	15	774
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				11			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.75	1.00	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		0	2		0	1	2		1	2
Detector Template	Left	Thru			Thru			Left	Thru		Left	Thru
Leading Detector (ft)	20	100		0	100		0	20	100		20	100
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	Split	NA		Split	NA		pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	4	4		3	3		2	2	5		1	6
Permitted Phases							5	5			6	
Detector Phase	4	4		3	3		2	2	5		1	6
Switch Phase												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Grade (%)	
Storage Length (ft)	125
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	16
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	31.7	31.7		31.7	31.7		31.0	31.0	31.0		9.0	31.0
Total Split (s)	31.7	31.7		31.7	31.7		31.6	31.6	77.6		9.0	55.0
Total Split (%)	21.1%	21.1%		21.1%	21.1%		21.1%	21.1%	51.7%		6.0%	36.7%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.7	2.7		2.7	2.7		2.0	2.0	2.0		0.5	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	6.2			6.2			5.5	5.5		4.0	5.5
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		C-Min	C-Min	Min		None	Min
Act Effct Green (s)	5.7	5.7			5.4			129.9	128.1		77.9	70.6
Actuated g/C Ratio	0.04	0.04			0.04			0.87	0.85		0.52	0.47
v/c Ratio	0.29	0.26			0.38			0.02	0.47		0.04	0.90
Control Delay	80.5	43.1			58.2			3.1	6.8		9.9	51.0
Queue Delay	0.0	0.0			0.0			0.0	2.1		0.0	48.7
Total Delay	80.5	43.1			58.2			3.1	8.8		9.9	99.7
LOS	F	D			E			A	A		A	F
Approach Delay		61.8			58.2				8.7			98.0
Approach LOS		E			E				A			F
Queue Length 50th (ft)	20	5			15			3	186		4	682
Queue Length 95th (ft)	49	34			50			8	405		10	#947
Internal Link Dist (ft)		280			295				320			357
Turn Bay Length (ft)	150							175			100	
Base Capacity (vph)	306	298			306			687	1565		408	862
Starvation Cap Reductn	0	0			0			0	655		0	287
Spillback Cap Reductn	0	0			0			0	0		0	0
Storage Cap Reductn	0	0			0			0	0		0	0
Reduced v/c Ratio	0.07	0.07			0.09			0.02	0.80		0.04	1.35

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 54.8

Intersection LOS: D

Intersection Capacity Utilization 55.6%

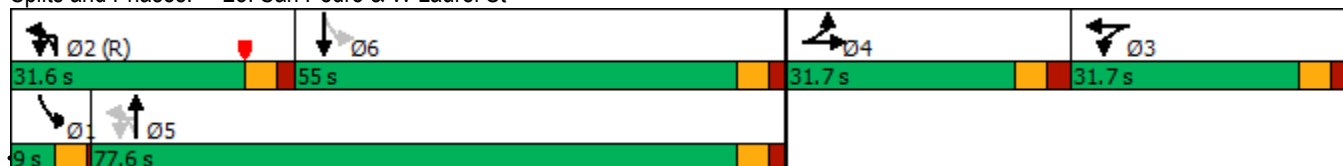
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 28: San Pedro & W Laurel St





Lane Group	SBR
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	133	536	122	17	135	21	79	513	31	5	44	586
Future Volume (vph)	133	536	122	17	135	21	79	513	31	5	44	586
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	12	10	10
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	150		125		100	
Storage Lanes	1		0	1		0	1		0		1	
Taper Length (ft)	0			0			25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.972			0.980			0.991				0.988
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1805	3509	0	1805	3538	0	1685	1820	0	0	1681	1752
Flt Permitted	0.552			0.169			0.206				0.289	
Satd. Flow (perm)	1049	3509	0	321	3538	0	365	1820	0	0	512	1752
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		21			13			3				4
Link Speed (mph)		30			30			30				30
Link Distance (ft)		425			314			1133				400
Travel Time (s)		9.7			7.1			25.8				9.1
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	145	583	133	18	147	23	86	558	34	5	48	637
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	716	0	18	170	0	86	592	0	0	53	694
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			10				10
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.00	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2		1	2		0	1	2
Detector Template	Left	Thru		Left	Thru		Left	Thru			Left	Thru
Leading Detector (ft)	20	100		20	100		20	100		0	20	100
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	
Detector Phase	7	4		3	8		5	2		1	1	6
Switch Phase												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	52
Future Volume (vph)	52
Ideal Flow (vphpl)	1900
Lane Width (ft)	10
Grade (%)	
Storage Length (ft)	125
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	57
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.3	34.3		9.0	34.6		28.0	30.3		12.0	12.0	30.3
Total Split (s)	11.3	36.9		9.0	34.6		28.0	67.1		12.0	12.0	51.1
Total Split (%)	9.0%	29.5%		7.2%	27.7%		22.4%	53.7%		9.6%	9.6%	40.9%
Yellow Time (s)	3.5	3.6		3.5	3.6		3.5	3.6		3.6	3.6	3.6
All-Red Time (s)	0.5	2.7		0.5	3.0		0.5	2.7		3.4	3.4	2.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.3		4.0	6.6		4.0	6.3			7.0	6.3
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max		None	None	C-Max
Act Effect Green (s)	34.5	29.3		28.9	21.3		78.5	69.3			72.5	67.4
Actuated g/C Ratio	0.28	0.23		0.23	0.17		0.63	0.55			0.58	0.54
v/c Ratio	0.44	0.86		0.14	0.28		0.27	0.59			0.15	0.73
Control Delay	38.4	55.3		31.9	41.3		11.4	23.4			11.7	29.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	51.6
Total Delay	38.4	55.3		31.9	41.3		11.4	23.4			11.7	81.1
LOS	D	E		C	D		B	C			B	F
Approach Delay		52.5			40.4			21.9				76.2
Approach LOS		D			D			C				E
Queue Length 50th (ft)	93	278		11	59		23	315			15	395
Queue Length 95th (ft)	138	356		28	87		51	486			37	#717
Internal Link Dist (ft)		345			234			1053				320
Turn Bay Length (ft)	175						150				100	
Base Capacity (vph)	333	879		133	802		492	1009			350	947
Starvation Cap Reductn	0	0		0	0		0	0			0	329
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.44	0.81		0.14	0.21		0.17	0.59			0.15	1.12

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 50.3

Intersection LOS: D

Intersection Capacity Utilization 78.4%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 29: San Pedro & Cypress St





Lane Group	SBR
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
30: San Pedro & Euclid Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	833	63	146	758	34	69	11	36	48	20	17
Future Volume (vph)	57	833	63	146	758	34	69	11	36	48	20	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	1	1	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		125	0		125	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990			0.994			0.885			0.974	
Flt Protected	0.950			0.950			0.950				0.973	
Satd. Flow (prot)	1805	1881	0	1805	1889	0	1805	1682	0	0	1801	0
Flt Permitted	0.950			0.950			0.690				0.796	
Satd. Flow (perm)	1805	1881	0	1805	1889	0	1311	1682	0	0	1473	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			39			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		454			447			211			219	
Travel Time (s)		10.3			10.2			4.8			5.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	62	905	68	159	824	37	75	12	39	52	22	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	973	0	159	861	0	75	51	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	1.75	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		0	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100		20	100		0	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												

Lanes, Volumes, Timings
30: San Pedro & Euclid Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.7	30.2		10.3	29.9		30.8	30.8		30.8	30.8	
Total Split (s)	12.8	71.6		18.0	76.8		30.8	30.8		30.8	30.8	
Total Split (%)	10.6%	59.5%		15.0%	63.8%		25.6%	25.6%		25.6%	25.6%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1		1.7	1.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.7	5.7		5.3	5.3		6.3	6.3			6.3	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	16.2	79.0		13.9	79.0		10.3	10.3			10.3	
Actuated g/C Ratio	0.13	0.66		0.12	0.66		0.09	0.09			0.09	
v/c Ratio	0.26	0.79		0.77	0.69		0.68	0.28			0.69	
Control Delay	47.4	21.6		75.7	20.0		80.4	24.3			72.8	
Queue Delay	0.0	0.0		0.0	8.1		0.0	0.0			0.0	
Total Delay	47.4	21.6		75.7	28.1		80.4	24.3			72.8	
LOS	D	C		E	C		F	C			E	
Approach Delay		23.1			35.5			57.7			72.8	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	42	544		117	457		58	9			64	
Queue Length 95th (ft)	85	776		#242	702		106	46			116	
Internal Link Dist (ft)		374			367			131			139	
Turn Bay Length (ft)	100											
Base Capacity (vph)	245	1235		211	1255		266	373			306	
Starvation Cap Reductn	0	0		0	355		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.25	0.79		0.75	0.96		0.28	0.14			0.30	

Intersection Summary

Area Type: Other

Cycle Length: 120.4

Actuated Cycle Length: 120.4

Offset: 114 (95%), Referenced to phase 2:NWT and 6:SET, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 32.6

Intersection LOS: C

Intersection Capacity Utilization 81.6%

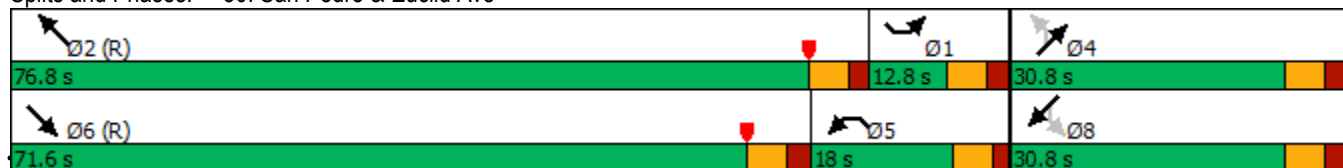
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 30: San Pedro & Euclid Ave



Lanes, Volumes, Timings
31: San Pedro & Elmira

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↑	↑↑						↑↑↑	
Traffic Volume (vph)	0	656	257	257	658	0	0	0	0	27	405	321
Future Volume (vph)	0	656	257	257	658	0	0	0	0	27	405	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	1	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	0		0	0		150
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor												
Frt		0.958									0.936	
Flt Protected				0.950							0.998	
Satd. Flow (prot)	0	3458	0	1805	3610	0	0	0	0	0	4845	0
Flt Permitted				0.226							0.998	
Satd. Flow (perm)	0	3458	0	429	3610	0	0	0	0	0	4845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73									141	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			505			207			202	
Travel Time (s)		10.2			11.5			4.7			4.6	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	713	279	279	715	0	0	0	0	29	440	349
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	992	0	279	715	0	0	0	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	1.00	1.00
Turning Speed (mph)	15		9	15		9	15			9	15	9
Number of Detectors		2		1	2					0	2	
Detector Template		Thru		Left	Thru						Thru	
Leading Detector (ft)		100		20	100					0	100	
Trailing Detector (ft)		0		0	0					0	0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		6		5	2						8	
Permitted Phases				2						8		
Detector Phase		6		5	2					8	8	
Switch Phase												

Lanes, Volumes, Timings
31: San Pedro & Elmira

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	
Minimum Split (s)		29.7		10.7	31.0					30.3	30.3	
Total Split (s)		69.1		20.6	69.1					30.3	30.3	
Total Split (%)		57.6%		17.2%	57.6%					25.3%	25.3%	
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	
All-Red Time (s)		2.1		2.1	2.4					2.7	2.7	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		5.7		5.7	6.0						6.3	
Lead/Lag				Lead						Lag	Lag	
Lead-Lag Optimize?				Yes						Yes	Yes	
Recall Mode		C-Max		None	C-Max					None	None	
Act Effect Green (s)		69.3		79.3	69.0						23.0	
Actuated g/C Ratio		0.58		0.66	0.58						0.19	
v/c Ratio		0.49		0.70	0.34						0.78	
Control Delay		15.5		28.4	14.9						43.7	
Queue Delay		1.2		0.0	0.0						0.0	
Total Delay		16.7		28.4	14.9						43.7	
LOS		B		C	B						D	
Approach Delay		16.7			18.7						43.7	
Approach LOS		B			B						D	
Queue Length 50th (ft)		215		71	151						182	
Queue Length 95th (ft)		295		102	210						233	
Internal Link Dist (ft)		367			425			127			122	
Turn Bay Length (ft)												
Base Capacity (vph)		2026		471	2074						1104	
Starvation Cap Reductn		743		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.77		0.59	0.34						0.74	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 25.3

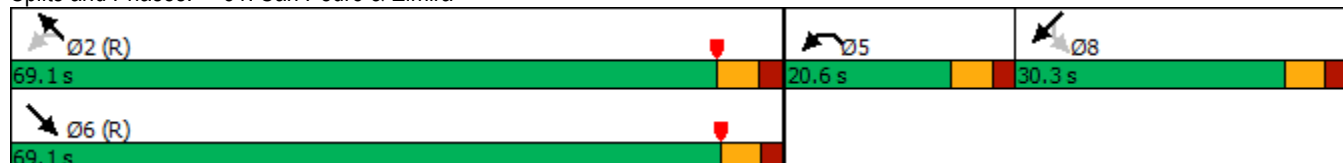
Intersection LOS: C

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 31: San Pedro & Elmira



Lanes, Volumes, Timings
32: Quincy St & San Pedro

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	324	370	0	0	303	16	550	841	202	0	0	0
Future Volume (vph)	324	370	0	0	303	16	550	841	202	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		50	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	0			25			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.86	0.86	0.91	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850		0.975				
Flt Protected	0.950						0.950	0.994				
Satd. Flow (prot)	1805	3303	0	0	3303	1478	1552	4735	0	0	0	0
Flt Permitted	0.950						0.950	0.994				
Satd. Flow (perm)	1805	3303	0	0	3303	1478	1552	4735	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						80		37				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		505			226			492			318	
Travel Time (s)		11.5			5.1			11.2			7.2	
Confl. Peds. (#/hr)												
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 (%)	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	352	402	0	0	329	17	598	914	220	0	0	0
Shared Lane Traffic (%)							28%					
Lane Group Flow (vph)	352	402	0	0	329	17	431	1301	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.09	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2				
Detector Template	Left	Thru			Thru	Right	Left	Thru				
Leading Detector (ft)	20	100			100	20	20	100				
Trailing Detector (ft)	0	0			0	0	0	0				
Turn Type	Prot	NA			NA	Perm	Perm	NA				
Protected Phases	1	6			2			4				
Permitted Phases						2	4					
Detector Phase	1	6			2	2	4	4				
Switch Phase												

Lanes, Volumes, Timings
32: Quincy St & San Pedro

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Minimum Split (s)	10.7	31.0			30.2	30.2	34.3	34.3				
Total Split (s)	39.0	31.0			30.2	30.2	52.0	52.0				
Total Split (%)	32.0%	25.4%			24.8%	24.8%	42.6%	42.6%				
Yellow Time (s)	3.6	3.6			3.6	3.6	3.6	3.6				
All-Red Time (s)	2.1	2.4			2.1	2.1	2.7	2.7				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.7	6.0			5.7	5.7	6.3	6.3				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Max			C-Max	C-Max	None	None				
Act Effect Green (s)	28.0	30.6			30.9	30.9	45.3	45.3				
Actuated g/C Ratio	0.23	0.25			0.25	0.25	0.37	0.37				
v/c Ratio	0.85	0.49			0.39	0.04	0.75	0.73				
Control Delay	63.7	43.1			41.3	0.2	42.4	34.7				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0				
Total Delay	63.7	43.1			41.3	0.2	42.4	34.7				
LOS	E	D			D	A	D	C				
Approach Delay		52.7			39.3			36.6				
Approach LOS		D			D			D				
Queue Length 50th (ft)	265	152			121	0	317	308				
Queue Length 95th (ft)	363	206			169	0	490	388				
Internal Link Dist (ft)		425			146			412			238	
Turn Bay Length (ft)	150					50						
Base Capacity (vph)	492	828			836	433	595	1838				
Starvation Cap Reductn	0	0			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.72	0.49			0.39	0.04	0.72	0.71				

Intersection Summary

Area Type: Other

Cycle Length: 122

Actuated Cycle Length: 122

Offset: 109 (89%), Referenced to phase 2:NWT and 6:SET, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 41.2

Intersection LOS: D

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 32: Quincy St & San Pedro



Lanes, Volumes, Timings
33: Soledad & Navarro & San Pedro

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations		↗		↘	↖	
Traffic Volume (vph)	0	425	0	253	119	0
Future Volume (vph)	0	425	0	253	119	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	125	0	0	0
Storage Lanes	0	1	0	1	2	0
Taper Length (ft)	25		25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt		0.865		0.865		
Flt Protected					0.950	
Satd. Flow (prot)	0	1558	0	1558	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1558	0	1558	3433	0
Right Turn on Red		Yes		Yes		Yes
Satd. Flow (RTOR)		905		1091		
Link Speed (mph)	30		30		30	
Link Distance (ft)	548		349		334	
Travel Time (s)	12.5		7.9		7.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%		0%	
Adj. Flow (vph)	0	462	0	275	129	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	462	0	275	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	0		0		24	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9
Number of Detectors		2		2	1	
Detector Template		Thru		Thru	Left	
Leading Detector (ft)		100		100	20	
Trailing Detector (ft)		0		0	0	
Turn Type		custom		Perm	Perm	
Protected Phases						
Permitted Phases				2	4	
Detector Phase				2	4	
Switch Phase						



Lane Group	WBL	WBR	SEL	SER	NEL	NER
Minimum Initial (s)				10.0	10.0	
Minimum Split (s)				16.0	31.0	
Total Split (s)				29.0	31.0	
Total Split (%)				48.3%	51.7%	
Yellow Time (s)				3.6	3.6	
All-Red Time (s)				2.4	2.4	
Lost Time Adjust (s)				0.0	0.0	
Total Lost Time (s)				6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Min	Min	
Act Effect Green (s)		0.0		38.0	10.0	
Actuated g/C Ratio		0.00		0.63	0.17	
v/c Ratio		0.51		0.20	0.23	
Control Delay		2.1		0.3	22.8	
Queue Delay		0.0		0.0	0.0	
Total Delay		2.1		0.3	22.8	
LOS		A		A	C	
Approach Delay	2.1		0.3		22.8	
Approach LOS	A		A		C	
Queue Length 50th (ft)		0		0	21	
Queue Length 95th (ft)		0		0	41	
Internal Link Dist (ft)	468		269		254	
Turn Bay Length (ft)						
Base Capacity (vph)		905		1386	1430	
Starvation Cap Reductn		0		0	0	
Spillback Cap Reductn		0		0	0	
Storage Cap Reductn		0		0	0	
Reduced v/c Ratio		0.51		0.20	0.09	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 55 (92%), Referenced to phase 2:SER, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 4.6

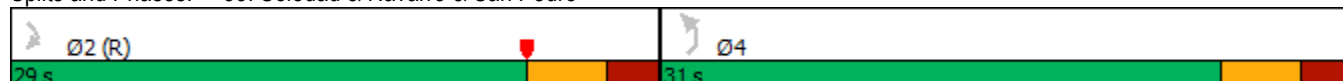
Intersection LOS: A

Intersection Capacity Utilization 29.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 33: Soledad & Navarro & San Pedro



Lanes, Volumes, Timings
34: Augusta St & Navarro

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	25	0	4	255	19	13	78	0	0	115	42
Future Volume (vph)	0	25	0	4	255	19	13	78	0	0	115	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850					0.964	
Flt Protected					0.999		0.950					
Satd. Flow (prot)	0	1837	0	0	1835	1561	1805	1900	0	0	1832	0
Flt Permitted					0.999		0.425					
Satd. Flow (perm)	0	1837	0	0	1835	1561	808	1900	0	0	1832	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						64					16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		548			424			597			206	
Travel Time (s)		12.5			9.6			13.6			4.7	
Confl. Peds. (#/hr)												
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%	0%	2%	0%	0%	0%	0%	0%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	27	0	4	277	21	14	85	0	0	125	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	281	21	14	85	0	0	171	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2	1	1	2			2	
Detector Template		Thru			Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	0	100		0	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Turn Type		NA		Split	NA	Perm	Perm	NA			NA	
Protected Phases		6		2	2			8			4	
Permitted Phases	6					2	8					
Detector Phase	6	6		2	2	2	8	8			4	
Switch Phase												

Lanes, Volumes, Timings
34: Augusta St & Navarro

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		10.0	10.0	10.0	10.0	10.0			10.0	
Minimum Split (s)	20.5	20.5		24.2	24.2	24.2	24.2	24.2			24.2	
Total Split (s)	20.5	20.5		55.0	55.0	55.0	38.0	38.0			38.0	
Total Split (%)	18.1%	18.1%		48.5%	48.5%	48.5%	33.5%	33.5%			33.5%	
Yellow Time (s)	3.5	3.5		3.6	3.6	3.6	3.6	3.6			3.6	
All-Red Time (s)	0.5	0.5		2.1	2.1	2.1	2.1	2.1			2.1	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		4.0			5.7	5.7	5.7	5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		C-Min	C-Min	C-Min	Min	Min			Min	
Act Effect Green (s)		7.2			81.0	81.0	13.8	13.8			13.8	
Actuated g/C Ratio		0.06			0.71	0.71	0.12	0.12			0.12	
v/c Ratio		0.23			0.21	0.02	0.14	0.37			0.72	
Control Delay		54.6			7.4	0.1	45.8	49.4			60.5	
Queue Delay		0.0			0.5	0.0	0.0	0.0			0.0	
Total Delay		54.6			7.9	0.1	45.8	49.4			60.5	
LOS		D			A	A	D	D			E	
Approach Delay		54.6			7.4			48.9			60.5	
Approach LOS		D			A			D			E	
Queue Length 50th (ft)		19			68	0	9	58			111	
Queue Length 95th (ft)		48			132	0	29	102			176	
Internal Link Dist (ft)		468			344			517			126	
Turn Bay Length (ft)						150						
Base Capacity (vph)		267			1310	1132	229	540			532	
Starvation Cap Reductn		0			662	0	0	0			0	
Spillback Cap Reductn		0			0	0	0	0			0	
Storage Cap Reductn		0			0	0	0	0			0	
Reduced v/c Ratio		0.10			0.43	0.02	0.06	0.16			0.32	

Intersection Summary

Area Type: Other

Cycle Length: 113.5

Actuated Cycle Length: 113.5

Offset: 24 (21%), Referenced to phase 2:NWTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 31.5

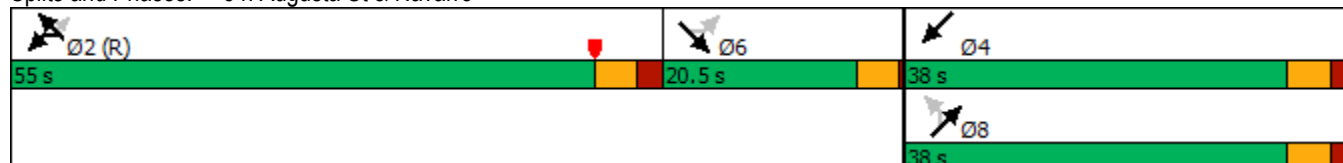
Intersection LOS: C

Intersection Capacity Utilization 36.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 34: Augusta St & Navarro



Lanes, Volumes, Timings
35: Navarro & St Mary's

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	25	89	255	112	0	0	0	0	362	20
Future Volume (vph)	0	0	25	89	255	112	0	0	0	0	362	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.865			0.850					0.992	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	1644	1745	1837	1561	0	0	0	0	3581	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	1644	1745	1837	1561	0	0	0	0	3581	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				97		122					11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			254			581			251	
Travel Time (s)		9.6			5.8			13.2			5.7	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	27	97	277	122	0	0	0	0	393	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	27	97	277	122	0	0	0	0	415	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2	1					2	
Detector Template			Right	Left	Thru	Right					Thru	
Leading Detector (ft)			20	20	100	20					100	
Trailing Detector (ft)			0	0	0	0					0	
Turn Type			Perm	Perm	NA	Perm					NA	
Protected Phases					4						2	
Permitted Phases			2 4	4		4						
Detector Phase			2 4	4	4	4					2	
Switch Phase												

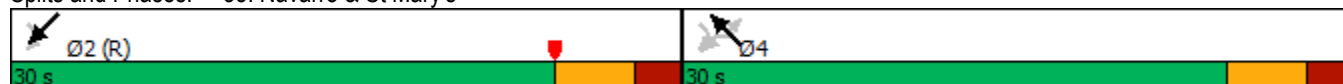
Lanes, Volumes, Timings
35: Navarro & St Mary's

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)				10.0	10.0	10.0					10.0	
Minimum Split (s)				23.7	23.7	23.7					23.7	
Total Split (s)				30.0	30.0	30.0					30.0	
Total Split (%)				50.0%	50.0%	50.0%					50.0%	
Yellow Time (s)				3.6	3.6	3.6					3.6	
All-Red Time (s)				2.1	2.1	2.1					2.1	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.7	5.7	5.7					5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Min	Min	Min					C-Min	
Act Efect Green (s)			60.0	13.4	13.4	13.4					35.2	
Actuated g/C Ratio			1.00	0.22	0.22	0.22					0.59	
v/c Ratio			0.02	0.21	0.68	0.28					0.20	
Control Delay			0.0	1.8	13.6	2.2					6.6	
Queue Delay			0.0	0.0	0.0	0.0					0.0	
Total Delay			0.0	1.8	13.6	2.2					6.6	
LOS			A	A	B	A					A	
Approach Delay					8.5						6.6	
Approach LOS					A						A	
Queue Length 50th (ft)			0	0	32	0					30	
Queue Length 95th (ft)			0	m0	58	m0					64	
Internal Link Dist (ft)		344			174			501			171	
Turn Bay Length (ft)						125						
Base Capacity (vph)			1642	764	743	704					2105	
Starvation Cap Reductn			0	0	0	0					0	
Spillback Cap Reductn			0	0	0	0					0	
Storage Cap Reductn			0	0	0	0					0	
Reduced v/c Ratio			0.02	0.13	0.37	0.17					0.20	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 4 (7%), Referenced to phase 2:SWT, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 7.4				Intersection LOS: A								
Intersection Capacity Utilization 41.6%				ICU Level of Service A								
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 35: Navarro & St Mary's



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	0	18	11	17	41	0	0	0	0	115	221	69
Future Volume (vph)	0	18	11	17	41	0	0	0	0	115	221	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.949										0.850
Flt Protected					0.986						0.983	
Satd. Flow (prot)	0	1768	0	0	1837	0	0	0	0	0	3363	1531
Flt Permitted					0.892						0.983	
Satd. Flow (perm)	0	1768	0	0	1662	0	0	0	0	0	3363	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12										75
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		193			270			217			581	
Travel Time (s)		4.4			6.1			4.9			13.2	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	20	12	18	45	0	0	0	0	125	240	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	63	0	0	0	0	0	365	75
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		25.2		23.7	23.7					24.8	24.8	24.8
Total Split (s)		28.0		28.0	28.0					32.0	32.0	32.0
Total Split (%)		46.7%		46.7%	46.7%					53.3%	53.3%	53.3%
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None		None		C-Max		C-Max		C-Max	
Act Effect Green (s)	7.5				7.7				48.1		48.1	
Actuated g/C Ratio	0.12				0.13				0.80		0.80	
v/c Ratio	0.14				0.30				0.14		0.06	
Control Delay	18.0				26.8				1.6		0.3	
Queue Delay	0.0				0.0				0.0		0.0	
Total Delay	18.0				26.8				1.6		0.3	
LOS	B				C				A		A	
Approach Delay	18.0				26.8				1.4			
Approach LOS	B				C				A			
Queue Length 50th (ft)	7				21				10		0	
Queue Length 95th (ft)	26				49				18		3	
Internal Link Dist (ft)	113				190		137		501			
Turn Bay Length (ft)											125	
Base Capacity (vph)	664				617				2698		1243	
Starvation Cap Reductn	0				0				0		0	
Spillback Cap Reductn	0				0				0		0	
Storage Cap Reductn	0				0				0		0	
Reduced v/c Ratio	0.05				0.10				0.14		0.06	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 1 (2%), Referenced to phase 2: and 6:SBTL, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.30

Intersection Signal Delay: 5.4

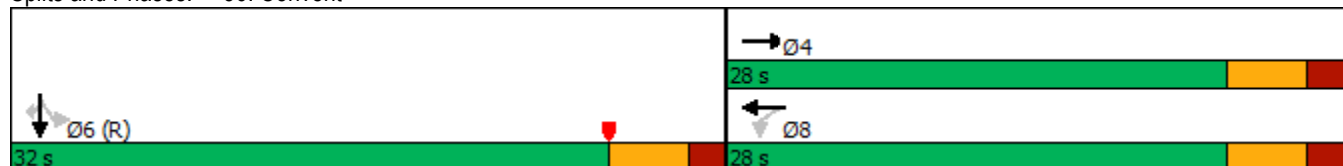
Intersection LOS: A

Intersection Capacity Utilization 28.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 36: Convent



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  						 	
Traffic Volume (vph)	0	0	0	88	733	0	0	0	0	0	164	140
Future Volume (vph)	0	0	0	88	733	0	0	0	0	0	164	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	1	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt												0.850
Flt Protected					0.995							
Satd. Flow (prot)	0	0	0	0	5161	0	0	0	0	0	3610	1615
Flt Permitted					0.995							
Satd. Flow (perm)	0	0	0	0	5161	0	0	0	0	0	3610	1615
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					49							98
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		318			503			228			217	
Travel Time (s)		7.2			11.4			5.2			4.9	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	96	797	0	0	0	0	0	178	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	893	0	0	0	0	0	178	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Left
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				0	2						2	1
Detector Template					Thru						Thru	Right
Leading Detector (ft)				0	100						100	20
Trailing Detector (ft)				0	0						0	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					2						4	
Permitted Phases				2								4
Detector Phase				2	2						4	4
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				24.7	24.7						24.7	24.7
Total Split (s)				32.0	32.0						28.0	28.0
Total Split (%)				53.3%	53.3%						46.7%	46.7%
Yellow Time (s)				3.6	3.6						3.6	3.6
All-Red Time (s)				2.1	2.1						2.1	2.1
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					5.7						5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max						Max	Max
Act Effect Green (s)					26.3						22.3	22.3
Actuated g/C Ratio					0.44						0.37	0.37
v/c Ratio					0.39						0.13	0.23
Control Delay					3.8						9.8	4.1
Queue Delay					0.0						0.0	0.5
Total Delay					3.8						9.8	4.6
LOS					A						A	A
Approach Delay					3.8						7.4	
Approach LOS					A						A	
Queue Length 50th (ft)					29						18	0
Queue Length 95th (ft)					33						28	0
Internal Link Dist (ft)		238			423			148			137	
Turn Bay Length (ft)												
Base Capacity (vph)					2289						1341	661
Starvation Cap Reductn					0						0	241
Spillback Cap Reductn					0						0	0
Storage Cap Reductn					0						0	0
Reduced v/c Ratio					0.39						0.13	0.36

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 32 (53%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 4.8

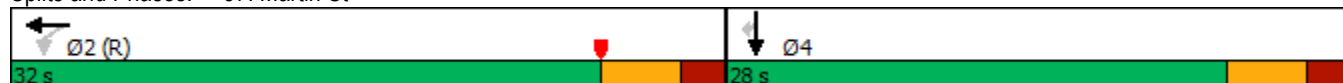
Intersection LOS: A

Intersection Capacity Utilization 34.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 37: Martin St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	0	0	0	0	634	40	203	423	0	0	0	0
Future Volume (vph)	0	0	0	0	634	40	203	423	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.991							
Flt Protected							0.950					
Satd. Flow (prot)	0	0	0	0	5140	0	1745	1837	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	5140	0	1745	1837	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					18		82					
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			258			229			506	
Travel Time (s)		11.4			5.9			5.2			11.5	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	0	689	43	221	460	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	732	0	221	460	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					2		1	2				
Detector Template					Thru		Left	Thru				
Leading Detector (ft)					100		20	100				
Trailing Detector (ft)					0		0	0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)					10.0		10.0	10.0				
Minimum Split (s)					24.2		24.2	24.2				
Total Split (s)					27.0		33.0	33.0				
Total Split (%)					45.0%		55.0%	55.0%				
Yellow Time (s)					3.6		3.6	3.6				
All-Red Time (s)					2.1		2.1	2.1				
Lost Time Adjust (s)					0.0		0.0	0.0				
Total Lost Time (s)					5.7		5.7	5.7				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max		Max	Max				
Act Effect Green (s)					21.3		27.3	27.3				
Actuated g/C Ratio					0.36		0.46	0.46				
v/c Ratio					0.40		0.26	0.55				
Control Delay					15.0		2.1	6.4				
Queue Delay					0.0		0.2	0.2				
Total Delay					15.0		2.3	6.6				
LOS					B		A	A				
Approach Delay					15.0			5.2				
Approach LOS					B			A				
Queue Length 50th (ft)					68		0	29				
Queue Length 95th (ft)					97		0	63				
Internal Link Dist (ft)		423			178			149			426	
Turn Bay Length (ft)												
Base Capacity (vph)					1836		838	835				
Starvation Cap Reductn					0		195	46				
Spillback Cap Reductn					0		0	0				
Storage Cap Reductn					0		0	0				
Reduced v/c Ratio					0.40		0.34	0.58				

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 22 (37%), Referenced to phase 2:WBT, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 10.3

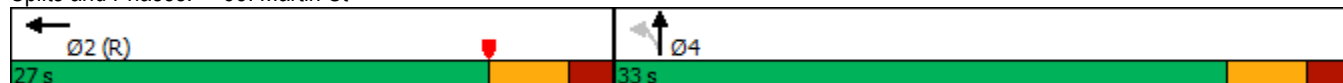
Intersection LOS: B

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 38: Martin St



Lanes, Volumes, Timings
39: Pecan St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑								↑↑	
Traffic Volume (vph)	0	328	86	0	0	0	0	0	0	37	214	0
Future Volume (vph)	0	328	86	0	0	0	0	0	0	37	214	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected											0.993	
Satd. Flow (prot)	0	3610	1615	0	0	0	0	0	0	0	3465	0
Flt Permitted											0.993	
Satd. Flow (perm)	0	3610	1615	0	0	0	0	0	0	0	3465	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			93								49	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		131			502			388			228	
Travel Time (s)		3.0			11.4			8.8			5.2	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	0	357	93	0	0	0	0	0	0	40	233	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	357	93	0	0	0	0	0	0	0	273	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1							0	2	
Detector Template		Thru	Right								Thru	
Leading Detector (ft)		100	20							0	100	
Trailing Detector (ft)		0	0							0	0	
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		24.2	24.2							24.2	24.2	
Total Split (s)		32.0	32.0							28.0	28.0	
Total Split (%)		53.3%	53.3%							46.7%	46.7%	
Yellow Time (s)		3.6	3.6							3.6	3.6	
All-Red Time (s)		2.1	2.1							2.1	2.1	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		5.7	5.7								5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max	C-Max							Max	Max	
Act Effect Green (s)		26.3	26.3								22.3	
Actuated g/C Ratio		0.44	0.44								0.37	
v/c Ratio		0.23	0.12								0.21	
Control Delay		11.0	3.2								5.9	
Queue Delay		0.0	0.0								0.0	
Total Delay		11.0	3.2								5.9	
LOS		B	A								A	
Approach Delay		9.4									5.9	
Approach LOS		A									A	
Queue Length 50th (ft)		40	0								14	
Queue Length 95th (ft)		64	21								21	
Internal Link Dist (ft)		51			422			308			148	
Turn Bay Length (ft)												
Base Capacity (vph)		1582	760								1318	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.23	0.12								0.21	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 21 (35%), Referenced to phase 2:EBT, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.23

Intersection Signal Delay: 8.0

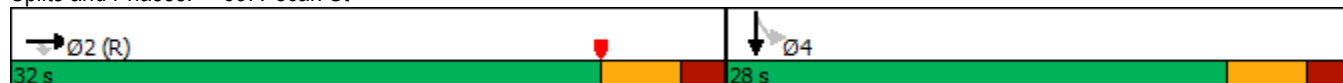
Intersection LOS: A

Intersection Capacity Utilization 26.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 39: Pecan St



Lanes, Volumes, Timings
40: Pecan St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	242	0	0	0	0	0	498	50	0	0	0
Future Volume (vph)	123	242	0	0	0	0	0	498	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	12	11	11	9	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected		0.983										
Satd. Flow (prot)	0	3549	0	0	0	0	0	3490	1454	0	0	0
Flt Permitted		0.983										
Satd. Flow (perm)	0	3549	0	0	0	0	0	3490	1454	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		134							54			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			196			387			229	
Travel Time (s)		11.4			4.5			8.8			5.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	134	263	0	0	0	0	0	541	54	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	397	0	0	0	0	0	541	54	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2						2	1			
Detector Template		Thru						Thru	Right			
Leading Detector (ft)	0	100						100	20			
Trailing Detector (ft)	0	0						0	0			
Turn Type	Perm	NA						NA	Perm			
Protected Phases		2						4				
Permitted Phases	2								4			
Detector Phase	2	2						4	4			
Switch Phase												

Lanes, Volumes, Timings
40: Pecan St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0	10.0			
Minimum Split (s)	23.7	23.7						22.8	22.8			
Total Split (s)	31.0	31.0						29.0	29.0			
Total Split (%)	51.7%	51.7%						48.3%	48.3%			
Yellow Time (s)	3.6	3.6						3.6	3.6			
All-Red Time (s)	2.1	2.1						1.7	1.7			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		5.7						5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						None	None			
Act Effct Green (s)		33.2						15.8	15.8			
Actuated g/C Ratio		0.55						0.26	0.26			
v/c Ratio		0.20						0.59	0.13			
Control Delay		1.1						7.2	1.0			
Queue Delay		0.0						0.0	0.0			
Total Delay		1.1						7.2	1.0			
LOS		A						A	A			
Approach Delay		1.1						6.6				
Approach LOS		A						A				
Queue Length 50th (ft)		0						21	1			
Queue Length 95th (ft)		0						m17	m0			
Internal Link Dist (ft)		422			116			307			149	
Turn Bay Length (ft)									125			
Base Capacity (vph)		2023						1378	607			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						0	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0.20						0.39	0.09			

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 27 (45%), Referenced to phase 2:EBTL, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 4.4

Intersection LOS: A

Intersection Capacity Utilization 42.4%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: Pecan St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	209	48	83	160	0	0	0	0	69	189	46
Future Volume (vph)	0	209	48	83	160	0	0	0	0	69	189	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	1	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.975										0.850
Flt Protected					0.983						0.987	
Satd. Flow (prot)	0	1852	0	0	3549	0	0	0	0	0	3444	1561
Flt Permitted					0.784						0.987	
Satd. Flow (perm)	0	1852	0	0	2830	0	0	0	0	0	3444	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24										50
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		292			504			220			388	
Travel Time (s)		6.6			11.5			5.0			8.8	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	227	52	90	174	0	0	0	0	75	205	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	279	0	0	264	0	0	0	0	0	280	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		0	2					0	2	1
Detector Template		Thru			Thru						Thru	Right
Leading Detector (ft)		100		0	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			2						4	
Permitted Phases				2						4		4
Detector Phase		2		2	2					4	4	4
Switch Phase												

Lanes, Volumes, Timings
41: Travis St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	10.0
Minimum Split (s)		26.7		26.7	26.7					26.7	26.7	26.7
Total Split (s)		32.0		32.0	32.0					28.0	28.0	28.0
Total Split (%)		53.3%		53.3%	53.3%					46.7%	46.7%	46.7%
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					2.1	2.1	2.1
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max			C-Max			C-Max			None		
Act Effect Green (s)	37.5			37.5			37.5			11.1		
Actuated g/C Ratio	0.62			0.62			0.62			0.18		
v/c Ratio	0.24			0.15			0.15			0.44		
Control Delay	5.4			6.7			6.7			16.6		
Queue Delay	0.0			0.0			0.0			0.0		
Total Delay	5.4			6.7			6.7			16.6		
LOS	A			A			A			B		
Approach Delay	5.4			6.7			6.7			14.7		
Approach LOS	A			A			A			B		
Queue Length 50th (ft)	32			29			29			35		
Queue Length 95th (ft)	73			54			54			51		
Internal Link Dist (ft)	212			424			140			308		
Turn Bay Length (ft)												
Base Capacity (vph)	1167			1769			1769			1280		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.24			0.15			0.15			0.22		

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 46 (77%), Referenced to phase 2:EBWB, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 9.3

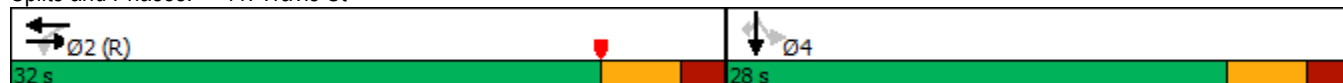
Intersection LOS: A

Intersection Capacity Utilization 44.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 41: Travis St



Lanes, Volumes, Timings
42: Travis St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	89	0	0	268	13	137	498	77	0	0	0
Future Volume (vph)	28	89	0	0	268	13	137	498	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		150	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.993				0.850			
Flt Protected		0.988					0.950					
Satd. Flow (prot)	0	1877	0	0	3585	0	1745	1837	1561	0	0	0
Flt Permitted		0.887					0.950					
Satd. Flow (perm)	0	1685	0	0	3585	0	1745	1837	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10				84			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		504			194			394			387	
Travel Time (s)		11.5			4.4			9.0			8.8	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	30	97	0	0	291	14	149	541	84	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	305	0	149	541	84	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		1	2	1			
Detector Template		Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	0	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		6			2			4				
Permitted Phases	6						4		4			
Detector Phase	6	6			2		4	4	4			
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	24.7	24.7			24.7		24.7	24.7	24.7			
Total Split (s)	30.0	30.0			30.0		30.0	30.0	30.0			
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%	50.0%			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		2.1	2.1	2.1			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		5.7			5.7		5.7	5.7	5.7			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Act Effct Green (s)		27.9			27.9		20.7	20.7	20.7			
Actuated g/C Ratio		0.46			0.46		0.34	0.34	0.34			
v/c Ratio		0.16			0.18		0.25	0.85	0.14			
Control Delay		13.2			10.4		6.2	18.4	1.0			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		13.2			10.4		6.2	18.4	1.0			
LOS		B			B		A	B	A			
Approach Delay		13.2			10.4			14.2				
Approach LOS		B			B			B				
Queue Length 50th (ft)		29			32		10	54	1			
Queue Length 95th (ft)		66			57		m22	#158	m0			
Internal Link Dist (ft)		424			114			314			307	
Turn Bay Length (ft)							150		150			
Base Capacity (vph)		782			1671		706	743	682			
Starvation Cap Reductn		0			0		0	2	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.16			0.18		0.21	0.73	0.12			

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 13 (22%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 13.1

Intersection LOS: B

Intersection Capacity Utilization 57.1%

ICU Level of Service B

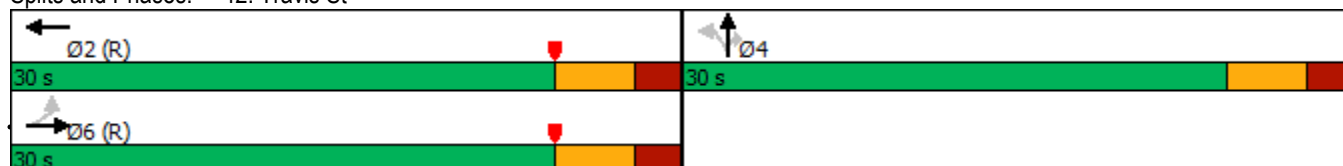
Analysis Period (min) 15

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.

Splits and Phases: 42: Travis St



Lanes, Volumes, Timings
43: Houston St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	0	144	77	31	100	0	0	0	0	42	203	69
Future Volume (vph)	0	144	77	31	100	0	0	0	0	42	203	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	1	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.953										0.850
Flt Protected					0.988						0.991	
Satd. Flow (prot)	0	1811	0	0	1877	0	0	0	0	0	3458	1561
Flt Permitted					0.899						0.991	
Satd. Flow (perm)	0	1811	0	0	1708	0	0	0	0	0	3458	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61										75
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		175			501			218			186	
Travel Time (s)		4.0			11.4			5.0			4.2	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	157	84	34	109	0	0	0	0	46	221	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	241	0	0	143	0	0	0	0	0	267	75
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		0	2					0	2	1
Detector Template		Thru			Thru						Thru	Right
Leading Detector (ft)		100		0	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			2						4	
Permitted Phases				2						4		4
Detector Phase		2		2	2					4	4	4
Switch Phase												

Lanes, Volumes, Timings
43: Houston St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	10.0
Minimum Split (s)		23.7		23.7	23.7					22.3	22.3	22.3
Total Split (s)		34.0		34.0	34.0					26.0	26.0	26.0
Total Split (%)		56.7%		56.7%	56.7%					43.3%	43.3%	43.3%
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max			C-Max			C-Max			Max		
Act Effect Green (s)	28.3			28.3			28.3			20.7		
Actuated g/C Ratio	0.47			0.47			0.47			0.34		
v/c Ratio	0.27			0.18			0.22			0.13		
Control Delay	8.0			6.6			9.1			3.8		
Queue Delay	0.0			0.0			0.0			0.0		
Total Delay	8.0			6.6			9.1			3.8		
LOS	A			A			A			A		
Approach Delay	8.0			6.6			7.9					
Approach LOS	A			A			A					
Queue Length 50th (ft)	36			23			42			0		
Queue Length 95th (ft)	73			37			63			8		
Internal Link Dist (ft)	95			421			138			106		
Turn Bay Length (ft)										125		
Base Capacity (vph)	886			805			1193			587		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.27			0.18			0.22			0.13		

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 4 (7%), Referenced to phase 2:EBWB, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.27

Intersection Signal Delay: 7.7

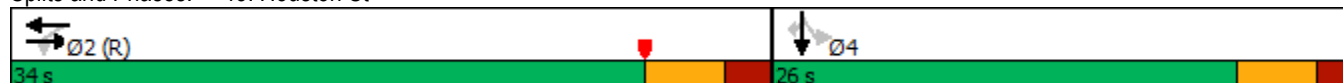
Intersection LOS: A

Intersection Capacity Utilization 42.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 43: Houston St



Lanes, Volumes, Timings
44: Houston St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	128	0	0	77	58	58	597	31	0	0	0
Future Volume (vph)	66	128	0	0	77	58	58	597	31	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.942				0.850			
Flt Protected		0.983					0.950					
Satd. Flow (prot)	0	1868	0	0	1790	0	1745	1837	1561	0	0	0
Flt Permitted		0.853					0.950					
Satd. Flow (perm)	0	1621	0	0	1790	0	1745	1837	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					63				49			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			329			227			394	
Travel Time (s)		11.4			7.5			5.2			9.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	72	139	0	0	84	63	63	649	34	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	0	0	147	0	63	649	34	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		1	2	1			
Detector Template		Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	0	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		2			2			4				
Permitted Phases	2						4		4			
Detector Phase	2	2			2		4	4	4			
Switch Phase												

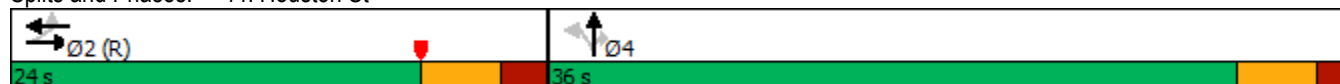
Lanes, Volumes, Timings
44: Houston St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	23.7	23.7			23.7		22.3	22.3	22.3			
Total Split (s)	24.0	24.0			24.0		36.0	36.0	36.0			
Total Split (%)	40.0%	40.0%			40.0%		60.0%	60.0%	60.0%			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		1.7	1.7	1.7			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		5.7			5.7		5.3	5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Act Effct Green (s)		23.7			23.7		25.3	25.3	25.3			
Actuated g/C Ratio		0.40			0.40		0.42	0.42	0.42			
v/c Ratio		0.33			0.20		0.09	0.84	0.05			
Control Delay		12.5			9.7		2.6	14.5	0.2			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		12.5			9.7		2.6	14.6	0.2			
LOS		B			A		A	B	A			
Approach Delay		12.5			9.7			12.9				
Approach LOS		B			A			B				
Queue Length 50th (ft)		43			19		3	27	0			
Queue Length 95th (ft)		72			58		m5	56	m0			
Internal Link Dist (ft)		421			249			147			314	
Turn Bay Length (ft)									125			
Base Capacity (vph)		640			745		892	939	822			
Starvation Cap Reductn		0			0		0	8	0			
Spillback Cap Reductn		0			0		0	8	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.33			0.20		0.07	0.70	0.04			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.84												
Intersection Signal Delay: 12.4					Intersection LOS: B							
Intersection Capacity Utilization 64.1%					ICU Level of Service C							
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 44: Houston St



Lanes, Volumes, Timings
45: College St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (vph)	100	0	0	0	85	190
Future Volume (vph)	100	0	0	0	85	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Flt						
Flt Protected	0.950					0.985
Satd. Flow (prot)	1805	0	0	0	0	3437
Flt Permitted	0.950					0.985
Satd. Flow (perm)	1805	0	0	0	0	3437
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	501		264			218
Travel Time (s)	11.4		6.0			5.0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	109	0	0	0	92	207
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	0	0	0	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1				0	2
Detector Template	Left					Thru
Leading Detector (ft)	20				0	100
Trailing Detector (ft)	0				0	0
Turn Type	Prot				Perm	NA
Protected Phases	2					4
Permitted Phases					4	
Detector Phase	2				4	4
Switch Phase						

Lanes, Volumes, Timings
45: College St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0				10.0	10.0
Minimum Split (s)	25.3				25.1	25.1
Total Split (s)	30.0				30.0	30.0
Total Split (%)	50.0%				50.0%	50.0%
Yellow Time (s)	3.6				3.6	3.6
All-Red Time (s)	1.7				1.5	1.5
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	5.3					5.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max				None	None
Act Effct Green (s)	38.3					11.3
Actuated g/C Ratio	0.64					0.19
v/c Ratio	0.09					0.46
Control Delay	3.3					17.8
Queue Delay	0.0					0.0
Total Delay	3.3					17.8
LOS	A					B
Approach Delay	3.3					17.8
Approach LOS	A					B
Queue Length 50th (ft)	5					32
Queue Length 95th (ft)	m27					52
Internal Link Dist (ft)	421		184			138
Turn Bay Length (ft)						
Base Capacity (vph)	1151					1426
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.09					0.21

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 5 (8%), Referenced to phase 2:WBL and 6:, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 13.9

Intersection LOS: B

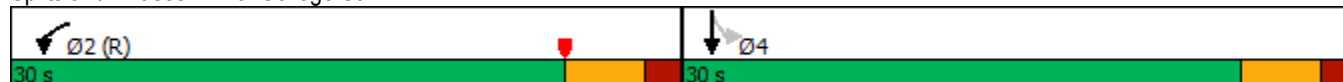
Intersection Capacity Utilization 25.3%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: College St



Lanes, Volumes, Timings
46: College St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	45	0	0	25	15	161	621	56	0	0	0
Future Volume (vph)	58	45	0	0	25	15	161	621	56	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.950				0.850			
Flt Protected		0.973						0.990				
Satd. Flow (prot)	0	1849	0	0	1805	0	0	3455	1561	0	0	0
Flt Permitted		0.845						0.990				
Satd. Flow (perm)	0	1606	0	0	1805	0	0	3455	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16				61			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			335			228			227	
Travel Time (s)		11.4			7.6			5.2			5.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	63	49	0	0	27	16	175	675	61	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	43	0	0	850	61	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		0	2	1			
Detector Template		Thru			Thru			Thru	Right			
Leading Detector (ft)	0	100			100		0	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		2			2			4				
Permitted Phases	2						4		4			
Detector Phase	2	2			2		4	4	4			
Switch Phase												

Lanes, Volumes, Timings
46: College St

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	23.7	23.7			23.7		22.8	22.8	22.8			
Total Split (s)	28.0	28.0			28.0		32.0	32.0	32.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		1.7	1.7	1.7			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		5.7			5.7			5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Act Effct Green (s)		29.5			29.5			19.5	19.5			
Actuated g/C Ratio		0.49			0.49			0.32	0.32			
v/c Ratio		0.14			0.05			0.76	0.11			
Control Delay		11.4			7.5			8.8	0.5			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		11.4			7.5			8.8	0.5			
LOS		B			A			A	A			
Approach Delay		11.4			7.5			8.2				
Approach LOS		B			A			A				
Queue Length 50th (ft)		41			5			30	0			
Queue Length 95th (ft)		86			22			31	0			
Internal Link Dist (ft)		421			255			148			147	
Turn Bay Length (ft)									125			
Base Capacity (vph)		789			895			1537	728			
Starvation Cap Reductn		0			0			6	0			
Spillback Cap Reductn		0			0			32	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.14			0.05			0.56	0.08			

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 1 (2%), Referenced to phase 2:EBWB, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 8.5

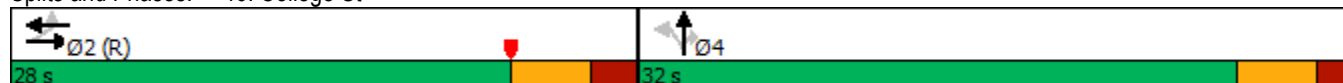
Intersection LOS: A

Intersection Capacity Utilization 43.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 46: College St



Lanes, Volumes, Timings
47: Navarro & Crockett

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	28	0	0	0	17	0	762	25	0	0	0
Future Volume (vph)	23	28	0	0	0	17	0	762	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.865			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1805	1900	0	0	0	1644	0	3490	1561	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1805	1900	0	0	0	1644	0	3490	1561	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	42					110			49			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		535			282			296			100	
Travel Time (s)		12.2			6.4			6.7			2.3	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	0%	2%	0%	0%	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%	
Adj. Flow (vph)	25	30	0	0	0	18	0	828	27	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	30	0	0	0	18	0	828	27	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2				1		2	1			
Detector Template		Thru				Right		Thru	Right			
Leading Detector (ft)	0	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Turn Type	Perm	NA				Perm		NA	Perm			
Protected Phases		2						4				
Permitted Phases	2					2			4			
Detector Phase	2	2				2		4	4			
Switch Phase												

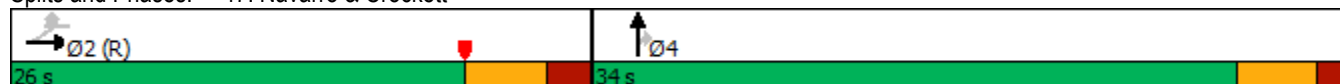
Lanes, Volumes, Timings
47: Navarro & Crockett

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0				10.0		10.0	10.0			
Minimum Split (s)	24.2	24.2				24.2		23.8	23.8			
Total Split (s)	26.0	26.0				26.0		34.0	34.0			
Total Split (%)	43.3%	43.3%				43.3%		56.7%	56.7%			
Yellow Time (s)	3.6	3.6				3.6		3.6	3.6			
All-Red Time (s)	2.1	2.1				2.1		1.7	1.7			
Lost Time Adjust (s)	0.0	0.0				0.0		0.0	0.0			
Total Lost Time (s)	5.7	5.7				5.7		5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max				C-Max		None	None			
Act Effct Green (s)	30.1	30.1				30.1		18.9	18.9			
Actuated g/C Ratio	0.50	0.50				0.50		0.32	0.32			
v/c Ratio	0.03	0.03				0.02		0.75	0.05			
Control Delay	0.2	2.0				0.1		13.8	0.6			
Queue Delay	0.0	0.0				0.0		0.0	0.0			
Total Delay	0.2	2.0				0.1		13.9	0.6			
LOS	A	A				A		B	A			
Approach Delay		1.2			0.1			13.5				
Approach LOS		A			A			B				
Queue Length 50th (ft)	0	1				0		67	0			
Queue Length 95th (ft)	0	3				0		80	m1			
Internal Link Dist (ft)		455			202			216			20	
Turn Bay Length (ft)									125			
Base Capacity (vph)	925	951				878		1669	772			
Starvation Cap Reductn	0	0				0		71	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	0.03	0.03				0.02		0.52	0.03			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 56 (93%), Referenced to phase 2:EBTL, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.75												
Intersection Signal Delay: 12.5					Intersection LOS: B							
Intersection Capacity Utilization 38.6%					ICU Level of Service A							
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 47: Navarro & Crockett



Lanes, Volumes, Timings
48: St Mary's & E Commerce

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  						 	
Traffic Volume (vph)	0	0	0	206	898	0	0	0	0	0	119	55
Future Volume (vph)	0	0	0	206	898	0	0	0	0	0	119	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	1	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt												0.850
Flt Protected					0.991							
Satd. Flow (prot)	0	0	0	0	5140	0	0	0	0	0	3610	1615
Flt Permitted					0.991							
Satd. Flow (perm)	0	0	0	0	5140	0	0	0	0	0	3610	1615
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					105							49
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		300			532			212			167	
Travel Time (s)		6.8			12.1			4.8			3.8	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	224	976	0	0	0	0	0	129	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1200	0	0	0	0	0	129	60
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				0	2						2	1
Detector Template					Thru						Thru	Right
Leading Detector (ft)				0	100						100	20
Trailing Detector (ft)				0	0						0	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					2						4	
Permitted Phases				2								4
Detector Phase				2	2						4	4
Switch Phase												

Lanes, Volumes, Timings
48: St Mary's & E Commerce

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				10.0	10.0						5.0	5.0
Minimum Split (s)				29.7	29.7						30.0	30.0
Total Split (s)				30.0	30.0						30.0	30.0
Total Split (%)				50.0%	50.0%						50.0%	50.0%
Yellow Time (s)				3.6	3.6						3.6	3.6
All-Red Time (s)				2.1	2.1						2.4	2.4
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					5.7						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max						Max	Max
Act Effect Green (s)					24.3						24.0	24.0
Actuated g/C Ratio					0.40						0.40	0.40
v/c Ratio					0.56						0.09	0.09
Control Delay					3.4						9.5	4.6
Queue Delay					0.0						0.0	0.0
Total Delay					3.4						9.5	4.6
LOS					A						A	A
Approach Delay					3.4						7.9	
Approach LOS					A						A	
Queue Length 50th (ft)					21						8	2
Queue Length 95th (ft)					26						20	13
Internal Link Dist (ft)		220			452			132			87	
Turn Bay Length (ft)												
Base Capacity (vph)					2144						1444	675
Starvation Cap Reductn					0						0	0
Spillback Cap Reductn					0						0	0
Storage Cap Reductn					0						0	0
Reduced v/c Ratio					0.56						0.09	0.09

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 8 (13%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 4.0

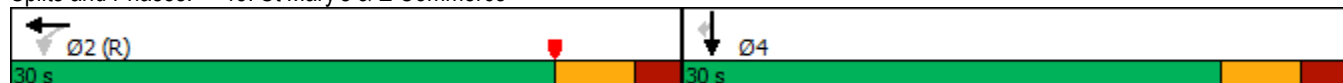
Intersection LOS: A

Intersection Capacity Utilization 35.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 48: St Mary's & E Commerce



Lanes, Volumes, Timings
49: Navarro & E Commerce

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑		↑↑				
Traffic Volume (vph)	0	0	0	0	1033	289	170	525	0	0	0	0
Future Volume (vph)	0	0	0	0	1033	289	170	525	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected								0.988				
Satd. Flow (prot)	0	0	0	0	5187	1615	0	3448	0	0	0	0
Flt Permitted								0.988				
Satd. Flow (perm)	0	0	0	0	5187	1615	0	3448	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						194		49				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		532			259			251			296	
Travel Time (s)		12.1			5.9			5.7			6.7	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	0	1123	314	185	571	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1123	314	0	756	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					2	1	0	2				
Detector Template					Thru	Right		Thru				
Leading Detector (ft)					100	20	0	100				
Trailing Detector (ft)					0	0	0	0				
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase					8	8	2	2				
Switch Phase												

Lanes, Volumes, Timings
49: Navarro & E Commerce

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)					10.0	10.0	10.0	10.0				
Minimum Split (s)					24.7	24.7	27.0	27.0				
Total Split (s)					28.0	28.0	32.0	32.0				
Total Split (%)					46.7%	46.7%	53.3%	53.3%				
Yellow Time (s)					3.6	3.6	3.6	3.6				
All-Red Time (s)					2.1	2.1	2.4	2.4				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					5.7	5.7		6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					None	None	C-Max	C-Max				
Act Effect Green (s)					21.3	21.3		27.0				
Actuated g/C Ratio					0.36	0.36		0.45				
v/c Ratio					0.61	0.45		0.48				
Control Delay					17.4	7.9		5.3				
Queue Delay					0.0	0.0		0.3				
Total Delay					17.4	7.9		5.6				
LOS					B	A		A				
Approach Delay					15.3			5.6				
Approach LOS					B			A				
Queue Length 50th (ft)					115	29		23				
Queue Length 95th (ft)					153	80		36				
Internal Link Dist (ft)		452			179			171			216	
Turn Bay Length (ft)						100						
Base Capacity (vph)					1927	722		1577				
Starvation Cap Reductn					0	0		311				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.58	0.43		0.60				

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 27 (45%), Referenced to phase 2:NBTL and 6:, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 12.0

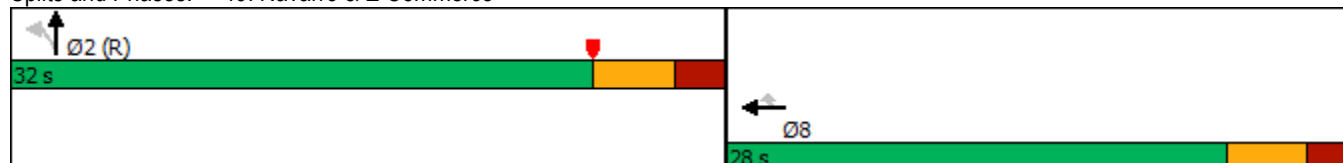
Intersection LOS: B

Intersection Capacity Utilization 49.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 49: Navarro & E Commerce



Lanes, Volumes, Timings
50: W Market & St Mary's

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑								↑↑↑	
Traffic Volume (vph)	0	591	166	0	0	0	0	0	0	128	182	0
Future Volume (vph)	0	591	166	0	0	0	0	0	0	128	182	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected											0.980	
Satd. Flow (prot)	0	5187	1615	0	0	0	0	0	0	0	3420	0
Flt Permitted											0.980	
Satd. Flow (perm)	0	5187	1615	0	0	0	0	0	0	0	3420	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			180								135	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		286			530			479			212	
Travel Time (s)		6.5			12.0			10.9			4.8	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	0	642	180	0	0	0	0	0	0	139	198	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	642	180	0	0	0	0	0	0	0	337	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	L NA	L NA	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1							0	2	
Detector Template		Thru	Right								Thru	
Leading Detector (ft)		100	20							0	100	
Trailing Detector (ft)		0	0							0	0	
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												

Lanes, Volumes, Timings
50: W Market & St Mary's

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		25.7	25.7							27.0	27.0	
Total Split (s)		30.0	30.0							30.0	30.0	
Total Split (%)		50.0%	50.0%							50.0%	50.0%	
Yellow Time (s)		3.6	3.6							3.6	3.6	
All-Red Time (s)		2.1	2.1							2.4	2.4	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		5.7	5.7								6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max	C-Max							None	None	
Act Effect Green (s)		38.2	38.2								10.1	
Actuated g/C Ratio		0.64	0.64								0.17	
v/c Ratio		0.19	0.16								0.49	
Control Delay		4.7	1.2								10.1	
Queue Delay		0.0	0.0								0.0	
Total Delay		4.7	1.2								10.1	
LOS		A	A								B	
Approach Delay		3.9									10.1	
Approach LOS		A									B	
Queue Length 50th (ft)		29	0								0	
Queue Length 95th (ft)		42	17								4	
Internal Link Dist (ft)		206			450			399			132	
Turn Bay Length (ft)			100									
Base Capacity (vph)		3304	1094								1449	
Starvation Cap Reductn		0	0								22	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.19	0.16								0.24	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 47 (78%), Referenced to phase 2:EBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 5.7

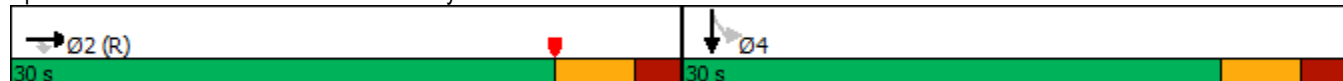
Intersection LOS: A

Intersection Capacity Utilization 29.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 50: W Market & St Mary's



Lanes, Volumes, Timings
51: W Market & Navarro

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑	↑			
Traffic Volume (vph)	170	416	0	0	0	0	0	529	61	0	0	0
Future Volume (vph)	170	416	0	0	0	0	0	529	61	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected		0.986										
Satd. Flow (prot)	0	5114	0	0	0	0	0	3490	1561	0	0	0
Flt Permitted		0.986										
Satd. Flow (perm)	0	5114	0	0	0	0	0	3490	1561	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		165							66			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		530			246			225			251	
Travel Time (s)		12.0			5.6			5.1			5.7	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	185	452	0	0	0	0	0	575	66	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	637	0	0	0	0	0	575	66	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	L NA	R NA	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2						2	1			
Detector Template		Thru						Thru	Right			
Leading Detector (ft)	0	100						100	20			
Trailing Detector (ft)	0	0						0	0			
Turn Type	Perm	NA						NA	Perm			
Protected Phases		2						4				
Permitted Phases	2								4			
Detector Phase	2	2						4	4			
Switch Phase												

Lanes, Volumes, Timings
51: W Market & Navarro

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0	10.0			
Minimum Split (s)	27.7	27.7						28.0	28.0			
Total Split (s)	30.0	30.0						30.0	30.0			
Total Split (%)	50.0%	50.0%						50.0%	50.0%			
Yellow Time (s)	3.6	3.6						3.6	3.6			
All-Red Time (s)	2.1	2.1						2.4	2.4			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		5.7						6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						None	None			
Act Effct Green (s)		31.8						16.5	16.5			
Actuated g/C Ratio		0.53						0.28	0.28			
v/c Ratio		0.23						0.60	0.14			
Control Delay		3.9						13.2	2.3			
Queue Delay		0.0						0.0	0.0			
Total Delay		3.9						13.2	2.3			
LOS		A						B	A			
Approach Delay		3.9						12.1				
Approach LOS		A						B				
Queue Length 50th (ft)		12						86	0			
Queue Length 95th (ft)		20						97	12			
Internal Link Dist (ft)		450			166			145			171	
Turn Bay Length (ft)									125			
Base Capacity (vph)		2784						1396	664			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						0	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0.23						0.41	0.10			

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 52 (87%), Referenced to phase 2:EBTL and 6:, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 8.0

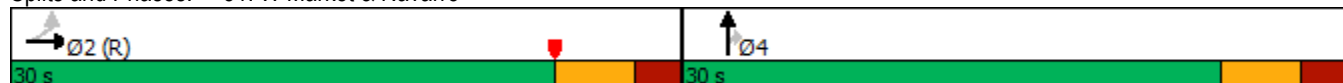
Intersection LOS: A

Intersection Capacity Utilization 35.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 51: W Market & Navarro



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	0	20	22	24	15	0	0	0	0	55	242	97
Future Volume (vph)	0	20	22	24	15	0	0	0	0	55	242	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.930										0.850
Flt Protected					0.970						0.991	
Satd. Flow (prot)	0	1749	0	0	1820	0	0	0	0	0	3403	1531
Flt Permitted					0.830						0.991	
Satd. Flow (perm)	0	1749	0	0	1558	0	0	0	0	0	3403	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24										105
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		172			401			613			479	
Travel Time (s)		3.9			9.1			13.9			10.9	
Confl. Peds. (#/hr)												
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%	0%	2%	2%	0%	2%	2%	2%	2%	0%	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%	
Adj. Flow (vph)	0	22	24	26	16	0	0	0	0	60	263	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	42	0	0	0	0	0	323	105
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	Left	Left	Right	Left	L NA	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					0	2	1
Detector Template		Thru		Left	Thru						Thru	Right
Leading Detector (ft)		100		20	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		6.0		6.0	6.0					19.9	19.9	19.9
Minimum Split (s)		29.7		27.7	27.7					30.0	30.0	30.0
Total Split (s)		29.7		27.7	27.7					33.0	33.0	33.0
Total Split (%)		47.4%		44.2%	44.2%					52.6%	52.6%	52.6%
Yellow Time (s)		3.6		3.6	3.6					3.9	3.9	3.9
All-Red Time (s)		2.1		2.1	2.1					2.1	2.1	2.1
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None		None				C-Min		C-Min	C-Min
Act Effect Green (s)	6.3				6.3						51.8	51.8
Actuated g/C Ratio	0.10				0.10						0.83	0.83
v/c Ratio	0.23				0.27						0.11	0.08
Control Delay	19.2				30.4						2.4	0.9
Queue Delay	0.0				0.0						0.0	0.0
Total Delay	19.2				30.4						2.4	0.9
LOS	B				C						A	A
Approach Delay	19.2				30.4						2.0	
Approach LOS	B				C						A	
Queue Length 50th (ft)	8				15						15	0
Queue Length 95th (ft)	34				41						27	10
Internal Link Dist (ft)	92				321		533				399	
Turn Bay Length (ft)												125
Base Capacity (vph)	684				596						2809	1282
Starvation Cap Reductn	0				0						0	0
Spillback Cap Reductn	0				0						0	0
Storage Cap Reductn	0				0						0	0
Reduced v/c Ratio	0.07				0.07						0.11	0.08

