

Exhibit C
Synchro Reports

Existing AM
1: Genesee St & 5S



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 693 | 67 | 136 | 815 | 3 | 31 | 96 | 32 | 112 | 303 | 34 |
| Future Volume (vph) | 66 | 693 | 67 | 136 | 815 | 3 | 31 | 96 | 32 | 112 | 303 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 150 | 150 | | 0 | 150 | | 0 | 150 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 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 | 0.95 | 0.95 |
| Frt | | 0.987 | | | | | | 0.963 | | | 0.985 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3528 | 0 | 1770 | 3505 | 0 | 1770 | 1659 | 0 | 1770 | 3456 | 0 |
| Flt Permitted | 0.246 | | | 0.265 | | | 0.366 | | | 0.593 | | |
| Satd. Flow (perm) | 458 | 3528 | 0 | 494 | 3505 | 0 | 682 | 1659 | 0 | 1105 | 3456 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | | | | 17 | | | 13 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 196 | | | 616 | | | 464 | | | 307 | |
| Travel Time (s) | | 4.5 | | | 14.0 | | | 10.5 | | | 7.0 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 2% | 1% | 1% | 2% | 3% | 2% | 2% | 13% | 2% | 2% | 3% | 2% |
| Adj. Flow (vph) | 77 | 806 | 78 | 158 | 948 | 3 | 36 | 112 | 37 | 130 | 352 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 77 | 884 | 0 | 158 | 951 | 0 | 36 | 149 | 0 | 130 | 392 | 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 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 15.0 | | 8.0 | 15.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Minimum Split (s) | 14.0 | 46.0 | | 14.0 | 46.0 | | 42.0 | 42.0 | | 42.0 | 42.0 | |
| Total Split (s) | 14.0 | 49.0 | | 14.0 | 49.0 | | 42.0 | 42.0 | | 42.0 | 42.0 | |
| Total Split (%) | 13.3% | 46.7% | | 13.3% | 46.7% | | 40.0% | 40.0% | | 40.0% | 40.0% | |
| Maximum Green (s) | 8.0 | 43.0 | | 8.0 | 43.0 | | 36.0 | 36.0 | | 36.0 | 36.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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 | Lag | Lead | | Lag | Lead | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 1.0 | | 3.0 | 3.0 | | 2.5 | 2.5 | | 2.5 | 2.5 | |
| Recall Mode | None | C-Min | | None | C-Min | | None | None | | None | None | |

Existing AM
1: Genesee St & 5S

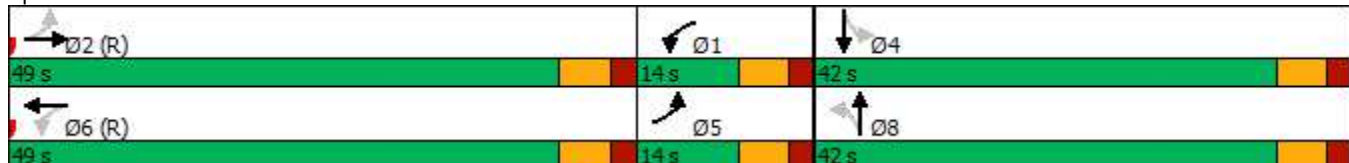


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 33.0 | | | 33.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 65.4 | 57.4 | | 74.1 | 64.0 | | 17.8 | 17.8 | | 17.8 | 17.8 | |
| Actuated g/C Ratio | 0.62 | 0.55 | | 0.71 | 0.61 | | 0.17 | 0.17 | | 0.17 | 0.17 | |
| v/c Ratio | 0.20 | 0.46 | | 0.32 | 0.45 | | 0.31 | 0.51 | | 0.70 | 0.66 | |
| Control Delay | 8.6 | 16.2 | | 10.2 | 13.4 | | 43.5 | 39.9 | | 59.4 | 44.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 8.6 | 16.2 | | 10.2 | 13.4 | | 43.5 | 39.9 | | 59.4 | 44.1 | |
| LOS | A | B | | B | B | | D | D | | E | D | |
| Approach Delay | | 15.6 | | | 12.9 | | | 40.6 | | | 47.9 | |
| Approach LOS | | B | | | B | | | D | | | D | |
| Queue Length 50th (ft) | 13 | 176 | | 28 | 178 | | 22 | 81 | | 84 | 127 | |
| Queue Length 95th (ft) | 33 | 260 | | 60 | 255 | | 47 | 126 | | 130 | 153 | |
| Internal Link Dist (ft) | | 116 | | | 536 | | | 384 | | | 227 | |
| Turn Bay Length (ft) | 150 | | | 150 | | | 150 | | | 150 | | |
| Base Capacity (vph) | 385 | 1935 | | 491 | 2135 | | 233 | 579 | | 378 | 1193 | |
| 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 | 0.20 | 0.46 | | 0.32 | 0.45 | | 0.15 | 0.26 | | 0.34 | 0.33 | |

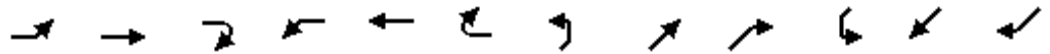
Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 94 (90%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 22.3
 Intersection LOS: C
 Intersection Capacity Utilization 63.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Genesee St & 5S



Existing AM
2: La Fayette Street/Bleecker Street



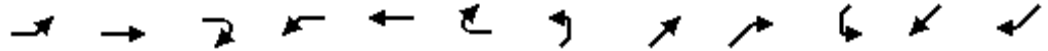
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 41 | 13 | 12 | 77 | 5 | 9 | 20 | 193 | 21 | 84 | 541 | 47 |
| Future Volume (vph) | 41 | 13 | 12 | 77 | 5 | 9 | 20 | 193 | 21 | 84 | 541 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Fr _t | | 0.976 | | | 0.986 | | | 0.986 | | | 0.990 | |
| Fl _t Protected | | 0.970 | | | 0.959 | | | 0.996 | | | 0.994 | |
| Satd. Flow (prot) | 0 | 1763 | 0 | 0 | 1761 | 0 | 0 | 3476 | 0 | 0 | 3483 | 0 |
| Fl _t Permitted | | 0.794 | | | 0.767 | | | 0.870 | | | 0.862 | |
| Satd. Flow (perm) | 0 | 1444 | 0 | 0 | 1409 | 0 | 0 | 3036 | 0 | 0 | 3020 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | 5 | | | 14 | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 267 | | | 304 | | | 420 | | | 464 | |
| Travel Time (s) | | 6.1 | | | 6.9 | | | 9.5 | | | 10.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 45 | 14 | 13 | 84 | 5 | 10 | 22 | 210 | 23 | 91 | 588 | 51 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 72 | 0 | 0 | 99 | 0 | 0 | 255 | 0 | 0 | 730 | 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 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.0 | 23.0 | |
| Total Split (s) | 34.0 | 34.0 | | 34.0 | 34.0 | | 65.0 | 65.0 | | 11.0 | 76.0 | |
| Total Split (%) | 30.9% | 30.9% | | 30.9% | 30.9% | | 59.1% | 59.1% | | 10.0% | 69.1% | |
| Maximum Green (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 58.0 | 58.0 | | 6.0 | 71.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | | 13.3 | | | 13.3 | | | 82.7 | | | 84.7 | |

Existing AM
3: Columbia Street/Elizabeth Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 48 | 220 | 52 | 11 | 73 | 20 | 51 | 183 | 23 | 99 | 362 | 172 |
| Future Volume (vph) | 48 | 220 | 52 | 11 | 73 | 20 | 51 | 183 | 23 | 99 | 362 | 172 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Fr _t | | 0.978 | | | 0.974 | | | 0.987 | | | 0.959 | |
| Fl _t Protected | | 0.993 | | | 0.995 | | | 0.990 | | | 0.992 | |
| Satd. Flow (prot) | 0 | 1809 | 0 | 0 | 1805 | 0 | 0 | 3458 | 0 | 0 | 3367 | 0 |
| Fl _t Permitted | | 0.934 | | | 0.927 | | | 0.743 | | | 0.826 | |
| Satd. Flow (perm) | 0 | 1702 | 0 | 0 | 1682 | 0 | 0 | 2595 | 0 | 0 | 2804 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | 11 | | | 13 | | | 89 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 332 | | | 274 | | | 390 | | | 420 | |
| Travel Time (s) | | 7.5 | | | 6.2 | | | 8.9 | | | 9.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 52 | 239 | 57 | 12 | 79 | 22 | 55 | 199 | 25 | 108 | 393 | 187 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 348 | 0 | 0 | 113 | 0 | 0 | 279 | 0 | 0 | 688 | 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 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 23.5 | 23.5 | | 23.5 | 23.5 | |
| Total Split (s) | 36.0 | 36.0 | | 36.0 | 36.0 | | 62.0 | 62.0 | | 12.0 | 74.0 | |
| Total Split (%) | 32.7% | 32.7% | | 32.7% | 32.7% | | 56.4% | 56.4% | | 10.9% | 67.3% | |
| Maximum Green (s) | 29.0 | 29.0 | | 29.0 | 29.0 | | 55.0 | 55.0 | | 6.0 | 67.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 2.0 | 3.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| 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 Effect Green (s) | | 25.8 | | | 25.8 | | | 70.2 | | | 70.2 | |

Existing AM
3: Columbia Street/Elizabeth Street

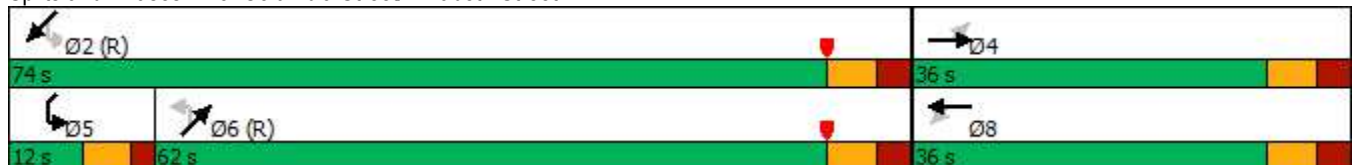


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Actuated g/C Ratio | | 0.23 | | | 0.23 | | | 0.64 | | | 0.64 | |
| v/c Ratio | | 0.86 | | | 0.28 | | | 0.17 | | | 0.38 | |
| Control Delay | | 59.7 | | | 31.9 | | | 12.2 | | | 7.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.2 | |
| Total Delay | | 59.7 | | | 31.9 | | | 12.2 | | | 7.8 | |
| LOS | | E | | | C | | | B | | | A | |
| Approach Delay | | 59.7 | | | 31.9 | | | 12.2 | | | 7.8 | |
| Approach LOS | | E | | | C | | | B | | | A | |
| Queue Length 50th (ft) | | 226 | | | 58 | | | 61 | | | 81 | |
| Queue Length 95th (ft) | | #355 | | | 106 | | | 92 | | | 114 | |
| Internal Link Dist (ft) | | 252 | | | 194 | | | 310 | | | 340 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 455 | | | 451 | | | 1661 | | | 1822 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 460 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.76 | | | 0.25 | | | 0.17 | | | 0.51 | |

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 68 (62%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 23.2
 Intersection LOS: C
 Intersection Capacity Utilization 67.2%
 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: 3: Columbia Street/Elizabeth Street



Existing AM
4: Blandina Street/Washington Lane & Genesee Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↕↕ | | | ↕↕ | | | | | | ↕ | |
| Traffic Volume (vph) | 3 | 231 | 7 | 85 | 299 | 30 | 0 | 0 | 0 | 17 | 6 | 3 |
| Future Volume (vph) | 3 | 231 | 7 | 85 | 299 | 30 | 0 | 0 | 0 | 17 | 6 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 |
| Fr _t | | 0.995 | | | 0.989 | | | | | | 0.986 | |
| Fl _t Protected | | 0.999 | | | 0.990 | | | | | | 0.969 | |
| Satd. Flow (prot) | 0 | 3518 | 0 | 0 | 3465 | 0 | 0 | 0 | 0 | 0 | 1780 | 0 |
| Fl _t Permitted | | 0.952 | | | 0.816 | | | | | | 0.969 | |
| Satd. Flow (perm) | 0 | 3352 | 0 | 0 | 2856 | 0 | 0 | 0 | 0 | 0 | 1780 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 16 | | | | | | 3 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 316 | | | 390 | | | 174 | | | 171 | |
| Travel Time (s) | | 7.2 | | | 8.9 | | | 4.0 | | | 3.9 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 3 | 251 | 8 | 92 | 325 | 33 | 0 | 0 | 0 | 18 | 7 | 3 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 262 | 0 | 0 | 450 | 0 | 0 | 0 | 0 | 0 | 28 | 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 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 2 | | | 2 | | | | | | 4 | |
| Permitted Phases | 2 | | | 2 | | | | | | 4 | | |
| Detector Phase | 2 | 2 | | 2 | 2 | | | | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | | | 5.0 | 5.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | | | | 28.0 | 28.0 | |
| Total Split (s) | 80.0 | 80.0 | | 80.0 | 80.0 | | | | | 30.0 | 30.0 | |
| Total Split (%) | 72.7% | 72.7% | | 72.7% | 72.7% | | | | | 27.3% | 27.3% | |
| Maximum Green (s) | 74.0 | 74.0 | | 74.0 | 74.0 | | | | | 24.0 | 24.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | | | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | | | | | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | | | | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | | | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effect Green (s) | | 98.0 | | | 98.0 | | | | | | 7.1 | |

Existing AM
4: Blandina Street/Washington Lane & Genesee Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|------|
| Actuated g/C Ratio | | 0.89 | | | 0.89 | | | | | | | 0.06 |
| v/c Ratio | | 0.09 | | | 0.18 | | | | | | | 0.24 |
| Control Delay | | 0.2 | | | 2.0 | | | | | | | 49.2 |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | | 0.0 |
| Total Delay | | 0.2 | | | 2.0 | | | | | | | 49.2 |
| LOS | | A | | | A | | | | | | | D |
| Approach Delay | | 0.2 | | | 2.0 | | | | | | | 49.2 |
| Approach LOS | | A | | | A | | | | | | | D |
| Queue Length 50th (ft) | | 1 | | | 16 | | | | | | | 17 |
| Queue Length 95th (ft) | | 2 | | | 60 | | | | | | | 46 |
| Internal Link Dist (ft) | | 236 | | | 310 | | | 94 | | | | 91 |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2986 | | | 2545 | | | | | | | 390 |
| Starvation Cap Reductn | | 0 | | | 0 | | | | | | | 0 |
| Spillback Cap Reductn | | 0 | | | 0 | | | | | | | 0 |
| Storage Cap Reductn | | 0 | | | 0 | | | | | | | 0 |
| Reduced v/c Ratio | | 0.09 | | | 0.18 | | | | | | | 0.07 |

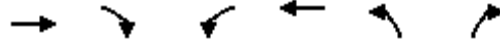
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 57 (52%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 37.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Blandina Street/Washington Lane & Genesee Street



Existing AM
5: Bank Place & Genesee St



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø4 |
|----------------------------|-------|-------|-------|-------|------|-------|----|
| Lane Configurations | ↑↑ | | | ↑↑ | | | |
| Traffic Volume (vph) | 245 | 18 | 23 | 280 | 0 | 0 | |
| Future Volume (vph) | 245 | 18 | 23 | 280 | 0 | 0 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | |
| Fr _t | 0.990 | | | | | | |
| Fl _t Protected | | | | 0.996 | | | |
| Satd. Flow (prot) | 3504 | 0 | 0 | 3525 | 0 | 0 | |
| Fl _t Permitted | | | | 0.918 | | | |
| Satd. Flow (perm) | 3504 | 0 | 0 | 3249 | 0 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | 20 | | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 467 | | | 316 | 220 | | |
| Travel Time (s) | 10.6 | | | 7.2 | 5.0 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 266 | 20 | 25 | 304 | 0 | 0 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 286 | 0 | 0 | 329 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 | |
| Turn Type | NA | | Perm | NA | | | |
| Protected Phases | 6 | | | 2 | | 4 | |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 6 | | 2 | 2 | | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | | 15.0 | |
| Minimum Split (s) | 23.0 | | 23.0 | 23.0 | | 22.0 | |
| Total Split (s) | 88.0 | | 88.0 | 88.0 | | 22.0 | |
| Total Split (%) | 80.0% | | 80.0% | 80.0% | | 20% | |
| Maximum Green (s) | 83.0 | | 83.0 | 83.0 | | 18.0 | |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | | 3.5 | |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | | 0.5 | |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | | | |
| Total Lost Time (s) | 5.0 | | | 5.0 | | | |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | 3.0 | |
| Recall Mode | C-Max | | C-Max | C-Max | | None | |
| Walk Time (s) | 5.0 | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | 0 | | 0 | |
| Act Effect Green (s) | 110.0 | | | 110.0 | | | |



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø4 |
|-------------------------|------|-----|-----|------|-----|-----|----|
| Actuated g/C Ratio | 1.00 | | | 1.00 | | | |
| v/c Ratio | 0.08 | | | 0.10 | | | |
| Control Delay | 0.0 | | | 0.1 | | | |
| Queue Delay | 0.0 | | | 0.0 | | | |
| Total Delay | 0.0 | | | 0.1 | | | |
| LOS | A | | | A | | | |
| Approach Delay | | | | 0.1 | | | |
| Approach LOS | | | | A | | | |
| Queue Length 50th (ft) | 0 | | | 0 | | | |
| Queue Length 95th (ft) | 0 | | | 0 | | | |
| Internal Link Dist (ft) | 387 | | | 236 | 140 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | 3504 | | | 3249 | | | |
| Starvation Cap Reductn | 0 | | | 0 | | | |
| Spillback Cap Reductn | 0 | | | 0 | | | |
| Storage Cap Reductn | 0 | | | 0 | | | |
| Reduced v/c Ratio | 0.08 | | | 0.10 | | | |

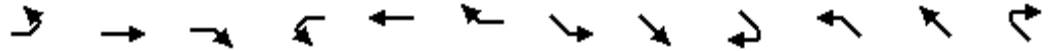
Intersection Summary

| | |
|------------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 110 |
| Actuated Cycle Length: | 110 |
| Offset: | 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green |
| Natural Cycle: | 45 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.10 |
| Intersection Signal Delay: | 0.1 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 24.1% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |

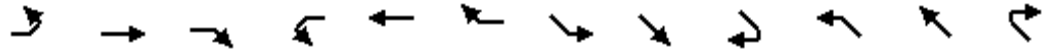
Splits and Phases: 5: Bank Place & Genesee St



Existing AM
6: Hopper St/Court Street & Genesee St



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕↕ | | | ↕↕ | | | ↕↕ | | | ↕↕ | |
| Traffic Volume (vph) | 10 | 299 | 23 | 6 | 246 | 33 | 4 | 319 | 81 | 1 | 180 | 26 |
| Future Volume (vph) | 10 | 299 | 23 | 6 | 246 | 33 | 4 | 319 | 81 | 1 | 180 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Fr _t | | 0.990 | | | 0.983 | | | 0.970 | | | 0.981 | |
| Fl _t Protected | | 0.998 | | | 0.999 | | | | | | | |
| Satd. Flow (prot) | 0 | 3497 | 0 | 0 | 3476 | 0 | 0 | 3433 | 0 | 0 | 3472 | 0 |
| Fl _t Permitted | | 0.943 | | | 0.947 | | | 0.952 | | | 0.954 | |
| Satd. Flow (perm) | 0 | 3304 | 0 | 0 | 3295 | 0 | 0 | 3268 | 0 | 0 | 3312 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 13 | | | 25 | | | 27 | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 660 | | | 467 | | | 184 | | | 310 | |
| Travel Time (s) | | 15.0 | | | 10.6 | | | 4.2 | | | 7.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 11 | 325 | 25 | 7 | 267 | 36 | 4 | 347 | 88 | 1 | 196 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 361 | 0 | 0 | 310 | 0 | 0 | 439 | 0 | 0 | 225 | 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 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 11.0 | | 55.0 | 55.0 | | 55.0 | 55.0 | | 11.0 | 11.0 | |
| Total Split (s) | 75.0 | 75.0 | | 75.0 | 75.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| Total Split (%) | 68.2% | 68.2% | | 68.2% | 68.2% | | 31.8% | 31.8% | | 31.8% | 31.8% | |
| Maximum Green (s) | 69.0 | 69.0 | | 69.0 | 69.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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 | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | | None | None | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | 38.0 | 38.0 | | 38.0 | 38.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | | 69.0 | | | 69.0 | | | 29.0 | | | 29.0 | |

