Appendices

City Honors (PS 195) Traffic Study

City of Buffalo
Erie County, New York

Prepared for:

Prepared by:

Appendix A
Traffic Counts

Tri-State Traffic Data: New York Division
184 Baker Rd

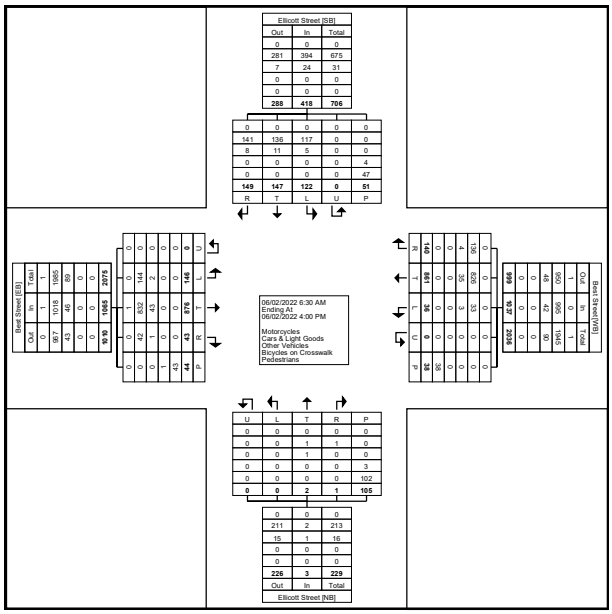
Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: Best Street at Ellicott Street
Site Code:
Start Date: 06/02/2022
Page No: 1

Turning Movement Data

Start Time	Ellicott Street Southbound							Best Street Westbound							Ellicott Street Northbound							Best Street Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	1	0	5	4	0	0	10	5	1	31	0	0	0	37	0	0	0	0	0	2	0	0	0	16	11	0	0	27	74
6:45 AM	3	3	4	3	0	3	13	11	4	38	3	0	5	56	0	0	0	0	0	2	0	2	0	33	19	0	2	54	123
Hourly Total	4	3	9	7	0	3	23	16	5	69	3	0	5	93	0	0	0	0	0	4	0	2	0	49	30	0	2	81	197
7:00 AM	8	3	3	8	0	2	22	5	2	26	1	0	1	34	0	0	0	0	0	4	0	2	1	29	9	0	0	41	97
7:15 AM	2	1	6	6	0	1	15	2	7	33	1	0	2	43	0	0	0	0	0	2	0	2	0	41	8	0	4	51	109
7:30 AM	6	8	8	6	0	5	28	8	2	61	2	0	2	73	0	0	0	0	0	2	0	1	0	52	9	0	2	62	163
7:45 AM	6	4	12	4	0	10	26	16	4	67	6	0	7	93	0	0	0	0	0	14	0	5	0	54	14	0	4	73	192
Hourly Total	22	16	29	24	0	18	91	31	15	187	10	0	12	243	0	0	0	0	0	22	0	10	1	176	40	0	10	227	561
8:00 AM	2	8	8	6	0	5	24	13	2	53	3	0	4	71	0	1	0	0	0	5	1	2	2	69	17	0	3	90	186
8:15 AM	2	3	5	3	0	2	13	12	2	54	2	0	2	70	0	0	0	0	0	1	0	1	1	66	7	0	1	75	158
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	4	11	13	9	0	7	37	25	4	107	5	0	6	141	0	1	0	0	0	6	1	3	3	135	24	0	4	165	344
2:00 PM	5	3	7	8	0	3	23	2	2	52	1	0	2	57	0	0	0	0	0	2	0	2	0	43	3	0	4	48	128
2:15 PM	3	2	10	6	0	1	21	2	1	63	3	0	0	69	0	0	0	0	0	4	0	3	0	57	9	0	1	69	159
2:30 PM	5	5	17	7	0	1	34	2	2	58	1	0	1	63	0	0	0	0	0	2	0	3	0	61	10	0	0	74	171
2:45 PM	7	10	10	10	0	9	37	7	4	58	2	0	2	71	0	0	1	0	0	35	1	0	0	89	2	0	16	91	200
Hourly Total	20	20	44	31	0	14	115	13	9	231	7	0	5	260	0	0	1	0	0	43	1	8	0	250	24	0	21	282	658
3:00 PM	10	5	15	16	0	4	46	4	1	67	5	0	1	77	0	0	0	0	0	14	0	6	1	77	8	0	3	92	215
3:15 PM	11	4	11	10	0	1	36	5	3	56	3	0	3	67	0	0	0	0	0	5	0	1	1	66	4	0	2	72	175
3:30 PM	10	3	13	12	0	4	38	1	2	77	2	0	4	82	0	0	1	0	0	9	1	3	2	64	11	0	2	80	201
3:45 PM	3	3	13	13	0	0	32	6	0	67	1	0	2	74	0	0	0	0	0	2	0	1	1	59	5	0	0	66	172
Hourly Total	34	15	52	51	0	9	152	16	6	267	11	0	10	300	0	0	1	0	0	30	1	11	5	266	28	0	7	310	763
Grand Total	84	65	147	122	0	51	418	101	39	861	36	0	38	1037	0	1	2	0	0	105	3	34	9	876	146	0	44	1065	2523
Approach %	20.1	15.6	35.2	29.2	0.0	-	-	9.7	3.8	83.0	3.5	0.0	-	-	0.0	33.3	66.7	0.0	0.0	-	-	3.2	0.8	82.3	13.7	0.0	-	-	-
Total %	3.3	2.6	5.8	4.8	0.0	-	16.6	4.0	1.5	34.1	1.4	0.0	-	41.1	0.0	0.0	0.1	0.0	0.0	-	0.1	1.3	0.4	34.7	5.8	0.0	-	42.2	-
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	0	-	1	1
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	-	0.0	0.0	0.0	0.1	0.0	-	-	0.1	0.0
Cars & Light Goods	78	63	136	117	0	-	394	97	39	826	33	0	-	995	0	1	1	0	0	-	2	33	9	832	144	0	-	1018	2409
% Cars & Light Goods	92.9	96.9	92.5	95.9	-	-	94.3	96.0	100.0	95.9	91.7	-	-	95.9	-	100.0	50.0	-	-	-	66.7	97.1	100.0	95.0	98.6	-	-	95.6	95.5
Other Vehicles	6	2	11	5	0	-	24	4	0	35	3	0	-	42	0	0	1	0	0	-	1	1	0	43	2	0	-	46	113
% Other Vehicles	7.1	3.1	7.5	4.1	-	-	5.7	4.0	0.0	4.1	8.3	-	-	4.1	-	0.0	50.0	-	-	-	33.3	2.9	0.0	4.9	1.4	-	-	4.3	4.5
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	7.8	-	-	-	-	-	-	0.0	-	-	-	-	-	-	2.9	-	-	-	-	-	-	2.3	-	-
Pedestrians	-	-	-	-	-	47	-	-	-	-	-	-	38	-	-	-	-	-	-	102	-	-	-	-	-	-	43	-	-
% Pedestrians	-	-	-	-	-	92.2	-	-	-	-	-	-	100.0	-	-	-	-	-	-	97.1	-	-	-	-	-	-	97.7	-	-



Turning Movement Data Plot

Tri-State Traffic Data: New York Division
184 Baker Rd

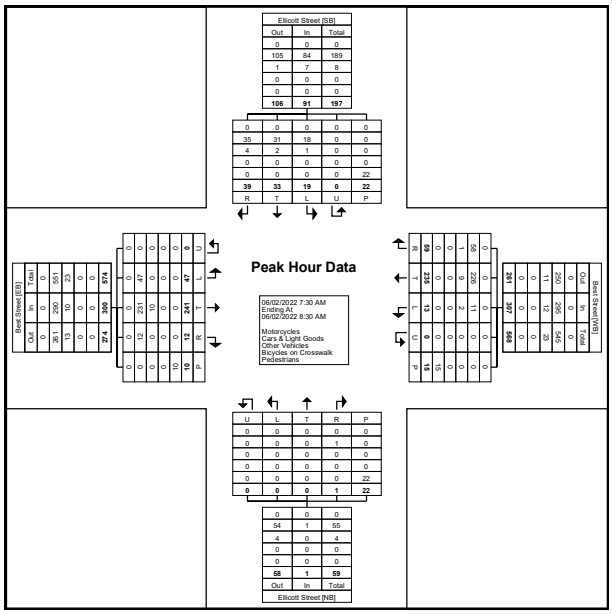
Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: Best Street at Ellicott Street
Site Code:
Start Date: 06/02/2022

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ellicott Street Southbound							Best Street Westbound							Ellicott Street Northbound							Best Street Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	6	8	8	6	0	5	28	8	2	61	2	0	2	73	0	0	0	0	0	2	0	1	0	52	9	0	2	62	163
7:45 AM	6	4	12	4	0	10	26	16	4	67	6	0	7	93	0	0	0	0	0	14	0	5	0	54	14	0	4	73	192
8:00 AM	2	8	8	6	0	5	24	13	2	53	3	0	4	71	0	1	0	0	0	5	1	2	2	69	17	0	3	90	186
8:15 AM	2	3	5	3	0	2	13	12	2	54	2	0	2	70	0	0	0	0	0	1	0	1	1	66	7	0	1	75	158
Total	16	23	33	19	0	22	91	49	10	235	13	0	15	307	0	1	0	0	0	22	1	9	3	241	47	0	10	300	699
Approach %	17.6	25.3	36.3	20.9	0.0	-	-	16.0	3.3	76.5	4.2	0.0	-	-	0.0	100.0	0.0	0.0	0.0	-	-	3.0	1.0	80.3	15.7	0.0	-	-	-
Total %	2.3	3.3	4.7	2.7	0.0	-	13.0	7.0	1.4	33.6	1.9	0.0	-	43.9	0.0	0.1	0.0	0.0	0.0	-	0.1	1.3	0.4	34.5	6.7	0.0	-	42.9	-
PHF	0.667	0.719	0.688	0.792	0.000	-	0.813	0.766	0.625	0.877	0.542	0.000	-	0.825	0.000	0.250	0.000	0.000	0.000	-	0.250	0.450	0.375	0.873	0.691	0.000	-	0.833	0.910
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	13	22	31	18	0	-	84	48	10	226	11	0	-	295	0	1	0	0	0	-	1	9	3	231	47	0	-	290	670
% Cars & Light Goods	81.3	95.7	93.9	94.7	-	-	92.3	98.0	100.0	96.2	84.6	-	-	96.1	-	100.0	-	-	-	-	100.0	100.0	100.0	95.9	100.0	-	-	96.7	95.9
Other Vehicles	3	1	2	1	0	-	7	1	0	9	2	0	-	12	0	0	0	0	0	-	0	0	0	10	0	0	-	10	29
% Other Vehicles	18.8	4.3	6.1	5.3	-	-	7.7	2.0	0.0	3.8	15.4	-	-	3.9	-	0.0	-	-	-	-	0.0	0.0	0.0	4.1	0.0	-	-	3.3	4.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	22	-	-	-	-	-	-	15	-	-	-	-	-	-	22	-	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:30 AM)

Turning Movement Peak Hour Data (2:45 PM)

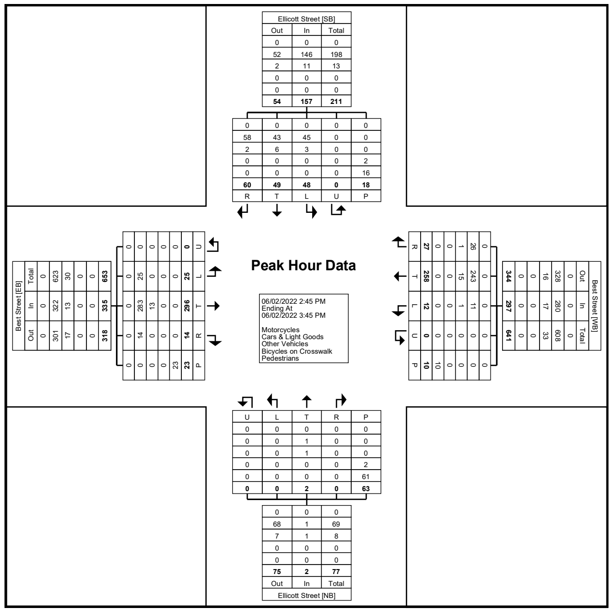
Start Time	Ellicott Street Southbound							Best Street Westbound							Ellicott Street Northbound							Best Street Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
2:45 PM	7	10	10	10	0	9	37	7	4	58	2	0	2	71	0	0	1	0	0	35	1	0	0	89	2	0	16	91	200
3:00 PM	10	5	15	16	0	4	46	4	1	67	5	0	1	77	0	0	0	0	0	14	0	6	1	77	8	0	3	92	215
3:15 PM	11	4	11	10	0	1	36	5	3	56	3	0	3	67	0	0	0	0	0	5	0	1	1	66	4	0	2	72	175
3:30 PM	10	3	13	12	0	4	38	1	2	77	2	0	4	82	0	0	1	0	0	9	1	3	2	64	11	0	2	80	201
Total	38	22	49	48	0	18	157	17	10	258	12	0	10	297	0	0	2	0	0	63	2	10	4	296	25	0	23	335	791
Approach %	24.2	14.0	31.2	30.6	0.0	-	-	5.7	3.4	86.9	4.0	0.0	-	-	0.0	0.0	100.0	0.0	0.0	-	-	3.0	1.2	88.4	7.5	0.0	-	-	-
Total %	4.8	2.8	6.2	6.1	0.0	-	19.8	2.1	1.3	32.6	1.5	0.0	-	37.5	0.0	0.0	0.3	0.0	0.0	-	0.3	1.3	0.5	37.4	3.2	0.0	-	42.4	-
PHF	0.864	0.550	0.817	0.750	0.000	-	0.853	0.607	0.625	0.838	0.600	0.000	-	0.905	0.000	0.000	0.500	0.000	0.000	-	0.500	0.417	0.500	0.831	0.568	0.000	-	0.910	0.920
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	36	22	43	45	0	-	146	16	10	243	11	0	-	280	0	0	1	0	0	-	1	10	4	283	25	0	-	322	749
% Cars & Light Goods	94.7	100.0	87.8	93.8	-	-	93.0	94.1	100.0	94.2	91.7	-	-	94.3	-	-	50.0	-	-	-	50.0	100.0	100.0	95.6	100.0	-	-	96.1	94.7
Other Vehicles	2	0	6	3	0	-	11	1	0	15	1	0	-	17	0	0	1	0	0	-	1	0	0	13	0	0	-	13	42
% Other Vehicles	5.3	0.0	12.2	6.3	-	-	7.0	5.9	0.0	5.8	8.3	-	-	5.7	-	-	50.0	-	-	-	50.0	0.0	0.0	4.4	0.0	-	-	3.9	5.3
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	11.1	-	-	-	-	-	-	0.0	-	-	-	-	-	-	3.2	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	16	-	-	-	-	-	-	10	-	-	-	-	-	-	61	-	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	-	88.9	-	-	-	-	-	-	100.0	-	-	-	-	-	-	96.8	-	-	-	-	-	-	100.0	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Best Street at Ellicott Street
Site Code:
Start Date: 06/02/2022
Page No: 7



Turning Movement Peak Hour Data Plot (2:45 PM)

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Best Street at Fosdick Avenue
Site Code:
Start Date: 06/02/2022
Page No: 1

Turning Movement Data

Start Time	Fosdick Avenue Southbound						Best St Westbound						Fosdick Avenue Northbound						Best St Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	0	0	0	0	1	0	0	37	0	0	0	37	1	0	0	0	0	1	0	32	0	0	0	32	70
6:45 AM	0	0	0	0	7	0	0	62	0	0	0	62	1	0	0	0	1	1	0	39	0	0	2	39	102
Hourly Total	0	0	0	0	8	0	0	99	0	0	0	99	2	0	0	0	1	2	0	71	0	0	2	71	172
7:00 AM	0	0	0	0	1	0	0	44	0	0	0	44	0	0	1	0	2	1	0	36	0	0	0	36	81
7:15 AM	0	0	0	0	1	0	0	60	0	0	0	60	0	0	4	0	3	4	0	38	0	0	0	38	102
7:30 AM	0	0	0	0	0	0	0	55	0	0	0	55	19	0	21	0	8	40	0	60	0	0	0	60	155
7:45 AM	0	0	0	0	0	0	0	49	0	0	5	49	54	0	36	0	23	90	0	75	0	0	0	75	214
Hourly Total	0	0	0	0	2	0	0	208	0	0	5	208	73	0	62	0	36	135	0	209	0	0	0	209	552
8:00 AM	0	0	0	0	3	0	0	61	0	0	3	61	52	0	39	0	15	91	0	57	0	0	0	57	209
8:15 AM	0	0	0	0	2	0	0	72	0	0	1	72	16	0	9	0	7	25	0	62	0	0	0	62	159
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	5	0	0	133	0	0	4	133	68	0	48	0	22	116	0	119	0	0	0	119	368
2:00 PM	0	0	0	0	2	0	0	46	0	0	0	46	4	0	1	0	4	5	0	68	0	0	0	68	119
2:15 PM	0	0	0	0	1	0	0	65	0	0	0	65	0	0	3	0	2	3	0	65	0	0	0	65	133
2:30 PM	0	0	0	0	0	0	0	70	0	0	1	70	4	0	7	0	9	11	0	70	0	0	0	70	151
2:45 PM	0	0	0	0	2	0	0	60	0	0	3	60	54	0	29	0	56	83	0	77	0	0	0	77	220
Hourly Total	0	0	0	0	5	0	0	241	0	0	4	241	62	0	40	0	71	102	0	280	0	0	0	280	623
3:00 PM	0	0	0	0	3	0	0	81	0	0	0	81	17	0	11	0	3	28	0	88	0	0	0	88	197
3:15 PM	0	0	0	0	1	0	0	77	0	1	1	78	4	0	1	0	3	5	0	78	0	0	2	78	161
3:30 PM	0	0	0	0	6	0	0	81	0	0	1	81	4	0	1	0	3	5	0	90	0	0	0	90	176
3:45 PM	0	0	0	0	1	0	0	58	0	0	0	58	14	0	5	0	1	19	0	75	0	0	0	75	152
Hourly Total	0	0	0	0	11	0	0	297	0	1	2	298	39	0	18	0	10	57	0	331	0	0	2	331	686
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	31	0	0	978	0	1	15	979	244	0	168	0	140	412	0	1010	0	0	4	1010	2401
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	99.9	0.0	0.1	-	-	59.2	0.0	40.8	0.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	40.7	0.0	0.0	-	40.8	10.2	0.0	7.0	0.0	-	17.2	0.0	42.1	0.0	0.0	-	42.1	-
Motorcycles	0	0	0	0	-	0	0	3	0	0	-	3	1	0	0	0	-	1	0	0	0	0	-	0	4
% Motorcycles	-	-	-	-	-	-	-	0.3	-	0.0	-	0.3	0.4	-	0.0	-	-	0.2	-	0.0	-	-	-	0.0	0.2
Cars & Light Goods	0	0	0	0	-	0	0	921	0	1	-	922	243	0	168	0	-	411	0	973	0	0	-	973	2306
% Cars & Light Goods	-	-	-	-	-	-	-	94.2	-	100.0	-	94.2	99.6	-	100.0	-	-	99.8	-	96.3	-	-	-	96.3	96.0
Other Vehicles	0	0	0	0	-	0	0	54	0	0	-	54	0	0	0	0	-	0	0	37	0	0	-	37	91
% Other Vehicles	-	-	-	-	-	-	-	5.5	-	0.0	-	5.5	0.0	-	0.0	-	-	0.0	-	3.7	-	-	-	3.7	3.8
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-