Intersection Summary

Area Type: Other

Cycle Length: 62.7

Actuated Cycle Length: 62.7

Offset: 52 (83%), Referenced to phase 2: and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.27

Intersection Signal Delay: 5.9

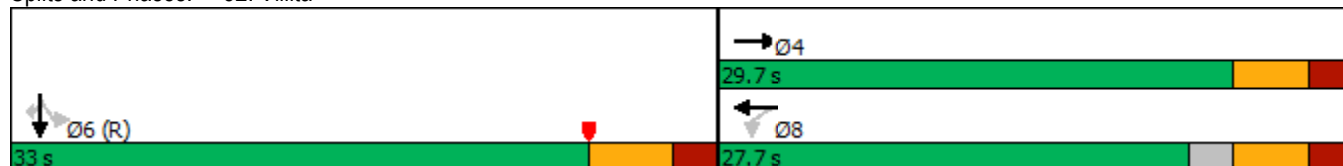
Intersection LOS: A

Intersection Capacity Utilization 35.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 52: Villita



Lanes, Volumes, Timings
53: Navarro St & Villita

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

							
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø10
Lane Configurations							
Traffic Volume (vph)	36	0	58	560	0	0	
Future Volume (vph)	36	0	58	560	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Ped Bike Factor							
Flt							
Flt Protected	0.950			0.995			
Satd. Flow (prot)	1805	0	0	3472	0	0	
Flt Permitted	0.950			0.995			
Satd. Flow (perm)	1805	0	0	3472	0	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	401			482	192		
Travel Time (s)	9.1			11.0	4.4		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	39	0	63	609	0	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	39	0	0	672	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.04	1.04	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		0	2			
Detector Template	Left			Thru			
Leading Detector (ft)	20		0	100			
Trailing Detector (ft)	0		0	0			
Turn Type	Prot		Perm	NA			
Protected Phases	4			2		10	
Permitted Phases			2				
Detector Phase	4		2	2			
Switch Phase							

Lanes, Volumes, Timings
53: Navarro St & Villita

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø10
Minimum Initial (s)	6.0		10.0	10.0			3.0
Minimum Split (s)	17.0		25.0	25.0			22.0
Total Split (s)	25.0		73.0	73.0			22.0
Total Split (%)	20.8%		60.8%	60.8%			18%
Yellow Time (s)	3.0		3.2	3.2			3.0
All-Red Time (s)	1.0		1.5	1.5			1.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	4.0			4.7			
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		C-Max	C-Max			Max
Act Effect Green (s)	21.0			68.3			
Actuated g/C Ratio	0.18			0.57			
v/c Ratio	0.12			0.34			
Control Delay	43.0			14.4			
Queue Delay	0.0			0.0			
Total Delay	43.0			14.4			
LOS	D			B			
Approach Delay	43.0			14.4			
Approach LOS	D			B			
Queue Length 50th (ft)	26			139			
Queue Length 95th (ft)	58			177			
Internal Link Dist (ft)	321			402	112		
Turn Bay Length (ft)							
Base Capacity (vph)	315			1976			
Starvation Cap Reductn	0			0			
Spillback Cap Reductn	0			0			
Storage Cap Reductn	0			0			
Reduced v/c Ratio	0.12			0.34			

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 52 (43%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 16.0

Intersection LOS: B

Intersection Capacity Utilization 29.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 53: Navarro St & Villita



Lanes, Volumes, Timings
54: Cesar Chavez & St Mary's

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	460	137	58	1076	170	274	401	8	82	95	95
Future Volume (vph)	190	460	137	58	1076	170	274	401	8	82	95	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	1	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	220		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.966			0.980				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	3124	0	1593	3184	0	1540	1621	1378	1570	1621	1405
Flt Permitted	0.066			0.399			0.578			0.178		
Satd. Flow (perm)	113	3124	0	669	3184	0	937	1621	1378	294	1621	1405
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			16				181			181
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			489			985			1095	
Travel Time (s)		11.6			11.1			22.4			24.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	207	500	149	63	1170	185	298	436	9	89	103	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	649	0	63	1355	0	298	436	9	89	103	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.98	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												

Lanes, Volumes, Timings
54: Cesar Chavez & St Mary's

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.4	34.6		9.0	35.6		12.4	35.6	35.6	12.4	35.6	35.6
Total Split (s)	19.2	70.4		10.0	61.2		18.2	42.0	42.0	12.6	36.4	36.4
Total Split (%)	14.2%	52.1%		7.4%	45.3%		13.5%	31.1%	31.1%	9.3%	27.0%	27.0%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.8	3.0		2.4	3.0		2.8	3.0	3.0	2.8	3.0	3.0
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)	6.4	6.6		6.0	6.6		6.4	6.6	6.6	6.4	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Max	C-Max		Max	C-Max		Max	Max	Max	None	Max	Max
Act Effct Green (s)	74.0	63.8		59.2	54.6		47.6	35.6	35.6	36.0	29.8	29.8
Actuated g/C Ratio	0.55	0.47		0.44	0.40		0.35	0.26	0.26	0.27	0.22	0.22
v/c Ratio	1.01	0.43		0.20	1.04		0.78	1.02	0.02	0.66	0.29	0.23
Control Delay	101.4	23.1		17.2	76.3		52.1	97.7	0.1	56.2	46.4	1.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.4	23.1		17.2	76.3		52.1	97.7	0.1	56.2	46.4	1.2
LOS	F	C		B	E		D	F	A	E	D	A
Approach Delay		42.1			73.6			78.2			33.6	
Approach LOS		D			E			E			C	
Queue Length 50th (ft)	~138	182		25	~672		207	~407	0	53	76	0
Queue Length 95th (ft)	#307	233		48	#814		#327	#618	0	#109	131	0
Internal Link Dist (ft)		432			409			905			1015	
Turn Bay Length (ft)	230			220			150		150	150		150
Base Capacity (vph)	205	1496		320	1297		382	427	496	137	357	451
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.43		0.20	1.04		0.78	1.02	0.02	0.65	0.29	0.23

Intersection Summary

Area Type: CBD

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 62.9

Intersection LOS: E

Intersection Capacity Utilization 100.9%

ICU Level of Service G

Analysis Period (min) 15

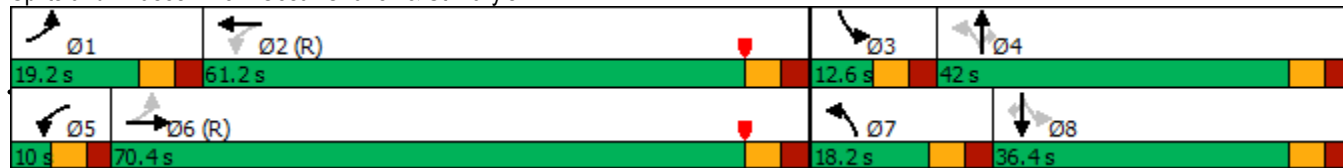
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 54: Cesar Chavez & St Mary's



Lanes, Volumes, Timings
55: ST Mary's & Alamo

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	22	411	58	14	180	42	160	219	68	71	144	130
Future Volume (vph)	22	411	58	14	180	42	160	219	68	71	144	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	10	11	12	12	1	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	150		125	150		0	0		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.964			0.929	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1831	1507	1685	1773	1561	1805	1832	0	1805	1765	0
Flt Permitted		0.977		0.161			0.538			0.525		
Satd. Flow (perm)	0	1794	1507	286	1773	1561	1022	1832	0	998	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154			85		18			52	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1055			985			148			247	
Travel Time (s)		24.0			22.4			3.4			5.6	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	447	63	15	196	46	174	238	74	77	157	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	471	63	15	196	46	174	312	0	77	298	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.09	1.09	1.09	1.04	1.00	1.00	1.75	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2	1	1	2	1	1	2		1	2	
Detector Template		Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	0	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			2	
Permitted Phases	4		4	8		8	2			2		
Detector Phase	4	4	4	3	8	8	2	2		2	2	
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
55: ST Mary's & Alamo

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	6.0	6.0	6.0	5.0	6.0	6.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	33.5	33.5	33.5	10.7	33.5	33.5	33.5	33.5		33.5	33.5	
Total Split (s)	35.0	35.0	35.0	10.7	45.7	45.7	34.3	34.3		34.3	34.3	
Total Split (%)	38.9%	38.9%	38.9%	11.9%	50.8%	50.8%	38.1%	38.1%		38.1%	38.1%	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.4	2.4	2.4	2.1	2.4	2.4	2.4	2.4		2.4	2.4	
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	5.7	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	Min	Min	Min	None	Min	Min	C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		27.0	27.0	29.4	29.1	29.1	48.9	48.9		48.9	48.9	
Actuated g/C Ratio		0.30	0.30	0.33	0.32	0.32	0.54	0.54		0.54	0.54	
v/c Ratio		0.88	0.11	0.08	0.34	0.08	0.31	0.31		0.14	0.30	
Control Delay		38.0	0.4	17.9	23.3	1.2	15.5	13.3		13.6	11.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		38.0	0.4	17.9	23.3	1.2	15.5	13.3		13.6	11.7	
LOS		D	A	B	C	A	B	B		B	B	
Approach Delay		33.6			19.1			14.1			12.1	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		213	0	6	85	0	50	84		20	68	
Queue Length 95th (ft)		#397	m0	16	115	6	123	179		56	156	
Internal Link Dist (ft)		975			905			68			167	
Turn Bay Length (ft)			125	150		125	150					
Base Capacity (vph)		590	598	181	782	736	555	1003		542	982	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.80	0.11	0.08	0.25	0.06	0.31	0.31		0.14	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 18 (20%), Referenced to phase 2:NESW, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 20.7

Intersection LOS: C

Intersection Capacity Utilization 76.7%

ICU Level of Service D

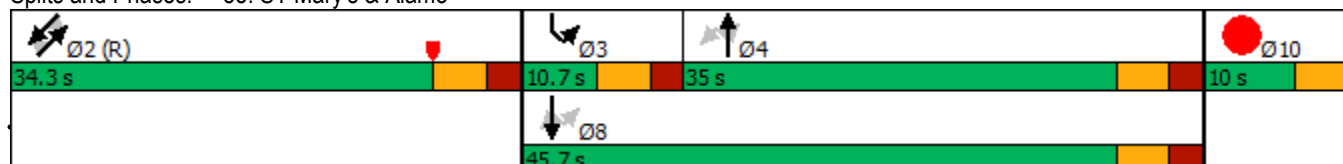
Analysis Period (min) 15

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.

Splits and Phases: 55: ST Mary's & Alamo



Lane Group	Ø10
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	10.0
Total Split (%)	11%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
56: St Mary's & Pereida

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	94	49	19	67	47	125	465	23	34	180	72
Future Volume (vph)	11	94	49	19	67	47	125	465	23	34	180	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	9	9	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	150		125	150		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.949			0.938				0.850			0.850
Flt Protected	0.950			0.950				0.990			0.992	
Satd. Flow (prot)	1805	1803	0	1805	1782	0	0	1756	1507	0	1696	1561
Flt Permitted	0.677			0.636				0.870			0.864	
Satd. Flow (perm)	1286	1803	0	1208	1782	0	0	1543	1507	0	1477	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			38				105			105
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		463			229			1970			1055	
Travel Time (s)		10.5			5.2			44.8			24.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	12	102	53	21	73	51	136	505	25	37	196	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	155	0	21	124	0	0	641	25	0	233	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.14	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2		2	6		6
Detector Phase	4	4		4	4		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
56: St Mary's & Pereida

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	19.3	19.3		19.3	19.3		5.0	13.3	13.3	5.0	13.3	13.3
Minimum Split (s)	27.0	27.0		27.0	27.0		10.7	25.7	25.7	10.7	25.2	25.2
Total Split (s)	29.0	29.0		29.0	29.0		13.0	50.3	50.3	10.7	48.0	48.0
Total Split (%)	32.2%	32.2%		32.2%	32.2%		14.4%	55.9%	55.9%	11.9%	53.3%	53.3%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	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	6.0			5.7	5.7		5.7	5.7
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min		Min	Min		None	C-Min	C-Min	None	Min	Min
Act Effect Green (s)	19.3	19.3		19.3	19.3			59.0	59.0		59.0	59.0
Actuated g/C Ratio	0.21	0.21		0.21	0.21			0.66	0.66		0.66	0.66
v/c Ratio	0.04	0.38		0.08	0.30			0.63	0.02		0.24	0.07
Control Delay	28.7	27.8		29.4	22.9			12.7	0.0		5.3	0.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	28.7	27.8		29.4	22.9			12.7	0.0		5.3	0.6
LOS	C	C		C	C			B	A		A	A
Approach Delay		27.8			23.8			12.2			4.1	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	5	61		10	41			191	0		22	1
Queue Length 95th (ft)	20	119		29	89			300	0		39	0
Internal Link Dist (ft)		383			149			1890			975	
Turn Bay Length (ft)	150								125			125
Base Capacity (vph)	328	481		308	483			1011	1024		968	1059
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.04	0.32		0.07	0.26			0.63	0.02		0.24	0.07

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 60 (67%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 13.6

Intersection LOS: B

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 56: St Mary's & Pereida



Lanes, Volumes, Timings
57: St Mary's & W Carolina

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	135	39	7	184	14	193	575	172	68	169	210
Future Volume (vph)	23	135	39	7	184	14	193	575	172	68	169	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	125		0	100		125
Storage Lanes	0		0	1		0	1		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.974			0.990			0.965				0.850
Flt Protected		0.994		0.950			0.950			0.950		
Satd. Flow (prot)	0	1839	0	1805	1881	0	1685	1711	0	1685	1773	1561
Flt Permitted		0.722		0.393			0.641			0.275		
Satd. Flow (perm)	0	1336	0	747	1881	0	1137	1711	0	488	1773	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			4			30				228
Link Speed (mph)		30			30			30				30
Link Distance (ft)		276			191			469				267
Travel Time (s)		6.3			4.3			10.7				6.1
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	25	147	42	8	200	15	210	625	187	74	184	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	8	215	0	210	812	0	74	184	228
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				10
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2		1	2		0	2	1
Detector Template		Thru		Left	Thru		Left	Thru			Thru	Right
Leading Detector (ft)	0	100		20	100		20	100		0	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												

Lanes, Volumes, Timings
57: St Mary's & W Carolina

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	30.5	30.5		30.5	30.5		30.2	30.2		28.2	28.2	28.2
Total Split (s)	30.5	30.5		30.5	30.5		63.0	63.0		63.0	63.0	63.0
Total Split (%)	32.6%	32.6%		32.6%	32.6%		67.4%	67.4%		67.4%	67.4%	67.4%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.1	2.1		2.1	2.1	2.1
Lost Time Adjust (s)		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		5.7	5.7		5.7	5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Act Effect Green (s)		14.4		14.4	14.4		67.4	67.4		67.4	67.4	67.4
Actuated g/C Ratio		0.15		0.15	0.15		0.72	0.72		0.72	0.72	0.72
v/c Ratio		0.99		0.07	0.74		0.26	0.65		0.21	0.14	0.19
Control Delay		96.4		32.1	51.5		6.2	10.7		7.2	5.1	1.2
Queue Delay		0.0		0.0	0.0		0.0	2.6		0.0	0.0	0.0
Total Delay		96.4		32.1	51.5		6.2	13.3		7.2	5.1	1.2
LOS		F		C	D		A	B		A	A	A
Approach Delay		96.4			50.8			11.8			3.6	
Approach LOS		F			D			B			A	
Queue Length 50th (ft)		121		4	121		36	206		12	29	0
Queue Length 95th (ft)		#211		16	183		82	417		38	63	23
Internal Link Dist (ft)		196			111			389			187	
Turn Bay Length (ft)							125			100		125
Base Capacity (vph)		359		195	495		820	1242		351	1278	1189
Starvation Cap Reductn		0		0	0		0	300		0	0	0
Spillback Cap Reductn		0		0	0		0	0		0	0	0
Storage Cap Reductn		0		0	0		0	0		0	0	0
Reduced v/c Ratio		0.60		0.04	0.43		0.26	0.86		0.21	0.14	0.19

Intersection Summary

Area Type: Other

Cycle Length: 93.5

Actuated Cycle Length: 93.5

Offset: 3 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 23.5

Intersection LOS: C

Intersection Capacity Utilization 89.8%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 57: St Mary's & W Carolina



Synchro 11 Report

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Lanes, Volumes, Timings
58: St Mary's & Biering Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	18	0	34	0	822	52	17	226	0
Future Volume (vph)	0	0	0	18	0	34	0	822	52	17	226	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.912			0.992				
Flt Protected					0.983					0.950		
Satd. Flow (prot)	0	1863	0	0	1703	0	0	1822	0	1685	1837	0
Flt Permitted					0.983					0.268		
Satd. Flow (perm)	0	1863	0	0	1703	0	0	1822	0	475	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					87			4				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			563			333			469	
Travel Time (s)		6.6			12.8			7.6			10.7	
Confl. Peds. (#/hr)												
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%	0%	2%	0%	2%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	20	0	37	0	893	57	18	246	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	57	0	0	950	0	18	246	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2			2		1	2	
Detector Template	Left	Thru			Thru			Thru		Left	Thru	
Leading Detector (ft)	20	100		0	100			100		20	100	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Turn Type				Split	NA			NA		Perm	NA	
Protected Phases		4		8	8			2			6	
Permitted Phases	4									6		
Detector Phase	4	4		8	8			2		6	6	
Switch Phase												

Lanes, Volumes, Timings
58: St Mary's & Biering Ave

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0			10.0		10.0	10.0	
Minimum Split (s)	24.8	24.8		24.8	24.8			24.8		24.8	24.8	
Total Split (s)	24.8	24.8		24.8	24.8			45.4		45.4	45.4	
Total Split (%)	26.1%	26.1%		26.1%	26.1%			47.8%		47.8%	47.8%	
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.7	1.7		1.7	1.7			1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3			5.3		5.3	5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			C-Min		C-Min	C-Min	
Act Effect Green (s)					6.0			81.7		81.7	81.7	
Actuated g/C Ratio					0.06			0.86		0.86	0.86	
v/c Ratio					0.30			0.61		0.04	0.16	
Control Delay					8.5			4.6		1.8	1.8	
Queue Delay					0.0			0.0		0.0	0.0	
Total Delay					8.5			4.6		1.8	1.8	
LOS					A			A		A	A	
Approach Delay					8.5			4.6			1.8	
Approach LOS					A			A			A	
Queue Length 50th (ft)					0			146		1	21	
Queue Length 95th (ft)					19			221		5	34	
Internal Link Dist (ft)		210			483			253			389	
Turn Bay Length (ft)										100		
Base Capacity (vph)					418			1568		409	1580	
Starvation Cap Reductn					0			0		0	0	
Spillback Cap Reductn					0			0		0	0	
Storage Cap Reductn					0			0		0	0	
Reduced v/c Ratio					0.14			0.61		0.04	0.16	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 88 (93%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 4.2

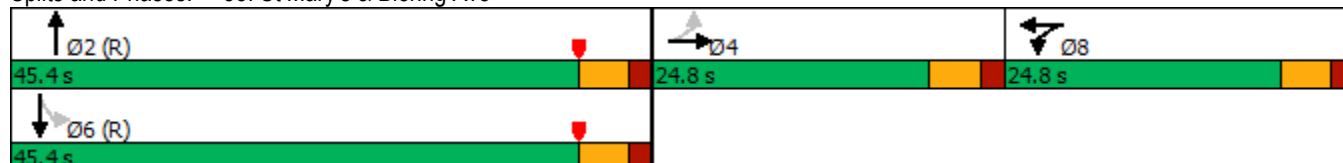
Intersection LOS: A

Intersection Capacity Utilization 60.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 58: St Mary's & Biering Ave



Lanes, Volumes, Timings
59: St Mary's & Mission

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	39	23	7	53	73	63	769	2	13	213	42
Future Volume (vph)	103	39	23	7	53	73	63	769	2	13	213	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	10
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	125		0	0		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.944			0.914						0.975		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1794	0	1805	1737	0	1685	1773	0	1685	1729	0
Flt Permitted	0.609			0.713			0.589			0.279		
Satd. Flow (perm)	1157	1794	0	1355	1737	0	1044	1773	0	495	1729	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	25			69						20		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	341			264			2685			1126		
Travel Time (s)	7.8			6.0			61.0			25.6		
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	112	42	25	8	58	79	68	836	2	14	232	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	67	0	8	137	0	68	838	0	14	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			10			10		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lanes, Volumes, Timings
59: St Mary's & Mission

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		19.9	19.9	
Minimum Split (s)	29.2	29.2		29.2	29.2		29.2	29.2		28.7	28.7	
Total Split (s)	29.2	29.2		29.2	29.2		65.0	65.0		65.0	65.0	
Total Split (%)	31.0%	31.0%		31.0%	31.0%		69.0%	69.0%		69.0%	69.0%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1		2.1	2.1		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	5.7		5.7	5.7		5.7	5.7		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)	11.9	11.9		11.9	11.9		70.9	70.9		70.9	70.9	
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.75	0.75		0.75	0.75	
v/c Ratio	0.77	0.27		0.05	0.49		0.09	0.63		0.04	0.21	
Control Delay	70.3	26.7		33.6	25.1		4.3	9.0		4.5	4.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	70.3	26.7		33.6	25.1		4.3	9.0		4.5	4.2	
LOS	E	C		C	C		A	A		A	A	
Approach Delay		54.0			25.5			8.6			4.2	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	66	23		4	38		9	190		2	36	
Queue Length 95th (ft)	116	57		17	87		26	392		9	81	
Internal Link Dist (ft)		261			184			2605			1046	
Turn Bay Length (ft)	125						100			100		
Base Capacity (vph)	288	466		338	485		785	1334		372	1305	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.14		0.02	0.28		0.09	0.63		0.04	0.21	

Intersection Summary

Area Type: Other

Cycle Length: 94.2

Actuated Cycle Length: 94.2

Offset: 14 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 14.7

Intersection LOS: B

Intersection Capacity Utilization 79.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 59: St Mary's & Mission



Lanes, Volumes, Timings
60: Steves

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	157	73	51	295	72	216	507	42	4	138	34
Future Volume (vph)	42	157	73	51	295	72	216	507	42	4	138	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	200		0	0		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			25			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.953			0.971			0.988			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3440	0	1805	3505	0	1685	1812	0	1652	1782	0
Flt Permitted	0.950			0.950			0.640			0.342		
Satd. Flow (perm)	1770	3440	0	1805	3505	0	1135	1812	0	595	1782	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78			31			6			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1723			1689			390			704	
Travel Time (s)		39.2			38.4			8.9			16.0	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	46	171	79	55	321	78	235	551	46	4	150	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	250	0	55	399	0	235	597	0	4	187	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												

Lanes, Volumes, Timings
60: Steves

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	6.0		5.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	10.7	33.0		10.7	32.0		33.3	33.3		33.3	33.3	
Total Split (s)	12.6	33.0		13.0	32.0		50.0	50.0		50.0	50.0	
Total Split (%)	13.1%	34.4%		13.5%	33.3%		52.1%	52.1%		52.1%	52.1%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.4		2.1	2.4		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	6.0		5.7	6.0		6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)	6.4	13.5		6.7	15.9		60.0	60.0		60.0	60.0	
Actuated g/C Ratio	0.07	0.14		0.07	0.17		0.62	0.62		0.62	0.62	
v/c Ratio	0.39	0.45		0.44	0.66		0.33	0.53		0.01	0.17	
Control Delay	52.2	27.8		53.2	39.7		12.2	14.0		10.2	9.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	52.2	27.8		53.2	39.7		12.2	14.0		10.2	9.0	
LOS	D	C		D	D		B	B		B	A	
Approach Delay		31.6			41.4			13.5			9.0	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	28	50		33	113		67	199		1	43	
Queue Length 95th (ft)	62	83		70	155		140	358		6	90	
Internal Link Dist (ft)		1643			1609			310			624	
Turn Bay Length (ft)	150			200						125		
Base Capacity (vph)	135	1023		146	1022		708	1133		371	1119	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.24		0.38	0.39		0.33	0.53		0.01	0.17	

Intersection Summary

Area Type: Other

Cycle Length: 96

Actuated Cycle Length: 96

Offset: 34 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 23.2

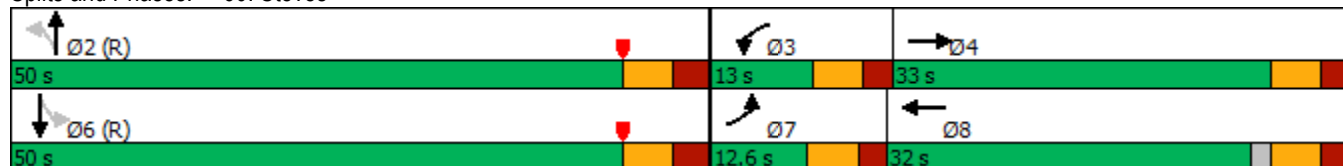
Intersection LOS: C

Intersection Capacity Utilization 72.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 60: Steves



Lanes, Volumes, Timings
61: San Pedro & El Monte Blvd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	3	6	6	4	8	8	801	8	4	614	2
Future Volume (vph)	14	3	6	6	4	8	8	801	8	4	614	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.962			0.939			0.998				
Flt Protected		0.971			0.983		0.950			0.950		
Satd. Flow (prot)	0	1740	0	0	1719	0	1770	1859	0	1770	1863	0
Flt Permitted		0.971			0.983		0.950			0.950		
Satd. Flow (perm)	0	1740	0	0	1719	0	1770	1859	0	1770	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			9			1				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		574			854			1002			1048	
Travel Time (s)		13.0			19.4			22.8			23.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	15	3	7	7	4	9	9	871	9	4	667	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	20	0	9	880	0	4	669	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
61: San Pedro & El Monte Blvd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		20.0	20.0		9.0	25.5		9.0	26.0	
Total Split (s)	26.0	26.0		20.0	20.0		9.0	71.0		9.0	71.0	
Total Split (%)	20.6%	20.6%		15.9%	15.9%		7.1%	56.3%		7.1%	56.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effect Green (s)		7.0			6.6		6.2	109.6		5.9	109.4	
Actuated g/C Ratio		0.06			0.05		0.05	0.87		0.05	0.87	
v/c Ratio		0.25			0.20		0.10	0.54		0.05	0.41	
Control Delay		50.2			43.8		59.2	6.8		58.2	5.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		50.2			43.8		59.2	6.8		58.2	5.2	
LOS		D			D		E	A		E	A	
Approach Delay		50.2			43.8			7.3			5.5	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		14			9		7	101		3	63	
Queue Length 95th (ft)		44			35		25	549		16	348	
Internal Link Dist (ft)		494			774			922			968	
Turn Bay Length (ft)												
Base Capacity (vph)		309			226		87	1617		83	1618	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.08			0.09		0.10	0.54		0.05	0.41	

Intersection Summary

Area Type: Other

Cycle Length: 126

Actuated Cycle Length: 126

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 7.7

Intersection LOS: A

Intersection Capacity Utilization 53.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 61: San Pedro & El Monte Blvd

 Ø1	 Ø2 (R)	 Ø4	 Ø8
9 s	71 s	26 s	20 s
 Ø5	 Ø6 (R)		
9 s	71 s		

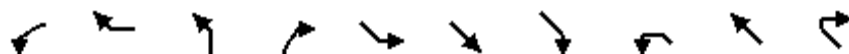
Lanes, Volumes, Timings
80: San Pedro

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	1360	0	0	0	1395
Future Volume (vph)	0	1360	0	0	0	1395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	3
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	5085	0	0	0	3610
Flt Permitted						
Satd. Flow (perm)	0	5085	0	0	0	3610
Link Speed (mph)		30	30		30	
Link Distance (ft)		234	222		232	
Travel Time (s)		5.3	5.0		5.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1478	0	0	0	1516
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1478	0	0	0	1516
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.9%			ICU Level of Service A		
Analysis Period (min)	15					

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	441	1	63	301	54	5	560
Future Volume (vph)	441	1	63	301	54	5	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	0		0	0	
Storage Lanes	1	0	0		1	1	
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							
Frt					0.850		
Flt Protected	0.952			0.991		0.950	
Satd. Flow (prot)	1773	0	0	1846	1583	1770	1863
Flt Permitted	0.952			0.991		0.950	
Satd. Flow (perm)	1773	0	0	1846	1583	1770	1863
Link Speed (mph)	30			30			30
Link Distance (ft)	240			155			140
Travel Time (s)	5.5			3.5			3.2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Adj. Flow (vph)	479	1	68	327	59	5	609
Shared Lane Traffic (%)							
Lane Group Flow (vph)	480	0	0	395	59	5	609
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			12			12
Link Offset(ft)	0			0			0
Crosswalk Width(ft)	16			16			16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9		9	15	
Sign Control	Yield			Yield			Yield
Intersection Summary							
Area Type:	Other						
Control Type:	Roundabout						
Intersection Capacity Utilization	83.3%			ICU Level of Service E			
Analysis Period (min)	15						



Lane Group	WBL	WBR	NBL	NBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↗				↘	↗		↗	↗
Traffic Volume (vph)	0	107	0	0	0	314	816	0	337	47
Future Volume (vph)	0	107	0	0	0	314	816	0	337	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	11	11	11	11
Grade (%)	0%		0%			0%			0%	
Storage Length (ft)	0	0	0	0	0		0	0		0
Storage Lanes	0	1	0	0	0		1	0		1
Taper Length (ft)	25		25		25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor										
Frt		0.865				0.930	0.850			0.850
Flt Protected										
Satd. Flow (prot)	0	1611	0	0	0	1591	1454	0	1801	1531
Flt Permitted										
Satd. Flow (perm)	0	1611	0	0	0	1591	1454	0	1801	1531
Link Speed (mph)	30		30			30			30	
Link Distance (ft)	191		157			155			166	
Travel Time (s)	4.3		3.6			3.5			3.8	
Confl. Peds. (#/hr)										
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%			0%	
Adj. Flow (vph)	0	116	0	0	0	341	887	0	366	51
Shared Lane Traffic (%)							34%			
Lane Group Flow (vph)	0	116	0	0	0	643	585	0	366	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0			0			0	
Link Offset(ft)	0		0			0			0	
Crosswalk Width(ft)	16		16			16			16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	15		9	15		9
Sign Control	Stop		Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 37.0%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
103: St Mary's/Navarro St & Nueva

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL	SER	SER2
Lane Configurations												
Traffic Volume (vph)	78	73	31	15	110	78	74	634	37	40	190	57
Future Volume (vph)	78	73	31	15	110	78	74	634	37	40	190	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	8	11	11	11	11	11	11
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)	0		0	0					125	0	125	
Storage Lanes	0		0	0					1	1	1	
Taper Length (ft)	0			0						25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.974			0.942				0.850		0.850	0.850
Flt Protected		0.979			0.996			0.995		0.950		
Satd. Flow (prot)	0	3413	0	0	3361	0	0	1827	1561	1711	1531	1531
Flt Permitted		0.725			0.922			0.995		0.950		
Satd. Flow (perm)	0	2528	0	0	3111	0	0	1827	1561	1711	1531	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			85				76			76
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		576			369			1095		613		
Travel Time (s)		13.1			8.4			24.9		13.9		
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	0%	0%	0%	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%		
Adj. Flow (vph)	85	79	34	16	120	85	80	689	40	43	207	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	221	0	0	769	40	43	207	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	L NA	R NA	L NA	R NA	R NA	L NA	L NA	R NA	L NA	Right	R NA
Median Width(ft)		0			0			11		11		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.20	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15	9	9
Number of Detectors	1	2		0	2		0	2	1	1	2	1
Detector Template	Left	Thru			Thru			Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		0	100		0	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Prot	Prot	Perm
Protected Phases		8			4		2	2		1	1	
Permitted Phases	8			4					2			1
Detector Phase	8	8		4	4		2	2	2	1	1	1
Switch Phase												

Lanes, Volumes, Timings
103: St Mary's/Navarro St & Nueva

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL	SER	SER2
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0	10.0	6.0	6.0	6.0
Minimum Split (s)	33.0	33.0		33.0	33.0		30.5	30.5	30.5	30.5	30.5	30.5
Total Split (s)	33.0	33.0		33.0	33.0		65.0	65.0	65.0	30.5	30.5	30.5
Total Split (%)	25.7%	25.7%		25.7%	25.7%		50.6%	50.6%	50.6%	23.7%	23.7%	23.7%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?										Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max		C-Max	C-Max	C-Max	Max	Max	Max
Act Effect Green (s)		27.0			27.0			59.0	59.0	24.5	24.5	24.5
Actuated g/C Ratio		0.21			0.21			0.46	0.46	0.19	0.19	0.19
v/c Ratio		0.36			0.31			0.92	0.05	0.13	0.71	0.18
Control Delay		41.8			27.3			49.7	0.8	44.5	63.3	7.6
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		41.8			27.3			49.7	0.8	44.5	63.3	7.6
LOS		D			C			D	A	D	E	A
Approach Delay		41.8			27.3			47.3		49.6		
Approach LOS		D			C			D		D		
Queue Length 50th (ft)		67			49			586	0	30	163	0
Queue Length 95th (ft)		106			87			#847	5	65	#265	29
Internal Link Dist (ft)		496			289			1015		533		
Turn Bay Length (ft)									125		125	125
Base Capacity (vph)		544			720			838	757	326	291	353
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.36			0.31			0.92	0.05	0.13	0.71	0.18

Intersection Summary

Area Type: Other

Cycle Length: 128.5

Actuated Cycle Length: 128.5

Offset: 27 (21%), Referenced to phase 2:NBTL and 6:, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 44.2

Intersection LOS: D

Intersection Capacity Utilization 73.7%

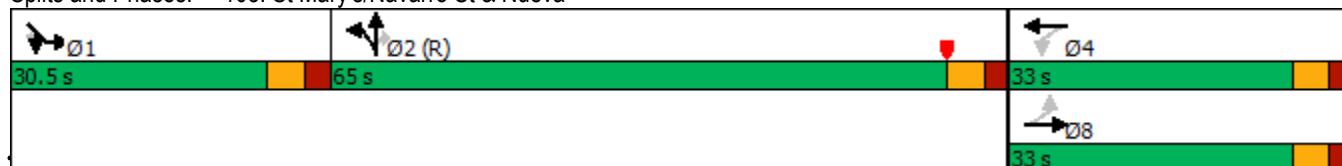
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 103: St Mary's/Navarro St & Nueva



						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	140	150	0	0
Future Volume (vph)	0	0	140	150	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected				0.976		
Satd. Flow (prot)	0	0	0	3454	0	0
Flt Permitted				0.976		
Satd. Flow (perm)	0	0	0	3454	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	167			59	535	
Travel Time (s)	3.8			1.3	12.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	152	163	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	315	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	51.6%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	53	706	0	0
Future Volume (vph)	0	0	53	706	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	225		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1770	6408	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1770	6408	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	224			289	374	
Travel Time (s)	5.1			6.6	8.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	58	767	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	58	767	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.8%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
2955: NB McAllister Fwy

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	400			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected						
Satd. Flow (prot)	0	0	1863	6408	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1863	6408	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	417			524	225	
Travel Time (s)	9.5			11.9	5.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 13.3% ICU Level of Service A

Analysis Period (min) 15

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	2
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor						
Flt						
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	3278
Flt Permitted						
Satd. Flow (perm)	0	0	1863	0	0	3278
Link Speed (mph)		30	30		30	
Link Distance (ft)		304	417		170	
Travel Time (s)		6.9	9.5		3.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Yield		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
3465: McAllister Fw & SB McAllister Fw

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						↕↕↕
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor						
Flt						
Flt Protected						
Satd. Flow (prot)	0	0	0	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	435		232			212
Travel Time (s)	9.9		5.3			4.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		204	531		435	
Travel Time (s)		4.6	12.1		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	66	1546	0	0	0	0
Future Volume (vph)	66	1546	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	6408	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	6408	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	223		472	
Travel Time (s)		3.3	5.1		10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	72	1680	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	1680	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 50.1%

ICU Level of Service A

Analysis Period (min) 15

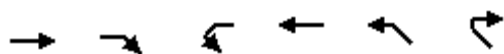
Lanes, Volumes, Timings
6764: San Pedro & Mandalay Dr

2027 - Build Condition - Mitigated Models - AM Peak

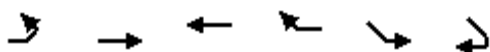
05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	37	0	0	51	0	727	40	0	698	47
Future Volume (vph)	0	0	37	0	0	51	0	727	40	0	698	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%				0%		0%			
Storage Length (ft)	0		0	0		0	100		125	0		100
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.993			0.991
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	1611	0	1850	0	0	1846	0
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	1611	0	1850	0	0	1846	0
Link Speed (mph)	30		30				30		30			
Link Distance (ft)	372		418				668		1002			
Travel Time (s)	8.5		9.5				15.2		22.8			
Confl. Peds. (#/hr)												
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%			
Adj. Flow (vph)	0	0	40	0	0	55	0	790	43	0	759	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	40	0	0	55	0	833	0	0	810	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0				10		10			
Link Offset(ft)	0		0				0		0			
Crosswalk Width(ft)	16		16				16		16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop		Stop				Free		Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	50.7%				ICU Level of Service A							
Analysis Period (min)	15											

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑↑	↑	↑↑↑↑		
Traffic Volume (vph)	0	1334	0	1348	0	0
Future Volume (vph)	0	1334	0	1348	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			4	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	1.00	0.64	1.00	1.00
Ped Bike Factor						
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	5085	1863	4053	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	1863	4053	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		253	196		252	
Travel Time (s)		5.8	4.5		5.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1450	0	1465	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1450	0	1465	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.1%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations				↑↑↑↑	↗	
Traffic Volume (vph)	0	0	0	1448	66	0
Future Volume (vph)	0	0	0	1448	66	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	6408	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	6408	1770	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	517			422	472	
Travel Time (s)	11.8			9.6	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	1574	72	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1574	72	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	R NA	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Free	Yield	
Intersection Summary						
Area Type: Other						
Control Type: Unsignalized						
Intersection Capacity Utilization 50.1% ICU Level of Service A						
Analysis Period (min) 15						



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑			↵	
Traffic Volume (vph)	0	699	0	0	53	0
Future Volume (vph)	0	699	0	0	53	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	0	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	0	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		247	660		374	
Travel Time (s)		5.6	15.0		8.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	760	0	0	58	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	760	0	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	R NA	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Yield	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 36.8% ICU Level of Service A

Analysis Period (min) 15



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	1	1			1
Taper Length (ft)	0		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1900	1900	1900	3610	1900	1900
Flt Permitted						
Satd. Flow (perm)	1900	1900	1900	3610	1900	1900
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	462			696	183	
Travel Time (s)	10.5			15.8	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	0	0	0	0	0	0
Detector Template						
Leading Detector (ft)	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.0	23.5	23.5	23.5
Total Split (s)	24.0	24.0	13.0	36.0	23.5	23.5
Total Split (%)	39.7%	39.7%	21.5%	59.5%	38.8%	38.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	382			616	103	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other

Cycle Length: 60.5

Actuated Cycle Length: 60.5

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.00

Intersection Signal Delay: 0.0

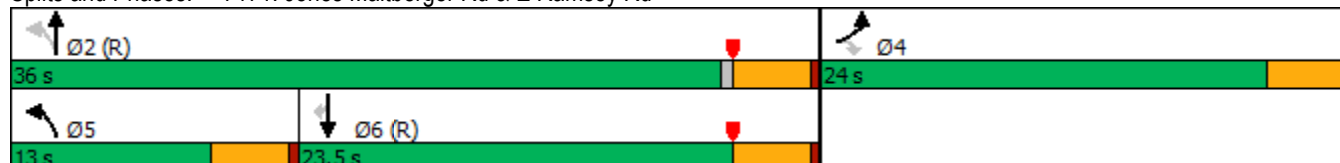
Intersection LOS: A

Intersection Capacity Utilization 0.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7171: Jones Maltberger Rd & E Ramsey Rd





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	0	0	1280	44
Future Volume (vph)	0	7	0	0	1280	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86
Ped Bike Factor						
Frt		0.865			0.995	
Flt Protected						
Satd. Flow (prot)	0	1611	0	0	6376	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	6376	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	147			232	252	
Travel Time (s)	3.3			5.3	5.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	8	0	0	1391	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	8	0	0	1439	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 29.3% ICU Level of Service A

Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	0	15	1319	11	24	0	
Future Volume (vph)	0	15	1319	11	24	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		0	0		
Storage Lanes	0	2		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	0.88	0.91	0.91	1.00	1.00	
Ped Bike Factor							
Frt		0.850	0.999				
Flt Protected					0.950		
Satd. Flow (prot)	0	2787	5080	0	1770	0	
Flt Permitted					0.950		
Satd. Flow (perm)	0	2787	5080	0	1770	0	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		236	3				
Link Speed (mph)	30		30			30	
Link Distance (ft)	205		222			253	
Travel Time (s)	4.7		5.0			5.8	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	0	16	1434	12	26	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	16	1446	0	26	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	0		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors		1	2		1		
Detector Template		Right	Thru		Left		
Leading Detector (ft)		20	100		20		
Trailing Detector (ft)		0	0		0		
Turn Type		Prot	NA		Prot		
Protected Phases		3	2		1		9
Permitted Phases							
Detector Phase		3	2		1		
Switch Phase							



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Minimum Initial (s)		5.0	10.0		5.0		5.0
Minimum Split (s)		11.1	36.1		11.1		10.6
Total Split (s)		16.0	93.4		16.0		10.6
Total Split (%)		13.3%	77.8%		13.3%		9%
Yellow Time (s)		3.6	3.6		3.6		3.6
All-Red Time (s)		2.5	2.5		2.5		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		
Total Lost Time (s)		6.1	6.1		6.1		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		None	C-Max		None		None
Act Effect Green (s)		6.9	107.7		7.3		
Actuated g/C Ratio		0.06	0.90		0.06		
v/c Ratio		0.04	0.32		0.24		
Control Delay		0.2	1.2		58.4		
Queue Delay		0.0	0.0		0.0		
Total Delay		0.2	1.2		58.4		
LOS		A	A		E		
Approach Delay	0.2		1.2			58.4	
Approach LOS	A		A			E	
Queue Length 50th (ft)		0	37		20		
Queue Length 95th (ft)		0	50		49		
Internal Link Dist (ft)	125		142			173	
Turn Bay Length (ft)							
Base Capacity (vph)		446	4558		146		
Starvation Cap Reductn		0	0		0		
Spillback Cap Reductn		0	0		0		
Storage Cap Reductn		0	0		0		
Reduced v/c Ratio		0.04	0.32		0.18		

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 2.2

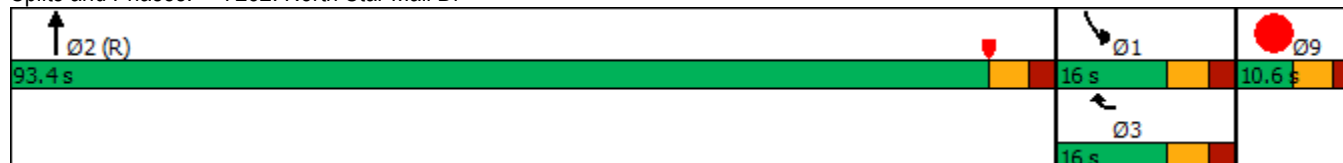
Intersection LOS: A

Intersection Capacity Utilization 40.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7252: North Star Mall Dr



Lanes, Volumes, Timings
7362: Jones Maltberger Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Flt												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	0	1863	0	0	0	0	1863	3539	1863
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	0	1863	0	0	0	0	1863	3539	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			60			60	
Link Distance (ft)		428			596			204			225	
Travel Time (s)		9.7			13.5			2.3			2.6	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2					1	2	1
Detector Template	Left	Thru			Thru					Left	Thru	Right
Leading Detector (ft)	20	100			100					20	100	20
Trailing Detector (ft)	0	0			0					0	0	0
Turn Type	D.P+P									Split		Prot
Protected Phases	5	5 6			6					8	8	8
Permitted Phases	6											
Detector Phase	5	5 6			6					8	8	8
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
7362: Jones Maltberger Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	5.0				5.0					5.0	5.0	5.0
Minimum Split (s)	20.0				19.5					28.3	28.3	28.3
Total Split (s)	20.0				34.0					36.0	36.0	36.0
Total Split (%)	22.2%				37.8%					40.0%	40.0%	40.0%
Yellow Time (s)	3.5				3.6					5.8	5.8	5.8
All-Red Time (s)	1.5				1.9					1.5	1.5	1.5
Lost Time Adjust (s)	0.0				0.0					0.0	0.0	0.0
Total Lost Time (s)	5.0				5.5					7.3	7.3	7.3
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None				None					None	None	None
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		348			516			124			145	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 28 (31%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.00												
Intersection Signal Delay: 0.0				Intersection LOS: A								
Intersection Capacity Utilization 27.6%				ICU Level of Service A								
Analysis Period (min) 15												

Splits and Phases: 7362: Jones Maltberger Rd

#7544  Ø2 (R)	#7544  Ø1	#7544  Ø4
30 s	24 s	36 s
#7362  Ø6	#7362  Ø5	#7362  Ø8
34 s	20 s	36 s

Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.7	10.1	31.3
Total Split (s)	24.0	30.0	36.0
Total Split (%)	27%	33%	40%
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	2.1	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
7451: VIA Terminal & San Pedro

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Lane Configurations							
Traffic Volume (vph)	0	57	1334	0	0	1348	
Future Volume (vph)	0	57	1334	0	0	1348	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		0	300		
Storage Lanes	1	1		0	0		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.81	
Ped Bike Factor							
Frt		0.850					
Flt Protected							
Satd. Flow (prot)	1863	1583	5085	0	0	7544	
Flt Permitted							
Satd. Flow (perm)	1863	1583	5085	0	0	7544	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		421					
Link Speed (mph)	30		30			30	
Link Distance (ft)	439		196			407	
Travel Time (s)	10.0		4.5			9.3	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	0	62	1450	0	0	1465	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	62	1450	0	0	1465	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2			2	
Detector Template	Left	Right	Thru			Thru	
Leading Detector (ft)	20	20	100			100	
Trailing Detector (ft)	0	0	0			0	
Turn Type	Prot	Perm	NA			NA	
Protected Phases	8		2			6	13
Permitted Phases		8					
Detector Phase	8	8	2			6	
Switch Phase							



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Minimum Initial (s)	5.0	5.0	10.0			10.0	5.0
Minimum Split (s)	11.1	11.1	25.8			16.8	60.0
Total Split (s)	18.0	18.0	102.0			102.0	60.0
Total Split (%)	10.0%	10.0%	56.7%			56.7%	33%
Yellow Time (s)	3.6	3.6	3.6			3.6	3.5
All-Red Time (s)	2.5	2.5	3.2			3.2	0.5
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	
Total Lost Time (s)	6.1	6.1	6.8			6.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max			C-Max	None
Act Effect Green (s)		5.5	161.6			161.6	
Actuated g/C Ratio		0.03	0.90			0.90	
v/c Ratio		0.14	0.32			0.22	
Control Delay		0.6	1.5			1.2	
Queue Delay		0.0	0.7			0.3	
Total Delay		0.6	2.2			1.6	
LOS		A	A			A	
Approach Delay	0.6		2.2			1.6	
Approach LOS	A		A			A	
Queue Length 50th (ft)		0	64			38	
Queue Length 95th (ft)		0	71			42	
Internal Link Dist (ft)	359		116			327	
Turn Bay Length (ft)							
Base Capacity (vph)		497	4565			6772	
Starvation Cap Reductn		0	2610			4358	
Spillback Cap Reductn		0	0			0	
Storage Cap Reductn		0	0			0	
Reduced v/c Ratio		0.12	0.74			0.61	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 119 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 1.9

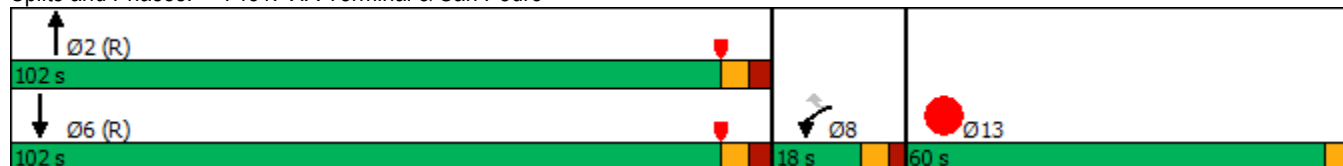
Intersection LOS: A

Intersection Capacity Utilization 40.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7451: VIA Terminal & San Pedro



Lanes, Volumes, Timings
7544: Jones Maltberger Rd

2027 - Build Condition - Mitigated Models - AM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	1863	1863	0	0	3539	1863	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	1863	1863	0	0	3539	1863	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			60			60	
Link Distance (ft)		183			428			232			170	
Travel Time (s)		4.2			9.7			2.6			1.9	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	1			
Detector Template		Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)		100		20	100		20	100	20			
Trailing Detector (ft)		0		0	0		0	0	0			
Turn Type				D.P+P					Perm			
Protected Phases		2		1	1 2			4				
Permitted Phases				2			4		4			
Detector Phase		2		1	1 2		4	4	4			
Switch Phase												

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)		5.0		5.0			5.0	5.0	5.0			
Minimum Split (s)		10.1		23.7			31.3	31.3	31.3			
Total Split (s)		30.0		24.0			36.0	36.0	36.0			
Total Split (%)		33.3%		26.7%			40.0%	40.0%	40.0%			
Yellow Time (s)		3.6		3.6			5.8	5.8	5.8			
All-Red Time (s)		1.5		2.1			1.5	1.5	1.5			
Lost Time Adjust (s)		0.0		0.0				0.0	0.0			
Total Lost Time (s)		5.1		5.7				7.3	7.3			
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		C-Max		None			None	None	None			
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		103			348			152			90	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 28 (31%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.00												
Intersection Signal Delay: 0.0				Intersection LOS: A								
Intersection Capacity Utilization 27.6%				ICU Level of Service A								
Analysis Period (min) 15												

Splits and Phases: 7544: Jones Maltberger Rd

#7544  Ø2 (R)	#7544  Ø1	#7544  Ø4
30 s	24 s	36 s
#7362  Ø6	#7362  Ø5	#7362  Ø8
34 s	20 s	36 s

Lane Group	Ø5	Ø6	Ø8
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	20.0	19.5	28.3
Total Split (s)	20.0	34.0	36.0
Total Split (%)	22%	38%	40%
Yellow Time (s)	3.5	3.6	5.8
All-Red Time (s)	1.5	1.9	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

PM PEAK

Lanes, Volumes, Timings
1: US281 NB FR & Isom

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

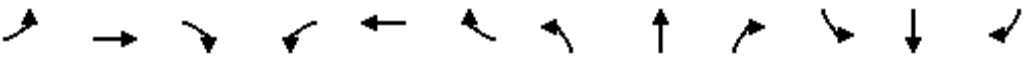
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	114	0	0	297	89	212	259	40	0	0	0
Future Volume (vph)	210	114	0	0	297	89	212	259	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.969			0.980				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1652	1863	0	0	1805	0	1770	1825	0	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1652	1863	0	0	1805	0	1770	1825	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			7				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			243			1679			616	
Travel Time (s)		8.0			5.5			38.2			14.0	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	228	124	0	0	323	97	230	282	43	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	228	124	0	0	420	0	230	325	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Turn Type	Prot	NA			NA		Perm	NA				
Protected Phases	1	1 2			2			4				
Permitted Phases							4					
Detector Phase	1	1 2			2		4	4				
Switch Phase												

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
1: US281 NB FR & Isom

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0				5.0		5.0	5.0				
Minimum Split (s)	10.1				16.1		21.3	21.3				
Total Split (s)	42.7				24.3		23.0	23.0				
Total Split (%)	47.4%				27.0%		25.6%	25.6%				
Yellow Time (s)	3.6				3.6		5.8	5.8				
All-Red Time (s)	1.5				1.5		1.5	1.5				
Lost Time Adjust (s)	0.0				0.0		0.0	0.0				
Total Lost Time (s)	5.1				5.1		7.3	7.3				
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Recall Mode	None				None		None	None				
Act Effect Green (s)	30.9	61.9			25.9		15.7	15.7				
Actuated g/C Ratio	0.34	0.69			0.29		0.17	0.17				
v/c Ratio	0.40	0.10			0.79		0.75	1.00				
Control Delay	3.4	0.5			42.2		51.8	89.3				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	3.4	0.5			42.2		51.8	89.3				
LOS	A	A			D		D	F				
Approach Delay		2.4			42.2			73.8				
Approach LOS		A			D			E				
Queue Length 50th (ft)	10	2			211		125	~184				
Queue Length 95th (ft)	m8	m2			#395		#233	#359				
Internal Link Dist (ft)		274			163			1599			536	
Turn Bay Length (ft)	130											
Base Capacity (vph)	690	1276			529		308	324				
Starvation Cap Reductn	0	0			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.33	0.10			0.79		0.75	1.00				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 48 (53%), Referenced to phase 6:EBWB, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 44.8

Intersection LOS: D

Intersection Capacity Utilization 63.3%

ICU Level of Service B

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

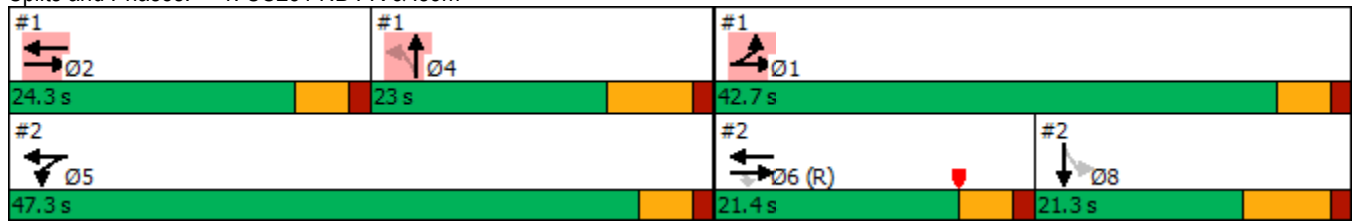
Queue shown is maximum after two cycles.

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.

Splits and Phases: 1: US281 NB FR & Isom



Lane Group	Ø5	Ø6	Ø8
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.1	19.1	21.3
Total Split (s)	47.3	21.4	21.3
Total Split (%)	53%	24%	24%
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	1.5	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Recall Mode	None	C-Max	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
2: Isom & US281 SB FR

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	281	131	210	283	0	0	0	0	36	13	125
Future Volume (vph)	0	281	131	210	283	0	0	0	0	36	13	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	130		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor												
Frt			0.850								0.892	
Flt Protected				0.950							0.990	
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	0	3125	0
Flt Permitted				0.950							0.990	
Satd. Flow (perm)	0	1863	1583	1770	1863	0	0	0	0	0	3125	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			202								136	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		567			354			1680			652	
Travel Time (s)		12.9			8.0			38.2			14.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	305	142	228	308	0	0	0	0	39	14	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	305	142	228	308	0	0	0	0	0	189	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	
Detector Template		Thru	Right	Left	Thru					Left	Thru	
Leading Detector (ft)		100	20	20	100					20	100	
Trailing Detector (ft)		0	0	0	0					0	0	
Turn Type		NA	Perm	Prot	NA					Perm	NA	
Protected Phases		6		5	5 6						8	
Permitted Phases			6							8		
Detector Phase		6	6	5	5 6					8	8	
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
2: Isom & US281 SB FR

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0	5.0						5.0	5.0	
Minimum Split (s)		19.1	19.1	10.1						21.3	21.3	
Total Split (s)		21.4	21.4	47.3						21.3	21.3	
Total Split (%)		23.8%	23.8%	52.6%						23.7%	23.7%	
Yellow Time (s)		3.6	3.6	3.6						5.8	5.8	
All-Red Time (s)		1.5	1.5	1.5						1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0							0.0	
Total Lost Time (s)		5.1	5.1	5.1							7.3	
Lead/Lag		Lead	Lead							Lag	Lag	
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	
Recall Mode		C-Max	C-Max	None						None	None	
Act Effect Green (s)		16.3	16.3	48.9	70.3						7.3	
Actuated g/C Ratio		0.18	0.18	0.54	0.78						0.08	
v/c Ratio		0.91	0.31	0.24	0.21						0.50	
Control Delay		67.9	3.4	4.6	0.3						17.6	
Queue Delay		0.0	0.0	0.0	0.5						0.0	
Total Delay		67.9	3.4	4.6	0.7						17.6	
LOS		E	A	A	A						B	
Approach Delay		47.4			2.4						17.6	
Approach LOS		D			A						B	
Queue Length 50th (ft)		171	0	10	1						15	
Queue Length 95th (ft)		#322	18	m30	m1						46	
Internal Link Dist (ft)		487			274			1600			572	
Turn Bay Length (ft)				130								
Base Capacity (vph)		337	452	961	1454						600	
Starvation Cap Reductn		0	0	0	747						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.91	0.31	0.24	0.44						0.32	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 48 (53%), Referenced to phase 6:EBWB, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 22.0

Intersection LOS: C

Intersection Capacity Utilization 63.3%

ICU Level of Service B

Analysis Period (min) 15

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.

Splits and Phases: 2: Isom & US281 SB FR

#1  24.3 s	#1  23 s	#1  42.7 s
#2  47.3 s	#2  21.4 s	#2  21.3 s

Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.1	16.1	21.3
Total Split (s)	42.7	24.3	23.0
Total Split (%)	47%	27%	26%
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	1.5	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: Oasis St & Isom

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	330	32	16	351	48	28	0	20	70	0	32
Future Volume (vph)	46	330	32	16	351	48	28	0	20	70	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	10	11	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987			0.982			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1777	0	1652	1768	0	1770	1583	0	1770	1583	0
Flt Permitted	0.178			0.302			0.950			0.950		
Satd. Flow (perm)	309	1777	0	525	1768	0	1770	1583	0	1770	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7			479			568	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		372			567			685			745	
Travel Time (s)		8.5			12.9			15.6			16.9	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	50	359	35	17	382	52	30	0	22	76	0	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	394	0	17	434	0	30	22	0	76	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.09	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
3: Oasis St & Isom

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.4	30.2		10.4	30.2		29.5	29.5		27.0	27.0	
Total Split (s)	10.4	30.2		10.4	30.2		29.5	29.5		27.0	27.0	
Total Split (%)	10.7%	31.1%		10.7%	31.1%		30.4%	30.4%		27.8%	27.8%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.8	2.1		1.8	2.1		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.4	5.7		5.4	5.7		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		Max	C-Max		None	None	
Act Effect Green (s)	31.0	28.7		28.9	24.6		25.5	39.4		9.5	21.0	
Actuated g/C Ratio	0.32	0.30		0.30	0.25		0.26	0.41		0.10	0.22	
v/c Ratio	0.30	0.74		0.08	0.96		0.06	0.02		0.44	0.04	
Control Delay	25.3	41.5		21.1	70.3		29.0	0.1		48.4	0.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.3	41.5		21.1	70.3		29.0	0.1		48.4	0.1	
LOS	C	D		C	E		C	A		D	A	
Approach Delay		39.7			68.4			16.8			33.2	
Approach LOS		D			E			B			C	
Queue Length 50th (ft)	20	195		7	262		14	0		45	0	
Queue Length 95th (ft)	45	#398		21	#457		38	0		87	0	
Internal Link Dist (ft)		292			487			605			665	
Turn Bay Length (ft)	200			190								
Base Capacity (vph)	167	529		214	452		465	926		382	787	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.74		0.08	0.96		0.06	0.02		0.20	0.04	

Intersection Summary

Area Type: Other

Cycle Length: 97.1

Actuated Cycle Length: 97.1

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 50.1

Intersection LOS: D

Intersection Capacity Utilization 50.3%

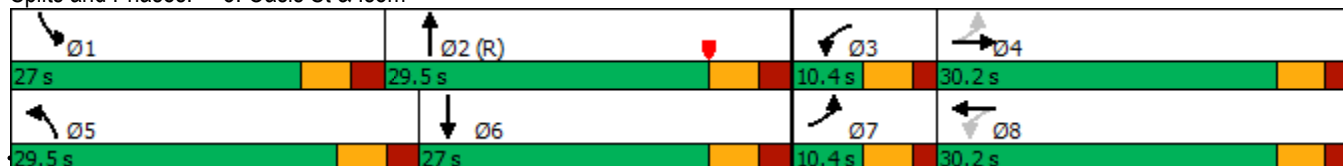
ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Oasis St & Isom



Lanes, Volumes, Timings
4: Isom & Sahara Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	58	34	50	350	366	45
Future Volume (vph)	58	34	50	350	366	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	11	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	150			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.985	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1652	1801	1835	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	1770	1583	346	1801	1835	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		37			9	
Link Speed (mph)	30			30	30	
Link Distance (ft)	580			625	270	
Travel Time (s)	13.2			14.2	6.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	63	37	54	380	398	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	37	54	380	447	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.09	1.04	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	6		7	4	8	
Permitted Phases		6	4			
Detector Phase	6	6	7	4	8	
Switch Phase						



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.1	22.1	10.7	27.7	27.7	
Total Split (s)	28.0	28.0	13.0	62.0	49.0	
Total Split (%)	31.1%	31.1%	14.4%	68.9%	54.4%	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	1.5	1.5	2.1	2.1	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.1	5.1	5.7	5.7	5.7	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	C-Max	C-Max	None	None	None	
Act Effect Green (s)	40.8	40.8	38.4	38.4	28.1	
Actuated g/C Ratio	0.45	0.45	0.43	0.43	0.31	
v/c Ratio	0.08	0.05	0.22	0.49	0.77	
Control Delay	18.9	7.2	13.7	19.5	36.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.9	7.2	13.7	19.5	36.1	
LOS	B	A	B	B	D	
Approach Delay	14.6			18.8	36.1	
Approach LOS	B			B	D	
Queue Length 50th (ft)	21	0	17	144	225	
Queue Length 95th (ft)	54	21	30	174	285	
Internal Link Dist (ft)	500			545	190	
Turn Bay Length (ft)			150			
Base Capacity (vph)	801	737	253	1126	887	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.05	0.21	0.34	0.50	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 6:SEL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 26.3

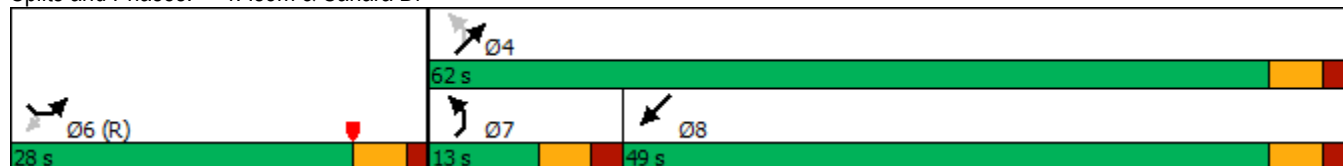
Intersection LOS: C

Intersection Capacity Utilization 44.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Isom & Sahara Dr



Lanes, Volumes, Timings
5: Isom & Ramsey Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	20	80	43	134	224	62	78	269	90	31	366	51
Future Volume (vph)	20	80	43	134	224	62	78	269	90	31	366	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	0		0	175		125	125		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.947			0.968				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1764	0	1770	1803	0	1652	1801	1531	1652	1801	1531
Flt Permitted	0.517			0.671			0.226			0.441		
Satd. Flow (perm)	963	1764	0	1250	1803	0	393	1801	1531	767	1801	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			13				98			85
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		631			459			2534			749	
Travel Time (s)		14.3			10.4			57.6			17.0	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	22	87	47	146	243	67	85	292	98	34	398	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	134	0	146	310	0	85	292	98	34	398	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		7	4	4	3	8	8
Switch Phase												

Lanes, Volumes, Timings
5: Isom & Ramsey Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	31.3	31.3		31.3	31.3		11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	50.0	50.0		50.0	50.0		14.0	57.0	57.0	13.0	56.0	56.0
Total Split (%)	41.7%	41.7%		41.7%	41.7%		11.7%	47.5%	47.5%	10.8%	46.7%	46.7%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.7	2.7		2.7	2.7		2.4	2.1	2.1	2.4	2.1	2.1
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)	6.3	6.3		6.3	6.3		6.0	5.7	5.7	6.0	5.7	5.7
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effect Green (s)	63.7	63.7		63.7	63.7		41.0	36.5	36.5	38.3	33.1	33.1
Actuated g/C Ratio	0.53	0.53		0.53	0.53		0.34	0.30	0.30	0.32	0.28	0.28
v/c Ratio	0.04	0.14		0.22	0.32		0.40	0.53	0.18	0.12	0.80	0.11
Control Delay	18.5	14.8		19.2	18.9		27.6	37.6	5.9	21.0	52.3	2.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	14.8		19.2	18.9		27.6	37.6	5.9	21.0	52.3	2.5
LOS	B	B		B	B		C	D	A	C	D	A
Approach Delay		15.3			19.0			29.3			44.5	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	8	43		61	131		42	194	0	16	288	0
Queue Length 95th (ft)	27	94		124	234		66	249	35	32	358	12
Internal Link Dist (ft)		551			379			2454			669	
Turn Bay Length (ft)	125						175		125	125		125
Base Capacity (vph)	511	947		663	962		218	769	710	297	754	691
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.14		0.22	0.32		0.39	0.38	0.14	0.11	0.53	0.08

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 29.6

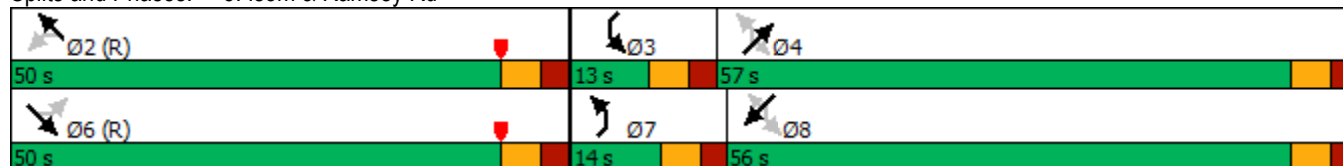
Intersection LOS: C

Intersection Capacity Utilization 63.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Isom & Ramsey Rd



Lanes, Volumes, Timings
6: San Pedro & Isom Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	124	276	454	187	37	142	1899	339	50	1886	87
Future Volume (vph)	161	124	276	454	187	37	142	1899	339	50	1886	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	11	12	11	12	13	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	125		185	320		0	200		0
Storage Lanes	1		1	2		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.86	0.86
Ped Bike Factor												
Frt			0.850		0.975				0.850		0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	2975	1756	0	1711	5085	1636	1770	6363	0
Flt Permitted	0.608			0.429			0.950			0.950		
Satd. Flow (perm)	1133	1863	1583	1344	1756	0	1711	5085	1636	1770	6363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			235		8				259		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		717			372			792			429	
Travel Time (s)		16.3			8.5			18.0			9.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	175	135	300	493	203	40	154	2064	368	54	2050	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	135	300	493	243	0	154	2064	368	54	2145	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	L NA	Right
Median Width(ft)		16			16			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.04	1.00	1.04	1.00	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												

Lanes, Volumes, Timings
6: San Pedro & Isom Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.0	12.0	12.0	40.7	40.7		11.4	30.4	30.4	11.4	20.0	
Total Split (s)	15.0	16.0	16.0	40.7	41.7		18.8	56.9	56.9	11.4	49.5	
Total Split (%)	12.0%	12.8%	12.8%	32.6%	33.4%		15.0%	45.5%	45.5%	9.1%	39.6%	
Yellow Time (s)	3.5	3.6	3.6	3.6	3.6		3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	0.5	3.4	3.4	3.1	3.1		2.8	2.8	2.8	2.8	2.8	
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)	4.0	7.0	7.0	6.7	6.7		6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Act Effect Green (s)	30.3	16.6	16.6	44.9	30.2		12.4	57.8	57.8	5.0	48.2	
Actuated g/C Ratio	0.24	0.13	0.13	0.36	0.24		0.10	0.46	0.46	0.04	0.39	
v/c Ratio	0.53	0.55	0.73	0.65	0.57		0.91	0.88	0.41	0.77	0.87	
Control Delay	34.4	59.5	23.7	34.6	45.1		105.1	37.0	8.9	115.8	40.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	34.4	59.5	23.7	34.6	45.1		105.1	37.0	8.9	115.8	40.9	
LOS	C	E	C	C	D		F	D	A	F	D	
Approach Delay		34.7			38.0			37.0			42.7	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	96	103	48	156	168		125	563	52	44	462	
Queue Length 95th (ft)	142	172	153	193	242		#258	#734	136	#120	#585	
Internal Link Dist (ft)		637			292			712			349	
Turn Bay Length (ft)	280			125			320			200		
Base Capacity (vph)	333	246	413	926	497		169	2352	896	70	2456	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.53	0.55	0.73	0.53	0.49		0.91	0.88	0.41	0.77	0.87	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 39.0

Intersection LOS: D

Intersection Capacity Utilization 82.4%

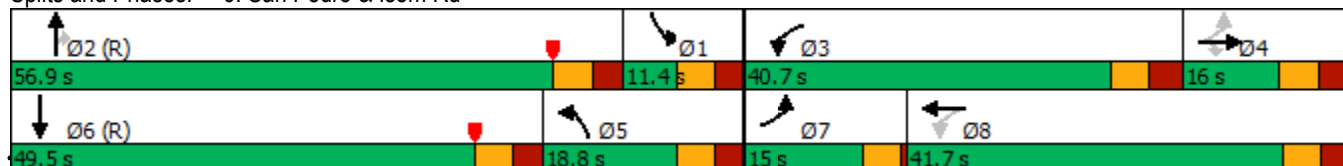
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: San Pedro & Isom Rd



Lanes, Volumes, Timings
7: San Pedro & LP 410 EB

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  		 	  			   	 
Traffic Volume (vph)	0	0	0	369	239	302	644	2075	0	0	1578	1048
Future Volume (vph)	0	0	0	369	239	302	644	2075	0	0	1578	1048
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	300		500
Storage Lanes	0		0	1		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.86	0.86	1.00	0.97	0.91	1.00	1.00	0.81	0.88
Ped Bike Factor												
Frt						0.850						0.850
Flt Protected				0.950	0.979		0.950					
Satd. Flow (prot)	0	0	0	1522	4705	1583	3433	5085	0	0	7544	2787
Flt Permitted				0.950	0.979		0.950					
Satd. Flow (perm)	0	0	0	1522	4705	1583	3433	5085	0	0	7544	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						112						282
Link Speed (mph)		60			60			30			30	
Link Distance (ft)		422			224			247			792	
Travel Time (s)		4.8			2.5			5.6			18.0	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	401	260	328	700	2255	0	0	1715	1139
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	200	461	328	700	2255	0	0	1715	1139
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	L NA	Right	L NA	L NA	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5 15	5 6 15			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5 15	5 6 15			6	6
Switch Phase												

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø11	Ø15
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Width (ft)						
Grade (%)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor						
Growth Factor						
Heavy Vehicles (%)						
Bus Blockages (#/hr)						
Parking (#/hr)						
Mid-Block Traffic (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Turn Type						
Protected Phases	1	2	4	5	11	15
Permitted Phases						
Detector Phase						
Switch Phase						

Lanes, Volumes, Timings
7: San Pedro & LP 410 EB

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				15.0	15.0	15.0					21.3	21.3
Total Split (s)				23.0	23.0	23.0					44.0	44.0
Total Split (%)				15.3%	15.3%	15.3%					29.3%	29.3%
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.4	2.4	2.4					2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.7	6.7	6.7					6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				None	None	None					Min	Min
Act Effct Green (s)				16.3	16.3	16.3	78.0	122.0			37.7	37.7
Actuated g/C Ratio				0.11	0.11	0.11	0.52	0.81			0.25	0.25
v/c Ratio				1.21	1.10dl	1.21	0.39	0.55			0.90	1.25
Control Delay				192.0	87.5	158.9	3.1	1.7			62.1	156.1
Queue Delay				0.0	0.0	0.0	2.4	20.1			0.0	0.0
Total Delay				192.0	87.5	158.9	5.5	21.8			62.1	156.1
LOS				F	F	F	A	C			E	F
Approach Delay					132.3			18.0			99.6	
Approach LOS					F			B			F	
Queue Length 50th (ft)				~276	175	~287	17	57			404	~665
Queue Length 95th (ft)				#472	#248	#491	m17	m9			444	#819
Internal Link Dist (ft)		342			144			167			712	
Turn Bay Length (ft)												500
Base Capacity (vph)				165	511	271	1785	4135			1896	911
Starvation Cap Reductn				0	0	0	919	1951			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				1.21	0.90	1.21	0.81	1.03			0.90	1.25
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 124 (83%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.25												
Intersection Signal Delay: 68.9						Intersection LOS: E						
Intersection Capacity Utilization 120.2%						ICU Level of Service H						
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 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.												
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												

Splits and Phases: 7: San Pedro & LP 410 EB

#8  Ø2 (R) 44 s	#8  Ø4 39 s	#8  Ø1 44 s	#8  Ø11 23 s
#7  Ø5 44 s	#7  Ø15 39 s	#7  Ø6 44 s	#7  Ø8 23 s

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø11	Ø15
Minimum Initial (s)	2.0	10.0	7.0	2.0	2.0	2.0
Minimum Split (s)	20.0	25.0	15.0	25.0	15.0	15.0
Total Split (s)	44.0	44.0	39.0	44.0	23.0	39.0
Total Split (%)	29%	29%	26%	29%	15%	26%
Yellow Time (s)	3.0	4.3	4.3	3.0	3.0	3.0
All-Red Time (s)	2.0	1.1	2.4	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	C-Min	None	None	None	None
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Lanes, Volumes, Timings
8: San Pedro & LP 410 WB

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1048	134	475	0	0	0	0	1678	509	413	1535	0
Future Volume (vph)	1048	134	475	0	0	0	0	1678	509	413	1535	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	0		0	0		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.81	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850						0.850			
Flt Protected	0.950	0.968								0.950		
Satd. Flow (prot)	3221	1641	1583	0	0	0	0	7544	1583	3433	5085	0
Flt Permitted	0.950	0.968								0.950		
Satd. Flow (perm)	3221	1641	1583	0	0	0	0	7544	1583	3433	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			316						336			
Link Speed (mph)		60			60			30			30	
Link Distance (ft)		223			247			407			247	
Travel Time (s)		2.5			2.8			9.3			5.6	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	1139	146	516	0	0	0	0	1824	553	449	1668	0
Shared Lane Traffic (%)	25%											
Lane Group Flow (vph)	854	431	516	0	0	0	0	1824	553	449	1668	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Turn Type	Split	NA	Free					NA	Perm	Prot	NA	
Protected Phases	4	4						2		1 11	1 2 11	
Permitted Phases			Free						2			
Detector Phase	4	4						2	2	1 11	1 2 11	
Switch Phase												

Lane Group	Ø1	Ø5	Ø6	Ø8	Ø11	Ø15
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Width (ft)						
Grade (%)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor						
Growth Factor						
Heavy Vehicles (%)						
Bus Blockages (#/hr)						
Parking (#/hr)						
Mid-Block Traffic (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Turn Type						
Protected Phases	1	5	6	8	11	15
Permitted Phases						
Detector Phase						
Switch Phase						

Lanes, Volumes, Timings
8: San Pedro & LP 410 WB

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0						10.0	10.0			
Minimum Split (s)	15.0	15.0						25.0	25.0			
Total Split (s)	39.0	39.0						44.0	44.0			
Total Split (%)	26.0%	26.0%						29.3%	29.3%			
Yellow Time (s)	4.3	4.3						4.3	4.3			
All-Red Time (s)	2.4	2.4						1.1	1.1			
Lost Time Adjust (s)	0.0	0.0						0.0	0.0			
Total Lost Time (s)	6.7	6.7						5.4	5.4			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None						C-Min	C-Min			
Act Effct Green (s)	32.3	32.3	150.0					38.6	38.6	62.0	106.0	
Actuated g/C Ratio	0.22	0.22	1.00					0.26	0.26	0.41	0.71	
v/c Ratio	1.23	1.22	0.33					0.94	0.84	0.32	0.46	
Control Delay	164.7	170.4	0.5					75.1	44.8	3.2	2.6	
Queue Delay	0.1	0.1	0.0					18.7	3.8	1.3	4.6	
Total Delay	164.8	170.5	0.5					93.7	48.6	4.4	7.2	
LOS	F	F	A					F	D	A	A	
Approach Delay		119.1						83.2			6.6	
Approach LOS		F						F			A	
Queue Length 50th (ft)	~565	~567	0					462	322	8	71	
Queue Length 95th (ft)	#706	#805	0					#501	#472	m11	m54	
Internal Link Dist (ft)		143			167			327			167	
Turn Bay Length (ft)												
Base Capacity (vph)	693	353	1583					1941	656	1418	3593	
Starvation Cap Reductn	0	0	0					180	52	727	1834	
Spillback Cap Reductn	7	3	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	1.24	1.23	0.33					1.04	0.92	0.65	0.95	
Intersection Summary												
Area Type:	Other											
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 124 (83%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.25												
Intersection Signal Delay: 67.7						Intersection LOS: E						
Intersection Capacity Utilization 120.2%						ICU Level of Service H						
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 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.												