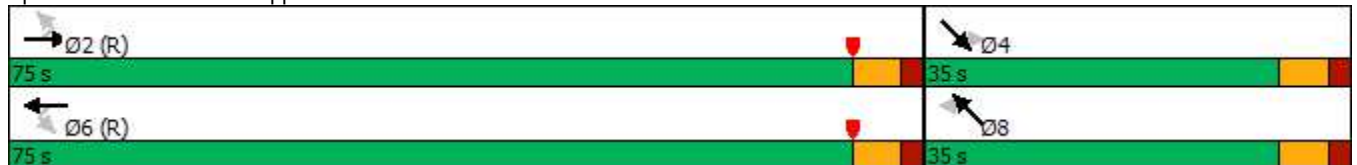


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Actuated g/C Ratio | | 0.63 | | | 0.63 | | | 0.26 | | | 0.26 | |
| v/c Ratio | | 0.17 | | | 0.15 | | | 0.50 | | | 0.25 | |
| Control Delay | | 8.5 | | | 11.3 | | | 34.4 | | | 30.8 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 8.5 | | | 11.3 | | | 34.4 | | | 30.8 | |
| LOS | | A | | | B | | | C | | | C | |
| Approach Delay | | 8.5 | | | 11.3 | | | 34.4 | | | 30.8 | |
| Approach LOS | | A | | | B | | | C | | | C | |
| Queue Length 50th (ft) | | 50 | | | 51 | | | 130 | | | 61 | |
| Queue Length 95th (ft) | | 70 | | | 73 | | | 180 | | | 95 | |
| Internal Link Dist (ft) | | 580 | | | 387 | | | 104 | | | 230 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2077 | | | 2076 | | | 881 | | | 883 | |
| 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 | | 0.17 | | | 0.15 | | | 0.50 | | | 0.25 | |

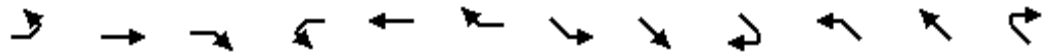
Intersection Summary

| | |
|------------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 110 |
| Actuated Cycle Length: | 110 |
| Offset: | 19 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow |
| Natural Cycle: | 110 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.50 |
| Intersection Signal Delay: | 21.4 |
| Intersection LOS: | C |
| Intersection Capacity Utilization: | 40.6% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |

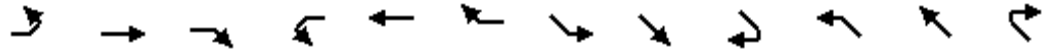
Splits and Phases: 6: Hopper St/Court Street & Genesee St



Existing AM
7: Genesee St & Cornelia Place



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕↕ | | | ↕↕ | | | ↕↕ | | | | ↕↕ |
| Traffic Volume (vph) | 19 | 217 | 6 | 19 | 226 | 11 | 6 | 23 | 17 | 3 | 42 | 23 |
| Future Volume (vph) | 19 | 217 | 6 | 19 | 226 | 11 | 6 | 23 | 17 | 3 | 42 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 |
| Fr _t | | 0.996 | | | 0.994 | | | 0.951 | | | | 0.954 |
| Fl _t Protected | | 0.996 | | | 0.996 | | | 0.993 | | | | 0.998 |
| Satd. Flow (prot) | 0 | 3511 | 0 | 0 | 3504 | 0 | 0 | 1759 | 0 | 0 | 1774 | 0 |
| Fl _t Permitted | | 0.924 | | | 0.926 | | | 0.960 | | | | 0.984 |
| Satd. Flow (perm) | 0 | 3257 | 0 | 0 | 3258 | 0 | 0 | 1701 | 0 | 0 | 1749 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 12 | | | 18 | | | | 25 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 80 | | | 660 | | | 283 | | | | 149 |
| Travel Time (s) | | 1.8 | | | 15.0 | | | 6.4 | | | | 3.4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 21 | 236 | 7 | 21 | 246 | 12 | 7 | 25 | 18 | 3 | 46 | 25 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 264 | 0 | 0 | 279 | 0 | 0 | 50 | 0 | 0 | 74 | 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 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | | 8 |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | | 10.0 | 10.0 | |
| Total Split (s) | 60.0 | 60.0 | | 60.0 | 60.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (%) | 75.0% | 75.0% | | 75.0% | 75.0% | | 25.0% | 25.0% | | 25.0% | 25.0% | |
| Maximum Green (s) | 55.0 | 55.0 | | 55.0 | 55.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | | None | None | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| 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 Effect Green (s) | | 65.2 | | | 65.2 | | | 7.9 | | | 7.9 | |

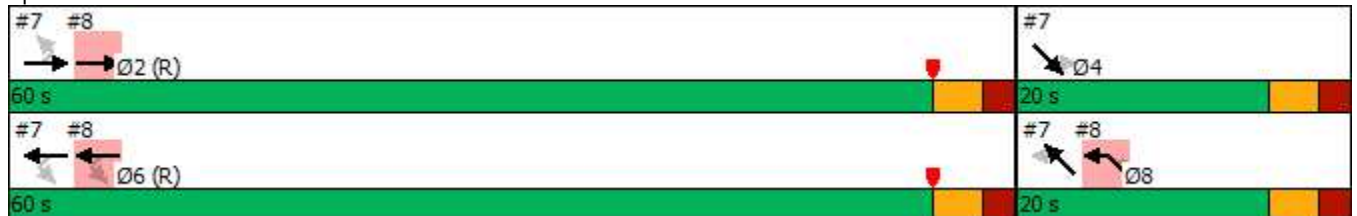


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Actuated g/C Ratio | | 0.82 | | | 0.82 | | | 0.10 | | | 0.10 | |
| v/c Ratio | | 0.10 | | | 0.10 | | | 0.27 | | | 0.38 | |
| Control Delay | | 1.3 | | | 2.3 | | | 27.0 | | | 29.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 1.3 | | | 2.3 | | | 27.0 | | | 29.6 | |
| LOS | | A | | | A | | | C | | | C | |
| Approach Delay | | 1.3 | | | 2.3 | | | 27.0 | | | 29.6 | |
| Approach LOS | | A | | | A | | | C | | | C | |
| Queue Length 50th (ft) | | 3 | | | 12 | | | 15 | | | 23 | |
| Queue Length 95th (ft) | | 17 | | | 25 | | | 45 | | | 60 | |
| Internal Link Dist (ft) | | 1 | | | 580 | | | 203 | | | 69 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2657 | | | 2659 | | | 333 | | | 348 | |
| 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 | | 0.10 | | | 0.10 | | | 0.15 | | | 0.21 | |

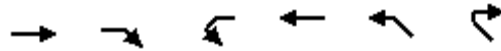
Intersection Summary

| | |
|------------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 80 |
| Actuated Cycle Length: | 80 |
| Offset: | 25 (31%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow |
| Natural Cycle: | 45 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.38 |
| Intersection Signal Delay: | 6.8 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 31.1% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |

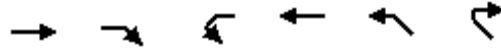
Splits and Phases: 7: Genesee St & Cornelia Place



Existing AM
8: South Street & Genesee St



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | Ø4 |
|----------------------------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | ↑↑ | | | ↑↑ | ↑ | ↑ | |
| Traffic Volume (vph) | 234 | 6 | 44 | 232 | 7 | 69 | |
| Future Volume (vph) | 234 | 6 | 44 | 232 | 7 | 69 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | |
| Fr _t | 0.996 | | | | | 0.850 | |
| Fl _t Protected | | | | 0.992 | 0.950 | | |
| Satd. Flow (prot) | 3525 | 0 | 0 | 3511 | 1770 | 1583 | |
| Fl _t Permitted | | | | 0.874 | 0.950 | | |
| Satd. Flow (perm) | 3525 | 0 | 0 | 3093 | 1770 | 1583 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | 7 | | | | | 75 | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1043 | | | 80 | 302 | | |
| Travel Time (s) | 23.7 | | | 1.8 | 6.9 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 254 | 7 | 48 | 252 | 8 | 75 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 261 | 0 | 0 | 300 | 8 | 75 | |
| Enter Blocked Intersection | No | No | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Left | 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 | |
| Turn Type | NA | | Perm | NA | Prot | Perm | |
| Protected Phases | 2 | | | 6 | 8 | | 4 |
| Permitted Phases | | | 6 | | | 8 | |
| Detector Phase | 2 | | 6 | 6 | 8 | 8 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 21.0 | | 21.0 | 21.0 | 10.0 | 10.0 | 21.0 |
| Total Split (s) | 60.0 | | 60.0 | 60.0 | 20.0 | 20.0 | 20.0 |
| Total Split (%) | 75.0% | | 75.0% | 75.0% | 25.0% | 25.0% | 25% |
| Maximum Green (s) | 55.0 | | 55.0 | 55.0 | 15.0 | 15.0 | 15.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | C-Max | | C-Max | C-Max | None | None | None |
| Walk Time (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| 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) | 65.2 | | | 65.2 | 7.9 | 7.9 | |

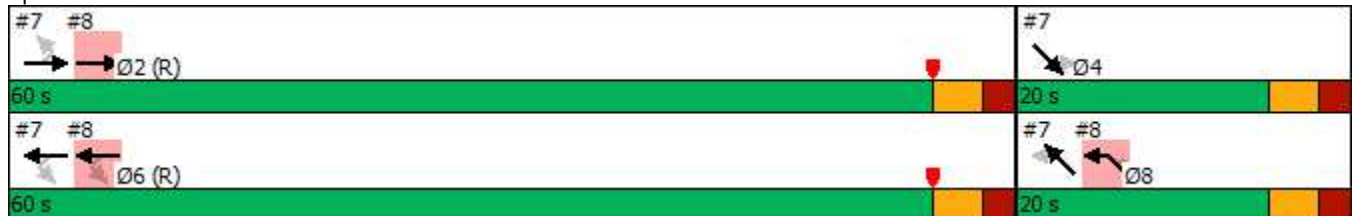


| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | Ø4 |
|-------------------------|------|-----|-----|------|------|------|----|
| Actuated g/C Ratio | 0.82 | | | 0.82 | 0.10 | 0.10 | |
| v/c Ratio | 0.09 | | | 0.12 | 0.05 | 0.34 | |
| Control Delay | 2.2 | | | 1.2 | 31.7 | 12.8 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | 0.0 | |
| Total Delay | 2.2 | | | 1.2 | 31.7 | 12.8 | |
| LOS | A | | | A | C | B | |
| Approach Delay | 2.2 | | | 1.2 | 14.6 | | |
| Approach LOS | A | | | A | B | | |
| Queue Length 50th (ft) | 11 | | | 7 | 4 | 0 | |
| Queue Length 95th (ft) | 23 | | | 12 | 16 | 36 | |
| Internal Link Dist (ft) | 963 | | | 1 | 222 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | 2876 | | | 2522 | 331 | 357 | |
| 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 | 0.09 | | | 0.12 | 0.02 | 0.21 | |

Intersection Summary

| | |
|------------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 80 |
| Actuated Cycle Length: | 80 |
| Offset: | 25 (31%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow |
| Natural Cycle: | 45 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.38 |
| Intersection Signal Delay: | 3.3 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 31.0% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |

Splits and Phases: 8: South Street & Genesee St



Existing AM
9: Eagle St & Genesee St



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Traffic Volume (vph) | 215 | 3 | 22 | 213 | 4 | 41 |
| Future Volume (vph) | 215 | 3 | 22 | 213 | 4 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 70 | 0 | | 0 | 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 |
| Frt | | 0.850 | | | 0.876 | |
| Flt Protected | | | 0.950 | | 0.996 | |
| Satd. Flow (prot) | 1863 | 1583 | 1770 | 1863 | 1625 | 0 |
| Flt Permitted | | | 0.567 | | 0.996 | |
| Satd. Flow (perm) | 1863 | 1583 | 1056 | 1863 | 1625 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 45 | |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 445 | | | 1043 | 243 | |
| Travel Time (s) | 10.1 | | | 23.7 | 5.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 234 | 3 | 24 | 232 | 4 | 45 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 234 | 3 | 24 | 232 | 49 | 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) | | 9 | 15 | | 15 | 9 |
| Turn Type | NA | Perm | pm+pt | NA | Prot | |
| Protected Phases | 2 | | 1 | 6 | 8 | |
| Permitted Phases | | 2 | 6 | | | |
| Detector Phase | 2 | 2 | 1 | 6 | 8 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | 8.0 | 21.0 | 10.0 | |
| Total Split (s) | 35.0 | 35.0 | 10.0 | 45.0 | 15.0 | |
| Total Split (%) | 58.3% | 58.3% | 16.7% | 75.0% | 25.0% | |
| Maximum Green (s) | 30.0 | 30.0 | 7.0 | 40.0 | 10.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | 3.0 | 5.0 | 5.0 | |
| Lead/Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | Min | Min | None | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |

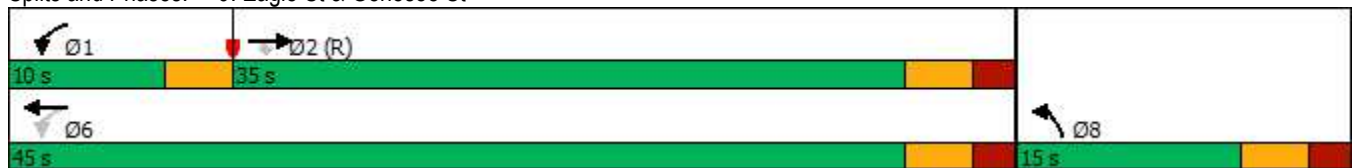


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|-----|
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | |
| Act Effct Green (s) | 39.2 | 39.2 | 49.9 | 49.9 | 6.3 | |
| Actuated g/C Ratio | 0.65 | 0.65 | 0.83 | 0.83 | 0.10 | |
| v/c Ratio | 0.19 | 0.00 | 0.03 | 0.15 | 0.23 | |
| Control Delay | 6.0 | 4.3 | 2.0 | 2.5 | 12.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 6.0 | 4.3 | 2.0 | 2.5 | 12.4 | |
| LOS | A | A | A | A | B | |
| Approach Delay | 6.0 | | | 2.4 | 12.4 | |
| Approach LOS | A | | | A | B | |
| Queue Length 50th (ft) | 34 | 0 | 1 | 18 | 1 | |
| Queue Length 95th (ft) | 72 | 3 | 6 | 41 | 26 | |
| Internal Link Dist (ft) | 365 | | | 963 | 163 | |
| Turn Bay Length (ft) | | 70 | | | | |
| Base Capacity (vph) | 1218 | 1036 | 962 | 1550 | 308 | |
| 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 | 0.19 | 0.00 | 0.02 | 0.15 | 0.16 | |





















Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 21 (35%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.23
 Intersection Signal Delay: 4.9
 Intersection LOS: A
 Intersection Capacity Utilization 30.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 9: Eagle St & Genesee St



Existing PM
1: Genesee St & 5S

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 156 | 968 | 43 | 68 | 726 | 7 | 78 | 279 | 85 | 98 | 231 | 30 |
| Future Volume (vph) | 156 | 968 | 43 | 68 | 726 | 7 | 78 | 279 | 85 | 98 | 231 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 150 | 150 | | 0 | 150 | | 0 | 150 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 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 | 0.95 | 0.95 |
| Frt | | 0.994 | | | 0.999 | | | 0.965 | | | 0.983 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3453 | 0 | 1770 | 3502 | 0 | 1770 | 1798 | 0 | 1770 | 3470 | 0 |
| Flt Permitted | 0.295 | | | 0.181 | | | 0.561 | | | 0.228 | | |
| Satd. Flow (perm) | 550 | 3453 | 0 | 337 | 3502 | 0 | 1045 | 1798 | 0 | 425 | 3470 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 5 | | | 1 | | | 16 | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 196 | | | 616 | | | 464 | | | 307 | |
| Travel Time (s) | | 4.5 | | | 14.0 | | | 10.5 | | | 7.0 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 1% | 12% |
| Adj. Flow (vph) | 163 | 1008 | 45 | 71 | 756 | 7 | 81 | 291 | 89 | 102 | 241 | 31 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 163 | 1053 | 0 | 71 | 763 | 0 | 81 | 380 | 0 | 102 | 272 | 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 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 15.0 | | 8.0 | 15.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Minimum Split (s) | 14.0 | 46.0 | | 14.0 | 46.0 | | 42.0 | 42.0 | | 42.0 | 42.0 | |
| Total Split (s) | 14.0 | 51.0 | | 14.0 | 51.0 | | 45.0 | 45.0 | | 45.0 | 45.0 | |
| Total Split (%) | 12.7% | 46.4% | | 12.7% | 46.4% | | 40.9% | 40.9% | | 40.9% | 40.9% | |
| Maximum Green (s) | 8.0 | 45.0 | | 8.0 | 45.0 | | 39.0 | 39.0 | | 39.0 | 39.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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 | Lag | Lead | | Lag | Lead | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 1.0 | | 3.0 | 3.0 | | 2.5 | 2.5 | | 2.5 | 2.5 | |
| Recall Mode | None | C-Min | | None | C-Min | | None | None | | None | None | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|-------|------|-----|
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 33.0 | | | 33.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 68.6 | 59.0 | | 60.9 | 52.9 | | 27.8 | 27.8 | | 27.8 | 27.8 | |
| Actuated g/C Ratio | 0.62 | 0.54 | | 0.55 | 0.48 | | 0.25 | 0.25 | | 0.25 | 0.25 | |
| v/c Ratio | 0.35 | 0.57 | | 0.24 | 0.45 | | 0.31 | 0.82 | | 0.95 | 0.31 | |
| Control Delay | 15.5 | 20.6 | | 15.3 | 21.6 | | 34.3 | 50.6 | | 115.8 | 31.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.0 | |
| Total Delay | 15.5 | 20.6 | | 15.3 | 21.6 | | 34.3 | 50.8 | | 115.8 | 31.2 | |
| LOS | B | C | | B | C | | C | D | | F | C | |
| Approach Delay | | 19.9 | | | 21.1 | | | 47.9 | | | 54.2 | |
| Approach LOS | | B | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 42 | 262 | | 17 | 183 | | 47 | 244 | | 71 | 77 | |
| Queue Length 95th (ft) | 88 | 390 | | 43 | 285 | | 81 | 319 | | #156 | 102 | |
| Internal Link Dist (ft) | | 116 | | | 536 | | | 384 | | | 227 | |
| Turn Bay Length (ft) | 150 | | | 150 | | | 150 | | | 150 | | |
| Base Capacity (vph) | 467 | 1853 | | 290 | 1707 | | 370 | 647 | | 150 | 1239 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 26 | | 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 | 0.57 | | 0.24 | 0.45 | | 0.22 | 0.61 | | 0.68 | 0.22 | |

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 30 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 29.2

Intersection LOS: C

Intersection Capacity Utilization 80.1%

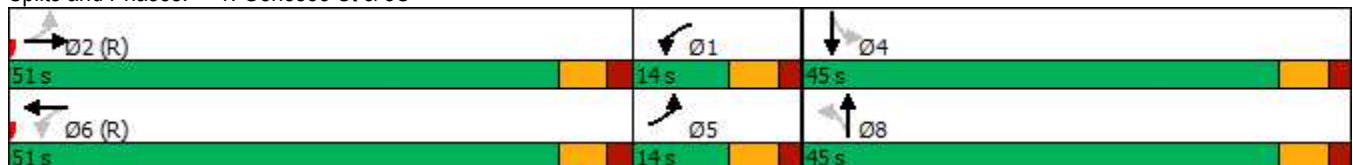
ICU Level of Service D

Analysis Period (min) 15

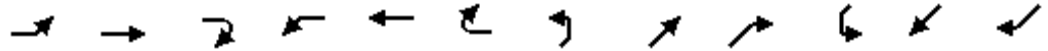
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Genesee St & 5S