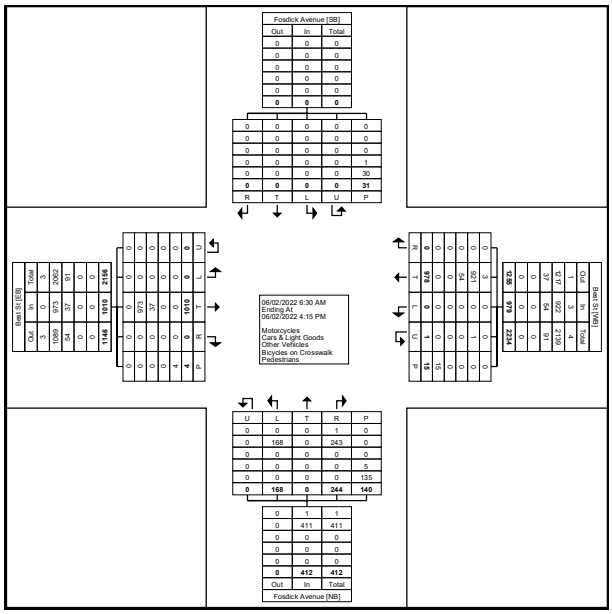
% Bicycles on Crosswalk	-	-	-	-	3.2	-	-	-	-	-	0.0	-	-	-	-	-	3.6	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	30	-	-	-	-	-	15	-	-	-	-	-	135	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	96.8	-	-	-	-	-	100.0	-	-	-	-	-	96.4	-	-	-	-	-	100.0	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Best Street at Fosdick Avenue
Site Code:
Start Date: 06/02/2022
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:30 AM)

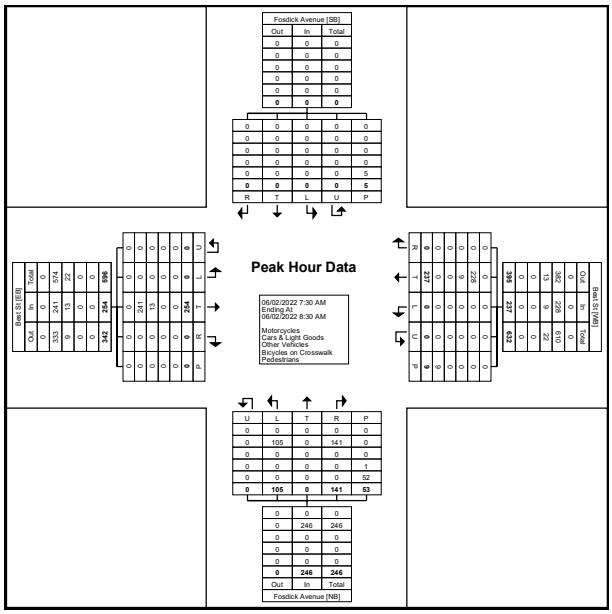
Start Time	Fosdick Avenue Southbound						Best St Westbound						Fosdick Avenue Northbound						Best St Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	0	0	0	0	0	0	0	55	0	0	0	55	19	0	21	0	8	40	0	60	0	0	0	60	155
7:45 AM	0	0	0	0	0	0	0	49	0	0	5	49	54	0	36	0	23	90	0	75	0	0	0	75	214
8:00 AM	0	0	0	0	3	0	0	61	0	0	3	61	52	0	39	0	15	91	0	57	0	0	0	57	209
8:15 AM	0	0	0	0	2	0	0	72	0	0	1	72	16	0	9	0	7	25	0	62	0	0	0	62	159
Total	0	0	0	0	5	0	0	237	0	0	9	237	141	0	105	0	53	246	0	254	0	0	0	254	737
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	57.3	0.0	42.7	0.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	32.2	0.0	0.0	-	32.2	19.1	0.0	14.2	0.0	-	33.4	0.0	34.5	0.0	0.0	-	34.5	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.823	0.000	0.000	-	0.823	0.653	0.000	0.673	0.000	-	0.676	0.000	0.847	0.000	0.000	-	0.847	0.861
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	-	-	-	-	-	-	-	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	0.0
Cars & Light Goods	0	0	0	0	-	0	0	228	0	0	-	228	141	0	105	0	-	246	0	241	0	0	-	241	715
% Cars & Light Goods	-	-	-	-	-	-	-	96.2	-	-	-	96.2	100.0	-	100.0	-	-	100.0	-	94.9	-	-	-	94.9	97.0
Other Vehicles	0	0	0	0	-	0	0	9	0	0	-	9	0	0	0	0	-	0	0	13	0	0	-	13	22
% Other Vehicles	-	-	-	-	-	-	-	3.8	-	-	-	3.8	0.0	-	0.0	-	-	0.0	-	5.1	-	-	-	5.1	3.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	1.9	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	52	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	98.1	-	-	-	-	-	-	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Best Street at Fosdick Avenue
Site Code:
Start Date: 06/02/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)

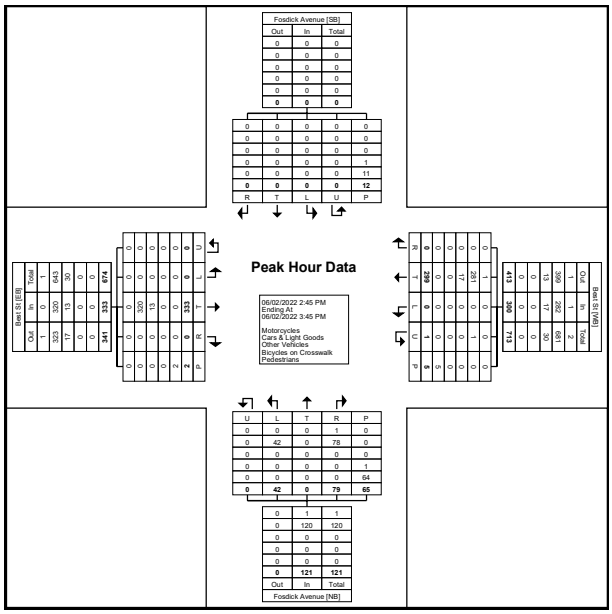
Turning Movement Peak Hour Data (2:45 PM)

Start Time	Fosdick Avenue Southbound						Best St Westbound						Fosdick Avenue Northbound						Best St Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
2:45 PM	0	0	0	0	2	0	0	60	0	0	3	60	54	0	29	0	56	83	0	77	0	0	0	77	220
3:00 PM	0	0	0	0	3	0	0	81	0	0	0	81	17	0	11	0	3	28	0	88	0	0	0	88	197
3:15 PM	0	0	0	0	1	0	0	77	0	1	1	78	4	0	1	0	3	5	0	78	0	0	2	78	161
3:30 PM	0	0	0	0	6	0	0	81	0	0	1	81	4	0	1	0	3	5	0	90	0	0	0	90	176
Total	0	0	0	0	12	0	0	299	0	1	5	300	79	0	42	0	65	121	0	333	0	0	2	333	754
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	99.7	0.0	0.3	-	-	65.3	0.0	34.7	0.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	39.7	0.0	0.1	-	39.8	10.5	0.0	5.6	0.0	-	16.0	0.0	44.2	0.0	0.0	-	44.2	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.923	0.000	0.250	-	0.926	0.366	0.000	0.362	0.000	-	0.364	0.000	0.925	0.000	0.000	-	0.925	0.857
Motorcycles	0	0	0	0	-	0	0	1	0	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	2
% Motorcycles	-	-	-	-	-	-	-	0.3	-	0.0	-	0.3	1.3	-	0.0	-	-	0.8	-	0.0	-	-	-	0.0	0.3
Cars & Light Goods	0	0	0	0	-	0	0	281	0	1	-	282	78	0	42	0	-	120	0	320	0	0	-	320	722
% Cars & Light Goods	-	-	-	-	-	-	-	94.0	-	100.0	-	94.0	98.7	-	100.0	-	-	99.2	-	96.1	-	-	-	96.1	95.8
Other Vehicles	0	0	0	0	-	0	0	17	0	0	-	17	0	0	0	0	-	0	0	13	0	0	-	13	30
% Other Vehicles	-	-	-	-	-	-	-	5.7	-	0.0	-	5.7	0.0	-	0.0	-	-	0.0	-	3.9	-	-	-	3.9	4.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	8.3	-	-	-	-	-	0.0	-	-	-	-	-	1.5	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	11	-	-	-	-	-	5	-	-	-	-	-	64	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	91.7	-	-	-	-	-	100.0	-	-	-	-	-	98.5	-	-	-	-	-	100.0	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com



Turning Movement Peak Hour Data Plot (2:45 PM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: Best Street at Jefferson Avenue
Site Code:
Start Date: 06/02/2022
Page No: 1

Turning Movement Data

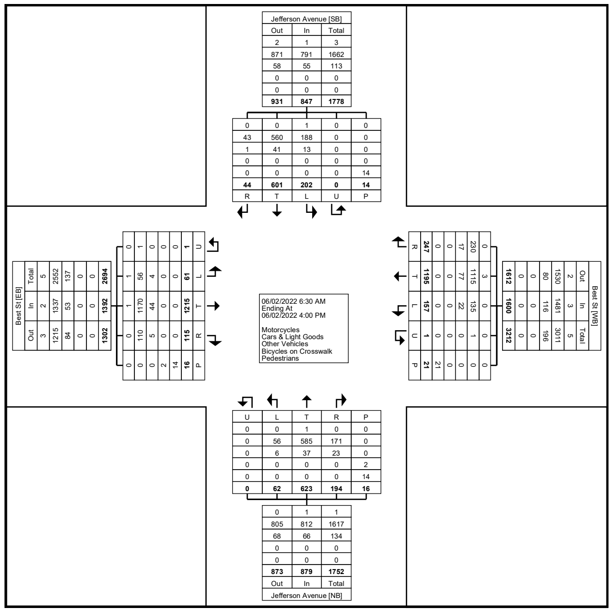
Start Time	Jefferson Avenue Southbound							Best St Westbound							Jefferson Avenue Northbound							Best St Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	0	0	15	5	0	1	20	3	2	52	9	0	1	66	1	0	13	1	0	0	15	1	1	32	2	0	0	36	137
6:45 AM	0	0	12	3	0	0	15	4	2	85	7	0	0	98	4	1	13	1	0	0	19	1	2	39	0	0	1	42	174
Hourly Total	0	0	27	8	0	1	35	7	4	137	16	0	1	164	5	1	26	2	0	0	34	2	3	71	2	0	1	78	311
7:00 AM	0	0	12	7	0	0	19	6	2	58	4	0	1	70	6	0	16	3	0	0	25	1	0	39	3	0	1	43	157
7:15 AM	3	3	28	8	0	0	42	8	2	83	15	0	0	108	0	5	16	2	0	1	23	4	0	36	2	0	2	42	215
7:30 AM	0	0	33	12	0	0	45	11	1	73	15	0	0	100	10	4	38	0	0	1	52	4	2	71	1	0	0	78	275
7:45 AM	0	0	45	14	0	0	59	14	0	90	14	1	0	119	13	3	48	5	0	0	69	4	5	90	4	0	0	103	350
Hourly Total	3	3	118	41	0	0	165	39	5	304	48	1	1	397	29	12	118	10	0	2	169	13	7	236	10	0	3	266	997
8:00 AM	1	1	34	11	0	3	47	10	3	104	10	0	1	127	10	0	33	2	0	0	45	8	6	88	5	0	1	107	326
8:15 AM	1	1	31	11	0	0	44	14	3	82	6	0	0	105	8	0	38	5	0	4	51	7	3	79	2	0	0	91	291
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	2	2	65	22	0	3	91	24	6	186	16	0	1	232	18	0	71	7	0	4	96	15	9	167	7	0	1	198	617
2:00 PM	1	1	49	11	0	0	62	12	2	53	8	0	1	75	5	4	51	4	0	0	64	5	1	71	4	0	1	81	282
2:15 PM	3	0	38	14	0	1	55	11	5	65	8	0	3	89	12	2	47	7	0	3	68	5	2	67	3	0	2	77	289
2:30 PM	2	2	43	19	0	1	66	19	4	88	10	0	1	121	10	4	47	1	0	0	62	3	1	78	2	1	0	85	334
2:45 PM	1	3	36	18	0	1	58	9	3	66	11	0	0	89	13	2	47	5	0	1	67	10	4	102	9	0	2	125	339
Hourly Total	7	6	166	62	0	3	241	51	14	272	37	0	5	374	40	12	192	17	0	4	261	23	8	318	18	1	5	368	1244
3:00 PM	4	4	62	17	0	1	87	13	3	84	9	0	1	109	20	3	61	7	0	1	91	6	1	115	8	0	0	130	417
3:15 PM	4	0	59	14	0	1	77	14	1	78	10	0	1	103	12	1	59	2	0	0	74	6	0	100	3	0	2	109	363
3:30 PM	2	1	53	25	0	1	81	27	3	74	9	0	1	113	19	5	40	11	0	4	75	9	4	114	7	0	3	134	403
3:45 PM	4	2	51	13	0	4	70	29	7	60	12	0	10	108	11	6	56	6	0	1	79	7	2	94	6	0	1	109	366
Hourly Total	14	7	225	69	0	7	315	83	14	296	40	0	13	433	62	15	216	26	0	6	319	28	7	423	24	0	6	482	1549
Grand Total	26	18	601	202	0	14	847	204	43	1195	157	1	21	1600	154	40	623	62	0	16	879	81	34	1215	61	1	16	1392	4718
Approach %	3.1	2.1	71.0	23.8	0.0	-	-	12.8	2.7	74.7	9.8	0.1	-	-	17.5	4.6	70.9	7.1	0.0	-	-	5.8	2.4	87.3	4.4	0.1	-	-	-
Total %	0.6	0.4	12.7	4.3	0.0	-	18.0	4.3	0.9	25.3	3.3	0.0	-	33.9	3.3	0.8	13.2	1.3	0.0	-	18.6	1.7	0.7	25.8	1.3	0.0	-	29.5	-
Motorcycles	0	0	0	1	0	-	1	0	0	3	0	0	-	3	0	0	1	0	0	-	1	0	0	1	1	0	-	2	7
% Motorcycles	0.0	0.0	0.0	0.5	-	-	0.1	0.0	0.0	0.3	0.0	0.0	-	0.2	0.0	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.1	1.6	0.0	-	0.1	0.1
Cars & Light Goods	25	18	560	188	0	-	791	189	41	1115	135	1	-	1481	133	38	585	56	0	-	812	77	33	1170	56	1	-	1337	4421
% Cars & Light Goods	96.2	100.0	93.2	93.1	-	-	93.4	92.6	95.3	93.3	86.0	100.0	-	92.6	86.4	95.0	93.9	90.3	-	-	92.4	95.1	97.1	96.3	91.8	100.0	-	96.0	93.7
Other Vehicles	1	0	41	13	0	-	55	15	2	77	22	0	-	116	21	2	37	6	0	-	66	4	1	44	4	0	-	53	290
% Other Vehicles	3.8	0.0	6.8	6.4	-	-	6.5	7.4	4.7	6.4	14.0	0.0	-	7.3	13.6	5.0	5.9	9.7	-	-	7.5	4.9	2.9	3.6	6.6	0.0	-	3.8	6.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	12.5	-	-	-	-	-	-	12.5	-	-
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	-	21	-	-	-	-	-	-	14	-	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	87.5	-	-	-	-	-	-	87.5	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Best Street at Jefferson Avenue
Site Code:
Start Date: 06/02/2022



Turning Movement Data Plot

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Best Street at Jefferson Avenue
Site Code:
Start Date: 06/02/2022

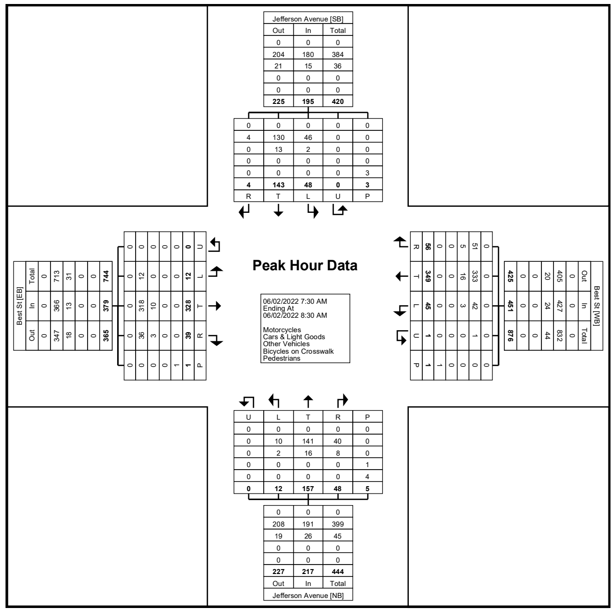
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Jefferson Avenue Southbound							Best St Westbound						
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total
7:30 AM	0	0	33	12	0	0	45	11	1	73	15	0	0	100
7:45 AM	0	0	45	14	0	0	59	14	0	90	14	1	0	119
8:00 AM	1	1	34	11	0	3	47	10	3	104	10	0	1	127
8:15 AM	1	1	31	11	0	0	44	14	3	82	6	0	0	105
Total	2	2	143	48	0	3	195	49	7	349	45	1	1	451
Approach %	1.0	1.0	73.3	24.6	0.0	-	-	10.9	1.6	77.4	10.0	0.2	-	-
Total %	0.2	0.2	11.5	3.9	0.0	-	15.7	3.9	0.6	28.1	3.6	0.1	-	36.3
PHF	0.500	0.500	0.794	0.857	0.000	-	0.826	0.875	0.583	0.839	0.750	0.250	-	0.888
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0
Cars & Light Goods	2	2	130	46	0	-	180	44	7	333	42	1	-	427
% Cars & Light Goods	100.0	100.0	90.9	95.8	-	-	92.3	89.8	100.0	95.4	93.3	100.0	-	94.7
Other Vehicles	0	0	13	2	0	-	15	5	0	16	3	0	-	24
% Other Vehicles	0.0	0.0	9.1	4.2	-	-	7.7	10.2	0.0	4.6	6.7	0.0	-	5.3
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-