Splits and Phases: 8: San Pedro & LP 410 WB

 #8 Ø2 (R) 44 s	 #8 Ø4 39 s	 #8 Ø1 44 s	 #8 Ø11 23 s
 #7 Ø5 44 s	 #7 Ø15 39 s	 #7 Ø6 44 s	 #7 Ø8 23 s

Lane Group	Ø1	Ø5	Ø6	Ø8	Ø11	Ø15
Minimum Initial (s)	2.0	2.0	10.0	7.0	2.0	2.0
Minimum Split (s)	20.0	25.0	21.3	15.0	15.0	15.0
Total Split (s)	44.0	44.0	44.0	23.0	23.0	39.0
Total Split (%)	29%	29%	29%	15%	15%	26%
Yellow Time (s)	3.0	3.0	4.3	4.3	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.4	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	None	None	None
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	185	121	105	186	177	226	5	127	1596	107	5	105
Future Volume (vph)	185	121	105	186	177	226	5	127	1596	107	5	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	12	12	10	11	11	12	10
Grade (%)	0%			0%				0%				
Storage Length (ft)	150		0	180		0		180		0		0
Storage Lanes	1		0	1		1		1		0		1
Taper Length (ft)	0			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Ped Bike Factor												
Frt	0.930					0.850			0.991			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	1767	0	1805	1900	1615	0	1683	4969	0	0	1683
Flt Permitted	0.303			0.606				0.950				0.950
Satd. Flow (perm)	576	1767	0	1151	1900	1615	0	1683	4969	0	0	1683
Right Turn on Red	Yes			Yes			Yes					
Satd. Flow (RTOR)	28			218			8					
Link Speed (mph)	30			30			30					
Link Distance (ft)	2279			1062			389					
Travel Time (s)	51.8			24.1			8.8					
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%				0%				
Adj. Flow (vph)	201	132	114	202	192	246	5	138	1735	116	5	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	246	0	202	192	246	0	143	1851	0	0	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	L NA	Left	Right	R NA	Left
Median Width(ft)	12			12				10				
Link Offset(ft)	0			0				0				
Crosswalk Width(ft)	16			16				16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	0	2		1	2	0	0	1	2		0	1
Detector Template	Thru			Left	Thru			Left	Thru			Left
Leading Detector (ft)	0	100		20	100	0	0	20	100		0	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	Prot	NA		Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	5	2		1	1
Switch Phase												



Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (vph)	1328	87
Future Volume (vph)	1328	87
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor		
Frt	0.991	
Flt Protected		
Satd. Flow (prot)	4969	0
Flt Permitted		
Satd. Flow (perm)	4969	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	8	
Link Speed (mph)	30	
Link Distance (ft)	179	
Travel Time (s)	4.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1443	95
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1538	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
9: San Pedro & W Rector Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	9.0	45.6		9.0	45.6	45.6	12.3	12.3	30.3		12.3	12.3
Total Split (s)	15.0	47.8		13.0	45.8	45.8	25.0	25.0	67.0		22.2	22.2
Total Split (%)	10.0%	31.9%		8.7%	30.5%	30.5%	16.7%	16.7%	44.7%		14.8%	14.8%
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	0.5	4.0		0.5	4.0	4.0	3.7	3.7	2.7		3.7	3.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.0	7.6		4.0	7.6	7.6		7.3	6.3			7.3
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	None
Act Effct Green (s)	27.8	24.2		28.0	24.4	24.4		17.7	73.9			15.5
Actuated g/C Ratio	0.19	0.16		0.19	0.16	0.16		0.12	0.49			0.10
v/c Ratio	1.03	0.80		0.77	0.62	0.55		0.72	0.76			0.68
Control Delay	125.8	71.9		77.8	66.2	14.0		84.5	34.7			61.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0			0.0
Total Delay	125.8	71.9		77.8	66.2	14.0		84.5	34.7			61.4
LOS	F	E		E	E	B		F	C			E
Approach Delay		96.1			49.8				38.3			
Approach LOS		F			D				D			
Queue Length 50th (ft)	~187	209		183	177	24		137	530			102
Queue Length 95th (ft)	#317	292		249	243	101		#235	693			170
Internal Link Dist (ft)		2199			982				309			
Turn Bay Length (ft)	150			180				180				
Base Capacity (vph)	196	494		263	483	573		198	2450			186
Starvation Cap Reductn	0	0		0	0	0		0	0			0
Spillback Cap Reductn	0	0		0	0	0		0	0			0
Storage Cap Reductn	0	0		0	0	0		0	0			0
Reduced v/c Ratio	1.03	0.50		0.77	0.40	0.43		0.72	0.76			0.64

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 42.3

Intersection LOS: D

Intersection Capacity Utilization 84.6%

ICU Level of Service E

Analysis Period (min) 15

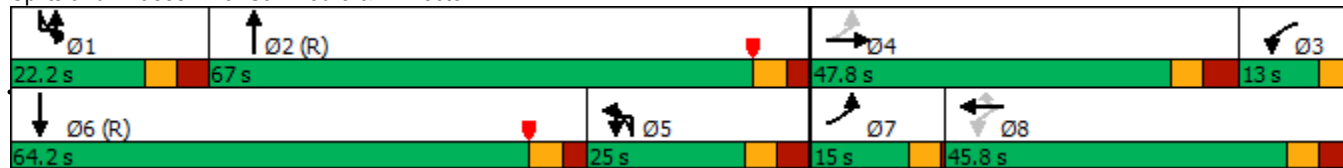
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: San Pedro & W Rector Dr





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	27.3	
Total Split (s)	64.2	
Total Split (%)	42.8%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	71.7	
Actuated g/C Ratio	0.48	
v/c Ratio	0.65	
Control Delay	27.3	
Queue Delay	0.0	
Total Delay	27.3	
LOS	C	
Approach Delay	29.7	
Approach LOS	C	
Queue Length 50th (ft)	543	
Queue Length 95th (ft)	609	
Internal Link Dist (ft)	99	
Turn Bay Length (ft)		
Base Capacity (vph)	2379	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.65	
Intersection Summary		

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	96	22	9	152	31	104	5	120	1510	87	5	77
Future Volume (vph)	96	22	9	152	31	104	5	120	1510	87	5	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	11	11	12	10
Grade (%)	0%				0%				0%			
Storage Length (ft)	0		0	0		0		325		200		375
Storage Lanes	0		0	1		0		1		1		1
Taper Length (ft)	0			0				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt	0.990				0.885				0.850			
Flt Protected	0.964		0.950				0.950				0.950	
Satd. Flow (prot)	0	1813	0	1805	1682	0	0	1683	3490	1561	0	1683
Flt Permitted	0.964		0.950				0.950				0.950	
Satd. Flow (perm)	0	1813	0	1805	1682	0	0	1683	3490	1561	0	1683
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)	2				84						115	
Link Speed (mph)	30				30				30			
Link Distance (ft)	490				1363				1113			
Travel Time (s)	11.1				31.0				25.3			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%				0%			
Adj. Flow (vph)	104	24	10	165	34	113	5	130	1641	95	5	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	138	0	165	147	0	0	135	1641	95	0	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)	12				12				10			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		0	1	2	1	0	1
Detector Template	Left	Thru		Left	Thru			Left	Thru	Right		Left
Leading Detector (ft)	20	100		20	100		0	20	100	20	0	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Split	NA		Split	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	4	4		3	3		5	5	2		1	1
Permitted Phases											2	
Detector Phase	4	4		3	3		5	5	2	2	1	1
Switch Phase												

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1574	26
Future Volume (vph)	1574	26
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		375
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		115
Link Speed (mph)	30	
Link Distance (ft)	816	
Travel Time (s)	18.5	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1711	28
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1711	28
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
10: San Pedro & W Rampart Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	10.0	10.0	5.0	5.0
Minimum Split (s)	45.6	45.6		45.6	45.6		11.7	11.7	23.7	23.7	11.7	11.7
Total Split (s)	45.6	45.6		45.6	45.6		18.0	18.0	73.8	73.8	15.0	15.0
Total Split (%)	25.3%	25.3%		25.3%	25.3%		10.0%	10.0%	41.0%	41.0%	8.3%	8.3%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	4.0	4.0		4.0	4.0		3.1	3.1	2.1	2.1	3.1	3.1
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		7.6		7.6	7.6			6.7	5.7	5.7		6.7
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min	C-Min	None	None
Act Effect Green (s)		17.0		20.0	20.0			25.3	107.1	107.1		8.3
Actuated g/C Ratio		0.09		0.11	0.11			0.14	0.60	0.60		0.05
v/c Ratio		0.80		0.82	0.56			0.57	0.79	0.10		1.16
Control Delay		108.5		108.0	40.2			83.5	33.1	1.9		219.2
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		108.5		108.0	40.2			83.5	33.1	1.9		219.2
LOS		F		F	D			F	C	A		F
Approach Delay		108.5			76.1				35.1			
Approach LOS		F			E				D			
Queue Length 50th (ft)		160		194	70			154	757	0		~123
Queue Length 95th (ft)		235		272	145			233	1034	20		#252
Internal Link Dist (ft)		410			1283				1033			
Turn Bay Length (ft)								325		200		375
Base Capacity (vph)		384		381	421			236	2075	974		77
Starvation Cap Reductn		0		0	0			0	0	0		0
Spillback Cap Reductn		0		0	0			0	0	0		0
Storage Cap Reductn		0		0	0			0	0	0		0
Reduced v/c Ratio		0.36		0.43	0.35			0.57	0.79	0.10		1.16

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 54.7

Intersection LOS: D

Intersection Capacity Utilization 88.9%

ICU Level of Service E

Analysis Period (min) 15

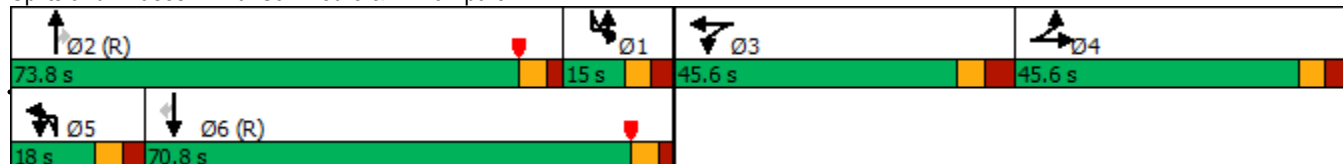
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: San Pedro & W Rampart Dr





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	23.7	23.7
Total Split (s)	70.8	70.8
Total Split (%)	39.3%	39.3%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.1	2.1
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.7	5.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	C-Min
Act Effct Green (s)	90.1	90.1
Actuated g/C Ratio	0.50	0.50
v/c Ratio	0.98	0.03
Control Delay	60.2	0.1
Queue Delay	0.0	0.0
Total Delay	60.2	0.1
LOS	E	A
Approach Delay	67.1	
Approach LOS	E	
Queue Length 50th (ft)	1004	0
Queue Length 95th (ft)	#1380	0
Internal Link Dist (ft)	736	
Turn Bay Length (ft)		375
Base Capacity (vph)	1746	838
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.98	0.03
Intersection Summary		

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	100	3	9	86	2	103	5	120	1597	24	5	74
Future Volume (vph)	100	3	9	86	2	103	5	120	1597	24	5	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		75		200		0		260
Storage Lanes	0		0	1		0		1		0		1
Taper Length (ft)	0			0				25				0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.989			0.853				0.998			
Flt Protected		0.957		0.950				0.950				0.950
Satd. Flow (prot)	0	1798	0	1805	1621	0	0	1683	3483	0	0	1683
Flt Permitted		0.957		0.950				0.950				0.950
Satd. Flow (perm)	0	1798	0	1805	1621	0	0	1683	3483	0	0	1683
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		2			112				1			
Link Speed (mph)		30			30				30			
Link Distance (ft)		383			393				576			
Travel Time (s)		8.7			8.9				13.1			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	109	3	10	93	2	112	5	130	1736	26	5	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	93	114	0	0	135	1762	0	0	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	0	2		0	2		0	1	2		0	1
Detector Template		Thru			Thru			Left	Thru			Left
Leading Detector (ft)	0	100		0	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	Split	NA		Split	NA		Prot	Prot	NA		Prot	Prot
Protected Phases	4	4		3	3		5	5	2		1	1
Permitted Phases												
Detector Phase	4	4		3	3		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1573	34
Future Volume (vph)	1573	34
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3479	0
Flt Permitted		
Satd. Flow (perm)	3479	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	30	
Link Distance (ft)	1193	
Travel Time (s)	27.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1710	37
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1747	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
11: San Pedro & Cage Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	6.0	6.0		6.0	6.0		5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	13.0	13.0		45.0	45.0		11.0	11.0	37.2		11.7	11.7
Total Split (s)	17.0	17.0		45.0	45.0		30.0	30.0	84.2		15.8	15.8
Total Split (%)	10.5%	10.5%		27.8%	27.8%		18.5%	18.5%	52.0%		9.8%	9.8%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	3.4	3.4		3.4	3.4		2.4	2.4	2.1		3.1	3.1
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		7.0		7.0	7.0			6.0	5.7			6.7
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)		18.2		11.8	11.8			24.0	92.3			13.2
Actuated g/C Ratio		0.11		0.07	0.07			0.15	0.57			0.08
v/c Ratio		0.60		0.71	0.51			0.54	0.89			0.62
Control Delay		80.0		100.0	19.9			72.9	37.8			91.1
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		80.0		100.0	19.9			72.9	37.8			91.1
LOS		F		F	B			E	D			F
Approach Delay		80.0			55.9				40.3			
Approach LOS		F			E				D			
Queue Length 50th (ft)		124		98	2			135	825			89
Queue Length 95th (ft)		195		159	65			212	#1160			148
Internal Link Dist (ft)		303			313				496			
Turn Bay Length (ft)								200				260
Base Capacity (vph)		204		423	465			249	1985			137
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.60		0.22	0.25			0.54	0.89			0.62

Intersection Summary

Area Type: Other

Cycle Length: 162

Actuated Cycle Length: 162

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 50.9

Intersection LOS: D

Intersection Capacity Utilization 80.0%

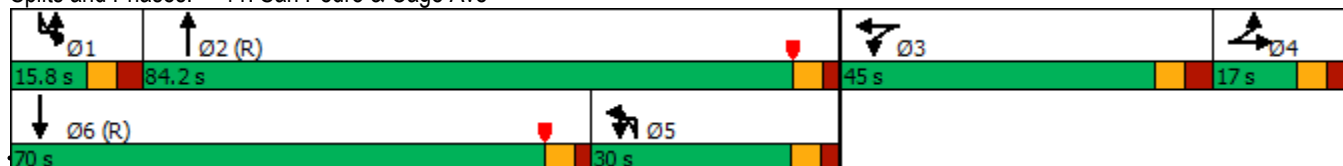
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: San Pedro & Cage Ave





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	37.2	
Total Split (s)	70.0	
Total Split (%)	43.2%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.7	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Act Effct Green (s)	82.2	
Actuated g/C Ratio	0.51	
v/c Ratio	0.99	
Control Delay	57.9	
Queue Delay	0.0	
Total Delay	57.9	
LOS	E	
Approach Delay	59.4	
Approach LOS	E	
Queue Length 50th (ft)	936	
Queue Length 95th (ft)	#1224	
Internal Link Dist (ft)	1113	
Turn Bay Length (ft)		
Base Capacity (vph)	1766	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.99	
Intersection Summary		

Lanes, Volumes, Timings
12: San Pedro & Oblate Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	232	162	32	185	243	102	5	111	1320	71	5	135
Future Volume (vph)	232	162	32	185	243	102	5	111	1320	71	5	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	11	12	11
Grade (%)	0%			0%			0%					
Storage Length (ft)	0		0	0		150		260		360		325
Storage Lanes	1		0	1		1		1		1		1
Taper Length (ft)	0			0				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt	0.975			0.956			0.992					
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	1852	0	1805	3451	0	0	1743	3462	0	0	1744
Flt Permitted	0.201			0.626				0.950				0.950
Satd. Flow (perm)	382	1852	0	1189	3451	0	0	1743	3462	0	0	1744
Right Turn on Red	Yes			Yes			Yes					
Satd. Flow (RTOR)	7			35			4					
Link Speed (mph)	30			30			30					
Link Distance (ft)	445			286			924					
Travel Time (s)	10.1			6.5			21.0					
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%					
Adj. Flow (vph)	252	176	35	201	264	111	5	121	1435	77	5	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	252	211	0	201	375	0	0	126	1512	0	0	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)	12			12			11					
Link Offset(ft)	0			0			0					
Crosswalk Width(ft)	16			16			16					
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		0	2		0	1	2		0	1
Detector Template	Left	Thru			Thru			Left	Thru			Left
Leading Detector (ft)	20	100		0	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	Prot	NA		Prot	Prot
Protected Phases	8	4		7	3		5	5	2		1	1
Permitted Phases	4			3								
Detector Phase	8	4		7	3		5	5	2		1	1
Switch Phase												



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1230	226
Future Volume (vph)	1230	226
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		175
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		204
Link Speed (mph)	30	
Link Distance (ft)	504	
Travel Time (s)	11.5	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1337	246
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1337	246
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	11	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	0
Detector Template	Thru	
Leading Detector (ft)	100	0
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	8.0	10.0		8.0	8.0
Minimum Split (s)	13.0	49.0		13.0	13.0		14.7	14.7	29.2		15.0	15.0
Total Split (s)	38.0	49.0		14.0	25.0		18.5	18.5	68.0		19.0	19.0
Total Split (%)	25.3%	32.7%		9.3%	16.7%		12.3%	12.3%	45.3%		12.7%	12.7%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	4.4	4.4		4.4	4.4		3.1	3.1	2.1		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	8.0	8.0		8.0	8.0			6.7	5.7			7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Act Effect Green (s)	49.4	35.4		24.1	18.1			11.8	67.9			12.0
Actuated g/C Ratio	0.33	0.24		0.16	0.12			0.08	0.45			0.08
v/c Ratio	0.73	0.48		0.93	0.84			0.92	0.96			1.09
Control Delay	51.2	50.4		97.0	74.7			83.2	28.5			164.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	51.2	50.4		97.0	74.7			83.2	28.5			164.7
LOS	D	D		F	E			F	C			F
Approach Delay		50.8			82.5				32.7			
Approach LOS		D			F				C			
Queue Length 50th (ft)	188	170		145	171			123	617			~167
Queue Length 95th (ft)	261	245		#298	#268			m#147	m#935			#317
Internal Link Dist (ft)		365			206				844			
Turn Bay Length (ft)								260				325
Base Capacity (vph)	410	511		216	457			137	1570			139
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.61	0.41		0.93	0.82			0.92	0.96			1.09

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 75 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 47.4

Intersection LOS: D

Intersection Capacity Utilization 93.3%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 12: San Pedro & Oblate Dr

 Ø2 (R) 68 s	 Ø1 19 s	 Ø7 14 s	 Ø4 49 s
 Ø6 (R) 68.5 s	 Ø5 18.5 s	 Ø8 38 s	 Ø3 25 s



Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	29.5	29.5
Total Split (s)	68.5	68.5
Total Split (%)	45.7%	45.7%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.4	2.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Max	C-Max
Act Effct Green (s)	68.1	68.1
Actuated g/C Ratio	0.45	0.45
v/c Ratio	0.84	0.30
Control Delay	43.2	6.9
Queue Delay	0.0	0.0
Total Delay	43.2	6.9
LOS	D	A
Approach Delay	48.7	
Approach LOS	D	
Queue Length 50th (ft)	619	23
Queue Length 95th (ft)	#769	84
Internal Link Dist (ft)	424	
Turn Bay Length (ft)		175
Base Capacity (vph)	1585	820
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.84	0.30
Intersection Summary		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL
Lane Configurations												
Traffic Volume (vph)	5	139	1267	55	5	87	1194	132	161	212	112	90
Future Volume (vph)	5	139	1267	55	5	87	1194	132	161	212	112	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	10	11	11	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		175		0		200		0	200		50	100
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.994				0.985				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1744	3469	0	0	1683	3437	0	1805	1900	1615	1805
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1744	3469	0	0	1683	3437	0	1805	1900	1615	1805
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			4				9				180	
Link Speed (mph)			30				30			30		
Link Distance (ft)			1444				1645			407		
Travel Time (s)			32.8				37.4			9.3		
Confl. Peds. (#/hr)												
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%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Adj. Flow (vph)	5	151	1377	60	5	95	1298	143	175	230	122	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	1437	0	0	100	1441	0	175	230	122	98
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			11				11			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.00	1.00	1.09	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	0	1	2		0	1	2		1	2	1	1
Detector Template		Left	Thru			Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	0	20	100		0	20	100		20	100	20	20
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Prot	NA	Perm	Prot
Protected Phases	5	5	2		1	1	6		7	4		3
Permitted Phases											4	
Detector Phase	5	5	2		1	1	6		7	4	4	3
Switch Phase												

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

		
Lane Group	NWT	NWR
Lane Configurations		
Traffic Volume (vph)	209	49
Future Volume (vph)	209	49
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	1
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.972	
Flt Protected		
Satd. Flow (prot)	1847	0
Flt Permitted		
Satd. Flow (perm)	1847	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	8	
Link Speed (mph)	30	
Link Distance (ft)	217	
Travel Time (s)	4.9	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	227	53
Shared Lane Traffic (%)		
Lane Group Flow (vph)	280	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.75
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		

Lanes, Volumes, Timings
13: San Pedro & Jackson Keller Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0	5.0	5.0
Minimum Split (s)	12.7	12.7	30.5		11.7	11.7	30.8		11.7	50.1	50.1	12.0
Total Split (s)	20.0	20.0	68.2		16.2	16.2	64.4		20.0	50.6	50.6	15.0
Total Split (%)	13.3%	13.3%	45.5%		10.8%	10.8%	42.9%		13.3%	33.7%	33.7%	10.0%
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6	3.6	3.6
All-Red Time (s)	4.1	4.1	2.4		3.1	3.1	2.7		3.1	4.0	4.0	3.4
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		7.7	6.0			6.7	6.3		6.7	7.6	7.6	7.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min		None	None	C-Min		None	None	None	None
Act Effect Green (s)		12.3	69.8			13.3	69.5		13.3	31.6	31.6	8.0
Actuated g/C Ratio		0.08	0.47			0.09	0.46		0.09	0.21	0.21	0.05
v/c Ratio		1.09	0.89			0.68	0.90		1.09	0.57	0.25	1.02
Control Delay		151.2	36.2			76.4	31.1		159.1	58.1	2.0	164.8
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		151.2	36.2			76.4	31.1		159.1	58.1	2.0	164.8
LOS		F	D			E	C		F	E	A	F
Approach Delay			47.5				34.1			78.7		
Approach LOS			D				C			E		
Queue Length 50th (ft)		~171	682			83	117		~193	204	0	~101
Queue Length 95th (ft)		#330	#906			m108	m#820		#353	275	7	#227
Internal Link Dist (ft)			1364				1565			327		
Turn Bay Length (ft)		175				200			200		50	100
Base Capacity (vph)		143	1616			148	1596		160	544	591	96
Starvation Cap Reductn		0	0			0	0		0	0	0	0
Spillback Cap Reductn		0	0			0	0		0	0	0	0
Storage Cap Reductn		0	0			0	0		0	0	0	0
Reduced v/c Ratio		1.09	0.89			0.68	0.90		1.09	0.42	0.21	1.02

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 51.4

Intersection LOS: D

Intersection Capacity Utilization 91.7%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

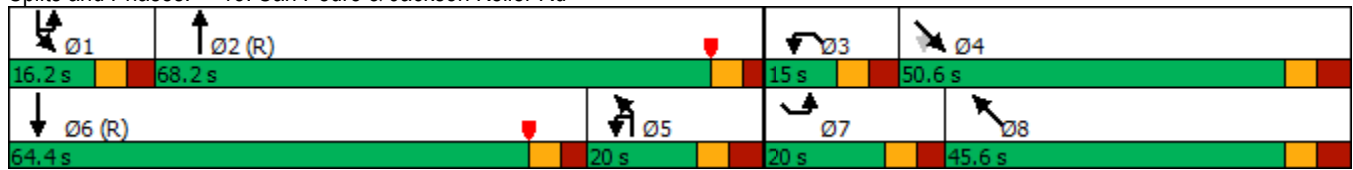
Queue shown is maximum after two cycles.

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.

Splits and Phases: 13: San Pedro & Jackson Keller Rd





Lane Group	NWT	NWR
Minimum Initial (s)	5.0	
Minimum Split (s)	45.6	
Total Split (s)	45.6	
Total Split (%)	30.4%	
Yellow Time (s)	3.6	
All-Red Time (s)	4.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.6	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	None	
Act Effct Green (s)	26.6	
Actuated g/C Ratio	0.18	
v/c Ratio	0.84	
Control Delay	78.6	
Queue Delay	0.0	
Total Delay	78.6	
LOS	E	
Approach Delay	100.9	
Approach LOS	F	
Queue Length 50th (ft)	261	
Queue Length 95th (ft)	347	
Internal Link Dist (ft)	137	
Turn Bay Length (ft)		
Base Capacity (vph)	473	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.59	
Intersection Summary		

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	50	5	14	36	7	15	5	31	1317	33	5	17
Future Volume (vph)	50	5	14	36	7	15	5	31	1317	33	5	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	8	12	10	11	11	12	10
Grade (%)	0%				0%				0%			
Storage Length (ft)	120		0	0		0		170		0		230
Storage Lanes	1		0	1		0		1		0		1
Taper Length (ft)	0			0				0				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.887			0.900				0.996			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	1685	0	1805	1710	0	0	1680	3476	0	0	1677
Flt Permitted	0.930			0.417				0.950				0.950
Satd. Flow (perm)	1767	1685	0	792	1710	0	0	1680	3476	0	0	1677
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		15			16				2			
Link Speed (mph)		30			30				30			
Link Distance (ft)		983			1276				367			
Travel Time (s)		22.3			29.0				8.3			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	54	5	15	39	8	16	5	34	1432	36	5	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	20	0	39	24	0	0	39	1468	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				11			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.20	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	0	2		1	2		0	1	2		0	1
Detector Template		Thru		Left	Thru			Left	Thru			Left
Leading Detector (ft)	0	100		20	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	Prot	NA		Prot	Prot
Protected Phases	7	4		8	3		5	5	2		1	1
Permitted Phases	4			3								
Detector Phase	7	4		8	3		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1409	47
Future Volume (vph)	1409	47
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor		
Frt	0.995	
Flt Protected		
Satd. Flow (prot)	3472	0
Flt Permitted		
Satd. Flow (perm)	3472	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	30	
Link Distance (ft)	1444	
Travel Time (s)	32.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1532	51
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1583	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	11	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
14: San Pedro & Recoleta Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	6.0		6.0	6.0		10.0	10.0	10.0		5.0	5.0
Minimum Split (s)	9.0	38.0		38.0	38.0		16.0	16.0	28.7		16.4	16.4
Total Split (s)	9.0	38.0		38.0	67.0		16.0	16.0	57.6		16.4	16.4
Total Split (%)	6.0%	25.3%		25.3%	44.7%		10.7%	10.7%	38.4%		10.9%	10.9%
Yellow Time (s)	3.5	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	0.5	3.4		3.4	3.4		2.4	2.4	2.1		2.8	2.8
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	4.0	7.0		7.0	7.0			6.0	5.7			6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Act Effect Green (s)	12.1	6.7		16.9	11.4			10.0	115.0			7.6
Actuated g/C Ratio	0.08	0.04		0.11	0.08			0.07	0.77			0.05
v/c Ratio	0.38	0.23		0.27	0.17			0.35	0.55			0.27
Control Delay	63.8	40.7		60.4	35.0			76.0	12.0			63.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	63.8	40.7		60.4	35.0			76.0	12.0			63.3
LOS	E	D		E	C			E	B			E
Approach Delay		57.6			50.7				13.7			
Approach LOS		E			D				B			
Queue Length 50th (ft)	46	5		34	7			37	390			24
Queue Length 95th (ft)	86	34		68	37			78	540			m28
Internal Link Dist (ft)		903			1196				287			
Turn Bay Length (ft)	120							170				230
Base Capacity (vph)	144	360		373	693			112	2664			111
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.38	0.06		0.10	0.03			0.35	0.55			0.21

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 18.7

Intersection LOS: B

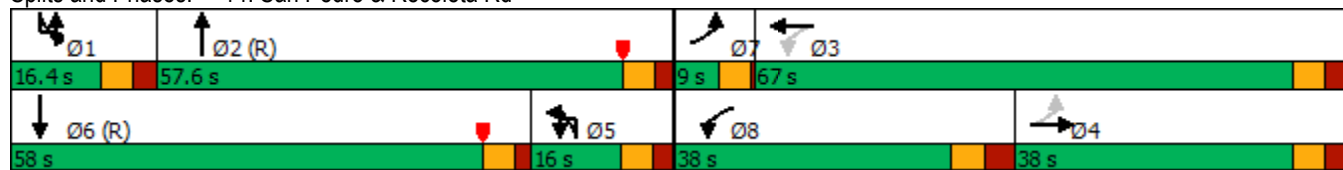
Intersection Capacity Utilization 60.1%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: San Pedro & Recoleta Rd





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	
Minimum Split (s)	23.3	
Total Split (s)	58.0	
Total Split (%)	38.7%	
Yellow Time (s)	3.6	
All-Red Time (s)	1.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.3	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	111.5	
Actuated g/C Ratio	0.74	
v/c Ratio	0.61	
Control Delay	19.7	
Queue Delay	0.0	
Total Delay	19.7	
LOS	B	
Approach Delay	20.3	
Approach LOS	C	
Queue Length 50th (ft)	402	
Queue Length 95th (ft)	m550	
Internal Link Dist (ft)	1364	
Turn Bay Length (ft)		
Base Capacity (vph)	2582	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.61	
Intersection Summary		

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	240	332	69	223	420	95	5	134	1042	110	5	131
Future Volume (vph)	240	332	69	223	420	95	5	134	1042	110	5	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	12	10	11	11	12	10
Grade (%)	0%			0%			0%					
Storage Length (ft)	125		0	125		0		250		130		360
Storage Lanes	1		0	1		0		1		0		1
Taper Length (ft)	0			0				25				0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt	0.974			0.972			0.986					
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	3516	0	1805	3509	0	0	1684	3441	0	0	1684
Flt Permitted	0.278			0.219				0.173				0.071
Satd. Flow (perm)	528	3516	0	416	3509	0	0	307	3441	0	0	126
Right Turn on Red	Yes			Yes			Yes					
Satd. Flow (RTOR)	18			21			10					
Link Speed (mph)	30			30			30					
Link Distance (ft)	366			540			474					
Travel Time (s)	8.3			12.3			10.8					
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%					
Adj. Flow (vph)	261	361	75	242	457	103	5	146	1133	120	5	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	436	0	242	560	0	0	151	1253	0	0	147
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)	12			12			10					
Link Offset(ft)	0			0			0					
Crosswalk Width(ft)	16			16			16					
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		0	1	2		0	1
Detector Template	Left	Thru		Left	Thru			Left	Thru			Left
Leading Detector (ft)	20	100		20	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8			2	2			6	6
Detector Phase	7	4		3	8		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	914	390
Future Volume (vph)	914	390
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		360
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3490	1561
Flt Permitted		
Satd. Flow (perm)	3490	1561
Right Turn on Red		Yes
Satd. Flow (RTOR)		344
Link Speed (mph)	30	
Link Distance (ft)	1539	
Travel Time (s)	35.0	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	993	424
Shared Lane Traffic (%)		
Lane Group Flow (vph)	993	424
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
15: San Pedro & Basse Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	3.0	5.0		3.0	5.0		5.0	5.0	10.0		5.0	5.0
Minimum Split (s)	10.4	38.0		9.7	45.6		11.7	11.7	31.8		12.0	12.0
Total Split (s)	16.5	39.8		22.3	45.6		18.4	18.4	52.9		15.0	15.0
Total Split (%)	12.7%	30.6%		17.2%	35.1%		14.2%	14.2%	40.7%		11.5%	11.5%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	3.8	3.4		3.1	4.0		3.1	3.1	2.7		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	7.4	7.0		6.7	7.6			6.7	6.3			7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Act Effect Green (s)	29.4	20.7		41.1	25.2			65.6	54.9			68.4
Actuated g/C Ratio	0.23	0.16		0.32	0.19			0.50	0.42			0.53
v/c Ratio	1.25	0.76		0.83	0.80			0.56	0.86			0.69
Control Delay	181.3	58.8		57.6	57.1			22.9	41.8			44.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	181.3	58.8		57.6	57.1			22.9	41.8			44.1
LOS	F	E		E	E			C	D			D
Approach Delay		104.7			57.2				39.8			
Approach LOS		F			E				D			
Queue Length 50th (ft)	~205	181		158	231			58	496			70
Queue Length 95th (ft)	#333	227		#221	280			105	#721			155
Internal Link Dist (ft)		286			460				394			
Turn Bay Length (ft)	125			125				250				360
Base Capacity (vph)	208	900		300	1040			298	1459			214
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	1.25	0.48		0.81	0.54			0.51	0.86			0.69

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay: 48.7

Intersection LOS: D

Intersection Capacity Utilization 91.0%

ICU Level of Service F

Analysis Period (min) 15

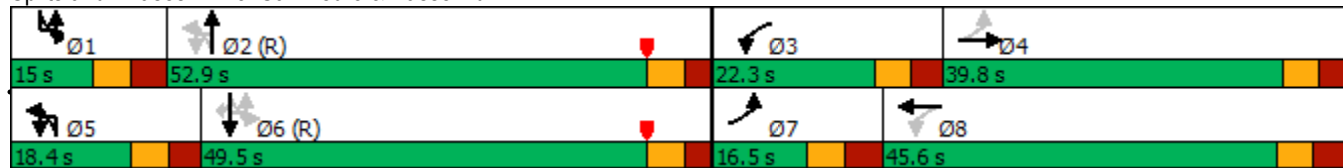
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: San Pedro & Basse Rd





Lane Group	SBT	SBR
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	31.8	31.8
Total Split (s)	49.5	49.5
Total Split (%)	38.1%	38.1%
Yellow Time (s)	3.6	3.6
All-Red Time (s)	2.7	2.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	C-Min	C-Min
Act Effct Green (s)	56.6	56.6
Actuated g/C Ratio	0.44	0.44
v/c Ratio	0.65	0.49
Control Delay	33.1	8.2
Queue Delay	0.0	0.0
Total Delay	33.1	8.2
LOS	C	A
Approach Delay	27.4	
Approach LOS	C	
Queue Length 50th (ft)	338	39
Queue Length 95th (ft)	491	146
Internal Link Dist (ft)	1459	
Turn Bay Length (ft)		360
Base Capacity (vph)	1520	874
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.65	0.49
Intersection Summary		

Lanes, Volumes, Timings
16: San Pedro & W Wildwood

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	17	8	38	16	20	71	1187	8	40	1038	20
Future Volume (vph)	63	17	8	38	16	20	71	1187	8	40	1038	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	12	10	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	120		0	120		0	125		125	230		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.950			0.915			0.999			0.997		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1805	0	1805	1738	0	1685	1835	0	1685	1831	0
Flt Permitted	0.732			0.740			0.950			0.950		
Satd. Flow (perm)	1391	1805	0	1406	1738	0	1685	1835	0	1685	1831	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	9			22			1			1		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	727			2005			1039			668		
Travel Time (s)	16.5			45.6			23.6			15.2		
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	68	18	9	41	17	22	77	1290	9	43	1128	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	27	0	41	39	0	77	1299	0	43	1150	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			10			10		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.00	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template	Thru			Thru			Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		0	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	4			8			5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
16: San Pedro & W Wildwood

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	30.8	30.8		27.3	27.3		11.3	26.7		11.0	26.7	
Total Split (s)	30.8	30.8		30.6	30.6		14.9	108.4		11.0	104.5	
Total Split (%)	20.5%	20.5%		20.4%	20.4%		9.9%	72.2%		7.3%	69.6%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.7	2.1		2.4	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3		6.3	5.7		6.0	5.7	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	11.7	11.7		11.5	11.5		19.8	116.8		9.8	102.9	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.13	0.78		0.07	0.69	
v/c Ratio	0.63	0.18		0.38	0.25		0.35	0.91		0.39	0.92	
Control Delay	90.7	48.9		74.3	38.1		68.7	28.4		77.1	32.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	6.4		0.0	0.0	
Total Delay	90.7	48.9		74.3	38.1		68.7	34.8		77.1	32.5	
LOS	F	D		E	D		E	C		E	C	
Approach Delay		78.8			56.6			36.7			34.1	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)	66	17		39	16		76	1048		41	701	
Queue Length 95th (ft)	117	48		79	53		#172	#1635		83	1131	
Internal Link Dist (ft)		647			1925			959			588	
Turn Bay Length (ft)	120			120			125			230		
Base Capacity (vph)	226	301		229	301		222	1427		109	1278	
Starvation Cap Reductn	0	0		0	0		0	104		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.09		0.18	0.13		0.35	0.98		0.39	0.90	

Intersection Summary

Area Type: Other

Cycle Length: 150.2

Actuated Cycle Length: 150.2

Offset: 96 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 37.6

Intersection LOS: D

Intersection Capacity Utilization 83.1%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 16: San Pedro & W Wildwood



Lanes, Volumes, Timings
17: San Pedro & E Audubon Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	22	7	13	20	36	23	1109	12	38	1006	8
Future Volume (vph)	33	22	7	13	20	36	23	1109	12	38	1006	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	220		125	220		125
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984			0.930			0.998			0.999	
Flt Protected		0.974			0.991		0.950			0.950		
Satd. Flow (prot)	0	1821	0	0	1751	0	1685	1833	0	1685	1835	0
Flt Permitted		0.974			0.991		0.950			0.950		
Satd. Flow (perm)	0	1821	0	0	1751	0	1685	1833	0	1685	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			31							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			475			875			1039	
Travel Time (s)		7.8			10.8			19.9			23.6	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	36	24	8	14	22	39	25	1205	13	41	1093	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	75	0	25	1218	0	41	1102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		0	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases												
Detector Phase	4	4		3	3		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
17: San Pedro & E Audubon Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	32.3	32.3		32.3	32.3		26.7	26.7		26.7	26.7	
Total Split (s)	32.3	32.3		32.3	32.3		26.7	58.7		26.7	58.7	
Total Split (%)	21.5%	21.5%		21.5%	21.5%		17.8%	39.1%		17.8%	39.1%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		2.7	2.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.3			6.3		5.7	5.7		5.7	5.7	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		Min	C-Min		Min	C-Min	
Act Effect Green (s)		9.0			8.1		10.0	101.2		10.1	101.3	
Actuated g/C Ratio		0.06			0.05		0.07	0.67		0.07	0.68	
v/c Ratio		0.60			0.61		0.22	0.99		0.36	0.89	
Control Delay		85.6			62.3		50.8	42.8		76.2	32.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	5.4	
Total Delay		85.6			62.3		50.8	42.8		76.2	37.5	
LOS		F			E		D	D		E	D	
Approach Delay		85.6			62.3			42.9			38.9	
Approach LOS		F			E			D			D	
Queue Length 50th (ft)		62			43		23	913		39	844	
Queue Length 95th (ft)		114			98		m26	m#1443		82	#1372	
Internal Link Dist (ft)		265			395			795			959	
Turn Bay Length (ft)							220			220		
Base Capacity (vph)		318			329		235	1236		235	1239	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			1		0	0		0	99	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.21			0.23		0.11	0.99		0.17	0.97	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 115 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 42.8

Intersection LOS: D

Intersection Capacity Utilization 77.1%

ICU Level of Service D

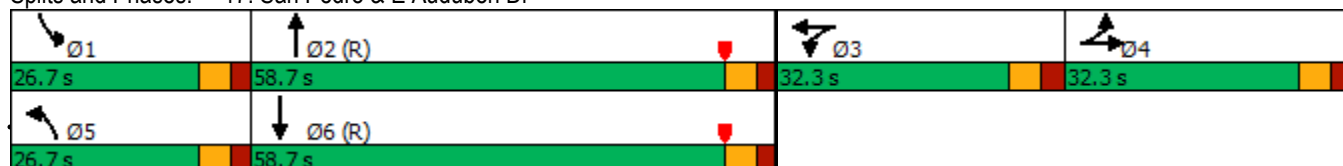
Analysis Period (min) 15

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.

Splits and Phases: 17: San Pedro & E Audubon Dr



Lanes, Volumes, Timings
18: San Pedro & Dora St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	217	120	19	263	37	125	957	20	33	790	233
Future Volume (vph)	178	217	120	19	263	37	125	957	20	33	790	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		175	150		125	100		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.947				0.850		0.997				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1799	0	1805	1900	1615	1685	1831	0	1685	1837	1561
Flt Permitted	0.222			0.222			0.115			0.048		
Satd. Flow (perm)	422	1799	0	422	1900	1615	204	1831	0	85	1837	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				108		1				169
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			555			1198			875	
Travel Time (s)		12.3			12.6			27.2			19.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	193	236	130	21	286	40	136	1040	22	36	859	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	366	0	21	286	40	136	1062	0	36	859	253
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2	1	1	2		1	2	0
Detector Template	Left	Thru			Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		0	100	20	20	100		20	100	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	8	3		7	4		5	2		1	6	
Permitted Phases	3			4		4	2			6		6
Detector Phase	8	3		7	4	4	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
18: San Pedro & Dora St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	26.5	34.6		9.0	9.0	9.0	9.6	37.7		9.6	30.3	30.3
Total Split (s)	26.5	42.5		9.0	25.0	25.0	11.4	88.9		9.6	87.1	87.1
Total Split (%)	17.7%	28.3%		6.0%	16.7%	16.7%	7.6%	59.3%		6.4%	58.1%	58.1%
Yellow Time (s)	3.5	3.6		3.5	3.5	3.5	3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	0.5	3.0		0.5	0.5	0.5	1.0	3.1		1.0	2.7	2.7
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)	4.0	6.6		4.0	4.0	4.0	4.6	6.7		4.6	6.3	6.3
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	C-Min
Act Effect Green (s)	36.4	33.8		21.0	21.0	21.0	97.8	89.3		92.7	85.4	85.4
Actuated g/C Ratio	0.24	0.23		0.14	0.14	0.14	0.65	0.60		0.62	0.57	0.57
v/c Ratio	0.75	0.88		0.20	1.08	0.13	0.64	0.97		0.32	0.82	0.26
Control Delay	77.0	75.2		60.8	135.4	0.8	26.2	52.3		16.4	24.7	4.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	14.8	0.0
Total Delay	77.0	75.2		60.8	135.4	0.8	26.2	52.3		16.4	39.5	4.2
LOS	E	E		E	F	A	C	D		B	D	A
Approach Delay		75.8			115.4			49.3			31.0	
Approach LOS		E			F			D			C	
Queue Length 50th (ft)	162	335		18	~310	0	49	~1130		7	864	57
Queue Length 95th (ft)	238	#487		46	#501	0	#99	#1407		m5	m997	m49
Internal Link Dist (ft)		460			475			1118			795	
Turn Bay Length (ft)						175	150			100		
Base Capacity (vph)	325	443		105	266	318	211	1090		112	1045	960
Starvation Cap Reductn	0	0		0	0	0	0	0		0	187	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.59	0.83		0.20	1.08	0.13	0.64	0.97		0.32	1.00	0.26

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 54.4

Intersection LOS: D

Intersection Capacity Utilization 96.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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.

Splits and Phases: 18: San Pedro & Dora St



Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	59	2	90	85	235	28	776	125	233	636	29
Future Volume (vph)	31	59	2	90	85	235	28	776	125	233	636	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	1	12	12	12	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	150		0	125		0	0		150
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995				0.850		0.979			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1143	1890	0	1805	1900	1615	1685	1798	0	1685	1824	0
Flt Permitted	0.950			0.950			0.390			0.033		
Satd. Flow (perm)	1143	1890	0	1805	1900	1615	692	1798	0	59	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				255		5			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		362			2251			1626			1198	
Travel Time (s)		8.2			51.2			37.0			27.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	34	64	2	98	92	255	30	843	136	253	691	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	66	0	98	92	255	30	979	0	253	723	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.75	1.00	1.00	1.00	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2	1	1	2		1	2	
Detector Template		Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	0	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	7		3	3		5	2		1	6	
Permitted Phases						3	2			6		
Detector Phase	7	7		3	3	3	5	2		1	6	
Switch Phase												

Lane Group	Ø13
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	13
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
19: San Pedro & E Olmos Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	6.0	10.0		6.0	10.0	
Minimum Split (s)	30.3	30.3		34.6	34.6	34.6	11.4	25.2		12.4	24.8	
Total Split (s)	30.3	30.3		34.8	34.8	34.8	11.5	114.8		33.7	137.0	
Total Split (%)	13.6%	13.6%		15.6%	15.6%	15.6%	5.2%	51.6%		15.1%	61.5%	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.7	2.7		3.0	3.0	3.0	1.8	2.1		2.8	1.7	
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)	6.3	6.3		6.6	6.6	6.6	5.4	5.7		6.4	5.3	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)	13.0	13.0		17.8	17.8	17.8	125.9	125.6		163.3	164.4	
Actuated g/C Ratio	0.06	0.06		0.08	0.08	0.08	0.57	0.56		0.73	0.74	
v/c Ratio	0.52	0.59		0.68	0.61	0.70	0.07	0.96		0.74	0.54	
Control Delay	126.6	121.3		121.9	114.9	19.4	25.8	65.4		81.7	15.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.9	
Total Delay	126.6	121.3		121.9	114.9	19.4	25.8	65.4		81.7	16.7	
LOS	F	F		F	F	B	C	E		F	B	
Approach Delay	123.1			61.7			64.3			33.6		
Approach LOS	F			E			E			C		
Queue Length 50th (ft)	50	95		143	134	0	19	1325		307	449	
Queue Length 95th (ft)	97	157		214	202	104	45	#1880		423	669	
Internal Link Dist (ft)	282			2171			1546			1118		
Turn Bay Length (ft)				150			125					
Base Capacity (vph)	123	204		228	240	427	418	1017		344	1348	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	341	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.28	0.32		0.43	0.38	0.60	0.07	0.96		0.74	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 222.6

Actuated Cycle Length: 222.6

Offset: 109 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 54.3

Intersection LOS: D

Intersection Capacity Utilization 88.6%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 19: San Pedro & E Olmos Dr



Lane Group	Ø13
Minimum Initial (s)	5.0
Minimum Split (s)	9.0
Total Split (s)	9.0
Total Split (%)	4%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
20: San Pedro & E Hildebrand Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	578	71	65	667	51	122	699	83	79	524	121
Future Volume (vph)	148	578	71	65	667	51	122	699	83	79	524	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	8	12	12	12	10	10	10	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	225		125	125		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984			0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3552	0	1805	3570	0	1685	1773	1507	1685	1837	1561
Flt Permitted	0.104			0.209			0.950			0.950		
Satd. Flow (perm)	198	3552	0	397	3570	0	1685	1773	1507	1685	1837	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			6				140			138
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2159			1702			1131			1626	
Travel Time (s)		49.1			38.7			25.7			37.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	161	628	77	71	725	55	133	760	90	86	570	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	705	0	71	780	0	133	760	90	86	570	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.20	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		14	8		5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	7	4		14	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
20: San Pedro & E Hildebrand Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	9.0	31.3		27.0	31.3		16.0	28.8	28.8	13.0	28.8	28.8
Total Split (s)	15.0	32.7		27.0	44.7		24.0	61.0	61.0	16.3	53.3	53.3
Total Split (%)	10.9%	23.9%		19.7%	32.6%		17.5%	44.5%	44.5%	11.9%	38.9%	38.9%
Yellow Time (s)	3.5	3.6		3.5	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.7		0.5	2.7		2.4	2.7	2.7	2.4	2.7	2.7
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)	4.0	6.3		4.0	6.3		6.0	6.3	6.3	6.0	6.3	6.3
Lead/Lag	Lead				Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effect Green (s)	49.5	38.3		45.3	34.1		14.5	59.8	59.8	9.5	54.8	54.8
Actuated g/C Ratio	0.36	0.28		0.33	0.25		0.11	0.44	0.44	0.07	0.40	0.40
v/c Ratio	0.81	0.71		0.32	0.87		0.75	0.98	0.12	0.74	0.78	0.19
Control Delay	60.4	48.4		30.7	60.2		84.0	67.4	1.0	96.3	45.9	5.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	48.4		30.7	60.2		84.0	67.4	1.0	96.3	45.9	5.0
LOS	E	D		C	E		F	E	A	F	D	A
Approach Delay	50.7				57.8		63.6		44.5			
Approach LOS	D				E		E		D			
Queue Length 50th (ft)	97	299		41	349		116	~669	0	76	442	0
Queue Length 95th (ft)	#204	368		72	413		185	#996	7	#156	#700	42
Internal Link Dist (ft)	2079				1622		1051		1546			
Turn Bay Length (ft)	200			200			225		125	125		125
Base Capacity (vph)	201	998		385	1004		221	773	736	126	735	707
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.71		0.18	0.78		0.60	0.98	0.12	0.68	0.78	0.19

Intersection Summary

Area Type: Other

Cycle Length: 137

Actuated Cycle Length: 137

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 54.6

Intersection LOS: D

Intersection Capacity Utilization 88.3%

ICU Level of Service E

Analysis Period (min) 15

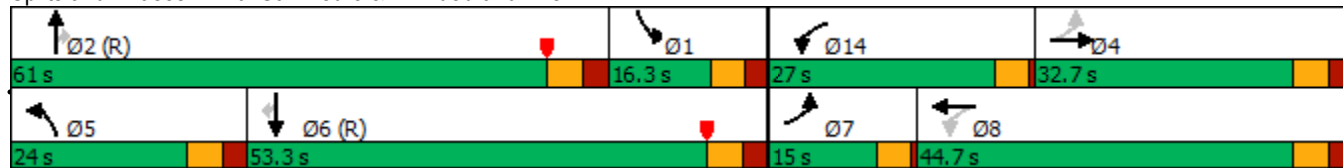
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 20: San Pedro & E Hildebrand Ave



Lanes, Volumes, Timings
21: San Pedro & W Summit Ave

2027 - Build Condition - Mitigated Models - PM Peak

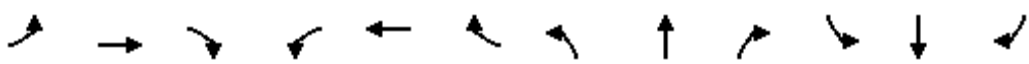
05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	37	14	8	74	27	7	896	8	8	628	26
Future Volume (vph)	17	37	14	8	74	27	7	896	8	8	628	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	11	11	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		125	0		125
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.960				0.850			0.850
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1805	1822	0	1805	1824	0	0	1836	1561	0	1834	1507
Flt Permitted	0.950			0.950				0.995			0.987	
Satd. Flow (perm)	1805	1822	0	1805	1824	0	0	1827	1561	0	1812	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			19				85			85
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		540			1703			698			1715	
Travel Time (s)		12.3			38.7			15.9			39.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	18	40	15	9	80	29	8	974	9	9	683	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	55	0	9	109	0	0	982	9	0	692	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.04	1.04	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		0	2	1	0	2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100		0	100	20	0	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		6
Detector Phase	7	4		3	8		2	2	2	6	6	6
Switch Phase												

Lanes, Volumes, Timings
21: San Pedro & W Summit Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.0	28.0		9.0	28.0		25.7	25.7	25.7	25.7	25.7	25.7
Total Split (s)	9.0	28.0		9.0	28.0		53.0	53.0	53.0	53.0	53.0	53.0
Total Split (%)	10.0%	31.1%		10.0%	31.1%		58.9%	58.9%	58.9%	58.9%	58.9%	58.9%
Yellow Time (s)	3.5	3.6		3.5	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5	2.4		0.5	2.4		2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	6.0		4.0	6.0			5.7	5.7		5.7	5.7
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
Act Effect Green (s)	5.0	10.7		5.0	8.9			69.1	69.1		69.1	69.1
Actuated g/C Ratio	0.06	0.12		0.06	0.10			0.77	0.77		0.77	0.77
v/c Ratio	0.18	0.24		0.09	0.55			0.70	0.01		0.50	0.02
Control Delay	44.9	28.9		42.5	41.6			12.7	0.0		8.0	0.0
Queue Delay	0.0	0.0		0.0	0.0			0.7	0.0		0.0	0.0
Total Delay	44.9	28.9		42.5	41.6			13.4	0.0		8.0	0.0
LOS	D	C		D	D			B	A		A	A
Approach Delay		32.8			41.7			13.3			7.7	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	10	21		5	49			216	0		114	0
Queue Length 95th (ft)	32	54		20	97			#725	0		323	0
Internal Link Dist (ft)		460			1623			618			1635	
Turn Bay Length (ft)	100			100					125			125
Base Capacity (vph)	100	456		100	460			1402	1218		1391	1176
Starvation Cap Reductn	0	0		0	0			157	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.18	0.12		0.09	0.24			0.79	0.01		0.50	0.02

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 13.7

Intersection LOS: B

Intersection Capacity Utilization 75.9%

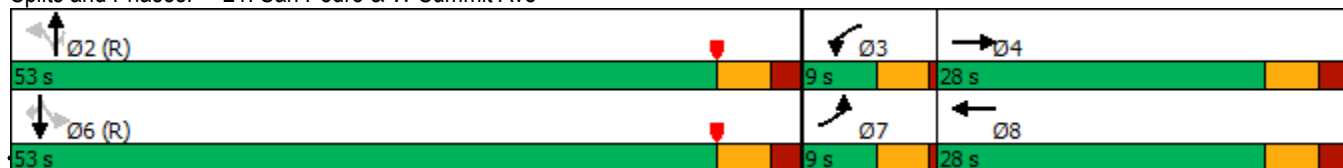
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 21: San Pedro & W Summit Ave



Lanes, Volumes, Timings
22: San Pedro & W Mulberry Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	15	11	43	39	43	5	840	33	14	553	11
Future Volume (vph)	6	15	11	43	39	43	5	840	33	14	553	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	9
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	0		125	0		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.936			0.921				0.850			0.850
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1805	1778	0	1805	1750	0	0	1773	1507	0	1771	1454
Flt Permitted	0.604			0.739				0.997			0.971	
Satd. Flow (perm)	1148	1778	0	1404	1750	0	0	1768	1507	0	1721	1454
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			32				24			22
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			0			1400			698	
Travel Time (s)		12.4			0.0			31.8			15.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	16	12	47	42	47	5	913	36	15	601	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	28	0	47	89	0	0	918	36	0	616	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		0	2	1	0	2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100		0	100	20	0	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												

Lanes, Volumes, Timings
22: San Pedro & W Mulberry Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0		28.0	28.0		28.0	28.0	28.0	27.7	27.7	27.7
Total Split (s)	29.0	29.0		29.0	29.0		121.0	121.0	121.0	121.0	121.0	121.0
Total Split (%)	19.3%	19.3%		19.3%	19.3%		80.7%	80.7%	80.7%	80.7%	80.7%	80.7%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.4	2.4	2.4	2.1	2.1	2.1
Lost Time Adjust (s)	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	6.0			6.0	6.0		5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min	C-Min	C-Min	C-Min
Act Effect Green (s)	9.6	9.6		9.6	9.6			128.4	128.4		128.7	128.7
Actuated g/C Ratio	0.06	0.06		0.06	0.06			0.86	0.86		0.86	0.86
v/c Ratio	0.10	0.23		0.53	0.63			0.61	0.03		0.42	0.01
Control Delay	66.3	47.2		87.6	62.6			8.1	1.1		3.5	0.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.8	0.0
Total Delay	66.3	47.2		87.6	62.6			8.1	1.1		4.4	0.5
LOS	E	D		F	E			A	A		A	A
Approach Delay		51.0			71.2			7.8			4.3	
Approach LOS		D			E			A			A	
Queue Length 50th (ft)	7	15		46	55			567	4		101	0
Queue Length 95th (ft)	23	48		89	114			37	m0		180	2
Internal Link Dist (ft)		467			1			1320			618	
Turn Bay Length (ft)	100								125			125
Base Capacity (vph)	176	282		215	295			1513	1293		1476	1250
Starvation Cap Reductn	0	0		0	0			0	0		541	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.04	0.10		0.22	0.30			0.61	0.03		0.66	0.01

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 109 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 12.3

Intersection LOS: B

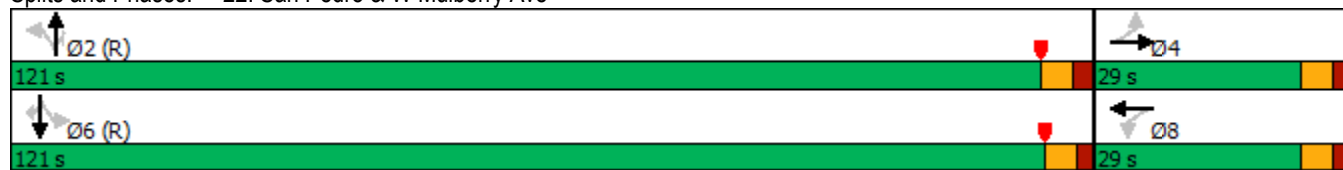
Intersection Capacity Utilization 72.3%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: San Pedro & W Mulberry Ave



Lanes, Volumes, Timings
23: San Pedro & Woodlawn

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	144	37	12	202	40	23	816	19	8	564	56
Future Volume (vph)	20	144	37	12	202	40	23	816	19	8	564	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	9
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.970			0.975				0.850			0.850
Flt Protected	0.950			0.950				0.999			0.999	
Satd. Flow (prot)	1770	1807	0	1770	1816	0	0	1737	1478	0	1737	1425
Flt Permitted	0.233			0.399				0.973			0.986	
Satd. Flow (perm)	434	1807	0	743	1816	0	0	1692	1478	0	1714	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6				22			48
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		570			578			768			1400	
Travel Time (s)		13.0			13.1			17.5			31.8	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	22	157	40	13	220	43	25	887	21	9	613	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	197	0	13	263	0	0	912	21	0	622	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												

Lanes, Volumes, Timings
23: San Pedro & Woodlawn

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	28.0	28.0		28.0	28.0		27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	38.0	38.0		38.0	38.0		112.0	112.0	112.0	112.0	112.0	112.0
Total Split (%)	25.3%	25.3%		25.3%	25.3%		74.7%	74.7%	74.7%	74.7%	74.7%	74.7%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4
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)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min	Min	C-Min	C-Min	C-Min
Act Effct Green (s)	25.2	25.2		25.2	25.2		112.8	112.8	112.8	112.8	112.8	112.8
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.75	0.75	0.75	0.75	0.75	0.75
v/c Ratio	0.30	0.64		0.10	0.85		0.72	0.02	0.02	0.48	0.06	0.06
Control Delay	63.7	64.4		51.8	82.7		32.8	3.3	3.3	8.3	1.9	1.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	64.4		51.8	82.7		32.8	3.3	3.3	8.3	1.9	1.9
LOS	E	E		D	F		C	A	A	A	A	A
Approach Delay		64.3			81.2		32.1			7.8		
Approach LOS		E			F		C			A		
Queue Length 50th (ft)	19	174		11	247		655	1	1	190	2	2
Queue Length 95th (ft)	48	249		31	337		595	m3	m3	299	15	15
Internal Link Dist (ft)		490			498		688			1320		
Turn Bay Length (ft)								125	125			125
Base Capacity (vph)	92	391		158	392		1272	1116	1116	1288	1083	1083
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.50		0.08	0.67		0.72	0.02	0.02	0.48	0.06	0.06

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 34.0

Intersection LOS: C

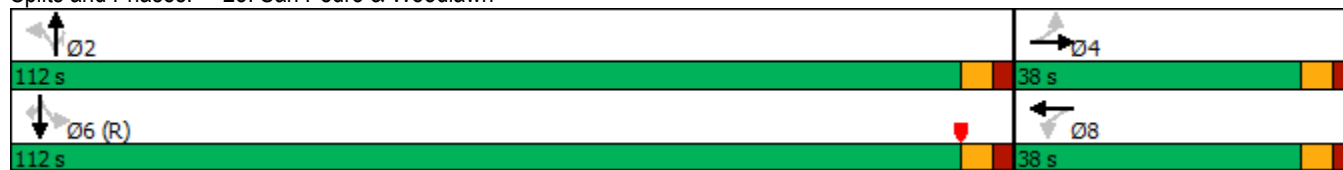
Intersection Capacity Utilization 88.1%

ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: San Pedro & Woodlawn



Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	144	34	154	209	90	66	690	61	89	487	58
Future Volume (vph)	37	144	34	154	209	90	66	690	61	89	487	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	150		0	150		0	50		125
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.971			0.955			0.988			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1845	0	1805	1814	0	1685	3329	0	1685	3315	0
Flt Permitted	0.297			0.327			0.950			0.950		
Satd. Flow (perm)	564	1845	0	621	1814	0	1685	3329	0	1685	3315	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			14			7			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		534			305			576			613	
Travel Time (s)		12.1			6.9			13.1			13.9	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	157	37	167	227	98	72	750	66	97	529	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	194	0	167	325	0	72	816	0	97	592	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												

Lane Group	Ø13
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	13
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
24: San Pedro & W Ashby PI

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	30.3		9.0	30.3		8.7	24.7		8.7	24.7	
Total Split (s)	9.0	42.0		16.0	49.0		20.0	59.0		24.0	63.0	
Total Split (%)	6.0%	28.0%		10.7%	32.7%		13.3%	39.3%		16.0%	42.0%	
Yellow Time (s)	3.5	3.6		3.5	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	0.5	2.7		0.5	2.7		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.3		4.0	6.3		5.7	5.7		5.7	5.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	C-Min		None	C-Min	
Act Effect Green (s)	32.3	22.1		44.0	31.8		9.8	78.5		12.1	80.7	
Actuated g/C Ratio	0.22	0.15		0.29	0.21		0.07	0.52		0.08	0.54	
v/c Ratio	0.22	0.70		0.55	0.82		0.65	0.47		0.72	0.33	
Control Delay	37.8	71.2		46.4	70.9		71.3	37.9		94.8	20.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.8	71.2		46.4	70.9		71.3	37.9		94.8	20.9	
LOS	D	E		D	E		E	D		F	C	
Approach Delay		65.5			62.6			40.6			31.3	
Approach LOS		E			E			D			C	
Queue Length 50th (ft)	28	175		127	298		73	338		91	165	
Queue Length 95th (ft)	53	250		173	386		m88	m354		163	247	
Internal Link Dist (ft)		454			225			496			533	
Turn Bay Length (ft)	150			150			150			50		
Base Capacity (vph)	186	444		307	526		160	1745		205	1789	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.44		0.54	0.62		0.45	0.47		0.47	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 45.1

Intersection LOS: D

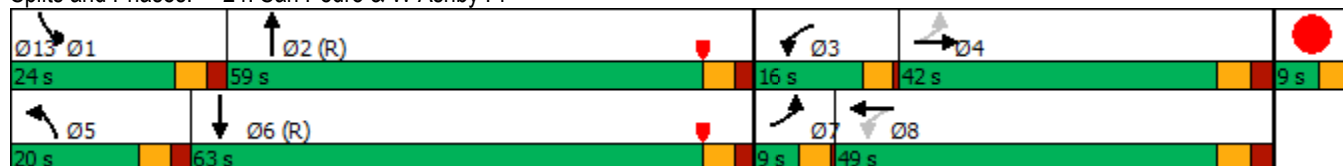
Intersection Capacity Utilization 64.7%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: San Pedro & W Ashby PI



Lane Group	Ø13
Minimum Initial (s)	5.0
Minimum Split (s)	9.0
Total Split (s)	9.0
Total Split (%)	6%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	38	0	49	0	0	392	63	761	49	5	49	578
Future Volume (vph)	38	0	49	0	0	392	63	761	49	5	49	578
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	12	12	10	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	150		200		200	
Storage Lanes	1		0	0		1	1		1		1	
Taper Length (ft)	25			25			25				0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.850				0.865			0.850			0.991
Flt Protected	0.950						0.950				0.950	
Satd. Flow (prot)	1805	1615	0	0	0	1611	1685	1837	1583	0	1652	1820
Flt Permitted	0.950						0.950				0.107	
Satd. Flow (perm)	1805	1615	0	0	0	1611	1685	1837	1583	0	186	1820
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		438				328			70			3
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1426			354			385				960
Travel Time (s)		32.4			8.0			8.8				21.8
Confl. Peds. (#/hr)												
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 (%)	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	41	0	53	0	0	426	68	827	53	5	53	628
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	53	0	0	0	426	68	827	53	0	58	669
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			10				10
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.04	1.00	1.00	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2				1	1	2	1	0	1	2
Detector Template	Left	Thru				Right	Left	Thru	Right		Left	Thru
Leading Detector (ft)	20	100				20	20	100	20	0	20	100
Trailing Detector (ft)	0	0				0	0	0	0	0	0	0
Turn Type	Perm	NA				Perm	Prot	NA	Perm	custom	Prot	NA
Protected Phases		4					5	2			1	6
Permitted Phases	4					8			2	1		
Detector Phase	4	4				8	5	2	2	1	1	6
Switch Phase												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	38
Future Volume (vph)	38
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	0%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	41
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
25: San Pedro & W Myrtle St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)	5.0	5.0				5.0	5.0	10.0	10.0	5.0	5.0	10.0
Minimum Split (s)	35.3	35.3				30.3	11.6	28.7	28.7	11.3	11.3	28.7
Total Split (s)	42.0	42.0				42.0	31.0	82.0	82.0	26.0	26.0	77.0
Total Split (%)	28.0%	28.0%				28.0%	20.7%	54.7%	54.7%	17.3%	17.3%	51.3%
Yellow Time (s)	3.6	3.6				3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.7	2.7				2.7	3.0	2.1	2.1	2.7	2.7	2.1
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.3				6.3	6.6	5.7	5.7		6.3	5.7
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None				None	None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	17.5	17.5				17.5	20.9	76.6	76.6		37.5	95.7
Actuated g/C Ratio	0.12	0.12				0.12	0.14	0.51	0.51		0.25	0.64
v/c Ratio	0.19	0.09				0.89	0.29	0.88	0.06		1.26	0.58
Control Delay	57.2	0.3				36.4	58.5	44.6	5.2		265.4	28.1
Queue Delay	0.0	0.0				0.0	0.0	2.4	0.0		0.0	0.0
Total Delay	57.2	0.3				36.4	58.5	47.0	5.2		265.4	28.2
LOS	E	A				D	E	D	A		F	C
Approach Delay		25.1			36.4			45.5				47.1
Approach LOS		C			D			D				D
Queue Length 50th (ft)	37	0				99	65	844	8		~71	332
Queue Length 95th (ft)	69	0				218	119	#1010	m25		m#188	702
Internal Link Dist (ft)		1346			274			305				880
Turn Bay Length (ft)	175						150		200		200	
Base Capacity (vph)	429	718				633	274	938	842		46	1161
Starvation Cap Reductn	0	0				0	0	45	0		0	0
Spillback Cap Reductn	0	21				0	0	0	0		0	24
Storage Cap Reductn	0	0				0	0	0	0		0	0
Reduced v/c Ratio	0.10	0.08				0.67	0.25	0.93	0.06		1.26	0.59

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 119 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 43.4

Intersection LOS: D

Intersection Capacity Utilization 93.2%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

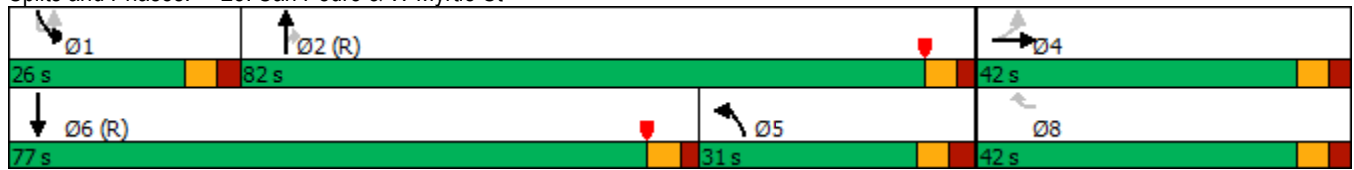
Queue shown is maximum after two cycles.