Existing PM
2: La Fayette Street/Bleecker Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 68 | 28 | 16 | 131 | 39 | 24 | 19 | 480 | 40 | 105 | 430 | 18 |
| Future Volume (vph) | 68 | 28 | 16 | 131 | 39 | 24 | 19 | 480 | 40 | 105 | 430 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Fr _t | | 0.980 | | | 0.984 | | | 0.989 | | | 0.995 | |
| Fl _t Protected | | 0.971 | | | 0.967 | | | 0.998 | | | 0.991 | |
| Satd. Flow (prot) | 0 | 1588 | 0 | 0 | 1564 | 0 | 0 | 3501 | 0 | 0 | 3490 | 0 |
| Fl _t Permitted | | 0.762 | | | 0.748 | | | 0.926 | | | 0.741 | |
| Satd. Flow (perm) | 0 | 1246 | 0 | 0 | 1210 | 0 | 0 | 3249 | 0 | 0 | 2609 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 14 | | | 11 | | | 19 | | | 7 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 267 | | | 304 | | | 420 | | | 464 | |
| Travel Time (s) | | 6.1 | | | 6.9 | | | 9.5 | | | 10.5 | |
| Peak Hour Factor | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.88 | 0.92 | 0.88 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 5% | 0% | 5% | 2% | 2% | 0% | 2% | 0% | 2% | 2% | 2% |
| Parking (#/hr) | | 0 | | | 0 | | | | | | | |
| Adj. Flow (vph) | 74 | 32 | 18 | 149 | 44 | 26 | 22 | 522 | 45 | 114 | 467 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 124 | 0 | 0 | 219 | 0 | 0 | 589 | 0 | 0 | 601 | 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 | 1.14 | 1.00 | 1.00 | 1.14 | 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 |
| Turn Type | Perm | NA | | Perm | NA | | D.Pm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 23.0 | 23.0 | | 23.0 | 20.0 | | 23.0 | 23.0 | |
| Total Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 38.0 | 20.0 | | 38.0 | 38.0 | |
| Total Split (%) | 42.4% | 42.4% | | 42.4% | 42.4% | | 57.6% | 30.3% | | 57.6% | 57.6% | |
| Maximum Green (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 33.0 | 16.0 | | 33.0 | 33.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.5 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 0.5 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | | 4.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Walk Time (s) | 8.0 | 8.0 | | 2.0 | 2.0 | | 2.0 | 5.0 | | 2.0 | 2.0 | |
| Flash Dont Walk (s) | 14.0 | 14.0 | | 7.0 | 7.0 | | 7.0 | 11.0 | | 7.0 | 7.0 | |

Existing PM
2: La Fayette Street/Bleecker Street

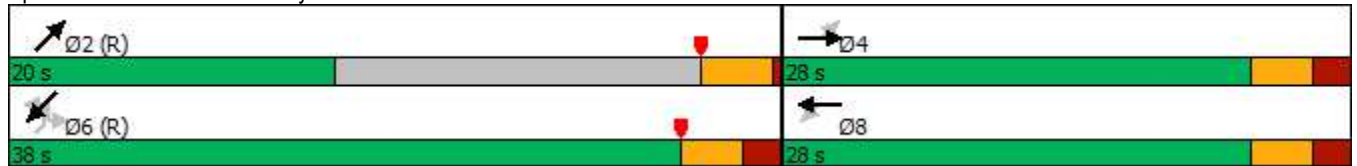


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 23.0 | | | 23.0 | | | 34.0 | | | 33.0 | |
| Actuated g/C Ratio | | 0.35 | | | 0.35 | | | 0.52 | | | 0.50 | |
| v/c Ratio | | 0.28 | | | 0.51 | | | 0.35 | | | 0.46 | |
| Control Delay | | 15.8 | | | 21.3 | | | 9.9 | | | 12.0 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 15.8 | | | 21.3 | | | 9.9 | | | 12.0 | |
| LOS | | B | | | C | | | A | | | B | |
| Approach Delay | | 15.8 | | | 21.3 | | | 9.9 | | | 12.0 | |
| Approach LOS | | B | | | C | | | A | | | B | |
| Queue Length 50th (ft) | | 31 | | | 65 | | | 65 | | | 75 | |
| Queue Length 95th (ft) | | 67 | | | 123 | | | 97 | | | 114 | |
| Internal Link Dist (ft) | | 187 | | | 224 | | | 340 | | | 384 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 443 | | | 428 | | | 1682 | | | 1308 | |
| 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 | | 0.28 | | | 0.51 | | | 0.35 | | | 0.46 | |

Intersection Summary

Area Type: Other
 Cycle Length: 66
 Actuated Cycle Length: 66
 Offset: 0 (0%), Referenced to phase 2:NET and 6:NESW, Start of Yellow, Master Intersection
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 12.8
 Intersection LOS: B
 Intersection Capacity Utilization 55.7%
 ICU Level of Service B
 Analysis Period (min) 15

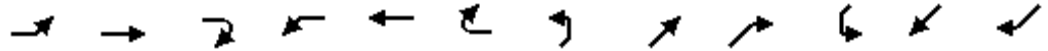
Splits and Phases: 2: La Fayette Street/Bleecker Street



Existing PM
3: Columbia Street/Elizabeth Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 93 | 175 | 69 | 39 | 231 | 78 | 73 | 355 | 20 | 34 | 353 | 166 |
| Future Volume (vph) | 93 | 175 | 69 | 39 | 231 | 78 | 73 | 355 | 20 | 34 | 353 | 166 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Fr _t | | 0.972 | | | 0.970 | | | 0.993 | | | 0.955 | |
| Fl _t Protected | | 0.986 | | | 0.994 | | | 0.992 | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1778 | 0 | 0 | 1794 | 0 | 0 | 3464 | 0 | 0 | 3353 | 0 |
| Fl _t Permitted | | 0.737 | | | 0.921 | | | 0.723 | | | 0.889 | |
| Satd. Flow (perm) | 0 | 1329 | 0 | 0 | 1662 | 0 | 0 | 2524 | 0 | 0 | 2990 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | 23 | | | 7 | | | 109 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 332 | | | 274 | | | 390 | | | 420 | |
| Travel Time (s) | | 7.5 | | | 6.2 | | | 8.9 | | | 9.5 | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 3% | 3% | 0% | 13% | 1% | 0% | 0% | 1% | 42% | 6% | 1% | 5% |
| Adj. Flow (vph) | 107 | 201 | 79 | 45 | 266 | 90 | 84 | 408 | 23 | 39 | 406 | 191 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 387 | 0 | 0 | 401 | 0 | 0 | 515 | 0 | 0 | 636 | 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 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 6 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 4.0 | 1.0 | | 5.0 | 5.0 | | 4.0 | 5.0 | |
| Minimum Split (s) | 23.0 | 23.0 | | 8.0 | 23.0 | | 23.5 | 23.5 | | 7.0 | 23.5 | |
| Total Split (s) | 29.0 | 29.0 | | 8.0 | 37.0 | | 31.0 | 31.0 | | 7.0 | 38.0 | |
| Total Split (%) | 38.7% | 38.7% | | 10.7% | 49.3% | | 41.3% | 41.3% | | 9.3% | 50.7% | |
| Maximum Green (s) | 22.0 | 22.0 | | 4.0 | 30.0 | | 24.0 | 24.0 | | 4.0 | 31.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 3.5 | 4.0 | | 4.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 3.0 | 3.0 | | 0.5 | 3.0 | | 3.0 | 3.0 | | 0.0 | 3.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lag | Lag | | 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 | |
| Recall Mode | Max | Max | | None | Max | | C-Max | C-Max | | None | C-Max | |
| Walk Time (s) | 5.0 | 5.0 | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| 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 | |

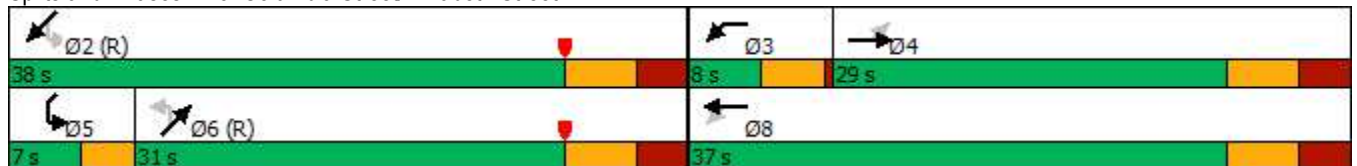


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Act Effect Green (s) | | 30.0 | | | 30.0 | | | 31.0 | | | 31.0 | |
| Actuated g/C Ratio | | 0.40 | | | 0.40 | | | 0.41 | | | 0.41 | |
| v/c Ratio | | 0.72 | | | 0.59 | | | 0.49 | | | 0.49 | |
| Control Delay | | 27.1 | | | 21.0 | | | 17.1 | | | 14.7 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 27.1 | | | 21.0 | | | 17.1 | | | 14.7 | |
| LOS | | C | | | C | | | B | | | B | |
| Approach Delay | | 27.1 | | | 21.0 | | | 17.1 | | | 14.7 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Queue Length 50th (ft) | | 140 | | | 134 | | | 92 | | | 90 | |
| Queue Length 95th (ft) | | 232 | | | 210 | | | 130 | | | 128 | |
| Internal Link Dist (ft) | | 252 | | | 194 | | | 310 | | | 340 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 541 | | | 678 | | | 1047 | | | 1299 | |
| 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 | | 0.72 | | | 0.59 | | | 0.49 | | | 0.49 | |

Intersection Summary

| | |
|------------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 75 |
| Actuated Cycle Length: | 75 |
| Offset: | 1 (1%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow |
| Natural Cycle: | 70 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.72 |
| Intersection Signal Delay: | 19.1 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 82.7% |
| ICU Level of Service: | E |
| Analysis Period (min): | 15 |

Splits and Phases: 3: Columbia Street/Elizabeth Street



Existing PM
4: Blandina Street/Washington Lane & Genesee Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↕↕ | | | ↕↕ | | | | | | ↕ | |
| Traffic Volume (vph) | 4 | 387 | 9 | 27 | 440 | 25 | 0 | 0 | 0 | 31 | 5 | 7 |
| Future Volume (vph) | 4 | 387 | 9 | 27 | 440 | 25 | 0 | 0 | 0 | 31 | 5 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 |
| Fr _t | | 0.997 | | | 0.992 | | | | | | 0.977 | |
| Fl _t Protected | | | | | 0.997 | | | | | | 0.965 | |
| Satd. Flow (prot) | 0 | 3529 | 0 | 0 | 3500 | 0 | 0 | 0 | 0 | 0 | 1756 | 0 |
| Fl _t Permitted | | 0.952 | | | 0.920 | | | | | | 0.965 | |
| Satd. Flow (perm) | 0 | 3359 | 0 | 0 | 3230 | 0 | 0 | 0 | 0 | 0 | 1756 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 5 | | | 12 | | | | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 316 | | | 390 | | | 174 | | | 171 | |
| Travel Time (s) | | 7.2 | | | 8.9 | | | 4.0 | | | 3.9 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 4 | 421 | 10 | 29 | 478 | 27 | 0 | 0 | 0 | 34 | 5 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 435 | 0 | 0 | 534 | 0 | 0 | 0 | 0 | 0 | 47 | 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 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 2 | | | 2 | | | | | | 4 | |
| Permitted Phases | 2 | | | 2 | | | | | | 4 | | |
| Detector Phase | 2 | 2 | | 2 | 2 | | | | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | 4.0 | 4.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | | | | 23.0 | 23.0 | |
| Total Split (s) | 48.0 | 48.0 | | 48.0 | 48.0 | | | | | 27.0 | 27.0 | |
| Total Split (%) | 64.0% | 64.0% | | 64.0% | 64.0% | | | | | 36.0% | 36.0% | |
| Maximum Green (s) | 43.0 | 43.0 | | 43.0 | 43.0 | | | | | 22.0 | 22.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | | | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | | | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | | | | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | | | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effect Green (s) | | 64.0 | | | 64.0 | | | | | | 7.3 | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|------|
| Actuated g/C Ratio | | 0.85 | | | 0.85 | | | | | | | 0.10 |
| v/c Ratio | | 0.15 | | | 0.19 | | | | | | | 0.27 |
| Control Delay | | 2.0 | | | 0.9 | | | | | | | 30.5 |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | | 0.0 |
| Total Delay | | 2.0 | | | 0.9 | | | | | | | 30.5 |
| LOS | | A | | | A | | | | | | | C |
| Approach Delay | | 2.0 | | | 0.9 | | | | | | | 30.5 |
| Approach LOS | | A | | | A | | | | | | | C |
| Queue Length 50th (ft) | | 20 | | | 10 | | | | | | | 17 |
| Queue Length 95th (ft) | | 36 | | | 16 | | | | | | | 46 |
| Internal Link Dist (ft) | | 236 | | | 310 | | | 94 | | | | 91 |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2869 | | | 2760 | | | | | | | 520 |
| Starvation Cap Reductn | | 0 | | | 0 | | | | | | | 0 |
| Spillback Cap Reductn | | 0 | | | 0 | | | | | | | 0 |
| Storage Cap Reductn | | 0 | | | 0 | | | | | | | 0 |
| Reduced v/c Ratio | | 0.15 | | | 0.19 | | | | | | | 0.09 |

Intersection Summary

| | |
|------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 75 |
| Actuated Cycle Length: | 75 |
| Offset: | 7.5 (10%), Referenced to phase 2:EBWB and 6:, Start of Yellow |
| Natural Cycle: | 55 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.27 |
| Intersection Signal Delay: | 2.8 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 40.7% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |

Splits and Phases: 4: Blandina Street/Washington Lane & Genesee Street



Existing PM
5: Bank Place & Genesee St



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|--------|-------|--------|--------|------|-------|
| Lane Configurations | ↑↑ | | | ↑↑ | | |
| Traffic Volume (vph) | 411 | 25 | 29 | 391 | 0 | 0 |
| Future Volume (vph) | 411 | 25 | 29 | 391 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 |
| Fr _t | 0.991 | | | | | |
| Fl _t Protected | | | | 0.997 | | |
| Satd. Flow (prot) | 3507 | 0 | 0 | 3529 | 0 | 0 |
| Fl _t Permitted | | | | 0.916 | | |
| Satd. Flow (perm) | 3507 | 0 | 0 | 3242 | 0 | 0 |
| Right Turn on Red | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 467 | | | 316 | 220 | |
| Travel Time (s) | 10.6 | | | 7.2 | 5.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 447 | 27 | 32 | 425 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 474 | 0 | 0 | 457 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 15 | | 9 |
| Turn Type | NA | | Perm | NA | | |
| Protected Phases | 6 | | | 2 | | |
| Permitted Phases | | | | 2 | | |
| Detector Phase | 6 | | 2 | 2 | | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 4.0 | | 4.0 | 4.0 | | |
| Minimum Split (s) | 9.0 | | 9.0 | 9.0 | | |
| Total Split (s) | 40.0 | | 40.0 | 40.0 | | |
| Total Split (%) | 100.0% | | 100.0% | 100.0% | | |
| Maximum Green (s) | 35.0 | | 35.0 | 35.0 | | |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | | |
| All-Red Time (s) | 1.5 | | 1.5 | 1.5 | | |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | 5.0 | | | 5.0 | | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | |
| Recall Mode | C-Max | | C-Max | C-Max | | |
| Act Effct Green (s) | 40.0 | | | 40.0 | | |
| Actuated g/C Ratio | 1.00 | | | 1.00 | | |
| v/c Ratio | 0.14 | | | 0.14 | | |
| Control Delay | 0.1 | | | 0.1 | | |

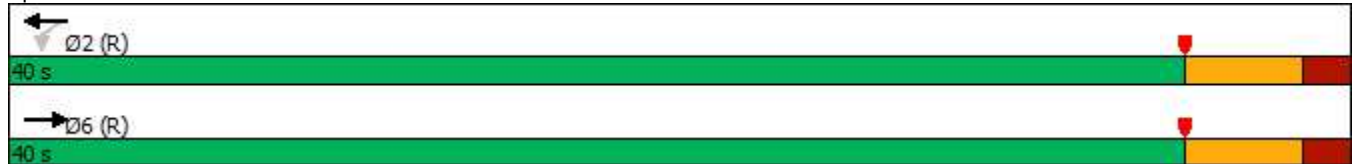


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|-----|-----|------|-----|-----|
| Queue Delay | 0.0 | | | 0.0 | | |
| Total Delay | 0.1 | | | 0.1 | | |
| LOS | A | | | A | | |
| Approach Delay | 0.1 | | | 0.1 | | |
| Approach LOS | A | | | A | | |
| Queue Length 50th (ft) | 0 | | | 0 | | |
| Queue Length 95th (ft) | 0 | | | 0 | | |
| Internal Link Dist (ft) | 387 | | | 236 | 140 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | 3507 | | | 3242 | | |
| Starvation Cap Reductn | 0 | | | 0 | | |
| Spillback Cap Reductn | 0 | | | 0 | | |
| Storage Cap Reductn | 0 | | | 0 | | |
| Reduced v/c Ratio | 0.14 | | | 0.14 | | |

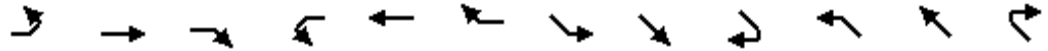
Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 40 |
| Actuated Cycle Length: | 40 |
| Offset: | 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow |
| Natural Cycle: | 40 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.14 |
| Intersection Signal Delay: | 0.1 |
| Intersection LOS: | A |
| Intersection Capacity Utilization | 32.1% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

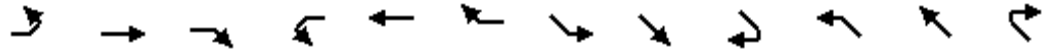
Splits and Phases: 5: Bank Place & Genesee St



Existing PM
6: Hopper St/Court Street & Genesee St



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕↕ | | | ↕↕ | | | ↕↕ | | | ↕↕ | |
| Traffic Volume (vph) | 26 | 407 | 14 | 10 | 371 | 43 | 4 | 270 | 99 | 2 | 401 | 65 |
| Future Volume (vph) | 26 | 407 | 14 | 10 | 371 | 43 | 4 | 270 | 99 | 2 | 401 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Fr _t | | 0.995 | | | 0.985 | | | 0.960 | | | 0.979 | |
| Fl _t Protected | | 0.997 | | | 0.999 | | | | | | | |
| Satd. Flow (prot) | 0 | 3511 | 0 | 0 | 3483 | 0 | 0 | 3398 | 0 | 0 | 3465 | 0 |
| Fl _t Permitted | | 0.911 | | | 0.942 | | | 0.951 | | | 0.954 | |
| Satd. Flow (perm) | 0 | 3208 | 0 | 0 | 3284 | 0 | 0 | 3231 | 0 | 0 | 3306 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 5 | | | 20 | | | 88 | | | 31 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 660 | | | 467 | | | 184 | | | 310 | |
| Travel Time (s) | | 15.0 | | | 10.6 | | | 4.2 | | | 7.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 28 | 442 | 15 | 11 | 403 | 47 | 4 | 293 | 108 | 2 | 436 | 71 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 485 | 0 | 0 | 461 | 0 | 0 | 405 | 0 | 0 | 509 | 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 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Total Split (s) | 37.0 | 37.0 | | 37.0 | 37.0 | | 38.0 | 38.0 | | 38.0 | 38.0 | |
| Total Split (%) | 49.3% | 49.3% | | 49.3% | 49.3% | | 50.7% | 50.7% | | 50.7% | 50.7% | |
| Maximum Green (s) | 31.8 | 31.8 | | 31.8 | 31.8 | | 32.8 | 32.8 | | 32.8 | 32.8 | |
| Yellow Time (s) | 3.4 | 3.4 | | 3.4 | 3.4 | | 3.4 | 3.4 | | 3.4 | 3.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.2 | | | 5.2 | | | 5.2 | | | 5.2 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-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 | |
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | | 31.8 | | | 31.8 | | | 32.8 | | | 32.8 | |