Start Time	Jefferson Avenue Northbound							Best St Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	10	4	38	0	0	1	52	4	2	71	1	0	0	78	275
7:45 AM	13	3	48	5	0	0	69	4	5	90	4	0	0	103	350
8:00 AM	10	0	33	2	0	0	45	8	6	88	5	0	1	107	326
8:15 AM	8	0	38	5	0	4	51	7	3	79	2	0	0	91	291
Total	41	7	157	12	0	5	217	23	16	328	12	0	1	379	1242
Approach %	18.9	3.2	72.4	5.5	0.0	-	-	6.1	4.2	86.5	3.2	0.0	-	-	-
Total %	3.3	0.6	12.6	1.0	0.0	-	17.5	1.9	1.3	26.4	1.0	0.0	-	30.5	-
PHF	0.788	0.438	0.818	0.600	0.000	-	0.786	0.719	0.667	0.911	0.600	0.000	-	0.886	0.887
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	33	7	141	10	0	-	191	20	16	318	12	0	-	366	1164
% Cars & Light Goods	80.5	100.0	89.8	83.3	-	-	88.0	87.0	100.0	97.0	100.0	-	-	96.6	93.7
Other Vehicles	8	0	16	2	0	-	26	3	0	10	0	0	-	13	78
% Other Vehicles	19.5	0.0	10.2	16.7	-	-	12.0	13.0	0.0	3.0	0.0	-	-	3.4	6.3
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	20.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	80.0	-	-	-	-	-	-	100.0	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com



Turning Movement Peak Hour Data Plot (7:30 AM)

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Turning Movement Peak Hour Data (3:00 PM)

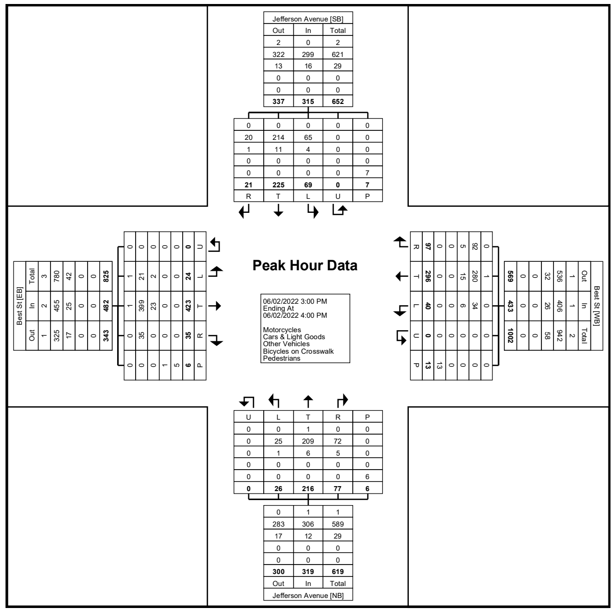
	Jefferson Avenue Southbound							Best St Westbound							Jefferson Avenue Northbound							Best St Eastbound							
Start Time	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
3:00 PM	4	4	62	17	0	1	87	13	3	84	9	0	1	109	20	3	61	7	0	1	91	6	1	115	8	0	0	130	417
3:15 PM	4	0	59	14	0	1	77	14	1	78	10	0	1	103	12	1	59	2	0	0	74	6	0	100	3	0	2	109	363
3:30 PM	2	1	53	25	0	1	81	27	3	74	9	0	1	113	19	5	40	11	0	4	75	9	4	114	7	0	3	134	403
3:45 PM	4	2	51	13	0	4	70	29	7	60	12	0	10	108	11	6	56	6	0	1	79	7	2	94	6	0	1	109	366
Total	14	7	225	69	0	7	315	83	14	296	40	0	13	433	62	15	216	26	0	6	319	28	7	423	24	0	6	482	1549
Approach %	4.4	2.2	71.4	21.9	0.0	-	-	19.2	3.2	68.4	9.2	0.0	-	-	19.4	4.7	67.7	8.2	0.0	-	-	5.8	1.5	87.8	5.0	0.0	-	-	-
Total %	0.9	0.5	14.5	4.5	0.0	-	20.3	5.4	0.9	19.1	2.6	0.0	-	28.0	4.0	1.0	13.9	1.7	0.0	-	20.6	1.8	0.5	27.3	1.5	0.0	-	31.1	-
PHF	0.875	0.438	0.907	0.690	0.000	-	0.905	0.716	0.500	0.881	0.833	0.000	-	0.958	0.775	0.625	0.885	0.591	0.000	-	0.876	0.778	0.438	0.920	0.750	0.000	-	0.899	0.929
Motorcycles	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	1	0	0	-	1	0	0	1	1	0	-	2	4
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.5	0.0	-	-	0.3	0.0	0.0	0.2	4.2	-	-	0.4	0.3
Cars & Light Goods	13	7	214	65	0	-	299	78	14	280	34	0	-	406	57	15	209	25	0	-	306	28	7	399	21	0	-	455	1466
% Cars & Light Goods	92.9	100.0	95.1	94.2	-	-	94.9	94.0	100.0	94.6	85.0	-	-	93.8	91.9	100.0	96.8	96.2	-	-	95.9	100.0	100.0	94.3	87.5	-	-	94.4	94.6
Other Vehicles	1	0	11	4	0	-	16	5	0	15	6	0	-	26	5	0	6	1	0	-	12	0	0	23	2	0	-	25	79
% Other Vehicles	7.1	0.0	4.9	5.8	-	-	5.1	6.0	0.0	5.1	15.0	-	-	6.0	8.1	0.0	2.8	3.8	-	-	3.8	0.0	0.0	5.4	8.3	-	-	5.2	5.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	16.7	-	-
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	-	13	-	-	-	-	-	-	6	-	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	83.3	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: Best Street at Jefferson Avenue
Site Code:
Start Date: 06/02/2022
Page No: 7



Turning Movement Peak Hour Data Plot (3:00 PM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: Best Street at Main Street
Site Code:
Start Date: 06/02/2022
Page No: 1

Turning Movement Data

	Main St Southbound							Best St Westbound							Main St Northbound							Best St Eastbound							
Start Time	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	1	1	43	7	0	2	52	1	6	9	2	0	0	18	0	0	25	0	0	0	25	7	4	32	6	0	3	49	144
6:45 AM	2	2	47	14	0	1	65	6	1	18	5	0	1	30	2	3	30	2	0	7	37	4	1	33	4	0	1	42	174
Hourly Total	3	3	90	21	0	3	117	7	7	27	7	0	1	48	2	3	55	2	0	7	62	11	5	65	10	0	4	91	318
7:00 AM	5	0	57	8	0	4	70	5	1	23	7	0	1	36	0	1	33	2	0	2	36	7	2	24	4	0	7	37	179
7:15 AM	14	3	66	8	0	1	91	6	2	28	11	0	4	47	3	2	40	7	0	3	52	8	2	29	6	1	6	46	236
7:30 AM	12	3	72	26	1	2	114	5	3	41	8	0	1	57	2	1	57	11	0	6	71	5	5	54	12	0	3	76	318
7:45 AM	21	4	133	16	0	5	174	5	1	41	10	0	2	57	2	2	64	6	0	8	74	11	6	60	12	0	3	89	394
Hourly Total	52	10	328	58	1	12	449	21	7	133	36	0	8	197	7	6	194	26	0	19	233	31	15	167	34	1	19	248	1127
8:00 AM	21	4	128	15	0	6	168	11	2	44	12	0	3	69	2	6	59	7	0	6	74	13	4	47	8	0	9	72	383
8:15 AM	18	2	124	12	0	7	156	10	3	36	14	0	2	63	4	2	45	2	1	6	54	12	3	53	16	1	6	85	358
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	39	6	252	27	0	13	324	21	5	80	26	0	5	132	6	8	104	9	1	12	128	25	7	100	24	1	15	157	741
2:00 PM	16	0	80	12	0	5	108	5	7	33	10	0	6	55	4	5	71	10	0	9	90	7	1	36	16	0	7	60	313
2:15 PM	12	3	72	16	0	3	103	9	6	38	6	0	2	59	8	5	52	5	0	10	70	4	1	47	10	0	5	62	294
2:30 PM	23	0	68	17	0	2	108	9	4	44	13	0	3	70	6	5	52	7	0	3	70	4	3	48	8	1	10	64	312
2:45 PM	10	3	74	20	0	8	107	13	0	62	15	0	9	90	9	3	84	11	0	7	107	9	2	44	14	0	2	69	373
Hourly Total	61	6	294	65	0	18	426	36	17	177	44	0	20	274	27	18	259	33	0	29	337	24	7	175	48	1	24	255	1292
3:00 PM	24	2	106	21	0	4	153	25	1	52	19	0	7	97	11	4	87	11	0	14	113	6	7	40	20	0	10	73	436
3:15 PM	6	2	86	13	0	5	107	16	2	43	10	0	7	71	5	8	96	13	0	7	122	5	3	40	14	0	9	62	362
3:30 PM	20	1	63	21	0	4	105	8	4	48	12	0	2	72	12	6	94	10	0	6	122	5	0	43	15	0	2	63	362
3:45 PM	22	7	83	19	0	1	131	8	3	45	13	0	6	69	7	4	85	8	0	8	104	7	3	44	13	0	7	67	371
Hourly Total	72	12	338	74	0	14	496	57	10	188	54	0	22	309	35	22	362	42	0	35	461	23	13	167	62	0	28	265	1531
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	227	37	1302	245	1	60	1812	142	46	605	167	0	56	960	77	57	974	112	1	102	1221	114	47	674	178	3	90	1016	5009
Approach %	12.5	2.0	71.9	13.5	0.1	-	-	14.8	4.8	63.0	17.4	0.0	-	-	6.3	4.7	79.8	9.2	0.1	-	-	11.2	4.6	66.3	17.5	0.3	-	-	-
Total %	4.5	0.7	26.0	4.9	0.0	-	36.2	2.8	0.9	12.1	3.3	0.0	-	19.2	1.5	1.1	19.4	2.2	0.0	-	24.4	2.3	0.9	13.5	3.6	0.1	-	20.3	-
Motorcycles	0	0	2	0	1	-	3	0	0	3	0	0	-	3	0	0	2	0	1	-	3	0	0	0	1	2	-	3	12
% Motorcycles	0.0	0.0	0.2	0.0	100.0	-	0.2	0.0	0.0	0.5	0.0	-	-	0.3	0.0	0.0	0.2	0.0	100.0	-	0.2	0.0	0.0	0.0	0.6	66.7	-	0.3	0.2
Cars & Light Goods	216	37	1258	233	0	-	1744	138	46	563	166	0	-	913	75	57	941	110	0	-	1183	108	46	649	170	1	-	974	4814
% Cars & Light Goods	95.2	100.0	96.6	95.1	0.0	-	96.2	97.2	100.0	93.1	99.4	-	-	95.1	97.4	100.0	96.6	98.2	0.0	-	96.9	94.7	97.9	96.3	95.5	33.3	-	95.9	96.1
Other Vehicles	11	0	42	12	0	-	65	4	0	39	1	0	-	44	2	0	31	2	0	-	35	6	1	25	7	0	-	39	183
% Other Vehicles	4.8	0.0	3.2	4.9	0.0	-	3.6	2.8	0.0	6.4	0.6	-	-	4.6	2.6	0.0	3.2	1.8	0.0	-	2.9	5.3	2.1	3.7	3.9	0.0	-	3.8	3.7

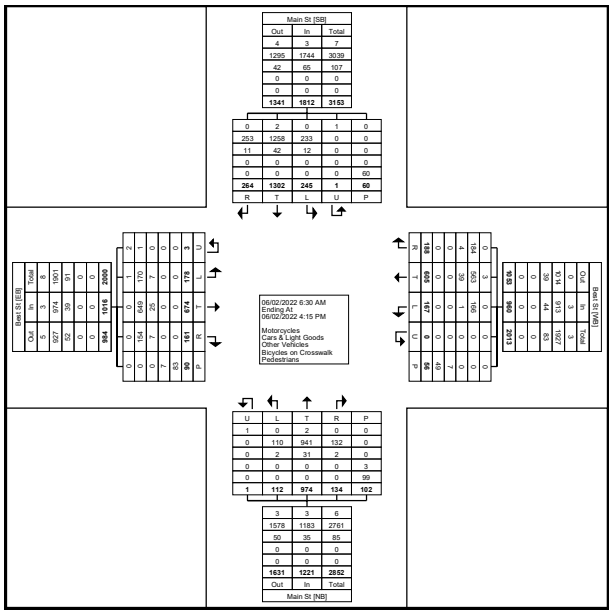
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	7	-	-	-	-	-	-	3	-	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	12.5	-	-	-	-	-	-	2.9	-	-	-	-	-	-	7.8	-	-
Pedestrians	-	-	-	-	-	60	-	-	-	-	-	-	49	-	-	-	-	-	-	99	-	-	-	-	-	-	83	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	87.5	-	-	-	-	-	-	97.1	-	-	-	-	-	-	92.2	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

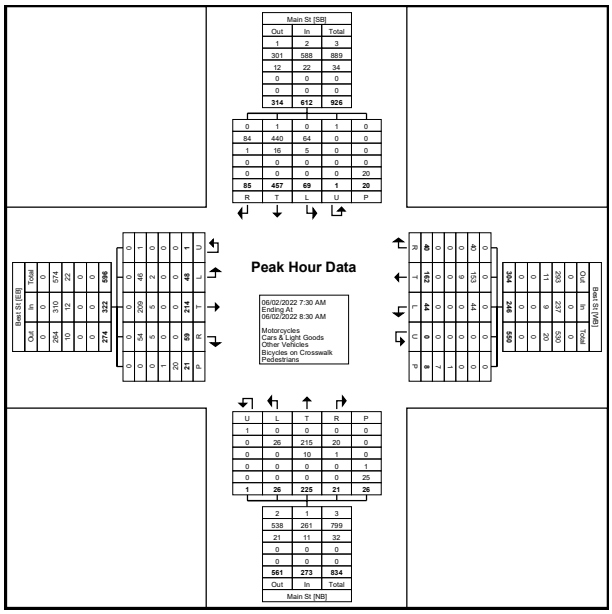
Count Name: Best Street at Main Street
Site Code:
Start Date: 06/02/2022
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:30 AM)

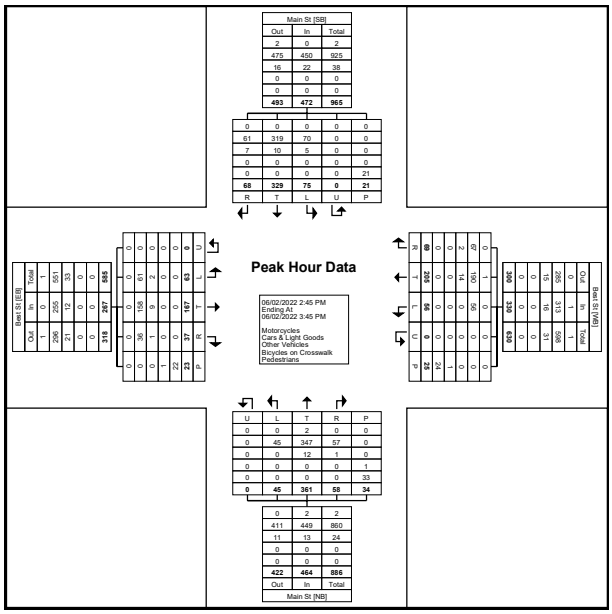
Start Time	Main St Southbound							Best St Westbound							Main St Northbound							Best St Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	12	3	72	26	1	2	114	5	3	41	8	0	1	57	2	1	57	11	0	6	71	5	5	54	12	0	3	76	318
7:45 AM	21	4	133	16	0	5	174	5	1	41	10	0	2	57	2	2	64	6	0	8	74	11	6	60	12	0	3	89	394
8:00 AM	21	4	128	15	0	6	168	11	2	44	12	0	3	69	2	6	59	7	0	6	74	13	4	47	8	0	9	72	383
8:15 AM	18	2	124	12	0	7	156	10	3	36	14	0	2	63	4	2	45	2	1	6	54	12	3	53	16	1	6	85	358
Total	72	13	457	69	1	20	612	31	9	162	44	0	8	246	10	11	225	26	1	26	273	41	18	214	48	1	21	322	1453
Approach %	11.8	2.1	74.7	11.3	0.2	-	-	12.6	3.7	65.9	17.9	0.0	-	-	3.7	4.0	82.4	9.5	0.4	-	-	12.7	5.6	66.5	14.9	0.3	-	-	-
Total %	5.0	0.9	31.5	4.7	0.1	-	42.1	2.1	0.6	11.1	3.0	0.0	-	16.9	0.7	0.8	15.5	1.8	0.1	-	18.8	2.8	1.2	14.7	3.3	0.1	-	22.2	-
PHF	0.857	0.813	0.859	0.663	0.250	-	0.879	0.705	0.750	0.920	0.786	0.000	-	0.891	0.625	0.458	0.879	0.591	0.250	-	0.922	0.788	0.750	0.892	0.750	0.250	-	0.904	0.922
Motorcycles	0	0	1	0	1	-	2	0	0	0	0	0	-	0	0	0	0	0	1	-	1	0	0	0	0	0	-	0	3
% Motorcycles	0.0	0.0	0.2	0.0	100.0	-	0.3	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	100.0	-	0.4	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Cars & Light Goods	71	13	440	64	0	-	588	31	9	153	44	0	-	237	9	11	215	26	0	-	261	36	18	209	46	1	-	310	1396
% Cars & Light Goods	98.6	100.0	96.3	92.8	0.0	-	96.1	100.0	100.0	94.4	100.0	-	-	96.3	90.0	100.0	95.6	100.0	0.0	-	95.6	87.8	100.0	97.7	95.8	100.0	-	96.3	96.1
Other Vehicles	1	0	16	5	0	-	22	0	0	9	0	0	-	9	1	0	10	0	0	-	11	5	0	5	2	0	-	12	54
% Other Vehicles	1.4	0.0	3.5	7.2	0.0	-	3.6	0.0	0.0	5.6	0.0	-	-	3.7	10.0	0.0	4.4	0.0	0.0	-	4.0	12.2	0.0	2.3	4.2	0.0	-	3.7	3.7
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	12.5	-	-	-	-	-	-	3.8	-	-	-	-	-	-	4.8	-	-
Pedestrians	-	-	-	-	-	20	-	-	-	-	-	-	7	-	-	-	-	-	-	25	-	-	-	-	-	-	20	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	87.5	-	-	-	-	-	-	96.2	-	-	-	-	-	-	95.2	-	-



Turning Movement Peak Hour Data Plot (7:30 AM)