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.

Splits and Phases: 25: San Pedro & W Myrtle St





Lane Group	SBR
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
26: San Pedro & Park Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	59	10	823	609	6
Future Volume (vph)	12	59	10	823	609	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	10	10
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	100			125
Storage Lanes	1	0	1			0
Taper Length (ft)	0		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.888				0.999	
Flt Protected	0.992		0.950			
Satd. Flow (prot)	1674	0	1745	1900	1772	0
Flt Permitted	0.992		0.950			
Satd. Flow (perm)	1674	0	1745	1900	1772	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	64				1	
Link Speed (mph)	30			30	30	
Link Distance (ft)	460			363	385	
Travel Time (s)	10.5			8.3	8.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	13	64	11	895	662	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	11	895	669	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.09	1.09
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Turn Type	Prot		Prot	NA	NA	
Protected Phases	3		2	5	1	
Permitted Phases						
Detector Phase	3		2	5	1	
Switch Phase						

Lanes, Volumes, Timings
26: San Pedro & Park Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	11.0		11.0	11.0	11.0	
Total Split (s)	22.0		16.0	128.0	112.0	
Total Split (%)	14.7%		10.7%	85.3%	74.7%	
Yellow Time (s)	3.6		3.6	3.6	3.6	
All-Red Time (s)	2.4		2.4	2.4	2.4	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		C-Max	None	None	
Act Effect Green (s)	7.6		44.0	130.4	80.4	
Actuated g/C Ratio	0.05		0.29	0.87	0.54	
v/c Ratio	0.53		0.02	0.54	0.70	
Control Delay	33.6		62.1	3.3	21.5	
Queue Delay	0.3		0.0	1.9	0.1	
Total Delay	33.9		62.1	5.3	21.6	
LOS	C		E	A	C	
Approach Delay	33.9			6.0	21.6	
Approach LOS	C			A	C	
Queue Length 50th (ft)	13		9	129	246	
Queue Length 95th (ft)	66		m18	116	15	
Internal Link Dist (ft)	380			283	305	
Turn Bay Length (ft)			100			
Base Capacity (vph)	235		511	1651	1262	
Starvation Cap Reductn	0		0	429	53	
Spillback Cap Reductn	18		0	569	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.35		0.02	0.83	0.55	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 13.6

Intersection LOS: B

Intersection Capacity Utilization 57.6%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: San Pedro & Park Ave



Lanes, Volumes, Timings
27: San Pedro & Evergreen

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	14	5	804	44	5	20	620
Future Volume (vph)	76	14	5	804	44	5	20	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	11	11
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	0		150		150	
Storage Lanes	1	0	0		0		1	
Taper Length (ft)	25		25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								
Frt	0.979			0.993				
Flt Protected	0.959						0.950	
Satd. Flow (prot)	1749	0	0	1726	0	0	1711	1801
Flt Permitted	0.959			0.997			0.312	
Satd. Flow (perm)	1749	0	0	1721	0	0	562	1801
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)	5			4				
Link Speed (mph)	30			30				30
Link Distance (ft)	401			421				363
Travel Time (s)	9.1			9.6				8.3
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	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%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Adj. Flow (vph)	83	15	5	874	48	5	22	674
Shared Lane Traffic (%)								
Lane Group Flow (vph)	98	0	0	927	0	0	27	674
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	12			11				11
Link Offset(ft)	0			0				0
Crosswalk Width(ft)	16			16				16
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.00	1.04	1.04
Turning Speed (mph)	15	9	9		9	9	15	
Number of Detectors	1		1	2		1	1	2
Detector Template	Left		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20		20	100		20	20	100
Trailing Detector (ft)	0		0	0		0	0	0
Turn Type	Prot		Perm	NA		custom	pm+pt	NA
Protected Phases	8			2			1	6
Permitted Phases			2			1	6	
Detector Phase	8		2	2		1	1	6
Switch Phase								

Lanes, Volumes, Timings
27: San Pedro & Evergreen

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)	5.0		10.0	10.0		3.0	3.0	10.0
Minimum Split (s)	30.3		20.0	20.0		9.0	9.0	20.0
Total Split (s)	36.0		105.0	105.0		9.0	9.0	114.0
Total Split (%)	24.0%		70.0%	70.0%		6.0%	6.0%	76.0%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.7		1.7	1.7		1.5	1.5	1.7
Lost Time Adjust (s)	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.3			5.3			5.1	5.3
Lead/Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode	None		C-Max	C-Max		None	None	C-Max
Act Effect Green (s)	13.3			119.7			125.3	125.1
Actuated g/C Ratio	0.09			0.80			0.84	0.83
v/c Ratio	0.61			0.68			0.05	0.45
Control Delay	78.0			11.1			1.5	1.8
Queue Delay	0.0			10.8			0.0	0.2
Total Delay	78.0			21.9			1.5	2.0
LOS	E			C			A	A
Approach Delay	78.0			21.9				2.0
Approach LOS	E			C				A
Queue Length 50th (ft)	89			388			0	7
Queue Length 95th (ft)	148			626			m6	96
Internal Link Dist (ft)	321			341				283
Turn Bay Length (ft)							150	
Base Capacity (vph)	350			1373			499	1501
Starvation Cap Reductn	0			425			0	274
Spillback Cap Reductn	0			47			0	0
Storage Cap Reductn	0			0			0	0
Reduced v/c Ratio	0.28			0.98			0.05	0.55

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 119 (79%), Referenced to phase 2:NBTU and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 17.0

Intersection LOS: B

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: San Pedro & Evergreen



Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

																						
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL										
Lane Configurations																						
Traffic Volume (vph)	18	12	19	19	38	26	5	8	704	2	5	11										
Future Volume (vph)	18	12	19	19	38	26	5	8	704	2	5	11										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900										
Lane Width (ft)	12	12	1	1	12	1	12	10	11	11	12	11										
Grade (%)	0%				0%				0%													
Storage Length (ft)	150		0	0		0		175		125		100										
Storage Lanes	1		0	0		0		1		0		1										
Taper Length (ft)	0			0				25				25										
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
Ped Bike Factor																						
Frt	0.907				0.958																	
Flt Protected	0.950				0.988			0.950				0.950										
Satd. Flow (prot)	1805	1723	0	0	1798	0	0	1673	1837	0	0	1735										
Flt Permitted	0.950				0.988			0.950				0.950										
Satd. Flow (perm)	1805	1723	0	0	1798	0	0	1673	1837	0	0	1735										
Right Turn on Red			Yes				Yes				Yes											
Satd. Flow (RTOR)	21				16																	
Link Speed (mph)	30				30				30													
Link Distance (ft)	360				375				400													
Travel Time (s)	8.2				8.5				9.1													
Confl. Peds. (#/hr)																						
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%										
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0										
Parking (#/hr)																						
Mid-Block Traffic (%)	0%				0%				0%													
Adj. Flow (vph)	20	13	21	21	41	28	5	9	765	2	5	12										
Shared Lane Traffic (%)																						
Lane Group Flow (vph)	20	34	0	0	90	0	0	14	767	0	0	17										
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left										
Median Width(ft)	12				12				11													
Link Offset(ft)	0				0				0													
Crosswalk Width(ft)	16				16				16													
Two way Left Turn Lane																						
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.75	1.00	1.09	1.04	1.04	1.00	1.04										
Turning Speed (mph)	15		9	15		9	9	15		9	9	15										
Number of Detectors	1	2		0	2		0	1	2		0	1										
Detector Template	Left	Thru			Thru			Left	Thru			Left										
Leading Detector (ft)	20	100		0	100		0	20	100		0	20										
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0										
Turn Type	Split	NA		Split	NA		Prot	Prot	NA		Prot	Prot										
Protected Phases	4	4		3	3		2	2	5		1	1										
Permitted Phases																						
Detector Phase	4	4		3	3		2	2	5		1	1										
Switch Phase																						

Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	624	57
Future Volume (vph)	624	57
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Grade (%)	0%	
Storage Length (ft)		125
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.987	
Flt Protected		
Satd. Flow (prot)	1813	0
Flt Permitted		
Satd. Flow (perm)	1813	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	4	
Link Speed (mph)	30	
Link Distance (ft)	421	
Travel Time (s)	9.6	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	678	62
Shared Lane Traffic (%)		
Lane Group Flow (vph)	740	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
28: San Pedro & W Laurel St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	31.8	31.8		31.8	31.8		23.8	23.8	30.8		9.0	9.0
Total Split (s)	31.8	31.8		31.8	31.8		23.8	23.8	44.0		11.4	11.4
Total Split (%)	25.1%	25.1%		25.1%	25.1%		18.8%	18.8%	34.8%		9.0%	9.0%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6		3.5	3.5
All-Red Time (s)	2.7	2.7		2.7	2.7		1.7	1.7	1.7		0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3			6.3			5.3	5.3			4.0
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		Min	Min	Min		None	None
Act Effect Green (s)	5.6	5.6			8.9			6.7	74.0			18.4
Actuated g/C Ratio	0.04	0.04			0.07			0.05	0.58			0.15
v/c Ratio	0.25	0.35			0.64			0.16	0.71			0.07
Control Delay	65.6	41.2			66.5			60.7	24.8			48.4
Queue Delay	0.0	0.0			0.0			0.0	51.1			0.0
Total Delay	65.6	41.2			66.5			60.7	75.9			48.4
LOS	E	D			E			E	E			D
Approach Delay		50.2			66.5				75.6			
Approach LOS		D			E				E			
Queue Length 50th (ft)	16	11			60			11	448			12
Queue Length 95th (ft)	43	46			113			34	644			36
Internal Link Dist (ft)		280			295				320			
Turn Bay Length (ft)	150							175				100
Base Capacity (vph)	363	364			375			244	1074			251
Starvation Cap Reductn	0	0			0			0	377			0
Spillback Cap Reductn	0	0			0			0	0			0
Storage Cap Reductn	0	0			0			0	0			0
Reduced v/c Ratio	0.06	0.09			0.24			0.06	1.10			0.07

Intersection Summary

Area Type: Other

Cycle Length: 126.5

Actuated Cycle Length: 126.5

Offset: 0 (0%), Referenced to phase 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 52.3

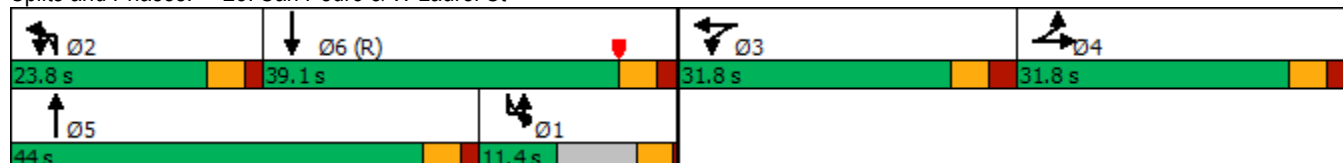
Intersection LOS: D

Intersection Capacity Utilization 58.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 28: San Pedro & W Laurel St





Lane Group	SBT	SBR
Minimum Initial (s)	5.0	
Minimum Split (s)	24.2	
Total Split (s)	39.1	
Total Split (%)	30.9%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.7	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Min	
Act Effct Green (s)	84.0	
Actuated g/C Ratio	0.66	
v/c Ratio	0.61	
Control Delay	16.5	
Queue Delay	9.7	
Total Delay	26.2	
LOS	C	
Approach Delay	26.7	
Approach LOS	C	
Queue Length 50th (ft)	326	
Queue Length 95th (ft)	553	
Internal Link Dist (ft)	341	
Turn Bay Length (ft)		
Base Capacity (vph)	1205	
Starvation Cap Reductn	433	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.96	
Intersection Summary		

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	132	323	122	31	367	37	5	183	541	25	5	43
Future Volume (vph)	132	323	122	31	367	37	5	183	541	25	5	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	12	10	11	11	12	10
Grade (%)		0%			0%				0%			
Storage Length (ft)	175		0	0		0		150		125		100
Storage Lanes	1		0	1		0		1		0		1
Taper Length (ft)	0			0				25				25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.986				0.993			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	3462	0	1805	3559	0	0	1684	1824	0	0	1681
Flt Permitted	0.249			0.357				0.168				0.324
Satd. Flow (perm)	473	3462	0	678	3559	0	0	298	1824	0	0	573
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		40			7				3			
Link Speed (mph)		30			30				30			
Link Distance (ft)		425			314				1133			
Travel Time (s)		9.7			7.1				25.8			
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	143	351	133	34	399	40	5	199	588	27	5	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	484	0	34	439	0	0	204	615	0	0	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		0	1	2		0	1
Detector Template	Left	Thru		Left	Thru			Left	Thru			Left
Leading Detector (ft)	20	100		20	100		0	20	100		0	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA		custom	pm+pt
Protected Phases	7	4		3	8		5	5	2			1
Permitted Phases	4			8			2	2			1	6
Detector Phase	7	4		3	8		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	SBT	SBR
Lane Configurations	PT	
Traffic Volume (vph)	491	109
Future Volume (vph)	491	109
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Grade (%)	0%	
Storage Length (ft)		125
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.973	
Flt Protected		
Satd. Flow (prot)	1725	0
Flt Permitted		
Satd. Flow (perm)	1725	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	10	
Link Speed (mph)	30	
Link Distance (ft)	400	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	534	118
Shared Lane Traffic (%)		
Lane Group Flow (vph)	652	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings
29: San Pedro & Cypress St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	11.3	34.3		9.0	34.6		30.6	30.6	30.3		12.0	12.0
Total Split (s)	11.8	37.4		9.0	34.6		30.6	30.6	71.6		12.0	12.0
Total Split (%)	9.1%	28.8%		6.9%	26.6%		23.5%	23.5%	55.1%		9.2%	9.2%
Yellow Time (s)	3.6	3.6		3.5	3.6		3.6	3.6	3.6		3.6	3.6
All-Red Time (s)	2.7	2.7		0.5	3.0		3.0	3.0	2.7		3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	6.3	6.3		4.0	6.6			6.6	6.3			7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Act Effect Green (s)	31.3	28.0		28.9	21.3			83.4	72.9			67.5
Actuated g/C Ratio	0.24	0.22		0.22	0.16			0.64	0.56			0.52
v/c Ratio	0.84	0.62		0.18	0.74			0.57	0.60			0.15
Control Delay	79.7	46.2		35.4	58.7			16.7	23.6			12.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	79.7	46.2		35.4	58.7			16.7	23.6			12.3
LOS	E	D		D	E			B	C			B
Approach Delay		53.9			57.0				21.9			
Approach LOS		D			E				C			
Queue Length 50th (ft)	98	187		21	185			65	344			15
Queue Length 95th (ft)	#185	235		46	232			114	514			35
Internal Link Dist (ft)		345			234				1053			
Turn Bay Length (ft)	175							150				100
Base Capacity (vph)	170	858		194	772			447	1024			352
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.84	0.56		0.18	0.57			0.46	0.60			0.15

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 52.6

Intersection LOS: D

Intersection Capacity Utilization 83.0%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 29: San Pedro & Cypress St





Lane Group	SBT	SBR
Minimum Initial (s)	5.0	
Minimum Split (s)	30.3	
Total Split (s)	53.0	
Total Split (%)	40.8%	
Yellow Time (s)	3.6	
All-Red Time (s)	2.7	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Recall Mode	C-Max	
Act Effct Green (s)	61.7	
Actuated g/C Ratio	0.47	
v/c Ratio	0.79	
Control Delay	38.6	
Queue Delay	51.4	
Total Delay	90.0	
LOS	F	
Approach Delay	84.2	
Approach LOS	F	
Queue Length 50th (ft)	442	
Queue Length 95th (ft)	#808	
Internal Link Dist (ft)	320	
Turn Bay Length (ft)		
Base Capacity (vph)	824	
Starvation Cap Reductn	259	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.15	
Intersection Summary		

Lanes, Volumes, Timings
30: San Pedro & Euclid Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	784	29	86	832	40	119	20	36	66	65	21
Future Volume (vph)	57	784	29	86	832	40	119	20	36	66	65	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	1	1	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		125	0		125	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995			0.993			0.904			0.981	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1805	1890	0	1805	1887	0	1805	1718	0	0	1825	0
Flt Permitted	0.950			0.950			0.554				0.831	
Satd. Flow (perm)	1805	1890	0	1805	1887	0	1053	1718	0	0	1549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			39			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		454			447			211			219	
Travel Time (s)		10.3			10.2			4.8			5.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	62	852	32	93	904	43	129	22	39	72	71	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	884	0	93	947	0	129	61	0	0	166	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	1.75	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		0	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100		20	100		0	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												

Lanes, Volumes, Timings
30: San Pedro & Euclid Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.7	23.7		20.3	23.3		30.8	30.8		30.8	30.8	
Total Split (s)	23.8	69.0		20.4	65.6		30.8	30.8		30.8	30.8	
Total Split (%)	19.8%	57.4%		17.0%	54.6%		25.6%	25.6%		25.6%	25.6%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1		1.7	1.7		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.7	5.7		5.3	5.3		6.3	6.3			6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	Min	C-Min		Min	C-Min		None	None		None	None	
Act Effect Green (s)	10.2	74.6		11.1	75.5		17.2	17.2			17.2	
Actuated g/C Ratio	0.08	0.62		0.09	0.63		0.14	0.14			0.14	
v/c Ratio	0.40	0.75		0.56	0.80		0.86	0.22			0.73	
Control Delay	60.3	23.1		65.0	24.5		93.3	21.2			65.6	
Queue Delay	0.0	0.0		0.0	49.4		0.0	0.0			0.0	
Total Delay	60.3	23.1		65.0	73.9		93.3	21.2			65.6	
LOS	E	C		E	E		F	C			E	
Approach Delay		25.6			73.1			70.1			65.6	
Approach LOS		C			E			E			E	
Queue Length 50th (ft)	46	442		71	505		99	15			121	
Queue Length 95th (ft)	92	#857		124	#927		161	52			185	
Internal Link Dist (ft)		374			367			131			139	
Turn Bay Length (ft)	100											
Base Capacity (vph)	271	1174		226	1186		214	381			320	
Starvation Cap Reductn	0	0		0	337		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.23	0.75		0.41	1.12		0.60	0.16			0.52	

Intersection Summary

Area Type: Other

Cycle Length: 120.2

Actuated Cycle Length: 120.2

Offset: 8 (7%), Referenced to phase 2:NWT and 6:SET, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 53.1

Intersection LOS: D

Intersection Capacity Utilization 84.0%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 30: San Pedro & Euclid Ave



Lanes, Volumes, Timings
31: San Pedro & Elmira

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	576	310	395	771	0	0	0	0	28	922	267
Future Volume (vph)	0	576	310	395	771	0	0	0	0	28	922	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	1	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	0		0	0		0	0		150
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor												
Frt		0.948									0.967	
Flt Protected				0.950							0.999	
Satd. Flow (prot)	0	3422	0	1805	3610	0	0	0	0	0	5011	0
Flt Permitted				0.103							0.999	
Satd. Flow (perm)	0	3422	0	196	3610	0	0	0	0	0	5011	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64									59	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			505			207			202	
Travel Time (s)		10.2			11.5			4.7			4.6	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	626	337	429	838	0	0	0	0	30	1002	290
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	963	0	429	838	0	0	0	0	0	1322	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					0	2	
Detector Template		Thru		Left	Thru						Thru	
Leading Detector (ft)		100		20	100					0	100	
Trailing Detector (ft)		0		0	0					0	0	
Turn Type		NA		pm+pt	NA					Perm	NA	
Protected Phases		6		5	2						8	
Permitted Phases				2						8		
Detector Phase		6		5	2					8	8	
Switch Phase												

Lanes, Volumes, Timings
31: San Pedro & Elmira

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	
Minimum Split (s)		23.7		31.0	27.0					31.3	31.3	
Total Split (s)		45.4		34.0	45.4					40.6	40.6	
Total Split (%)		37.8%		28.3%	37.8%					33.8%	33.8%	
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	
All-Red Time (s)		2.1		2.4	2.4					2.7	2.7	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		5.7		6.0	6.0						6.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max		Max	C-Max					None	None	
Act Effect Green (s)		39.7		67.5	39.4						34.2	
Actuated g/C Ratio		0.33		0.56	0.33						0.28	
v/c Ratio		0.82		0.88	0.71						0.90	
Control Delay		41.2		53.3	39.2						48.7	
Queue Delay		11.7		0.0	0.8						0.0	
Total Delay		52.9		53.3	40.0						48.7	
LOS		D		D	D						D	
Approach Delay		52.9			44.5						48.7	
Approach LOS		D			D						D	
Queue Length 50th (ft)		337		266	297						346	
Queue Length 95th (ft)		423		#450	371						#414	
Internal Link Dist (ft)		367			425			127			122	
Turn Bay Length (ft)												
Base Capacity (vph)		1174		486	1185						1474	
Starvation Cap Reductn		202		0	124						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.99		0.88	0.79						0.90	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NWTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 48.3

Intersection LOS: D

Intersection Capacity Utilization 87.1%

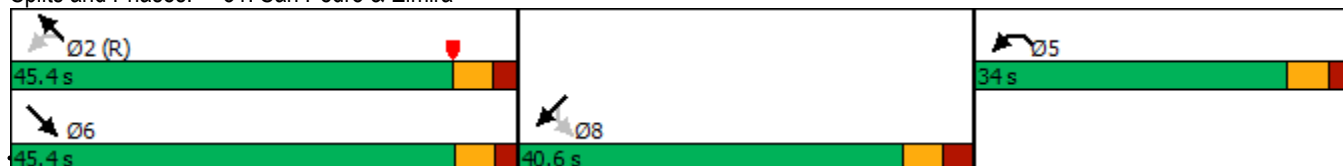
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 31: San Pedro & Elmira



Lanes, Volumes, Timings
32: Quincy St & San Pedro

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	302	287	0	0	688	21	442	893	101	0	0	0
Future Volume (vph)	302	287	0	0	688	21	442	893	101	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		50	0		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	0			25			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.86	0.86	0.91	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850		0.986				
Flt Protected	0.950						0.950	0.996				
Satd. Flow (prot)	1805	3303	0	0	3303	1478	1552	4805	0	0	0	0
Flt Permitted	0.950						0.950	0.996				
Satd. Flow (perm)	1805	3303	0	0	3303	1478	1552	4805	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						116		20				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		505			226			492			318	
Travel Time (s)		11.5			5.1			11.2			7.2	
Confl. Peds. (#/hr)												
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 (%)	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	328	312	0	0	748	23	480	971	110	0	0	0
Shared Lane Traffic (%)							20%					
Lane Group Flow (vph)	328	312	0	0	748	23	384	1177	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.09	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2	1	1	2				
Detector Template		Thru			Thru	Right	Left	Thru				
Leading Detector (ft)	0	100			100	20	20	100				
Trailing Detector (ft)	0	0			0	0	0	0				
Turn Type	Prot	NA			NA	Perm	Perm	NA				
Protected Phases	1	6			2			4				
Permitted Phases						2	4					
Detector Phase	1	6			2	2	4	4				
Switch Phase												

Lanes, Volumes, Timings
32: Quincy St & San Pedro

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Minimum Split (s)	21.0	27.0			24.7	24.7	34.3	34.3				
Total Split (s)	23.0	27.7			27.7	27.7	34.3	34.3				
Total Split (%)	27.1%	32.6%			32.6%	32.6%	40.4%	40.4%				
Yellow Time (s)	3.6	3.6			3.6	3.6	3.6	3.6				
All-Red Time (s)	2.1	2.4			2.1	2.1	2.7	2.7				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.7	6.0			5.7	5.7	6.3	6.3				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	C-Max			C-Max	C-Max	None	None				
Act Effct Green (s)	17.0	22.5			22.8	22.8	27.5	27.5				
Actuated g/C Ratio	0.20	0.26			0.27	0.27	0.32	0.32				
v/c Ratio	0.91	0.36			0.84	0.05	0.77	0.75				
Control Delay	64.4	27.1			40.4	0.2	37.5	28.8				
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0				
Total Delay	64.4	27.1			40.4	0.2	37.5	28.8				
LOS	E	C			D	A	D	C				
Approach Delay		46.2			39.2			30.9				
Approach LOS		D			D			C				
Queue Length 50th (ft)	172	72			201	0	210	210				
Queue Length 95th (ft)	#322	109			#302	0	#366	264				
Internal Link Dist (ft)		425			146			412			238	
Turn Bay Length (ft)	150					50						
Base Capacity (vph)	367	875			886	481	511	1596				
Starvation Cap Reductn	0	0			0	0	0	0				
Spillback Cap Reductn	0	0			0	0	0	0				
Storage Cap Reductn	0	0			0	0	0	0				
Reduced v/c Ratio	0.89	0.36			0.84	0.05	0.75	0.74				

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 36.3

Intersection LOS: D

Intersection Capacity Utilization 87.1%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 32: Quincy St & San Pedro



Lanes, Volumes, Timings
33: Soledad & Navarro & San Pedro

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	913	0	105	435	0
Future Volume (vph)	0	913	0	105	435	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	0%		0%		0%	
Storage Length (ft)	0	0	125	0	0	0
Storage Lanes	0	1	0	1	2	0
Taper Length (ft)	25		25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt		0.865		0.865		
Flt Protected					0.950	
Satd. Flow (prot)	0	1558	0	1558	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1558	0	1558	3433	0
Right Turn on Red		Yes		Yes		Yes
Satd. Flow (RTOR)		26		1091		
Link Speed (mph)	30		30		30	
Link Distance (ft)	523		243		334	
Travel Time (s)	11.9		5.5		7.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%		0%	
Adj. Flow (vph)	0	992	0	114	473	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	992	0	114	473	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	0		0		24	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9
Number of Detectors		2		2	1	
Detector Template		Thru		Thru	Left	
Leading Detector (ft)		100		100	20	
Trailing Detector (ft)		0		0	0	
Turn Type		Prot		custom	Perm	
Protected Phases		3				
Permitted Phases					2	
Detector Phase		3			2	
Switch Phase						



Lane Group	WBL	WBR	SEL	SER	NEL	NER
Minimum Initial (s)		5.0			10.0	
Minimum Split (s)		9.0			16.0	
Total Split (s)		52.0			18.0	
Total Split (%)		74.3%			25.7%	
Yellow Time (s)		3.5			3.6	
All-Red Time (s)		0.5			2.4	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		4.0			6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None			C-Min	
Act Effect Green (s)		47.4		0.0	12.6	
Actuated g/C Ratio		0.68		0.00	0.18	
v/c Ratio		0.93		0.10	0.77	
Control Delay		27.3		0.2	37.7	
Queue Delay		5.3		0.0	0.0	
Total Delay		32.6		0.2	37.7	
LOS		C		A	D	
Approach Delay	32.6		0.2		37.7	
Approach LOS	C		A		D	
Queue Length 50th (ft)		293		0	102	
Queue Length 95th (ft)		#633		0	#171	
Internal Link Dist (ft)	443		163		254	
Turn Bay Length (ft)						
Base Capacity (vph)		1077		1091	618	
Starvation Cap Reductn		58		0	0	
Spillback Cap Reductn		0		0	0	
Storage Cap Reductn		0		0	0	
Reduced v/c Ratio		0.97		0.10	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NEL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 31.8
Intersection LOS: C
Intersection Capacity Utilization 59.9%
ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 33: Soledad & Navarro & San Pedro



Lanes, Volumes, Timings
34: Augusta St & Navarro

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	24	0	8	337	31	28	160	0	0	128	95
Future Volume (vph)	0	24	0	8	337	31	28	160	0	0	128	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	1	11	11	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850					0.943	
Flt Protected					0.999		0.950					
Satd. Flow (prot)	0	1900	0	0	1835	1561	1805	1900	0	0	1792	0
Flt Permitted					0.999		0.266					
Satd. Flow (perm)	0	1900	0	0	1835	1561	505	1900	0	0	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						61					31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		523			424			597			206	
Travel Time (s)		11.9			9.6			13.6			4.7	
Confl. Peds. (#/hr)												
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%	0%	2%	0%	0%	0%	0%	0%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	26	0	9	366	34	30	174	0	0	139	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	375	34	30	174	0	0	242	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.75	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2	1	1	2			2	
Detector Template		Thru			Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	0	100		0	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Turn Type		NA		Split	NA	Perm	Perm	NA			NA	
Protected Phases		6		2	2			8			4	
Permitted Phases	6					2	8					
Detector Phase	6	6		2	2	2	8	8			4	
Switch Phase												

Lanes, Volumes, Timings
34: Augusta St & Navarro

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		10.0	10.0	10.0	10.0	10.0			10.0	
Minimum Split (s)	20.5	20.5		24.2	24.2	24.2	23.7	23.7			24.2	
Total Split (s)	21.0	21.0		59.0	59.0	59.0	40.0	40.0			40.0	
Total Split (%)	17.5%	17.5%		49.2%	49.2%	49.2%	33.3%	33.3%			33.3%	
Yellow Time (s)	3.5	3.5		3.6	3.6	3.6	3.6	3.6			3.6	
All-Red Time (s)	0.5	0.5		2.1	2.1	2.1	2.1	2.1			2.1	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)		4.0			5.7	5.7	5.7	5.7			5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		C-Min	C-Min	C-Min	Min	Min			Min	
Act Effct Green (s)		7.2			83.3	83.3	18.0	18.0			18.0	
Actuated g/C Ratio		0.06			0.69	0.69	0.15	0.15			0.15	
v/c Ratio		0.23			0.29	0.03	0.40	0.61			0.82	
Control Delay		57.9			4.6	1.7	59.6	56.1			64.3	
Queue Delay		0.0			0.5	0.0	0.0	0.0			0.0	
Total Delay		57.9			5.1	1.7	59.6	56.1			64.3	
LOS		E			A	A	E	E			E	
Approach Delay		57.9			4.8			56.6			64.3	
Approach LOS		E			A			E			E	
Queue Length 50th (ft)		20			10	1	21	128			161	
Queue Length 95th (ft)		49			207	m13	51	189			237	
Internal Link Dist (ft)		443			344			517			126	
Turn Bay Length (ft)						150						
Base Capacity (vph)		269			1274	1102	144	543			534	
Starvation Cap Reductn		0			494	0	0	0			0	
Spillback Cap Reductn		0			0	0	0	0			0	
Storage Cap Reductn		0			0	0	0	0			0	
Reduced v/c Ratio		0.10			0.48	0.03	0.21	0.32			0.45	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 2:NWTL, Start of Yellow												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.82												
Intersection Signal Delay: 34.7					Intersection LOS: C							
Intersection Capacity Utilization 56.9%					ICU Level of Service B							
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 34: Augusta St & Navarro

 Ø2 (R)	 Ø6	 Ø4
59 s	21 s	40 s
		 Ø8
		40 s

Lanes, Volumes, Timings
35: Navarro & St Mary's

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	25	46	352	105	0	0	0	0	268	25
Future Volume (vph)	0	0	25	46	352	105	0	0	0	0	268	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		125	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.865			0.850					0.987	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	1644	1745	1837	1561	0	0	0	0	3563	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	1644	1745	1837	1561	0	0	0	0	3563	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				50		114					18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			254			576			251	
Travel Time (s)		9.6			5.8			13.1			5.7	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	27	50	383	114	0	0	0	0	291	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	27	50	383	114	0	0	0	0	318	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2	1					2	
Detector Template			Right	Left	Thru	Right					Thru	
Leading Detector (ft)			20	20	100	20					100	
Trailing Detector (ft)			0	0	0	0					0	
Turn Type			Perm	Perm	NA	Perm					NA	
Protected Phases					4						2	
Permitted Phases			4 2	4		4						
Detector Phase			4 2	4	4	4					2	
Switch Phase												

Lanes, Volumes, Timings
35: Navarro & St Mary's

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)				10.0	10.0	10.0					10.0	
Minimum Split (s)				23.7	23.7	23.7					23.7	
Total Split (s)				32.0	32.0	32.0					28.0	
Total Split (%)				53.3%	53.3%	53.3%					46.7%	
Yellow Time (s)				3.6	3.6	3.6					3.6	
All-Red Time (s)				2.1	2.1	2.1					2.1	
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	
Total Lost Time (s)				5.7	5.7	5.7					5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Min	Min	Min					C-Min	
Act Effect Green (s)			60.0	16.6	16.6	16.6					32.0	
Actuated g/C Ratio			1.00	0.28	0.28	0.28					0.53	
v/c Ratio			0.02	0.10	0.75	0.22					0.17	
Control Delay			0.2	0.4	13.4	0.9					8.2	
Queue Delay			0.0	0.0	0.0	0.0					0.0	
Total Delay			0.2	0.4	13.4	0.9					8.2	
LOS			A	A	B	A					A	
Approach Delay		0.2			9.6						8.2	
Approach LOS		A			A						A	
Queue Length 50th (ft)			0	0	27	0					26	
Queue Length 95th (ft)			0	m1	38	m1					57	
Internal Link Dist (ft)		344			174			496			171	
Turn Bay Length (ft)						125						
Base Capacity (vph)			1628	792	805	748					1908	
Starvation Cap Reductn			0	0	0	0					0	
Spillback Cap Reductn			0	0	0	0					0	
Storage Cap Reductn			0	0	0	0					0	
Reduced v/c Ratio			0.02	0.06	0.48	0.15					0.17	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 57 (95%), Referenced to phase 2:SWT, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 8.8

Intersection LOS: A

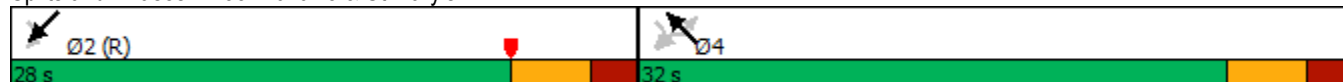
Intersection Capacity Utilization 39.2%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 35: Navarro & St Mary's



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	37	132	135	30	0	0	0	0	13	285	6
Future Volume (vph)	0	37	132	135	30	0	0	0	0	13	285	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.895										0.850
Flt Protected					0.961						0.998	
Satd. Flow (prot)	0	1667	0	0	1790	0	0	0	0	0	3414	1531
Flt Permitted					0.647						0.998	
Satd. Flow (perm)	0	1667	0	0	1205	0	0	0	0	0	3414	1531
Right Turn on Red			Yes			Yes				Yes		Yes
Satd. Flow (RTOR)		143										49
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		193			270			217			576	
Travel Time (s)		4.4			6.1			4.9			13.1	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	40	143	147	33	0	0	0	0	14	310	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	180	0	0	0	0	0	324	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		23.7		23.7	23.7					24.8	24.8	24.8
Total Split (s)		31.0		31.0	31.0					29.0	29.0	29.0
Total Split (%)		51.7%		51.7%	51.7%					48.3%	48.3%	48.3%
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None					C-Max	C-Max	C-Max
Act Effect Green (s)		14.3			14.3						34.7	34.7
Actuated g/C Ratio		0.24			0.24						0.58	0.58
v/c Ratio		0.36			0.63						0.16	0.01
Control Delay		7.2			29.3						2.6	0.0
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		7.2			29.3						2.6	0.0
LOS		A			C						A	A
Approach Delay		7.2			29.3						2.5	
Approach LOS		A			C						A	
Queue Length 50th (ft)		11			58						8	0
Queue Length 95th (ft)		46			98						26	0
Internal Link Dist (ft)		113			190			137			496	
Turn Bay Length (ft)												125
Base Capacity (vph)		785			508						1974	906
Starvation Cap Reductn		0			0						0	0
Spillback Cap Reductn		0			0						0	0
Storage Cap Reductn		0			0						0	0
Reduced v/c Ratio		0.23			0.35						0.16	0.01

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 57 (95%), Referenced to phase 2: and 6:SBTL, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 10.7

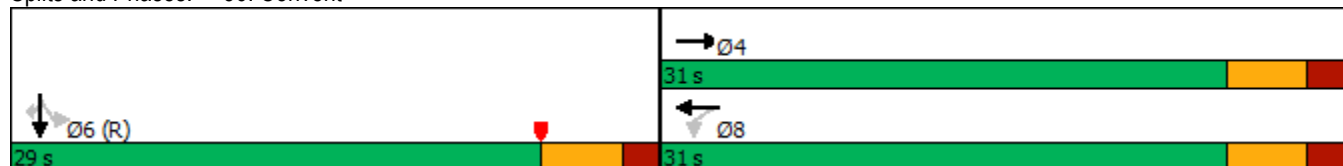
Intersection LOS: B

Intersection Capacity Utilization 41.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 36: Convent



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  						 	
Traffic Volume (vph)	0	0	0	97	641	0	0	0	0	0	287	287
Future Volume (vph)	0	0	0	97	641	0	0	0	0	0	287	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	1	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt												0.850
Flt Protected					0.993							
Satd. Flow (prot)	0	0	0	0	5151	0	0	0	0	0	3610	1615
Flt Permitted					0.993							
Satd. Flow (perm)	0	0	0	0	5151	0	0	0	0	0	3610	1615
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					54							101
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		318			503			228			217	
Travel Time (s)		7.2			11.4			5.2			4.9	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	105	697	0	0	0	0	0	312	312
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	802	0	0	0	0	0	312	312
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Left
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				0	2						2	1
Detector Template					Thru						Thru	Right
Leading Detector (ft)				0	100						100	20
Trailing Detector (ft)				0	0						0	0
Turn Type				Perm	NA						NA	Perm
Protected Phases					2						4	
Permitted Phases				2								4
Detector Phase				2	2						4	4
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				10.0	10.0						10.0	10.0
Minimum Split (s)				23.7	23.7						24.7	24.7
Total Split (s)				29.0	29.0						31.0	31.0
Total Split (%)				48.3%	48.3%						51.7%	51.7%
Yellow Time (s)				3.6	3.6						3.6	3.6
All-Red Time (s)				2.1	2.1						2.1	2.1
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					5.7						5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max						Max	Max
Act Effect Green (s)					23.3						25.3	25.3
Actuated g/C Ratio					0.39						0.42	0.42
v/c Ratio					0.39						0.20	0.42
Control Delay					10.4						12.9	11.5
Queue Delay					0.0						0.4	1.1
Total Delay					10.4						13.3	12.6
LOS					B						B	B
Approach Delay					10.4						12.9	
Approach LOS					B						B	
Queue Length 50th (ft)					75						43	62
Queue Length 95th (ft)					113						55	86
Internal Link Dist (ft)		238			423			148			137	
Turn Bay Length (ft)												
Base Capacity (vph)					2033						1522	739
Starvation Cap Reductn					0						748	228
Spillback Cap Reductn					0						0	0
Storage Cap Reductn					0						0	0
Reduced v/c Ratio					0.39						0.40	0.61

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 56 (93%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 11.5

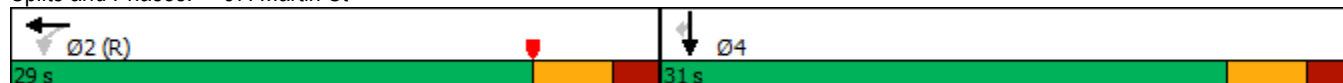
Intersection LOS: B

Intersection Capacity Utilization 41.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 37: Martin St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	0	0	0	0	484	44	258	413	0	0	0	0
Future Volume (vph)	0	0	0	0	484	44	258	413	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.987							
Flt Protected							0.950					
Satd. Flow (prot)	0	0	0	0	5120	0	1745	1837	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	5120	0	1745	1837	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					28		155					
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			258			229			506	
Travel Time (s)		11.4			5.9			5.2			11.5	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	0	526	48	280	449	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	574	0	280	449	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					2		1	2				
Detector Template					Thru		Left	Thru				
Leading Detector (ft)					100		20	100				
Trailing Detector (ft)					0		0	0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)					10.0		10.0	10.0				
Minimum Split (s)					23.7		23.7	23.7				
Total Split (s)					27.0		33.0	33.0				
Total Split (%)					45.0%		55.0%	55.0%				
Yellow Time (s)					3.6		3.6	3.6				
All-Red Time (s)					2.1		2.1	2.1				
Lost Time Adjust (s)					0.0		0.0	0.0				
Total Lost Time (s)					5.7		5.7	5.7				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					C-Max		Max	Max				
Act Effect Green (s)					21.3		27.3	27.3				
Actuated g/C Ratio					0.36		0.46	0.46				
v/c Ratio					0.31		0.32	0.54				
Control Delay					13.9		3.0	10.9				
Queue Delay					0.0		0.8	3.6				
Total Delay					13.9		3.8	14.6				
LOS					B		A	B				
Approach Delay					13.9			10.4				
Approach LOS					B			B				
Queue Length 50th (ft)					50		5	53				
Queue Length 95th (ft)					74		17	77				
Internal Link Dist (ft)		423			178			149			426	
Turn Bay Length (ft)												
Base Capacity (vph)					1835		878	835				
Starvation Cap Reductn					0		339	290				
Spillback Cap Reductn					0		0	0				
Storage Cap Reductn					0		0	0				
Reduced v/c Ratio					0.31		0.52	0.82				

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 29 (48%), Referenced to phase 2:WBT, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 12.0

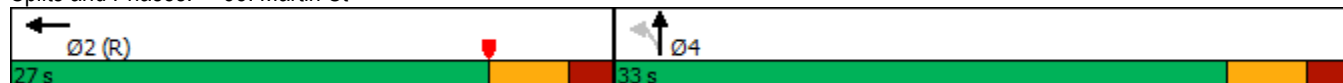
Intersection LOS: B

Intersection Capacity Utilization 69.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 38: Martin St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗								↖↑↑	
Traffic Volume (vph)	0	756	97	0	0	0	0	0	0	101	283	0
Future Volume (vph)	0	756	97	0	0	0	0	0	0	101	283	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected											0.987	
Satd. Flow (prot)	0	3610	1615	0	0	0	0	0	0	0	3444	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	3610	1615	0	0	0	0	0	0	0	3444	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			105								91	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		131			502			388			228	
Travel Time (s)		3.0			11.4			8.8			5.2	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	0	822	105	0	0	0	0	0	0	110	308	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	822	105	0	0	0	0	0	0	0	418	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1							0	2	
Detector Template		Thru	Right								Thru	
Leading Detector (ft)		100	20							0	100	
Trailing Detector (ft)		0	0							0	0	
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		23.7	23.7							24.2	24.2	
Total Split (s)		34.0	34.0							26.0	26.0	
Total Split (%)		56.7%	56.7%							43.3%	43.3%	
Yellow Time (s)		3.6	3.6							3.6	3.6	
All-Red Time (s)		2.1	2.1							2.1	2.1	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		5.7	5.7								5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max	C-Max							Max	Max	
Act Effect Green (s)		28.3	28.3								20.3	
Actuated g/C Ratio		0.47	0.47								0.34	
v/c Ratio		0.48	0.13								0.34	
Control Delay		12.0	2.8								11.4	
Queue Delay		0.0	0.0								0.9	
Total Delay		12.0	2.8								12.3	
LOS		B	A								B	
Approach Delay		11.0									12.3	
Approach LOS		B									B	
Queue Length 50th (ft)		100	0								66	
Queue Length 95th (ft)		142	20								87	
Internal Link Dist (ft)		51				422			308		148	
Turn Bay Length (ft)												
Base Capacity (vph)		1702	817								1225	
Starvation Cap Reductn		0	0								532	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.48	0.13								0.60	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 16 (27%), Referenced to phase 2:EBT, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 11.4

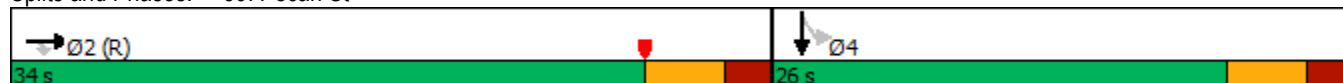
Intersection LOS: B

Intersection Capacity Utilization 41.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 39: Pecan St



Lanes, Volumes, Timings
40: Pecan St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	627	0	0	0	0	0	482	148	0	0	0
Future Volume (vph)	230	627	0	0	0	0	0	482	148	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	12	11	11	9	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected		0.987										
Satd. Flow (prot)	0	3563	0	0	0	0	0	3490	1454	0	0	0
Flt Permitted		0.987										
Satd. Flow (perm)	0	3563	0	0	0	0	0	3490	1454	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		118							161			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		502			196			387			229	
Travel Time (s)		11.4			4.5			8.8			5.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	250	682	0	0	0	0	0	524	161	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	932	0	0	0	0	0	524	161	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2						2	1			
Detector Template		Thru						Thru	Right			
Leading Detector (ft)	0	100						100	20			
Trailing Detector (ft)	0	0						0	0			
Turn Type	Perm	NA						NA	Perm			
Protected Phases		2						4				
Permitted Phases	2								4			
Detector Phase	2	2						4	4			
Switch Phase												

Lanes, Volumes, Timings
40: Pecan St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0	10.0			
Minimum Split (s)	23.7	23.7						22.8	22.8			
Total Split (s)	36.0	36.0						24.0	24.0			
Total Split (%)	60.0%	60.0%						40.0%	40.0%			
Yellow Time (s)	3.6	3.6						3.6	3.6			
All-Red Time (s)	2.1	2.1						1.7	1.7			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		5.7						5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						None	None			
Act Effct Green (s)		35.9						13.1	13.1			
Actuated g/C Ratio		0.60						0.22	0.22			
v/c Ratio		0.43						0.69	0.36			
Control Delay		1.9						11.7	3.0			
Queue Delay		0.0						0.1	0.0			
Total Delay		1.9						11.9	3.0			
LOS		A						B	A			
Approach Delay		1.9						9.8				
Approach LOS		A						A				
Queue Length 50th (ft)		1						53	8			
Queue Length 95th (ft)		9						m59	m9			
Internal Link Dist (ft)		422			116			307			149	
Turn Bay Length (ft)									125			
Base Capacity (vph)		2181						1087	563			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		2						92	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0.43						0.53	0.29			

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 26 (43%), Referenced to phase 2:EBTL, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 5.2

Intersection LOS: A

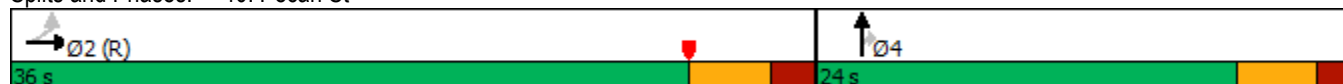
Intersection Capacity Utilization 52.9%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 40: Pecan St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	200	57	66	362	0	0	0	0	45	247	86
Future Volume (vph)	0	200	57	66	362	0	0	0	0	45	247	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	1	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.970										0.850
Flt Protected					0.992						0.992	
Satd. Flow (prot)	0	1843	0	0	3581	0	0	0	0	0	3462	1561
Flt Permitted					0.863						0.992	
Satd. Flow (perm)	0	1843	0	0	3115	0	0	0	0	0	3462	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31										93
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		292			504			406			388	
Travel Time (s)		6.6			11.5			9.2			8.8	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	217	62	72	393	0	0	0	0	49	268	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	279	0	0	465	0	0	0	0	0	317	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		0	2					0	2	1
Detector Template		Thru			Thru						Thru	Right
Leading Detector (ft)		100		0	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			2						4	
Permitted Phases				2						4		4
Detector Phase		2		2	2					4	4	4
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	10.0
Minimum Split (s)		26.7		26.7	26.7					26.7	26.7	26.7
Total Split (s)		32.0		32.0	32.0					28.0	28.0	28.0
Total Split (%)		53.3%		53.3%	53.3%					46.7%	46.7%	46.7%
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					2.1	2.1	2.1
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max			C-Max	C-Max				None	None	None	
Act Effect Green (s)	36.8				36.8					11.8	11.8	
Actuated g/C Ratio	0.61				0.61					0.20	0.20	
v/c Ratio	0.24				0.24					0.46	0.24	
Control Delay	5.8				5.3					13.2	2.2	
Queue Delay	0.0				0.0					0.0	0.0	
Total Delay	5.8				5.3					13.2	2.2	
LOS	A				A					B	A	
Approach Delay	5.8				5.3					10.7		
Approach LOS	A				A					B		
Queue Length 50th (ft)	32				28					26	0	
Queue Length 95th (ft)	77				55					35	0	
Internal Link Dist (ft)	212				424				326	308		
Turn Bay Length (ft)												125
Base Capacity (vph)	1141				1909					1286	638	
Starvation Cap Reductn	0				0					0	0	
Spillback Cap Reductn	0				0					0	0	
Storage Cap Reductn	0				0					0	0	
Reduced v/c Ratio	0.24				0.24					0.25	0.15	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 20 (33%), Referenced to phase 2:EBWB, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 7.3

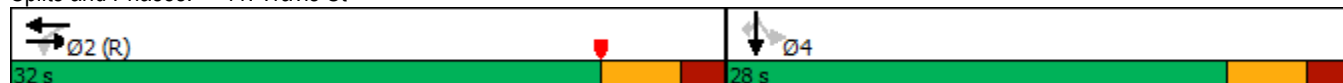
Intersection LOS: A

Intersection Capacity Utilization 48.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 41: Travis St



Lanes, Volumes, Timings
42: Travis St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	266	0	0	192	31	97	544	112	0	0	0
Future Volume (vph)	50	266	0	0	192	31	97	544	112	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		150	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.979				0.850			
Flt Protected		0.992					0.950					
Satd. Flow (prot)	0	1885	0	0	3534	0	1745	1837	1561	0	0	0
Flt Permitted		0.916					0.950					
Satd. Flow (perm)	0	1740	0	0	3534	0	1745	1837	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					34				122			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		504			194			394			387	
Travel Time (s)		11.5			4.4			9.0			8.8	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	54	289	0	0	209	34	105	591	122	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	343	0	0	243	0	105	591	122	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		1	2	1			
Detector Template		Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	0	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		6			2			4				
Permitted Phases	6						4		4			
Detector Phase	6	6			2		4	4	4			
Switch Phase												

Lanes, Volumes, Timings
42: Travis St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	24.7	24.7			24.7		24.7	24.7	24.7			
Total Split (s)	33.0	33.0			33.0		27.0	27.0	27.0			
Total Split (%)	55.0%	55.0%			55.0%		45.0%	45.0%	45.0%			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		2.1	2.1	2.1			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		5.7			5.7		5.7	5.7	5.7			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Act Effct Green (s)		28.1			28.1		20.5	20.5	20.5			
Actuated g/C Ratio		0.47			0.47		0.34	0.34	0.34			
v/c Ratio		0.42			0.15		0.18	0.94	0.20			
Control Delay		10.4			8.4		8.5	31.2	1.4			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		10.4			8.4		8.5	31.2	1.4			
LOS		B			A		A	C	A			
Approach Delay		10.4			8.4			23.8				
Approach LOS		B			A			C				
Queue Length 50th (ft)		63			21		11	111	0			
Queue Length 95th (ft)		97			39		m17	m#322	m0			
Internal Link Dist (ft)		424			114			314			307	
Turn Bay Length (ft)							150		150			
Base Capacity (vph)		813			1670		619	652	632			
Starvation Cap Reductn		0			0		0	0	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.42			0.15		0.17	0.91	0.19			

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 8 (13%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 17.9

Intersection LOS: B

Intersection Capacity Utilization 68.0%

ICU Level of Service C

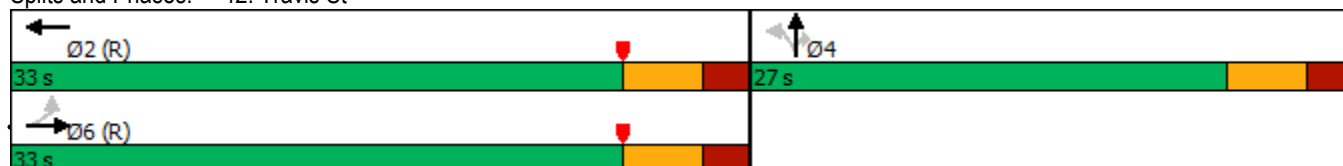
Analysis Period (min) 15

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.

Splits and Phases: 42: Travis St



Lanes, Volumes, Timings
43: Houston St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	209	75	88	220	0	0	0	0	69	237	68
Future Volume (vph)	0	209	75	88	220	0	0	0	0	69	237	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	1	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.964										0.850
Flt Protected					0.986						0.989	
Satd. Flow (prot)	0	1832	0	0	1873	0	0	0	0	0	3451	1561
Flt Permitted					0.822						0.989	
Satd. Flow (perm)	0	1832	0	0	1562	0	0	0	0	0	3451	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45										74
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		175			501			218			406	
Travel Time (s)		4.0			11.4			5.0			9.2	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	227	82	96	239	0	0	0	0	75	258	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	309	0	0	335	0	0	0	0	0	333	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		0	2					0	2	1
Detector Template		Thru			Thru						Thru	Right
Leading Detector (ft)		100		0	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			2						4	
Permitted Phases				2						4		4
Detector Phase		2		2	2					4	4	4
Switch Phase												

Lanes, Volumes, Timings
43: Houston St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	10.0
Minimum Split (s)		23.7		23.7	23.7					20.3	20.3	20.3
Total Split (s)		37.0		37.0	37.0					23.0	23.0	23.0
Total Split (%)		61.7%		61.7%	61.7%					38.3%	38.3%	38.3%
Yellow Time (s)		3.6		3.6	3.6					3.6	3.6	3.6
All-Red Time (s)		2.1		2.1	2.1					1.7	1.7	1.7
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max			C-Max			C-Max			Max		
Act Effect Green (s)	31.3			31.3			31.3			17.7		
Actuated g/C Ratio	0.52			0.52			0.52			0.30		
v/c Ratio	0.32			0.41			0.41			0.33		
Control Delay	8.0			7.1			7.1			20.9		
Queue Delay	0.0			0.0			0.0			0.0		
Total Delay	8.0			7.1			7.1			20.9		
LOS	A			A			A			C		
Approach Delay	8.0			7.1			7.1			19.2		
Approach LOS	A			A			A			B		
Queue Length 50th (ft)	49			35			35			63		
Queue Length 95th (ft)	91			79			79			101		
Internal Link Dist (ft)	95			421			138			326		
Turn Bay Length (ft)												
Base Capacity (vph)	977			814			814			1018		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.32			0.41			0.41			0.33		

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 56 (93%), Referenced to phase 2:EBWB, Start of Yellow

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 12.0

Intersection LOS: B

Intersection Capacity Utilization 54.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 43: Houston St



Lanes, Volumes, Timings
44: Houston St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	222	0	0	148	58	122	640	53	0	0	0
Future Volume (vph)	57	222	0	0	148	58	122	640	53	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.962				0.850			
Flt Protected		0.990					0.950					
Satd. Flow (prot)	0	1881	0	0	1828	0	1745	1837	1561	0	0	0
Flt Permitted		0.886					0.950					
Satd. Flow (perm)	0	1683	0	0	1828	0	1745	1837	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35				58			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			329			227			394	
Travel Time (s)		11.4			7.5			5.2			9.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	62	241	0	0	161	63	133	696	58	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	303	0	0	224	0	133	696	58	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		1	2	1			
Detector Template		Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	0	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		2			2			4				
Permitted Phases	2						4		4			
Detector Phase	2	2			2		4	4	4			
Switch Phase												

Lanes, Volumes, Timings
44: Houston St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	23.7	23.7			23.7		19.3	19.3	19.3			
Total Split (s)	26.0	26.0			26.0		34.0	34.0	34.0			
Total Split (%)	43.3%	43.3%			43.3%		56.7%	56.7%	56.7%			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		1.7	1.7	1.7			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		5.7			5.7		5.3	5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max			C-Max		Max	Max	Max			
Act Effct Green (s)		20.3			20.3		28.7	28.7	28.7			
Actuated g/C Ratio		0.34			0.34		0.48	0.48	0.48			
v/c Ratio		0.53			0.35		0.16	0.79	0.07			
Control Delay		16.8			14.4		5.8	14.0	1.5			
Queue Delay		0.0			0.0		0.4	0.2	0.0			
Total Delay		16.8			14.4		6.2	14.2	1.5			
LOS		B			B		A	B	A			
Approach Delay		16.8			14.4			12.2				
Approach LOS		B			B			B				
Queue Length 50th (ft)		56			49		11	61	0			
Queue Length 95th (ft)		123			98		m30	#372	m3			
Internal Link Dist (ft)		421			249			147			314	
Turn Bay Length (ft)									125			
Base Capacity (vph)		569			641		834	878	776			
Starvation Cap Reductn		0			0		389	12	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.53			0.35		0.30	0.80	0.07			

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 56 (93%), Referenced to phase 2:EBWB, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 13.5

Intersection LOS: B

Intersection Capacity Utilization 73.8%

ICU Level of Service D

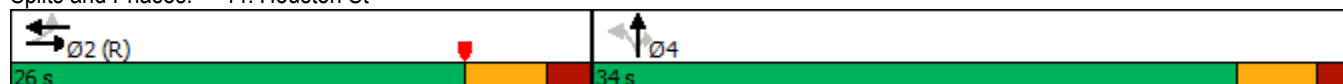
Analysis Period (min) 15

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.

Splits and Phases: 44: Houston St



Lanes, Volumes, Timings
45: College St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (vph)	93	0	0	0	113	255
Future Volume (vph)	93	0	0	0	113	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor						
Flt						
Flt Protected	0.950					0.985
Satd. Flow (prot)	1805	0	0	0	0	3437
Flt Permitted	0.950					0.985
Satd. Flow (perm)	1805	0	0	0	0	3437
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	501		323			218
Travel Time (s)	11.4		7.3			5.0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	101	0	0	0	123	277
Shared Lane Traffic (%)						
Lane Group Flow (vph)	101	0	0	0	0	400
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1				0	2
Detector Template	Left					Thru
Leading Detector (ft)	20				0	100
Trailing Detector (ft)	0				0	0
Turn Type	Prot				Perm	NA
Protected Phases	2					4
Permitted Phases					4	
Detector Phase	2				4	4
Switch Phase						

Lanes, Volumes, Timings
45: College St

2027 - Build Condition - Mitigated Models - PM Peak

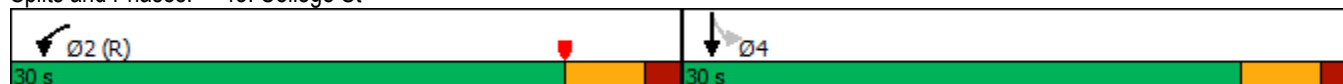
05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0				10.0	10.0
Minimum Split (s)	25.3				25.1	25.1
Total Split (s)	30.0				30.0	30.0
Total Split (%)	50.0%				50.0%	50.0%
Yellow Time (s)	3.6				3.6	3.6
All-Red Time (s)	1.7				1.5	1.5
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	5.3					5.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max				None	None
Act Effct Green (s)	36.7					12.9
Actuated g/C Ratio	0.61					0.22
v/c Ratio	0.09					0.54
Control Delay	0.9					26.2
Queue Delay	0.0					0.0
Total Delay	0.9					26.2
LOS	A					C
Approach Delay	0.9					26.2
Approach LOS	A					C
Queue Length 50th (ft)	2					66
Queue Length 95th (ft)	m4					67
Internal Link Dist (ft)	421		243			138
Turn Bay Length (ft)						
Base Capacity (vph)	1105					1426
Starvation Cap Reductn	0					100
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.09					0.30

Intersection Summary

Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 51 (85%), Referenced to phase 2:WBL and 6:, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 27.3%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 45: College St



Lanes, Volumes, Timings
46: College St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	94	0	0	22	17	122	640	47	0	0	0
Future Volume (vph)	170	94	0	0	22	17	122	640	47	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	1	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.942				0.850			
Flt Protected		0.969						0.992				
Satd. Flow (prot)	0	1841	0	0	1790	0	0	3462	1561	0	0	0
Flt Permitted		0.780						0.992				
Satd. Flow (perm)	0	1482	0	0	1790	0	0	3462	1561	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18				51			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			335			328			227	
Travel Time (s)		11.4			7.6			7.5			5.2	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	185	102	0	0	24	18	133	696	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	0	0	42	0	0	829	51	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.75	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2			2		0	2	1			
Detector Template		Thru			Thru			Thru	Right			
Leading Detector (ft)	0	100			100		0	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		2			2			4				
Permitted Phases	2						4		4			
Detector Phase	2	2			2		4	4	4			
Switch Phase												

Lanes, Volumes, Timings
46: College St

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	23.7	23.7			23.7		22.3	22.3	22.3			
Total Split (s)	31.0	31.0			31.0		29.0	29.0	29.0			
Total Split (%)	51.7%	51.7%			51.7%		48.3%	48.3%	48.3%			
Yellow Time (s)	3.6	3.6			3.6		3.6	3.6	3.6			
All-Red Time (s)	2.1	2.1			2.1		1.7	1.7	1.7			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		5.7			5.7			5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Act Effct Green (s)		30.5			30.5			18.5	18.5			
Actuated g/C Ratio		0.51			0.51			0.31	0.31			
v/c Ratio		0.38			0.05			0.78	0.10			
Control Delay		18.0			6.7			8.3	0.4			
Queue Delay		0.1			0.0			0.0	0.0			
Total Delay		18.1			6.7			8.3	0.4			
LOS		B			A			A	A			
Approach Delay		18.1			6.7			7.8				
Approach LOS		B			A			A				
Queue Length 50th (ft)		88			4			19	0			
Queue Length 95th (ft)		161			20			24	m1			
Internal Link Dist (ft)		421			255			248			147	
Turn Bay Length (ft)									125			
Base Capacity (vph)		752			918			1367	647			
Starvation Cap Reductn		0			0			4	0			
Spillback Cap Reductn		37			45			5	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.40			0.05			0.61	0.08			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.78												
Intersection Signal Delay: 10.2					Intersection LOS: B							
Intersection Capacity Utilization 51.4%					ICU Level of Service A							
Analysis Period (min) 15												
m Volume for 95th percentile queue is metered by upstream signal.												