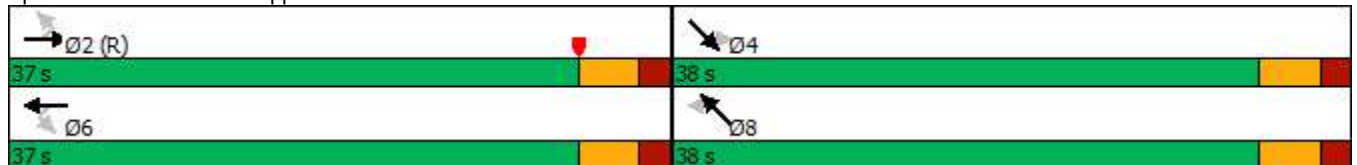


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Actuated g/C Ratio | | 0.42 | | | 0.42 | | | 0.44 | | | 0.44 | |
| v/c Ratio | | 0.36 | | | 0.33 | | | 0.28 | | | 0.35 | |
| Control Delay | | 15.4 | | | 14.6 | | | 11.0 | | | 13.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 15.4 | | | 14.6 | | | 11.0 | | | 13.9 | |
| LOS | | B | | | B | | | B | | | B | |
| Approach Delay | | 15.4 | | | 14.6 | | | 11.0 | | | 13.9 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Queue Length 50th (ft) | | 76 | | | 69 | | | 46 | | | 74 | |
| Queue Length 95th (ft) | | 112 | | | 103 | | | 75 | | | 108 | |
| Internal Link Dist (ft) | | 580 | | | 387 | | | 104 | | | 230 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1363 | | | 1403 | | | 1462 | | | 1463 | |
| 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 | | 0.36 | | | 0.33 | | | 0.28 | | | 0.35 | |

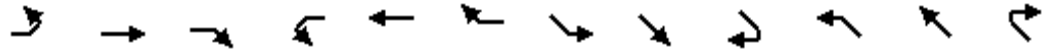
Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 19.8 (26%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 13.8
 Intersection LOS: B
 Intersection Capacity Utilization 51.9%
 ICU Level of Service A
 Analysis Period (min) 15

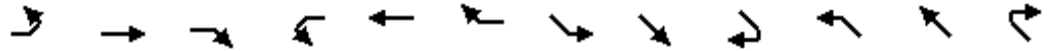
Splits and Phases: 6: Hopper St/Court Street & Genesee St



Existing PM
7: Genesee St & Cornelia Place



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↑↑ | | | ↑↑ | | | ↑↓ | | | | ↑↓ |
| Traffic Volume (vph) | 23 | 220 | 4 | 42 | 302 | 12 | 4 | 40 | 17 | 19 | 50 | 41 |
| Future Volume (vph) | 23 | 220 | 4 | 42 | 302 | 12 | 4 | 40 | 17 | 19 | 50 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| 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 |
| Fr _t | | 0.998 | | | 0.995 | | | 0.963 | | | | 0.949 |
| Fl _t Protected | | 0.995 | | | 0.994 | | | 0.997 | | | | 0.991 |
| Satd. Flow (prot) | 0 | 3514 | 0 | 0 | 3500 | 0 | 0 | 1788 | 0 | 0 | 1752 | 0 |
| Fl _t Permitted | | 0.902 | | | 0.886 | | | 0.982 | | | | 0.939 |
| Satd. Flow (perm) | 0 | 3186 | 0 | 0 | 3120 | 0 | 0 | 1762 | 0 | 0 | 1660 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 10 | | | 16 | | | | 25 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 80 | | | 660 | | | 283 | | | | 149 |
| Travel Time (s) | | 1.8 | | | 15.0 | | | 6.4 | | | | 3.4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 25 | 239 | 4 | 46 | 328 | 13 | 4 | 43 | 18 | 21 | 54 | 45 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 268 | 0 | 0 | 387 | 0 | 0 | 65 | 0 | 0 | 120 | 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 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | | 8 |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.0 | 4.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Total Split (s) | 80.0 | 80.0 | | 80.0 | 80.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (%) | 80.0% | 80.0% | | 80.0% | 80.0% | | 20.0% | 20.0% | | 20.0% | 20.0% | |
| Maximum Green (s) | 75.0 | 75.0 | | 75.0 | 75.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | | Max | Max | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| 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) | | 75.0 | | | 75.0 | | | 15.0 | | | 15.0 | |

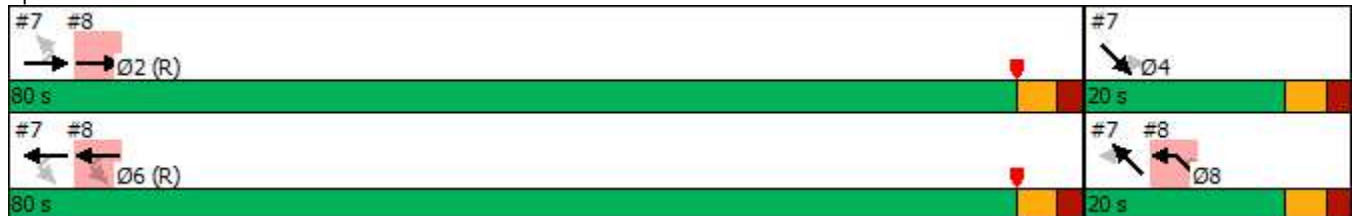


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Actuated g/C Ratio | | 0.75 | | | 0.75 | | | 0.15 | | | 0.15 | |
| v/c Ratio | | 0.11 | | | 0.17 | | | 0.23 | | | 0.44 | |
| Control Delay | | 2.0 | | | 3.7 | | | 32.0 | | | 36.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 2.0 | | | 3.7 | | | 32.0 | | | 36.3 | |
| LOS | | A | | | A | | | C | | | D | |
| Approach Delay | | 2.0 | | | 3.7 | | | 32.0 | | | 36.3 | |
| Approach LOS | | A | | | A | | | C | | | D | |
| Queue Length 50th (ft) | | 6 | | | 30 | | | 28 | | | 55 | |
| Queue Length 95th (ft) | | 23 | | | 42 | | | 67 | | | 112 | |
| Internal Link Dist (ft) | | 1 | | | 580 | | | 203 | | | 69 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2390 | | | 2342 | | | 277 | | | 270 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 5 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.11 | | | 0.17 | | | 0.23 | | | 0.44 | |

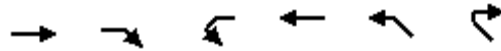
Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 16 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 10.0
 Intersection LOS: A
 Intersection Capacity Utilization 40.9%
 ICU Level of Service A
 Analysis Period (min) 15

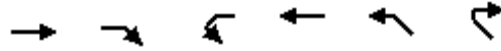
Splits and Phases: 7: Genesee St & Cornelia Place



Existing PM
8: South Street & Genesee St



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | Ø4 |
|----------------------------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | ↑↑ | | | ↑↑ | ↑ | ↑ | |
| Traffic Volume (vph) | 241 | 4 | 54 | 321 | 19 | 92 | |
| Future Volume (vph) | 241 | 4 | 54 | 321 | 19 | 92 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | |
| Fr _t | 0.998 | | | | | 0.850 | |
| Fl _t Protected | | | | 0.993 | 0.950 | | |
| Satd. Flow (prot) | 3532 | 0 | 0 | 3514 | 1770 | 1583 | |
| Fl _t Permitted | | | | 0.866 | 0.950 | | |
| Satd. Flow (perm) | 3532 | 0 | 0 | 3065 | 1770 | 1583 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | 4 | | | | | 100 | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1043 | | | 80 | 302 | | |
| Travel Time (s) | 23.7 | | | 1.8 | 6.9 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 262 | 4 | 59 | 349 | 21 | 100 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 266 | 0 | 0 | 408 | 21 | 100 | |
| Enter Blocked Intersection | No | No | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Left | 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 | |
| Turn Type | NA | | Perm | NA | Prot | Perm | |
| Protected Phases | 2 | | | 6 | 8 | | 4 |
| Permitted Phases | | | 6 | | | 8 | |
| Detector Phase | 2 | | 6 | 6 | 8 | 8 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 |
| Minimum Split (s) | 21.0 | | 21.0 | 21.0 | 12.0 | 12.0 | 12.0 |
| Total Split (s) | 80.0 | | 80.0 | 80.0 | 20.0 | 20.0 | 20.0 |
| Total Split (%) | 80.0% | | 80.0% | 80.0% | 20.0% | 20.0% | 20% |
| Maximum Green (s) | 75.0 | | 75.0 | 75.0 | 15.0 | 15.0 | 15.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | | | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | C-Max | | C-Max | C-Max | None | None | Max |
| Walk Time (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| 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 Effect Green (s) | 75.0 | | | 75.0 | 15.0 | 15.0 | |

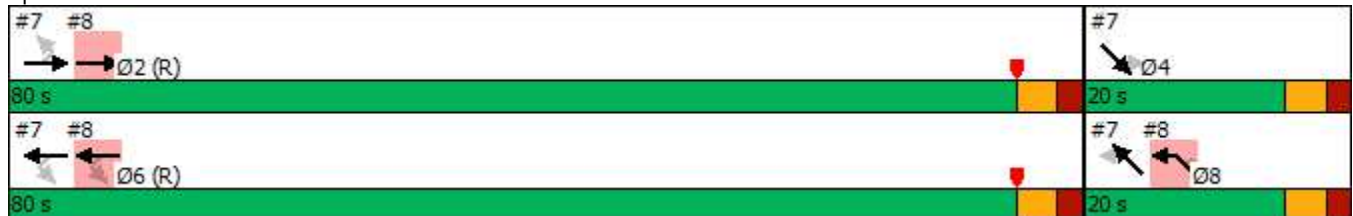


| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | Ø4 |
|-------------------------|------|-----|-----|------|------|------|----|
| Actuated g/C Ratio | 0.75 | | | 0.75 | 0.15 | 0.15 | |
| v/c Ratio | 0.10 | | | 0.18 | 0.08 | 0.31 | |
| Control Delay | 3.4 | | | 2.1 | 37.5 | 10.7 | |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | 0.0 | |
| Total Delay | 3.4 | | | 2.1 | 37.5 | 10.7 | |
| LOS | A | | | A | D | B | |
| Approach Delay | 3.4 | | | 2.1 | 15.3 | | |
| Approach LOS | A | | | A | B | | |
| Queue Length 50th (ft) | 19 | | | 17 | 12 | 0 | |
| Queue Length 95th (ft) | 29 | | | 24 | 34 | 46 | |
| Internal Link Dist (ft) | 963 | | | 1 | 222 | | |
| Turn Bay Length (ft) | | | | | | | |
| Base Capacity (vph) | 2650 | | | 2298 | 265 | 322 | |
| Starvation Cap Reductn | 0 | | | 0 | 0 | 0 | |
| Spillback Cap Reductn | 4 | | | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.10 | | | 0.18 | 0.08 | 0.31 | |

Intersection Summary

| | |
|------------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 100 |
| Actuated Cycle Length: | 100 |
| Offset: | 16 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow |
| Natural Cycle: | 40 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.44 |
| Intersection Signal Delay: | 4.6 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 33.9% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |

Splits and Phases: 8: South Street & Genesee St



Existing PM
9: Eagle St & Genesee St



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | |
| Traffic Volume (vph) | 200 | 13 | 22 | 294 | 10 | 58 |
| Future Volume (vph) | 200 | 13 | 22 | 294 | 10 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 70 | 0 | | 0 | 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 |
| Frt | | 0.850 | | | 0.885 | |
| Flt Protected | | | 0.950 | | 0.993 | |
| Satd. Flow (prot) | 1863 | 1583 | 1770 | 1863 | 1637 | 0 |
| Flt Permitted | | | 0.549 | | 0.993 | |
| Satd. Flow (perm) | 1863 | 1583 | 1023 | 1863 | 1637 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 14 | | | 63 | |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 445 | | | 1043 | 243 | |
| Travel Time (s) | 10.1 | | | 23.7 | 5.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 217 | 14 | 24 | 320 | 11 | 63 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 217 | 14 | 24 | 320 | 74 | 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) | | 9 | 15 | | 15 | 9 |
| Turn Type | NA | Perm | pm+pt | NA | Prot | |
| Protected Phases | 2 | | 1 | 6 | 8 | |
| Permitted Phases | | 2 | 6 | | | |
| Detector Phase | 2 | 2 | 1 | 6 | 8 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 10.0 | 10.0 | 10.0 | 21.0 | 10.0 | |
| Total Split (s) | 35.0 | 35.0 | 10.0 | 45.0 | 15.0 | |
| Total Split (%) | 58.3% | 58.3% | 16.7% | 75.0% | 25.0% | |
| Maximum Green (s) | 30.0 | 30.0 | 5.0 | 40.0 | 10.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | C-Min | C-Min | None | C-Max | Min | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | |

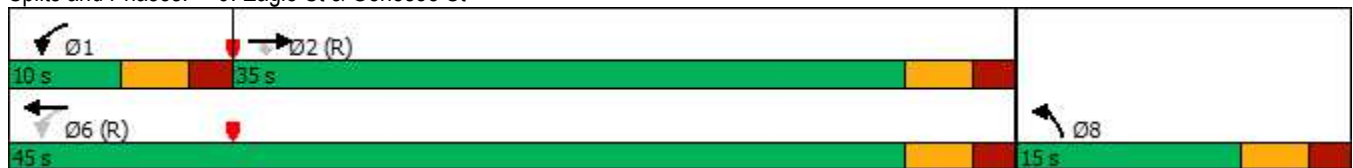


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|-----|
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 41.2 | 41.2 | 43.4 | 43.4 | 6.6 | |
| Actuated g/C Ratio | 0.69 | 0.69 | 0.72 | 0.72 | 0.11 | |
| v/c Ratio | 0.17 | 0.01 | 0.03 | 0.24 | 0.31 | |
| Control Delay | 5.0 | 3.5 | 2.8 | 3.5 | 12.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 5.0 | 3.5 | 2.8 | 3.5 | 12.9 | |
| LOS | A | A | A | A | B | |
| Approach Delay | 5.0 | | | 3.4 | 12.9 | |
| Approach LOS | A | | | A | B | |
| Queue Length 50th (ft) | 17 | 0 | 2 | 26 | 4 | |
| Queue Length 95th (ft) | 76 | 7 | 7 | 60 | 34 | |
| Internal Link Dist (ft) | 365 | | | 963 | 163 | |
| Turn Bay Length (ft) | | 70 | | | | |
| Base Capacity (vph) | 1279 | 1091 | 812 | 1348 | 325 | |
| 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 | 0.17 | 0.01 | 0.03 | 0.24 | 0.23 | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 14 (23%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 5.1
 Intersection Capacity Utilization 30.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 9: Eagle St & Genesee St



Road Diet AM
1: Genesee St & 5S

Genesee Street Road Diet
03/29/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 693 | 67 | 136 | 815 | 3 | 31 | 96 | 32 | 112 | 303 | 34 |
| Future Volume (vph) | 66 | 693 | 67 | 136 | 815 | 3 | 31 | 96 | 32 | 112 | 303 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 150 | 150 | | 0 | 150 | | 0 | 150 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 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 | 0.95 | 0.95 |
| Frt | | 0.987 | | | | | | 0.963 | | | 0.985 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3528 | 0 | 1770 | 3505 | 0 | 1770 | 1659 | 0 | 1770 | 3456 | 0 |
| Flt Permitted | 0.246 | | | 0.265 | | | 0.366 | | | 0.593 | | |
| Satd. Flow (perm) | 458 | 3528 | 0 | 494 | 3505 | 0 | 682 | 1659 | 0 | 1105 | 3456 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | | | | 17 | | | 13 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 196 | | | 616 | | | 464 | | | 307 | |
| Travel Time (s) | | 4.5 | | | 14.0 | | | 10.5 | | | 7.0 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 2% | 1% | 1% | 2% | 3% | 2% | 2% | 13% | 2% | 2% | 3% | 2% |
| Adj. Flow (vph) | 77 | 806 | 78 | 158 | 948 | 3 | 36 | 112 | 37 | 130 | 352 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 77 | 884 | 0 | 158 | 951 | 0 | 36 | 149 | 0 | 130 | 392 | 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 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 15.0 | | 8.0 | 15.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Minimum Split (s) | 14.0 | 46.0 | | 14.0 | 46.0 | | 42.0 | 42.0 | | 42.0 | 42.0 | |
| Total Split (s) | 14.0 | 49.0 | | 14.0 | 49.0 | | 42.0 | 42.0 | | 42.0 | 42.0 | |
| Total Split (%) | 13.3% | 46.7% | | 13.3% | 46.7% | | 40.0% | 40.0% | | 40.0% | 40.0% | |
| Maximum Green (s) | 8.0 | 43.0 | | 8.0 | 43.0 | | 36.0 | 36.0 | | 36.0 | 36.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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 | Lag | Lead | | Lag | Lead | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 1.0 | | 3.0 | 3.0 | | 2.5 | 2.5 | | 2.5 | 2.5 | |
| Recall Mode | None | C-Min | | None | C-Min | | None | None | | None | None | |

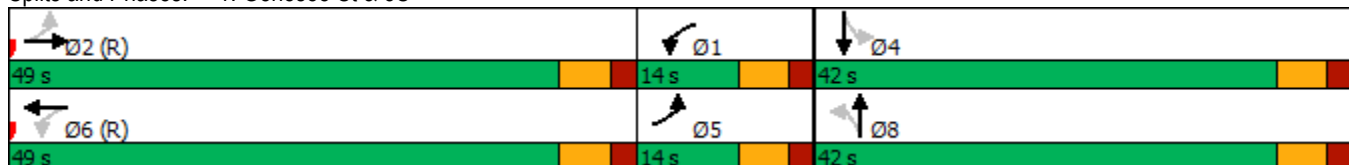


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 33.0 | | | 33.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 65.4 | 57.4 | | 74.1 | 64.0 | | 17.8 | 17.8 | | 17.8 | 17.8 | |
| Actuated g/C Ratio | 0.62 | 0.55 | | 0.71 | 0.61 | | 0.17 | 0.17 | | 0.17 | 0.17 | |
| v/c Ratio | 0.20 | 0.46 | | 0.32 | 0.45 | | 0.31 | 0.51 | | 0.70 | 0.66 | |
| Control Delay | 8.6 | 16.2 | | 10.2 | 13.4 | | 43.5 | 39.9 | | 59.4 | 44.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 8.6 | 16.2 | | 10.2 | 13.4 | | 43.5 | 39.9 | | 59.4 | 44.1 | |
| LOS | A | B | | B | B | | D | D | | E | D | |
| Approach Delay | | 15.6 | | | 12.9 | | | 40.6 | | | 47.9 | |
| Approach LOS | | B | | | B | | | D | | | D | |
| Queue Length 50th (ft) | 13 | 176 | | 28 | 178 | | 22 | 81 | | 84 | 127 | |
| Queue Length 95th (ft) | 33 | 260 | | 60 | 255 | | 47 | 126 | | 130 | 153 | |
| Internal Link Dist (ft) | | 116 | | | 536 | | | 384 | | | 227 | |
| Turn Bay Length (ft) | 150 | | | 150 | | | 150 | | | 150 | | |
| Base Capacity (vph) | 385 | 1935 | | 491 | 2135 | | 233 | 579 | | 378 | 1193 | |
| 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 | 0.20 | 0.46 | | 0.32 | 0.45 | | 0.15 | 0.26 | | 0.34 | 0.33 | |

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 94 (90%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 22.3
 Intersection Capacity Utilization 63.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 1: Genesee St & 5S



Road Diet AM
2: La Fayette Street/Bleecker Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Volume (vph) | 41 | 13 | 12 | 77 | 5 | 9 | 20 | 193 | 21 | 84 | 541 | 47 |
| Future Volume (vph) | 41 | 13 | 12 | 77 | 5 | 9 | 20 | 193 | 21 | 84 | 541 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 80 | | 0 | 80 | | 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 |
| Frt | | 0.976 | | | 0.986 | | | 0.985 | | | 0.988 | |
| Flt Protected | | 0.970 | | | 0.959 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1763 | 0 | 0 | 1761 | 0 | 1770 | 1835 | 0 | 1770 | 1840 | 0 |
| Flt Permitted | | 0.794 | | | 0.767 | | 0.422 | | | 0.575 | | |
| Satd. Flow (perm) | 0 | 1444 | 0 | 0 | 1409 | 0 | 786 | 1835 | 0 | 1071 | 1840 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | 5 | | | 8 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 267 | | | 304 | | | 420 | | | 464 | |
| Travel Time (s) | | 6.1 | | | 6.9 | | | 9.5 | | | 10.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 45 | 14 | 13 | 84 | 5 | 10 | 22 | 210 | 23 | 91 | 588 | 51 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 72 | 0 | 0 | 99 | 0 | 22 | 233 | 0 | 91 | 639 | 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 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 23.0 | 23.0 | | 9.0 | 23.0 | |
| Total Split (s) | 34.0 | 34.0 | | 34.0 | 34.0 | | 65.0 | 65.0 | | 11.0 | 76.0 | |
| Total Split (%) | 30.9% | 30.9% | | 30.9% | 30.9% | | 59.1% | 59.1% | | 10.0% | 69.1% | |
| Maximum Green (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 58.0 | 58.0 | | 6.0 | 71.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 2.0 | 2.0 | |
| 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 | 7.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | |

Road Diet AM
2: La Fayette Street/Bleecker Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|------|
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | | | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | | | 0 |
| Act Effct Green (s) | | 13.3 | | | 13.3 | | 72.9 | 72.9 | | 84.7 | 84.7 | |
| Actuated g/C Ratio | | 0.12 | | | 0.12 | | 0.66 | 0.66 | | 0.77 | 0.77 | |
| v/c Ratio | | 0.39 | | | 0.57 | | 0.04 | 0.19 | | 0.10 | 0.45 | |
| Control Delay | | 43.1 | | | 54.9 | | 10.7 | 11.2 | | 4.0 | 6.1 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 1.4 | |
| Total Delay | | 43.1 | | | 54.9 | | 10.7 | 11.2 | | 4.0 | 7.6 | |
| LOS | | D | | | D | | B | B | | A | A | |
| Approach Delay | | 43.1 | | | 54.9 | | | 11.1 | | | 7.1 | |
| Approach LOS | | D | | | D | | | B | | | A | |
| Queue Length 50th (ft) | | 41 | | | 64 | | 9 | 104 | | 13 | 129 | |
| Queue Length 95th (ft) | | 82 | | | 113 | | m26 | m173 | | 32 | 241 | |
| Internal Link Dist (ft) | | 187 | | | 224 | | | 340 | | | 384 | |
| Turn Bay Length (ft) | | | | | | | 80 | | | 80 | | |
| Base Capacity (vph) | | 361 | | | 349 | | 520 | 1218 | | 869 | 1418 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | 0 | 555 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.20 | | | 0.28 | | 0.04 | 0.19 | | 0.10 | 0.74 | |

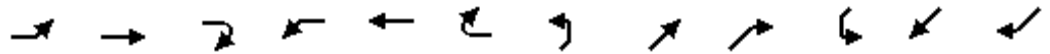
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 14.4 Intersection LOS: B
 Intersection Capacity Utilization 57.3% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: La Fayette Street/Bleecker Street

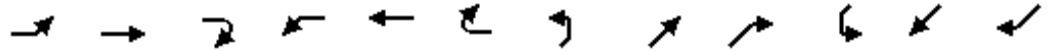


Road Diet AM
3: Columbia Street/Elizabeth Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Volume (vph) | 48 | 220 | 52 | 11 | 73 | 20 | 51 | 183 | 23 | 99 | 362 | 172 |
| Future Volume (vph) | 48 | 220 | 52 | 11 | 73 | 20 | 51 | 183 | 23 | 99 | 362 | 172 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 80 | | 0 | 80 | | 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 |
| Frt | | 0.978 | | | 0.974 | | | 0.983 | | | 0.952 | |
| Flt Protected | | 0.993 | | | 0.995 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1809 | 0 | 0 | 1805 | 0 | 1770 | 1831 | 0 | 1770 | 1773 | 0 |
| Flt Permitted | | 0.934 | | | 0.927 | | 0.446 | | | 0.556 | | |
| Satd. Flow (perm) | 0 | 1702 | 0 | 0 | 1682 | 0 | 831 | 1831 | 0 | 1036 | 1773 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | 11 | | | 8 | | | 40 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 332 | | | 274 | | | 390 | | | 420 | |
| Travel Time (s) | | 7.5 | | | 6.2 | | | 8.9 | | | 9.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 52 | 239 | 57 | 12 | 79 | 22 | 55 | 199 | 25 | 108 | 393 | 187 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 348 | 0 | 0 | 113 | 0 | 55 | 224 | 0 | 108 | 580 | 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 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 23.5 | 23.5 | | 23.5 | 23.5 | |
| Total Split (s) | 36.0 | 36.0 | | 36.0 | 36.0 | | 62.0 | 62.0 | | 12.0 | 74.0 | |
| Total Split (%) | 32.7% | 32.7% | | 32.7% | 32.7% | | 56.4% | 56.4% | | 10.9% | 67.3% | |
| Maximum Green (s) | 29.0 | 29.0 | | 29.0 | 29.0 | | 55.0 | 55.0 | | 6.0 | 67.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 2.0 | 3.0 | |
| 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 | 7.0 | | 6.0 | 7.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | None | C-Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |

Road Diet AM
3: Columbia Street/Elizabeth Street

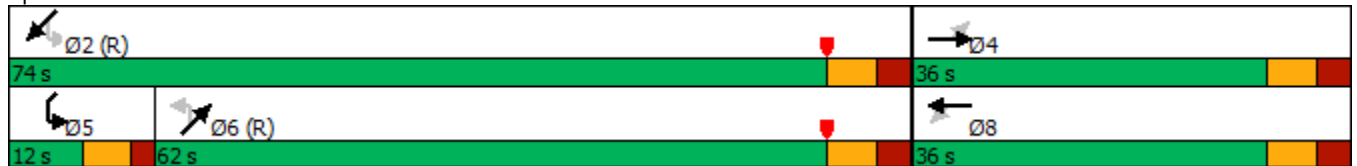


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 25.8 | | | 25.8 | | 57.7 | 57.7 | | 71.2 | 70.2 | |
| Actuated g/C Ratio | | 0.23 | | | 0.23 | | 0.52 | 0.52 | | 0.65 | 0.64 | |
| v/c Ratio | | 0.86 | | | 0.28 | | 0.13 | 0.23 | | 0.15 | 0.51 | |
| Control Delay | | 59.7 | | | 31.9 | | 21.1 | 20.7 | | 7.4 | 9.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.7 | |
| Total Delay | | 59.7 | | | 31.9 | | 21.1 | 20.7 | | 7.4 | 10.6 | |
| LOS | | E | | | C | | C | C | | A | B | |
| Approach Delay | | 59.7 | | | 31.9 | | | 20.8 | | | 10.1 | |
| Approach LOS | | E | | | C | | | C | | | B | |
| Queue Length 50th (ft) | | 226 | | | 58 | | 28 | 115 | | 24 | 159 | |
| Queue Length 95th (ft) | | #355 | | | 106 | | 61 | 181 | | 44 | 222 | |
| Internal Link Dist (ft) | | 252 | | | 194 | | | 310 | | | 340 | |
| Turn Bay Length (ft) | | | | | | | 80 | | | 80 | | |
| Base Capacity (vph) | | 455 | | | 451 | | 436 | 964 | | 714 | 1146 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | 0 | 272 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.76 | | | 0.25 | | 0.13 | 0.23 | | 0.15 | 0.66 | |

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 68 (62%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 26.0 Intersection LOS: C
 Intersection Capacity Utilization 75.3% 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: 3: Columbia Street/Elizabeth Street



Road Diet AM
4: Blandina Street/Washington Lane & Genesee Street

Genesee Street Road Diet
03/29/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 3 | 231 | 7 | 85 | 299 | 30 | 0 | 0 | 0 | 17 | 6 | 3 |
| Future Volume (vph) | 3 | 231 | 7 | 85 | 299 | 30 | 0 | 0 | 0 | 17 | 6 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 80 | | 0 | 80 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 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 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.995 | | | 0.986 | | | | | | | 0.986 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | | 0.969 |
| Satd. Flow (prot) | 1770 | 1853 | 0 | 1770 | 1837 | 0 | 0 | 0 | 0 | 0 | 1780 | 0 |
| Flt Permitted | 0.547 | | | 0.599 | | | | | | | | 0.969 |
| Satd. Flow (perm) | 1019 | 1853 | 0 | 1116 | 1837 | 0 | 0 | 0 | 0 | 0 | 1780 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 10 | | | | | | | 3 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 316 | | | 390 | | | 174 | | | | 171 |
| Travel Time (s) | | 7.2 | | | 8.9 | | | 4.0 | | | | 3.9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 3 | 251 | 8 | 92 | 325 | 33 | 0 | 0 | 0 | 18 | 7 | 3 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 3 | 259 | 0 | 92 | 358 | 0 | 0 | 0 | 0 | 0 | 28 | 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 |
| Turn Type | Perm | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 2 | | | 2 | | | | | | | 4 |
| Permitted Phases | 2 | | | 2 | | | | | | 4 | | |
| Detector Phase | 2 | 2 | | 2 | 2 | | | | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | | | 5.0 | 5.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | | | | 28.0 | 28.0 | |
| Total Split (s) | 80.0 | 80.0 | | 80.0 | 80.0 | | | | | 30.0 | 30.0 | |
| Total Split (%) | 72.7% | 72.7% | | 72.7% | 72.7% | | | | | 27.3% | 27.3% | |
| Maximum Green (s) | 74.0 | 74.0 | | 74.0 | 74.0 | | | | | 24.0 | 24.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | | | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | | | | | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | | | | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | | | 7.0 | 7.0 | |

Road Diet AM
4: Blandina Street/Washington Lane & Genesee Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-----|-----|-----|------|------|-----|
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | | | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | 98.0 | 98.0 | | 98.0 | 98.0 | | | | | | 7.1 | |
| Actuated g/C Ratio | 0.89 | 0.89 | | 0.89 | 0.89 | | | | | | 0.06 | |
| v/c Ratio | 0.00 | 0.16 | | 0.09 | 0.22 | | | | | | 0.24 | |
| Control Delay | 0.3 | 0.3 | | 2.8 | 2.7 | | | | | | 49.2 | |
| Queue Delay | 0.0 | 0.3 | | 0.0 | 0.2 | | | | | | 0.0 | |
| Total Delay | 0.3 | 0.6 | | 2.8 | 2.9 | | | | | | 49.2 | |
| LOS | A | A | | A | A | | | | | | D | |
| Approach Delay | | 0.6 | | | 2.9 | | | | | | 49.2 | |
| Approach LOS | | A | | | A | | | | | | D | |
| Queue Length 50th (ft) | 0 | 2 | | 8 | 35 | | | | | | 17 | |
| Queue Length 95th (ft) | 0 | 4 | | m36 | m108 | | | | | | 46 | |
| Internal Link Dist (ft) | | 236 | | | 310 | | | 94 | | | 91 | |
| Turn Bay Length (ft) | 80 | | | 80 | | | | | | | | |
| Base Capacity (vph) | 907 | 1650 | | 994 | 1637 | | | | | | 390 | |
| Starvation Cap Reductn | 0 | 880 | | 0 | 665 | | | | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | | | | 0 | |
| Reduced v/c Ratio | 0.00 | 0.34 | | 0.09 | 0.37 | | | | | | 0.07 | |

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 57 (52%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 3.8
 Intersection LOS: A
 Intersection Capacity Utilization 40.9%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Blandina Street/Washington Lane & Genesee Street



Road Diet AM
5: Bank Place & Genesee St



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø4 |
|----------------------------|-------|-------|-------|-------|------|-------|------|
| Lane Configurations | ↻ | | ↻ | ↻ | | | |
| Traffic Volume (vph) | 245 | 18 | 23 | 280 | 0 | 0 | |
| Future Volume (vph) | 245 | 18 | 23 | 280 | 0 | 0 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | | 0 | 80 | | 0 | 0 | |
| Storage Lanes | | 0 | 1 | | 0 | 0 | |
| Taper Length (ft) | | | 25 | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 0.991 | | | | | | |
| Flt Protected | | | 0.950 | | | | |
| Satd. Flow (prot) | 1846 | 0 | 1770 | 1863 | 0 | 0 | |
| Flt Permitted | | | 0.584 | | | | |
| Satd. Flow (perm) | 1846 | 0 | 1088 | 1863 | 0 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | 10 | | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 467 | | | 316 | 220 | | |
| Travel Time (s) | 10.6 | | | 7.2 | 5.0 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 266 | 20 | 25 | 304 | 0 | 0 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 286 | 0 | 25 | 304 | 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 | |
| Turn Type | NA | | Perm | NA | | | |
| Protected Phases | 6 | | | 2 | | | 4 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 6 | | 2 | 2 | | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | | | 15.0 |
| Minimum Split (s) | 23.0 | | 23.0 | 23.0 | | | 22.0 |
| Total Split (s) | 88.0 | | 88.0 | 88.0 | | | 22.0 |
| Total Split (%) | 80.0% | | 80.0% | 80.0% | | | 20% |
| Maximum Green (s) | 83.0 | | 83.0 | 83.0 | | | 18.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | | | 3.5 |
| All-Red Time (s) | 2.0 | | 2.0 | 2.0 | | | 0.5 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | | | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | | | |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | | 3.0 |
| Recall Mode | C-Max | | C-Max | C-Max | | | None |
| Walk Time (s) | 5.0 | | 5.0 | 5.0 | | | 5.0 |

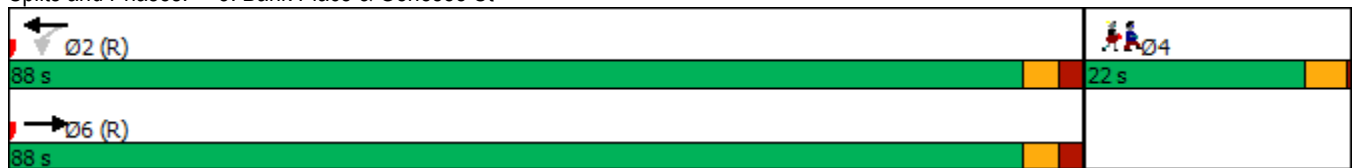


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR | Ø4 |
|-------------------------|-------|-----|-------|-------|-----|-----|------|
| Flash Dont Walk (s) | 11.0 | | 11.0 | 11.0 | | | 11.0 |
| Pedestrian Calls (#/hr) | 0 | | 0 | 0 | | | 0 |
| Act Effct Green (s) | 110.0 | | 110.0 | 110.0 | | | |
| Actuated g/C Ratio | 1.00 | | 1.00 | 1.00 | | | |
| v/c Ratio | 0.15 | | 0.02 | 0.16 | | | |
| Control Delay | 0.2 | | 0.0 | 0.2 | | | |
| Queue Delay | 0.0 | | 0.0 | 0.0 | | | |
| Total Delay | 0.2 | | 0.0 | 0.2 | | | |
| LOS | A | | A | A | | | |
| Approach Delay | 0.2 | | | 0.2 | | | |
| Approach LOS | A | | | A | | | |
| Queue Length 50th (ft) | 0 | | 0 | 0 | | | |
| Queue Length 95th (ft) | 0 | | 0 | 0 | | | |
| Internal Link Dist (ft) | 387 | | | 236 | 140 | | |
| Turn Bay Length (ft) | | | 80 | | | | |
| Base Capacity (vph) | 1846 | | 1088 | 1863 | | | |
| Starvation Cap Reductn | 0 | | 0 | 0 | | | |
| Spillback Cap Reductn | 0 | | 0 | 0 | | | |
| Storage Cap Reductn | 0 | | 0 | 0 | | | |
| Reduced v/c Ratio | 0.15 | | 0.02 | 0.16 | | | |

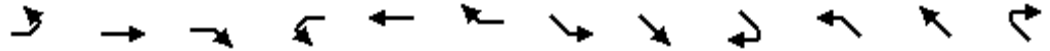
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.16
 Intersection Signal Delay: 0.2
 Intersection Capacity Utilization 23.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

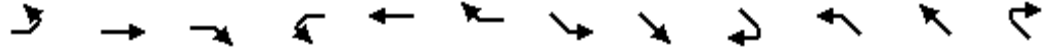
Splits and Phases: 5: Bank Place & Genesee St



Road Diet AM
6: Hopper St/Court Street & Genesee St



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 299 | 23 | 6 | 246 | 33 | 4 | 319 | 81 | 1 | 180 | 26 |
| Future Volume (vph) | 10 | 299 | 23 | 6 | 246 | 33 | 4 | 319 | 81 | 1 | 180 | 26 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 80 | | 0 | 80 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 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 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.989 | | | 0.982 | | | 0.970 | | | | 0.981 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | | |
| Satd. Flow (prot) | 1770 | 1842 | 0 | 1770 | 1829 | 0 | 0 | 3433 | 0 | 0 | 3472 | 0 |
| Flt Permitted | 0.556 | | | 0.520 | | | | 0.952 | | | 0.954 | |
| Satd. Flow (perm) | 1036 | 1842 | 0 | 969 | 1829 | 0 | 0 | 3268 | 0 | 0 | 3312 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 12 | | | 27 | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 660 | | | 467 | | | 184 | | | 310 | |
| Travel Time (s) | | 15.0 | | | 10.6 | | | 4.2 | | | 7.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 11 | 325 | 25 | 7 | 267 | 36 | 4 | 347 | 88 | 1 | 196 | 28 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 11 | 350 | 0 | 7 | 303 | 0 | 0 | 439 | 0 | 0 | 225 | 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 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 11.0 | 11.0 | | 55.0 | 55.0 | | 55.0 | 55.0 | | 11.0 | 11.0 | |
| Total Split (s) | 75.0 | 75.0 | | 75.0 | 75.0 | | 35.0 | 35.0 | | 35.0 | 35.0 | |
| Total Split (%) | 68.2% | 68.2% | | 68.2% | 68.2% | | 31.8% | 31.8% | | 31.8% | 31.8% | |
| Maximum Green (s) | 69.0 | 69.0 | | 69.0 | 69.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | | None | None | | Max | Max | |
| Walk Time (s) | 7.0 | 7.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 7.0 | 7.0 | |

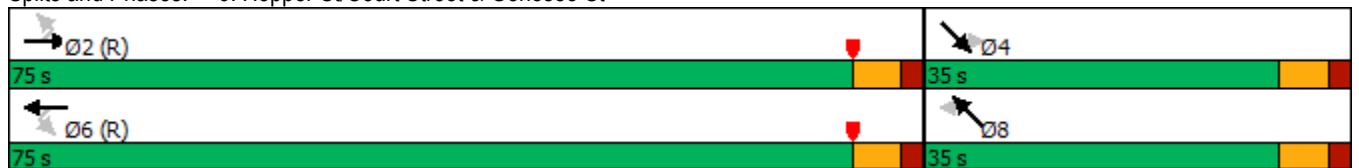


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Flash Dont Walk (s) | 15.0 | 15.0 | | 38.0 | 38.0 | | 38.0 | 38.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 69.0 | 69.0 | | 69.0 | 69.0 | | | 29.0 | | | 29.0 | |
| Actuated g/C Ratio | 0.63 | 0.63 | | 0.63 | 0.63 | | | 0.26 | | | 0.26 | |
| v/c Ratio | 0.02 | 0.30 | | 0.01 | 0.26 | | | 0.50 | | | 0.25 | |
| Control Delay | 7.9 | 10.1 | | 10.5 | 13.0 | | | 34.4 | | | 30.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 7.9 | 10.1 | | 10.5 | 13.0 | | | 34.4 | | | 30.8 | |
| LOS | A | B | | B | B | | | C | | | C | |
| Approach Delay | | 10.0 | | | 13.0 | | | 34.4 | | | 30.8 | |
| Approach LOS | | B | | | B | | | C | | | C | |
| Queue Length 50th (ft) | 3 | 103 | | 2 | 104 | | | 130 | | | 61 | |
| Queue Length 95th (ft) | 10 | 152 | | 10 | 148 | | | 180 | | | 95 | |
| Internal Link Dist (ft) | | 580 | | | 387 | | | 104 | | | 230 | |
| Turn Bay Length (ft) | 80 | | | 80 | | | | | | | | |
| Base Capacity (vph) | 649 | 1158 | | 607 | 1151 | | | 881 | | | 883 | |
| 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 | 0.02 | 0.30 | | 0.01 | 0.26 | | | 0.50 | | | 0.25 | |

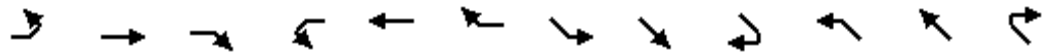
Intersection Summary

| | |
|------------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 110 |
| Actuated Cycle Length: | 110 |
| Offset: | 19 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow |
| Natural Cycle: | 110 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.50 |
| Intersection Signal Delay: | 22.2 |
| Intersection LOS: | C |
| Intersection Capacity Utilization: | 41.4% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |

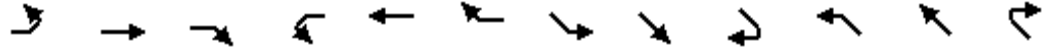
Splits and Phases: 6: Hopper St/Court Street & Genesee St



Road Diet AM
7: Genesee St & Cornelia Place



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 19 | 217 | 6 | 19 | 226 | 11 | 6 | 23 | 17 | 3 | 42 | 23 |
| Future Volume (vph) | 19 | 217 | 6 | 19 | 226 | 11 | 6 | 23 | 17 | 3 | 42 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 80 | | 80 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 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 |
| Frt | | 0.996 | | | | 0.850 | | 0.951 | | | 0.954 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.993 | | | 0.998 | |
| Satd. Flow (prot) | 1770 | 1855 | 0 | 1770 | 1863 | 1583 | 0 | 1759 | 0 | 0 | 1774 | 0 |
| Flt Permitted | 0.606 | | | 0.608 | | | | 0.964 | | | 0.991 | |
| Satd. Flow (perm) | 1129 | 1855 | 0 | 1133 | 1863 | 1583 | 0 | 1708 | 0 | 0 | 1761 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | | 27 | | 18 | | | 25 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 80 | | | 660 | | | 283 | | | 118 | |
| Travel Time (s) | | 1.8 | | | 15.0 | | | 6.4 | | | 2.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 21 | 236 | 7 | 21 | 246 | 12 | 7 | 25 | 18 | 3 | 46 | 25 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 21 | 243 | 0 | 21 | 246 | 12 | 0 | 50 | 0 | 0 | 74 | 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 | | 60 | 60 | | 9 | 15 | | 9 | 60 | | 60 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | 6 | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | | 10.0 | 10.0 | |
| Total Split (s) | 60.0 | 60.0 | | 60.0 | 60.0 | 60.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (%) | 75.0% | 75.0% | | 75.0% | 75.0% | 75.0% | 25.0% | 25.0% | | 25.0% | 25.0% | |
| Maximum Green (s) | 55.0 | 55.0 | | 55.0 | 55.0 | 55.0 | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | C-Max | Max | Max | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |

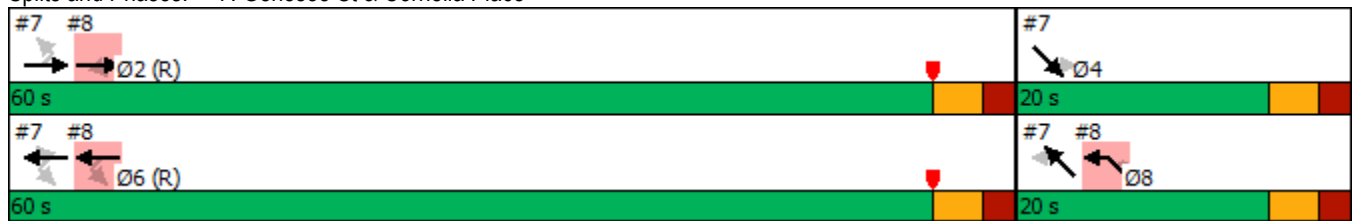


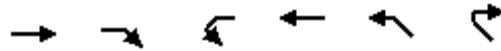
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|-------------------------|------|------|-----|------|------|------|------|------|-----|------|------|-----|
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 55.0 | 55.0 | | 55.0 | 55.0 | 55.0 | | 15.0 | | | 15.0 | |
| Actuated g/C Ratio | 0.69 | 0.69 | | 0.69 | 0.69 | 0.69 | | 0.19 | | | 0.19 | |
| v/c Ratio | 0.03 | 0.19 | | 0.03 | 0.19 | 0.01 | | 0.15 | | | 0.21 | |
| Control Delay | 2.3 | 2.3 | | 4.1 | 4.9 | 0.8 | | 20.9 | | | 21.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | | | 0.0 | |
| Total Delay | 2.3 | 2.3 | | 4.1 | 4.9 | 0.8 | | 20.9 | | | 21.7 | |
| LOS | A | A | | A | A | A | | C | | | C | |
| Approach Delay | | 2.3 | | | 4.7 | | | 20.9 | | | 21.7 | |
| Approach LOS | | A | | | A | | | C | | | C | |
| Queue Length 50th (ft) | 1 | 9 | | 3 | 38 | 0 | | 13 | | | 21 | |
| Queue Length 95th (ft) | 6 | 33 | | 9 | 62 | 2 | | 42 | | | 56 | |
| Internal Link Dist (ft) | | 1 | | | 580 | | | 203 | | | 38 | |
| Turn Bay Length (ft) | | | | 80 | | 80 | | | | | | |
| Base Capacity (vph) | 776 | 1276 | | 778 | 1280 | 1096 | | 334 | | | 350 | |
| 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 | 0.03 | 0.19 | | 0.03 | 0.19 | 0.01 | | 0.15 | | | 0.21 | |

Intersection Summary

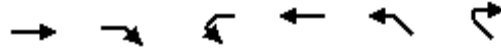
| | |
|------------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 80 |
| Actuated Cycle Length: | 80 |
| Offset: | 52 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow |
| Natural Cycle: | 45 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.21 |
| Intersection Signal Delay: | 6.9 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 28.8% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |

Splits and Phases: 7: Genesee St & Cornelia Place





| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | Ø4 |
|----------------------------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | |
| Traffic Volume (vph) | 234 | 6 | 44 | 232 | 7 | 69 | |
| Future Volume (vph) | 234 | 6 | 44 | 232 | 7 | 69 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | | 70 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | | | 25 | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | | 0.850 | |
| Flt Protected | | | 0.950 | | 0.950 | | |
| Satd. Flow (prot) | 1863 | 1583 | 1770 | 1863 | 1770 | 1583 | |
| Flt Permitted | | | 0.602 | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 1121 | 1863 | 1770 | 1583 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 7 | | | | 75 | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1043 | | | 80 | 302 | | |
| Travel Time (s) | 23.7 | | | 1.8 | 6.9 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 254 | 7 | 48 | 252 | 8 | 75 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 254 | 7 | 48 | 252 | 8 | 75 | |
| 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) | | 9 | 15 | | 15 | 9 | |
| Turn Type | NA | Perm | Perm | NA | Prot | Perm | |
| Protected Phases | 2 | | | 6 | 8 | | 4 |
| Permitted Phases | | 2 | 6 | | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 8 | 8 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 10.0 | 10.0 | 21.0 |
| Total Split (s) | 60.0 | 60.0 | 60.0 | 60.0 | 20.0 | 20.0 | 20.0 |
| Total Split (%) | 75.0% | 75.0% | 75.0% | 75.0% | 25.0% | 25.0% | 25% |
| Maximum Green (s) | 55.0 | 55.0 | 55.0 | 55.0 | 15.0 | 15.0 | 15.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | Max |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |



| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | Ø4 |
|-------------------------|------|------|------|------|------|------|------|
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 55.0 | 55.0 | 55.0 | 55.0 | 15.0 | 15.0 | |
| Actuated g/C Ratio | 0.69 | 0.69 | 0.69 | 0.69 | 0.19 | 0.19 | |
| v/c Ratio | 0.20 | 0.01 | 0.06 | 0.20 | 0.02 | 0.21 | |
| Control Delay | 5.0 | 2.3 | 1.9 | 2.0 | 26.9 | 9.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | |
| Total Delay | 5.0 | 2.3 | 1.9 | 2.0 | 26.9 | 9.1 | |
| LOS | A | A | A | A | C | A | |
| Approach Delay | 4.9 | | | 2.0 | 10.8 | | |
| Approach LOS | A | | | A | B | | |
| Queue Length 50th (ft) | 39 | 0 | 2 | 13 | 3 | 0 | |
| Queue Length 95th (ft) | 65 | 3 | 6 | 22 | 15 | 34 | |
| Internal Link Dist (ft) | 963 | | | 1 | 222 | | |
| Turn Bay Length (ft) | | 70 | | | | | |
| Base Capacity (vph) | 1280 | 1090 | 770 | 1280 | 331 | 357 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 38 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.20 | 0.01 | 0.06 | 0.20 | 0.02 | 0.24 | |

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 52 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.21
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 33.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 8: South Street & Genesee St





| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Traffic Volume (vph) | 215 | 3 | 22 | 213 | 4 | 41 |
| Future Volume (vph) | 215 | 3 | 22 | 213 | 4 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 70 | 80 | | 0 | 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 |
| Frt | | 0.850 | | | 0.876 | |
| Flt Protected | | | 0.950 | | 0.996 | |
| Satd. Flow (prot) | 1863 | 1583 | 1770 | 1863 | 1625 | 0 |
| Flt Permitted | | | 0.566 | | 0.996 | |
| Satd. Flow (perm) | 1863 | 1583 | 1054 | 1863 | 1625 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 45 | |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 445 | | | 1043 | 243 | |
| Travel Time (s) | 10.1 | | | 23.7 | 5.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 234 | 3 | 24 | 232 | 4 | 45 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 234 | 3 | 24 | 232 | 49 | 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) | | 9 | 15 | | 15 | 9 |
| Turn Type | NA | Perm | pm+pt | NA | Prot | |
| Protected Phases | 2 | | 1 | 6 | 8 | |
| Permitted Phases | | 2 | 6 | | | |
| Detector Phase | 2 | 2 | 1 | 6 | 8 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | 8.0 | 21.0 | 12.0 | |
| Total Split (s) | 35.0 | 35.0 | 10.0 | 45.0 | 15.0 | |
| Total Split (%) | 58.3% | 58.3% | 16.7% | 75.0% | 25.0% | |
| Maximum Green (s) | 30.0 | 30.0 | 7.0 | 40.0 | 10.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | 3.0 | 5.0 | 5.0 | |
| Lead/Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | None | C-Max | Max | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | |



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|-----|
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 38.2 | 38.2 | 42.0 | 40.0 | 10.0 | |
| Actuated g/C Ratio | 0.64 | 0.64 | 0.70 | 0.67 | 0.17 | |
| v/c Ratio | 0.20 | 0.00 | 0.03 | 0.19 | 0.16 | |
| Control Delay | 5.9 | 4.3 | 2.9 | 4.3 | 10.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 5.9 | 4.3 | 2.9 | 4.3 | 10.0 | |
| LOS | A | A | A | A | B | |
| Approach Delay | 5.9 | | | 4.1 | 10.0 | |
| Approach LOS | A | | | A | B | |
| Queue Length 50th (ft) | 26 | 0 | 2 | 26 | 1 | |
| Queue Length 95th (ft) | 78 | 3 | 7 | 47 | 25 | |
| Internal Link Dist (ft) | 365 | | | 963 | 163 | |
| Turn Bay Length (ft) | | 70 | 80 | | | |
| Base Capacity (vph) | 1185 | 1008 | 821 | 1242 | 308 | |
| 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 | 0.20 | 0.00 | 0.03 | 0.19 | 0.16 | |





















Intersection Summary

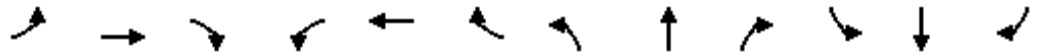
Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 20 (33%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.20
 Intersection Signal Delay: 5.4
 Intersection Capacity Utilization 30.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 9: Eagle St & Genesee St



Road Diet PM
1: Genesee St & 5S

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 156 | 968 | 43 | 68 | 726 | 7 | 78 | 279 | 85 | 98 | 231 | 30 |
| Future Volume (vph) | 156 | 968 | 43 | 68 | 726 | 7 | 78 | 279 | 85 | 98 | 231 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 150 | 150 | | 0 | 150 | | 0 | 150 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 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 | 0.95 | 0.95 |
| Frt | | 0.994 | | | 0.999 | | | 0.965 | | | 0.983 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3453 | 0 | 1770 | 3502 | 0 | 1770 | 1798 | 0 | 1770 | 3470 | 0 |
| Flt Permitted | 0.295 | | | 0.181 | | | 0.561 | | | 0.228 | | |
| Satd. Flow (perm) | 550 | 3453 | 0 | 337 | 3502 | 0 | 1045 | 1798 | 0 | 425 | 3470 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 5 | | | 1 | | | 16 | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 196 | | | 616 | | | 464 | | | 307 | |
| Travel Time (s) | | 4.5 | | | 14.0 | | | 10.5 | | | 7.0 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 1% | 12% |
| Adj. Flow (vph) | 163 | 1008 | 45 | 71 | 756 | 7 | 81 | 291 | 89 | 102 | 241 | 31 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 163 | 1053 | 0 | 71 | 763 | 0 | 81 | 380 | 0 | 102 | 272 | 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 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 15.0 | | 8.0 | 15.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Minimum Split (s) | 14.0 | 46.0 | | 14.0 | 46.0 | | 42.0 | 42.0 | | 42.0 | 42.0 | |
| Total Split (s) | 14.0 | 51.0 | | 14.0 | 51.0 | | 45.0 | 45.0 | | 45.0 | 45.0 | |
| Total Split (%) | 12.7% | 46.4% | | 12.7% | 46.4% | | 40.9% | 40.9% | | 40.9% | 40.9% | |
| Maximum Green (s) | 8.0 | 45.0 | | 8.0 | 45.0 | | 39.0 | 39.0 | | 39.0 | 39.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| 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 | Lag | Lead | | Lag | Lead | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 1.0 | | 3.0 | 3.0 | | 2.5 | 2.5 | | 2.5 | 2.5 | |
| Recall Mode | None | C-Min | | None | C-Min | | None | None | | None | None | |

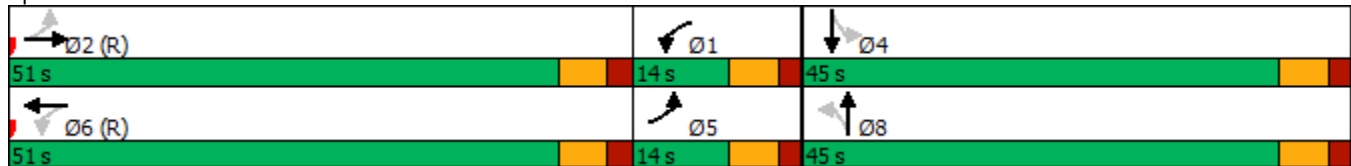


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|-------|------|-----|
| Walk Time (s) | | 7.0 | | | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | | 33.0 | | | 33.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 68.6 | 59.0 | | 60.9 | 52.9 | | 27.8 | 27.8 | | 27.8 | 27.8 | |
| Actuated g/C Ratio | 0.62 | 0.54 | | 0.55 | 0.48 | | 0.25 | 0.25 | | 0.25 | 0.25 | |
| v/c Ratio | 0.35 | 0.57 | | 0.24 | 0.45 | | 0.31 | 0.82 | | 0.95 | 0.31 | |
| Control Delay | 15.5 | 20.6 | | 15.3 | 21.6 | | 34.3 | 50.6 | | 115.8 | 31.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.0 | |
| Total Delay | 15.5 | 20.6 | | 15.3 | 21.6 | | 34.3 | 50.8 | | 115.8 | 31.2 | |
| LOS | B | C | | B | C | | C | D | | F | C | |
| Approach Delay | | 19.9 | | | 21.1 | | | 47.9 | | | 54.2 | |
| Approach LOS | | B | | | C | | | D | | | D | |
| Queue Length 50th (ft) | 42 | 262 | | 17 | 183 | | 47 | 244 | | 71 | 77 | |
| Queue Length 95th (ft) | 88 | 390 | | 43 | 285 | | 81 | 319 | | #156 | 102 | |
| Internal Link Dist (ft) | | 116 | | | 536 | | | 384 | | | 227 | |
| Turn Bay Length (ft) | 150 | | | 150 | | | 150 | | | 150 | | |
| Base Capacity (vph) | 467 | 1853 | | 290 | 1707 | | 370 | 647 | | 150 | 1239 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 26 | | 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 | 0.57 | | 0.24 | 0.45 | | 0.22 | 0.61 | | 0.68 | 0.22 | |

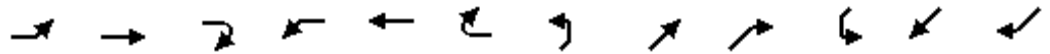
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 30 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 29.2 Intersection LOS: C
 Intersection Capacity Utilization 80.1% 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.

Splits and Phases: 1: Genesee St & 5S

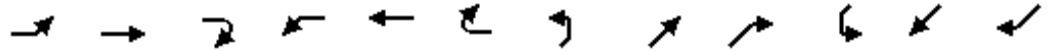


Road Diet PM
2: La Fayette Street/Bleecker Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Volume (vph) | 68 | 28 | 16 | 131 | 39 | 24 | 19 | 480 | 40 | 105 | 430 | 18 |
| Future Volume (vph) | 68 | 28 | 16 | 131 | 39 | 24 | 19 | 480 | 40 | 105 | 430 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 80 | | 0 | 80 | | 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 |
| Frt | | 0.980 | | | 0.984 | | | 0.988 | | | 0.994 | |
| Flt Protected | | 0.971 | | | 0.967 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1588 | 0 | 0 | 1564 | 0 | 1805 | 1843 | 0 | 1770 | 1852 | 0 |
| Flt Permitted | | 0.762 | | | 0.748 | | 0.379 | | | 0.305 | | |
| Satd. Flow (perm) | 0 | 1246 | 0 | 0 | 1210 | 0 | 720 | 1843 | 0 | 568 | 1852 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 14 | | | 11 | | | 10 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 267 | | | 304 | | | 420 | | | 464 | |
| Travel Time (s) | | 6.1 | | | 6.9 | | | 9.5 | | | 10.5 | |
| Peak Hour Factor | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.88 | 0.92 | 0.88 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 5% | 0% | 5% | 2% | 2% | 0% | 2% | 0% | 2% | 2% | 2% |
| Parking (#/hr) | | 0 | | | 0 | | | | | | | |
| Adj. Flow (vph) | 74 | 32 | 18 | 149 | 44 | 26 | 22 | 522 | 45 | 114 | 467 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 124 | 0 | 0 | 219 | 0 | 22 | 567 | 0 | 114 | 487 | 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 | 1.14 | 1.00 | 1.00 | 1.14 | 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 |
| Turn Type | Perm | NA | | Perm | NA | | D.Pm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 6 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 27.0 | 27.0 | | 23.0 | 23.0 | | 23.0 | 20.0 | | 23.0 | 23.0 | |
| Total Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 38.0 | 20.0 | | 38.0 | 38.0 | |
| Total Split (%) | 42.4% | 42.4% | | 42.4% | 42.4% | | 57.6% | 30.3% | | 57.6% | 57.6% | |
| Maximum Green (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 33.0 | 16.0 | | 33.0 | 33.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.5 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 0.5 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | 5.0 | 4.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |

Road Diet PM
2: La Fayette Street/Bleecker Street

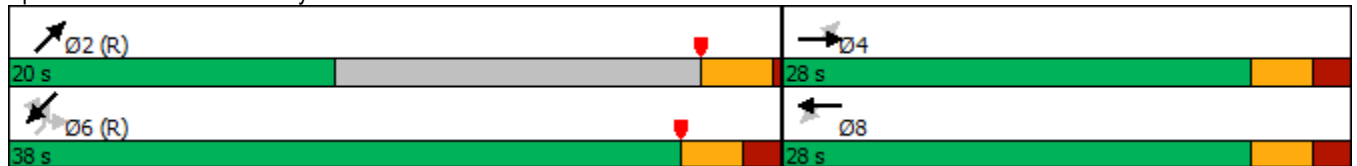


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|-------------------------|------|------|-----|-----|------|-----|-------|-------|-----|-------|-------|-----|
| Recall Mode | Max | Max | | Max | Max | | C-Max | C-Max | | C-Max | C-Max | |
| Walk Time (s) | 8.0 | 8.0 | | 2.0 | 2.0 | | 2.0 | 5.0 | | 2.0 | 2.0 | |
| Flash Dont Walk (s) | 14.0 | 14.0 | | 7.0 | 7.0 | | 7.0 | 11.0 | | 7.0 | 7.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 23.0 | | | 23.0 | | 33.0 | 34.0 | | 33.0 | 33.0 | |
| Actuated g/C Ratio | | 0.35 | | | 0.35 | | 0.50 | 0.52 | | 0.50 | 0.50 | |
| v/c Ratio | | 0.28 | | | 0.51 | | 0.06 | 0.59 | | 0.40 | 0.52 | |
| Control Delay | | 15.8 | | | 21.3 | | 9.2 | 14.2 | | 15.7 | 13.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.8 | | 0.0 | 0.0 | |
| Total Delay | | 15.8 | | | 21.3 | | 9.2 | 15.0 | | 15.7 | 13.6 | |
| LOS | | B | | | C | | A | B | | B | B | |
| Approach Delay | | 15.8 | | | 21.3 | | | 14.8 | | | 14.0 | |
| Approach LOS | | B | | | C | | | B | | | B | |
| Queue Length 50th (ft) | | 31 | | | 65 | | 4 | 145 | | 27 | 122 | |
| Queue Length 95th (ft) | | 67 | | | 123 | | 15 | 235 | | 67 | 200 | |
| Internal Link Dist (ft) | | 187 | | | 224 | | | 340 | | | 384 | |
| Turn Bay Length (ft) | | | | | | | 80 | | | 80 | | |
| Base Capacity (vph) | | 443 | | | 428 | | 360 | 954 | | 284 | 928 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 156 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.28 | | | 0.51 | | 0.06 | 0.71 | | 0.40 | 0.52 | |

Intersection Summary

| | |
|------------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 66 |
| Actuated Cycle Length: | 66 |
| Offset: | 0 (0%), Referenced to phase 2:NET and 6:NESW, Start of Yellow, Master Intersection |
| Natural Cycle: | 55 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.59 |
| Intersection Signal Delay: | 15.5 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 58.6% |
| ICU Level of Service: | B |
| Analysis Period (min): | 15 |

Splits and Phases: 2: La Fayette Street/Bleecker Street

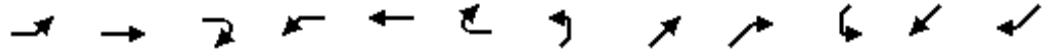


Road Diet PM
3: Columbia Street/Elizabeth Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | ↗ | ↘ | |
| Traffic Volume (vph) | 93 | 175 | 69 | 39 | 231 | 78 | 73 | 355 | 20 | 34 | 353 | 166 |
| Future Volume (vph) | 93 | 175 | 69 | 39 | 231 | 78 | 73 | 355 | 20 | 34 | 353 | 166 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 80 | | 0 | 80 | | 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 |
| Frt | | 0.972 | | | 0.970 | | | 0.992 | | | 0.952 | |
| Flt Protected | | 0.986 | | | 0.994 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1778 | 0 | 0 | 1794 | 0 | 1805 | 1827 | 0 | 1703 | 1768 | 0 |
| Flt Permitted | | 0.737 | | | 0.921 | | 0.277 | | | 0.305 | | |
| Satd. Flow (perm) | 0 | 1329 | 0 | 0 | 1662 | 0 | 526 | 1827 | 0 | 547 | 1768 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | 23 | | | 4 | | | 38 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 332 | | | 274 | | | 390 | | | 420 | |
| Travel Time (s) | | 7.5 | | | 6.2 | | | 8.9 | | | 9.5 | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 3% | 3% | 0% | 13% | 1% | 0% | 0% | 1% | 42% | 6% | 1% | 5% |
| Adj. Flow (vph) | 107 | 201 | 79 | 45 | 266 | 90 | 84 | 408 | 23 | 39 | 406 | 191 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 387 | 0 | 0 | 401 | 0 | 84 | 431 | 0 | 39 | 597 | 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 |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 6 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 4.0 | 1.0 | | 5.0 | 5.0 | | 4.0 | 5.0 | |
| Minimum Split (s) | 23.0 | 23.0 | | 8.0 | 23.0 | | 23.5 | 23.5 | | 7.0 | 23.5 | |
| Total Split (s) | 29.0 | 29.0 | | 8.0 | 37.0 | | 31.0 | 31.0 | | 7.0 | 38.0 | |
| Total Split (%) | 38.7% | 38.7% | | 10.7% | 49.3% | | 41.3% | 41.3% | | 9.3% | 50.7% | |
| Maximum Green (s) | 22.0 | 22.0 | | 4.0 | 30.0 | | 24.0 | 24.0 | | 4.0 | 31.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 3.5 | 4.0 | | 4.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 3.0 | 3.0 | | 0.5 | 3.0 | | 3.0 | 3.0 | | 0.0 | 3.0 | |
| 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 | 7.0 | | 3.0 | 7.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lag | Lag | | 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 | |
| Recall Mode | Max | Max | | None | Max | | C-Max | C-Max | | None | C-Max | |

Road Diet PM
3: Columbia Street/Elizabeth Street

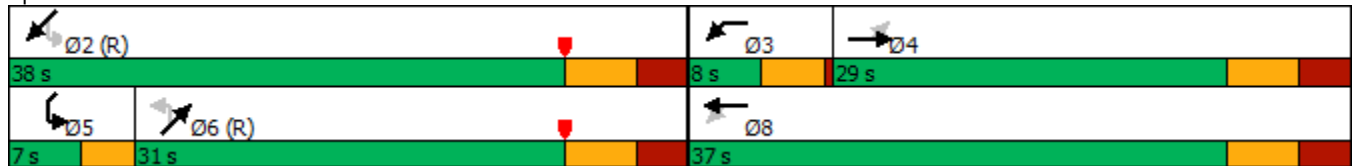


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|-------------------------|------|------|-----|-----|------|-----|------|------|-----|------|------|-----|
| Walk Time (s) | 5.0 | 5.0 | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | | 11.0 | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Act Effct Green (s) | | 30.0 | | | 30.0 | | 26.8 | 26.8 | | 35.0 | 31.0 | |
| Actuated g/C Ratio | | 0.40 | | | 0.40 | | 0.36 | 0.36 | | 0.47 | 0.41 | |
| v/c Ratio | | 0.72 | | | 0.59 | | 0.45 | 0.66 | | 0.12 | 0.79 | |
| Control Delay | | 27.1 | | | 21.0 | | 28.2 | 26.0 | | 11.9 | 27.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 2.1 | |
| Total Delay | | 27.1 | | | 21.0 | | 28.2 | 26.0 | | 11.9 | 29.7 | |
| LOS | | C | | | C | | C | C | | B | C | |
| Approach Delay | | 27.1 | | | 21.0 | | | 26.4 | | | 28.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Queue Length 50th (ft) | | 140 | | | 134 | | 32 | 178 | | 9 | 220 | |
| Queue Length 95th (ft) | | 232 | | | 210 | | 75 | 268 | | 24 | #340 | |
| Internal Link Dist (ft) | | 252 | | | 194 | | | 310 | | | 340 | |
| Turn Bay Length (ft) | | | | | | | 80 | | | 80 | | |
| Base Capacity (vph) | | 541 | | | 678 | | 188 | 655 | | 316 | 753 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 4 | | 0 | 65 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.72 | | | 0.59 | | 0.45 | 0.66 | | 0.12 | 0.87 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 1 (1%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 26.1
 Intersection LOS: C
 Intersection Capacity Utilization 86.9%
 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: 3: Columbia Street/Elizabeth Street



Road Diet PM
4: Blandina Street/Washington Lane & Genesee Street

Genesee Street Road Diet
03/29/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 4 | 387 | 9 | 27 | 440 | 25 | 0 | 0 | 0 | 31 | 5 | 7 |
| Future Volume (vph) | 4 | 387 | 9 | 27 | 440 | 25 | 0 | 0 | 0 | 31 | 5 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 80 | | 0 | 80 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 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 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.997 | | | 0.992 | | | | | | | 0.977 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | | 0.965 |
| Satd. Flow (prot) | 1770 | 1857 | 0 | 1770 | 1848 | 0 | 0 | 0 | 0 | 0 | 1756 | 0 |
| Flt Permitted | 0.471 | | | 0.512 | | | | | | | | 0.965 |
| Satd. Flow (perm) | 877 | 1857 | 0 | 954 | 1848 | 0 | 0 | 0 | 0 | 0 | 1756 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 6 | | | | | | | 8 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 316 | | | 390 | | | 174 | | | | 171 |
| Travel Time (s) | | 7.2 | | | 8.9 | | | 4.0 | | | | 3.9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 4 | 421 | 10 | 29 | 478 | 27 | 0 | 0 | 0 | 34 | 5 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 4 | 431 | 0 | 29 | 505 | 0 | 0 | 0 | 0 | 0 | 47 | 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 |
| Turn Type | Perm | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 2 | | | 2 | | | | | | | 4 |
| Permitted Phases | 2 | | | 2 | | | | | | 4 | | |
| Detector Phase | 2 | 2 | | 2 | 2 | | | | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | 4.0 | 4.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | | | | 23.0 | 23.0 | |
| Total Split (s) | 48.0 | 48.0 | | 48.0 | 48.0 | | | | | 27.0 | 27.0 | |
| Total Split (%) | 64.0% | 64.0% | | 64.0% | 64.0% | | | | | 36.0% | 36.0% | |
| Maximum Green (s) | 43.0 | 43.0 | | 43.0 | 43.0 | | | | | 22.0 | 22.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | | | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | | | | | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | | | | | 5.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | | | | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | | | 7.0 | 7.0 | |

Road Diet PM
4: Blandina Street/Washington Lane & Genesee Street

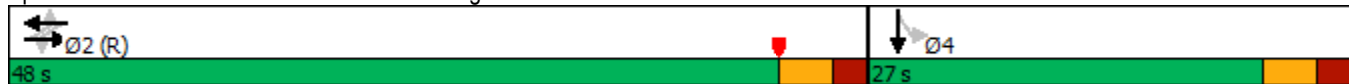


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|-----|-----|-----|------|------|-----|
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | | | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | 64.0 | 64.0 | | 64.0 | 64.0 | | | | | | 7.3 | |
| Actuated g/C Ratio | 0.85 | 0.85 | | 0.85 | 0.85 | | | | | | 0.10 | |
| v/c Ratio | 0.01 | 0.27 | | 0.04 | 0.32 | | | | | | 0.27 | |
| Control Delay | 2.5 | 2.7 | | 1.2 | 1.3 | | | | | | 30.5 | |
| Queue Delay | 0.0 | 0.5 | | 0.0 | 0.2 | | | | | | 0.0 | |
| Total Delay | 2.5 | 3.2 | | 1.2 | 1.5 | | | | | | 30.5 | |
| LOS | A | A | | A | A | | | | | | C | |
| Approach Delay | | 3.2 | | | 1.5 | | | | | | 30.5 | |
| Approach LOS | | A | | | A | | | | | | C | |
| Queue Length 50th (ft) | 0 | 43 | | 1 | 18 | | | | | | 17 | |
| Queue Length 95th (ft) | 2 | 84 | | m2 | m42 | | | | | | 46 | |
| Internal Link Dist (ft) | | 236 | | | 310 | | | 94 | | | 91 | |
| Turn Bay Length (ft) | 80 | | | 80 | | | | | | | | |
| Base Capacity (vph) | 749 | 1586 | | 814 | 1579 | | | | | | 520 | |
| Starvation Cap Reductn | 0 | 723 | | 0 | 387 | | | | | | 0 | |
| Spillback Cap Reductn | 0 | 36 | | 0 | 0 | | | | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | | | | 0 | |
| Reduced v/c Ratio | 0.01 | 0.50 | | 0.04 | 0.42 | | | | | | 0.09 | |

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 7.5 (10%), Referenced to phase 2:EBWB and 6:, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.32
 Intersection Signal Delay: 3.6
 Intersection LOS: A
 Intersection Capacity Utilization 36.3%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Blandina Street/Washington Lane & Genesee Street



Road Diet PM
5: Bank Place & Genesee St



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|--------|-------|--------|--------|------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 411 | 25 | 29 | 391 | 0 | 0 |
| Future Volume (vph) | 411 | 25 | 29 | 391 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 0 | 80 | | 0 | 0 |
| Storage Lanes | | 0 | 1 | | 0 | 0 |
| Taper Length (ft) | | | 25 | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.992 | | | | | |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 1848 | 0 | 1770 | 1863 | 0 | 0 |
| Flt Permitted | | | 0.492 | | | |
| Satd. Flow (perm) | 1848 | 0 | 916 | 1863 | 0 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 467 | | | 316 | 220 | |
| Travel Time (s) | 10.6 | | | 7.2 | 5.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 447 | 27 | 32 | 425 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 474 | 0 | 32 | 425 | 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 |
| Turn Type | NA | | Perm | NA | | |
| Protected Phases | 6 | | | 2 | | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 6 | | 2 | 2 | | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 4.0 | | 4.0 | 4.0 | | |
| Minimum Split (s) | 9.0 | | 9.0 | 9.0 | | |
| Total Split (s) | 40.0 | | 40.0 | 40.0 | | |
| Total Split (%) | 100.0% | | 100.0% | 100.0% | | |
| Maximum Green (s) | 35.0 | | 35.0 | 35.0 | | |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | | |
| All-Red Time (s) | 1.5 | | 1.5 | 1.5 | | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | | |
| Total Lost Time (s) | 5.0 | | 5.0 | 5.0 | | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | |
| Recall Mode | C-Max | | C-Max | C-Max | | |
| Act Effect Green (s) | 40.0 | | 40.0 | 40.0 | | |



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|-----|------|------|-----|-----|
| Actuated g/C Ratio | 1.00 | | 1.00 | 1.00 | | |
| v/c Ratio | 0.26 | | 0.03 | 0.23 | | |
| Control Delay | 0.3 | | 0.1 | 0.3 | | |
| Queue Delay | 0.0 | | 0.0 | 0.0 | | |
| Total Delay | 0.3 | | 0.1 | 0.3 | | |
| LOS | A | | A | A | | |
| Approach Delay | 0.3 | | | 0.3 | | |
| Approach LOS | A | | | A | | |
| Queue Length 50th (ft) | 0 | | 0 | 0 | | |
| Queue Length 95th (ft) | 0 | | 0 | 0 | | |
| Internal Link Dist (ft) | 387 | | | 236 | 140 | |
| Turn Bay Length (ft) | | | 80 | | | |
| Base Capacity (vph) | 1848 | | 916 | 1863 | | |
| Starvation Cap Reductn | 0 | | 0 | 0 | | |
| Spillback Cap Reductn | 0 | | 0 | 0 | | |
| Storage Cap Reductn | 0 | | 0 | 0 | | |
| Reduced v/c Ratio | 0.26 | | 0.03 | 0.23 | | |

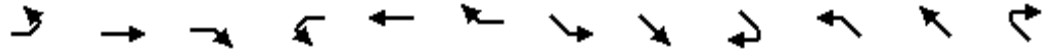
Intersection Summary

| | |
|------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 40 |
| Actuated Cycle Length: | 40 |
| Offset: | 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow |
| Natural Cycle: | 40 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.26 |
| Intersection Signal Delay: | 0.3 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 28.3% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |

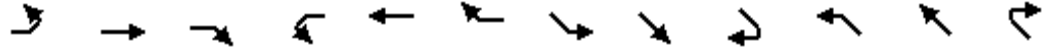
Splits and Phases: 5: Bank Place & Genesee St



Road Diet PM
6: Hopper St/Court Street & Genesee St



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 26 | 407 | 14 | 10 | 371 | 43 | 4 | 270 | 99 | 2 | 401 | 65 |
| Future Volume (vph) | 26 | 407 | 14 | 10 | 371 | 43 | 4 | 270 | 99 | 2 | 401 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 80 | | 0 | 80 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 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 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.995 | | | 0.984 | | | 0.960 | | | | 0.979 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | | | |
| Satd. Flow (prot) | 1770 | 1853 | 0 | 1770 | 1833 | 0 | 0 | 3398 | 0 | 0 | 3465 | 0 |
| Flt Permitted | 0.357 | | | 0.350 | | | | 0.951 | | | 0.954 | |
| Satd. Flow (perm) | 665 | 1853 | 0 | 652 | 1833 | 0 | 0 | 3231 | 0 | 0 | 3306 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 10 | | | 88 | | | 31 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 660 | | | 467 | | | 184 | | | 310 | |
| Travel Time (s) | | 15.0 | | | 10.6 | | | 4.2 | | | 7.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 28 | 442 | 15 | 11 | 403 | 47 | 4 | 293 | 108 | 2 | 436 | 71 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 28 | 457 | 0 | 11 | 450 | 0 | 0 | 405 | 0 | 0 | 509 | 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 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | 2 | | | 6 | | | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Total Split (s) | 37.0 | 37.0 | | 37.0 | 37.0 | | 38.0 | 38.0 | | 38.0 | 38.0 | |
| Total Split (%) | 49.3% | 49.3% | | 49.3% | 49.3% | | 50.7% | 50.7% | | 50.7% | 50.7% | |
| Maximum Green (s) | 31.8 | 31.8 | | 31.8 | 31.8 | | 32.8 | 32.8 | | 32.8 | 32.8 | |
| Yellow Time (s) | 3.4 | 3.4 | | 3.4 | 3.4 | | 3.4 | 3.4 | | 3.4 | 3.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.2 | 5.2 | | 5.2 | 5.2 | | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-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 | |

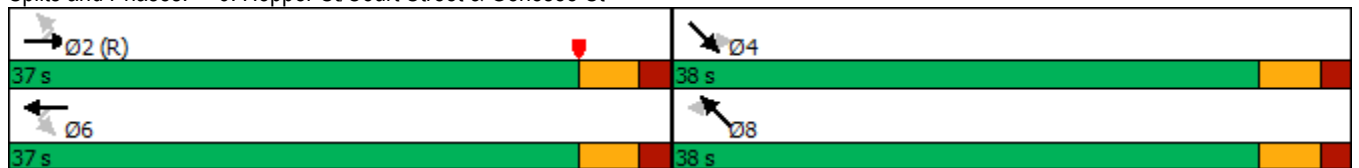


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Flash Dont Walk (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 31.8 | 31.8 | | 31.8 | 31.8 | | | 32.8 | | | 32.8 | |
| Actuated g/C Ratio | 0.42 | 0.42 | | 0.42 | 0.42 | | | 0.44 | | | 0.44 | |
| v/c Ratio | 0.10 | 0.58 | | 0.04 | 0.58 | | | 0.28 | | | 0.35 | |
| Control Delay | 14.3 | 20.1 | | 13.3 | 19.7 | | | 11.0 | | | 13.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 14.3 | 20.1 | | 13.3 | 19.7 | | | 11.0 | | | 13.9 | |
| LOS | B | C | | B | B | | | B | | | B | |
| Approach Delay | | 19.7 | | | 19.5 | | | 11.0 | | | 13.9 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Queue Length 50th (ft) | 8 | 156 | | 3 | 150 | | | 46 | | | 74 | |
| Queue Length 95th (ft) | 23 | 247 | | 12 | 240 | | | 75 | | | 108 | |
| Internal Link Dist (ft) | | 580 | | | 387 | | | 104 | | | 230 | |
| Turn Bay Length (ft) | 80 | | | 80 | | | | | | | | |
| Base Capacity (vph) | 281 | 787 | | 276 | 782 | | | 1462 | | | 1463 | |
| 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 | 0.10 | 0.58 | | 0.04 | 0.58 | | | 0.28 | | | 0.35 | |

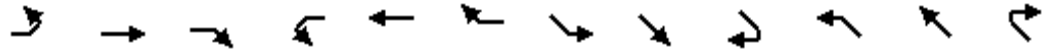
Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 19.8 (26%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 16.2
 Intersection Capacity Utilization 45.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

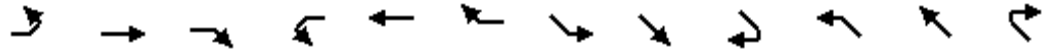
Splits and Phases: 6: Hopper St/Court Street & Genesee St