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Main St Southbound							Best St Westbound							Main St Northbound							Best St Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
2:45 PM	10	3	74	20	0	8	107	13	0	62	15	0	9	90	9	3	84	11	0	7	107	9	2	44	14	0	2	69	373
3:00 PM	24	2	106	21	0	4	153	25	1	52	19	0	7	97	11	4	87	11	0	14	113	6	7	40	20	0	10	73	436
3:15 PM	6	2	86	13	0	5	107	16	2	43	10	0	7	71	5	8	96	13	0	7	122	5	3	40	14	0	9	62	362
3:30 PM	20	1	63	21	0	4	105	8	4	48	12	0	2	72	12	6	94	10	0	6	122	5	0	43	15	0	2	63	362
Total	60	8	329	75	0	21	472	62	7	205	56	0	25	330	37	21	361	45	0	34	464	25	12	167	63	0	23	267	1533
Approach %	12.7	1.7	69.7	15.9	0.0	-	-	18.8	2.1	62.1	17.0	0.0	-	-	8.0	4.5	77.8	9.7	0.0	-	-	9.4	4.5	62.5	23.6	0.0	-	-	-
Total %	3.9	0.5	21.5	4.9	0.0	-	30.8	4.0	0.5	13.4	3.7	0.0	-	21.5	2.4	1.4	23.5	2.9	0.0	-	30.3	1.6	0.8	10.9	4.1	0.0	-	17.4	-
PHF	0.625	0.667	0.776	0.893	0.000	-	0.771	0.620	0.438	0.827	0.737	0.000	-	0.851	0.771	0.656	0.940	0.865	0.000	-	0.951	0.694	0.429	0.949	0.788	0.000	-	0.914	0.879
Motorcycles	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	2	0	0	-	2	0	0	0	0	0	-	0	3
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.5	0.0	-	-	0.3	0.0	0.0	0.6	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Cars & Light Goods	53	8	319	70	0	-	450	60	7	190	56	0	-	313	36	21	347	45	0	-	449	24	12	158	61	0	-	255	1467
% Cars & Light Goods	88.3	100.0	97.0	93.3	-	-	95.3	96.8	100.0	92.7	100.0	-	-	94.8	97.3	100.0	96.1	100.0	-	-	96.8	96.0	100.0	94.6	96.8	-	-	95.5	95.7
Other Vehicles	7	0	10	5	0	-	22	2	0	14	0	0	-	16	1	0	12	0	0	-	13	1	0	9	2	0	-	12	63
% Other Vehicles	11.7	0.0	3.0	6.7	-	-	4.7	3.2	0.0	6.8	0.0	-	-	4.8	2.7	0.0	3.3	0.0	-	-	2.8	4.0	0.0	5.4	3.2	-	-	4.5	4.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	4.0	-	-	-	-	-	-	2.9	-	-	-	-	-	-	4.3	-	-
Pedestrians	-	-	-	-	-	21	-	-	-	-	-	-	24	-	-	-	-	-	-	33	-	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	96.0	-	-	-	-	-	-	97.1	-	-	-	-	-	-	95.7	-	-



Turning Movement Peak Hour Data Plot (2:45 PM)

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

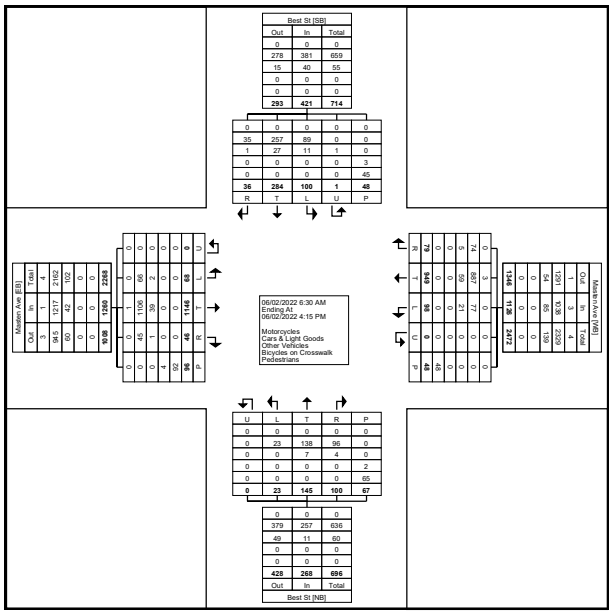
Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Best Street at Masten Avenue
Site Code:
Start Date: 06/02/2022
Page No: 1

Turning Movement Data

Start Time	Best St Southbound							Masten Ave Westbound							Best St Northbound							Masten Ave Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	0	0	10	4	0	3	14	2	0	38	5	0	0	45	0	1	4	0	0	0	5	1	0	33	1	0	1	35	99
6:45 AM	3	2	12	2	0	1	19	2	1	60	9	0	0	72	0	0	3	1	0	0	4	1	0	40	1	0	2	42	137
Hourly Total	3	2	22	6	0	4	33	4	1	98	14	0	0	117	0	1	7	1	0	0	9	2	0	73	2	0	3	77	236
7:00 AM	0	0	6	5	0	1	11	2	0	43	9	0	0	54	3	1	10	0	0	0	14	0	0	35	0	0	1	35	114
7:15 AM	2	0	18	4	0	0	24	4	1	60	9	0	0	74	3	1	7	1	0	0	12	0	0	35	2	0	1	37	147
7:30 AM	3	0	28	4	0	0	35	5	0	53	6	0	2	64	1	0	3	1	0	1	5	3	1	73	6	0	2	83	187
7:45 AM	4	0	49	1	0	0	54	6	2	49	12	0	18	69	3	3	13	1	0	18	20	8	4	96	8	0	3	116	259
Hourly Total	9	0	101	14	0	1	124	17	3	205	36	0	20	261	10	5	33	3	0	19	51	11	5	239	16	0	7	271	707
8:00 AM	2	0	36	6	0	3	44	2	0	61	7	0	7	70	6	1	13	1	0	5	21	8	0	95	16	0	7	119	254
8:15 AM	4	0	6	8	0	18	18	3	1	75	3	0	1	82	1	0	4	2	0	3	7	0	0	76	3	0	35	79	186
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	6	0	42	14	0	21	62	5	1	136	10	0	8	152	7	1	17	3	0	8	28	8	0	171	19	0	42	198	440
2:00 PM	0	0	12	0	0	2	12	3	1	47	1	0	0	52	2	1	9	2	0	0	14	2	0	68	2	0	2	72	150
2:15 PM	3	0	18	5	0	3	26	3	1	63	7	0	0	74	5	3	9	2	0	1	19	1	1	64	1	0	2	67	186
2:30 PM	1	0	19	8	0	0	28	4	0	69	10	0	0	83	2	1	10	0	0	2	13	2	0	74	2	0	2	78	202
2:45 PM	0	0	17	17	0	5	34	2	2	50	11	0	0	65	3	0	16	4	0	14	23	1	1	105	12	0	22	119	241
Hourly Total	4	0	66	30	0	10	100	12	4	229	29	0	0	274	12	5	44	8	0	17	69	6	2	311	17	0	28	336	779
3:00 PM	1	0	22	9	0	3	32	11	0	79	4	0	2	94	9	3	18	1	0	3	31	4	0	101	6	0	10	111	268
3:15 PM	2	1	7	7	0	2	17	3	0	73	2	0	1	78	15	2	10	2	0	1	29	3	0	76	3	0	2	82	206
3:30 PM	1	1	15	15	1	5	33	6	1	75	1	0	0	83	19	2	9	3	0	3	33	4	0	90	1	0	0	95	244
3:45 PM	5	1	9	5	0	2	20	11	0	53	2	0	17	66	8	1	7	2	0	16	18	1	0	85	4	0	4	90	194
Hourly Total	9	3	53	36	1	12	102	31	1	280	9	0	20	321	51	8	44	8	0	23	111	12	0	352	14	0	16	378	912
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	31	5	284	100	1	48	421	69	10	949	98	0	48	1126	80	20	145	23	0	67	268	39	7	1146	68	0	96	1260	3075
Approach %	7.4	1.2	67.5	23.8	0.2	-	-	6.1	0.9	84.3	8.7	0.0	-	-	29.9	7.5	54.1	8.6	0.0	-	-	3.1	0.6	91.0	5.4	0.0	-	-	-
Total %	1.0	0.2	9.2	3.3	0.0	-	13.7	2.2	0.3	30.9	3.2	0.0	-	36.6	2.6	0.7	4.7	0.7	0.0	-	8.7	1.3	0.2	37.3	2.2	0.0	-	41.0	-
Motorcycles	0	0	0	0	0	-	0	0	0	3	0	0	-	3	0	0	0	0	0	-	0	0	0	1	0	0	-	1	4
% Motorcycles	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	-	0.3	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.1	0.0	-	-	0.1	0.1
Cars & Light Goods	30	5	257	89	0	-	381	64	10	887	77	0	-	1038	76	20	138	23	0	-	257	38	7	1106	66	0	-	1217	2893
% Cars & Light Goods	96.8	100.0	90.5	89.0	0.0	-	90.5	92.8	100.0	93.5	78.6	-	-	92.2	95.0	100.0	95.2	100.0	-	-	95.9	97.4	100.0	96.5	97.1	-	-	96.6	94.1
Other Vehicles	1	0	27	11	1	-	40	5	0	59	21	0	-	85	4	0	7	0	0	-	11	1	0	39	2	0	-	42	178
% Other Vehicles	3.2	0.0	9.5	11.0	100.0	-	9.5	7.2	0.0	6.2	21.4	-	-	7.5	5.0	0.0	4.8	0.0	-	-	4.1	2.6	0.0	3.4	2.9	-	-	3.3	5.8

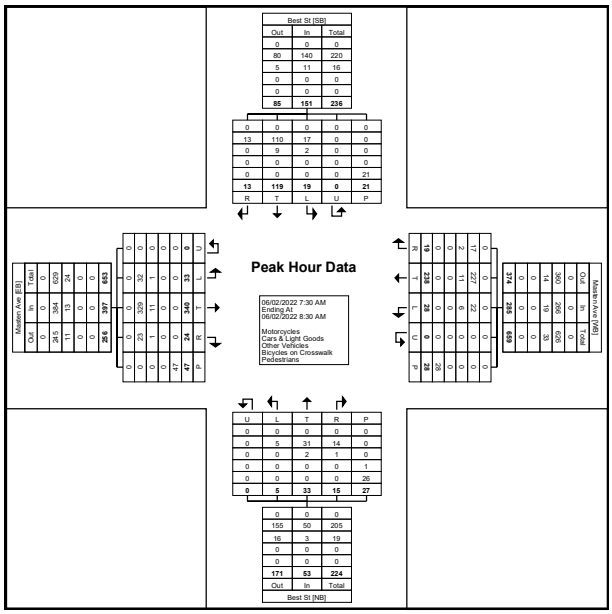
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	6.3	-	-	-	-	-	-	0.0	-	-	-	-	-	-	3.0	-	-	-	-	-	-	4.2	-	-
Pedestrians	-	-	-	-	-	45	-	-	-	-	-	-	48	-	-	-	-	-	-	65	-	-	-	-	-	-	92	-	-
% Pedestrians	-	-	-	-	-	93.8	-	-	-	-	-	-	100.0	-	-	-	-	-	-	97.0	-	-	-	-	-	-	95.8	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Best St Southbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Masten Ave Westbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Best St Northbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Masten Ave Eastbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	3	0	28	4	0	0	35	5	0	53	6	0	2	64	1	0	3	1	0	1	5	3	1	73	6	0	2	83	187
7:45 AM	4	0	49	1	0	0	54	6	2	49	12	0	18	69	3	3	13	1	0	18	20	8	4	96	8	0	3	116	259
8:00 AM	2	0	36	6	0	3	44	2	0	61	7	0	7	70	6	1	13	1	0	5	21	8	0	95	16	0	7	119	254
8:15 AM	4	0	6	8	0	18	18	3	1	75	3	0	1	82	1	0	4	2	0	3	7	0	0	76	3	0	35	79	186
Total	13	0	119	19	0	21	151	16	3	238	28	0	28	285	11	4	33	5	0	27	53	19	5	340	33	0	47	397	886
Approach %	8.6	0.0	78.8	12.6	0.0	-	-	5.6	1.1	83.5	9.8	0.0	-	-	20.8	7.5	62.3	9.4	0.0	-	-	4.8	1.3	85.6	8.3	0.0	-	-	-
Total %	1.5	0.0	13.4	2.1	0.0	-	17.0	1.8	0.3	26.9	3.2	0.0	-	32.2	1.2	0.5	3.7	0.6	0.0	-	6.0	2.1	0.6	38.4	3.7	0.0	-	44.8	-
PHF	0.813	0.000	0.607	0.594	0.000	-	0.699	0.667	0.375	0.793	0.583	0.000	-	0.869	0.458	0.333	0.635	0.625	0.000	-	0.631	0.594	0.313	0.885	0.516	0.000	-	0.834	0.855
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Motorcycles	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	13	0	110	17	0	-	140	14	3	227	22	0	-	266	10	4	31	5	0	-	50	18	5	329	32	0	-	384	840
% Cars & Light Goods	100.0	-	92.4	89.5	-	-	92.7	87.5	100.0	95.4	78.6	-	-	93.3	90.9	100.0	93.9	100.0	-	-	94.3	94.7	100.0	96.8	97.0	-	-	96.7	94.8
Other Vehicles	0	0	9	2	0	-	11	2	0	11	6	0	-	19	1	0	2	0	0	-	3	1	0	11	1	0	-	13	46
% Other Vehicles	0.0	-	7.6	10.5	-	-	7.3	12.5	0.0	4.6	21.4	-	-	6.7	9.1	0.0	6.1	0.0	-	-	5.7	5.3	0.0	3.2	3.0	-	-	3.3	5.2
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	3.7	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	21	-	-	-	-	-	-	28	-	-	-	-	-	-	26	-	-	-	-	-	-	47	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	96.3	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:30 AM)

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Turning Movement Peak Hour Data (2:45 PM)

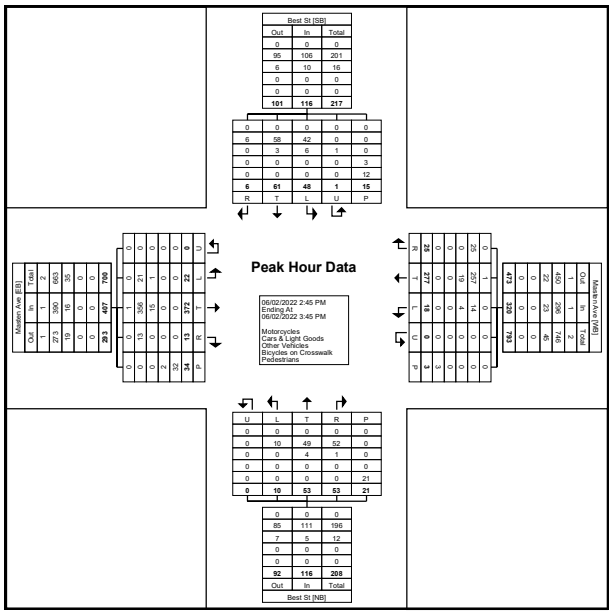
Start Time	Best St Southbound							Masten Ave Westbound							Best St Northbound							Masten Ave Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
2:45 PM	0	0	17	17	0	5	34	2	2	50	11	0	0	65	3	0	16	4	0	14	23	1	1	105	12	0	22	119	241
3:00 PM	1	0	22	9	0	3	32	11	0	79	4	0	2	94	9	3	18	1	0	3	31	4	0	101	6	0	10	111	268
3:15 PM	2	1	7	7	0	2	17	3	0	73	2	0	1	78	15	2	10	2	0	1	29	3	0	76	3	0	2	82	206
3:30 PM	1	1	15	15	1	5	33	6	1	75	1	0	0	83	19	2	9	3	0	3	33	4	0	90	1	0	0	95	244
Total	4	2	61	48	1	15	116	22	3	277	18	0	3	320	46	7	53	10	0	21	116	12	1	372	22	0	34	407	959
Approach %	3.4	1.7	52.6	41.4	0.9	-	-	6.9	0.9	86.6	5.6	0.0	-	-	39.7	6.0	45.7	8.6	0.0	-	-	2.9	0.2	91.4	5.4	0.0	-	-	-
Total %	0.4	0.2	6.4	5.0	0.1	-	12.1	2.3	0.3	28.9	1.9	0.0	-	33.4	4.8	0.7	5.5	1.0	0.0	-	12.1	1.3	0.1	38.8	2.3	0.0	-	42.4	-
PHF	0.500	0.500	0.693	0.706	0.250	-	0.853	0.500	0.375	0.877	0.409	0.000	-	0.851	0.605	0.583	0.736	0.625	0.000	-	0.879	0.750	0.250	0.886	0.458	0.000	-	0.855	0.895
Motorcycles	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	1	0	0	-	1	2
% Motorcycles	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.4	0.0	-	-	0.3	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	-	-	0.2	0.2
Cars & Light Goods	4	2	58	42	0	-	106	22	3	257	14	0	-	296	45	7	49	10	0	-	111	12	1	356	21	0	-	390	903
% Cars & Light Goods	100.0	100.0	95.1	87.5	0.0	-	91.4	100.0	100.0	92.8	77.8	-	-	92.5	97.8	100.0	92.5	100.0	-	-	95.7	100.0	100.0	95.7	95.5	-	-	95.8	94.2
Other Vehicles	0	0	3	6	1	-	10	0	0	19	4	0	-	23	1	0	4	0	0	-	5	0	0	15	1	0	-	16	54
% Other Vehicles	0.0	0.0	4.9	12.5	100.0	-	8.6	0.0	0.0	6.9	22.2	-	-	7.2	2.2	0.0	7.5	0.0	-	-	4.3	0.0	0.0	4.0	4.5	-	-	3.9	5.6
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	20.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	5.9	-	-
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	-	3	-	-	-	-	-	-	21	-	-	-	-	-	-	32	-	-
% Pedestrians	-	-	-	-	-	80.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	94.1	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: Best Street at Masten Avenue
Site Code:
Start Date: 06/02/2022
Page No: 7



Turning Movement Peak Hour Data Plot (2:45 PM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

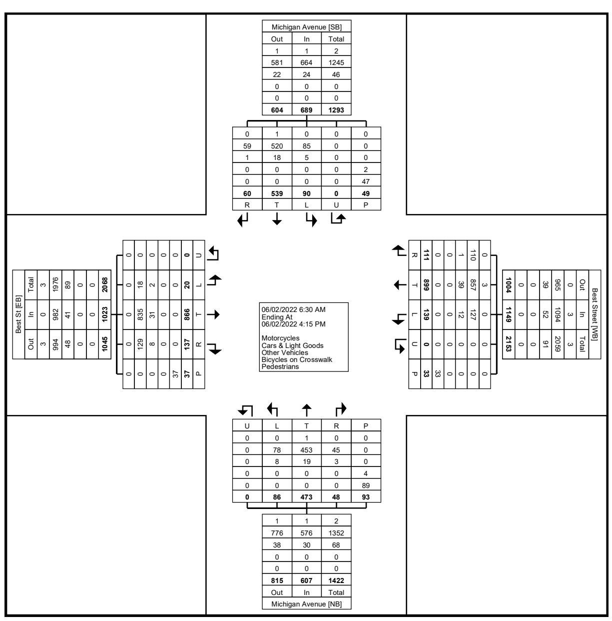
Buffalo, New York
June 2, 2022

Count Name: Best Street at Michigan Avenue
Site Code:
Start Date: 06/02/2022
Page No: 1