Splits and Phases: 46: College St



Lanes, Volumes, Timings
47: Navarro & Crockett

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	30	0	0	0	46	0	687	64	0	0	0
Future Volume (vph)	39	30	0	0	0	46	0	687	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.865			0.850			
Flt Protected	0.950											
Satd. Flow (prot)	1805	1900	0	0	0	1644	0	3490	1561	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1805	1900	0	0	0	1644	0	3490	1561	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	42					129			70			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		535			282			296			328	
Travel Time (s)		12.2			6.4			6.7			7.5	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	0%	2%	0%	0%	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%	
Adj. Flow (vph)	42	33	0	0	0	50	0	747	70	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	33	0	0	0	50	0	747	70	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2				1		2	1			
Detector Template		Thru				Right		Thru	Right			
Leading Detector (ft)	0	100				20		100	20			
Trailing Detector (ft)	0	0				0		0	0			
Turn Type	Perm	NA				Perm		NA	Perm			
Protected Phases		2						4				
Permitted Phases	2					2			4			
Detector Phase	2	2				2		4	4			
Switch Phase												

Lanes, Volumes, Timings
47: Navarro & Crockett

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0				10.0		10.0	10.0			
Minimum Split (s)	23.7	23.7				23.7		23.3	23.3			
Total Split (s)	27.0	27.0				27.0		33.0	33.0			
Total Split (%)	45.0%	45.0%				45.0%		55.0%	55.0%			
Yellow Time (s)	3.6	3.6				3.6		3.6	3.6			
All-Red Time (s)	2.1	2.1				2.1		1.7	1.7			
Lost Time Adjust (s)	0.0	0.0				0.0		0.0	0.0			
Total Lost Time (s)	5.7	5.7				5.7		5.3	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max				C-Max		None	None			
Act Effct Green (s)	31.6	31.6				31.6		17.4	17.4			
Actuated g/C Ratio	0.53	0.53				0.53		0.29	0.29			
v/c Ratio	0.04	0.03				0.05		0.74	0.14			
Control Delay	3.1	5.3				0.1		22.0	5.9			
Queue Delay	0.0	0.0				0.0		0.0	0.0			
Total Delay	3.1	5.3				0.1		22.0	5.9			
LOS	A	A				A		C	A			
Approach Delay		4.1			0.1			20.6				
Approach LOS		A			A			C				
Queue Length 50th (ft)	0	2				0		107	0			
Queue Length 95th (ft)	1	20				0		126	4			
Internal Link Dist (ft)		455			202			216			248	
Turn Bay Length (ft)									125			
Base Capacity (vph)	970	1000				926		1611	758			
Starvation Cap Reductn	0	0				0		64	0			
Spillback Cap Reductn	0	0				0		0	0			
Storage Cap Reductn	0	0				0		0	0			
Reduced v/c Ratio	0.04	0.03				0.05		0.48	0.09			

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 54 (90%), Referenced to phase 2:EBTL, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 18.2

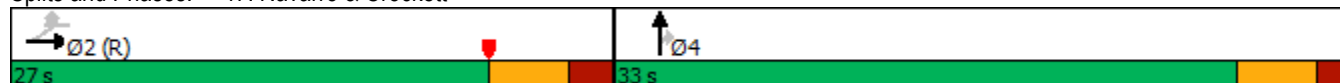
Intersection LOS: B

Intersection Capacity Utilization 36.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 47: Navarro & Crockett



Lanes, Volumes, Timings
48: St Mary's & E Commerce

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

														
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations					  						 			
Traffic Volume (vph)	0	0	0	221	698	0	0	0	0	0	225	50		
Future Volume (vph)	0	0	0	221	698	0	0	0	0	0	225	50		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	1	12	12	12	12	12	12	12	12		
Grade (%)	0%			0%			0%			0%				
Storage Length (ft)	0		0	0		0	0		0	0		0		
Storage Lanes	0		0	0		0	0		0	0		1		
Taper Length (ft)	0			0			0			0				
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00		
Ped Bike Factor														
Frt												0.850		
Flt Protected					0.988									
Satd. Flow (prot)	0	0	0	0	5125	0	0	0	0	0	3610	1615		
Flt Permitted					0.988									
Satd. Flow (perm)	0	0	0	0	5125	0	0	0	0	0	3610	1615		
Right Turn on Red				Yes	Yes	Yes			Yes			Yes		
Satd. Flow (RTOR)					160								54	
Link Speed (mph)	30					30		30			30			
Link Distance (ft)	300					532		212			167			
Travel Time (s)	6.8					12.1		4.8			3.8			
Confl. Peds. (#/hr)														
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%	0%	0%	2%	2%	2%	2%	2%	0%	0%		
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0		
Parking (#/hr)														
Mid-Block Traffic (%)	0%					0%		0%			0%			
Adj. Flow (vph)	0	0	0	240	759	0	0	0	0	0	245	54		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	0	0	0	999	0	0	0	0	0	245	54		
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No		
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right		
Median Width(ft)	0					0		0			0			
Link Offset(ft)	0					0		0			0			
Crosswalk Width(ft)	16					16		16			16			
Two way Left Turn Lane														
Headway Factor	1.00	1.00	1.00	1.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15		9	15		9	15		9	15		9		
Number of Detectors				0	2							2	1	
Detector Template					Thru								Thru	Right
Leading Detector (ft)				0	100							100	20	
Trailing Detector (ft)				0	0							0	0	
Turn Type				Perm	NA							NA	Perm	
Protected Phases					2								4	
Permitted Phases				2									4	
Detector Phase				2	2							4		4
Switch Phase														

Lanes, Volumes, Timings
48: St Mary's & E Commerce

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				10.0	10.0						5.0	5.0
Minimum Split (s)				29.7	29.7						30.0	30.0
Total Split (s)				30.0	30.0						30.0	30.0
Total Split (%)				50.0%	50.0%						50.0%	50.0%
Yellow Time (s)				3.6	3.6						3.6	3.6
All-Red Time (s)				2.1	2.1						2.4	2.4
Lost Time Adjust (s)					0.0						0.0	0.0
Total Lost Time (s)					5.7						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max						Max	Max
Act Effect Green (s)					24.3						24.0	24.0
Actuated g/C Ratio					0.40						0.40	0.40
v/c Ratio					0.46						0.17	0.08
Control Delay					3.1						7.5	2.5
Queue Delay					0.0						0.0	0.0
Total Delay					3.1						7.5	2.5
LOS					A						A	A
Approach Delay					3.1						6.6	
Approach LOS					A						A	
Queue Length 50th (ft)					0						32	0
Queue Length 95th (ft)					11						46	1
Internal Link Dist (ft)		220			452			132			87	
Turn Bay Length (ft)												
Base Capacity (vph)					2170						1444	678
Starvation Cap Reductn					0						0	0
Spillback Cap Reductn					0						28	0
Storage Cap Reductn					0						0	0
Reduced v/c Ratio					0.46						0.17	0.08

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 10 (17%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 3.9

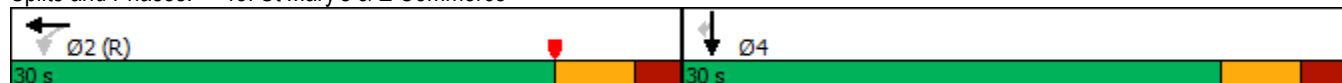
Intersection LOS: A

Intersection Capacity Utilization 33.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 48: St Mary's & E Commerce



Lanes, Volumes, Timings
49: Navarro & E Commerce

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑		↑↑				
Traffic Volume (vph)	0	0	0	0	749	246	216	458	0	0	0	0
Future Volume (vph)	0	0	0	0	749	246	216	458	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850						
Flt Protected								0.984				
Satd. Flow (prot)	0	0	0	0	5187	1615	0	3434	0	0	0	0
Flt Permitted								0.984				
Satd. Flow (perm)	0	0	0	0	5187	1615	0	3434	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						244		58				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		532			259			251			296	
Travel Time (s)		12.1			5.9			5.7			6.7	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	0	814	267	235	498	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	814	267	0	733	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					2	1	0	2				
Detector Template					Thru	Right		Thru				
Leading Detector (ft)					100	20	0	100				
Trailing Detector (ft)					0	0	0	0				
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase					8	8	2	2				
Switch Phase												

Lanes, Volumes, Timings
49: Navarro & E Commerce

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)					10.0	10.0	10.0	10.0				
Minimum Split (s)					23.7	23.7	27.0	27.0				
Total Split (s)					28.0	28.0	32.0	32.0				
Total Split (%)					46.7%	46.7%	53.3%	53.3%				
Yellow Time (s)					3.6	3.6	3.6	3.6				
All-Red Time (s)					2.1	2.1	2.4	2.4				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					5.7	5.7		6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					None	None	C-Max	C-Max				
Act Effct Green (s)					18.7	18.7		29.6				
Actuated g/C Ratio					0.31	0.31		0.49				
v/c Ratio					0.50	0.40		0.42				
Control Delay					17.6	4.8		7.3				
Queue Delay					0.0	0.0		0.4				
Total Delay					17.6	4.8		7.7				
LOS					B	A		A				
Approach Delay					14.4			7.7				
Approach LOS					B			A				
Queue Length 50th (ft)					86	6		54				
Queue Length 95th (ft)					107	46		101				
Internal Link Dist (ft)		452			179			171			216	
Turn Bay Length (ft)						100						
Base Capacity (vph)					1927	753		1725				
Starvation Cap Reductn					0	0		462				
Spillback Cap Reductn					0	0		0				
Storage Cap Reductn					0	0		0				
Reduced v/c Ratio					0.42	0.35		0.58				

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 32 (53%), Referenced to phase 2:NBTL and 6:, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 11.7

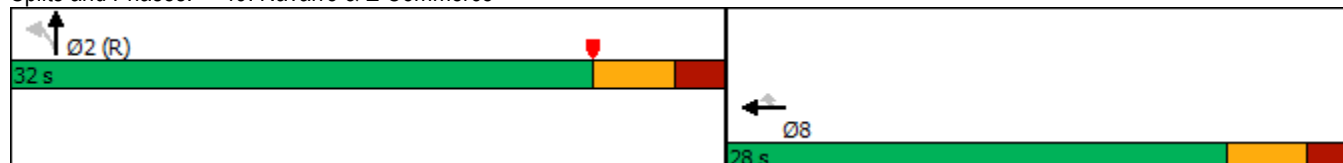
Intersection LOS: B

Intersection Capacity Utilization 43.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 49: Navarro & E Commerce



Lanes, Volumes, Timings
50: W Market & St Mary's

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑								↑↑	
Traffic Volume (vph)	0	822	162	0	0	0	0	0	0	219	241	0
Future Volume (vph)	0	822	162	0	0	0	0	0	0	219	241	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850									
Flt Protected											0.977	
Satd. Flow (prot)	0	5187	1615	0	0	0	0	0	0	0	3409	0
Flt Permitted											0.977	
Satd. Flow (perm)	0	5187	1615	0	0	0	0	0	0	0	3409	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			176								64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		286			530			474			212	
Travel Time (s)		6.5			12.0			10.8			4.8	
Confl. Peds. (#/hr)												
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%	0%	0%	2%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	0	893	176	0	0	0	0	0	0	238	262	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	893	176	0	0	0	0	0	0	0	500	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	L NA	L NA	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1							0	2	
Detector Template		Thru	Right								Thru	
Leading Detector (ft)		100	20							0	100	
Trailing Detector (ft)		0	0							0	0	
Turn Type		NA	Perm							Perm	NA	
Protected Phases		2									4	
Permitted Phases			2							4		
Detector Phase		2	2							4	4	
Switch Phase												

Lanes, Volumes, Timings
50: W Market & St Mary's

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0							10.0	10.0	
Minimum Split (s)		27.7	27.7							28.0	28.0	
Total Split (s)		31.0	31.0							29.0	29.0	
Total Split (%)		51.7%	51.7%							48.3%	48.3%	
Yellow Time (s)		3.6	3.6							3.6	3.6	
All-Red Time (s)		2.1	2.1							2.4	2.4	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		5.7	5.7								6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Max	C-Max							None	None	
Act Effect Green (s)		36.3	36.3								12.0	
Actuated g/C Ratio		0.60	0.60								0.20	
v/c Ratio		0.28	0.17								0.68	
Control Delay		6.2	1.7								16.1	
Queue Delay		0.0	0.0								0.0	
Total Delay		6.2	1.7								16.1	
LOS		A	A								B	
Approach Delay		5.5									16.1	
Approach LOS		A									B	
Queue Length 50th (ft)		46	0								53	
Queue Length 95th (ft)		79	22								77	
Internal Link Dist (ft)		206			450			394			132	
Turn Bay Length (ft)			100									
Base Capacity (vph)		3140	1047								1346	
Starvation Cap Reductn		0	0								79	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.28	0.17								0.39	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 10 (17%), Referenced to phase 2:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 8.9

Intersection LOS: A

Intersection Capacity Utilization 38.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 50: W Market & St Mary's



Lanes, Volumes, Timings
51: W Market & Navarro

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑	↑			
Traffic Volume (vph)	298	843	0	0	0	0	0	357	171	0	0	0
Future Volume (vph)	298	843	0	0	0	0	0	357	171	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected		0.987										
Satd. Flow (prot)	0	5120	0	0	0	0	0	3490	1561	0	0	0
Flt Permitted		0.987										
Satd. Flow (perm)	0	5120	0	0	0	0	0	3490	1561	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		184							60			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		530			246			417			251	
Travel Time (s)		12.0			5.6			9.5			5.7	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	2%	2%	2%	0%	0%	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%	
Adj. Flow (vph)	324	916	0	0	0	0	0	388	186	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1240	0	0	0	0	0	388	186	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	L NA	R NA	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.75	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15			9	15		9	15	9
Number of Detectors	0	2						2	1			
Detector Template		Thru						Thru	Right			
Leading Detector (ft)	0	100						100	20			
Trailing Detector (ft)	0	0						0	0			
Turn Type	Perm	NA						NA	Perm			
Protected Phases		2						4				
Permitted Phases	2								4			
Detector Phase	2	2						4	4			
Switch Phase												

Lanes, Volumes, Timings
51: W Market & Navarro

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0						10.0	10.0			
Minimum Split (s)	27.7	27.7						28.0	28.0			
Total Split (s)	31.0	31.0						29.0	29.0			
Total Split (%)	51.7%	51.7%						48.3%	48.3%			
Yellow Time (s)	3.6	3.6						3.6	3.6			
All-Red Time (s)	2.1	2.1						2.4	2.4			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		5.7						6.0	6.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max						None	None			
Act Effct Green (s)		34.9						13.4	13.4			
Actuated g/C Ratio		0.58						0.22	0.22			
v/c Ratio		0.41						0.50	0.47			
Control Delay		4.2						21.9	16.8			
Queue Delay		0.0						0.0	0.0			
Total Delay		4.2						21.9	16.8			
LOS		A						C	B			
Approach Delay		4.2						20.3				
Approach LOS		A						C				
Queue Length 50th (ft)		43						65	39			
Queue Length 95th (ft)		63						88	78			
Internal Link Dist (ft)		450			166			337			171	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3051						1337	635			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						0	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0.41						0.29	0.29			
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60												
Offset: 13 (22%), Referenced to phase 2:EBTL and 6:, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.50												
Intersection Signal Delay: 9.3												
Intersection LOS: A												
Intersection Capacity Utilization 42.7%												
ICU Level of Service A												
Analysis Period (min) 15												

Splits and Phases: 51: W Market & Navarro



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	26	41	94	61	0	0	0	0	46	293	34
Future Volume (vph)	0	26	41	94	61	0	0	0	0	46	293	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		125
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.917										0.850
Flt Protected					0.971						0.993	
Satd. Flow (prot)	0	1721	0	0	1823	0	0	0	0	0	3406	1531
Flt Permitted					0.772						0.993	
Satd. Flow (perm)	0	1721	0	0	1449	0	0	0	0	0	3406	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45										49
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		172			401			613			474	
Travel Time (s)		3.9			9.1			13.9			10.8	
Confl. Peds. (#/hr)												
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%	0%	2%	2%	0%	2%	2%	2%	2%	0%	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%	
Adj. Flow (vph)	0	28	45	102	66	0	0	0	0	50	318	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	168	0	0	0	0	0	368	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	Left	Left	Right	Left	L NA	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					0	2	1
Detector Template		Thru		Left	Thru						Thru	Right
Leading Detector (ft)		100		20	100					0	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		6.0		6.0	6.0					19.9	19.9	19.9
Minimum Split (s)		27.7		27.7	27.7					30.0	30.0	30.0
Total Split (s)		28.0		28.0	28.0					32.0	32.0	32.0
Total Split (%)		46.7%		46.7%	46.7%					53.3%	53.3%	53.3%
Yellow Time (s)		3.6		3.6	3.6					3.9	3.9	3.9
All-Red Time (s)		2.1		2.1	2.1					2.1	2.1	2.1
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.7			5.7						6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None		None		C-Min		C-Min		C-Min	
Act Effect Green (s)	10.6				10.6				41.2		41.2	
Actuated g/C Ratio	0.18				0.18				0.69		0.69	
v/c Ratio	0.21				0.66				0.16		0.03	
Control Delay	11.4				34.5				2.4		0.1	
Queue Delay	0.0				0.0				0.0		0.0	
Total Delay	11.4				34.5				2.4		0.1	
LOS	B				C				A		A	
Approach Delay	11.4				34.5				2.2			
Approach LOS	B				C				A			
Queue Length 50th (ft)	9				58				11		0	
Queue Length 95th (ft)	34				100				20		m0	
Internal Link Dist (ft)	92				321		533		394			
Turn Bay Length (ft)											125	
Base Capacity (vph)	667				538				2340		1067	
Starvation Cap Reductn	0				0				0		0	
Spillback Cap Reductn	0				0				0		0	
Storage Cap Reductn	0				0				0		0	
Reduced v/c Ratio	0.11				0.31				0.16		0.03	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 6 (10%), Referenced to phase 2: and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 11.7

Intersection LOS: B

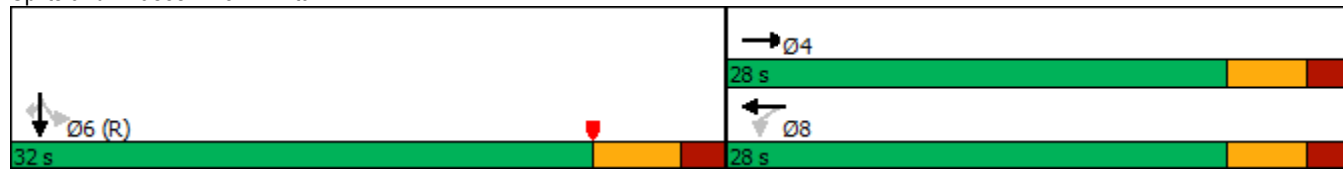
Intersection Capacity Utilization 41.4%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 52: Villita



Lanes, Volumes, Timings
53: Navarro St & Villita

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

							
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø10
Lane Configurations							
Traffic Volume (vph)	68	0	115	451	0	0	
Future Volume (vph)	68	0	115	451	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	11	11	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	0	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Ped Bike Factor							
Flt							
Flt Protected	0.950			0.990			
Satd. Flow (prot)	1805	0	0	3455	0	0	
Flt Permitted	0.950			0.990			
Satd. Flow (perm)	1805	0	0	3455	0	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	401			482	417		
Travel Time (s)	9.1			11.0	9.5		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	74	0	125	490	0	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	74	0	0	615	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.04	1.04	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	2		0	2			
Detector Template	Thru			Thru			
Leading Detector (ft)	100		0	100			
Trailing Detector (ft)	0		0	0			
Turn Type	Prot		Perm	NA			
Protected Phases	4			2		10	
Permitted Phases			2				
Detector Phase	4		2	2			
Switch Phase							

Lanes, Volumes, Timings
53: Navarro St & Villita

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø10
Minimum Initial (s)	6.0		10.0	10.0			3.0
Minimum Split (s)	17.0		25.0	25.0			22.0
Total Split (s)	23.0		45.0	45.0			22.0
Total Split (%)	25.6%		50.0%	50.0%			24%
Yellow Time (s)	3.0		3.2	3.2			3.0
All-Red Time (s)	1.0		1.5	1.5			1.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	4.0			4.7			
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		C-Max	C-Max			Max
Act Effect Green (s)	19.0			40.3			
Actuated g/C Ratio	0.21			0.45			
v/c Ratio	0.19			0.40			
Control Delay	30.9			17.7			
Queue Delay	0.0			0.0			
Total Delay	30.9			17.7			
LOS	C			B			
Approach Delay	30.9			17.7			
Approach LOS	C			B			
Queue Length 50th (ft)	35			119			
Queue Length 95th (ft)	72			162			
Internal Link Dist (ft)	321			402	337		
Turn Bay Length (ft)							
Base Capacity (vph)	381			1547			
Starvation Cap Reductn	0			0			
Spillback Cap Reductn	0			0			
Storage Cap Reductn	0			0			
Reduced v/c Ratio	0.19			0.40			

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 19.1

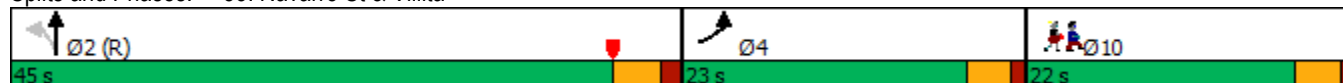
Intersection LOS: B

Intersection Capacity Utilization 28.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 53: Navarro St & Villita



Lanes, Volumes, Timings
54: Cesar Chavez & St Mary's

2027 - Build Condition - Mitigated Models - PM Peak

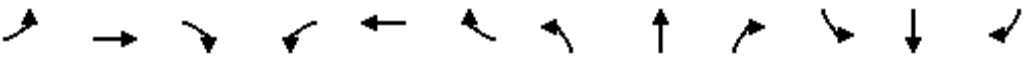
05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	890	196	142	724	100	162	164	29	163	276	160
Future Volume (vph)	109	890	196	142	724	100	162	164	29	163	276	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	1	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	230		0	220		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			25			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.973			0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1624	3150	0	1593	3191	0	1540	1621	1378	1570	1621	1405
Flt Permitted	0.180			0.086			0.330			0.598		
Satd. Flow (perm)	308	3150	0	144	3191	0	535	1621	1378	988	1621	1405
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			15				145			160
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		512			489			985			1089	
Travel Time (s)		11.6			11.1			22.4			24.8	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	118	967	213	154	787	109	176	178	32	177	300	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	1180	0	154	896	0	176	178	32	177	300	174
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.98	1.19	1.19	1.19	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												

Lanes, Volumes, Timings
54: Cesar Chavez & St Mary's

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.4	34.6		9.0	34.6		12.4	35.6	35.6	12.4	35.6	35.6
Total Split (s)	16.4	55.0		15.0	53.6		15.0	36.2	36.2	13.8	35.6	35.6
Total Split (%)	13.6%	45.6%		12.4%	44.4%		12.4%	30.0%	30.0%	11.4%	29.5%	29.5%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.8	3.0		2.4	3.0		2.8	3.0	3.0	2.8	3.0	3.0
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)	6.4	6.6		6.0	6.6		6.4	6.6	6.6	6.4	6.6	6.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Max	C-Max		Max	C-Max		Max	Max	Max	None	Max	Max
Act Effect Green (s)	58.6	48.4		56.6	47.0		39.0	30.2	30.2	36.6	29.0	29.0
Actuated g/C Ratio	0.49	0.40		0.47	0.39		0.32	0.25	0.25	0.30	0.24	0.24
v/c Ratio	0.46	0.92		0.88	0.72		0.72	0.44	0.07	0.53	0.77	0.38
Control Delay	20.7	46.4		69.8	34.5		47.8	42.2	0.3	36.4	57.3	9.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	46.4		69.8	34.5		47.8	42.2	0.3	36.4	57.3	9.7
LOS	C	D		E	C		D	D	A	D	E	A
Approach Delay		44.1			39.7			41.2			38.9	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	45	445		72	302		97	117	0	98	219	8
Queue Length 95th (ft)	78	#591		#199	380		#177	188	0	157	#349	68
Internal Link Dist (ft)		432			409			905			1009	
Turn Bay Length (ft)	230			220			150		150	150		150
Base Capacity (vph)	258	1279		175	1252		244	405	453	335	389	459
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.92		0.88	0.72		0.72	0.44	0.07	0.53	0.77	0.38

Intersection Summary

Area Type: CBD

Cycle Length: 120.6

Actuated Cycle Length: 120.6

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 41.4

Intersection LOS: D

Intersection Capacity Utilization 90.5%

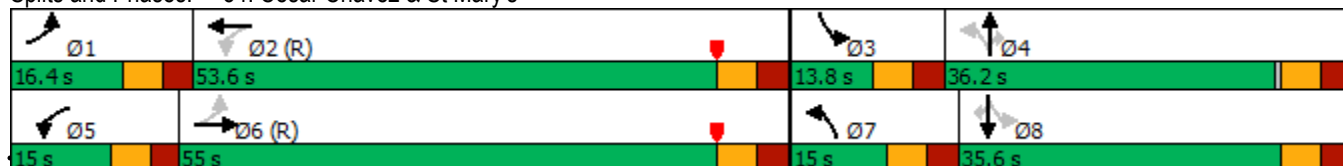
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 54: Cesar Chavez & St Mary's



Lanes, Volumes, Timings
55: ST Mary's & Alamo

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	31	238	68	26	423	169	76	196	39	92	286	56
Future Volume (vph)	31	238	68	26	423	169	76	196	39	92	286	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	10	11	12	12	1	12	12	1
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		125	150		125	150		0	0		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.975			0.975	
Flt Protected		0.994		0.950			0.950			0.950		
Satd. Flow (prot)	0	1826	1507	1685	1773	1561	1805	1852	0	1805	1852	0
Flt Permitted		0.907		0.372			0.362			0.520		
Satd. Flow (perm)	0	1666	1507	660	1773	1561	688	1852	0	988	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			171			165		12			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1055			985			148			247	
Travel Time (s)		24.0			22.4			3.4			5.6	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	34	259	74	28	460	184	83	213	42	100	311	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	74	28	460	184	83	255	0	100	372	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.09	1.09	1.09	1.04	1.00	1.00	1.75	1.00	1.00	1.75
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2	1	1	2	1	1	2		1	2	
Detector Template		Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	0	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			2	
Permitted Phases	4		4	8		8	2			2		
Detector Phase	4	4	4	3	8	8	2	2		2	2	
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
55: ST Mary's & Alamo

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	6.0	6.0	6.0	5.0	6.0	6.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	33.5	33.5	33.5	10.7	33.0	33.0	33.5	33.5		33.5	33.5	
Total Split (s)	33.5	33.5	33.5	10.7	43.7	43.7	35.8	35.8		35.8	35.8	
Total Split (%)	37.0%	37.0%	37.0%	11.8%	48.3%	48.3%	39.6%	39.6%		39.6%	39.6%	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.4	2.4	2.4	2.1	2.4	2.4	2.4	2.4		2.4	2.4	
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	5.7	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max		Max	Max	
Act Effect Green (s)		27.5	27.5	38.5	38.2	38.2	29.8	29.8		29.8	29.8	
Actuated g/C Ratio		0.30	0.30	0.43	0.42	0.42	0.33	0.33		0.33	0.33	
v/c Ratio		0.58	0.13	0.08	0.61	0.24	0.37	0.41		0.31	0.60	
Control Delay		32.1	0.5	15.9	24.8	4.5	29.0	24.9		26.0	29.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		32.1	0.5	15.9	24.8	4.5	29.0	24.9		26.0	29.5	
LOS		C	A	B	C	A	C	C		C	C	
Approach Delay		25.7			18.9			25.9			28.7	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		141	0	9	200	6	36	107		42	170	
Queue Length 95th (ft)		225	0	25	303	45	79	175		86	264	
Internal Link Dist (ft)		975			905			68			167	
Turn Bay Length (ft)			125	150		125	150					
Base Capacity (vph)		506	576	337	748	754	226	617		325	617	
Starvation Cap Reductn		0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.58	0.13	0.08	0.61	0.24	0.37	0.41		0.31	0.60	

Intersection Summary

Area Type: Other

Cycle Length: 90.5

Actuated Cycle Length: 90.5

Offset: 46 (51%), Referenced to phase 2:NESW, Start of Yellow

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 24.0

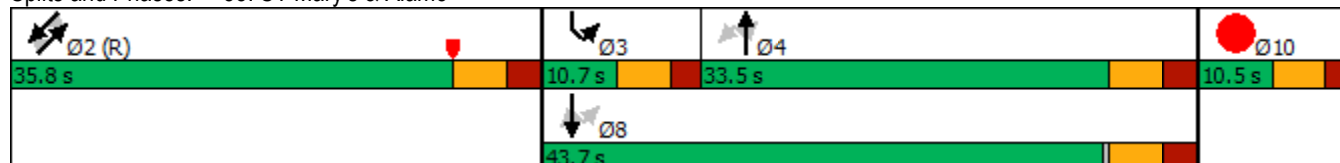
Intersection LOS: C

Intersection Capacity Utilization 80.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 55: ST Mary's & Alamo



Lane Group	Ø10
Minimum Initial (s)	5.0
Minimum Split (s)	10.5
Total Split (s)	10.5
Total Split (%)	12%
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
56: St Mary's & Pereida

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	84	39	26	108	88	57	255	14	49	497	36
Future Volume (vph)	19	84	39	26	108	88	57	255	14	49	497	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	9	9	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	150		125	150		125
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.953			0.932				0.850			0.850
Flt Protected	0.950			0.950				0.991			0.996	
Satd. Flow (prot)	1805	1811	0	1805	1771	0	0	1757	1507	0	1703	1561
Flt Permitted	0.412			0.664				0.834			0.943	
Satd. Flow (perm)	783	1811	0	1262	1771	0	0	1479	1507	0	1613	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			44				105			105
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		463			229			1970			1055	
Travel Time (s)		10.5			5.2			44.8			24.0	
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	91	42	28	117	96	62	277	15	53	540	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	133	0	28	213	0	0	339	15	0	593	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.14	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4			2		2	6		6
Detector Phase	4	4		4	4		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
56: St Mary's & Pereida

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	27.0	27.0		27.0	27.0		10.7	24.7	24.7	10.7	24.7	24.7
Total Split (s)	29.0	29.0		29.0	29.0		11.0	50.3	50.3	10.7	50.0	50.0
Total Split (%)	32.2%	32.2%		32.2%	32.2%		12.2%	55.9%	55.9%	11.9%	55.6%	55.6%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	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	6.0			5.7	5.7		5.7	5.7
Lead/Lag							Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min		Min	Min		None	C-Min	C-Min	None	Min	Min
Act Effect Green (s)	12.8	12.8		12.8	12.8			65.5	65.5		65.5	65.5
Actuated g/C Ratio	0.14	0.14		0.14	0.14			0.73	0.73		0.73	0.73
v/c Ratio	0.19	0.48		0.16	0.73			0.32	0.01		0.51	0.03
Control Delay	36.4	33.7		34.2	44.0			5.8	0.0		7.7	0.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	36.4	33.7		34.2	44.0			5.8	0.0		7.7	0.1
LOS	D	C		C	D			A	A		A	A
Approach Delay		34.0			42.9			5.5			7.2	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	11	58		14	94			54	0		114	0
Queue Length 95th (ft)	31	105		37	158			116	0		238	0
Internal Link Dist (ft)		383			149			1890			975	
Turn Bay Length (ft)	150								125			125
Base Capacity (vph)	200	481		322	485			1075	1124		1173	1163
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.10	0.28		0.09	0.44			0.32	0.01		0.51	0.03

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 28 (31%), Referenced to phase 2:NBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 16.0

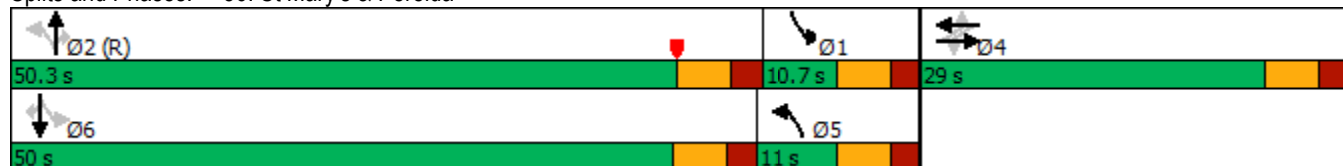
Intersection LOS: B

Intersection Capacity Utilization 81.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 56: St Mary's & Pereida



Lanes, Volumes, Timings
57: St Mary's & W Carolina

2027 - Build Condition - Mitigated Models - PM Peak

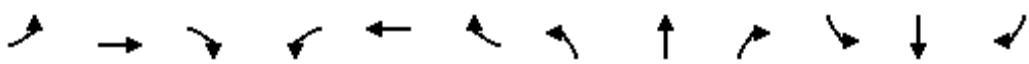
05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	119	63	11	39	16	67	235	98	125	583	92
Future Volume (vph)	11	119	63	11	39	16	67	235	98	125	583	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	125		0	100		125
Storage Lanes	0		0	1		0	1		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.956			0.957			0.956				0.850
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1811	0	1805	1818	0	1685	1695	0	1685	1773	1561
Flt Permitted		0.979		0.367			0.375			0.541		
Satd. Flow (perm)	0	1778	0	697	1818	0	665	1695	0	959	1773	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			17			42				94
Link Speed (mph)		30			30			30				30
Link Distance (ft)		276			191			469				267
Travel Time (s)		6.3			4.3			10.7				6.1
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	12	129	68	12	42	17	73	255	107	136	634	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	209	0	12	59	0	73	362	0	136	634	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				10
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		1	2		1	2		0	2	1
Detector Template		Thru		Left	Thru		Left	Thru			Thru	Right
Leading Detector (ft)	0	100		20	100		20	100		0	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												

Lanes, Volumes, Timings
57: St Mary's & W Carolina

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	30.5	30.5		27.0	27.0		28.7	28.7		28.2	28.2	28.2
Total Split (s)	30.5	30.5		30.0	30.0		60.0	60.0		60.0	60.0	60.0
Total Split (%)	33.7%	33.7%		33.1%	33.1%		66.3%	66.3%		66.3%	66.3%	66.3%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.1	2.1		2.1	2.1	2.1
Lost Time Adjust (s)		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		5.7	5.7		5.7	5.7	5.7
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Act Effect Green (s)		12.9		12.9	12.9		65.9	65.9		65.9	65.9	65.9
Actuated g/C Ratio		0.14		0.14	0.14		0.73	0.73		0.73	0.73	0.73
v/c Ratio		0.76		0.12	0.22		0.15	0.29		0.19	0.49	0.09
Control Delay		49.6		33.8	26.4		5.7	5.0		5.5	7.5	1.5
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		49.6		33.8	26.4		5.7	5.0		5.5	7.5	1.5
LOS		D		C	C		A	A		A	A	A
Approach Delay		49.6			27.7			5.1			6.5	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		102		6	21		11	51		20	127	1
Queue Length 95th (ft)		164		21	52		32	110		52	253	16
Internal Link Dist (ft)		196			111			389			187	
Turn Bay Length (ft)							125			100		125
Base Capacity (vph)		500		188	504		484	1246		698	1291	1162
Starvation Cap Reductn		0		0	0		0	0		0	0	0
Spillback Cap Reductn		0		0	0		0	0		0	0	0
Storage Cap Reductn		0		0	0		0	0		0	0	0
Reduced v/c Ratio		0.42		0.06	0.12		0.15	0.29		0.19	0.49	0.09

Intersection Summary

Area Type: Other

Cycle Length: 90.5

Actuated Cycle Length: 90.5

Offset: 7 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 12.8

Intersection LOS: B

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 57: St Mary's & W Carolina



Lanes, Volumes, Timings
58: St Mary's & Biering Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	47	0	27	0	393	31	32	708	0
Future Volume (vph)	0	0	0	47	0	27	0	393	31	32	708	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.951			0.990				
Flt Protected					0.969					0.950		
Satd. Flow (prot)	0	1863	0	0	1751	0	0	1818	0	1685	1837	0
Flt Permitted					0.969					0.497		
Satd. Flow (perm)	0	1863	0	0	1751	0	0	1818	0	881	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					90			5				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			563			336			469	
Travel Time (s)		6.6			12.8			7.6			10.7	
Confl. Peds. (#/hr)												
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%	0%	2%	0%	2%	0%	0%	0%	0%	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%	
Adj. Flow (vph)	0	0	0	51	0	29	0	427	34	35	770	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	80	0	0	461	0	35	770	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		0	2			2		1	2	
Detector Template	Left	Thru			Thru			Thru		Left	Thru	
Leading Detector (ft)	20	100		0	100			100		20	100	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Turn Type				Split	NA			NA		Perm	NA	
Protected Phases		4		8	8			2			6	
Permitted Phases	4									6		
Detector Phase	4	4		8	8			2		6	6	
Switch Phase												

Lanes, Volumes, Timings
58: St Mary's & Biering Ave

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		6.0	6.0			10.0		10.0	10.0	
Minimum Split (s)	24.8	24.8		22.3	22.3			20.8		20.8	20.8	
Total Split (s)	24.8	24.8		22.3	22.3			45.4		45.4	45.4	
Total Split (%)	26.8%	26.8%		24.1%	24.1%			49.1%		49.1%	49.1%	
Yellow Time (s)	3.6	3.6		3.6	3.6			3.6		3.6	3.6	
All-Red Time (s)	1.7	1.7		1.7	1.7			1.7		1.7	1.7	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3			5.3		5.3	5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			C-Min		C-Min	C-Min	
Act Effect Green (s)					6.2			79.0		79.0	79.0	
Actuated g/C Ratio					0.07			0.85		0.85	0.85	
v/c Ratio					0.40			0.30		0.05	0.49	
Control Delay					14.2			2.4		1.8	3.6	
Queue Delay					0.0			0.0		0.0	0.9	
Total Delay					14.2			2.4		1.8	4.5	
LOS					B			A		A	A	
Approach Delay					14.2			2.4			4.4	
Approach LOS					B			A			A	
Queue Length 50th (ft)					0			45		3	98	
Queue Length 95th (ft)					37			73		8	158	
Internal Link Dist (ft)		210			483			256			389	
Turn Bay Length (ft)										100		
Base Capacity (vph)					395			1554		752	1569	
Starvation Cap Reductn					0			0		0	496	
Spillback Cap Reductn					0			0		0	0	
Storage Cap Reductn					0			0		0	0	
Reduced v/c Ratio					0.20			0.30		0.05	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 92.5

Actuated Cycle Length: 92.5

Offset: 87 (94%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 4.3

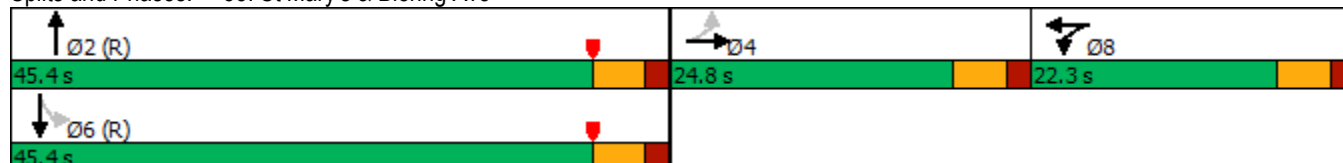
Intersection LOS: A

Intersection Capacity Utilization 51.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 58: St Mary's & Biering Ave



Lanes, Volumes, Timings
59: St Mary's & Mission

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	52	62	3	77	24	43	275	1	19	595	98
Future Volume (vph)	77	52	62	3	77	24	43	275	1	19	595	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	10	10	10	10	10
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	125		0	0		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.919			0.965			0.999			0.979		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1746	0	1805	1834	0	1685	1772	0	1685	1736	0
Flt Permitted	0.686			0.660			0.327			0.577		
Satd. Flow (perm)	1303	1746	0	1254	1834	0	580	1772	0	1023	1736	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	61			16						19		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	341			264			2746			1134		
Travel Time (s)	7.8			6.0			62.4			25.8		
Confl. Peds. (#/hr)												
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 (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	84	57	67	3	84	26	47	299	1	21	647	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	124	0	3	110	0	47	300	0	21	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			10			10		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

Lanes, Volumes, Timings
59: St Mary's & Mission

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	6.0		5.0	5.0		20.0	20.0		6.0	6.0	
Minimum Split (s)	25.2	25.2		23.7	23.7		28.7	28.7		28.7	28.7	
Total Split (s)	26.0	26.0		26.0	26.0		64.0	64.0		64.0	64.0	
Total Split (%)	28.9%	28.9%		28.9%	28.9%		71.1%	71.1%		71.1%	71.1%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.1		2.1	2.1		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	5.7		5.7	5.7		5.7	5.7		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)	9.6	9.6		9.6	9.6		69.0	69.0		69.0	69.0	
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.77	0.77		0.77	0.77	
v/c Ratio	0.60	0.51		0.02	0.52		0.11	0.22		0.03	0.57	
Control Delay	55.6	27.6		33.7	40.6		3.0	3.6		3.3	6.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	55.6	27.6		33.7	40.6		3.0	3.6		3.3	6.7	
LOS	E	C		C	D		A	A		A	A	
Approach Delay		39.0			40.4			3.6			6.6	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	47	34		2	52		5	67		2	131	
Queue Length 95th (ft)	89	83		9	97		8	52		9	273	
Internal Link Dist (ft)		261			184			2666			1054	
Turn Bay Length (ft)	125						100			100		
Base Capacity (vph)	293	441		282	426		444	1358		783	1334	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.28		0.01	0.26		0.11	0.22		0.03	0.57	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 43 (48%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 57.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 59: St Mary's & Mission



Lanes, Volumes, Timings
60: Steves

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	307	117	66	357	33	102	228	57	37	388	39
Future Volume (vph)	49	307	117	66	357	33	102	228	57	37	388	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	1	10	11	11	10	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	200		0	0		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			25			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.987			0.970			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3462	0	1805	3563	0	1685	1774	0	1652	1811	0
Flt Permitted	0.950			0.950			0.412			0.543		
Satd. Flow (perm)	1770	3462	0	1805	3563	0	731	1774	0	944	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			11			18			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1723			1689			352			643	
Travel Time (s)		39.2			38.4			8.0			14.6	
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	53	334	127	72	388	36	111	248	62	40	422	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	461	0	72	424	0	111	310	0	40	464	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.75	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												

Lanes, Volumes, Timings
60: Steves

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	6.0		5.0	6.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	13.0	27.0		13.0	27.0		33.3	33.3		33.3	33.3	
Total Split (s)	13.0	29.0		14.0	30.0		47.0	47.0		47.0	47.0	
Total Split (%)	14.4%	32.2%		15.6%	33.3%		52.2%	52.2%		52.2%	52.2%	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.1	2.4		2.1	2.4		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	6.0		5.7	6.0		6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)	6.5	16.4		7.3	19.3		50.5	50.5		50.5	50.5	
Actuated g/C Ratio	0.07	0.18		0.08	0.21		0.56	0.56		0.56	0.56	
v/c Ratio	0.42	0.68		0.49	0.55		0.27	0.31		0.08	0.46	
Control Delay	49.3	34.7		50.6	33.1		15.6	13.0		8.9	12.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.3	34.7		50.6	33.1		15.6	13.0		8.9	12.1	
LOS	D	C		D	C		B	B		A	B	
Approach Delay		36.2			35.7			13.7			11.9	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	30	114		40	114		32	85		10	157	
Queue Length 95th (ft)	65	152		80	148		84	174		m20	297	
Internal Link Dist (ft)		1643			1609			272			563	
Turn Bay Length (ft)	150			200						125		
Base Capacity (vph)	150	928		175	968		411	1006		531	1022	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.50		0.41	0.44		0.27	0.31		0.08	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 13 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 24.8

Intersection LOS: C

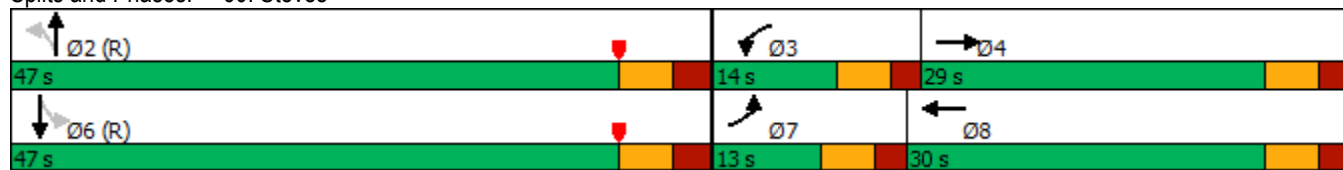
Intersection Capacity Utilization 67.8%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 60: Steves



Lanes, Volumes, Timings
61: San Pedro & El Monte Blvd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	2	12	20	6	8	19	1091	6	7	1171	12
Future Volume (vph)	5	2	12	20	6	8	19	1091	6	7	1171	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.912			0.968			0.999			0.998	
Flt Protected		0.988			0.972		0.950			0.950		
Satd. Flow (prot)	0	1678	0	0	1753	0	1770	1861	0	1770	1859	0
Flt Permitted		0.988			0.972		0.950			0.950		
Satd. Flow (perm)	0	1678	0	0	1753	0	1770	1861	0	1770	1859	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			8						1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		572			739			962			1063	
Travel Time (s)		13.0			16.8			21.9			24.2	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	5	2	13	22	7	9	21	1186	7	8	1273	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	38	0	21	1193	0	8	1286	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
61: San Pedro & El Monte Blvd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		20.0	20.0		9.0	20.0		9.0	20.0	
Total Split (s)	26.0	26.0		20.0	20.0		9.0	101.0		9.0	101.0	
Total Split (%)	16.7%	16.7%		12.8%	12.8%		5.8%	64.7%		5.8%	64.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effect Green (s)		6.6			8.2		7.4	133.4		6.3	128.2	
Actuated g/C Ratio		0.04			0.05		0.05	0.86		0.04	0.82	
v/c Ratio		0.24			0.38		0.25	0.75		0.11	0.84	
Control Delay		46.5			69.3		78.2	12.2		75.0	20.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		46.5			69.3		78.2	12.2		75.0	20.0	
LOS		D			E		E	B		E	B	
Approach Delay		46.5			69.3			13.4			20.3	
Approach LOS		D			E			B			C	
Queue Length 50th (ft)		7			30		21	467		8	913	
Queue Length 95th (ft)		37			70		51	1188		27	#1597	
Internal Link Dist (ft)		492			659			882			983	
Turn Bay Length (ft)												
Base Capacity (vph)		247			186		84	1590		71	1528	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.08			0.20		0.25	0.75		0.11	0.84	

Intersection Summary

Area Type: Other

Cycle Length: 156

Actuated Cycle Length: 156

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 17.9

Intersection LOS: B

Intersection Capacity Utilization 73.2%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 61: San Pedro & El Monte Blvd



Lanes, Volumes, Timings
80: San Pedro

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	2012	0	0	0	1525
Future Volume (vph)	0	2012	0	0	0	1525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	3
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Ped Bike Factor						
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	5085	0	0	0	3610
Flt Permitted						
Satd. Flow (perm)	0	5085	0	0	0	3610
Link Speed (mph)		30	30		30	
Link Distance (ft)		179	177		186	
Travel Time (s)		4.1	4.0		4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	2187	0	0	0	1658
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2187	0	0	0	1658
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	42.2%			ICU Level of Service A		
Analysis Period (min)	15					

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	215	4	101	677	53	5	362
Future Volume (vph)	215	4	101	677	53	5	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	0		0	0	
Storage Lanes	1	0	0		1	1	
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							
Frt	0.998				0.850		
Flt Protected	0.953			0.994		0.950	
Satd. Flow (prot)	1772	0	0	1852	1583	1770	1863
Flt Permitted	0.953			0.994		0.950	
Satd. Flow (perm)	1772	0	0	1852	1583	1770	1863
Link Speed (mph)	30			30			30
Link Distance (ft)	240			158			140
Travel Time (s)	5.5			3.6			3.2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Adj. Flow (vph)	234	4	110	736	58	5	393
Shared Lane Traffic (%)							
Lane Group Flow (vph)	238	0	0	846	58	5	393
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	Left	Left
Median Width(ft)	12			12			12
Link Offset(ft)	0			0			0
Crosswalk Width(ft)	16			16			16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9		9	15	
Sign Control	Yield			Yield			Yield
Intersection Summary							
Area Type:	Other						
Control Type:	Roundabout						
Intersection Capacity Utilization	82.4%			ICU Level of Service E			
Analysis Period (min)	15						



Lane Group	WBL	WBR	NBL	NBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↗				↘	↗		↗	↗
Traffic Volume (vph)	0	175	0	0	0	603	118	0	707	47
Future Volume (vph)	0	175	0	0	0	603	118	0	707	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	11	11	11	11
Grade (%)	0%		0%			0%			0%	
Storage Length (ft)	0	0	0	0	0		0	0		0
Storage Lanes	0	1	0	0	0		1	0		1
Taper Length (ft)	25		25		25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor										
Frt		0.865				0.997	0.850			0.850
Flt Protected										
Satd. Flow (prot)	0	1611	0	0	0	1705	1454	0	1801	1531
Flt Permitted										
Satd. Flow (perm)	0	1611	0	0	0	1705	1454	0	1801	1531
Link Speed (mph)	30		30			30			30	
Link Distance (ft)	191		157			158			255	
Travel Time (s)	4.3		3.6			3.6			5.8	
Confl. Peds. (#/hr)										
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%			0%	
Adj. Flow (vph)	0	190	0	0	0	655	128	0	768	51
Shared Lane Traffic (%)							10%			
Lane Group Flow (vph)	0	190	0	0	0	668	115	0	768	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0			0			0	
Link Offset(ft)	0		0			0			0	
Crosswalk Width(ft)	16		16			16			16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15	9	15		9	15		9
Sign Control	Stop		Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 54.7%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
103: St Mary's/Navarro St & Nueva

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL	SER	SER2
Lane Configurations												
Traffic Volume (vph)	61	190	113	11	95	42	18	317	33	47	345	37
Future Volume (vph)	61	190	113	11	95	42	18	317	33	47	345	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	1	12	12	8	11	11	11	11	11	11
Grade (%)		0%			0%			0%		0%		
Storage Length (ft)	0		0	0					125	0	125	
Storage Lanes	0		0	0					1	1	2	
Taper Length (ft)	0			0						25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.953			0.957				0.850		0.850	0.850
Flt Protected		0.992			0.996			0.997		0.950		
Satd. Flow (prot)	0	3401	0	0	3421	0	0	1831	1561	1711	1531	1531
Flt Permitted		0.858			0.906			0.997		0.950		
Satd. Flow (perm)	0	2942	0	0	3112	0	0	1831	1561	1711	1531	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			81				81			81
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		576			369			1089		613		
Travel Time (s)		13.1			8.4			24.8		13.9		
Confl. Peds. (#/hr)												
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%	0%	0%	0%	0%	2%	0%	0%	0%	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%		
Adj. Flow (vph)	66	207	123	12	103	46	20	345	36	51	375	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	396	0	0	161	0	0	365	36	51	375	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	L NA	R NA	L NA	R NA	R NA	L NA	L NA	R NA	L NA	Right	R NA
Median Width(ft)		0			0			11		11		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.75	1.00	1.00	1.20	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15	9	9
Number of Detectors	1	2		0	2		0	2	1	1	2	1
Detector Template	Left	Thru			Thru			Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		0	100		0	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Prot	Prot	Perm
Protected Phases		8			4			2		1	1	
Permitted Phases	8			4			2		2			1
Detector Phase	8	8		4	4		2	2	2	1	1	1
Switch Phase												

Lanes, Volumes, Timings
103: St Mary's/Navarro St & Nueva

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBT	NBR	SEL	SER	SER2
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5		27.5	27.5		30.5	30.5	30.5	30.5	30.5	30.5
Total Split (s)	27.5	27.5		27.5	27.5		43.0	43.0	43.0	50.0	50.0	50.0
Total Split (%)	22.8%	22.8%		22.8%	22.8%		35.7%	35.7%	35.7%	41.5%	41.5%	41.5%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.4	2.4		2.4	2.4		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0			6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?										Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max		C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)		21.5			21.5			46.1	46.1	34.9	34.9	34.9
Actuated g/C Ratio		0.18			0.18			0.38	0.38	0.29	0.29	0.29
v/c Ratio		0.70			0.26			0.52	0.06	0.10	0.84	0.08
Control Delay		47.4			22.5			33.9	0.2	28.9	57.1	0.7
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		47.4			22.5			33.9	0.2	28.9	57.1	0.7
LOS		D			C			C	A	C	E	A
Approach Delay		47.4			22.5			30.9		49.2		
Approach LOS		D			C			C		D		
Queue Length 50th (ft)		133			27			218	0	29	273	0
Queue Length 95th (ft)		190			60			353	0	54	357	3
Internal Link Dist (ft)		496			289			1009		533		
Turn Bay Length (ft)									125		125	125
Base Capacity (vph)		568			621			699	646	624	559	610
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.70			0.26			0.52	0.06	0.08	0.67	0.07

Intersection Summary

Area Type: Other

Cycle Length: 120.5

Actuated Cycle Length: 120.5

Offset: 28 (23%), Referenced to phase 2:NBTL and 6:, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 40.5

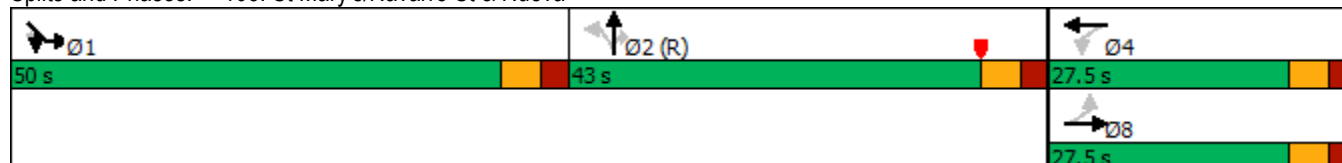
Intersection LOS: D

Intersection Capacity Utilization 61.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 103: St Mary's/Navarro St & Nueva



						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	102	246	0	0
Future Volume (vph)	0	0	102	246	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected				0.986		
Satd. Flow (prot)	0	0	0	3373	0	0
Flt Permitted				0.986		
Satd. Flow (perm)	0	0	0	3373	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	167			323	535	
Travel Time (s)	3.8			7.3	12.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	111	267	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	378	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.6%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	188	909	0	0
Future Volume (vph)	0	0	188	909	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	225		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1770	6408	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1770	6408	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	224			289	374	
Travel Time (s)	5.1			6.6	8.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	204	988	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	204	988	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.0%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		204	1679		435	
Travel Time (s)		4.6	38.2		9.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
3478: McAllister Fw & SB McAllister Fw

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						↕↕↕
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	0	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	435		232			212
Travel Time (s)	9.9		5.3			4.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						 
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	2
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	1863	0	0	3278
Flt Permitted						
Satd. Flow (perm)	0	0	1863	0	0	3278
Link Speed (mph)		30	30		30	
Link Distance (ft)		304	417		170	
Travel Time (s)		6.9	9.5		3.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Yield		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
4021: NB McAllister Fwy

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	400			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected						
Satd. Flow (prot)	0	0	1863	6408	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1863	6408	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	417			524	225	
Travel Time (s)	9.5			11.9	5.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	98	1657	0	0	0	0
Future Volume (vph)	98	1657	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	6408	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	6408	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	223		469	
Travel Time (s)		3.3	5.1		10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	107	1801	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	1801	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.7%			ICU Level of Service B		
Analysis Period (min)	15					

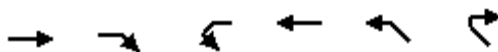
Lanes, Volumes, Timings
6764: San Pedro & Mandalay Dr

2027 - Build Condition - Mitigated Models - PM Peak

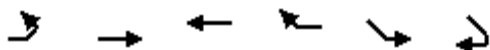
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	37	0	0	51	0	1230	40	0	1024	47
Future Volume (vph)	0	0	37	0	0	51	0	1230	40	0	1024	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%				0%		0%			
Storage Length (ft)	0		0	0		0	100		125	0		100
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865				0.865		0.996		0.994	
Flt Protected												
Satd. Flow (prot)	0	0	1611	0	0	1611	0	1855	0	0	1852	0
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	0	1611	0	1855	0	0	1852	0
Link Speed (mph)	30						30		30			
Link Distance (ft)	372						418		668		962	
Travel Time (s)	8.5						9.5		15.2		21.9	
Confl. Peds. (#/hr)												
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%			
Adj. Flow (vph)	0	0	40	0	0	55	0	1337	43	0	1113	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	40	0	0	55	0	1380	0	0	1164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0						10		10			
Link Offset(ft)	0						0		0			
Crosswalk Width(ft)	16						16		16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop		Stop				Free		Free			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	77.2%						ICU Level of Service D					
Analysis Period (min)	15											

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑↑↑↑	↑	↑↑↑↑		
Traffic Volume (vph)	0	2262	0	2009	0	0
Future Volume (vph)	0	2262	0	2009	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			4	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	1.00	0.64	1.00	1.00
Ped Bike Factor						
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	5085	1863	4053	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	1863	4053	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		283	162		291	
Travel Time (s)		6.4	3.7		6.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	2459	0	2184	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2459	0	2184	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	47.0%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations				↑↑↑↑	↗	
Traffic Volume (vph)	0	0	0	1932	98	0
Future Volume (vph)	0	0	0	1932	98	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	6408	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	6408	1770	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	517			422	469	
Travel Time (s)	11.8			9.6	10.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	2100	107	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	2100	107	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	R NA	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Free	Yield	
Intersection Summary						
Area Type: Other						
Control Type: Unsignalized						
Intersection Capacity Utilization 58.7% ICU Level of Service B						
Analysis Period (min) 15						



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑			↵	
Traffic Volume (vph)	0	1056	0	0	188	0
Future Volume (vph)	0	1056	0	0	188	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	0	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	0	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		247	660		374	
Travel Time (s)		5.6	15.0		8.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1148	0	0	204	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1148	0	0	204	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	R NA	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Yield	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 49.0% ICU Level of Service A

Analysis Period (min) 15



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	125			0
Storage Lanes	1	1	1			1
Taper Length (ft)	0		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	1900	1900	1900	3610	1900	1900
Flt Permitted						
Satd. Flow (perm)	1900	1900	1900	3610	1900	1900
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	462			696	183	
Travel Time (s)	10.5			15.8	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	9.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	13.0	36.0	24.0	24.0
Total Split (%)	39.3%	39.3%	21.3%	59.0%	39.3%	39.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	382			616	103	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.00

Intersection Signal Delay: 0.0

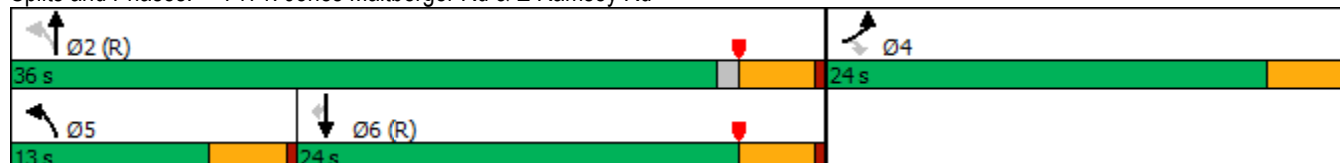
Intersection LOS: A

Intersection Capacity Utilization 0.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7171: Jones Maltberger Rd & E Ramsey Rd



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					  	
Traffic Volume (vph)	0	42	0	0	1597	132
Future Volume (vph)	0	42	0	0	1597	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			230
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86
Ped Bike Factor						
Frt		0.865			0.989	
Flt Protected						
Satd. Flow (prot)	0	1611	0	0	6337	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	6337	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	363			186	291	
Travel Time (s)	8.3			4.2	6.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	46	0	0	1736	143
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	46	0	0	1879	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Stop	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.3%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
7252: San Pedro & North Star Mall Dr

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations		↰↰	↱↱↱		↰		
Traffic Volume (vph)	0	194	1910	61	140	0	
Future Volume (vph)	0	194	1910	61	140	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		0	0		
Storage Lanes	0	2		0	1		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	0.88	0.91	0.91	1.00	1.00	
Ped Bike Factor							
Frt		0.850	0.995				
Flt Protected					0.950		
Satd. Flow (prot)	0	2787	5060	0	1770	0	
Flt Permitted					0.950		
Satd. Flow (perm)	0	2787	5060	0	1770	0	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		152	7				
Link Speed (mph)	30		30			30	
Link Distance (ft)	262		177			283	
Travel Time (s)	6.0		4.0			6.4	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	0	211	2076	66	152	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	211	2142	0	152	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	0		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors		1	2		1		
Detector Template		Right	Thru		Left		
Leading Detector (ft)		20	100		20		
Trailing Detector (ft)		0	0		0		
Turn Type		Prot	NA		Prot		
Protected Phases		3	2		1		9
Permitted Phases							
Detector Phase		3	2		1		
Switch Phase							

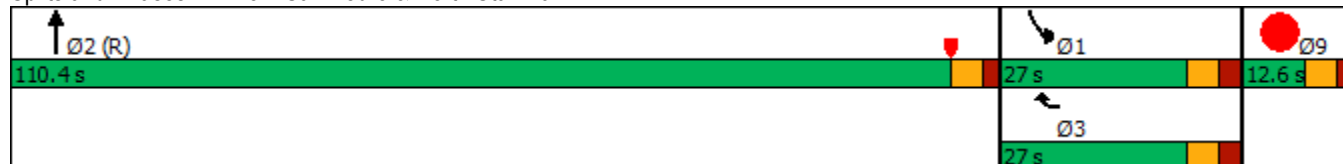


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Minimum Initial (s)		5.0	5.0		5.0		7.0
Minimum Split (s)		11.1	10.5		11.1		12.6
Total Split (s)		27.0	110.4		27.0		12.6
Total Split (%)		18.0%	73.6%		18.0%		8%
Yellow Time (s)		3.6	3.6		3.6		3.6
All-Red Time (s)		2.5	1.9		2.5		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		
Total Lost Time (s)		6.1	5.5		6.1		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode		None	C-Max		None		None
Act Effect Green (s)		17.4	121.0		17.4		
Actuated g/C Ratio		0.12	0.81		0.12		
v/c Ratio		0.46	0.52		0.74		
Control Delay		21.6	9.0		85.2		
Queue Delay		0.0	0.0		0.0		
Total Delay		21.6	9.0		85.2		
LOS		C	A		F		
Approach Delay	21.6		9.0			85.2	
Approach LOS	C		A			F	
Queue Length 50th (ft)		30	207		145		
Queue Length 95th (ft)		73	m488		221		
Internal Link Dist (ft)	182		97			203	
Turn Bay Length (ft)							
Base Capacity (vph)		519	4083		246		
Starvation Cap Reductn		0	0		0		
Spillback Cap Reductn		0	0		0		
Storage Cap Reductn		0	0		0		
Reduced v/c Ratio		0.41	0.52		0.62		

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 14.7
Intersection LOS: B
Intersection Capacity Utilization 54.7%
ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7252: San Pedro & North Star Mall Dr



Lanes, Volumes, Timings
7362: Jones Maltberger Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor												
Flt												
Flt Protected												
Satd. Flow (prot)	1863	1863	0	0	1863	0	0	0	0	1863	3539	1863
Flt Permitted												
Satd. Flow (perm)	1863	1863	0	0	1863	0	0	0	0	1863	3539	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			60			60	
Link Distance (ft)		428			596			204			225	
Travel Time (s)		9.7			13.5			2.3			2.6	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2					1	2	1
Detector Template	Left	Thru			Thru					Left	Thru	Right
Leading Detector (ft)	20	100			100					20	100	20
Trailing Detector (ft)	0	0			0					0	0	0
Turn Type	D.P+P									Split		Prot
Protected Phases	5	5 6			6					8	8	8
Permitted Phases	6											
Detector Phase	5	5 6			6					8	8	8
Switch Phase												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			

Lanes, Volumes, Timings
7362: Jones Maltberger Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	5.0				5.0					5.0	5.0	5.0
Minimum Split (s)	20.0				19.5					28.3	28.3	28.3
Total Split (s)	22.0				31.4					36.6	36.6	36.6
Total Split (%)	24.4%				34.9%					40.7%	40.7%	40.7%
Yellow Time (s)	3.5				3.6					5.8	5.8	5.8
All-Red Time (s)	1.5				1.9					1.5	1.5	1.5
Lost Time Adjust (s)	0.0				0.0					0.0	0.0	0.0
Total Lost Time (s)	5.0				5.5					7.3	7.3	7.3
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None				None					None	None	None
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		348			516			124			145	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 36 (40%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.00												
Intersection Signal Delay: 0.0							Intersection LOS: A					
Intersection Capacity Utilization 27.6%							ICU Level of Service A					
Analysis Period (min) 15												

Splits and Phases: 7362: Jones Maltberger Rd

#7544  Ø1	#7544  Ø2 (R)	#7544  Ø4
23.7 s	29.7 s	36.6 s
#7362  Ø6	#7362  Ø5	#7362  Ø8
31.4 s	22 s	36.6 s

Lane Group	Ø1	Ø2	Ø4
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.7	10.1	31.3
Total Split (s)	23.7	29.7	36.6
Total Split (%)	26%	33%	41%
Yellow Time (s)	3.6	3.6	5.8
All-Red Time (s)	2.1	1.5	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	C-Max	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
7451: San Pedro & VIA Terminal

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Lane Configurations							
Traffic Volume (vph)	17	10	2104	0	0	1869	
Future Volume (vph)	17	10	2104	0	0	1869	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		0	300		
Storage Lanes	1	1		0	0		
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.81	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1770	1583	5085	0	0	7544	
Flt Permitted	0.950						
Satd. Flow (perm)	1770	1583	5085	0	0	7544	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		11					
Link Speed (mph)	30		30			30	
Link Distance (ft)	439		162			407	
Travel Time (s)	10.0		3.7			9.3	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	18	11	2287	0	0	2032	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	18	11	2287	0	0	2032	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2			2	
Detector Template	Left	Right	Thru			Thru	
Leading Detector (ft)	20	20	100			100	
Trailing Detector (ft)	0	0	0			0	
Turn Type	Prot	Prot	NA			NA	
Protected Phases	3	3	2			6	13
Permitted Phases							
Detector Phase	3	3	2			6	
Switch Phase							

Lanes, Volumes, Timings
7451: San Pedro & VIA Terminal

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Minimum Initial (s)	5.0	5.0	10.0			10.0	5.0
Minimum Split (s)	9.0	9.0	16.8			16.8	60.0
Total Split (s)	9.0	9.0	81.0			81.0	60.0
Total Split (%)	6.0%	6.0%	54.0%			54.0%	40%
Yellow Time (s)	3.5	3.5	3.6			3.6	3.5
All-Red Time (s)	0.5	0.5	3.2			3.2	0.5
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0	6.8			6.8	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max			C-Max	None
Act Effect Green (s)	5.0	5.0	140.5			140.5	
Actuated g/C Ratio	0.03	0.03	0.94			0.94	
v/c Ratio	0.31	0.17	0.48			0.29	
Control Delay	84.2	38.6	1.8			0.2	
Queue Delay	0.0	0.0	0.2			0.0	
Total Delay	84.2	38.6	2.0			0.3	
LOS	F	D	A			A	
Approach Delay	66.9		2.0			0.3	
Approach LOS	E		A			A	
Queue Length 50th (ft)	18	0	146			8	
Queue Length 95th (ft)	47	23	145			9	
Internal Link Dist (ft)	359		82			327	
Turn Bay Length (ft)							
Base Capacity (vph)	59	63	4763			7067	
Starvation Cap Reductn	0	0	172			2020	
Spillback Cap Reductn	0	0	1272			0	
Storage Cap Reductn	0	0	0			0	
Reduced v/c Ratio	0.31	0.17	0.66			0.40	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 1.6

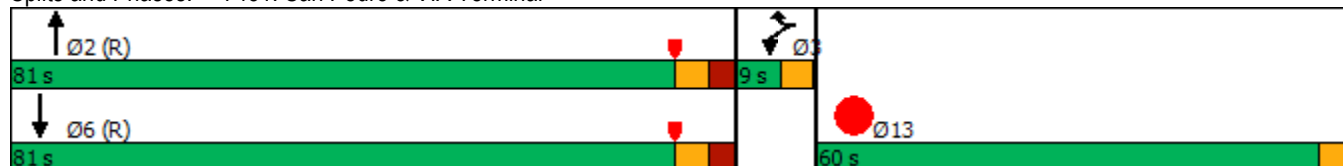
Intersection LOS: A

Intersection Capacity Utilization 53.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7451: San Pedro & VIA Terminal



Lanes, Volumes, Timings
7544: Jones Maltberger Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	1863	1863	0	0	3539	1863	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	1863	1863	0	0	3539	1863	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			60			60	
Link Distance (ft)		183			428			232			170	
Travel Time (s)		4.2			9.7			2.6			1.9	
Confl. Peds. (#/hr)												
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%	
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2		1	2	1			
Detector Template		Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)		100		20	100		20	100	20			
Trailing Detector (ft)		0		0	0		0	0	0			
Turn Type				D.P+P					Perm			
Protected Phases		2		1	1 2			4				
Permitted Phases				2			4		4			
Detector Phase		2		1	1 2		4	4	4			
Switch Phase												

Lane Group	Ø5	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Turn Type			
Protected Phases	5	6	8
Permitted Phases			
Detector Phase			
Switch Phase			

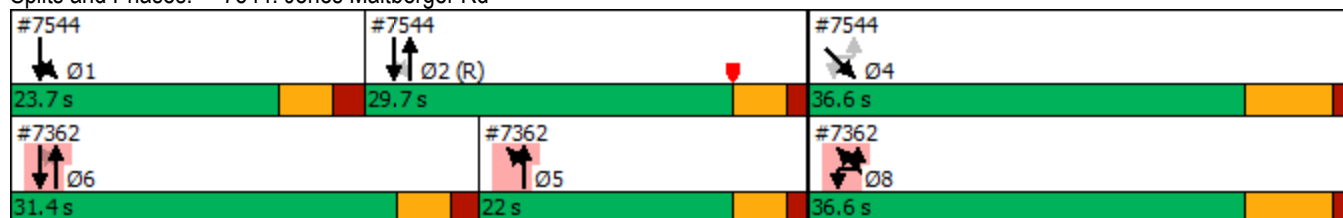
Lanes, Volumes, Timings
7544: Jones Maltberger Rd

2027 - Build Condition - Mitigated Models - PM Peak

05/16/2025

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)		5.0		5.0			5.0	5.0	5.0			
Minimum Split (s)		10.1		23.7			31.3	31.3	31.3			
Total Split (s)		29.7		23.7			36.6	36.6	36.6			
Total Split (%)		33.0%		26.3%			40.7%	40.7%	40.7%			
Yellow Time (s)		3.6		3.6			5.8	5.8	5.8			
All-Red Time (s)		1.5		2.1			1.5	1.5	1.5			
Lost Time Adjust (s)		0.0		0.0				0.0	0.0			
Total Lost Time (s)		5.1		5.7				7.3	7.3			
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		C-Max		None			None	None	None			
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		103			348			152			90	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 36 (40%), Referenced to phase 2:NBSB, Start of Yellow												
Natural Cycle: 75												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.00												
Intersection Signal Delay: 0.0							Intersection LOS: A					
Intersection Capacity Utilization 27.6%							ICU Level of Service A					
Analysis Period (min) 15												

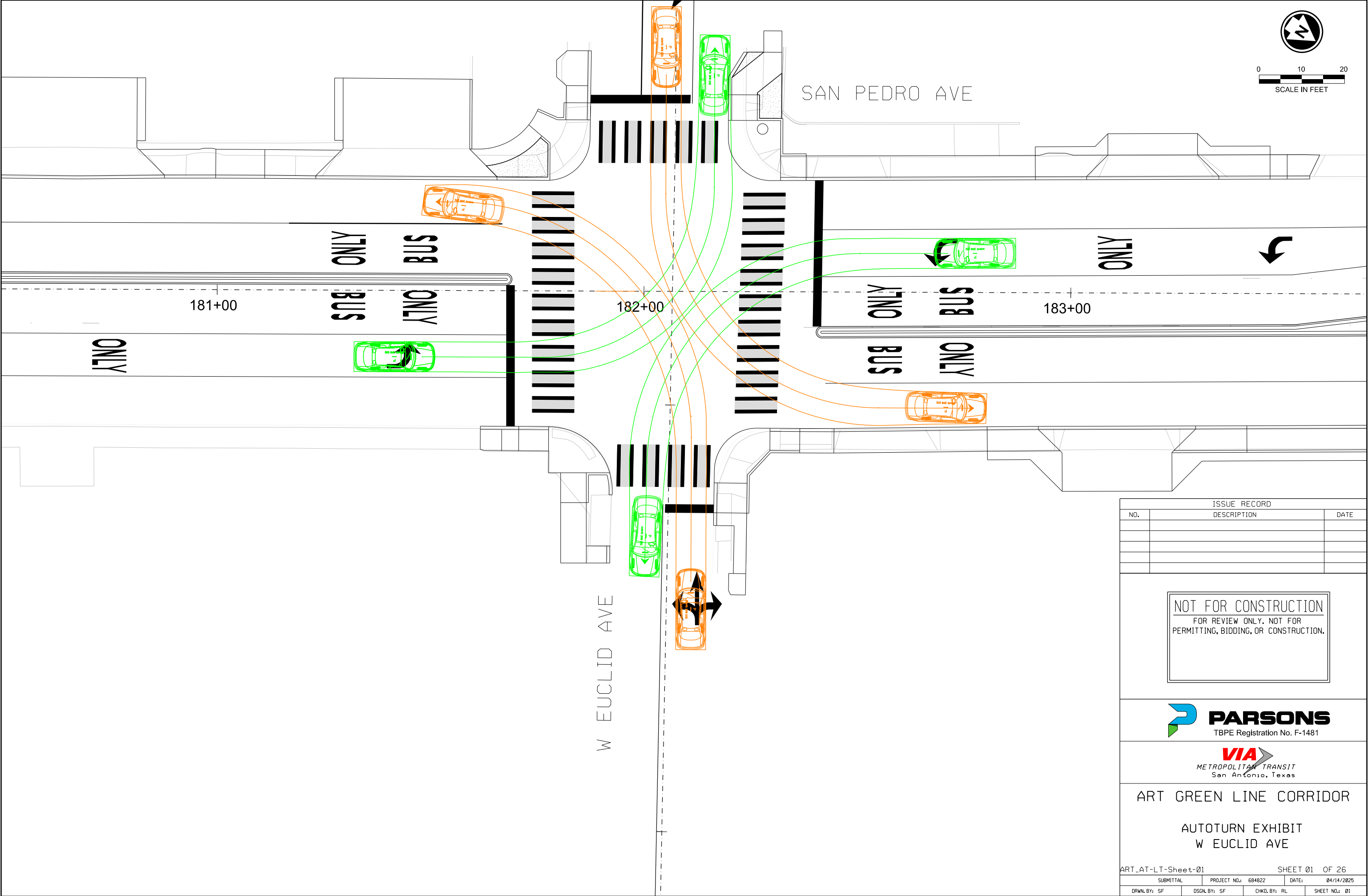
Splits and Phases: 7544: Jones Maltberger Rd



Lane Group	Ø5	Ø6	Ø8
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	20.0	19.5	28.3
Total Split (s)	22.0	31.4	36.6
Total Split (%)	24%	35%	41%
Yellow Time (s)	3.5	3.6	5.8
All-Red Time (s)	1.5	1.9	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

VIA ART – Synchro Models Assessment and Mitigations		
Revision: 03	Date: 05/16/2025	Prepared by: Author (K Komanapally)

APPENDIX B - AutoTurns Layouts



ISSUE RECORD		
NO.	DESCRIPTION	DATE

NOT FOR CONSTRUCTION
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PERMITTING, BIDDING, OR CONSTRUCTION.