Road Diet PM
7: Genesee St & Cornelia Place



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 23 | 220 | 4 | 42 | 302 | 12 | 4 | 40 | 17 | 19 | 50 | 41 |
| Future Volume (vph) | 23 | 220 | 4 | 42 | 302 | 12 | 4 | 40 | 17 | 19 | 50 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 80 | | 80 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 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 |
| Frt | | 0.998 | | | | 0.850 | | 0.963 | | | | 0.949 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.997 | | | | 0.991 |
| Satd. Flow (prot) | 1770 | 1859 | 0 | 1770 | 1863 | 1583 | 0 | 1788 | 0 | 0 | 1752 | 0 |
| Flt Permitted | 0.558 | | | 0.608 | | | | 0.982 | | | | 0.939 |
| Satd. Flow (perm) | 1039 | 1859 | 0 | 1133 | 1863 | 1583 | 0 | 1762 | 0 | 0 | 1660 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 22 | | 16 | | | | 25 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 80 | | | 660 | | | 283 | | | | 118 |
| Travel Time (s) | | 1.8 | | | 15.0 | | | 6.4 | | | | 2.7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 25 | 239 | 4 | 46 | 328 | 13 | 4 | 43 | 18 | 21 | 54 | 45 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 25 | 243 | 0 | 46 | 328 | 13 | 0 | 65 | 0 | 0 | 120 | 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 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 4 | | | | 8 |
| Permitted Phases | 2 | | | 6 | | 6 | 4 | | | 8 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | 21.0 | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 80.0 | 80.0 | | 80.0 | 80.0 | 80.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (%) | 80.0% | 80.0% | | 80.0% | 80.0% | 80.0% | 20.0% | 20.0% | | 20.0% | 20.0% | |
| Maximum Green (s) | 75.0 | 75.0 | | 75.0 | 75.0 | 75.0 | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | | | | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | | | | 5.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | C-Max | Max | Max | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |



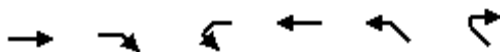
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|-------------------------|------|------|-----|------|------|------|------|------|-----|------|------|-----|
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 75.0 | 75.0 | | 75.0 | 75.0 | 75.0 | | 15.0 | | | 15.0 | |
| Actuated g/C Ratio | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.15 | | | 0.15 | |
| v/c Ratio | 0.03 | 0.17 | | 0.05 | 0.23 | 0.01 | | 0.23 | | | 0.44 | |
| Control Delay | 2.2 | 2.2 | | 3.5 | 4.3 | 0.8 | | 32.0 | | | 36.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.6 | | | 1.9 | |
| Total Delay | 2.2 | 2.2 | | 3.5 | 4.3 | 0.8 | | 32.6 | | | 38.3 | |
| LOS | A | A | | A | A | A | | C | | | D | |
| Approach Delay | | 2.2 | | | 4.1 | | | 32.6 | | | 38.3 | |
| Approach LOS | | A | | | A | | | C | | | D | |
| Queue Length 50th (ft) | 1 | 11 | | 6 | 53 | 0 | | 28 | | | 55 | |
| Queue Length 95th (ft) | 8 | 41 | | 15 | 80 | 3 | | 67 | | | 112 | |
| Internal Link Dist (ft) | | 1 | | | 580 | | | 203 | | | 38 | |
| Turn Bay Length (ft) | | | | 80 | | 80 | | | | | | |
| Base Capacity (vph) | 779 | 1394 | | 849 | 1397 | 1192 | | 277 | | | 270 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | 67 | | | 63 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.03 | 0.17 | | 0.05 | 0.23 | 0.01 | | 0.31 | | | 0.58 | |

Intersection Summary

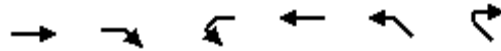
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 52 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 10.6
 Intersection Capacity Utilization 44.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 7: Genesee St & Cornelia Place





| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | Ø4 |
|----------------------------|-------|-------|-------|-------|-------|-------|------|
| Lane Configurations | ↑ | ↗ | ↖ | ↑ | ↘ | ↗ | |
| Traffic Volume (vph) | 241 | 4 | 54 | 321 | 19 | 92 | |
| Future Volume (vph) | 241 | 4 | 54 | 321 | 19 | 92 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | | 70 | 0 | | 0 | 0 | |
| Storage Lanes | | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | | | 25 | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | | 0.850 | |
| Flt Protected | | | 0.950 | | 0.950 | | |
| Satd. Flow (prot) | 1863 | 1583 | 1770 | 1863 | 1770 | 1583 | |
| Flt Permitted | | | 0.597 | | 0.950 | | |
| Satd. Flow (perm) | 1863 | 1583 | 1112 | 1863 | 1770 | 1583 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 4 | | | | 100 | |
| Link Speed (mph) | 30 | | | 30 | 30 | | |
| Link Distance (ft) | 1043 | | | 80 | 302 | | |
| Travel Time (s) | 23.7 | | | 1.8 | 6.9 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 262 | 4 | 59 | 349 | 21 | 100 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 262 | 4 | 59 | 349 | 21 | 100 | |
| 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) | | 9 | 15 | | 15 | 9 | |
| Turn Type | NA | Perm | Perm | NA | Prot | Perm | |
| Protected Phases | 2 | | | 6 | 8 | | 4 |
| Permitted Phases | | 2 | 6 | | | 8 | |
| Detector Phase | 2 | 2 | 6 | 6 | 8 | 8 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 10.0 | 10.0 | 10.0 |
| Total Split (s) | 80.0 | 80.0 | 80.0 | 80.0 | 20.0 | 20.0 | 20.0 |
| Total Split (%) | 80.0% | 80.0% | 80.0% | 80.0% | 20.0% | 20.0% | 20% |
| Maximum Green (s) | 75.0 | 75.0 | 75.0 | 75.0 | 15.0 | 15.0 | 15.0 |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | C-Max | C-Max | C-Max | C-Max | None | None | Max |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |



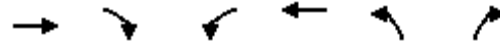
| Lane Group | EBT | EBR | WBL | WBT | NWL | NWR | Ø4 |
|-------------------------|------|------|------|------|------|------|------|
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 75.0 | 75.0 | 75.0 | 75.0 | 15.0 | 15.0 | |
| Actuated g/C Ratio | 0.75 | 0.75 | 0.75 | 0.75 | 0.15 | 0.15 | |
| v/c Ratio | 0.19 | 0.00 | 0.07 | 0.25 | 0.08 | 0.31 | |
| Control Delay | 4.0 | 2.0 | 2.1 | 2.5 | 37.5 | 10.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | |
| Total Delay | 4.0 | 2.0 | 2.1 | 2.5 | 37.5 | 10.9 | |
| LOS | A | A | A | A | D | B | |
| Approach Delay | 4.0 | | | 2.4 | 15.5 | | |
| Approach LOS | A | | | A | B | | |
| Queue Length 50th (ft) | 40 | 0 | 5 | 28 | 12 | 0 | |
| Queue Length 95th (ft) | 63 | 2 | 10 | 41 | 34 | 46 | |
| Internal Link Dist (ft) | 963 | | | 1 | 222 | | |
| Turn Bay Length (ft) | | 70 | | | | | |
| Base Capacity (vph) | 1397 | 1188 | 834 | 1397 | 265 | 322 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 31 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.19 | 0.00 | 0.07 | 0.25 | 0.08 | 0.34 | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 52 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 4.9 Intersection LOS: A
 Intersection Capacity Utilization 33.5% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: South Street & Genesee St





| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | |
| Traffic Volume (vph) | 200 | 13 | 22 | 294 | 10 | 58 |
| Future Volume (vph) | 200 | 13 | 22 | 294 | 10 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 70 | 80 | | 0 | 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 |
| Frt | | 0.850 | | | 0.885 | |
| Flt Protected | | | 0.950 | | 0.993 | |
| Satd. Flow (prot) | 1863 | 1583 | 1770 | 1863 | 1637 | 0 |
| Flt Permitted | | | 0.580 | | 0.993 | |
| Satd. Flow (perm) | 1863 | 1583 | 1080 | 1863 | 1637 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 14 | | | 63 | |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 445 | | | 1043 | 243 | |
| Travel Time (s) | 10.1 | | | 23.7 | 5.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 217 | 14 | 24 | 320 | 11 | 63 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 217 | 14 | 24 | 320 | 74 | 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) | | 9 | 15 | | 15 | 9 |
| Turn Type | NA | Perm | pm+pt | NA | Prot | |
| Protected Phases | 2 | | 1 | 6 | 8 | |
| Permitted Phases | | 2 | 6 | | | |
| Detector Phase | 2 | 2 | 1 | 6 | 8 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | 8.0 | 21.0 | 13.0 | |
| Total Split (s) | 35.0 | 35.0 | 10.0 | 45.0 | 15.0 | |
| Total Split (%) | 58.3% | 58.3% | 16.7% | 75.0% | 25.0% | |
| Maximum Green (s) | 30.0 | 30.0 | 7.0 | 40.0 | 10.0 | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | 3.0 | 5.0 | 5.0 | |
| Lead/Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | None | C-Max | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | |

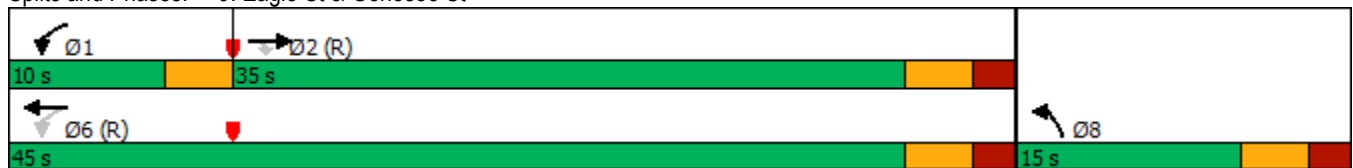


| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|-----|
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | 47.8 | 47.8 | 49.6 | 49.6 | 6.6 | |
| Actuated g/C Ratio | 0.80 | 0.80 | 0.83 | 0.83 | 0.11 | |
| v/c Ratio | 0.15 | 0.01 | 0.03 | 0.21 | 0.31 | |
| Control Delay | 4.1 | 3.1 | 2.1 | 2.8 | 12.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 4.1 | 3.1 | 2.1 | 2.8 | 12.9 | |
| LOS | A | A | A | A | B | |
| Approach Delay | 4.1 | | | 2.8 | 12.9 | |
| Approach LOS | A | | | A | B | |
| Queue Length 50th (ft) | 17 | 0 | 1 | 26 | 4 | |
| Queue Length 95th (ft) | 70 | 7 | 6 | 60 | 34 | |
| Internal Link Dist (ft) | 365 | | | 963 | 163 | |
| Turn Bay Length (ft) | | 70 | 80 | | | |
| Base Capacity (vph) | 1484 | 1264 | 974 | 1541 | 325 | |
| 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 | 0.15 | 0.01 | 0.02 | 0.21 | 0.23 | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 15 (25%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 4.4
 Intersection LOS: A
 Intersection Capacity Utilization 29.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 9: Eagle St & Genesee St

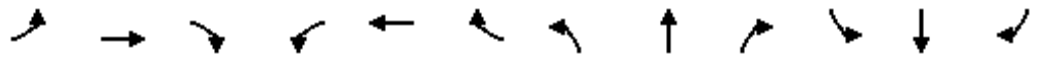


Recommendations AM

Genesee Street Road Diet

1: Genesee St & 5S

04/03/2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 693 | 67 | 136 | 815 | 3 | 31 | 96 | 32 | 112 | 303 | 34 |
| Future Volume (vph) | 66 | 693 | 67 | 136 | 815 | 3 | 31 | 96 | 32 | 112 | 303 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 150 | 150 | | 0 | 150 | | 0 | 150 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 1 |
| 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 |
| Frt | | 0.987 | | | | | | 0.963 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3528 | 0 | 1770 | 3505 | 0 | 1770 | 1493 | 0 | 1770 | 1660 | 1583 |
| Flt Permitted | 0.171 | | | 0.201 | | | 0.344 | | | 0.542 | | |
| Satd. Flow (perm) | 319 | 3528 | 0 | 374 | 3505 | 0 | 641 | 1493 | 0 | 1010 | 1660 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 10 | | | | | | 17 | | | | 149 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 196 | | | 616 | | | 464 | | | | 307 |
| Travel Time (s) | | 4.5 | | | 14.0 | | | 10.5 | | | | 7.0 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 2% | 1% | 1% | 2% | 3% | 2% | 2% | 13% | 2% | 2% | 3% | 2% |
| Parking (#/hr) | | | | | | | | 0 | | | | 0 |
| Adj. Flow (vph) | 77 | 806 | 78 | 158 | 948 | 3 | 36 | 112 | 37 | 130 | 352 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 77 | 884 | 0 | 158 | 951 | 0 | 36 | 149 | 0 | 130 | 352 | 40 |
| 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 | | | | | | | | Yes | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.14 | 1.00 | 1.00 | 1.14 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 15.0 | | 6.0 | 15.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | 6.0 |
| Minimum Split (s) | 12.0 | 40.0 | | 12.0 | 40.0 | | 10.0 | 38.0 | | 10.0 | 38.0 | 38.0 |
| Total Split (s) | 12.0 | 42.0 | | 12.0 | 42.0 | | 12.0 | 44.0 | | 12.0 | 44.0 | 44.0 |
| Total Split (%) | 10.9% | 38.2% | | 10.9% | 38.2% | | 10.9% | 40.0% | | 10.9% | 40.0% | 40.0% |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lead | | Lag | Lead | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | C-Min | | None | C-Min | | None | None | | None | None | None |
| Act Effect Green (s) | 51.7 | 45.5 | | 59.1 | 51.2 | | 29.6 | 23.5 | | 33.6 | 29.7 | 29.7 |

Recommendations AM
1: Genesee St & 5S

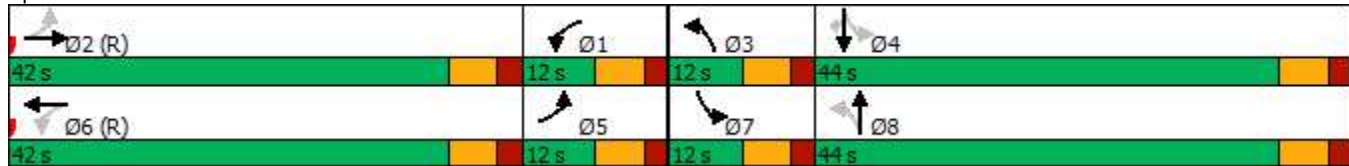


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|------|
| Actuated g/C Ratio | 0.47 | 0.41 | | 0.54 | 0.47 | | 0.27 | 0.21 | | 0.31 | 0.27 | 0.27 |
| v/c Ratio | 0.33 | 0.60 | | 0.49 | 0.58 | | 0.15 | 0.45 | | 0.36 | 0.79 | 0.07 |
| Control Delay | 26.0 | 29.3 | | 31.7 | 26.7 | | 15.5 | 23.6 | | 27.1 | 49.7 | 0.3 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.0 | 29.3 | | 31.7 | 26.7 | | 15.5 | 23.6 | | 27.1 | 49.7 | 0.3 |
| LOS | C | C | | C | C | | B | C | | C | D | A |
| Approach Delay | | 29.0 | | | 27.4 | | | 22.0 | | | 40.3 | |
| Approach LOS | | C | | | C | | | C | | | D | |
| Queue Length 50th (ft) | 26 | 282 | | 57 | 287 | | 13 | 44 | | 61 | 234 | 0 |
| Queue Length 95th (ft) | 58 | 341 | | #119 | 378 | | 24 | 63 | | 87 | 289 | 0 |
| Internal Link Dist (ft) | | 116 | | | 536 | | | 384 | | | 227 | |
| Turn Bay Length (ft) | 150 | | | 150 | | | 150 | | | 150 | | |
| Base Capacity (vph) | 231 | 1466 | | 320 | 1630 | | 236 | 526 | | 361 | 573 | 644 |
| 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 | 0.33 | 0.60 | | 0.49 | 0.58 | | 0.15 | 0.28 | | 0.36 | 0.61 | 0.06 |

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 94 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 30.0
 Intersection LOS: C
 Intersection Capacity Utilization 68.1%
 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: 1: Genesee St & 5S



Recommendations PM
1: Genesee St & 5S



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 156 | 968 | 43 | 68 | 726 | 7 | 78 | 279 | 85 | 98 | 231 | 30 |
| Future Volume (vph) | 156 | 968 | 43 | 68 | 726 | 7 | 78 | 279 | 85 | 98 | 231 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 150 | 150 | | 0 | 150 | | 0 | 150 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 1 |
| 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 |
| Frt | | 0.994 | | | 0.999 | | | 0.965 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3453 | 0 | 1770 | 3502 | 0 | 1770 | 1798 | 0 | 1770 | 1881 | 1442 |
| Flt Permitted | 0.247 | | | 0.113 | | | 0.513 | | | 0.219 | | |
| Satd. Flow (perm) | 460 | 3453 | 0 | 210 | 3502 | 0 | 956 | 1798 | 0 | 408 | 1881 | 1442 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 5 | | | 1 | | | 14 | | | | 149 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 196 | | | 616 | | | 464 | | | | 307 |
| Travel Time (s) | | 4.5 | | | 14.0 | | | 10.5 | | | | 7.0 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 2% | 4% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 1% | 12% |
| Adj. Flow (vph) | 163 | 1008 | 45 | 71 | 756 | 7 | 81 | 291 | 89 | 102 | 241 | 31 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 163 | 1053 | 0 | 71 | 763 | 0 | 81 | 380 | 0 | 102 | 241 | 31 |
| 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 | | | | | | | | Yes | | | | |
| 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 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 15.0 | | 6.0 | 15.0 | | 4.0 | 6.0 | | 4.0 | 6.0 | 6.0 |
| Minimum Split (s) | 12.0 | 46.0 | | 12.0 | 46.0 | | 10.0 | 38.0 | | 10.0 | 38.0 | 38.0 |
| Total Split (s) | 12.0 | 46.0 | | 12.0 | 46.0 | | 12.0 | 40.0 | | 12.0 | 40.0 | 40.0 |
| Total Split (%) | 10.9% | 41.8% | | 10.9% | 41.8% | | 10.9% | 36.4% | | 10.9% | 36.4% | 36.4% |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lead | | Lag | Lead | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Recall Mode | None | C-Min | | None | C-Min | | None | None | | None | None | None |
| Act Effct Green (s) | 56.2 | 47.7 | | 47.6 | 41.5 | | 33.9 | 27.0 | | 36.4 | 30.1 | 30.1 |
| Actuated g/C Ratio | 0.51 | 0.43 | | 0.43 | 0.38 | | 0.31 | 0.25 | | 0.33 | 0.27 | 0.27 |

Recommendations PM
1: Genesee St & 5S



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|-----|------|------|------|
| v/c Ratio | 0.46 | 0.70 | | 0.40 | 0.58 | | 0.23 | 0.84 | | 0.45 | 0.47 | 0.06 |
| Control Delay | 28.3 | 30.3 | | 33.8 | 30.6 | | 23.4 | 54.4 | | 28.8 | 36.5 | 0.2 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.3 | 30.3 | | 33.8 | 30.6 | | 23.4 | 54.6 | | 28.8 | 36.5 | 0.2 |
| LOS | C | C | | C | C | | C | D | | C | D | A |
| Approach Delay | | 30.0 | | | 30.9 | | | 49.1 | | | 31.4 | |
| Approach LOS | | C | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 62 | 340 | | 26 | 241 | | 36 | 246 | | 45 | 144 | 0 |
| Queue Length 95th (ft) | 108 | 440 | | 53 | 300 | | 66 | 333 | | 79 | 208 | 0 |
| Internal Link Dist (ft) | | 116 | | | 536 | | | 384 | | | 227 | |
| Turn Bay Length (ft) | 150 | | | 150 | | | 150 | | | 150 | | |
| Base Capacity (vph) | 352 | 1500 | | 176 | 1384 | | 345 | 565 | | 229 | 581 | 548 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 15 | | 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 | 0.46 | 0.70 | | 0.40 | 0.55 | | 0.23 | 0.69 | | 0.45 | 0.41 | 0.06 |

Intersection Summary

| | |
|-----------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 110 |
| Actuated Cycle Length: | 110 |
| Offset: | 30 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green |
| Natural Cycle: | 110 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.84 |
| Intersection Signal Delay: | 33.5 |
| Intersection LOS: | C |
| Intersection Capacity Utilization | 78.4% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

Splits and Phases: 1: Genesee St & 5S