Turning Movement Data

Start Time	Michigan Avenue Southbound							Best Street Westbound							Michigan Avenue Northbound							Best St Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:30 AM	2	1	14	3	0	1	20	1	0	25	10	0	0	36	2	0	13	5	0	1	20	3	2	28	0	0	2	33	109
6:45 AM	1	1	40	3	0	1	45	1	1	46	14	0	0	62	0	0	16	2	0	1	18	4	0	37	1	0	0	42	167
Hourly Total	3	2	54	6	0	2	65	2	1	71	24	0	0	98	2	0	29	7	0	2	38	7	2	65	1	0	2	75	276
7:00 AM	3	0	20	1	0	2	24	4	0	33	8	0	3	45	2	1	14	4	0	1	21	5	0	31	2	0	1	38	128
7:15 AM	0	3	21	4	0	2	28	3	0	45	16	0	1	64	0	0	20	6	0	1	26	1	0	34	2	0	1	37	155
7:30 AM	4	0	44	3	0	2	51	8	1	54	12	0	0	75	2	1	33	3	0	7	39	12	0	57	1	0	2	70	235
7:45 AM	8	1	73	9	0	5	91	18	1	56	10	0	4	85	2	0	32	6	0	20	40	15	0	60	0	0	8	75	291
Hourly Total	15	4	158	17	0	11	194	33	2	188	46	0	8	269	6	2	99	19	0	29	126	33	0	182	5	0	12	220	809
8:00 AM	2	0	60	7	0	3	69	14	2	84	6	0	4	106	4	0	34	8	0	9	46	14	0	47	2	0	10	63	284
8:15 AM	2	0	36	5	0	2	43	4	1	68	7	0	4	80	4	0	16	1	0	6	21	5	3	49	1	0	2	58	202
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	4	0	96	12	0	5	112	18	3	152	13	0	8	186	8	0	50	9	0	15	67	19	3	96	3	0	12	121	486
2:00 PM	0	0	16	7	0	1	23	1	0	40	6	0	0	47	2	0	20	5	0	2	27	6	1	58	0	0	1	65	162
2:15 PM	2	1	23	8	0	1	34	4	2	57	6	0	0	69	0	2	35	1	0	0	38	15	1	56	0	0	1	72	213
2:30 PM	1	3	28	6	0	1	38	7	0	64	8	0	1	79	4	1	30	9	0	4	44	11	1	64	2	0	1	78	239
2:45 PM	1	1	37	4	0	15	43	13	0	71	5	0	12	89	4	0	48	12	0	32	64	6	5	64	2	0	4	77	273
Hourly Total	4	5	104	25	0	18	138	25	2	232	25	0	13	284	10	3	133	27	0	38	173	38	8	242	4	0	7	292	887
3:00 PM	6	1	33	7	0	4	47	7	0	80	8	0	2	95	4	1	43	8	0	1	56	5	0	76	1	0	2	82	280
3:15 PM	2	0	26	10	0	1	38	6	2	61	8	0	1	77	4	2	43	5	0	4	54	7	2	58	4	0	0	71	240
3:30 PM	8	1	33	10	0	8	52	4	1	66	8	0	1	79	2	1	45	5	0	2	53	5	0	79	2	0	1	86	270
3:45 PM	5	0	35	3	0	0	43	5	0	49	7	0	0	61	3	0	31	6	0	2	40	8	0	68	0	0	1	76	220
Hourly Total	21	2	127	30	0	13	180	22	3	256	31	0	4	312	13	4	162	24	0	9	203	25	2	281	7	0	4	315	1010
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	47	13	539	90	0	49	689	100	11	899	139	0	33	1149	39	9	473	86	0	93	607	122	15	866	20	0	37	1023	3468
Approach %	6.8	1.9	78.2	13.1	0.0	-	-	8.7	1.0	78.2	12.1	0.0	-	-	6.4	1.5	77.9	14.2	0.0	-	-	11.9	1.5	84.7	2.0	0.0	-	-	-
Total %	1.4	0.4	15.5	2.6	0.0	-	19.9	2.9	0.3	25.9	4.0	0.0	-	33.1	1.1	0.3	13.6	2.5	0.0	-	17.5	3.5	0.4	25.0	0.6	0.0	-	29.5	-
Motorcycles	0	0	1	0	0	-	1	0	0	3	0	0	-	3	0	0	1	0	0	-	1	0	0	0	0	0	-	0	5
% Motorcycles	0.0	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.3	0.0	-	-	0.3	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Cars & Light Goods	46	13	520	85	0	-	664	99	11	857	127	0	-	1094	36	9	453	78	0	-	576	114	15	835	18	0	-	982	3316
% Cars & Light Goods	97.9	100.0	96.5	94.4	-	-	96.4	99.0	100.0	95.3	91.4	-	-	95.2	92.3	100.0	95.8	90.7	-	-	94.9	93.4	100.0	96.4	90.0	-	-	96.0	95.6
Other Vehicles	1	0	18	5	0	-	24	1	0	39	12	0	-	52	3	0	19	8	0	-	30	8	0	31	2	0	-	41	147
% Other Vehicles	2.1	0.0	3.3	5.6	-	-	3.5	1.0	0.0	4.3	8.6	-	-	4.5	7.7	0.0	4.0	9.3	-	-	4.9	6.6	0.0	3.6	10.0	-	-	4.0	4.2
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-

% Bicycles on Crosswalk	-	-	-	-	-	4.1	-	-	-	-	-	-	0.0	-	-	-	-	-	-	4.3	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	47	-	-	-	-	-	-	33	-	-	-	-	-	-	89	-	-	-	-	-	-	37	-	-
% Pedestrians	-	-	-	-	-	95.9	-	-	-	-	-	-	100.0	-	-	-	-	-	-	95.7	-	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

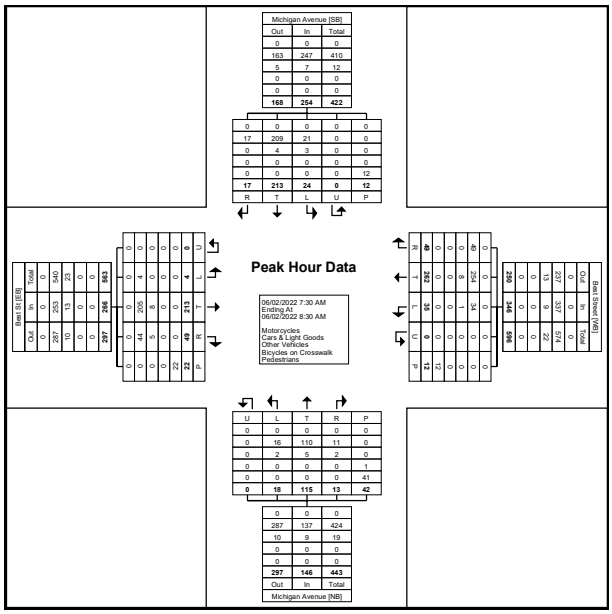
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Michigan Avenue Southbound							Best Street Westbound							Michigan Avenue Northbound							Best St Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	4	0	44	3	0	2	51	8	1	54	12	0	0	75	2	1	33	3	0	7	39	12	0	57	1	0	2	70	235
7:45 AM	8	1	73	9	0	5	91	18	1	56	10	0	4	85	2	0	32	6	0	20	40	15	0	60	0	0	8	75	291
8:00 AM	2	0	60	7	0	3	69	14	2	84	6	0	4	106	4	0	34	8	0	9	46	14	0	47	2	0	10	63	284
8:15 AM	2	0	36	5	0	2	43	4	1	68	7	0	4	80	4	0	16	1	0	6	21	5	3	49	1	0	2	58	202
Total	16	1	213	24	0	12	254	44	5	262	35	0	12	346	12	1	115	18	0	42	146	46	3	213	4	0	22	266	1012
Approach %	6.3	0.4	83.9	9.4	0.0	-	-	12.7	1.4	75.7	10.1	0.0	-	-	8.2	0.7	78.8	12.3	0.0	-	-	17.3	1.1	80.1	1.5	0.0	-	-	-
Total %	1.6	0.1	21.0	2.4	0.0	-	25.1	4.3	0.5	25.9	3.5	0.0	-	34.2	1.2	0.1	11.4	1.8	0.0	-	14.4	4.5	0.3	21.0	0.4	0.0	-	26.3	-
PHF	0.500	0.250	0.729	0.667	0.000	-	0.698	0.611	0.625	0.780	0.729	0.000	-	0.816	0.750	0.250	0.846	0.563	0.000	-	0.793	0.767	0.250	0.888	0.500	0.000	-	0.887	0.869
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	16	1	209	21	0	-	247	44	5	254	34	0	-	337	10	1	110	16	0	-	137	41	3	205	4	0	-	253	974
% Cars & Light Goods	100.0	100.0	98.1	87.5	-	-	97.2	100.0	100.0	96.9	97.1	-	-	97.4	83.3	100.0	95.7	88.9	-	-	93.8	89.1	100.0	96.2	100.0	-	-	95.1	96.2
Other Vehicles	0	0	4	3	0	-	7	0	0	8	1	0	-	9	2	0	5	2	0	-	9	5	0	8	0	0	-	13	38
% Other Vehicles	0.0	0.0	1.9	12.5	-	-	2.8	0.0	0.0	3.1	2.9	-	-	2.6	16.7	0.0	4.3	11.1	-	-	6.2	10.9	0.0	3.8	0.0	-	-	4.9	3.8
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	2.4	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	-	12	-	-	-	-	-	-	41	-	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	97.6	-	-	-	-	-	-	100.0	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com



Turning Movement Peak Hour Data Plot (7:30 AM)

Turning Movement Peak Hour Data (2:45 PM)

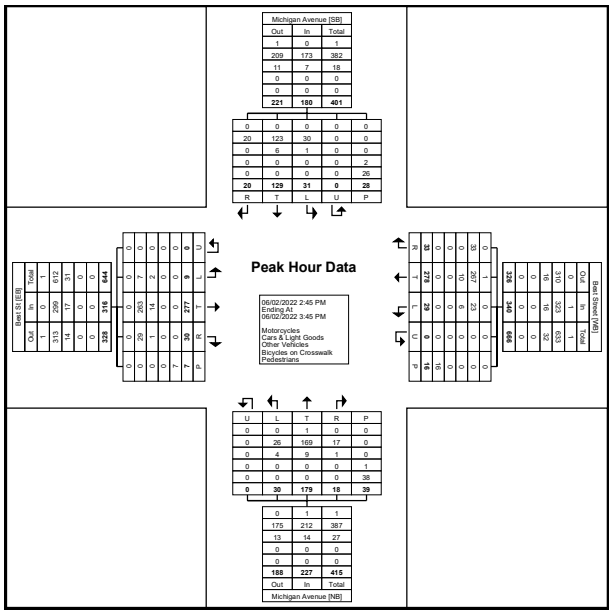
Start Time	Michigan Avenue Southbound							Best Street Westbound							Michigan Avenue Northbound							Best St Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
2:45 PM	1	1	37	4	0	15	43	13	0	71	5	0	12	89	4	0	48	12	0	32	64	6	5	64	2	0	4	77	273
3:00 PM	6	1	33	7	0	4	47	7	0	80	8	0	2	95	4	1	43	8	0	1	56	5	0	76	1	0	2	82	280
3:15 PM	2	0	26	10	0	1	38	6	2	61	8	0	1	77	4	2	43	5	0	4	54	7	2	58	4	0	0	71	240
3:30 PM	8	1	33	10	0	8	52	4	1	66	8	0	1	79	2	1	45	5	0	2	53	5	0	79	2	0	1	86	270
Total	17	3	129	31	0	28	180	30	3	278	29	0	16	340	14	4	179	30	0	39	227	23	7	277	9	0	7	316	1063
Approach %	9.4	1.7	71.7	17.2	0.0	-	-	8.8	0.9	81.8	8.5	0.0	-	-	6.2	1.8	78.9	13.2	0.0	-	-	7.3	2.2	87.7	2.8	0.0	-	-	-
Total %	1.6	0.3	12.1	2.9	0.0	-	16.9	2.8	0.3	26.2	2.7	0.0	-	32.0	1.3	0.4	16.8	2.8	0.0	-	21.4	2.2	0.7	26.1	0.8	0.0	-	29.7	-
PHF	0.531	0.750	0.872	0.775	0.000	-	0.865	0.577	0.375	0.869	0.906	0.000	-	0.895	0.875	0.500	0.932	0.625	0.000	-	0.887	0.821	0.350	0.877	0.563	0.000	-	0.919	0.949
Motorcycles	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	1	0	0	-	1	0	0	0	0	0	-	0	2
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.4	0.0	-	-	0.3	0.0	0.0	0.6	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Cars & Light Goods	17	3	123	30	0	-	173	30	3	267	23	0	-	323	13	4	169	26	0	-	212	22	7	263	7	0	-	299	1007
% Cars & Light Goods	100.0	100.0	95.3	96.8	-	-	96.1	100.0	100.0	96.0	79.3	-	-	95.0	92.9	100.0	94.4	86.7	-	-	93.4	95.7	100.0	94.9	77.8	-	-	94.6	94.7
Other Vehicles	0	0	6	1	0	-	7	0	0	10	6	0	-	16	1	0	9	4	0	-	14	1	0	14	2	0	-	17	54
% Other Vehicles	0.0	0.0	4.7	3.2	-	-	3.9	0.0	0.0	3.6	20.7	-	-	4.7	7.1	0.0	5.0	13.3	-	-	6.2	4.3	0.0	5.1	22.2	-	-	5.4	5.1
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	7.1	-	-	-	-	-	-	0.0	-	-	-	-	-	-	2.6	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	26	-	-	-	-	-	-	16	-	-	-	-	-	-	38	-	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	92.9	-	-	-	-	-	-	100.0	-	-	-	-	-	-	97.4	-	-	-	-	-	-	100.0	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Best Street at Michigan Avenue
Site Code:
Start Date: 06/02/2022
Page No: 7



Turning Movement Peak Hour Data Plot (2:45 PM)

Buffalo, New York
June 2, 2022

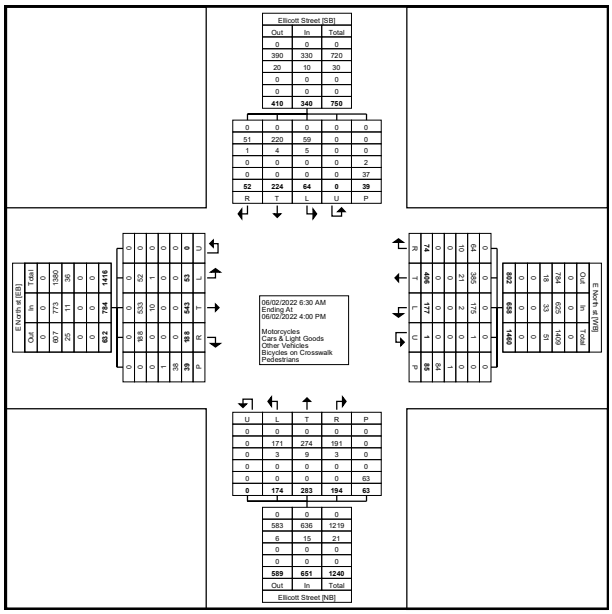
Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Ellicott Street
Site Code:
Start Date: 06/02/2022
Page No: 1

Turning Movement Data

Start Time	Ellicott Street Southbound						E North st Westbound						Ellicott Street Northbound						E North st Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	1	15	3	0	1	19	0	11	11	0	4	22	3	11	5	0	2	19	7	19	1	0	1	27	87
6:45 AM	5	22	7	0	1	34	5	18	18	0	13	41	9	9	9	0	4	27	7	36	1	0	3	44	146
Hourly Total	6	37	10	0	2	53	5	29	29	0	17	63	12	20	14	0	6	46	14	55	2	0	4	71	233
7:00 AM	1	8	4	0	2	13	8	12	8	0	3	28	8	15	10	0	2	33	4	26	5	0	1	35	109
7:15 AM	1	10	5	0	1	16	3	20	11	0	6	34	9	12	9	0	3	30	8	27	3	0	1	38	118
7:30 AM	2	14	2	0	1	18	4	28	5	0	4	37	12	20	10	0	4	42	14	34	5	0	2	53	150
7:45 AM	4	16	8	0	1	28	4	39	24	0	10	67	16	24	8	0	2	48	11	37	2	0	3	50	193
Hourly Total	8	48	19	0	5	75	19	99	48	0	23	166	45	71	37	0	11	153	37	124	15	0	7	176	570
8:00 AM	5	32	10	0	2	47	9	32	13	0	5	54	9	12	14	0	7	35	7	43	1	0	3	51	187
8:15 AM	4	20	4	0	1	28	2	28	14	0	4	44	5	7	12	0	3	24	7	24	4	0	3	35	131
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	9	52	14	0	3	75	11	60	27	0	9	98	14	19	26	0	10	59	14	67	5	0	6	86	318
2:00 PM	2	6	3	0	2	11	4	22	10	0	7	36	13	15	10	0	2	38	18	23	5	0	2	46	131
2:15 PM	4	7	1	0	3	12	2	23	10	1	2	36	12	17	11	0	6	40	13	44	1	0	1	58	146
2:30 PM	5	11	2	0	0	18	4	27	8	0	4	39	11	25	8	0	4	44	16	35	4	0	3	55	156
2:45 PM	2	18	5	0	9	25	3	26	13	0	8	42	18	20	20	0	4	58	17	30	6	0	6	53	178
Hourly Total	13	42	11	0	14	66	13	98	41	1	21	153	54	77	49	0	16	180	64	132	16	0	12	212	611
3:00 PM	6	13	3	0	5	22	8	37	7	0	5	52	17	30	12	0	5	59	19	47	3	0	1	69	202
3:15 PM	4	8	3	0	6	15	8	23	9	0	2	40	13	18	12	0	7	43	15	42	6	0	2	63	161
3:30 PM	3	12	3	0	4	18	4	31	9	0	4	44	18	24	13	0	4	55	13	31	4	0	5	48	165
3:45 PM	3	12	1	0	0	16	6	29	7	0	4	42	21	24	11	0	4	56	12	45	2	0	2	59	173
Hourly Total	16	45	10	0	15	71	26	120	32	0	15	178	69	96	48	0	20	213	59	165	15	0	10	239	701
Grand Total	52	224	64	0	39	340	74	406	177	1	85	658	194	283	174	0	63	651	188	543	53	0	39	784	2433
Approach %	15.3	65.9	18.8	0.0	-	-	11.2	61.7	26.9	0.2	-	-	29.8	43.5	26.7	0.0	-	-	24.0	69.3	6.8	0.0	-	-	-
Total %	2.1	9.2	2.6	0.0	-	14.0	3.0	16.7	7.3	0.0	-	27.0	8.0	11.6	7.2	0.0	-	26.8	7.7	22.3	2.2	0.0	-	32.2	-
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	51	220	59	0	-	330	64	385	175	1	-	625	191	274	171	0	-	636	188	533	52	0	-	773	2364
% Cars & Light Goods	98.1	98.2	92.2	-	-	97.1	86.5	94.8	98.9	100.0	-	95.0	98.5	96.8	98.3	-	-	97.7	100.0	98.2	98.1	-	-	98.6	97.2
Other Vehicles	1	4	5	0	-	10	10	21	2	0	-	33	3	9	3	0	-	15	0	10	1	0	-	11	69
% Other Vehicles	1.9	1.8	7.8	-	-	2.9	13.5	5.2	1.1	0.0	-	5.0	1.5	3.2	1.7	-	-	2.3	0.0	1.8	1.9	-	-	1.4	2.8
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	5.1	-	-	-	-	-	1.2	-	-	-	-	-	0.0	-	-	-	-	-	2.6	-	-
Pedestrians	-	-	-	-	37	-	-	-	-	-	84	-	-	-	-	-	63	-	-	-	-	-	38	-	-
% Pedestrians	-	-	-	-	94.9	-	-	-	-	-	98.8	-	-	-	-	-	100.0	-	-	-	-	-	97.4	-	-