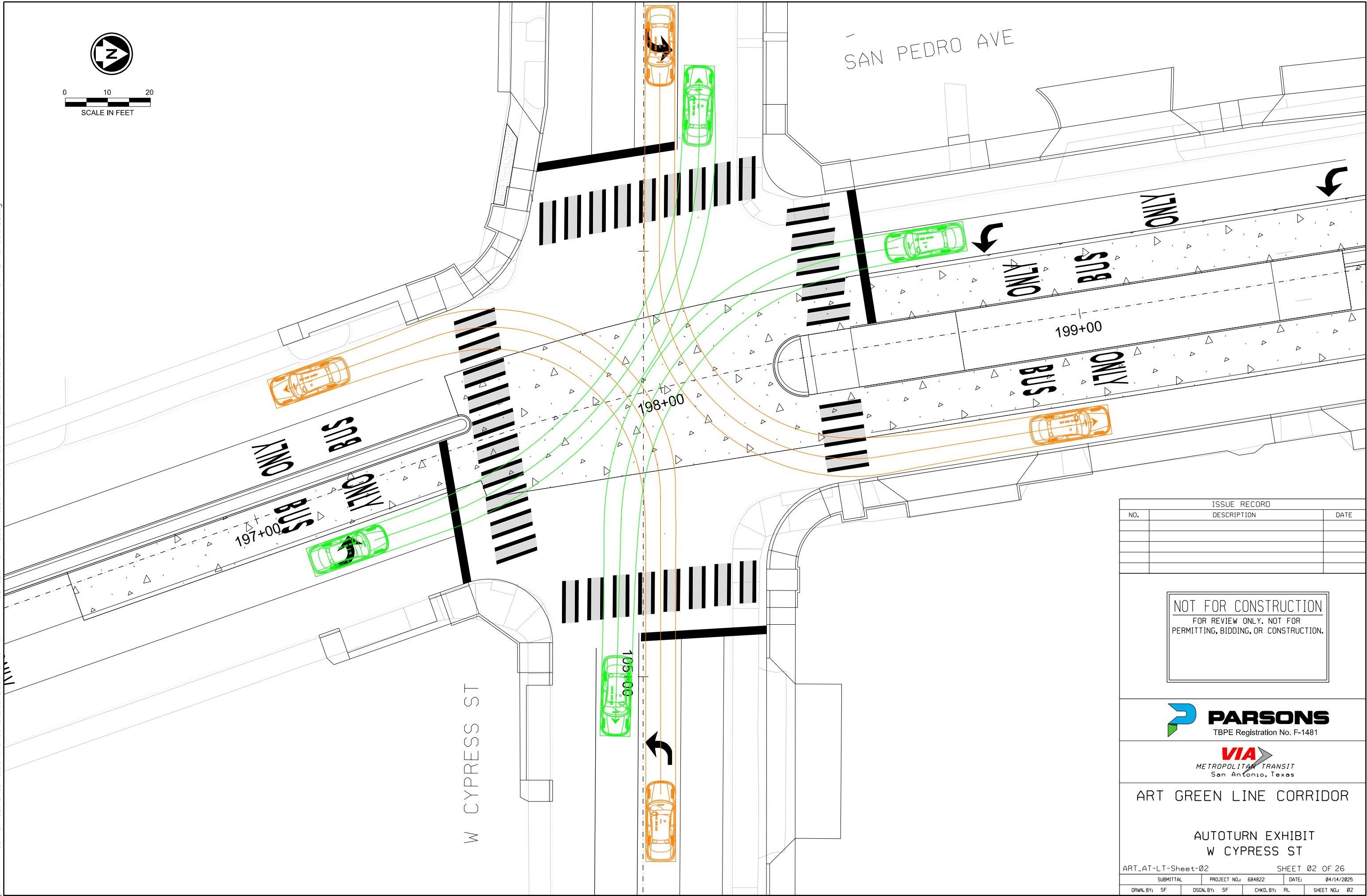
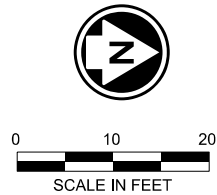


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W EUCLID AVE

ART_AT-LT-Sheet-01		SHEET 01 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHECKED BY: RL	SHEET NO.: 01

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ISSUE RECORD		
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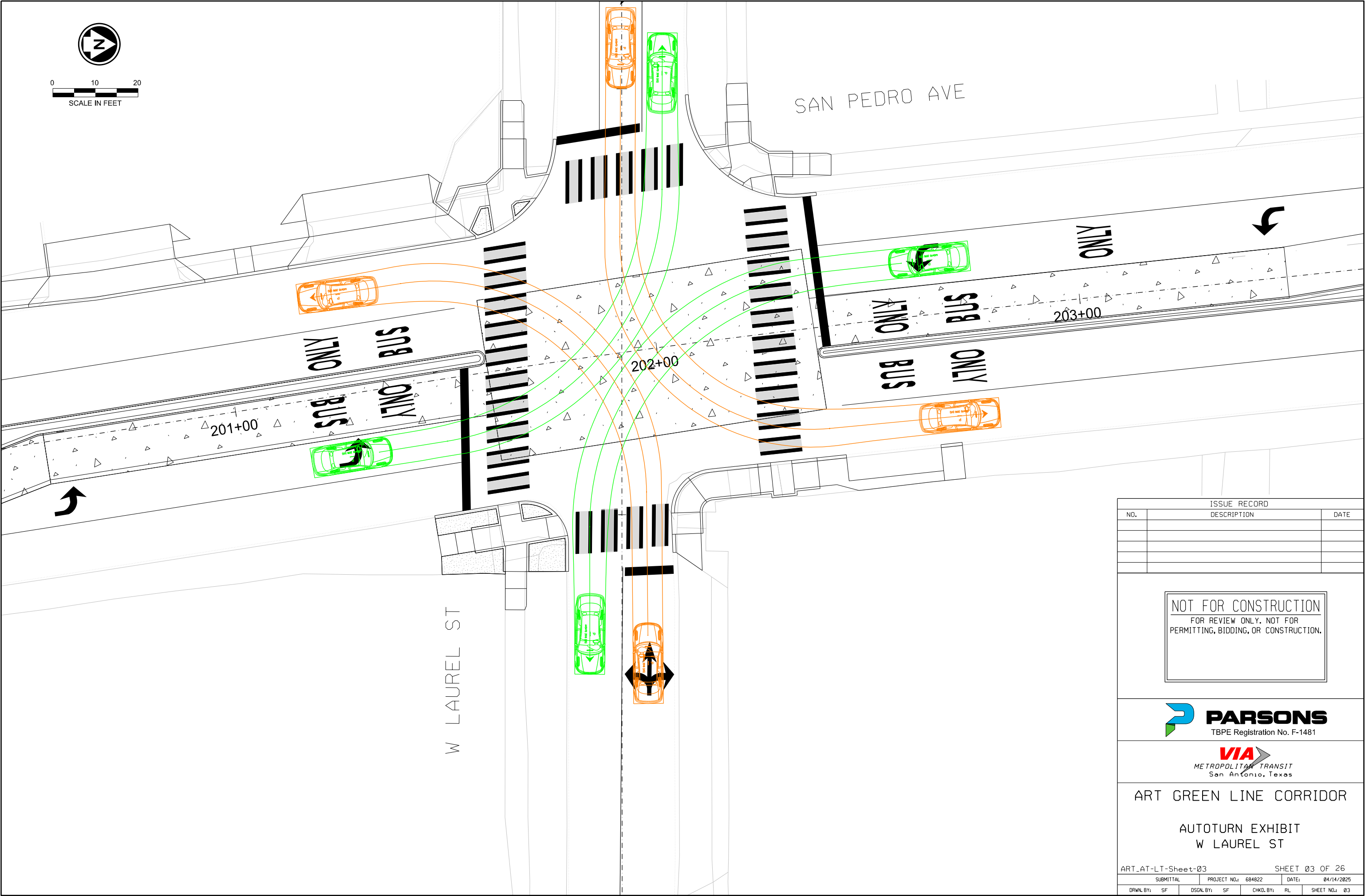


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W CYPRESS ST

ART_AT-LT-Sheet-02		SHEET 02 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHECKED BY: RL	SHEET NO.: 02

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ISSUE RECORD		
NO.	DESCRIPTION	DATE

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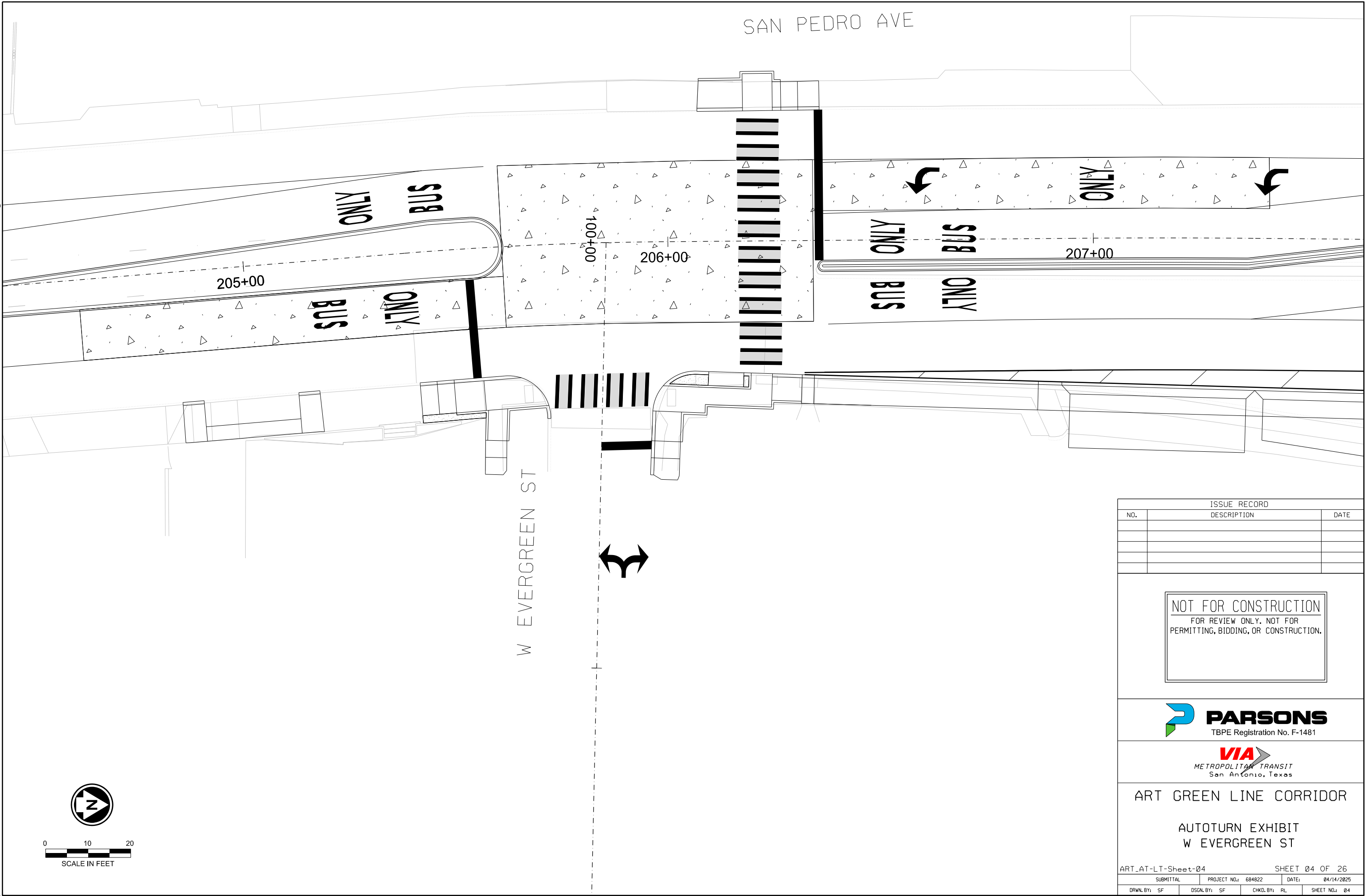


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W LAUREL ST

ART_AT-LT-Sheet-03				SHEET 03 OF 26			
SUBMITTAL		PROJECT NO.: 684822		DATE:		04/14/2025	
DRWN. BY: SF		DSGN. BY: SF		CHKD. BY: RL		SHEET NO.: 03	

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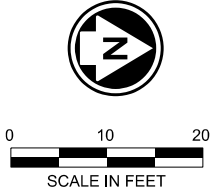
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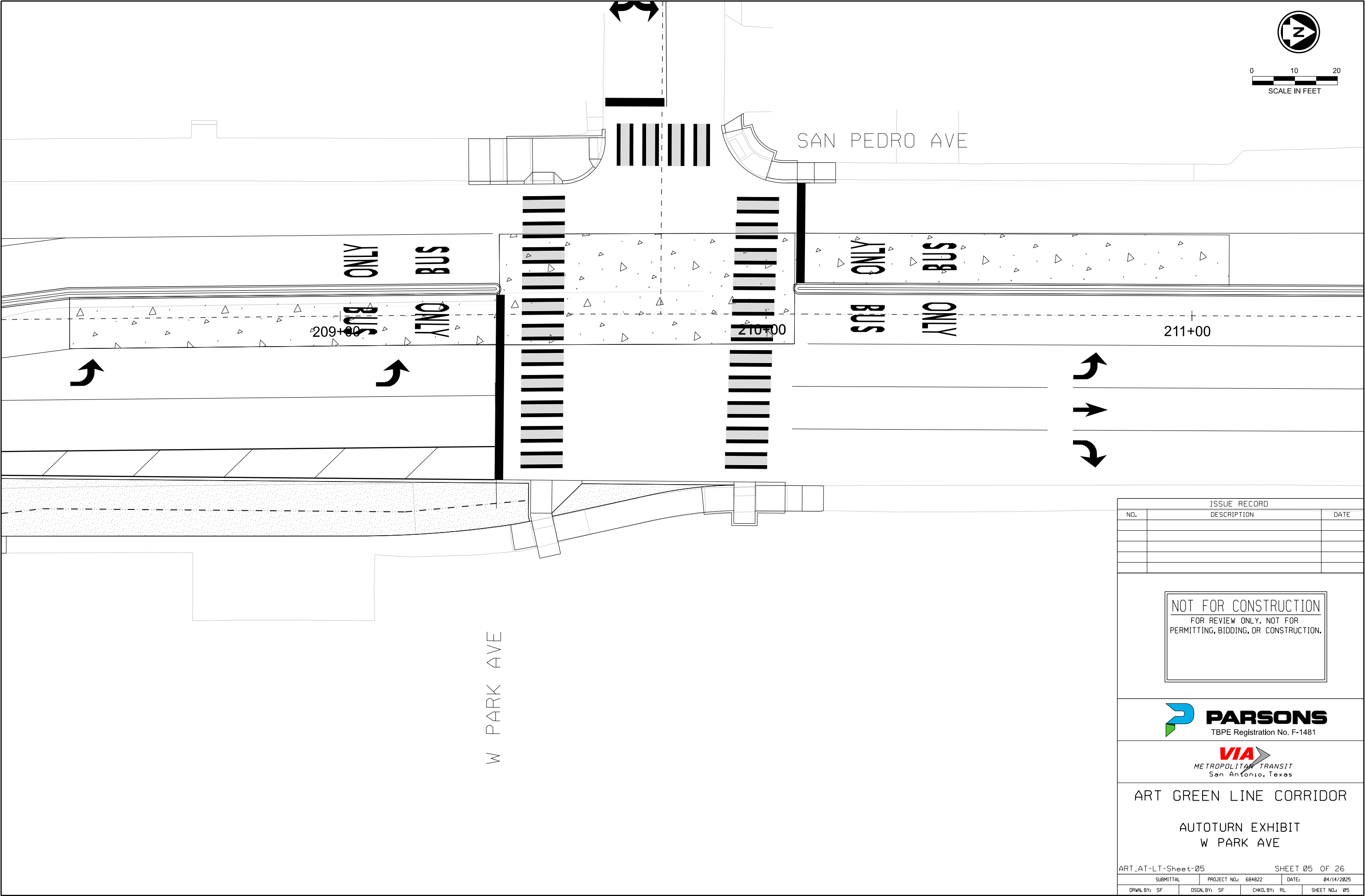
ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W EVERGREEN ST

ART_AT-LT-Sheet-04			SHEET 04 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHECKED BY: RL	SHEET NO.: 04	



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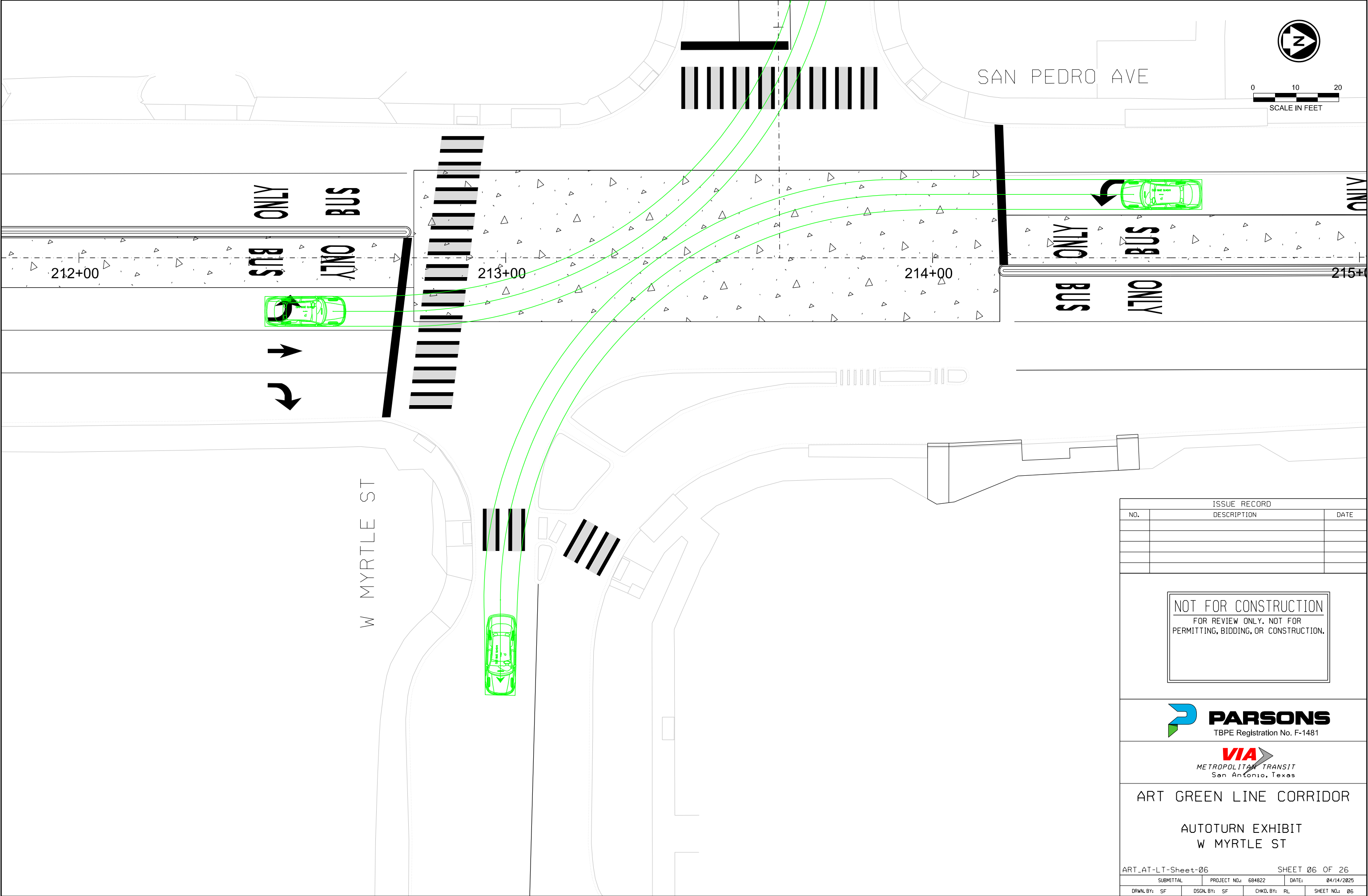
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT

W PARK AVE

ART_AT-LT-Sheet-05		SHEET 05 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHECKED BY: RL	SHEET NO.: 05



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TBPE Registration No. F-1481

**VIA**

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San Antonio, Texas

ART GREEN LINE CORRIDOR

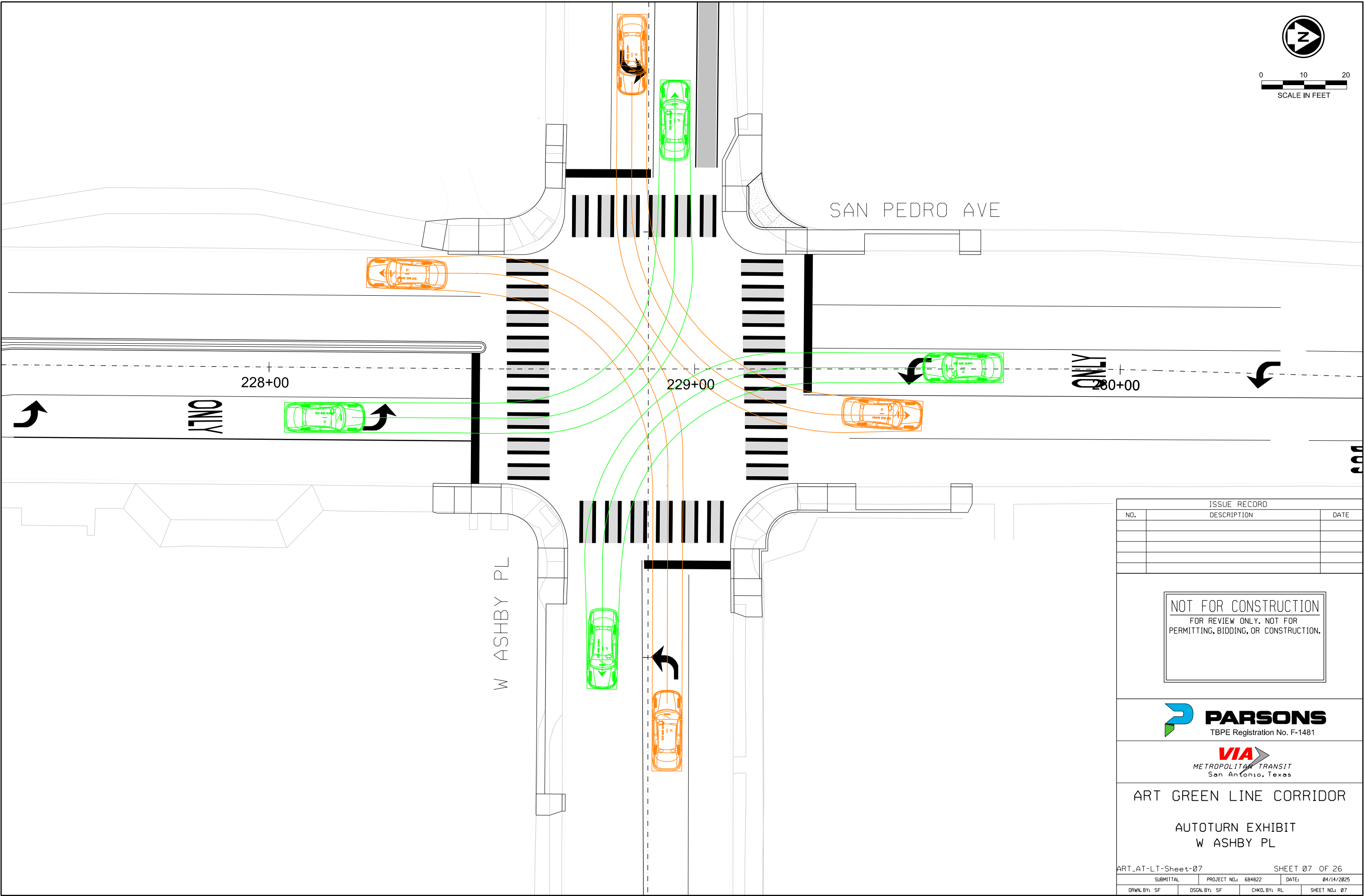
AUTOTURN EXHIBIT
W MYRTLE ST

ART_AT-LT-Sheet-06

SHEET 06 OF 26

SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRWN. BY: SF	DSGN. BY: SF	CHKD. BY: RL	SHEET NO.: 06

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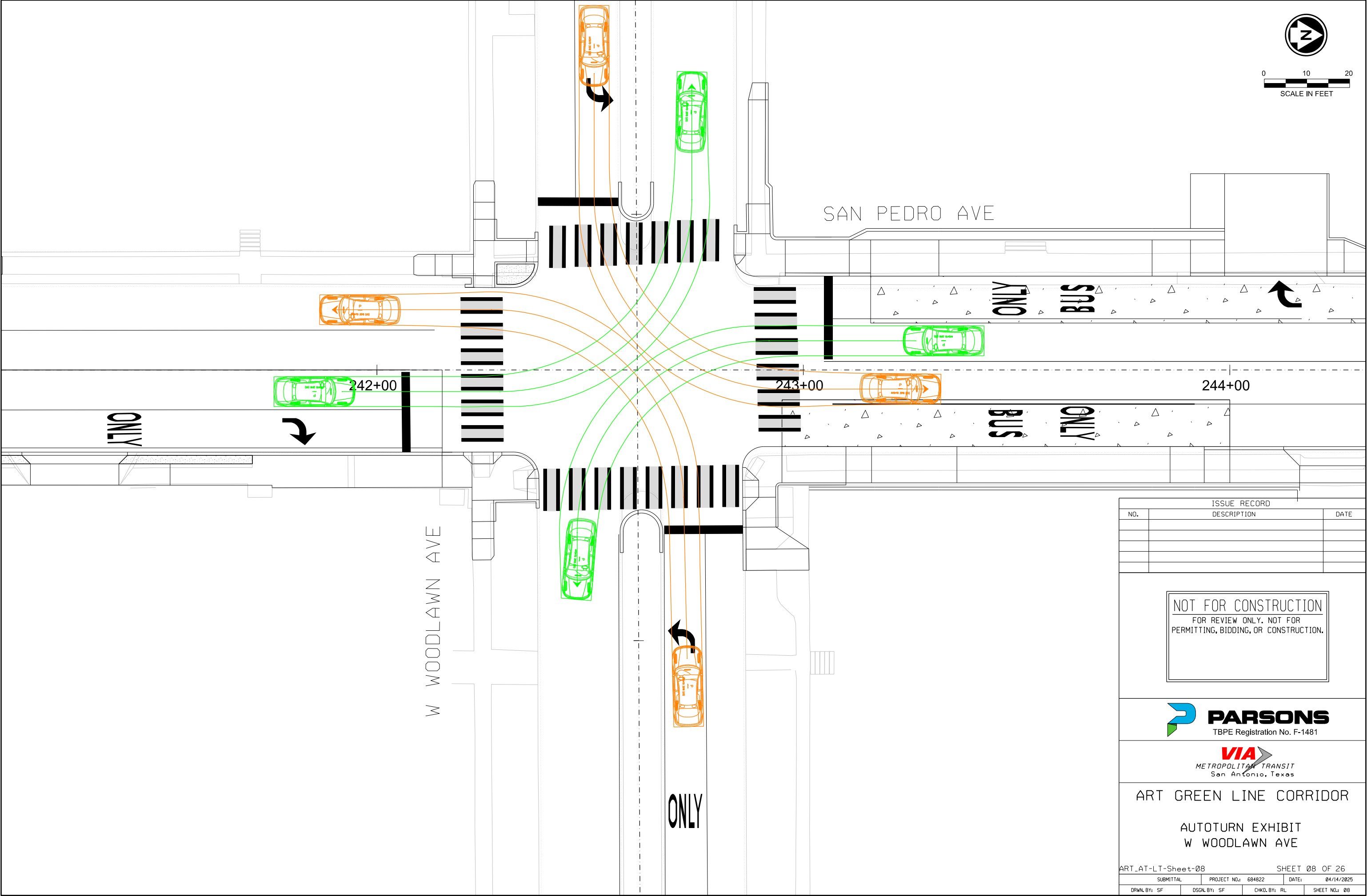
 **PARSONS**
TBPE Registration No. F-1481

 **VIA**
METROPOLITAN TRANSIT
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W ASHBY PL

ART_AT-LT-Sheet-07		SHEET 07 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DSGN BY: SF	CHKD BY: RL	SHEET NO.: 07



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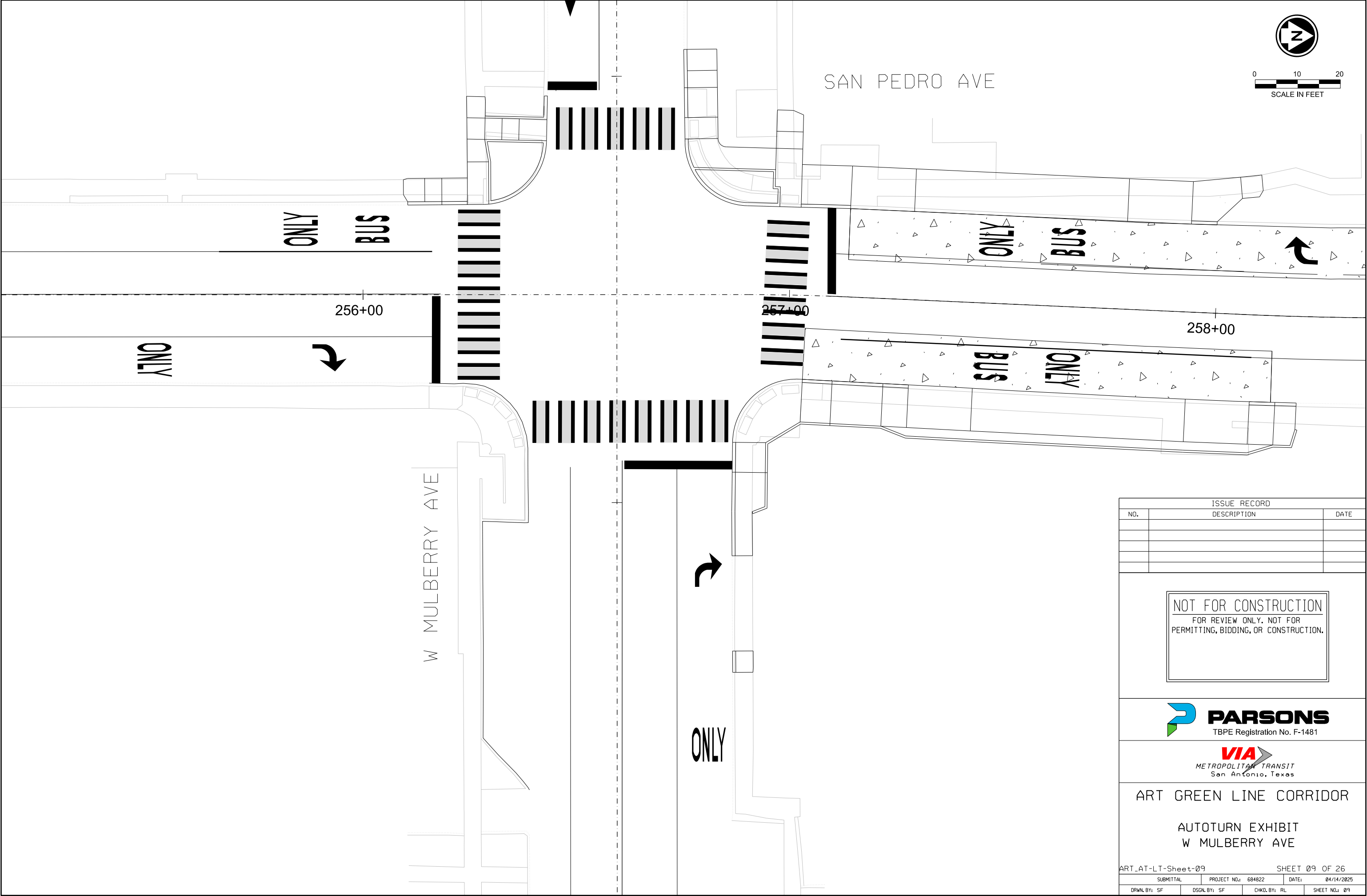


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W WOODLAWN AVE

ART_AT-LT-Sheet-08		SHEET 08 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRWN. BY: SF	DSGN. BY: SF	CHKD. BY: RL	SHEET NO.: 08

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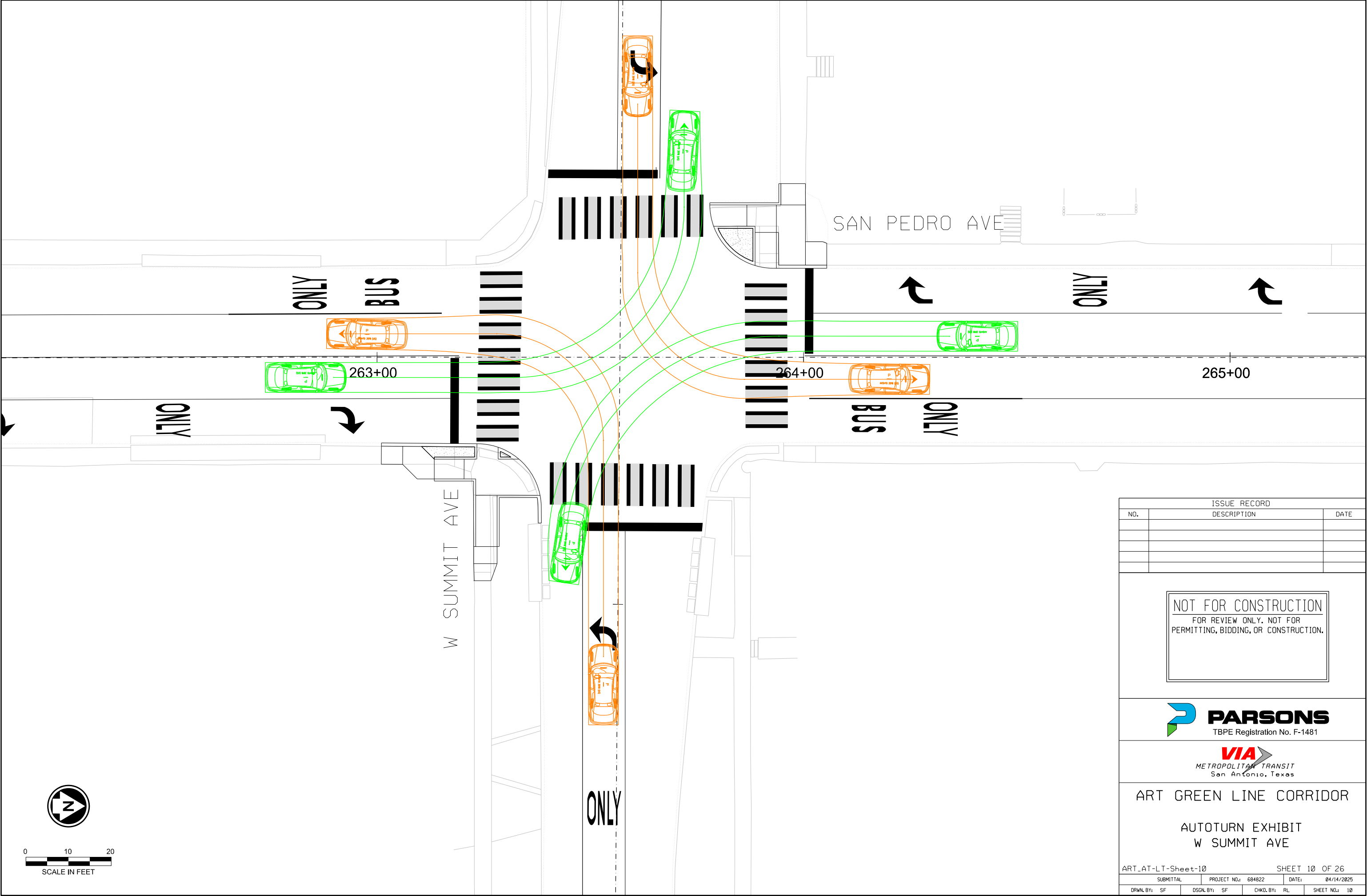


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W MULBERRY AVE

ART_AT-LT-Sheet-09			SHEET 09 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
DRWN. BY: SF	DSGN. BY: SF	CHKD. BY: RL	SHEET NO.: 09	

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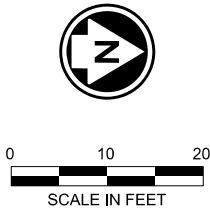
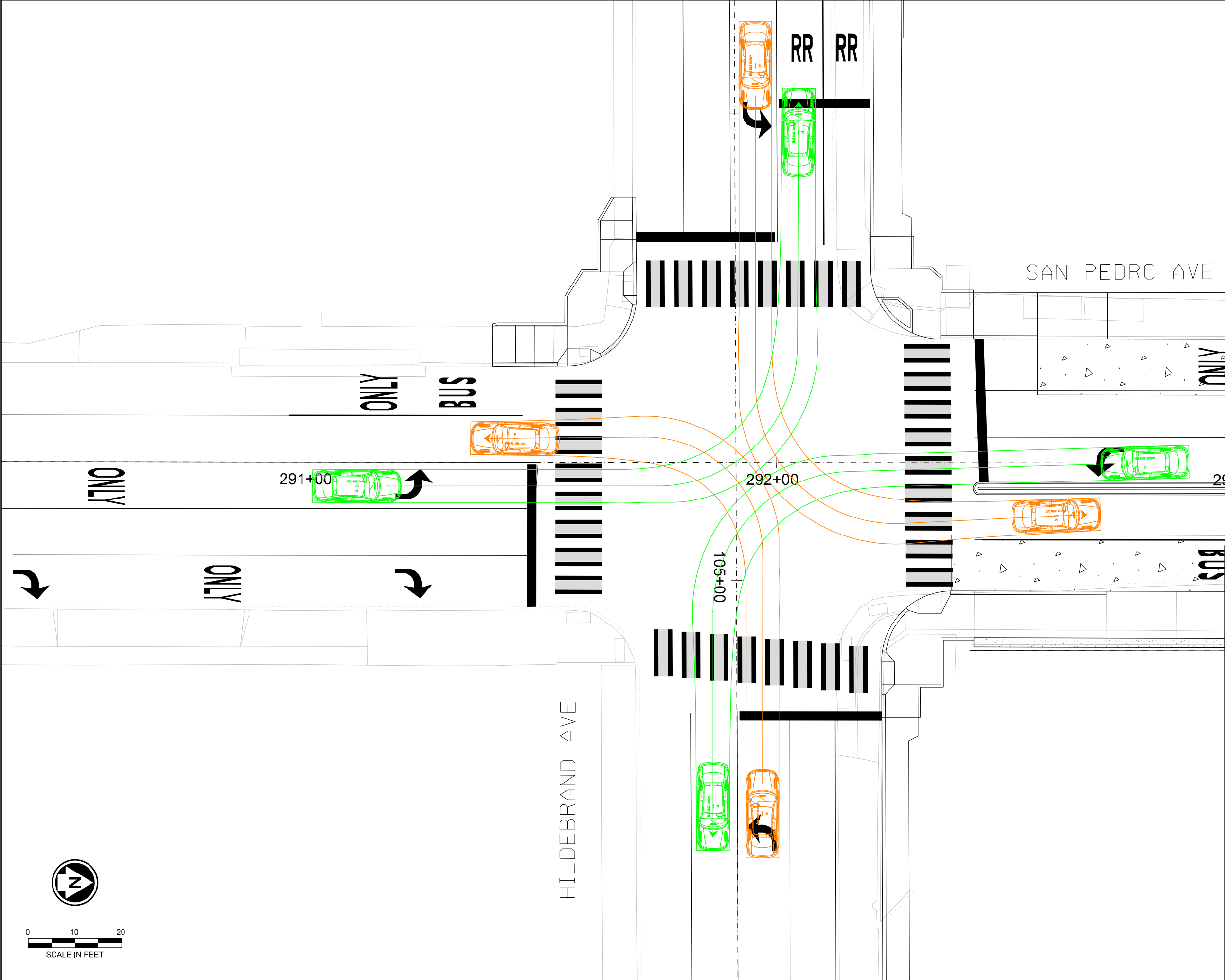
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ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W SUMMIT AVE

ART_AT-LT-Sheet-10			SHEET 10 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
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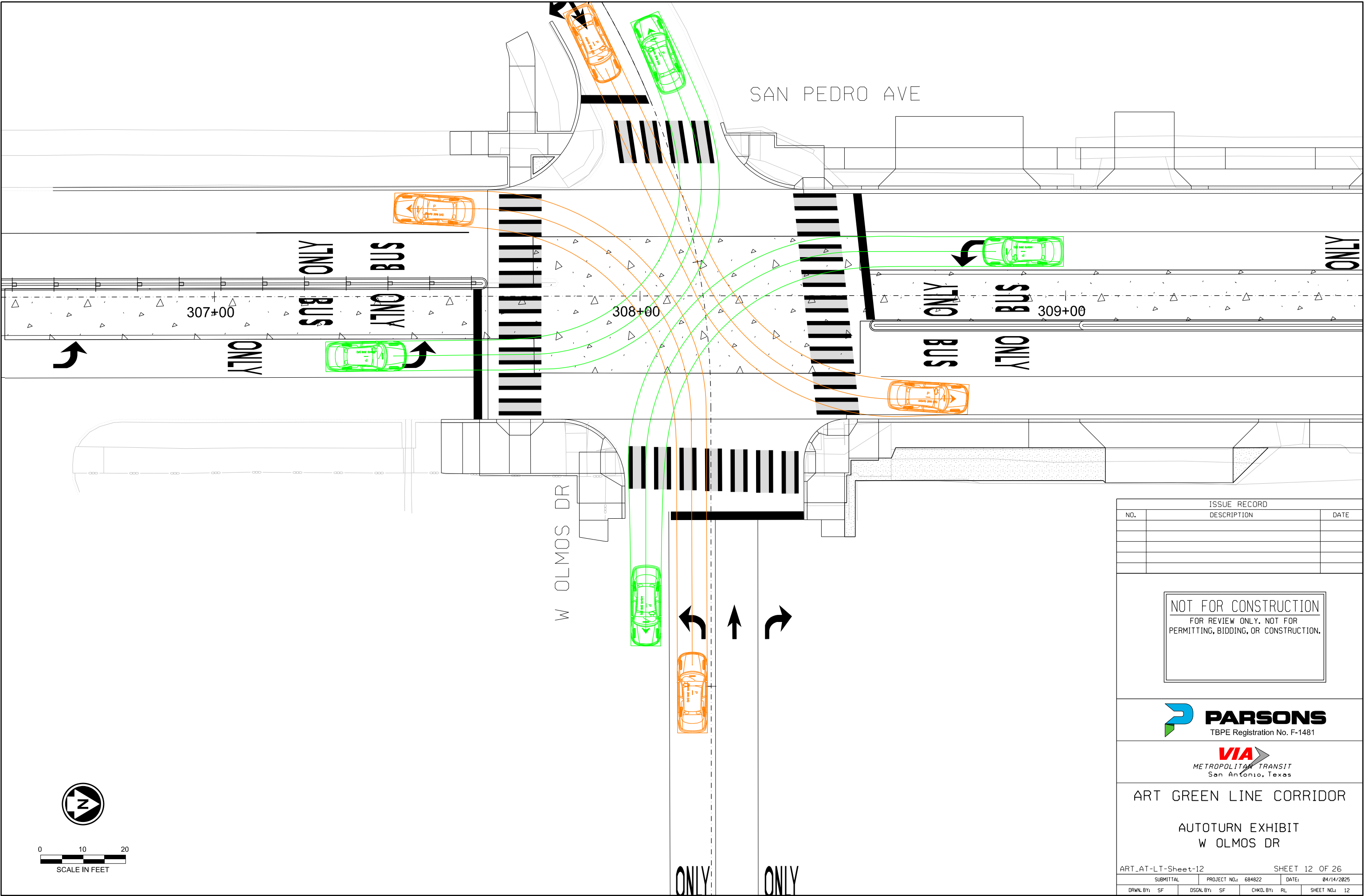
METROPOLITAN TRANSIT
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
HILDEBRAND AVE

ART_AT-LT-Sheet-11		SHEET 11 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRWN. BY: SF	DSGN. BY: SF	CHKD. BY: RL	SHEET NO.: 11

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TBPE Registration No. F-1481

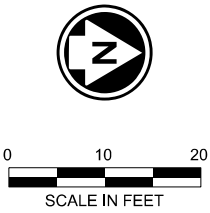
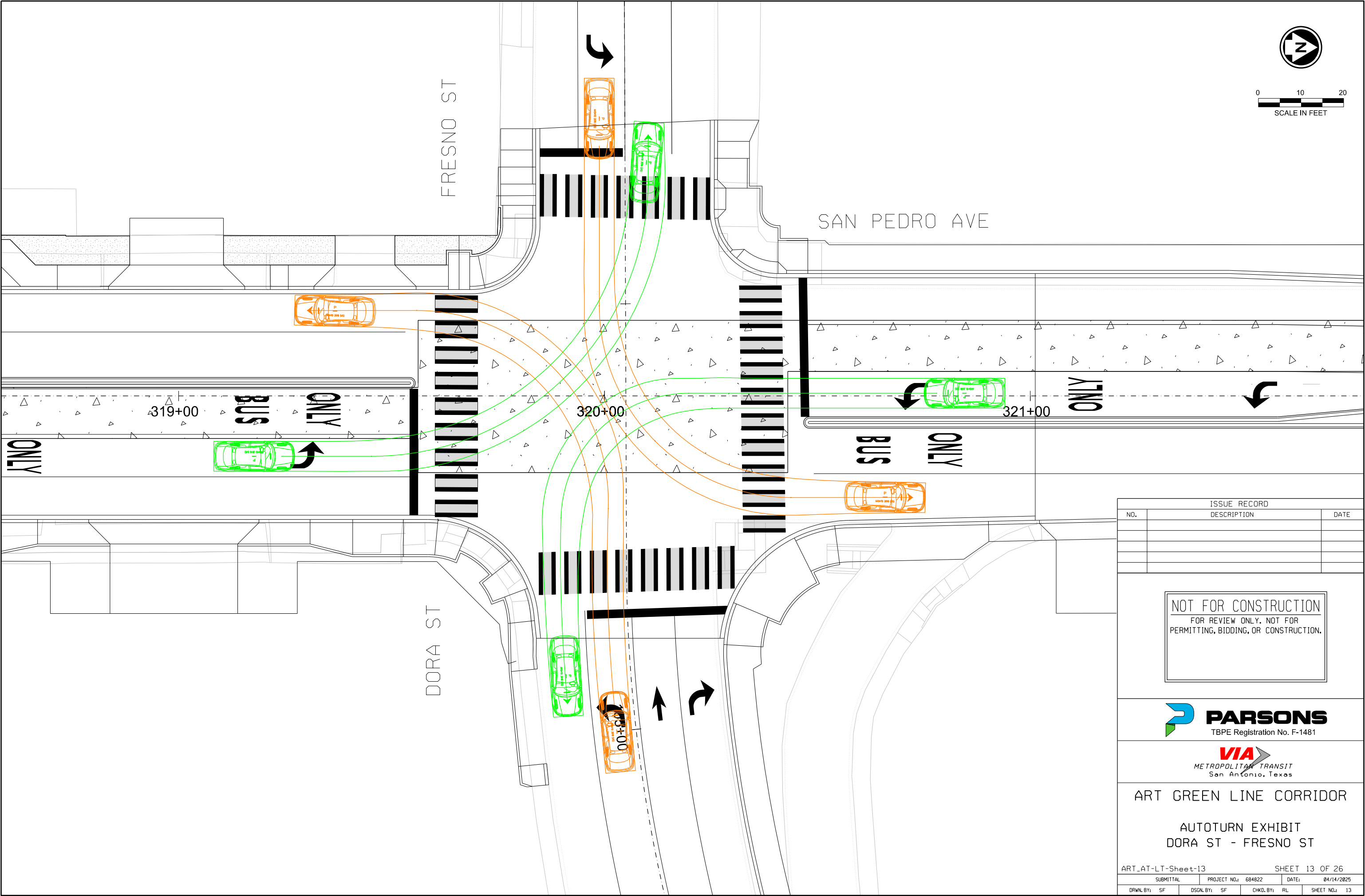
VIA
METROPOLITAN TRANSIT
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W OLMOS DR

ART_AT-LT-Sheet-12		SHEET 12 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRWN. BY: SF	DSGN. BY: SF	CHKD. BY: RL	SHEET NO.: 12

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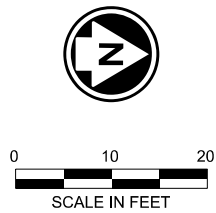
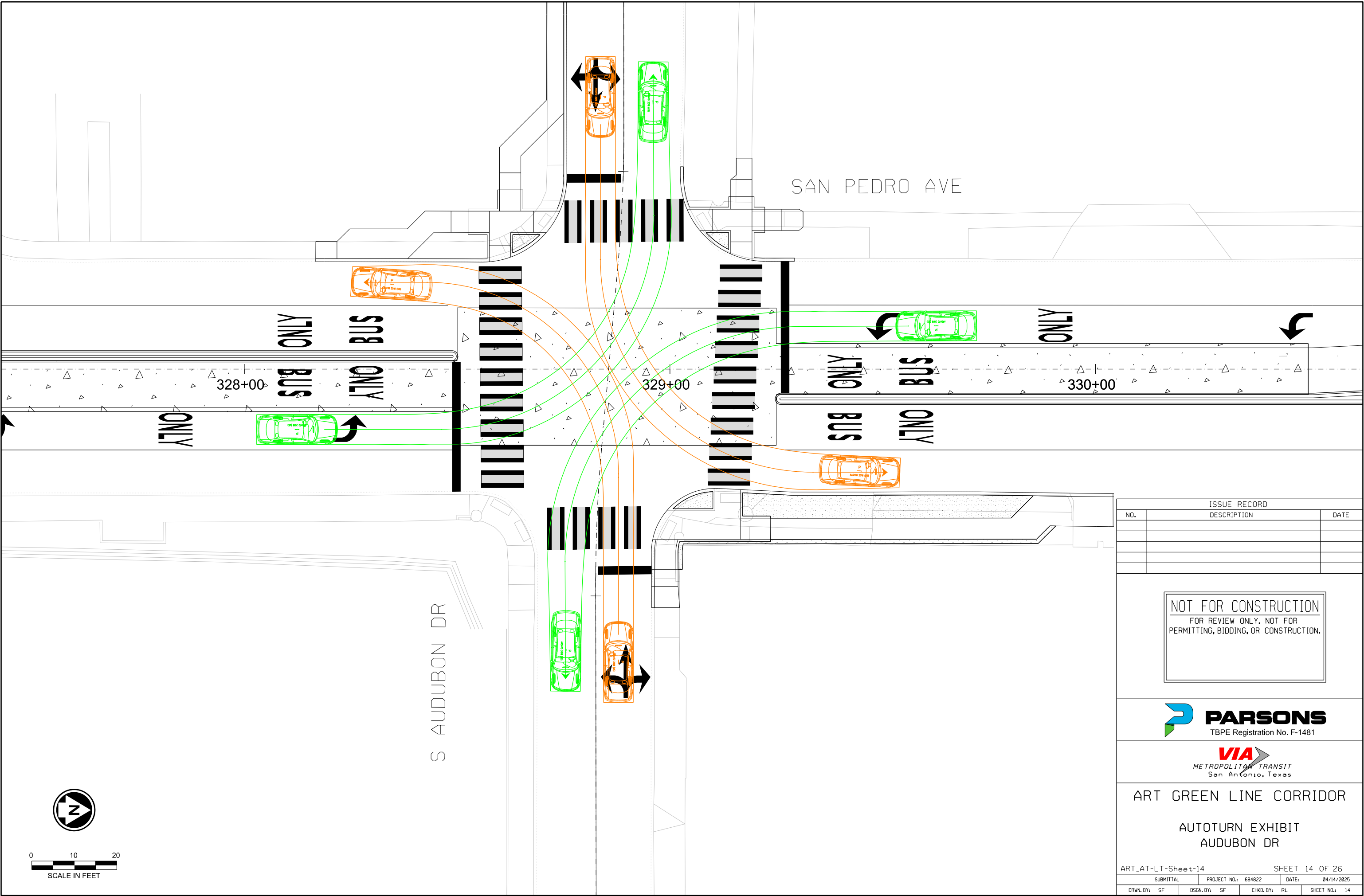


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
DORA ST - FRESNO ST

ART_AT-LT-Sheet-13			SHEET 13 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHECKED BY: RL	SHEET NO.: 13	

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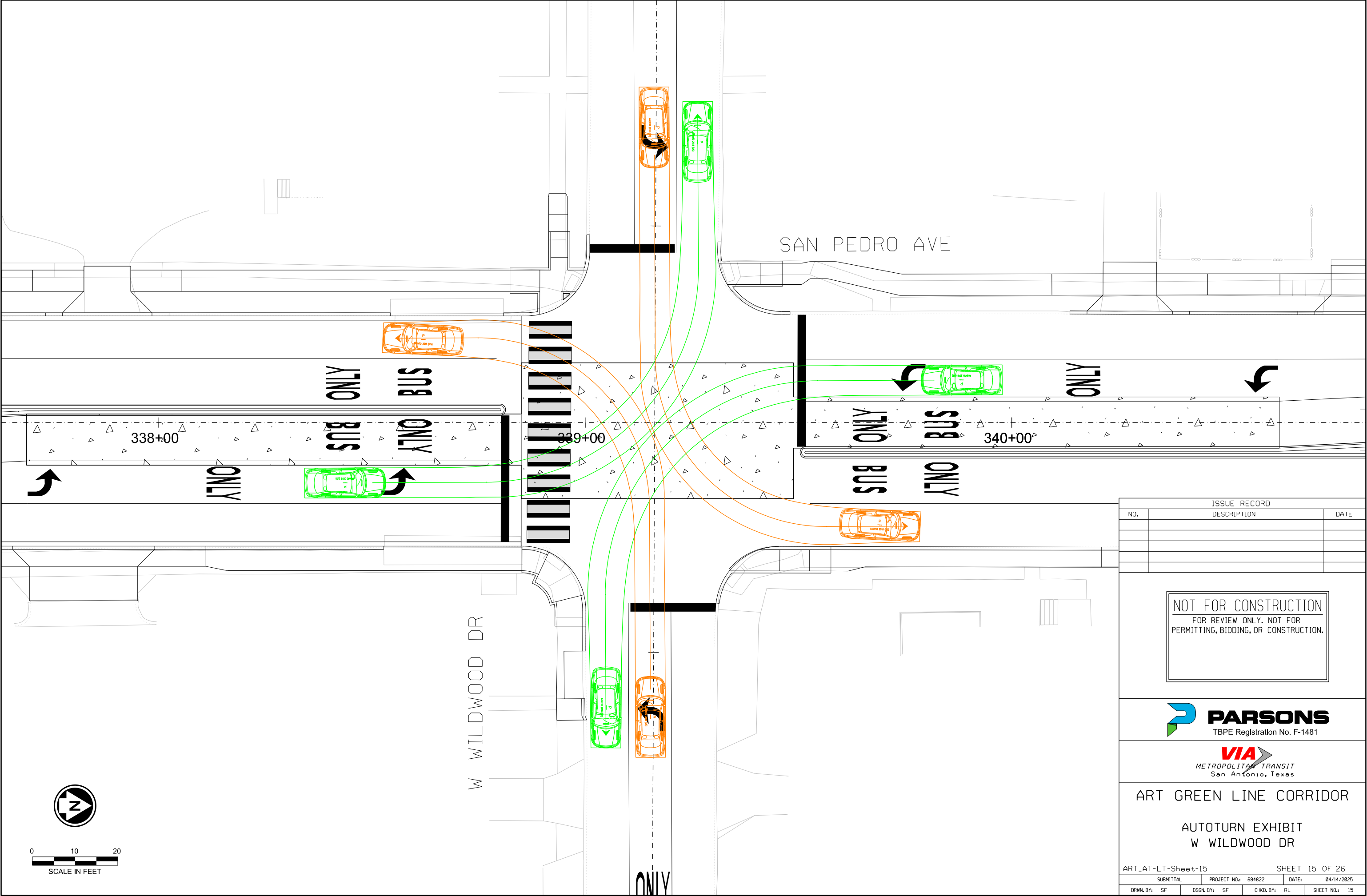
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ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
AUDUBON DR

ART_AT-LT-Sheet-14			SHEET 14 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
DRWN. BY: SF	DSGN. BY: SF	CHKD. BY: RL	SHEET NO.: 14	



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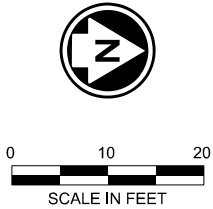
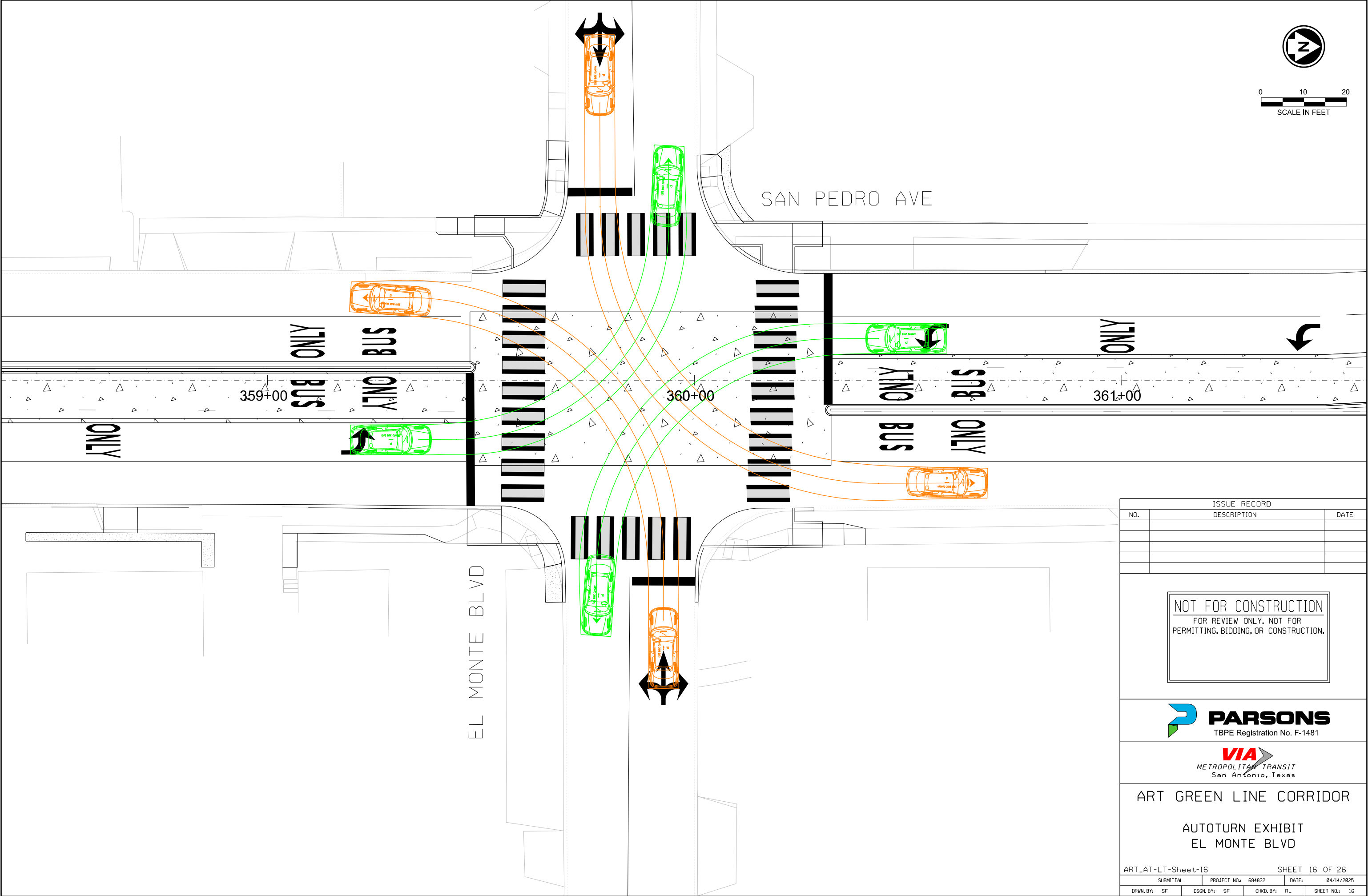