Turning Movement Data Plot

Buffalo, New York
June 2, 2022

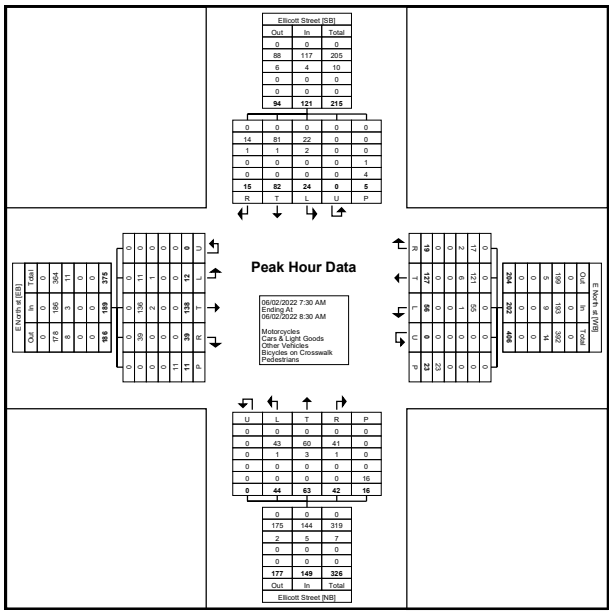
Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Ellicott Street
Site Code:
Start Date: 06/02/2022
Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ellicott Street Southbound						E North st Westbound						Ellicott Street Northbound						E North st Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	2	14	2	0	1	18	4	28	5	0	4	37	12	20	10	0	4	42	14	34	5	0	2	53	150
7:45 AM	4	16	8	0	1	28	4	39	24	0	10	67	16	24	8	0	2	48	11	37	2	0	3	50	193
8:00 AM	5	32	10	0	2	47	9	32	13	0	5	54	9	12	14	0	7	35	7	43	1	0	3	51	187
8:15 AM	4	20	4	0	1	28	2	28	14	0	4	44	5	7	12	0	3	24	7	24	4	0	3	35	131
Total	15	82	24	0	5	121	19	127	56	0	23	202	42	63	44	0	16	149	39	138	12	0	11	189	661
Approach %	12.4	67.8	19.8	0.0	-	-	9.4	62.9	27.7	0.0	-	-	28.2	42.3	29.5	0.0	-	-	20.6	73.0	6.3	0.0	-	-	-
Total %	2.3	12.4	3.6	0.0	-	18.3	2.9	19.2	8.5	0.0	-	30.6	6.4	9.5	6.7	0.0	-	22.5	5.9	20.9	1.8	0.0	-	28.6	-
PHF	0.750	0.641	0.600	0.000	-	0.644	0.528	0.814	0.583	0.000	-	0.754	0.656	0.656	0.786	0.000	-	0.776	0.696	0.802	0.600	0.000	-	0.892	0.856
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	14	81	22	0	-	117	17	121	55	0	-	193	41	60	43	0	-	144	39	136	11	0	-	186	640
% Cars & Light Goods	93.3	98.8	91.7	-	-	96.7	89.5	95.3	98.2	-	-	95.5	97.6	95.2	97.7	-	-	96.6	100.0	98.6	91.7	-	-	98.4	96.8
Other Vehicles	1	1	2	0	-	4	2	6	1	0	-	9	1	3	1	0	-	5	0	2	1	0	-	3	21
% Other Vehicles	6.7	1.2	8.3	-	-	3.3	10.5	4.7	1.8	-	-	4.5	2.4	4.8	2.3	-	-	3.4	0.0	1.4	8.3	-	-	1.6	3.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	20.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	23	-	-	-	-	-	16	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	80.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:30 AM)

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Turning Movement Peak Hour Data (2:45 PM)

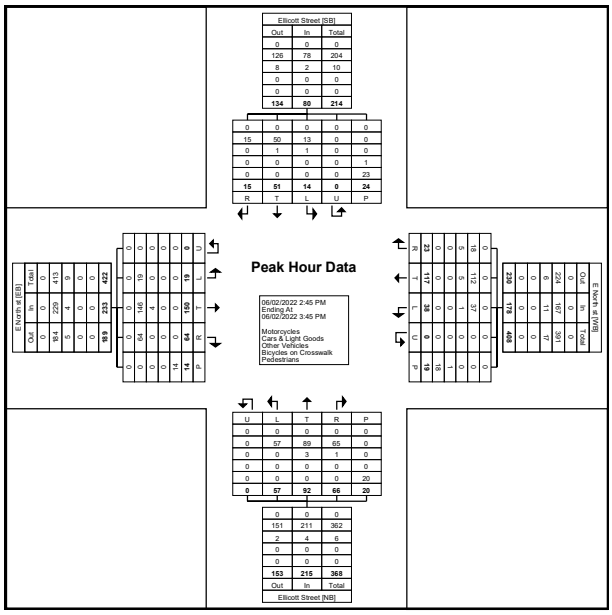
Start Time	Ellicott Street Southbound						E North st Westbound						Ellicott Street Northbound						E North st Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
2:45 PM	2	18	5	0	9	25	3	26	13	0	8	42	18	20	20	0	4	58	17	30	6	0	6	53	178
3:00 PM	6	13	3	0	5	22	8	37	7	0	5	52	17	30	12	0	5	59	19	47	3	0	1	69	202
3:15 PM	4	8	3	0	6	15	8	23	9	0	2	40	13	18	12	0	7	43	15	42	6	0	2	63	161
3:30 PM	3	12	3	0	4	18	4	31	9	0	4	44	18	24	13	0	4	55	13	31	4	0	5	48	165
Total	15	51	14	0	24	80	23	117	38	0	19	178	66	92	57	0	20	215	64	150	19	0	14	233	706
Approach %	18.8	63.8	17.5	0.0	-	-	12.9	65.7	21.3	0.0	-	-	30.7	42.8	26.5	0.0	-	-	27.5	64.4	8.2	0.0	-	-	-
Total %	2.1	7.2	2.0	0.0	-	11.3	3.3	16.6	5.4	0.0	-	25.2	9.3	13.0	8.1	0.0	-	30.5	9.1	21.2	2.7	0.0	-	33.0	-
PHF	0.625	0.708	0.700	0.000	-	0.800	0.719	0.791	0.731	0.000	-	0.856	0.917	0.767	0.713	0.000	-	0.911	0.842	0.798	0.792	0.000	-	0.844	0.874
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	15	50	13	0	-	78	18	112	37	0	-	167	65	89	57	0	-	211	64	146	19	0	-	229	685
% Cars & Light Goods	100.0	98.0	92.9	-	-	97.5	78.3	95.7	97.4	-	-	93.8	98.5	96.7	100.0	-	-	98.1	100.0	97.3	100.0	-	-	98.3	97.0
Other Vehicles	0	1	1	0	-	2	5	5	1	0	-	11	1	3	0	0	-	4	0	4	0	0	-	4	21
% Other Vehicles	0.0	2.0	7.1	-	-	2.5	21.7	4.3	2.6	-	-	6.2	1.5	3.3	0.0	-	-	1.9	0.0	2.7	0.0	-	-	1.7	3.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	4.2	-	-	-	-	-	5.3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	23	-	-	-	-	-	18	-	-	-	-	-	20	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	95.8	-	-	-	-	-	94.7	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Ellicott Street
Site Code:
Start Date: 06/02/2022
Page No: 7



Turning Movement Peak Hour Data Plot (2:45 PM)

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

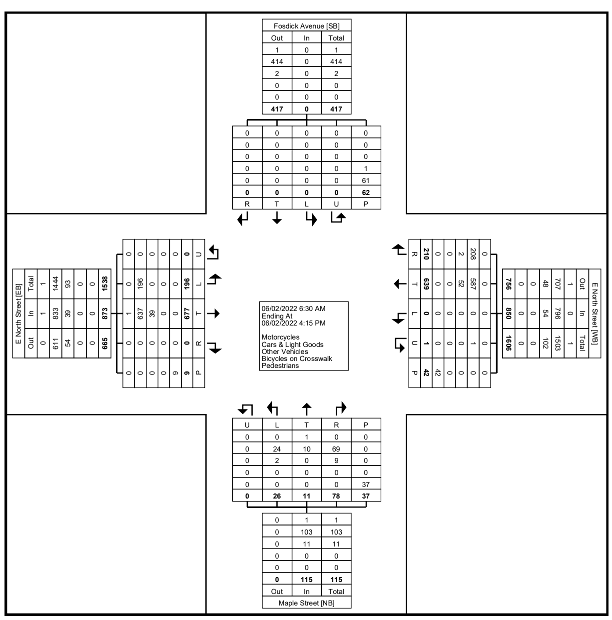
Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Fosdick Avenue/Maple Street
Site Code:
Start Date: 06/02/2022
Page No: 1

Turning Movement Data

Start Time	Fosdick Avenue Southbound						E North Street Westbound						Maple Street Northbound						E North Street Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	0	0	0	0	0	0	0	33	0	0	0	33	6	1	1	0	0	8	0	16	0	0	0	16	57
6:45 AM	0	0	0	0	1	0	0	48	0	0	1	48	4	1	2	0	4	7	0	18	0	0	2	18	73
Hourly Total	0	0	0	0	1	0	0	81	0	0	1	81	10	2	3	0	4	15	0	34	0	0	2	34	130
7:00 AM	0	0	0	0	1	0	0	30	0	0	0	30	4	0	0	0	0	4	0	40	0	0	0	40	74
7:15 AM	0	0	0	0	6	0	3	46	0	0	2	49	3	1	0	0	1	4	0	32	7	0	1	39	92
7:30 AM	0	0	0	0	2	0	22	62	0	0	0	84	5	2	2	0	1	9	0	39	26	0	0	65	158
7:45 AM	0	0	0	0	5	0	46	89	0	1	17	136	4	1	2	0	16	7	0	41	49	0	1	90	233
Hourly Total	0	0	0	0	14	0	71	227	0	1	19	299	16	4	4	0	18	24	0	152	82	0	2	234	557
8:00 AM	0	0	0	0	2	0	40	76	0	0	1	116	5	2	1	0	2	8	0	36	39	0	0	75	199
8:15 AM	0	0	0	0	0	0	12	33	0	0	0	45	3	1	2	0	1	6	0	16	7	0	0	23	74
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	2	0	52	109	0	0	1	161	8	3	3	0	3	14	0	52	46	0	0	98	273
2:00 PM	0	0	0	0	2	0	4	22	0	0	0	26	3	1	5	0	1	9	0	27	6	0	1	33	68
2:15 PM	0	0	0	0	5	0	17	26	0	0	0	43	2	0	1	0	0	3	0	46	9	0	0	55	101
2:30 PM	0	0	0	0	1	0	19	26	0	0	1	45	7	0	0	0	1	7	0	51	12	0	1	63	115
2:45 PM	0	0	0	0	29	0	17	42	0	0	19	59	12	0	1	0	5	13	0	49	18	0	2	67	139
Hourly Total	0	0	0	0	37	0	57	116	0	0	20	173	24	1	7	0	7	32	0	173	45	0	4	218	423
3:00 PM	0	0	0	0	5	0	13	30	0	0	1	43	9	1	3	0	2	13	0	72	9	0	1	81	137
3:15 PM	0	0	0	0	1	0	2	25	0	0	0	27	7	0	3	0	1	10	0	70	2	0	0	72	109
3:30 PM	0	0	0	0	1	0	8	26	0	0	0	34	3	0	2	0	0	5	0	65	6	0	0	71	110
3:45 PM	0	0	0	0	1	0	7	25	0	0	0	32	1	0	1	0	2	2	0	59	6	0	0	65	99
Hourly Total	0	0	0	0	8	0	30	106	0	0	1	136	20	1	9	0	5	30	0	266	23	0	1	289	455
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	62	0	210	639	0	1	42	850	78	11	26	0	37	115	0	677	196	0	9	873	1838
Approach %	0.0	0.0	0.0	0.0	-	-	24.7	75.2	0.0	0.1	-	-	67.8	9.6	22.6	0.0	-	-	0.0	77.5	22.5	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	11.4	34.8	0.0	0.1	-	46.2	4.2	0.6	1.4	0.0	-	6.3	0.0	36.8	10.7	0.0	-	47.5	-
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	1	0	0	-	1	2
% Motorcycles	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	9.1	0.0	-	-	0.9	-	0.1	0.0	-	-	0.1	0.1
Cars & Light Goods	0	0	0	0	-	0	208	587	0	1	-	796	69	10	24	0	-	103	0	637	196	0	-	833	1732
% Cars & Light Goods	-	-	-	-	-	-	99.0	91.9	-	100.0	-	93.6	88.5	90.9	92.3	-	-	89.6	-	94.1	100.0	-	-	95.4	94.2
Other Vehicles	0	0	0	0	-	0	2	52	0	0	-	54	9	0	2	0	-	11	0	39	0	0	-	39	104
% Other Vehicles	-	-	-	-	-	-	1.0	8.1	-	0.0	-	6.4	11.5	0.0	7.7	-	-	9.6	-	5.8	0.0	-	-	4.5	5.7
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-

% Bicycles on Crosswalk	-	-	-	-	1.6	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	61	-	-	-	-	-	42	-	-	-	-	-	37	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	98.4	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:15 AM)

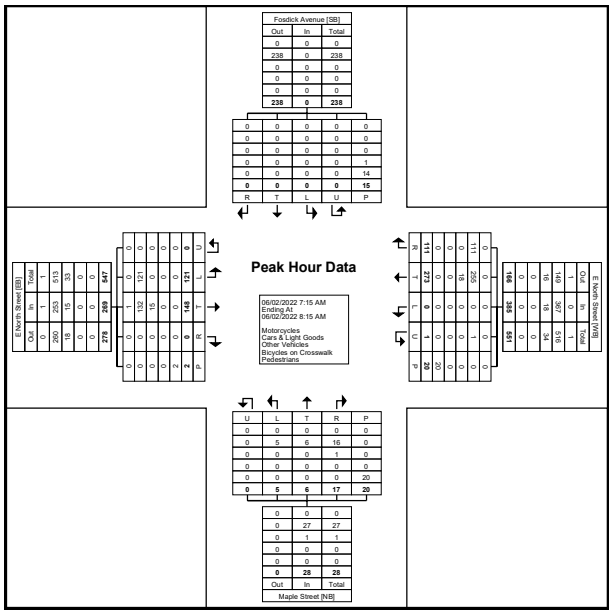
Start Time	Fosdick Avenue Southbound						E North Street Westbound						Maple Street Northbound						E North Street Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:15 AM	0	0	0	0	6	0	3	46	0	0	2	49	3	1	0	0	1	4	0	32	7	0	1	39	92
7:30 AM	0	0	0	0	2	0	22	62	0	0	0	84	5	2	2	0	1	9	0	39	26	0	0	65	158
7:45 AM	0	0	0	0	5	0	46	89	0	1	17	136	4	1	2	0	16	7	0	41	49	0	1	90	233
8:00 AM	0	0	0	0	2	0	40	76	0	0	1	116	5	2	1	0	2	8	0	36	39	0	0	75	199
Total	0	0	0	0	15	0	111	273	0	1	20	385	17	6	5	0	20	28	0	148	121	0	2	269	682
Approach %	0.0	0.0	0.0	0.0	-	-	28.8	70.9	0.0	0.3	-	-	60.7	21.4	17.9	0.0	-	-	0.0	55.0	45.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	16.3	40.0	0.0	0.1	-	56.5	2.5	0.9	0.7	0.0	-	4.1	0.0	21.7	17.7	0.0	-	39.4	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.603	0.767	0.000	0.250	-	0.708	0.850	0.750	0.625	0.000	-	0.778	0.000	0.902	0.617	0.000	-	0.747	0.732
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Motorcycles	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.7	0.0	-	-	0.4	0.1
Cars & Light Goods	0	0	0	0	-	0	111	255	0	1	-	367	16	6	5	0	-	27	0	132	121	0	-	253	647
% Cars & Light Goods	-	-	-	-	-	-	100.0	93.4	-	100.0	-	95.3	94.1	100.0	100.0	-	-	96.4	-	89.2	100.0	-	-	94.1	94.9
Other Vehicles	0	0	0	0	-	0	0	18	0	0	-	18	1	0	0	0	-	1	0	15	0	0	-	15	34
% Other Vehicles	-	-	-	-	-	-	0.0	6.6	-	0.0	-	4.7	5.9	0.0	0.0	-	-	3.6	-	10.1	0.0	-	-	5.6	5.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	6.7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	14	-	-	-	-	-	20	-	-	-	-	-	20	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	93.3	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Fosdick Avenue/Maple Street
Site Code:
Start Date: 06/02/2022
Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

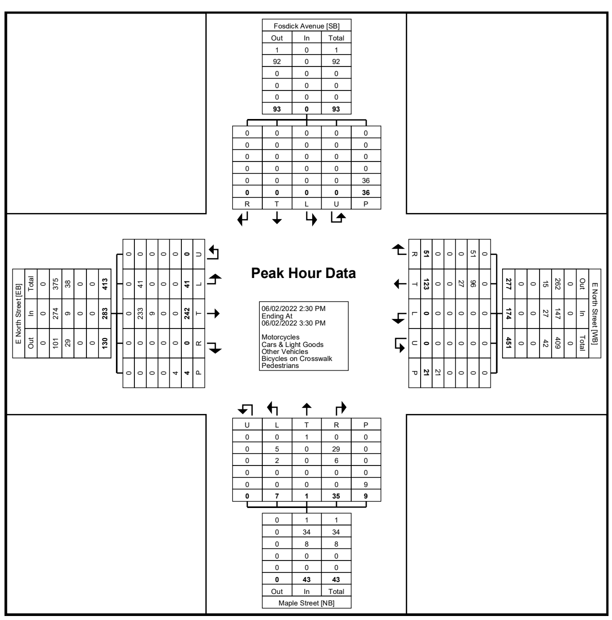
Turning Movement Peak Hour Data (2:30 PM)

Start Time	Fosdick Avenue Southbound						E North Street Westbound						Maple Street Northbound						E North Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
2:30 PM	0	0	0	0	1	0	19	26	0	0	1	45	7	0	0	0	1	7	0	51	12	0	1	63	115
2:45 PM	0	0	0	0	29	0	17	42	0	0	19	59	12	0	1	0	5	13	0	49	18	0	2	67	139
3:00 PM	0	0	0	0	5	0	13	30	0	0	1	43	9	1	3	0	2	13	0	72	9	0	1	81	137
3:15 PM	0	0	0	0	1	0	2	25	0	0	0	27	7	0	3	0	1	10	0	70	2	0	0	72	109
Total	0	0	0	0	36	0	51	123	0	0	21	174	35	1	7	0	9	43	0	242	41	0	4	283	500
Approach %	0.0	0.0	0.0	0.0	-	-	29.3	70.7	0.0	0.0	-	-	81.4	2.3	16.3	0.0	-	-	0.0	85.5	14.5	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	10.2	24.6	0.0	0.0	-	34.8	7.0	0.2	1.4	0.0	-	8.6	0.0	48.4	8.2	0.0	-	56.6	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.671	0.732	0.000	0.000	-	0.737	0.729	0.250	0.583	0.000	-	0.827	0.000	0.840	0.569	0.000	-	0.873	0.899
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Motorcycles	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	0.0	100.0	0.0	-	-	2.3	-	0.0	0.0	-	-	0.0	0.2
Cars & Light Goods	0	0	0	0	-	0	51	96	0	0	-	147	29	0	5	0	-	34	0	233	41	0	-	274	455
% Cars & Light Goods	-	-	-	-	-	-	100.0	78.0	-	-	-	84.5	82.9	0.0	71.4	-	-	79.1	-	96.3	100.0	-	-	96.8	91.0
Other Vehicles	0	0	0	0	-	0	0	27	0	0	-	27	6	0	2	0	-	8	0	9	0	0	-	9	44
% Other Vehicles	-	-	-	-	-	-	0.0	22.0	-	-	-	15.5	17.1	0.0	28.6	-	-	18.6	-	3.7	0.0	-	-	3.2	8.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	36	-	-	-	-	-	21	-	-	-	-	-	9	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com



Turning Movement Peak Hour Data Plot (2:30 PM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Jefferson Avenue
Site Code:
Start Date: 06/07/2022
Page No: 1

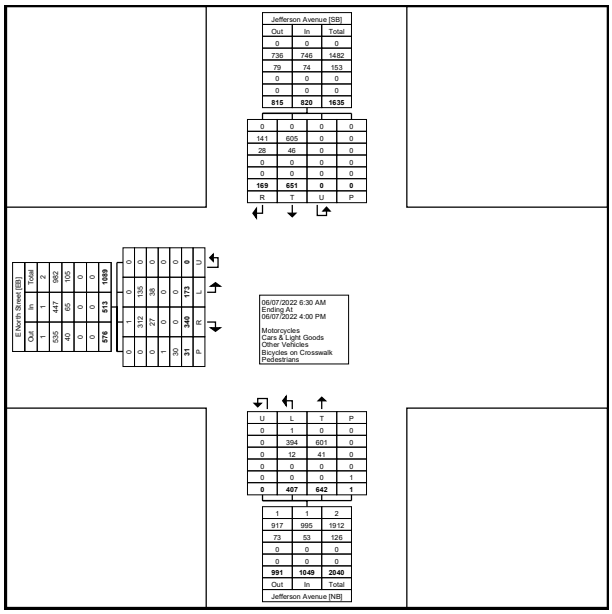
Turning Movement Data

Start Time	Jefferson Avenue Southbound						Jefferson Avenue Northbound					E North Street Eastbound						
	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	9	0	13	0	0	22	17	16	0	0	33	0	4	3	0	0	7	62
6:45 AM	7	1	11	0	0	19	23	34	0	0	57	3	4	6	0	0	13	89
Hourly Total	16	1	24	0	0	41	40	50	0	0	90	3	8	9	0	0	20	151
7:00 AM	6	1	20	0	0	27	22	15	0	0	37	9	5	5	0	0	19	83
7:15 AM	11	0	19	0	0	30	21	18	0	0	39	4	4	5	0	2	13	82
7:30 AM	16	1	36	0	0	53	31	49	0	0	80	14	7	8	0	0	29	162
7:45 AM	10	6	48	0	0	64	33	51	0	0	84	19	10	8	0	0	37	185
Hourly Total	43	8	123	0	0	174	107	133	0	0	240	46	26	26	0	2	98	512
8:00 AM	14	0	42	0	0	56	31	51	0	0	82	8	10	11	0	1	29	167
8:15 AM	11	2	52	0	0	65	44	26	0	0	70	15	4	11	0	0	30	165
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	25	2	94	0	0	121	75	77	0	0	152	23	14	22	0	1	59	332
2:00 PM	6	1	34	0	0	41	43	12	0	0	55	18	5	6	0	0	29	125
2:15 PM	11	0	39	0	0	50	47	12	0	0	59	7	6	12	0	2	25	134
2:30 PM	7	1	52	0	0	60	49	26	0	0	75	6	0	18	0	3	24	159
2:45 PM	12	1	51	0	0	64	58	20	0	0	78	17	11	18	0	4	46	188
Hourly Total	36	3	176	0	0	215	197	70	0	0	267	48	22	54	0	9	124	606
3:00 PM	6	2	54	0	0	62	40	21	0	0	61	41	8	25	0	1	74	197
3:15 PM	10	0	44	0	0	54	66	14	0	0	80	23	9	11	0	4	43	177
3:30 PM	4	1	57	0	0	62	57	23	0	0	80	32	9	14	0	8	55	197
3:45 PM	12	0	79	0	0	91	60	19	0	1	79	21	7	12	0	6	40	210
Hourly Total	32	3	234	0	0	269	223	77	0	1	300	117	33	62	0	19	212	781
Grand Total	152	17	651	0	0	820	642	407	0	1	1049	237	103	173	0	31	513	2382
Approach %	18.5	2.1	79.4	0.0	-	-	61.2	38.8	0.0	-	-	46.2	20.1	33.7	0.0	-	-	-
Total %	6.4	0.7	27.3	0.0	-	34.4	27.0	17.1	0.0	-	44.0	9.9	4.3	7.3	0.0	-	21.5	-
Motorcycles	0	0	0	0	-	0	0	1	0	-	1	1	0	0	0	-	1	2
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.2	-	-	0.1	0.4	0.0	0.0	-	-	0.2	0.1
Cars & Light Goods	126	15	605	0	-	746	601	394	0	-	995	213	99	135	0	-	447	2188
% Cars & Light Goods	82.9	88.2	92.9	-	-	91.0	93.6	96.8	-	-	94.9	89.9	96.1	78.0	-	-	87.1	91.9
Other Vehicles	26	2	46	0	-	74	41	12	0	-	53	23	4	38	0	-	65	192
% Other Vehicles	17.1	11.8	7.1	-	-	9.0	6.4	2.9	-	-	5.1	9.7	3.9	22.0	-	-	12.7	8.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	3.2	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	30	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	96.8	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Jefferson Avenue
Site Code:
Start Date: 06/07/2022
Page No: 2



Turning Movement Data Plot

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Jefferson Avenue
Site Code:
Start Date: 06/07/2022

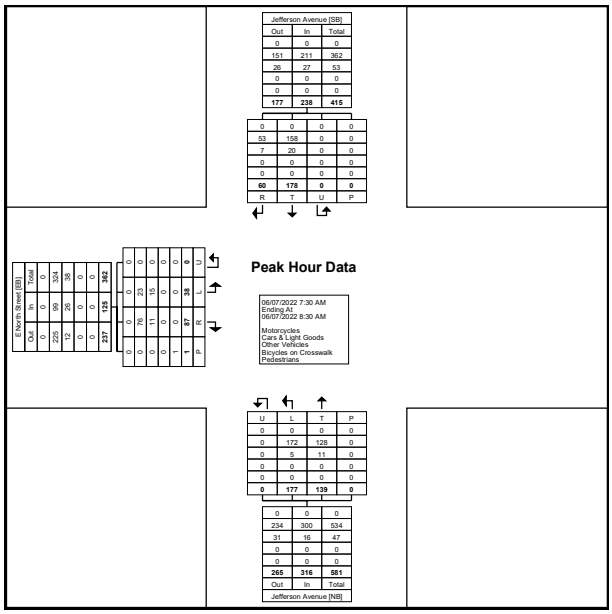
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Jefferson Avenue Southbound						Jefferson Avenue Northbound					E North Street Eastbound						
	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	16	1	36	0	0	53	31	49	0	0	80	14	7	8	0	0	29	162
7:45 AM	10	6	48	0	0	64	33	51	0	0	84	19	10	8	0	0	37	185
8:00 AM	14	0	42	0	0	56	31	51	0	0	82	8	10	11	0	1	29	167
8:15 AM	11	2	52	0	0	65	44	26	0	0	70	15	4	11	0	0	30	165
Total	51	9	178	0	0	238	139	177	0	0	316	56	31	38	0	1	125	679
Approach %	21.4	3.8	74.8	0.0	-	-	44.0	56.0	0.0	-	-	44.8	24.8	30.4	0.0	-	-	-
Total %	7.5	1.3	26.2	0.0	-	35.1	20.5	26.1	0.0	-	46.5	8.2	4.6	5.6	0.0	-	18.4	-
PHF	0.797	0.375	0.856	0.000	-	0.915	0.790	0.868	0.000	-	0.940	0.737	0.775	0.864	0.000	-	0.845	0.918
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	46	7	158	0	-	211	128	172	0	-	300	45	31	23	0	-	99	610
% Cars & Light Goods	90.2	77.8	88.8	-	-	88.7	92.1	97.2	-	-	94.9	80.4	100.0	60.5	-	-	79.2	89.8
Other Vehicles	5	2	20	0	-	27	11	5	0	-	16	11	0	15	0	-	26	69
% Other Vehicles	9.8	22.2	11.2	-	-	11.3	7.9	2.8	-	-	5.1	19.6	0.0	39.5	-	-	20.8	10.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Jefferson Avenue
Site Code:
Start Date: 06/07/2022



Turning Movement Peak Hour Data Plot (7:30 AM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Jefferson Avenue
Site Code:
Start Date: 06/07/2022

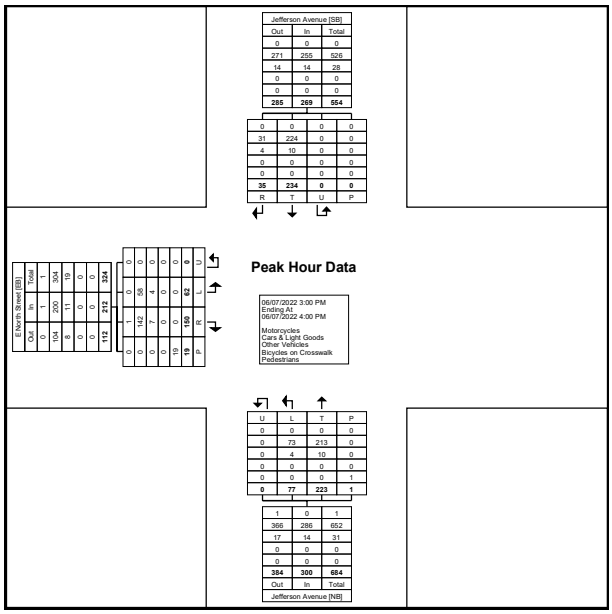
Turning Movement Peak Hour Data (3:00 PM)

Start Time	Jefferson Avenue Southbound						Jefferson Avenue Northbound					E North Street Eastbound						
	Right	Right on Red	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Int. Total
3:00 PM	6	2	54	0	0	62	40	21	0	0	61	41	8	25	0	1	74	197
3:15 PM	10	0	44	0	0	54	66	14	0	0	80	23	9	11	0	4	43	177
3:30 PM	4	1	57	0	0	62	57	23	0	0	80	32	9	14	0	8	55	197
3:45 PM	12	0	79	0	0	91	60	19	0	1	79	21	7	12	0	6	40	210
Total	32	3	234	0	0	269	223	77	0	1	300	117	33	62	0	19	212	781
Approach %	11.9	1.1	87.0	0.0	-	-	74.3	25.7	0.0	-	-	55.2	15.6	29.2	0.0	-	-	-
Total %	4.1	0.4	30.0	0.0	-	34.4	28.6	9.9	0.0	-	38.4	15.0	4.2	7.9	0.0	-	27.1	-
PHF	0.667	0.375	0.741	0.000	-	0.739	0.845	0.837	0.000	-	0.938	0.713	0.917	0.620	0.000	-	0.716	0.930
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	1	0	0	0	-	1	1
% Motorcycles	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.9	0.0	0.0	-	-	0.5	0.1
Cars & Light Goods	28	3	224	0	-	255	213	73	0	-	286	112	30	58	0	-	200	741
% Cars & Light Goods	87.5	100.0	95.7	-	-	94.8	95.5	94.8	-	-	95.3	95.7	90.9	93.5	-	-	94.3	94.9
Other Vehicles	4	0	10	0	-	14	10	4	0	-	14	4	3	4	0	-	11	39
% Other Vehicles	12.5	0.0	4.3	-	-	5.2	4.5	5.2	-	-	4.7	3.4	9.1	6.5	-	-	5.2	5.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Jefferson Avenue
Site Code:
Start Date: 06/07/2022



Turning Movement Peak Hour Data Plot (3:00 PM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: North Street at Main Street
Site Code:
Start Date: 06/02/2022
Page No: 1

PHF = 0.90

Turning Movement Data

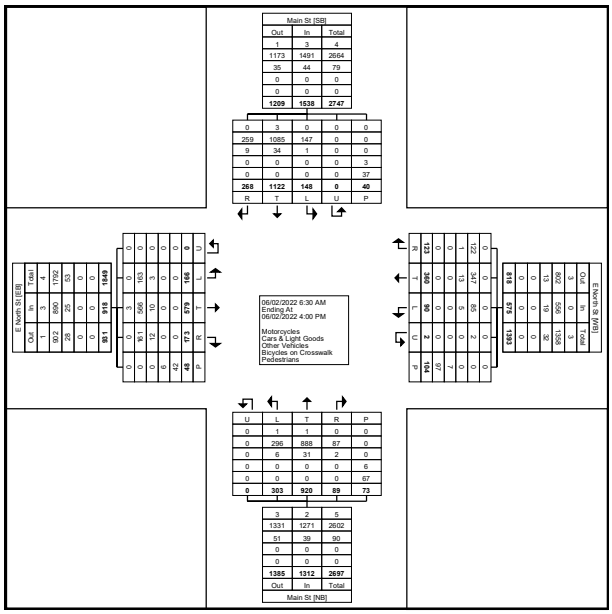
Start Time	Main St Southbound							E North St Westbound							Main St Northbound							E North St Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	7	4	22	11	0	1	44	0	1	5	3	0	1	9	3	1	20	1	0	1	25	7	2	36	4	0	0	49	127
6:45 AM	5	4	39	15	0	2	63	1	4	9	5	0	2	19	4	1	29	6	0	2	40	16	2	58	7	0	2	83	205
Hourly Total	12	8	61	26	0	3	107	1	5	14	8	0	3	28	7	2	49	7	0	3	65	23	4	94	11	0	2	132	332
7:00 AM	2	3	54	7	0	0	66	4	4	15	1	0	3	24	3	1	28	10	0	1	42	6	5	34	5	0	2	50	182
7:15 AM	10	7	52	7	0	1	76	5	2	16	3	0	5	26	10	0	41	15	0	1	66	7	0	33	11	0	3	51	219
7:30 AM	14	1	53	13	0	3	81	10	1	23	5	0	1	39	5	4	63	18	0	10	90	13	0	41	8	0	3	62	272
7:45 AM	15	4	103	18	0	3	140	3	0	23	9	0	1	35	2	1	63	18	0	7	84	10	1	57	8	0	4	76	335
Hourly Total	41	15	262	45	0	7	363	22	7	77	18	0	10	124	20	6	195	61	0	19	282	36	6	165	32	0	12	239	1008
8:00 AM	14	4	116	16	0	6	150	4	1	17	9	0	11	31	5	0	60	14	0	9	79	8	3	48	14	0	3	73	333
8:15 AM	17	7	109	12	0	4	145	3	0	18	2	1	7	24	5	1	38	13	0	2	57	13	1	28	8	0	3	50	276
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	31	11	225	28	0	10	295	7	1	35	11	1	18	55	10	1	98	27	0	11	136	21	4	76	22	0	6	123	609
2:00 PM	12	7	75	8	0	1	102	5	3	25	5	1	12	39	3	1	68	31	0	1	103	13	2	25	10	0	1	50	294
2:15 PM	10	4	62	6	0	5	82	7	2	24	4	0	16	37	8	0	53	26	0	3	87	3	2	35	9	0	2	49	255
2:30 PM	14	1	60	6	0	0	81	4	2	29	7	0	2	42	5	1	47	15	0	6	68	5	0	32	15	0	4	52	243
2:45 PM	23	1	65	5	0	5	94	7	2	25	9	0	10	43	5	2	83	17	0	2	107	10	1	27	11	0	5	49	293
Hourly Total	59	13	262	25	0	11	359	23	9	103	25	1	40	161	21	4	251	89	0	12	365	31	5	119	45	0	12	200	1085
3:00 PM	22	4	86	8	0	4	120	11	2	44	10	0	11	67	6	2	78	28	0	15	114	11	4	31	15	0	5	61	362
3:15 PM	19	3	83	9	0	1	114	9	1	34	5	0	8	49	3	1	95	23	0	3	122	11	0	35	13	0	4	59	344
3:30 PM	8	4	69	3	0	0	84	9	4	27	5	0	5	45	3	1	83	34	0	3	121	8	0	27	19	0	0	54	304
3:45 PM	17	1	74	4	0	4	96	11	1	26	8	0	9	46	2	0	71	34	0	7	107	9	0	32	9	0	7	50	299
Hourly Total	66	12	312	24	0	9	414	40	8	131	28	0	33	207	14	4	327	119	0	28	464	39	4	125	56	0	16	224	1309
Grand Total	209	59	1122	148	0	40	1538	93	30	360	90	2	104	575	72	17	920	303	0	73	1312	150	23	579	166	0	48	918	4343
Approach %	13.6	3.8	73.0	9.6	0.0	-	-	16.2	5.2	62.6	15.7	0.3	-	-	5.5	1.3	70.1	23.1	0.0	-	-	16.3	2.5	63.1	18.1	0.0	-	-	-
Total %	4.8	1.4	25.8	3.4	0.0	-	35.4	2.1	0.7	8.3	2.1	0.0	-	13.2	1.7	0.4	21.2	7.0	0.0	-	30.2	3.5	0.5	13.3	3.8	0.0	-	21.1	-
Motorcycles	0	0	3	0	0	-	3	0	0	0	0	0	-	0	0	0	1	1	0	-	2	0	0	3	0	0	-	3	8
% Motorcycles	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.3	-	-	0.2	0.0	0.0	0.5	0.0	-	-	0.3	0.2
Cars & Light Goods	201	58	1085	147	0	-	1491	92	30	347	85	2	-	556	70	17	888	296	0	-	1271	139	22	566	163	0	-	890	4208
% Cars & Light Goods	96.2	98.3	96.7	99.3	-	-	96.9	98.9	100.0	96.4	94.4	100.0	-	96.7	97.2	100.0	96.5	97.7	-	-	96.9	92.7	95.7	97.8	98.2	-	-	96.9	96.9
Other Vehicles	8	1	34	1	0	-	44	1	0	13	5	0	-	19	2	0	31	6	0	-	39	11	1	10	3	0	-	25	127
% Other Vehicles	3.8	1.7	3.0	0.7	-	-	2.9	1.1	0.0	3.6	5.6	0.0	-	3.3	2.8	0.0	3.4	2.0	-	-	3.0	7.3	4.3	1.7	1.8	-	-	2.7	2.9
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	7	-	-	-	-	-	-	6	-	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	7.5	-	-	-	-	-	-	6.7	-	-	-	-	-	-	8.2	-	-	-	-	-	-	12.5	-	-
Pedestrians	-	-	-	-	-	37	-	-	-	-	-	-	97	-	-	-	-	-	-	67	-	-	-	-	-	-	42	-	-
% Pedestrians	-	-	-	-	-	92.5	-	-	-	-	-	-	93.3	-	-	-	-	-	-	91.8	-	-	-	-	-	-	87.5	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: North Street at Main Street
Site Code:
Start Date: 06/02/2022