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W WILDWOOD DR

ART_AT-LT-Sheet-15			SHEET 15 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DSGN BY: SF	CHKD BY: RL	SHEET NO.: 15	

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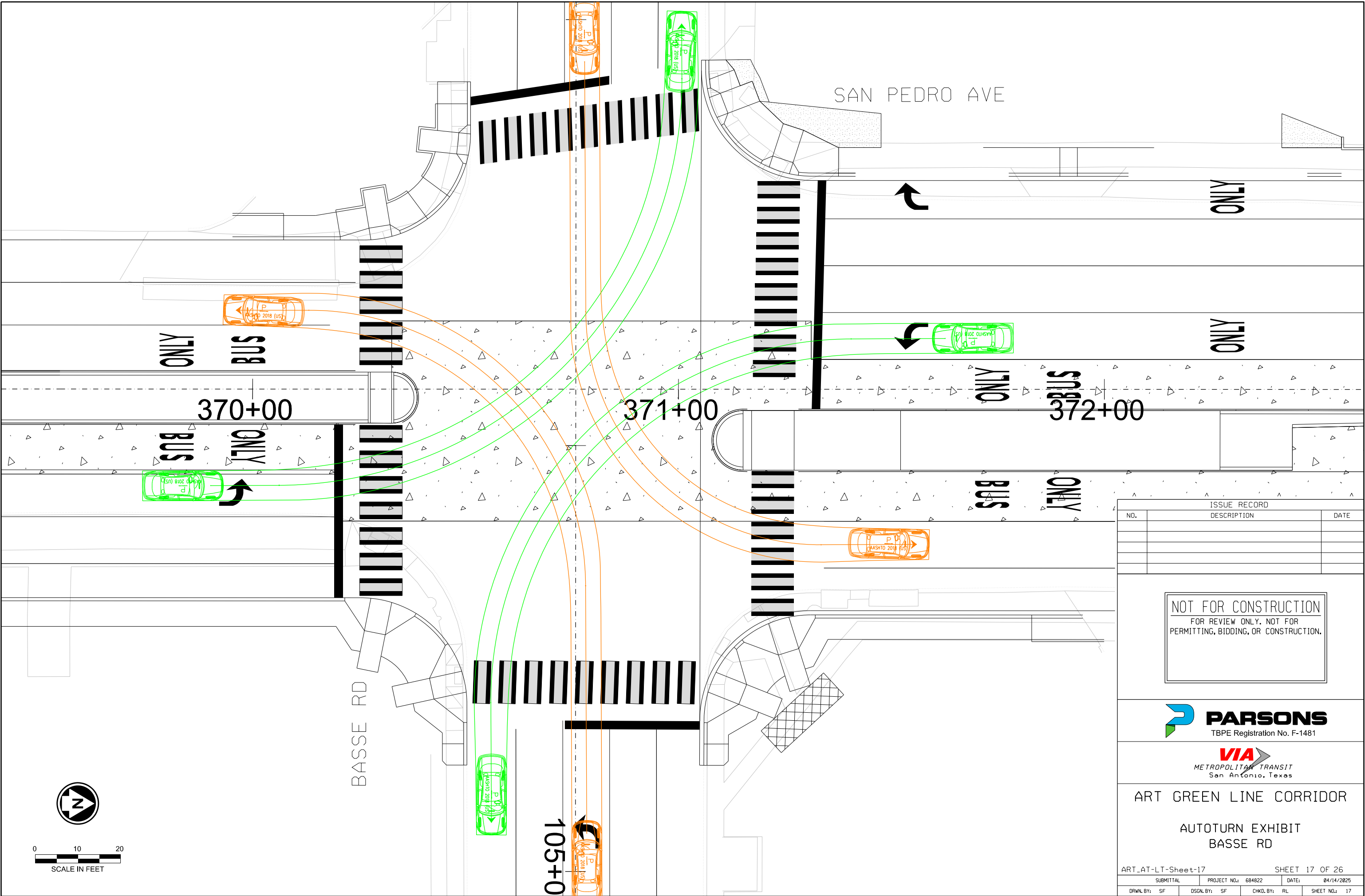


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
EL MONTE BLVD

ART_AT-LT-Sheet-16			SHEET 16 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE: 04/14/2025	
DRAWN BY: SF	DESIGN BY: SF	CHECKED BY: RL	SHEET NO.: 16	

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PARSONS
TBPE Registration No. F-1481

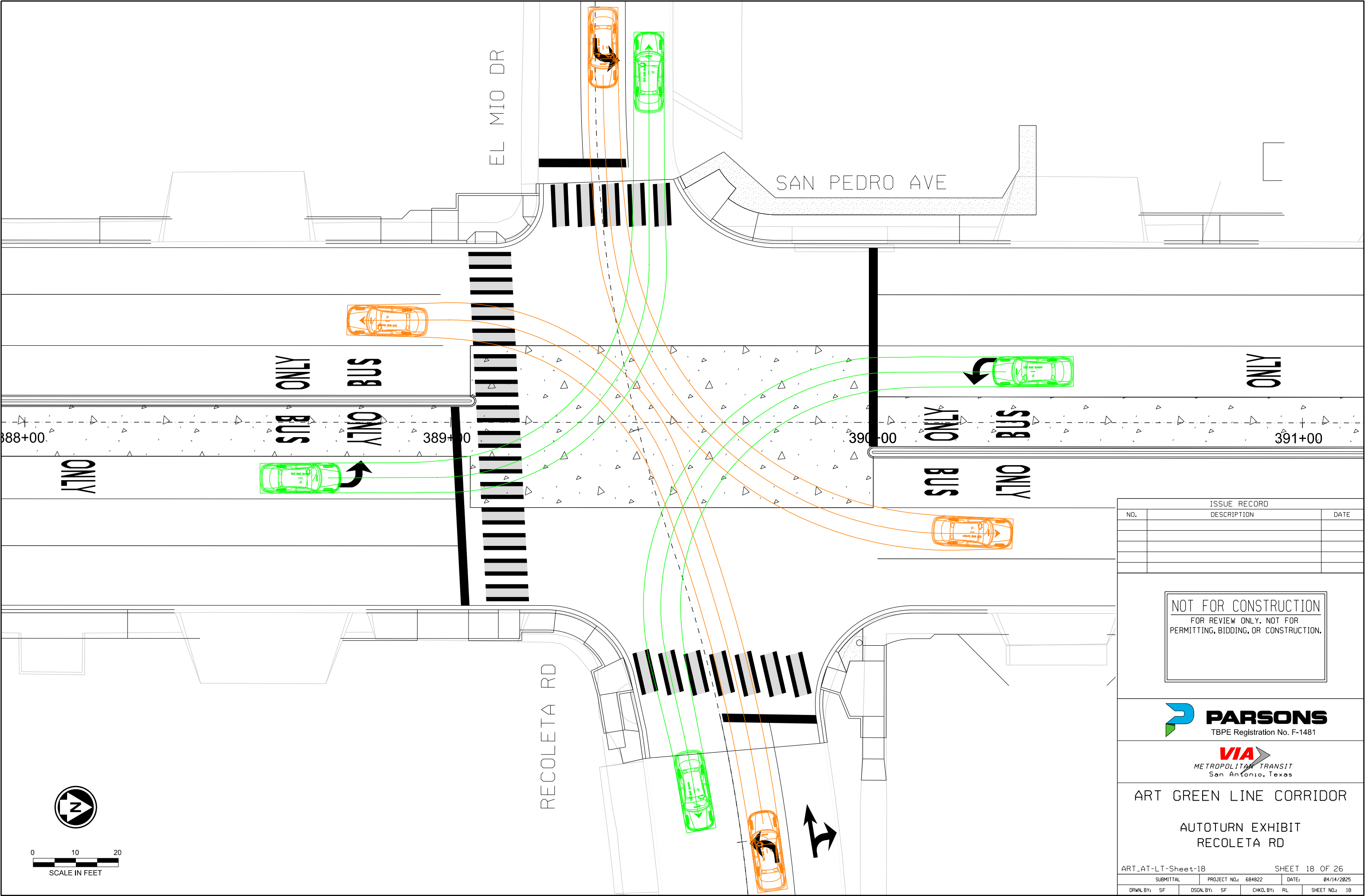
VIA
METROPOLITAN TRANSIT
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
BASSE RD

ART_AT-LT-Sheet-17			SHEET 17 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHECKED BY: RL	SHEET NO.: 17	

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 **PARSONS**
TBPE Registration No. F-1481

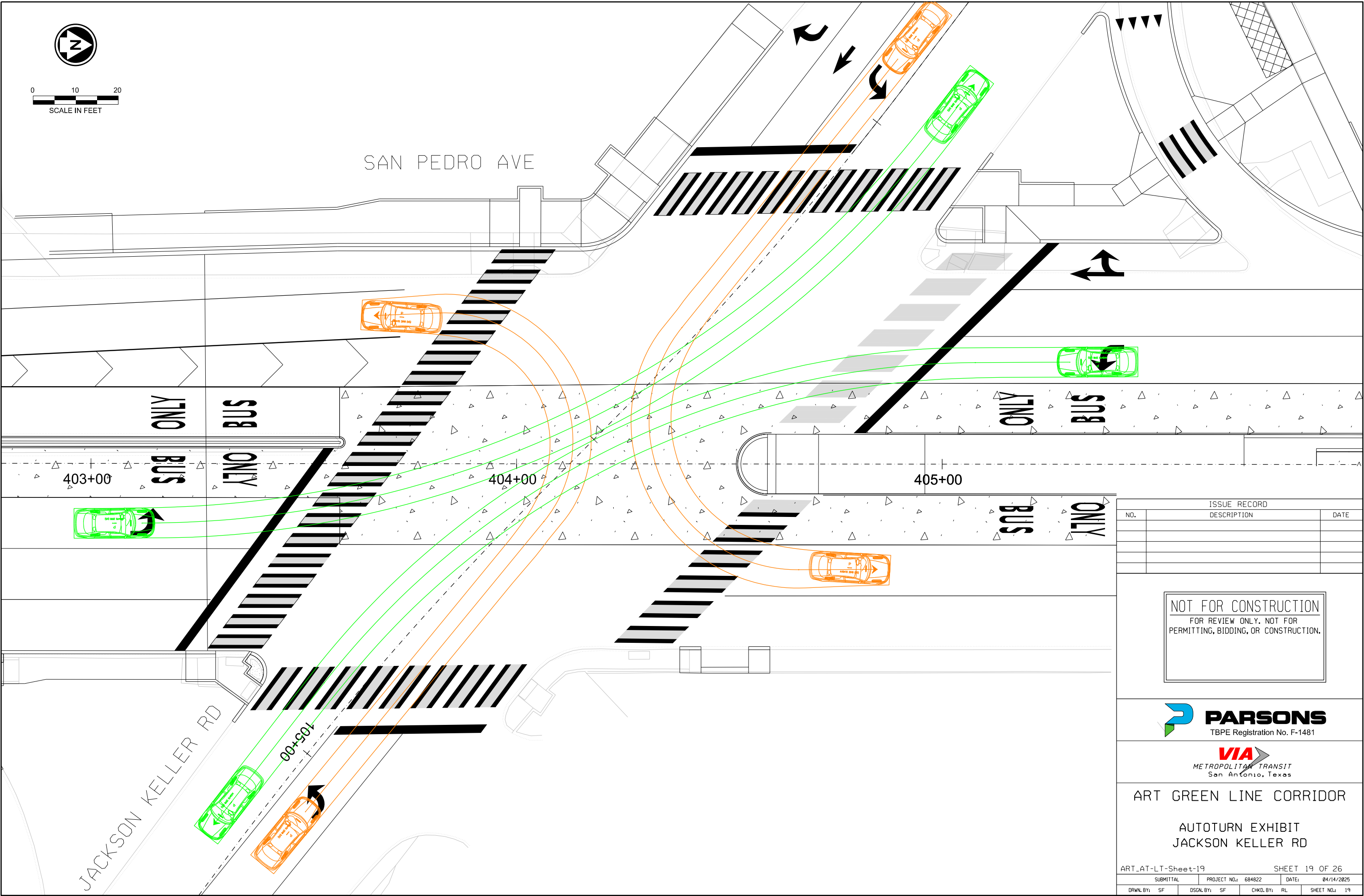
VIA
METROPOLITAN TRANSIT
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
RECOLETA RD

ART_AT-LT-Sheet-18			SHEET 18 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
DRWN. BY: SF	DSGN. BY: SF	CHKD. BY: RL	SHEET NO.: 18	

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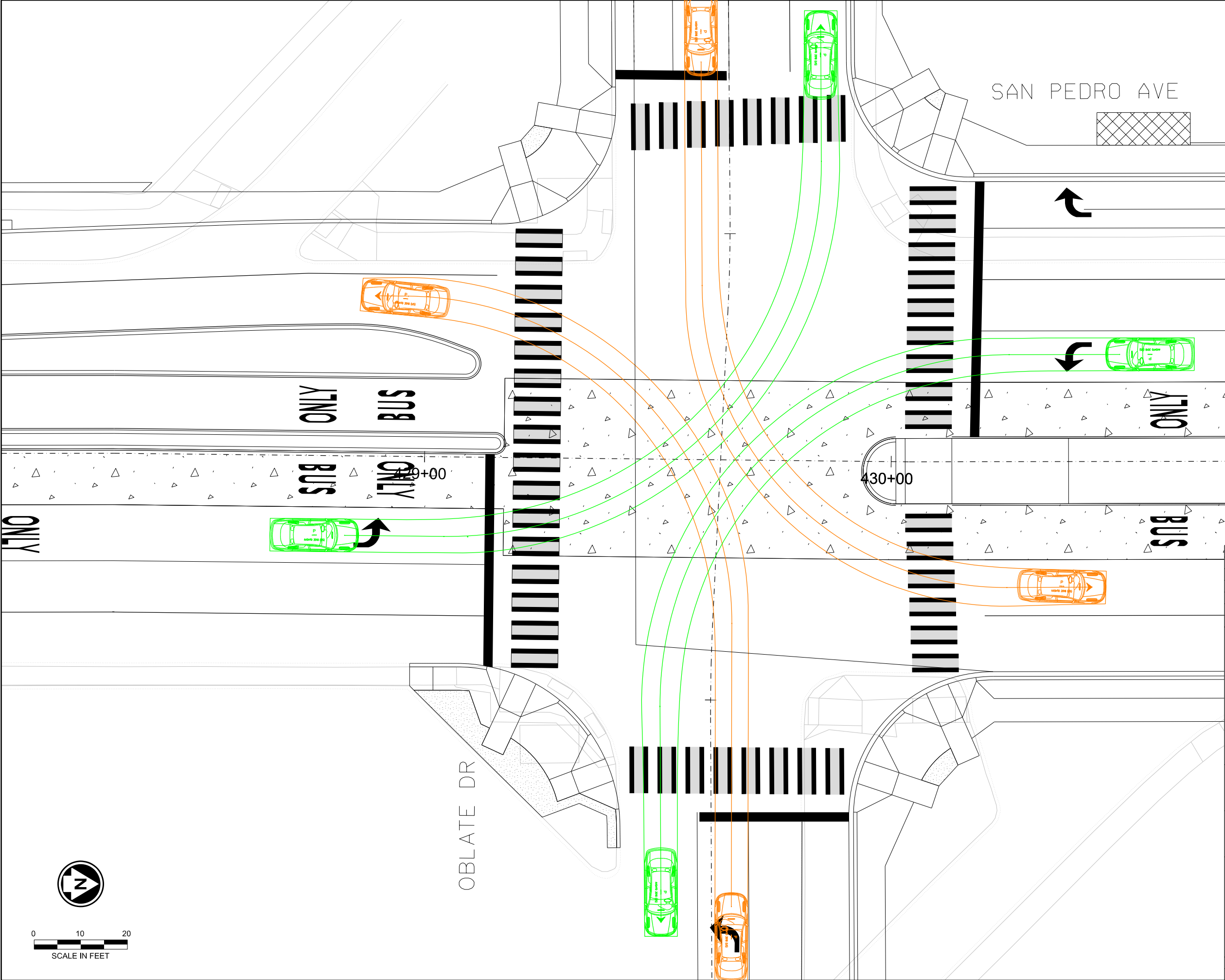
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ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
JACKSON KELLER RD

ART_AT-LT-Sheet-19			SHEET 19 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
DRWN. BY: SF	DSGN. BY: SF	CHKD. BY: RL	SHEET NO.: 19	



ISSUE RECORD		
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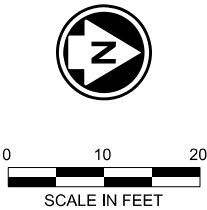
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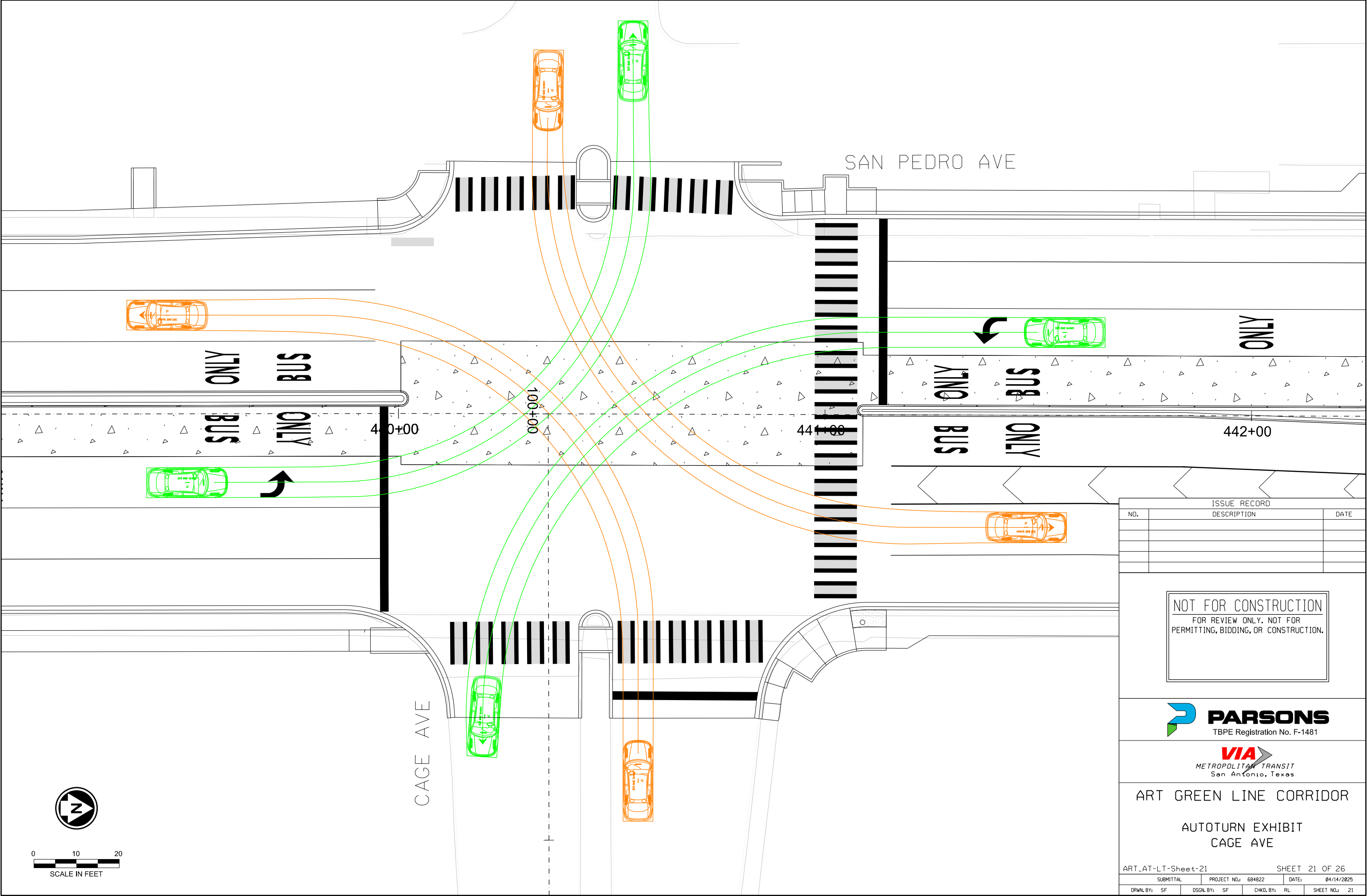
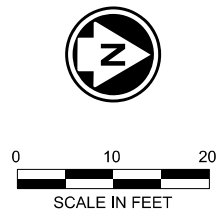
ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
OBLATE DR

ART_AT-LT-Sheet-20			SHEET 20 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
DRWN. BY: SF	DSGN. BY: SF	CHKD. BY: RL	SHEET NO.: 20	



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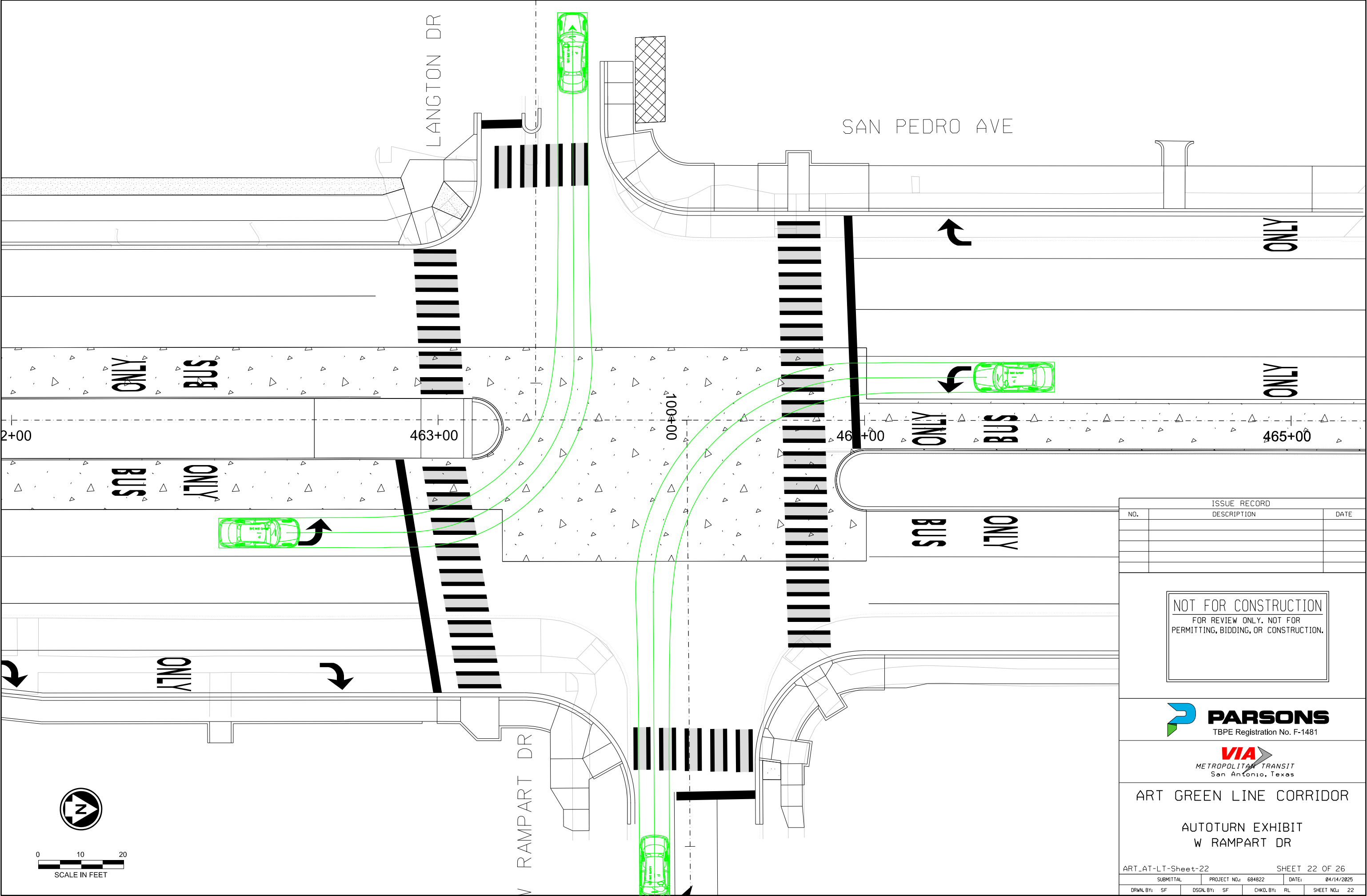


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
CAGE AVE

ART_AT-LT-Sheet-21		SHEET 21 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHKD BY: RL	SHEET NO.: 21

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ISSUE RECORD		
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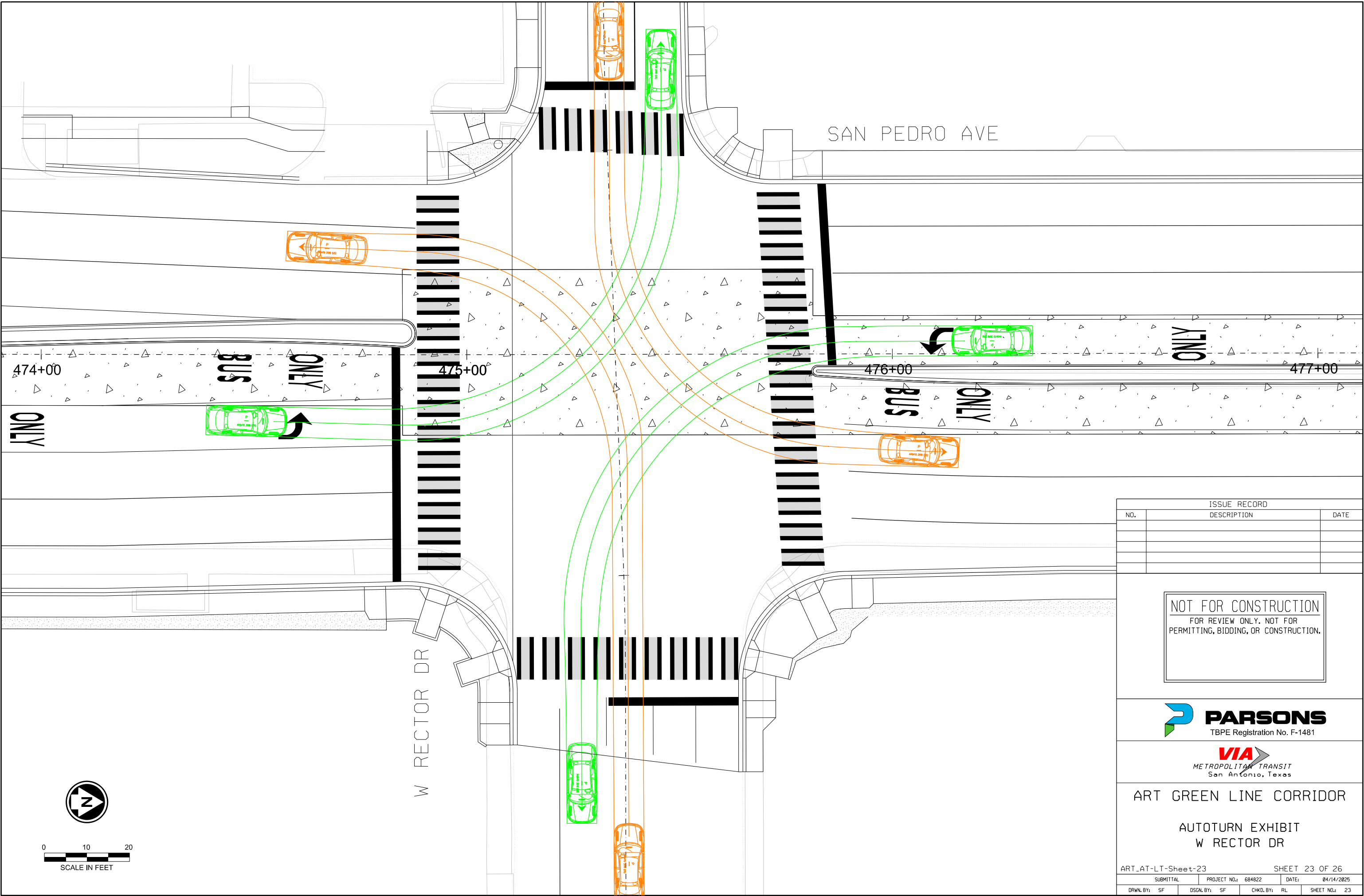


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W RAMPART DR

ART_AT-LT-Sheet-22		SHEET 22 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRWN. BY: SF	DSGN. BY: SF	CHKD. BY: RL	SHEET NO.: 22

3/19/2025 2:50:15 PM pwt://VANVA01PWINT01.Parsons.com/Texas State/Documents/VIA ART - 684822/90 - User Files/Parsons/Sino Famil/Sheets-Left-Turn/VIA-ART_AT-LT-Sheet-23.dgn



ISSUE RECORD		
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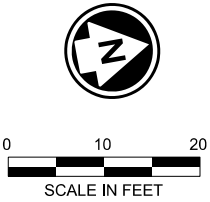
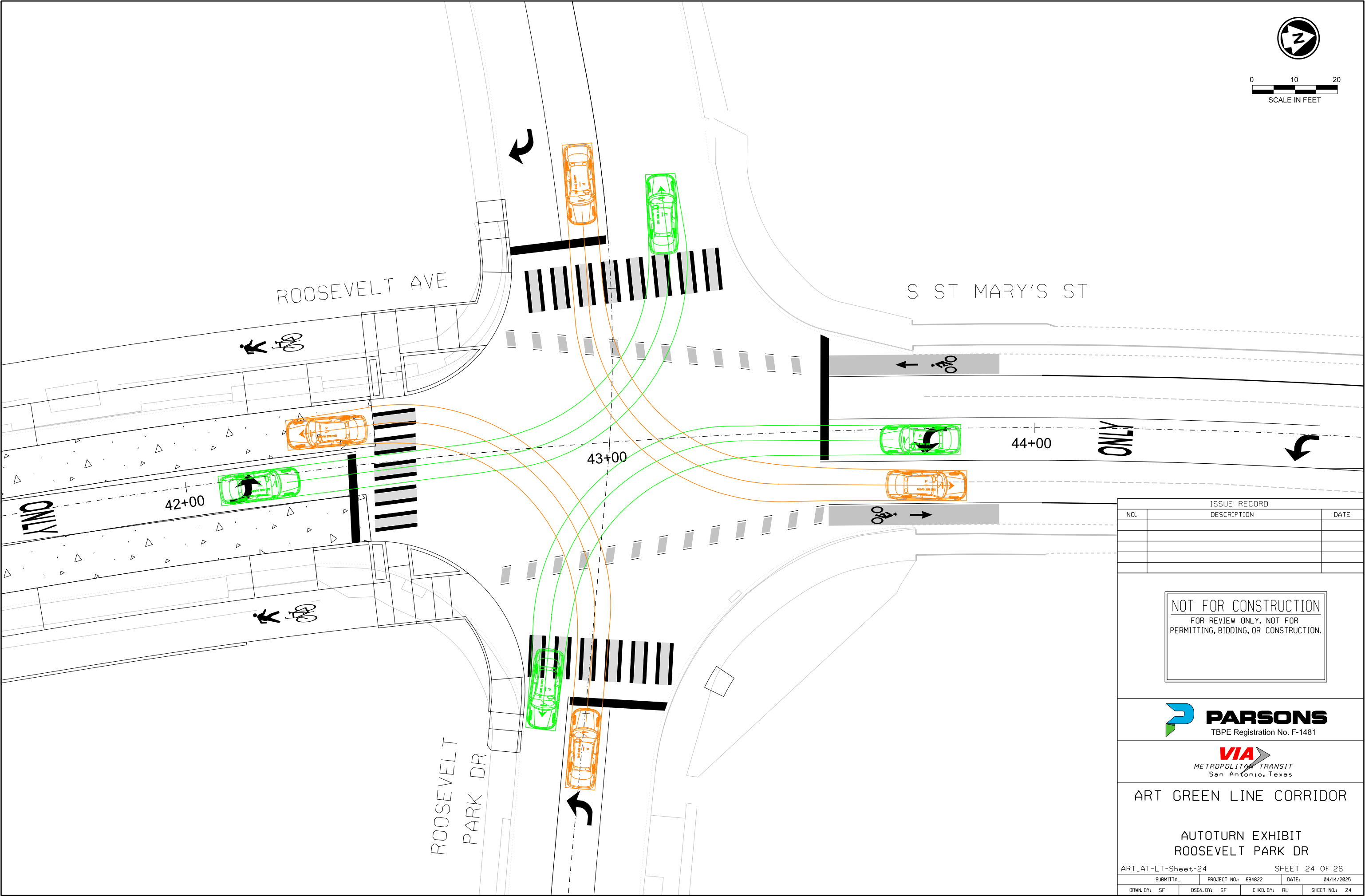


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W RECTOR DR

ART_AT-LT-Sheet-23		SHEET 23 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHECKED BY: RL	SHEET NO.: 23

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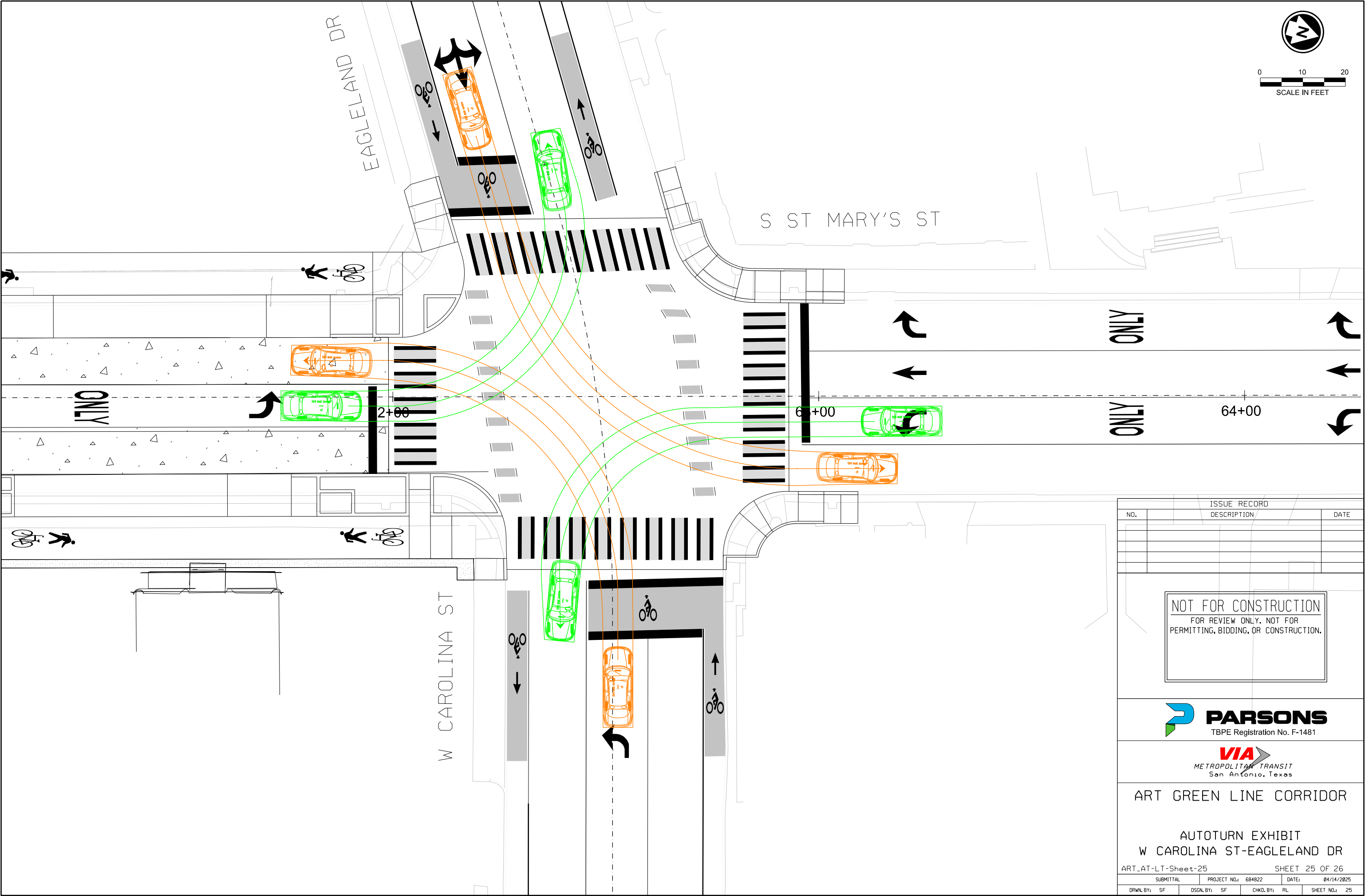


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
ROOSEVELT PARK DR

ART_AT-LT-Sheet-24		SHEET 24 OF 26	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHKD BY: RL	SHEET NO.: 24

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TBPE Registration No. F-1481

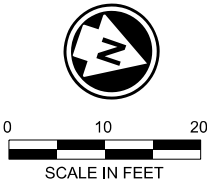
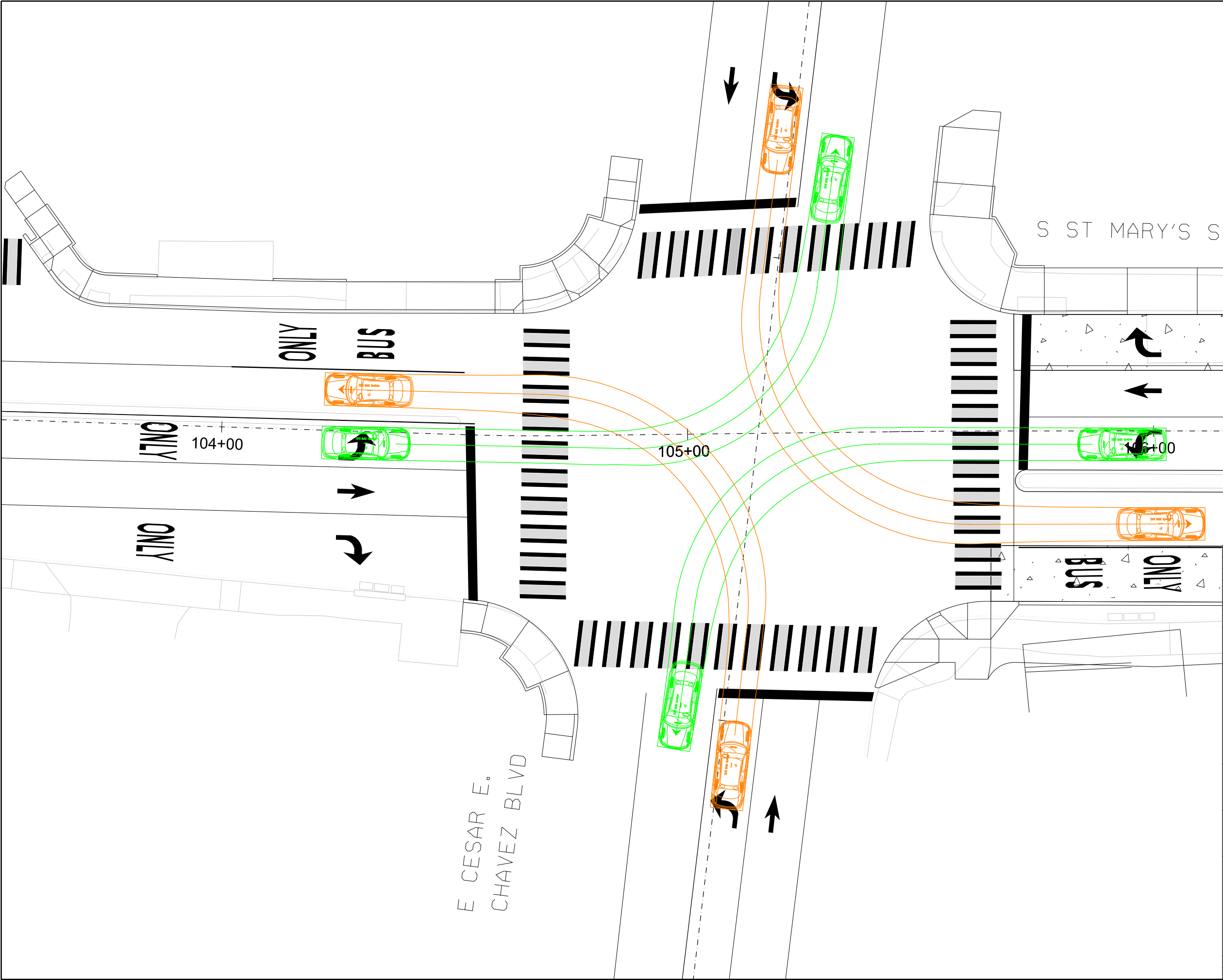
 **VIA**
METROPOLITAN TRANSIT
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
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SUBMITTAL		PROJECT NO.: 684822	DATE: 04/14/2025
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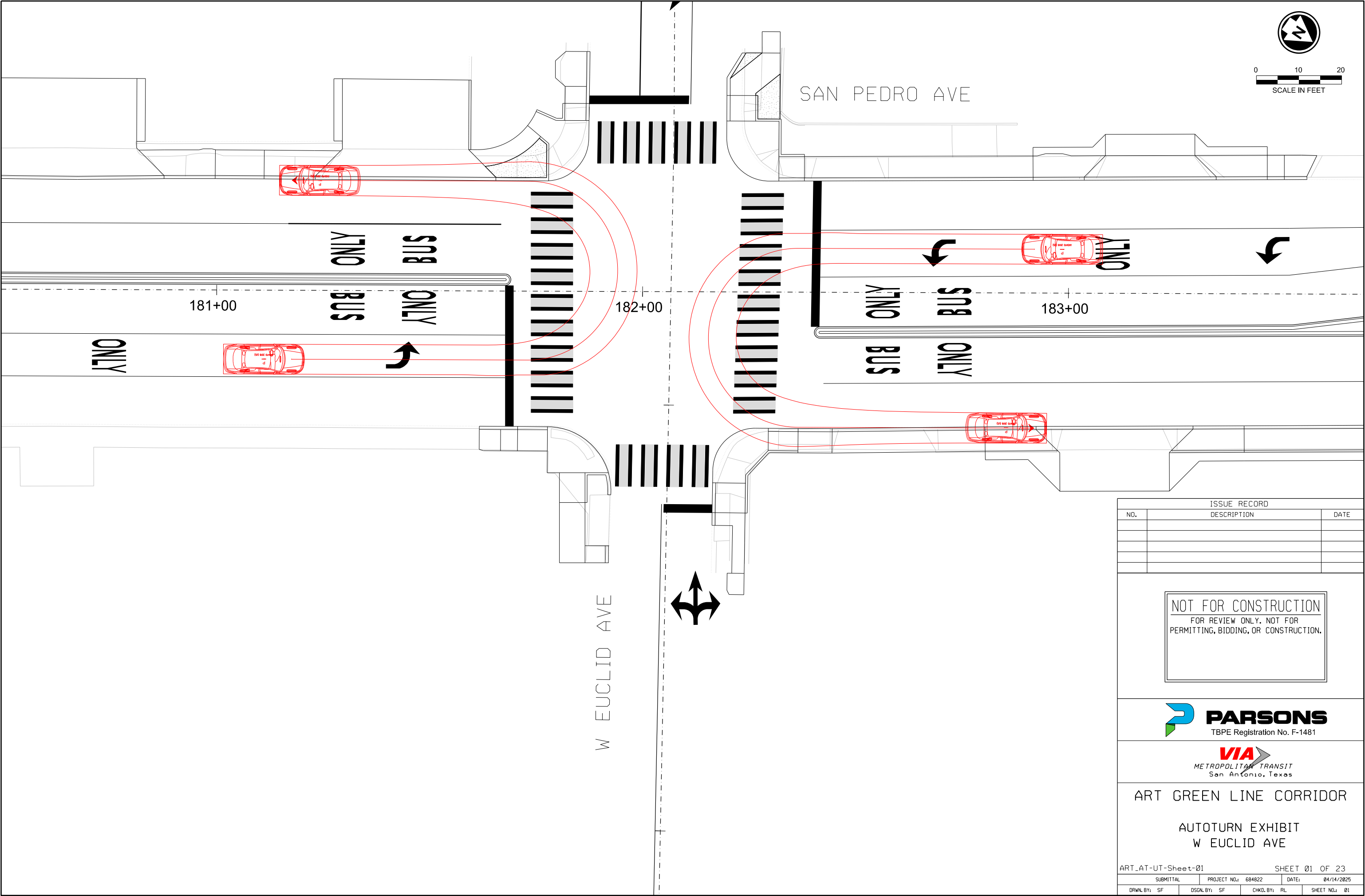
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ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
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ART_AT-LT-Sheet-26			SHEET 26 OF 26	
SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
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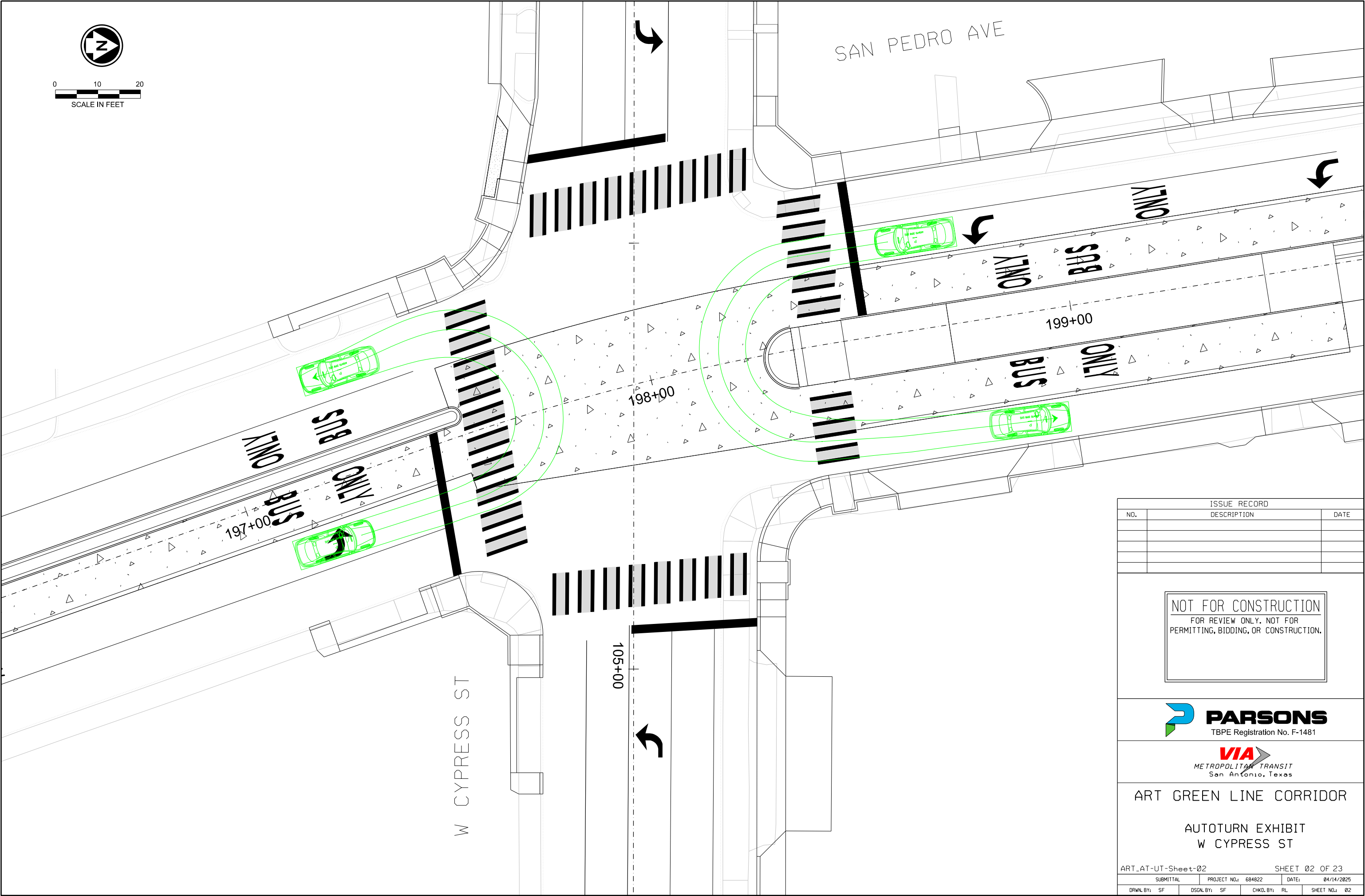


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
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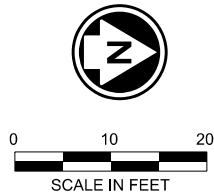
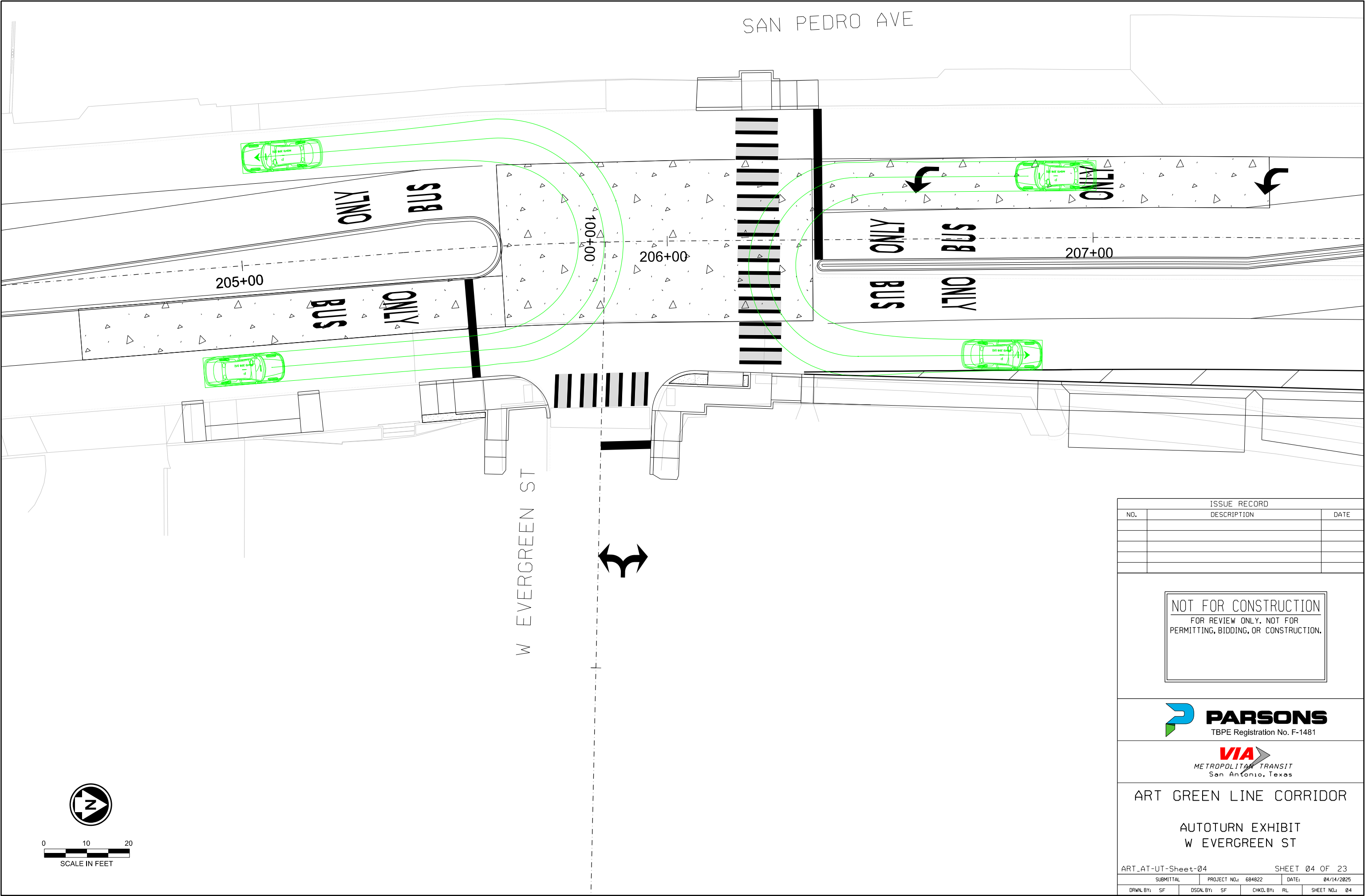
 **VIA**
METROPOLITAN TRANSIT
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W CYPRESS ST

ART_AT-UT-Sheet-02		SHEET 02 OF 23	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
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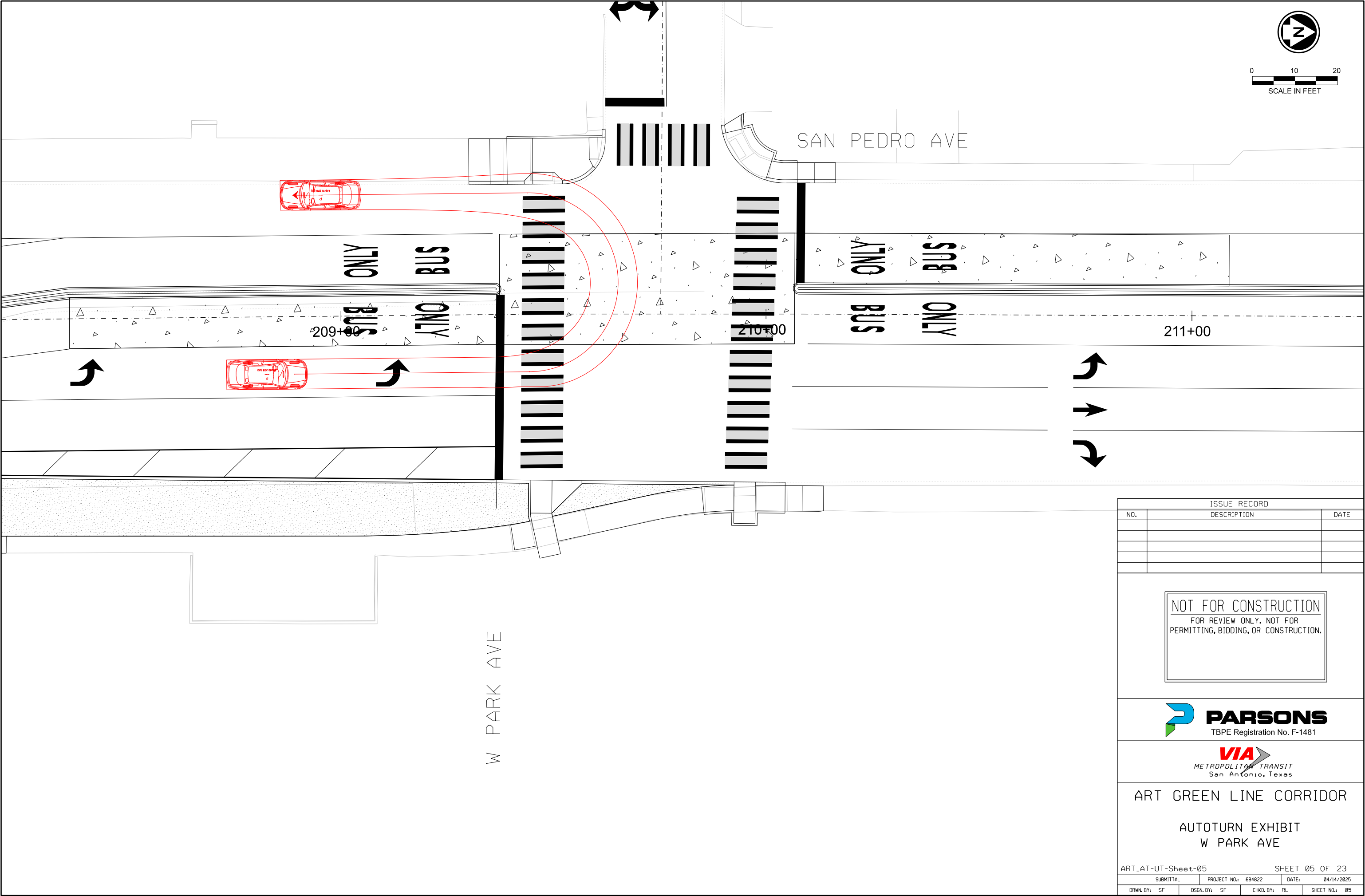


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W EVERGREEN ST

ART_AT-UT-Sheet-04			SHEET 04 OF 23	
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TBPE Registration No. F-1481



San Antonio, Texas

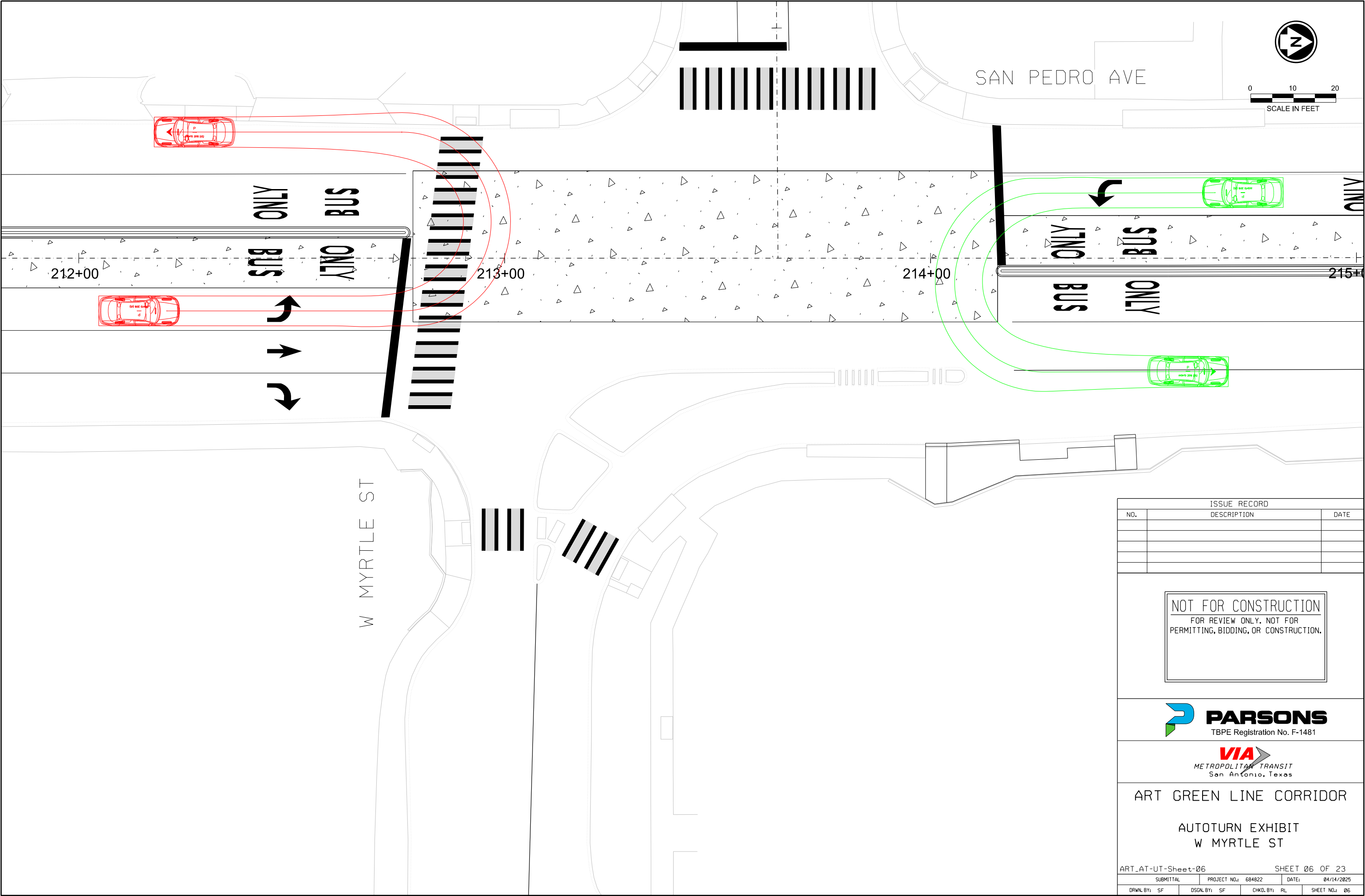
ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W PARK AVE

ART_AT-UT-Sheet-05

SHEET 05 OF 23

SUBMITTAL		PROJECT NO.: 684822	DATE: 04/14/2025
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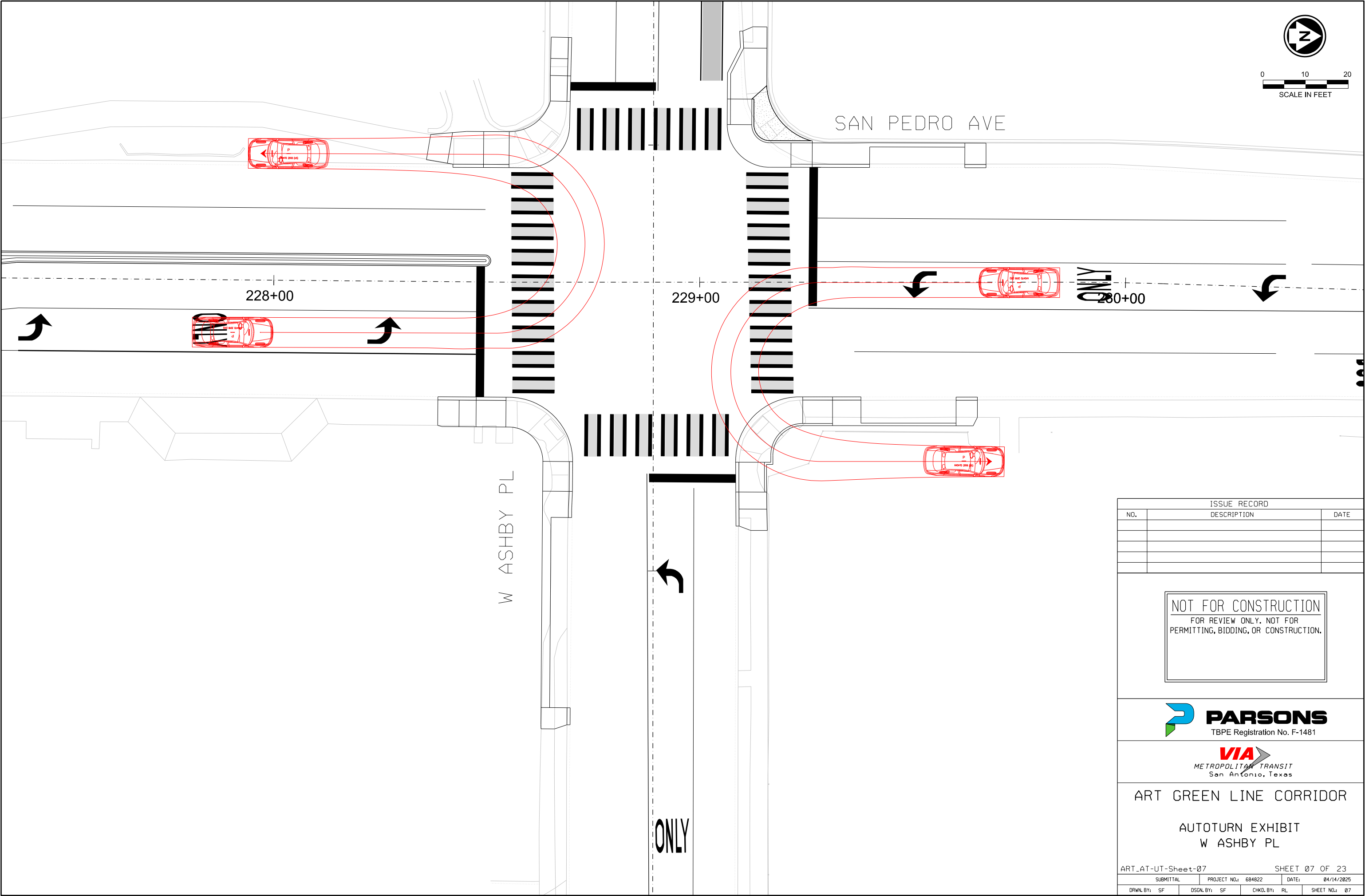


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W MYRTLE ST

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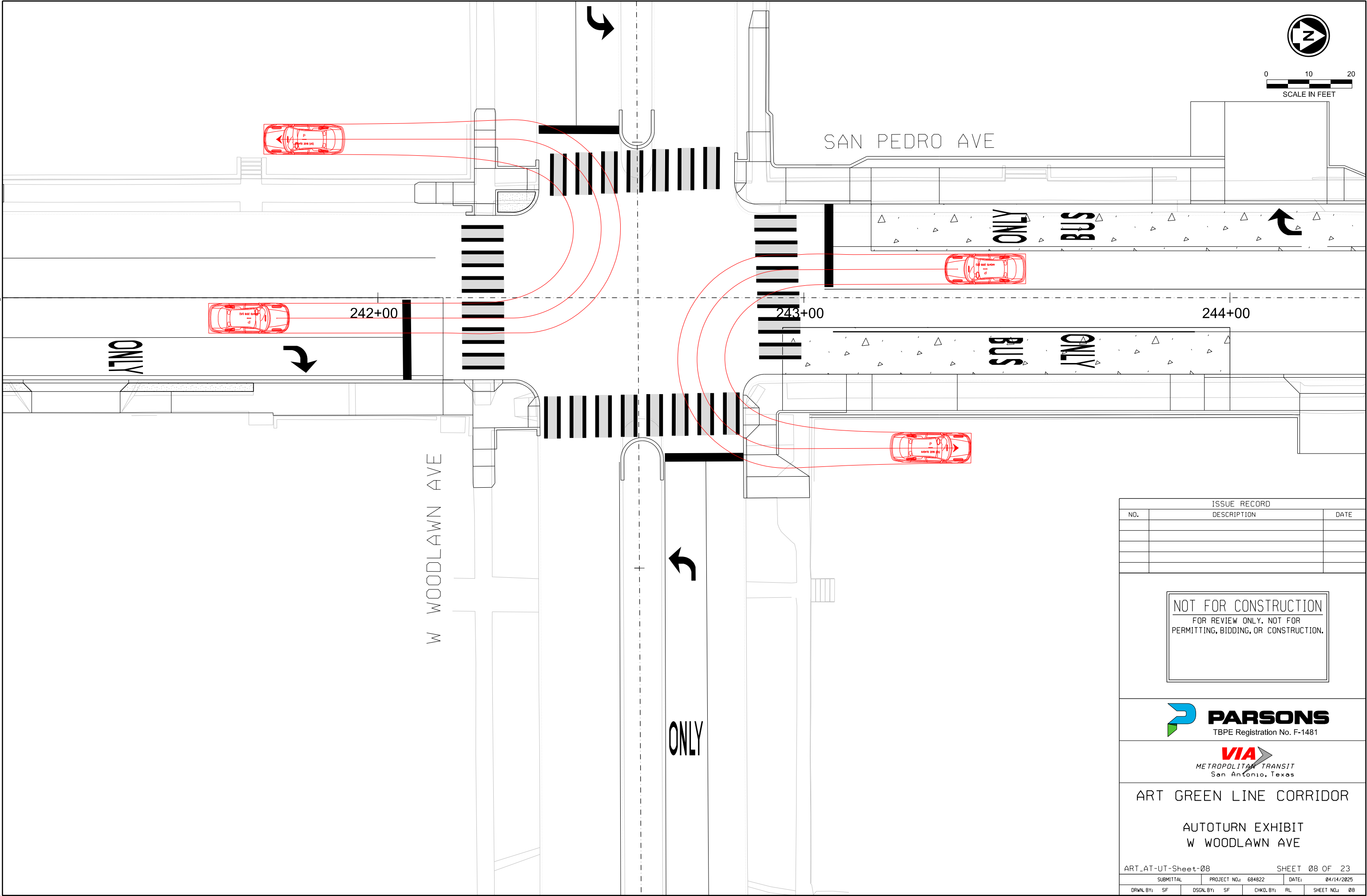


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W ASHBY PL

ART_AT-UT-Sheet-07			SHEET 07 OF 23	
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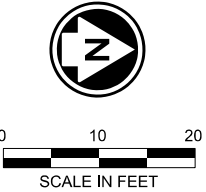
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ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W WOODLAWN AVE

ART_AT-UT-Sheet-08		SHEET 08 OF 23	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
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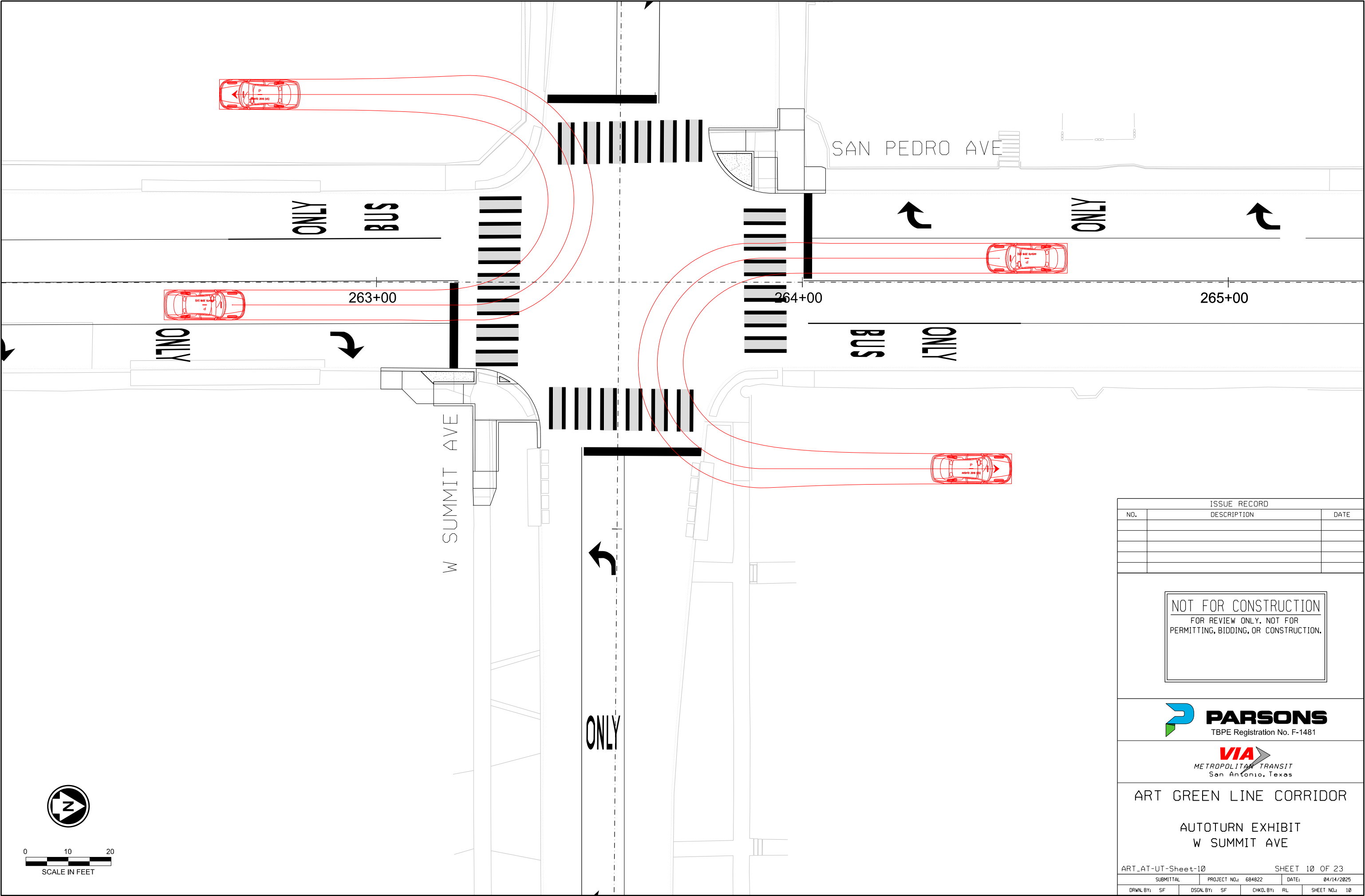
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ART GREEN LINE CORRIDOR

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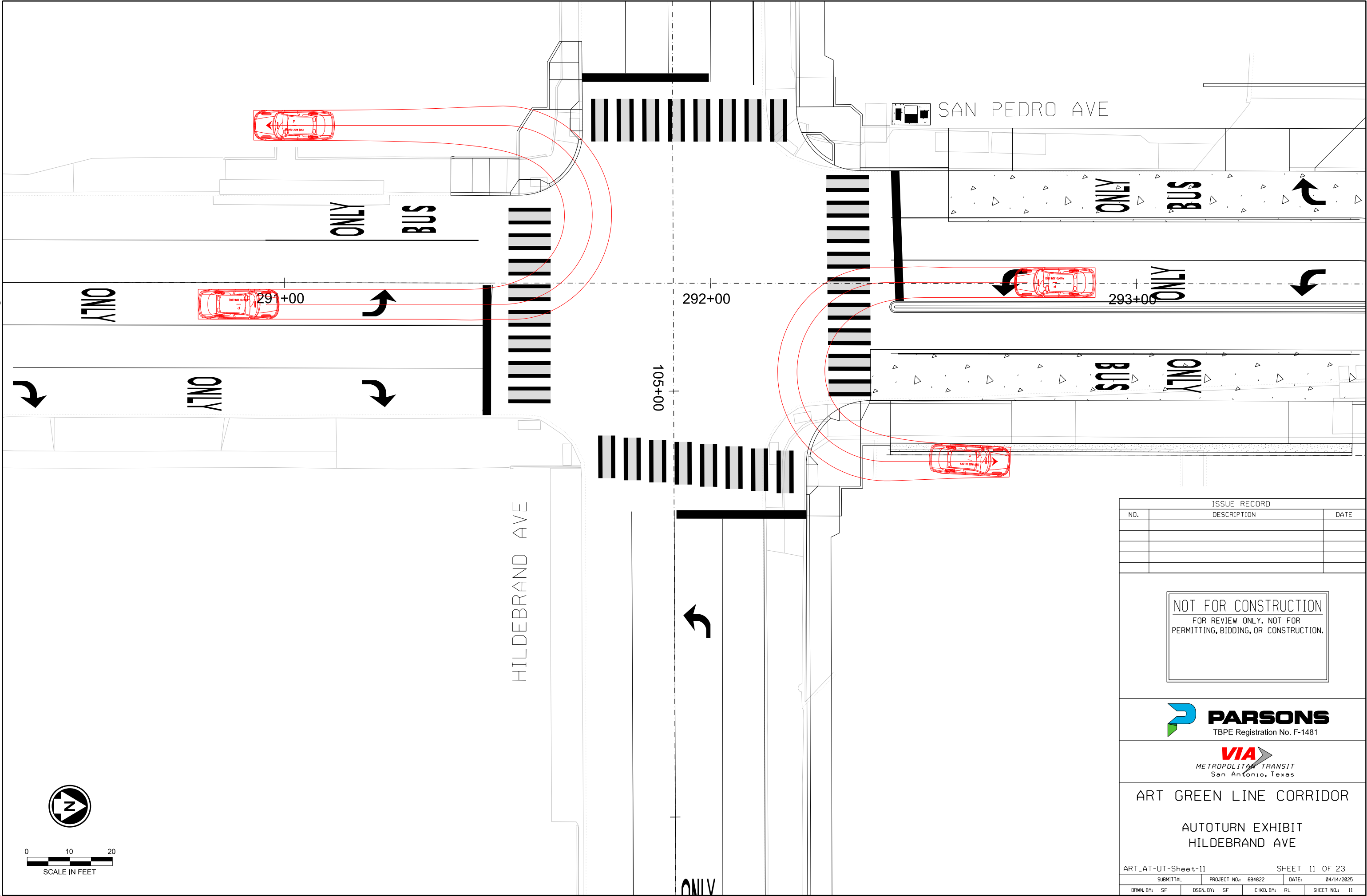
 **PARSONS**
TBPE Registration No. F-1481

 **VIA**
METROPOLITAN TRANSIT
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W SUMMIT AVE

ART_AT-UT-Sheet-10			SHEET 10 OF 23		
SUBMITTAL		PROJECT NO.: 684822		DATE: 04/14/2025	
DRWN. BY: SF		DSGN. BY: SF		CHKD. BY: RL	
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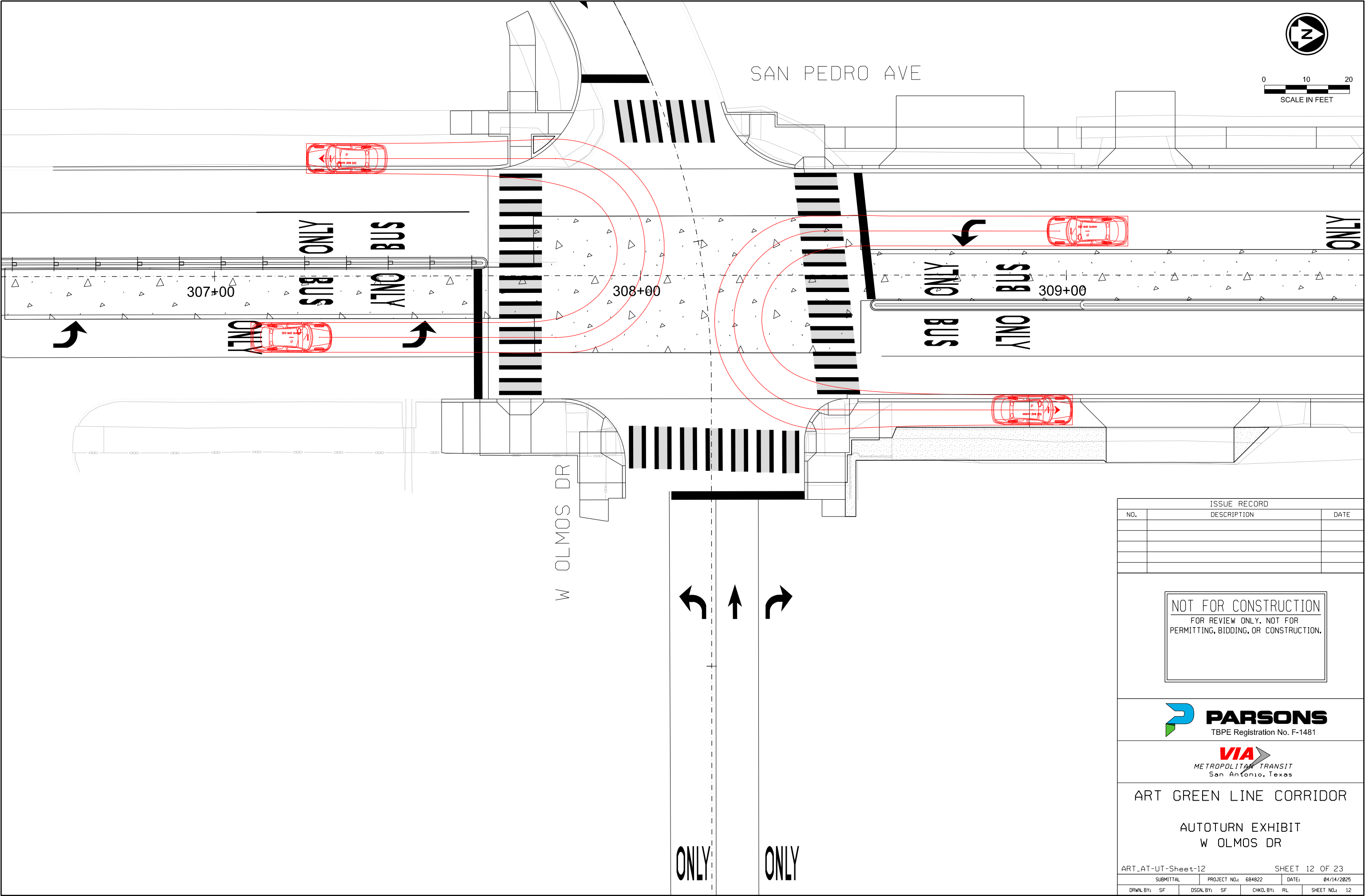


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
HILDEBRAND AVE

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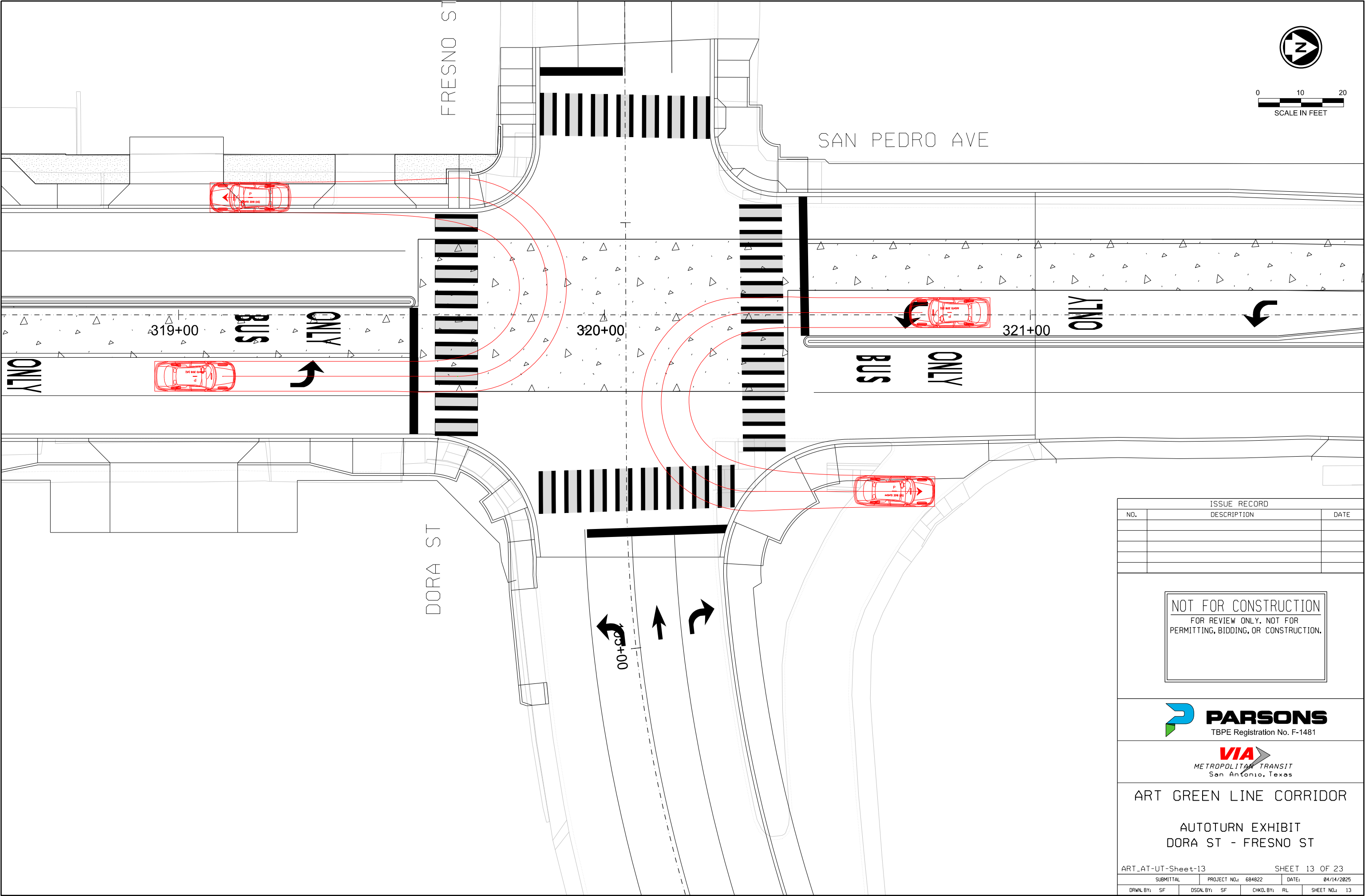


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W OLMOS DR

ART_AT-UT-Sheet-12			SHEET 12 OF 23		
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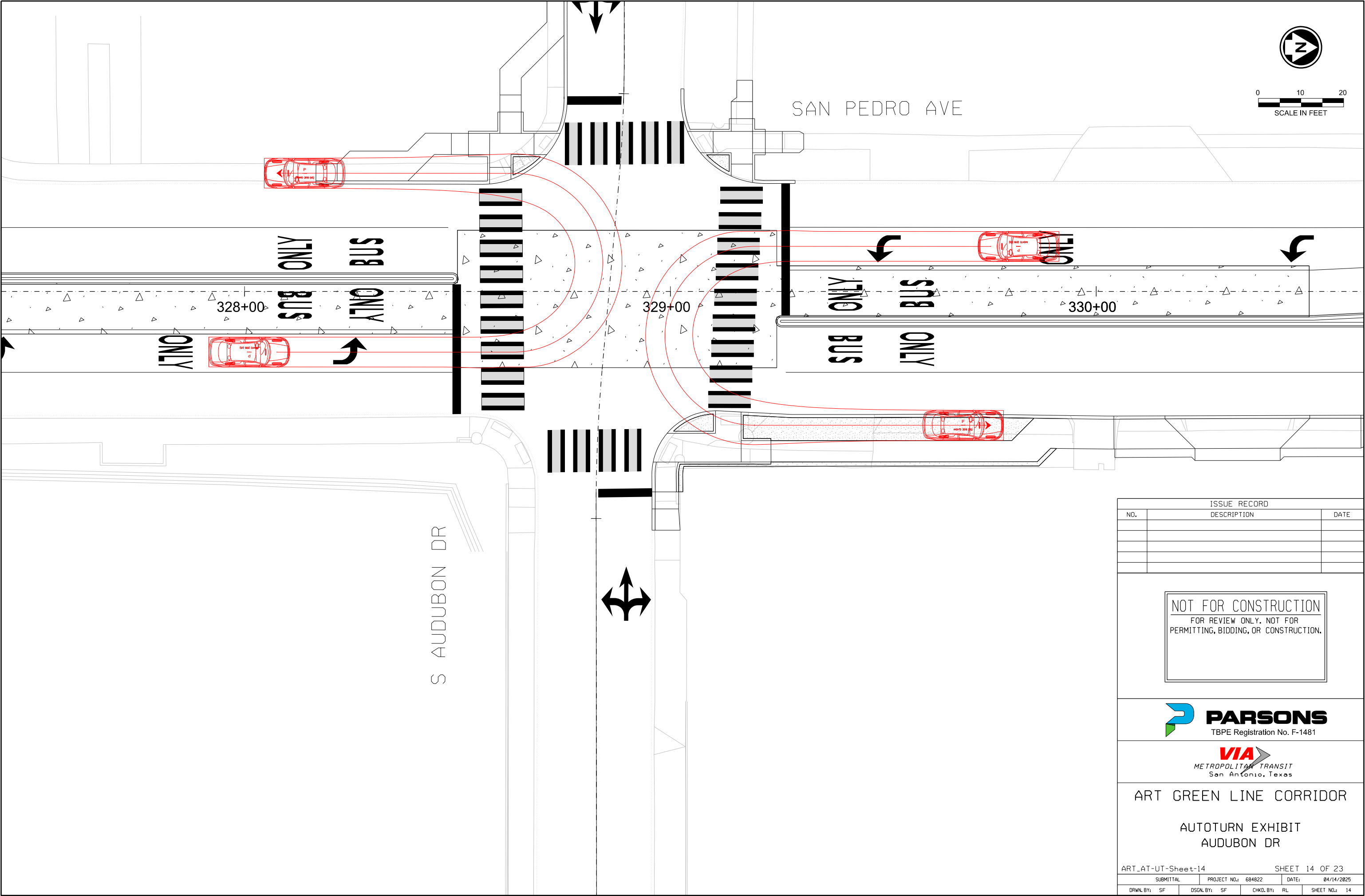


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
DORA ST - FRESNO ST

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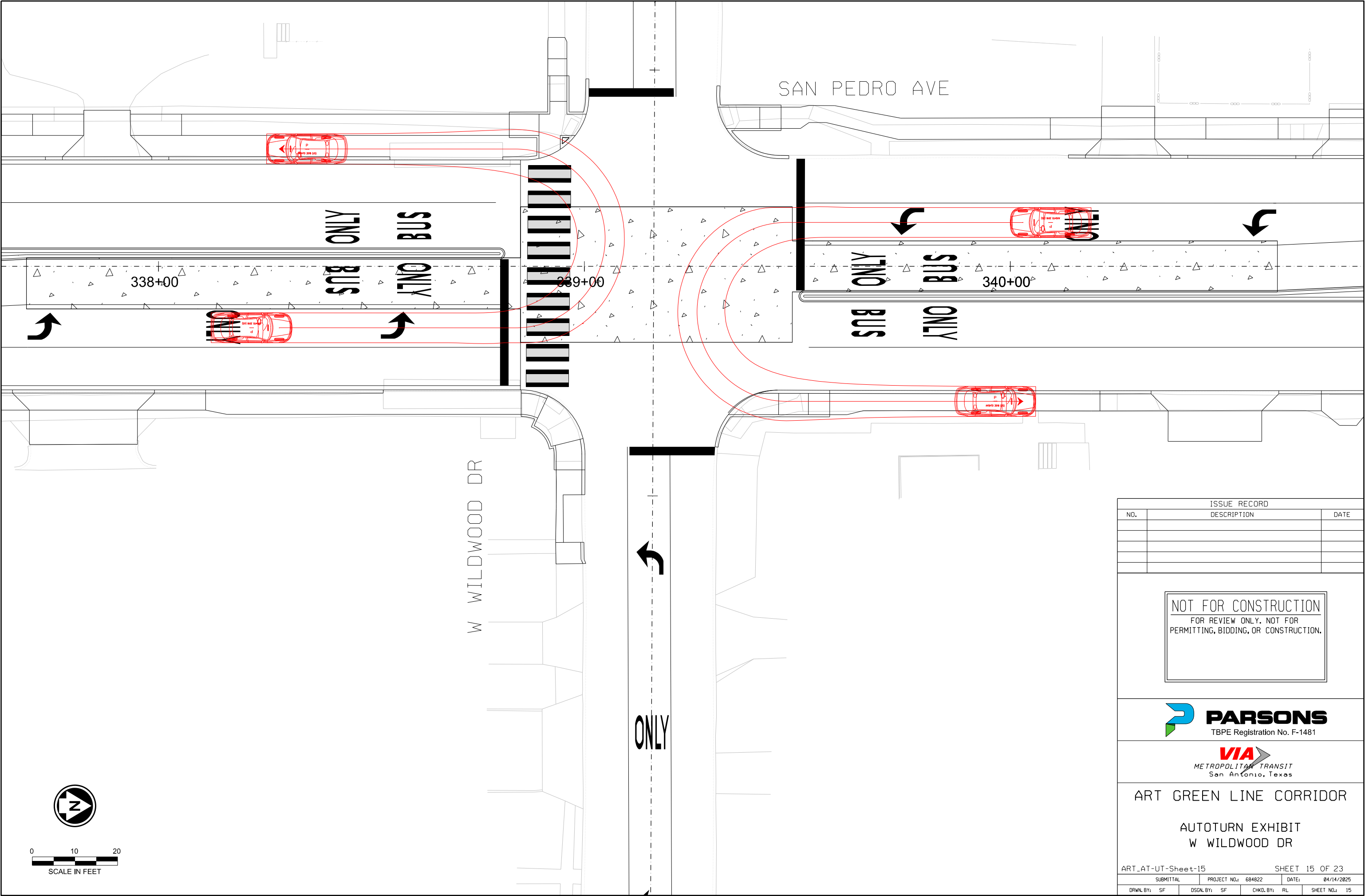


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
AUDUBON DR

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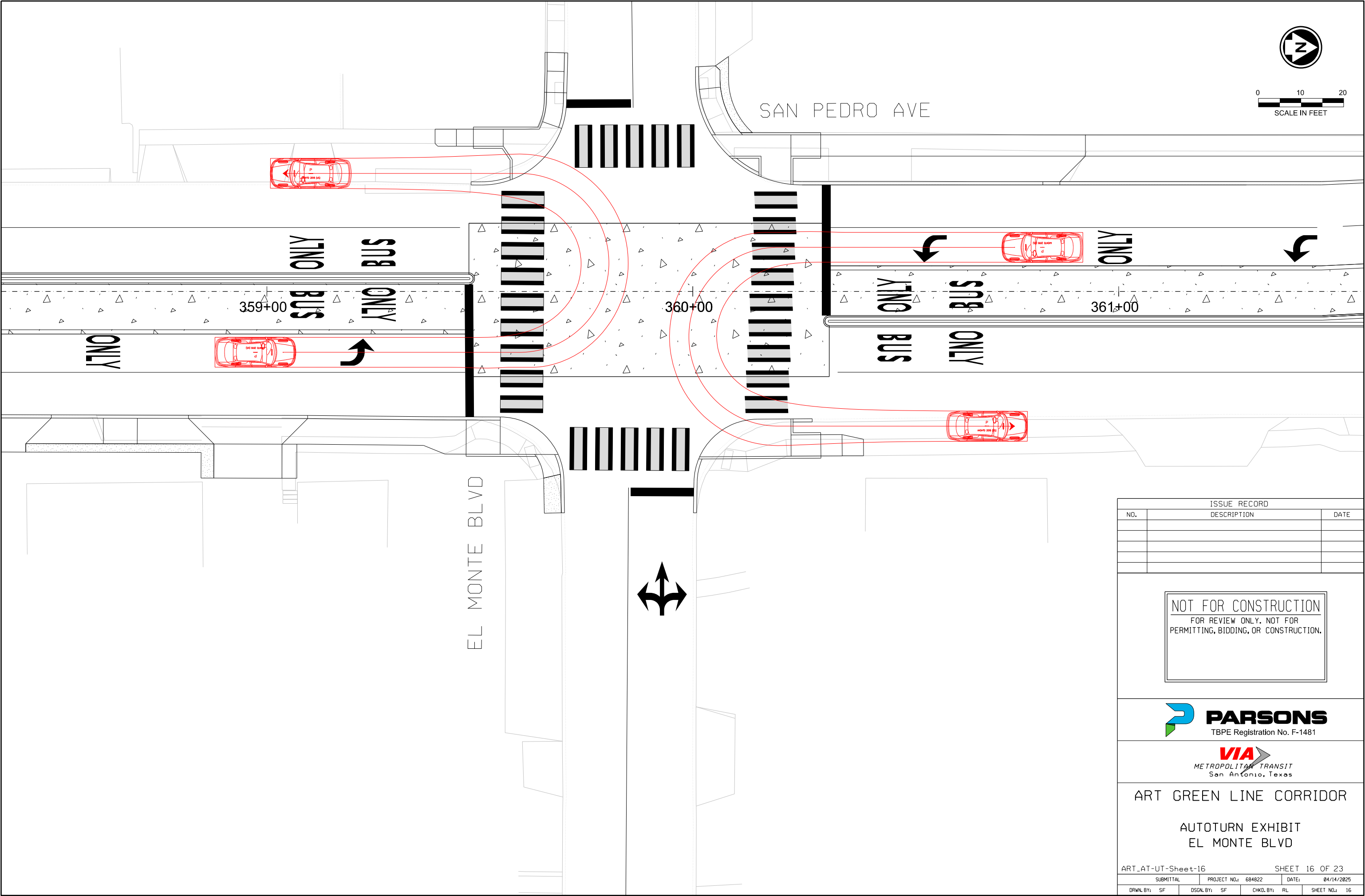


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W WILDWOOD DR

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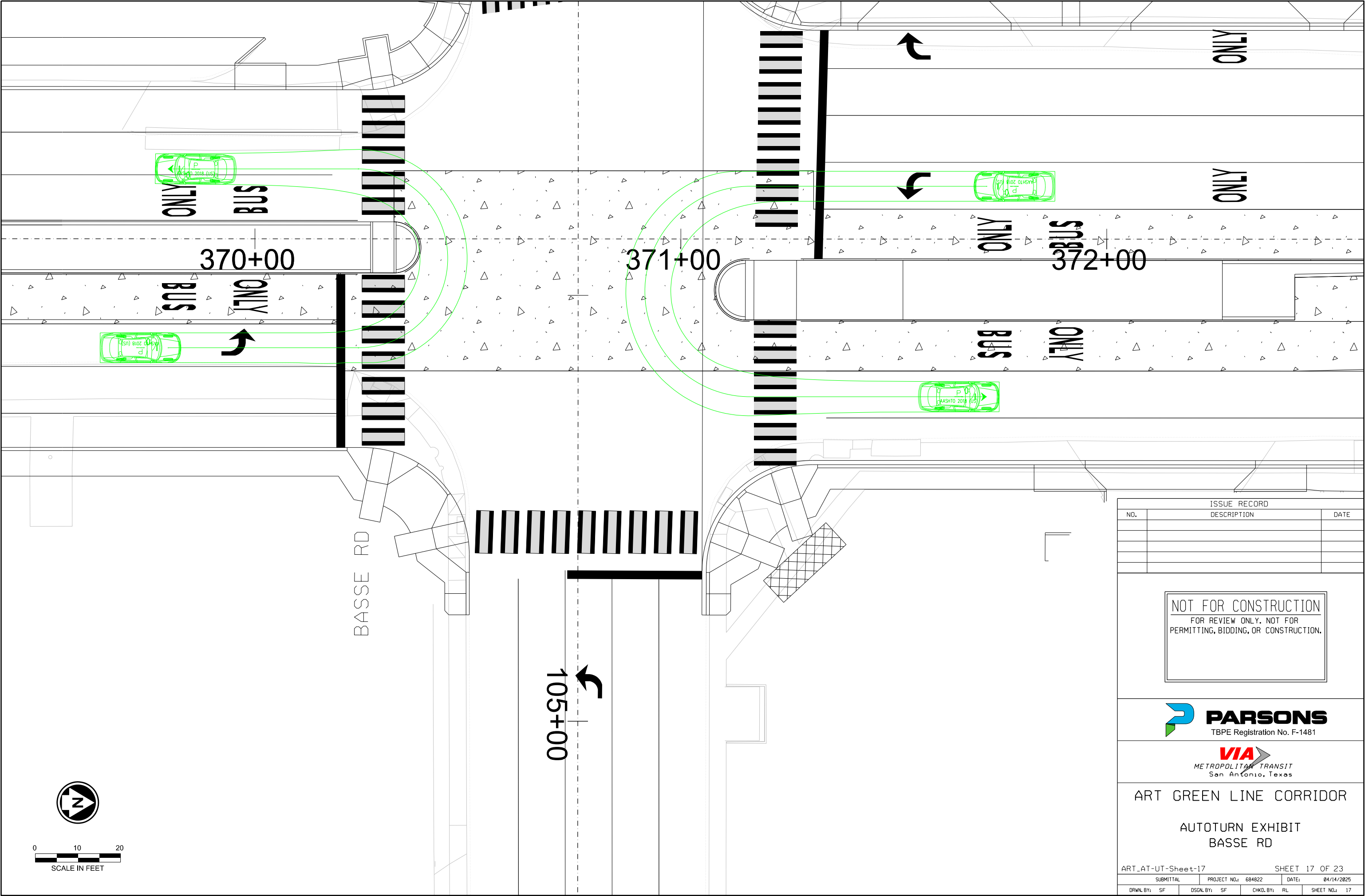
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ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
EL MONTE BLVD

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SUBMITTAL		PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHECKED BY: RL	SHEET NO.: 16	



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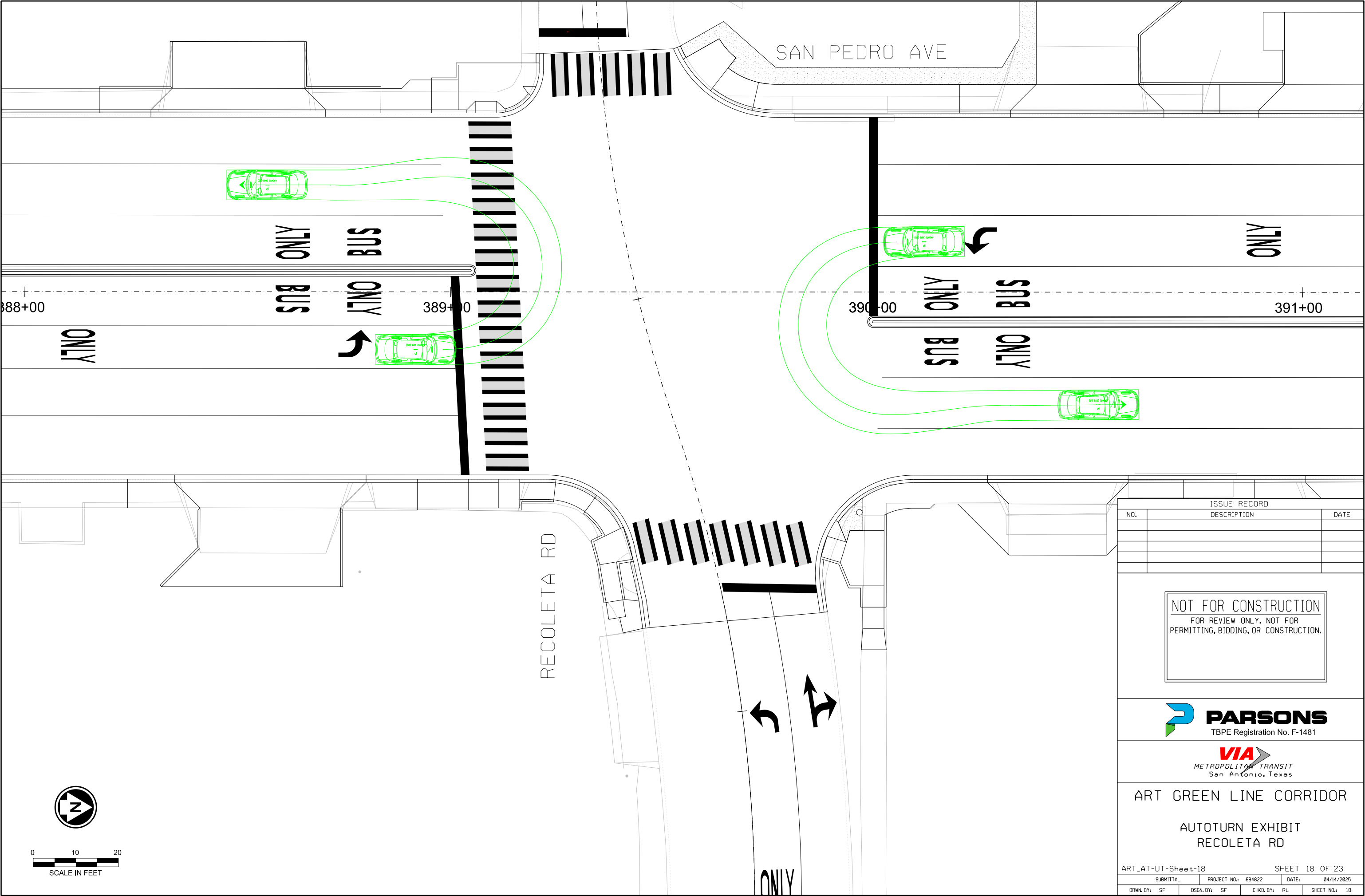


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
BASSE RD

ART_AT-UT-Sheet-17			SHEET 17 OF 23	
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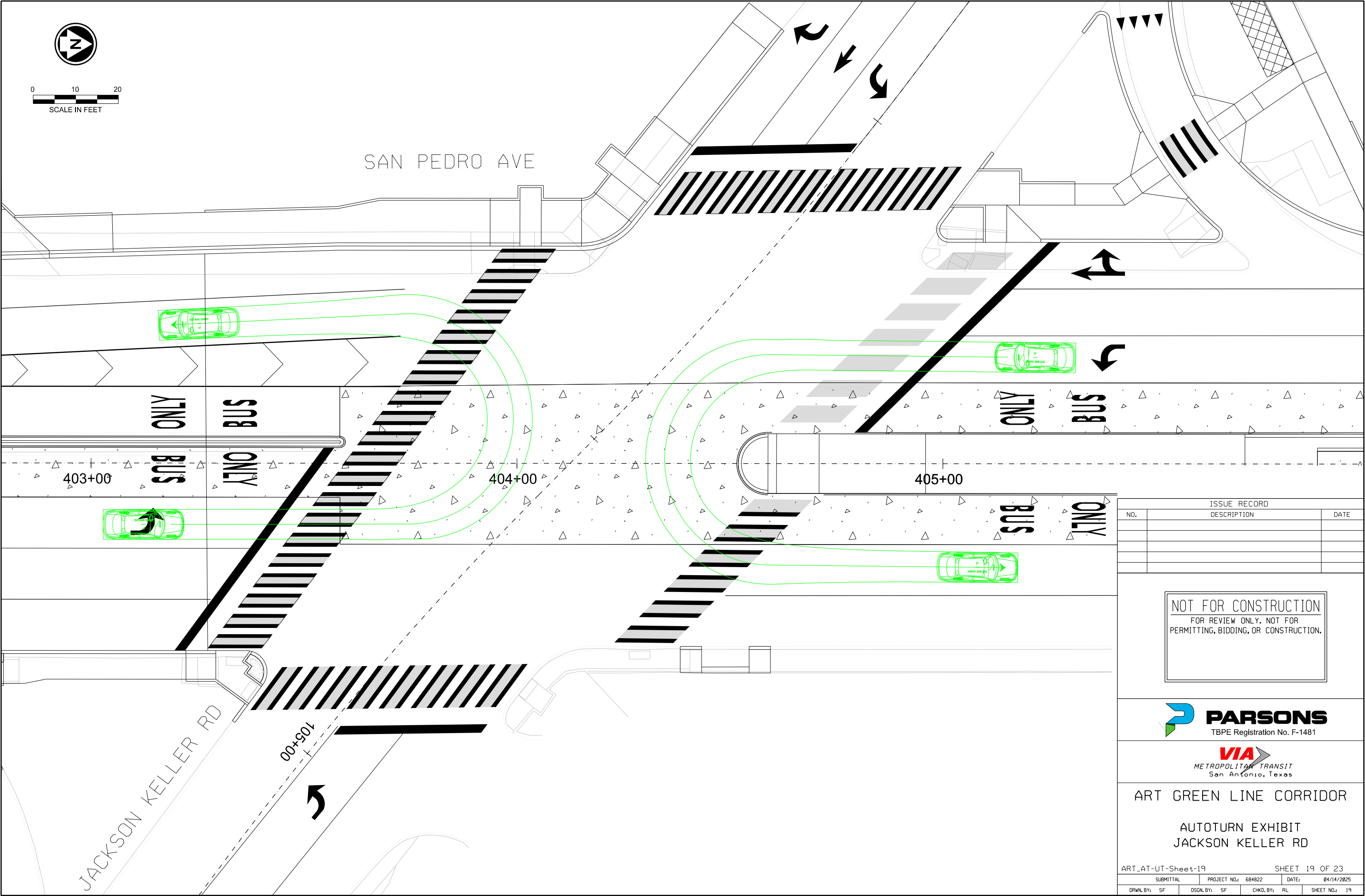


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
RECOLETA RD

ART_AT-UT-Sheet-18			SHEET 18 OF 23	
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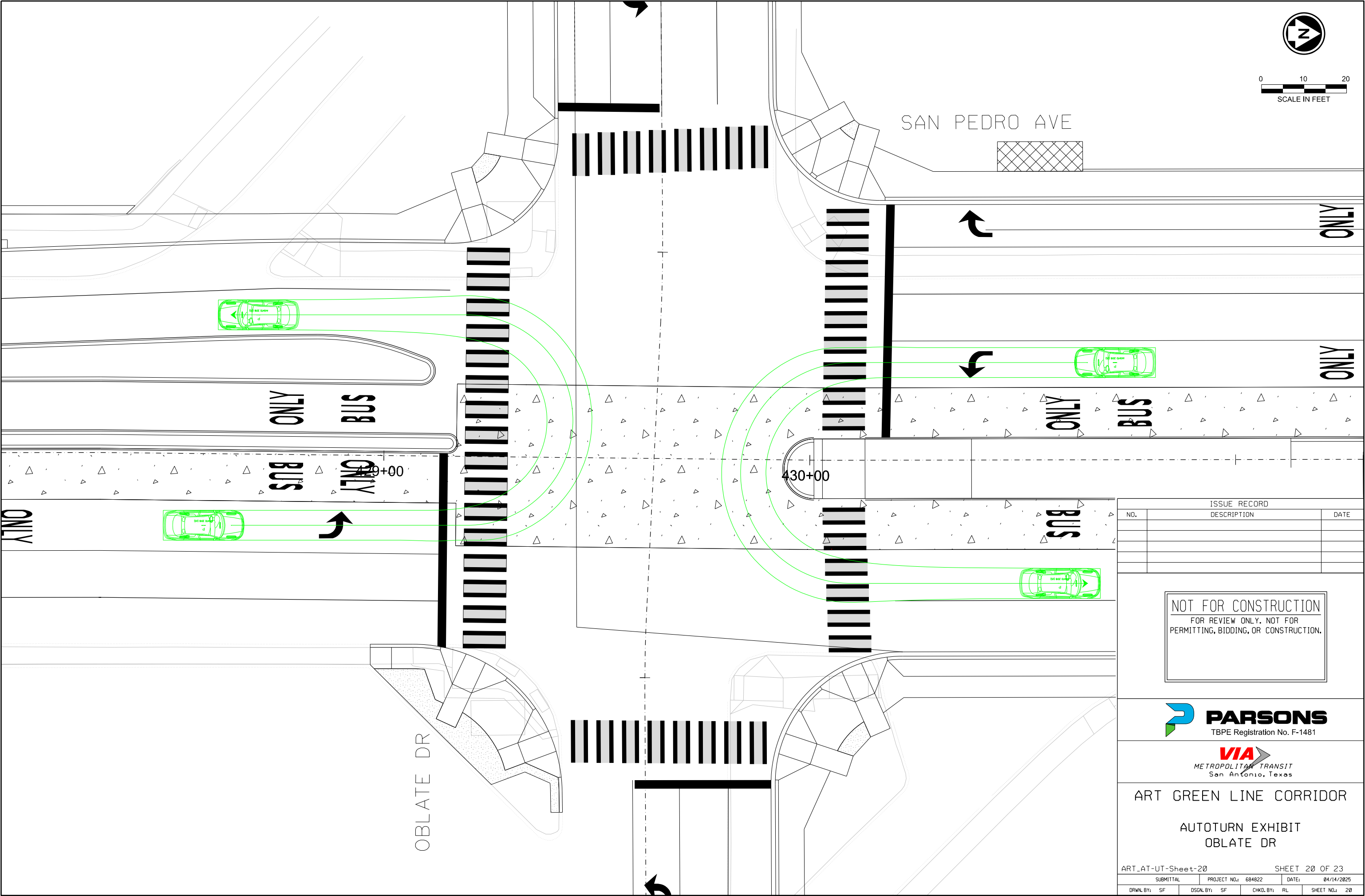
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ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
JACKSON KELLER RD

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SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
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TBPE Registration No. F-1481

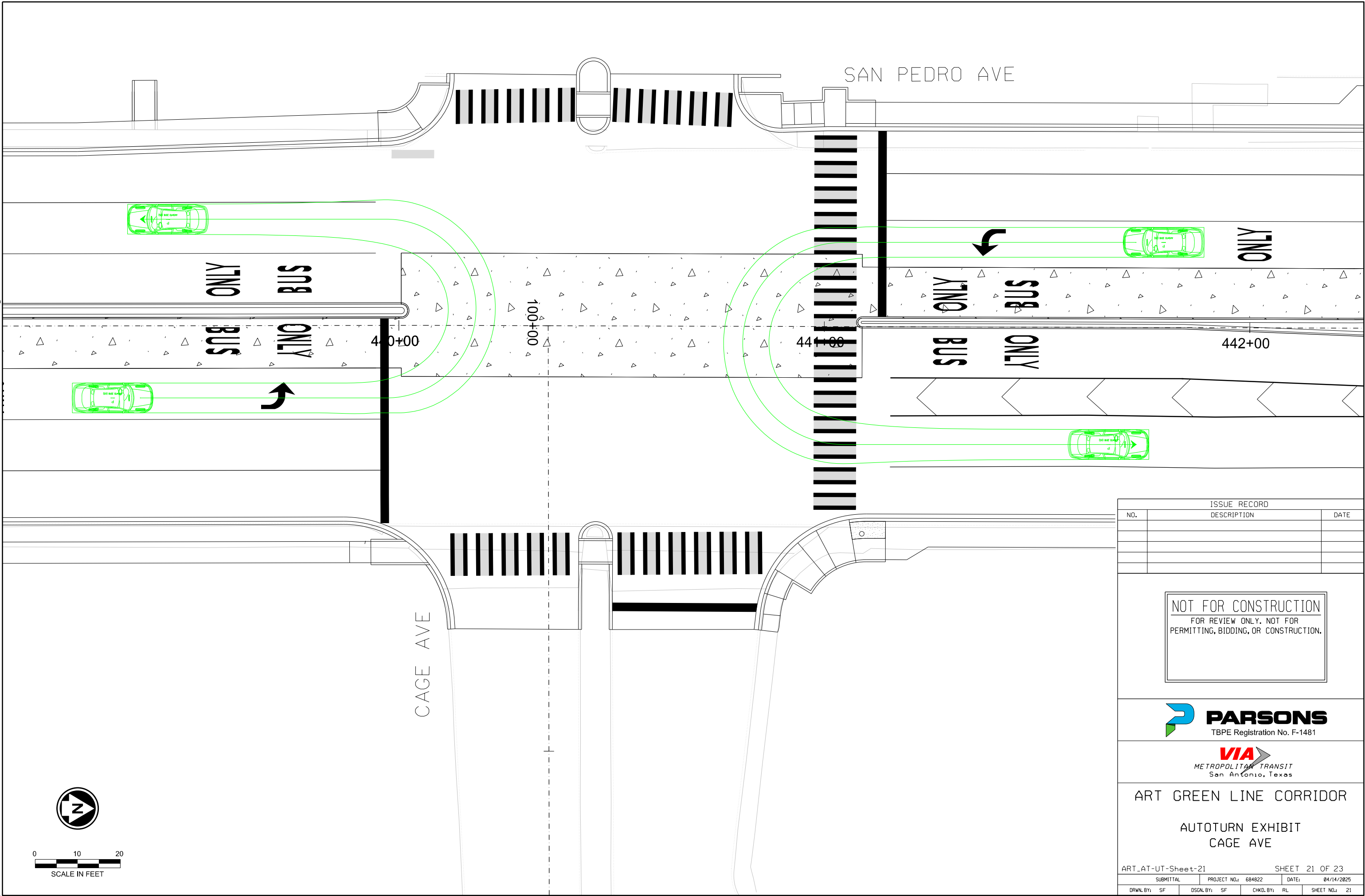
VIA
METROPOLITAN TRANSIT
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
OBLATE DR

ART_AT-UT-Sheet-20		SHEET 20 OF 23	
SUBMITTAL	PROJECT NO.: 684822	DATE:	04/14/2025
DRAWN BY: SF	DESIGN BY: SF	CHECKED BY: RL	SHEET NO.: 20

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TBPE Registration No. F-1481

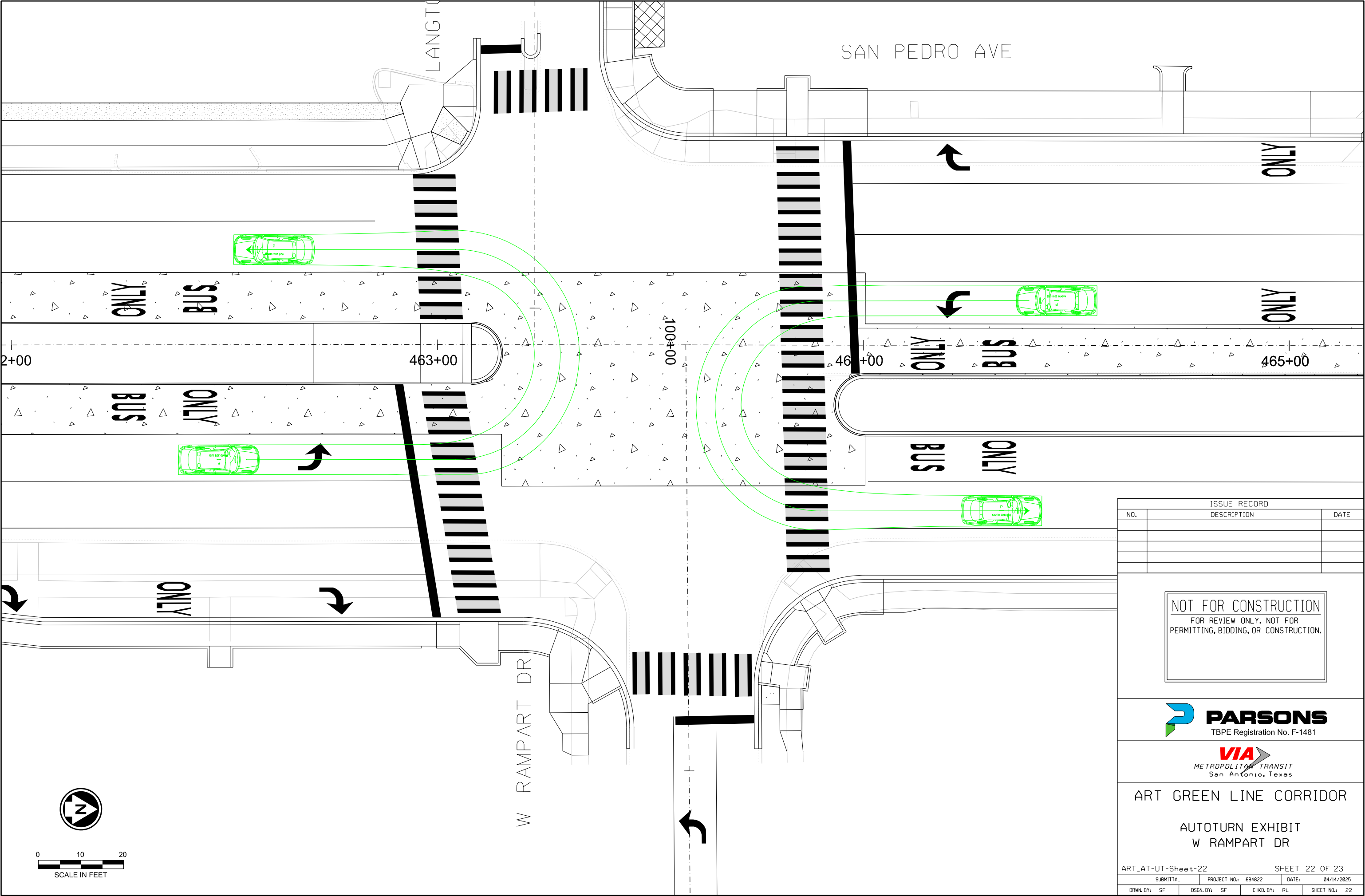
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METROPOLITAN TRANSIT
San Antonio, Texas

ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
CAGE AVE

ART_AT-UT-Sheet-21		SHEET 21 OF 23	
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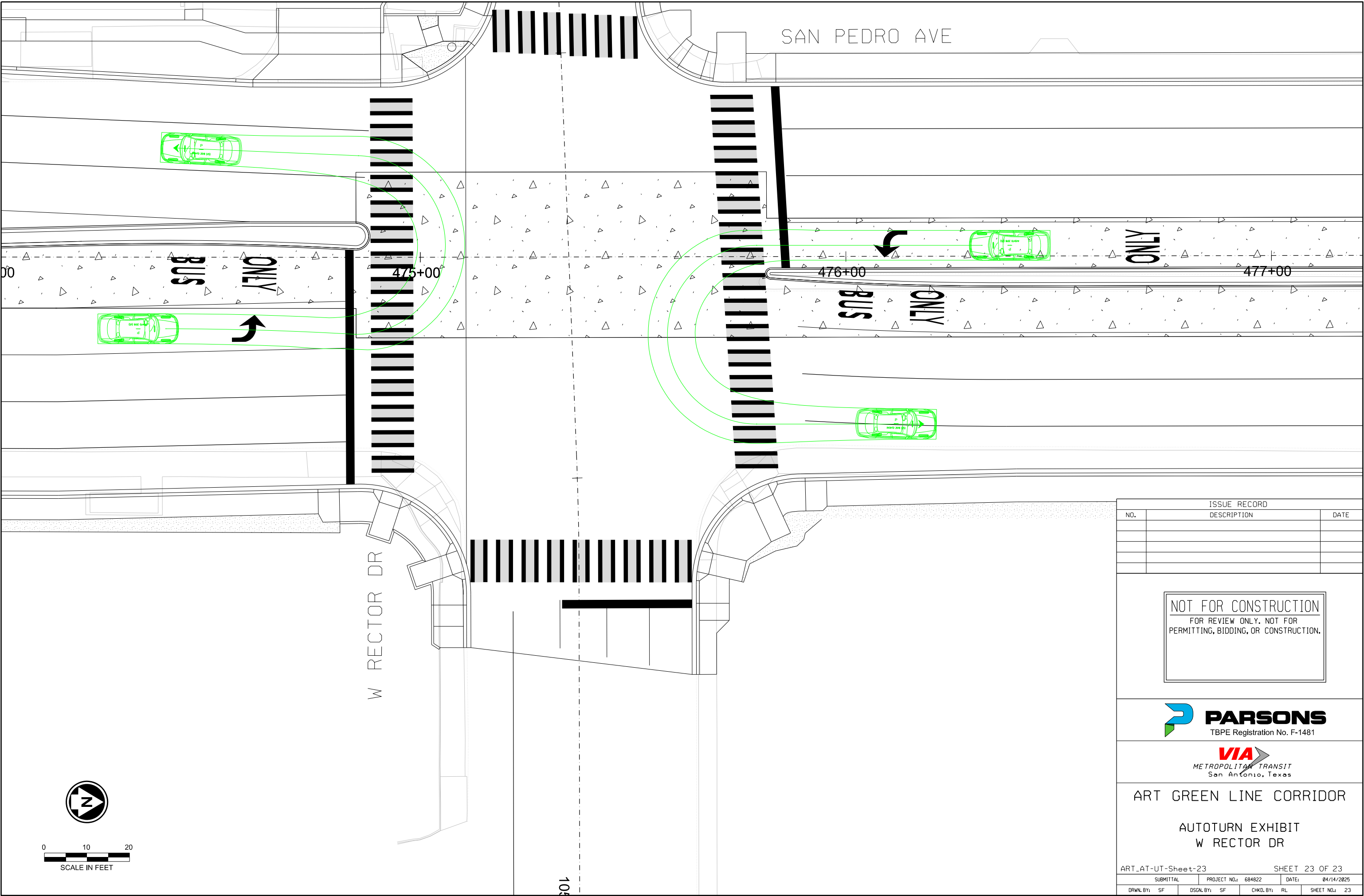


ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W RAMPART DR

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ART GREEN LINE CORRIDOR

AUTOTURN EXHIBIT
W RECTOR DR

ART_AT-UT-Sheet-23			SHEET 23 OF 23	
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VIA ART – Synchro Models Assessment and Mitigations		
Revision: 03	Date: 05/16/2025	Prepared by: Author (K Komanapally)

APPENDIX C – Alternative Routes

Legend

	Commercial U-turn Traffic – which must make a U-turn
	Residential U-turn Traffic – which must make a U-turn
	Non U-turn Traffic – which has an alternative route
	Commercial U-turn volume
	Residential U-turn volume
	Non-U-turn volume
*	Assumed, volumes not available as part of Traffic Counts



✓	Commercial U-turn Traffic	X	Commercial U-turn volume
✓	Residential U-turn Traffic	X	Residential U-turn volume
✗	Non-U-turn Traffic	X	Non-U-turn volume
		*	Assumed, volumes not available





✓	Commercial U-turn Traffic	X	Commercial U-turn volume
✓	Residential U-turn Traffic	X	Residential U-turn volume
✗	Non-U-turn Traffic	X	Non-U-turn volume
		*	Assumed, volumes not available





	Commercial U-turn Traffic		Commercial U-turn volume
	Residential U-turn Traffic		Residential U-turn volume
	Non-U-turn Traffic		Non-U-turn volume
		*	Assumed, volumes not available





✓	Commercial U-turn Traffic	X	Commercial U-turn volume
✓	Residential U-turn Traffic	X	Residential U-turn volume
✗	Non-U-turn Traffic	X	Non-U-turn volume
		*	Assumed, volumes not available

NORTH





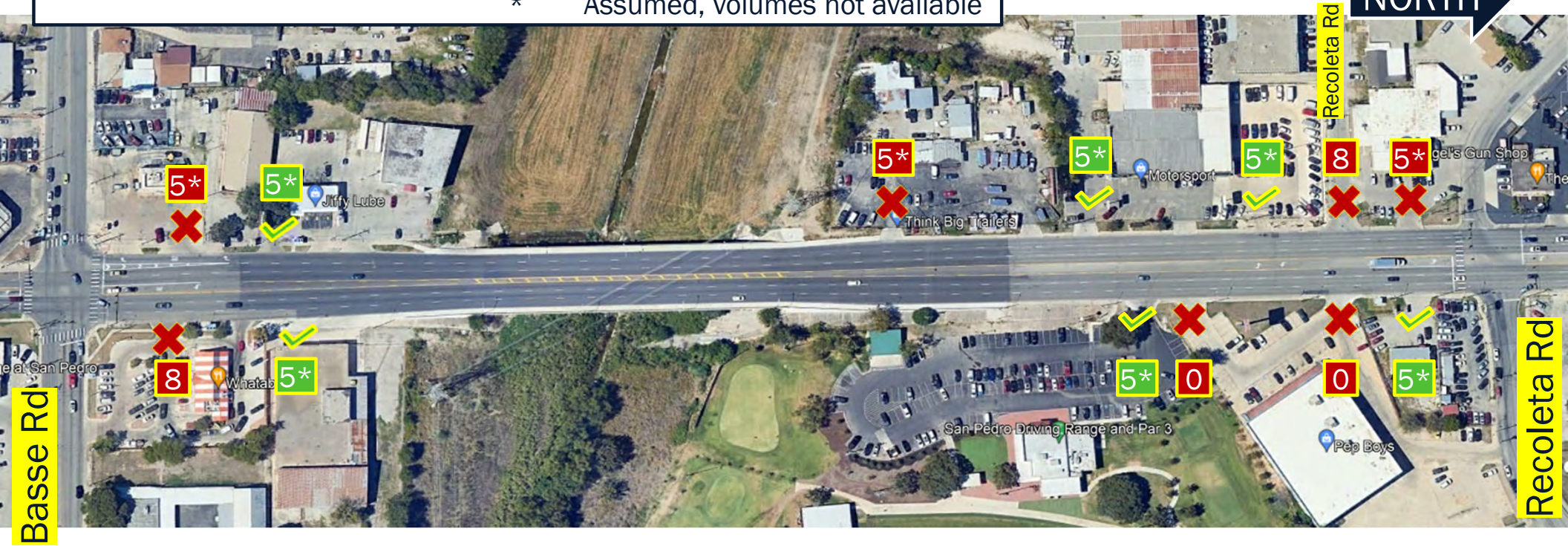
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✓	Residential U-turn Traffic	X	Residential U-turn volume
✗	Non-U-turn Traffic	X	Non-U-turn volume
		*	Assumed, volumes not available





✓	Commercial U-turn Traffic	X	Commercial U-turn volume
✓	Residential U-turn Traffic	X	Residential U-turn volume
✗	Non-U-turn Traffic	X	Non-U-turn volume
		*	Assumed, volumes not available

NORTH

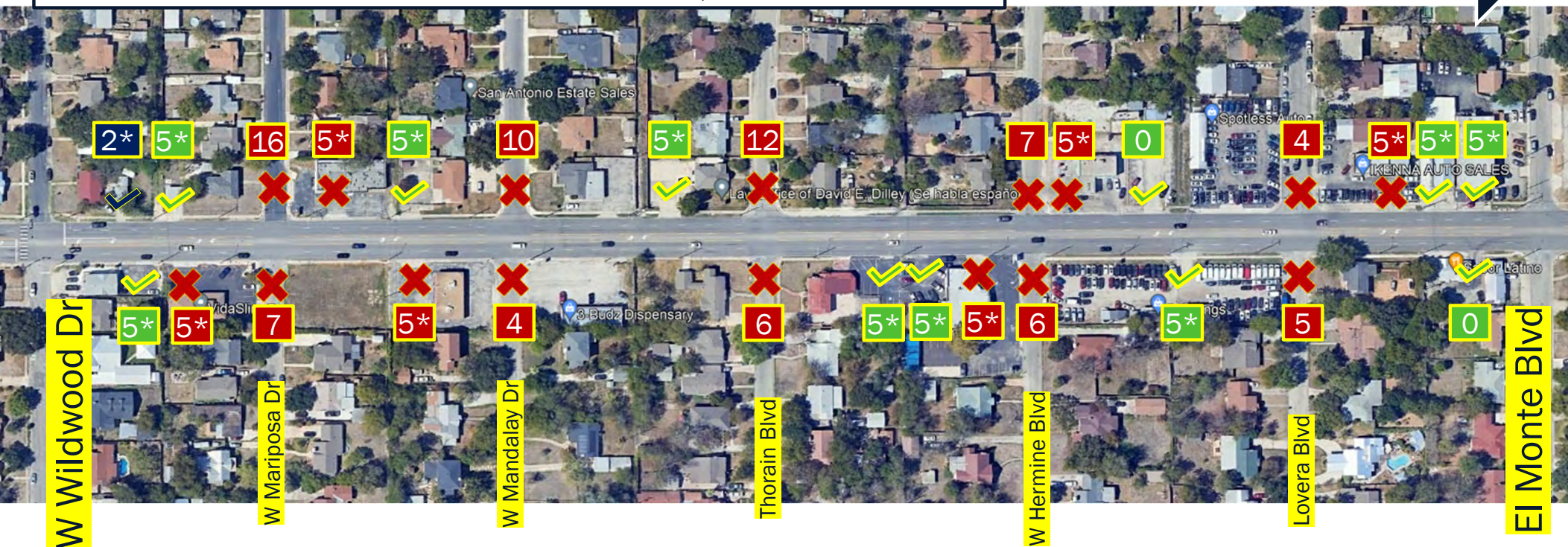






NORTH

- ✓ Commercial U-turn Traffic
- ✓ Residential U-turn Traffic
- ✗ Non-U-turn Traffic
- X Commercial U-turn volume
- X Residential U-turn volume
- X Non-U-turn volume
- * Assumed, volumes not available





	Commercial U-turn Traffic		Commercial U-turn volume
	Residential U-turn Traffic		Residential U-turn volume
	Non-U-turn Traffic		Non-U-turn volume
		*	Assumed, volumes not available





✓	Commercial U-turn Traffic	X	Commercial U-turn volume
✓	Residential U-turn Traffic	X	Residential U-turn volume
✗	Non-U-turn Traffic	X	Non-U-turn volume
		*	Assumed, volumes not available

NORTH



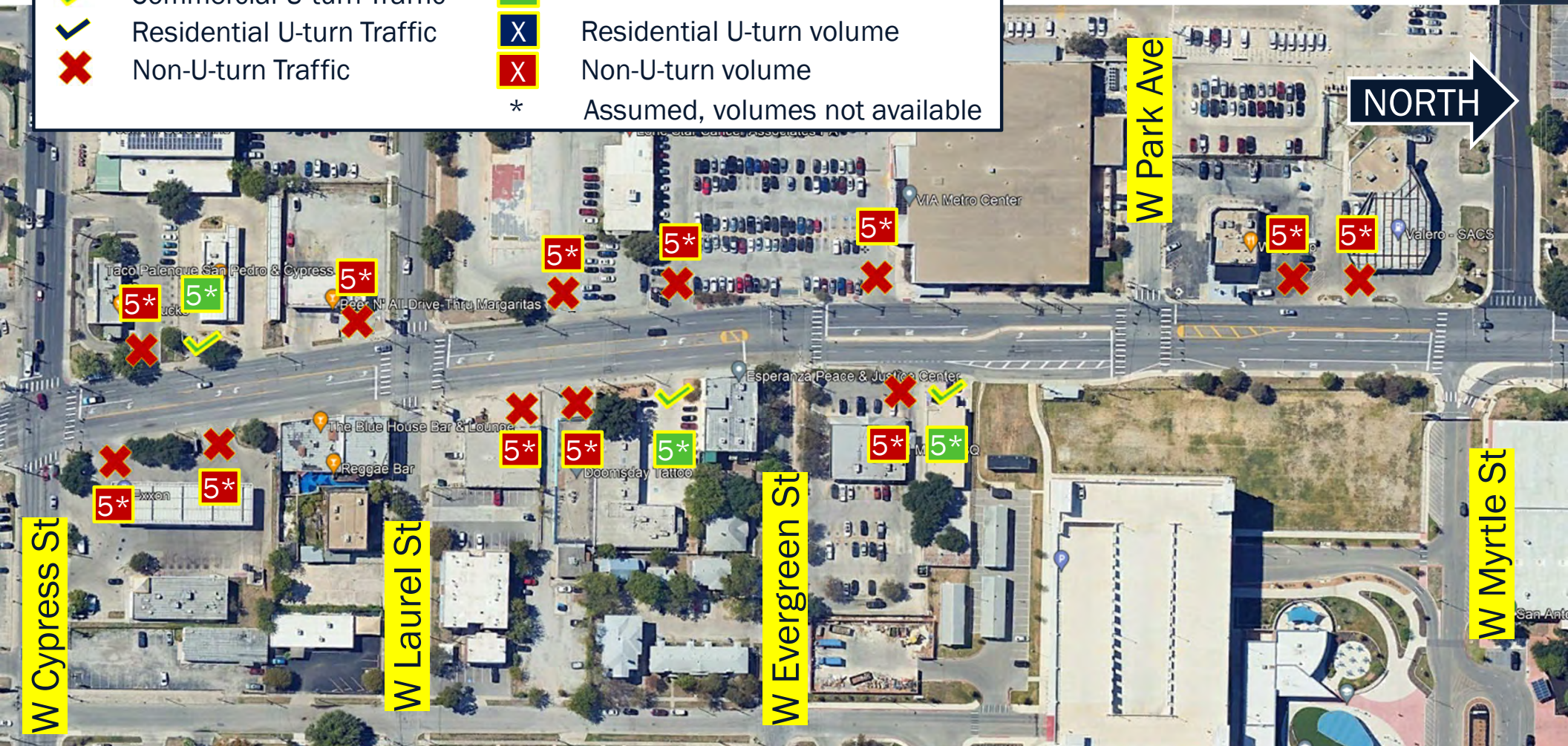


✓	Commercial U-turn Traffic	X	Commercial U-turn volume
✓	Residential U-turn Traffic	X	Residential U-turn volume
✗	Non-U-turn Traffic	X	Non-U-turn volume
		*	Assumed, volumes not available





✓	Commercial U-turn Traffic	X	Commercial U-turn volume
✓	Residential U-turn Traffic	X	Residential U-turn volume
✗	Non-U-turn Traffic	X	Non-U-turn volume
		*	Assumed, volumes not available





✓	Commercial U-turn Traffic	X	Commercial U-turn volume
✓	Residential U-turn Traffic	X	Residential U-turn volume
✗	Non-U-turn Traffic	X	Non-U-turn volume
		*	Assumed, volumes not available