Turning Movement Data Plot

Tri-State Traffic Data: New York Division
184 Baker Rd

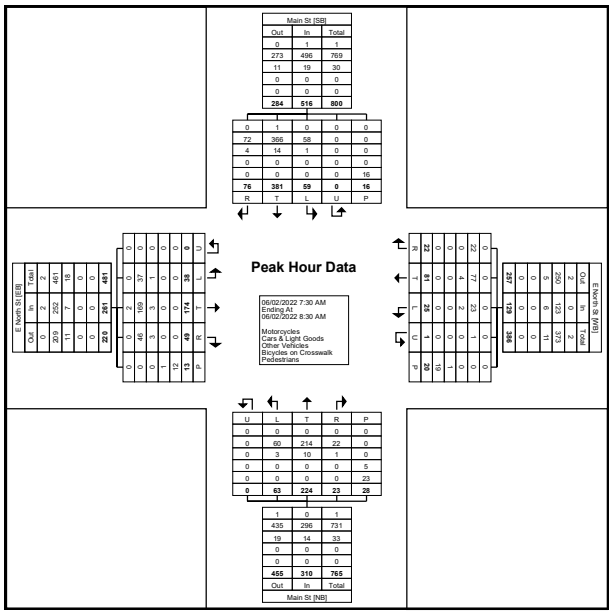
Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: North Street at Main Street
Site Code:
Start Date: 06/02/2022

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Main St Southbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	E North St Westbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Main St Northbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	E North St Eastbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	14	1	53	13	0	3	81	10	1	23	5	0	1	39	5	4	63	18	0	10	90	13	0	41	8	0	3	62	272
7:45 AM	15	4	103	18	0	3	140	3	0	23	9	0	1	35	2	1	63	18	0	7	84	10	1	57	8	0	4	76	335
8:00 AM	14	4	116	16	0	6	150	4	1	17	9	0	11	31	5	0	60	14	0	9	79	8	3	48	14	0	3	73	333
8:15 AM	17	7	109	12	0	4	145	3	0	18	2	1	7	24	5	1	38	13	0	2	57	13	1	28	8	0	3	50	276
Total	60	16	381	59	0	16	516	20	2	81	25	1	20	129	17	6	224	63	0	28	310	44	5	174	38	0	13	261	1216
Approach %	11.6	3.1	73.8	11.4	0.0	-	-	15.5	1.6	62.8	19.4	0.8	-	-	5.5	1.9	72.3	20.3	0.0	-	-	16.9	1.9	66.7	14.6	0.0	-	-	-
Total %	4.9	1.3	31.3	4.9	0.0	-	42.4	1.6	0.2	6.7	2.1	0.1	-	10.6	1.4	0.5	18.4	5.2	0.0	-	25.5	3.6	0.4	14.3	3.1	0.0	-	21.5	-
PHF	0.882	0.571	0.821	0.819	0.000	-	0.860	0.500	0.500	0.880	0.694	0.250	-	0.827	0.850	0.375	0.889	0.875	0.000	-	0.861	0.846	0.417	0.763	0.679	0.000	-	0.859	0.907
Motorcycles	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	2	0	0	-	2	3
% Motorcycles	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.1	0.0	-	-	0.8	0.2
Cars & Light Goods	57	15	366	58	0	-	496	20	2	77	23	1	-	123	16	6	214	60	0	-	296	41	5	169	37	0	-	252	1167
% Cars & Light Goods	95.0	93.8	96.1	98.3	-	-	96.1	100.0	100.0	95.1	92.0	100.0	-	95.3	94.1	100.0	95.5	95.2	-	-	95.5	93.2	100.0	97.1	97.4	-	-	96.6	96.0
Other Vehicles	3	1	14	1	0	-	19	0	0	4	2	0	-	6	1	0	10	3	0	-	14	3	0	3	1	0	-	7	46
% Other Vehicles	5.0	6.3	3.7	1.7	-	-	3.7	0.0	0.0	4.9	8.0	0.0	-	4.7	5.9	0.0	4.5	4.8	-	-	4.5	6.8	0.0	1.7	2.6	-	-	2.7	3.8
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	5	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	5.0	-	-	-	-	-	-	17.9	-	-	-	-	-	-	7.7	-	-
Pedestrians	-	-	-	-	-	16	-	-	-	-	-	-	19	-	-	-	-	-	-	23	-	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	95.0	-	-	-	-	-	-	82.1	-	-	-	-	-	-	92.3	-	-



Turning Movement Peak Hour Data Plot (7:30 AM)

Turning Movement Peak Hour Data (3:00 PM)

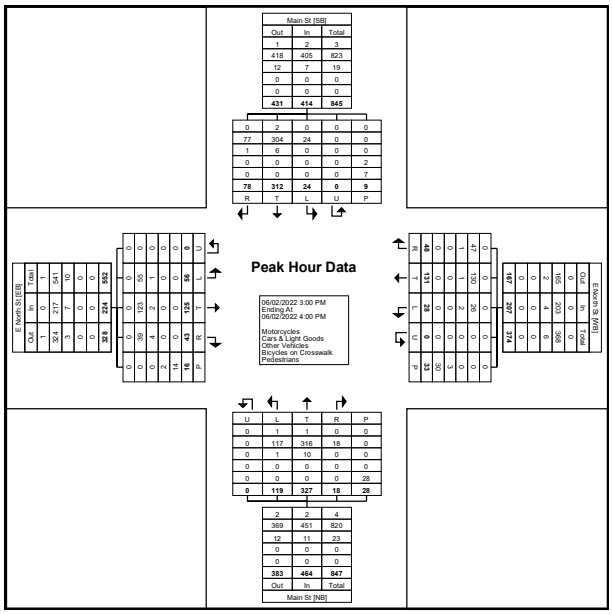
Start Time	Main St Southbound							E North St Westbound							Main St Northbound							E North St Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
3:00 PM	22	4	86	8	0	4	120	11	2	44	10	0	11	67	6	2	78	28	0	15	114	11	4	31	15	0	5	61	362
3:15 PM	19	3	83	9	0	1	114	9	1	34	5	0	8	49	3	1	95	23	0	3	122	11	0	35	13	0	4	59	344
3:30 PM	8	4	69	3	0	0	84	9	4	27	5	0	5	45	3	1	83	34	0	3	121	8	0	27	19	0	0	54	304
3:45 PM	17	1	74	4	0	4	96	11	1	26	8	0	9	46	2	0	71	34	0	7	107	9	0	32	9	0	7	50	299
Total	66	12	312	24	0	9	414	40	8	131	28	0	33	207	14	4	327	119	0	28	464	39	4	125	56	0	16	224	1309
Approach %	15.9	2.9	75.4	5.8	0.0	-	-	19.3	3.9	63.3	13.5	0.0	-	-	3.0	0.9	70.5	25.6	0.0	-	-	17.4	1.8	55.8	25.0	0.0	-	-	-
Total %	5.0	0.9	23.8	1.8	0.0	-	31.6	3.1	0.6	10.0	2.1	0.0	-	15.8	1.1	0.3	25.0	9.1	0.0	-	35.4	3.0	0.3	9.5	4.3	0.0	-	17.1	-
PHF	0.750	0.750	0.907	0.667	0.000	-	0.863	0.909	0.500	0.744	0.700	0.000	-	0.772	0.583	0.500	0.861	0.875	0.000	-	0.951	0.886	0.250	0.893	0.737	0.000	-	0.918	0.904
Motorcycles	0	0	2	0	0	-	2	0	0	0	0	0	-	0	0	0	1	1	0	-	2	0	0	0	0	0	-	0	4
% Motorcycles	0.0	0.0	0.6	0.0	-	-	0.5	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.8	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.3
Cars & Light Goods	65	12	304	24	0	-	405	39	8	130	26	0	-	203	14	4	316	117	0	-	451	36	3	123	55	0	-	217	1276
% Cars & Light Goods	98.5	100.0	97.4	100.0	-	-	97.8	97.5	100.0	99.2	92.9	-	-	98.1	100.0	100.0	96.6	98.3	-	-	97.2	92.3	75.0	98.4	98.2	-	-	96.9	97.5
Other Vehicles	1	0	6	0	0	-	7	1	0	1	2	0	-	4	0	0	10	1	0	-	11	3	1	2	1	0	-	7	29
% Other Vehicles	1.5	0.0	1.9	0.0	-	-	1.7	2.5	0.0	0.8	7.1	-	-	1.9	0.0	0.0	3.1	0.8	-	-	2.4	7.7	25.0	1.6	1.8	-	-	3.1	2.2
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	22.2	-	-	-	-	-	-	9.1	-	-	-	-	-	-	0.0	-	-	-	-	-	-	12.5	-	-
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	-	30	-	-	-	-	-	-	28	-	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	-	77.8	-	-	-	-	-	-	90.9	-	-	-	-	-	-	100.0	-	-	-	-	-	-	87.5	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: North Street at Main Street
Site Code:
Start Date: 06/02/2022
Page No: 7



Turning Movement Peak Hour Data Plot (3:00 PM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Masten Avenue
Site Code:
Start Date: 06/07/2022
Page No: 1

Turning Movement Data

Start Time	Masten Ave Southbound						E North St Westbound						Masten Ave Northbound						E North St Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	12	0	1	0	0	13	1	23	0	0	0	24	1	0	0	0	0	1	0	4	2	0	0	6	44
6:45 AM	14	0	2	0	0	16	3	52	0	0	0	55	1	0	2	0	0	3	0	13	6	0	0	19	93
Hourly Total	26	0	3	0	0	29	4	75	0	0	0	79	2	0	2	0	0	4	0	17	8	0	0	25	137
7:00 AM	6	0	1	0	0	7	3	30	0	0	0	33	0	2	1	0	0	3	0	20	4	0	0	24	67
7:15 AM	22	0	3	1	0	26	2	27	0	0	0	29	2	2	2	0	0	6	0	12	4	1	0	17	78
7:30 AM	34	0	3	0	0	37	4	76	0	0	0	80	1	1	0	0	1	2	0	36	10	0	1	46	165
7:45 AM	52	0	8	0	0	60	2	91	0	0	2	93	1	2	1	0	1	4	0	33	8	0	1	41	198
Hourly Total	114	0	15	1	0	130	11	224	0	0	2	235	4	7	4	0	2	15	0	101	26	1	2	128	508
8:00 AM	39	0	5	1	0	45	4	107	0	0	0	111	0	0	3	0	3	3	0	26	6	0	0	32	191
8:15 AM	17	0	4	0	0	21	5	39	0	0	0	44	2	0	1	0	1	3	0	27	6	0	0	33	101
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	56	0	9	1	0	66	9	146	0	0	0	155	2	0	4	0	4	6	0	53	12	0	0	65	292
2:00 PM	6	0	6	0	1	12	3	16	0	0	0	19	1	0	2	0	0	3	0	26	14	0	0	40	74
2:15 PM	9	0	5	0	1	14	3	28	0	0	0	31	1	0	1	0	0	2	0	25	5	0	1	30	77
2:30 PM	21	0	3	0	0	24	3	42	0	0	0	45	3	2	2	0	1	7	0	21	7	0	0	28	104
2:45 PM	21	0	10	1	2	32	7	41	0	0	0	48	2	1	2	0	0	5	0	40	14	1	3	55	140
Hourly Total	57	0	24	1	4	82	16	127	0	0	0	143	7	3	7	0	1	17	0	112	40	1	4	153	395
3:00 PM	20	0	6	0	0	26	2	30	0	0	1	32	6	4	2	0	0	12	0	70	30	0	1	100	170
3:15 PM	14	0	8	0	1	22	6	23	0	0	2	29	4	9	3	0	0	16	0	38	15	0	1	53	120
3:30 PM	12	0	11	0	0	23	2	27	1	0	0	30	2	3	1	0	1	6	0	51	19	0	2	70	129
3:45 PM	19	0	3	0	2	22	4	25	0	0	2	29	4	4	3	0	0	11	0	38	16	0	0	54	116
Hourly Total	65	0	28	0	3	93	14	105	1	0	5	120	16	20	9	0	1	45	0	197	80	0	4	277	535
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	318	0	79	3	7	400	54	677	1	0	7	732	31	30	26	0	8	87	0	480	166	2	10	648	1867
Approach %	79.5	0.0	19.8	0.8	-	-	7.4	92.5	0.1	0.0	-	-	35.6	34.5	29.9	0.0	-	-	0.0	74.1	25.6	0.3	-	-	-
Total %	17.0	0.0	4.2	0.2	-	21.4	2.9	36.3	0.1	0.0	-	39.2	1.7	1.6	1.4	0.0	-	4.7	0.0	25.7	8.9	0.1	-	34.7	-
Motorcycles	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Motorcycles	0.0	-	0.0	0.0	-	0.0	0.0	0.1	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Cars & Light Goods	286	0	59	2	-	347	51	641	1	0	-	693	28	29	23	0	-	80	0	434	159	2	-	595	1715
% Cars & Light Goods	89.9	-	74.7	66.7	-	86.8	94.4	94.7	100.0	-	-	94.7	90.3	96.7	88.5	-	-	92.0	-	90.4	95.8	100.0	-	91.8	91.9
Other Vehicles	32	0	20	1	-	53	3	35	0	0	-	38	3	1	3	0	-	7	0	46	7	0	-	53	151
% Other Vehicles	10.1	-	25.3	33.3	-	13.3	5.6	5.2	0.0	-	-	5.2	9.7	3.3	11.5	-	-	8.0	-	9.6	4.2	0.0	-	8.2	8.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-

% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: North Street at Masten Avenue
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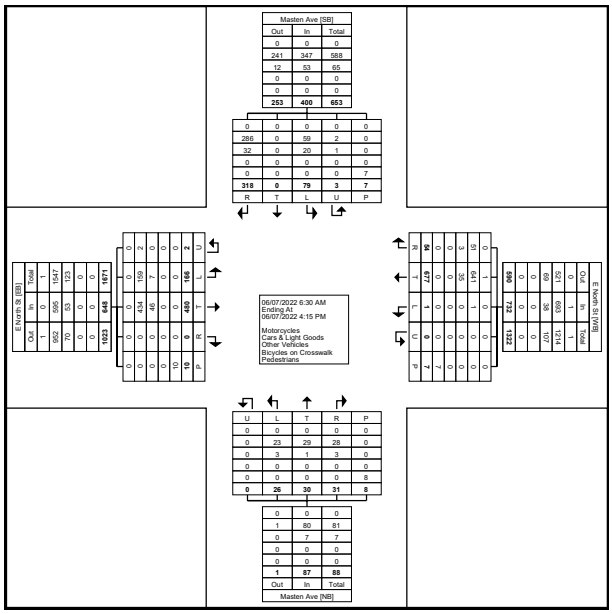
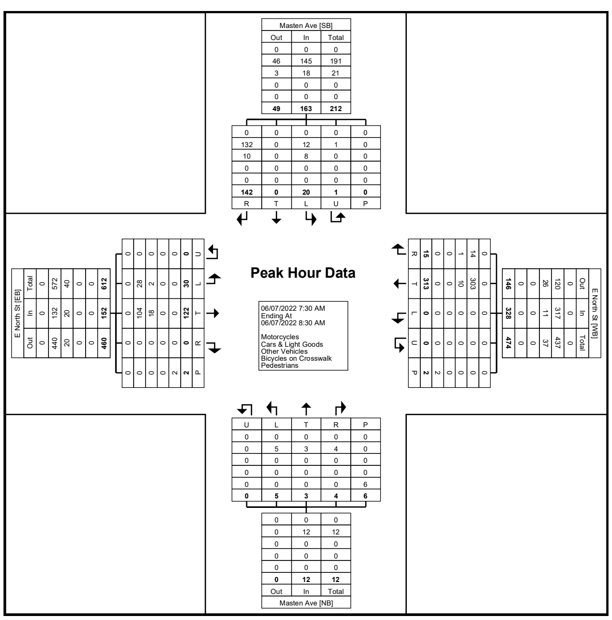
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:30 AM)

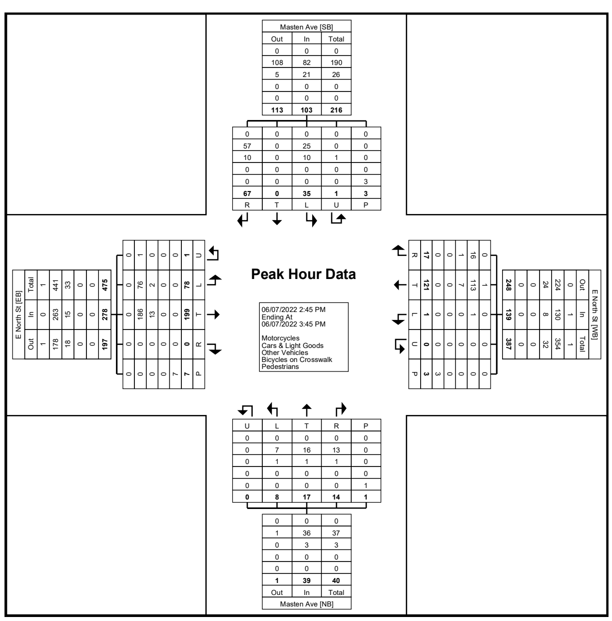
Start Time	Masten Ave Southbound						E North St Westbound						Masten Ave Northbound						E North St Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	34	0	3	0	0	37	4	76	0	0	0	80	1	1	0	0	1	2	0	36	10	0	1	46	165
7:45 AM	52	0	8	0	0	60	2	91	0	0	2	93	1	2	1	0	1	4	0	33	8	0	1	41	198
8:00 AM	39	0	5	1	0	45	4	107	0	0	0	111	0	0	3	0	3	3	0	26	6	0	0	32	191
8:15 AM	17	0	4	0	0	21	5	39	0	0	0	44	2	0	1	0	1	3	0	27	6	0	0	33	101
Total	142	0	20	1	0	163	15	313	0	0	2	328	4	3	5	0	6	12	0	122	30	0	2	152	655
Approach %	87.1	0.0	12.3	0.6	-	-	4.6	95.4	0.0	0.0	-	-	33.3	25.0	41.7	0.0	-	-	0.0	80.3	19.7	0.0	-	-	-
Total %	21.7	0.0	3.1	0.2	-	24.9	2.3	47.8	0.0	0.0	-	50.1	0.6	0.5	0.8	0.0	-	1.8	0.0	18.6	4.6	0.0	-	23.2	-
PHF	0.683	0.000	0.625	0.250	-	0.679	0.750	0.731	0.000	0.000	-	0.739	0.500	0.375	0.417	0.000	-	0.750	0.000	0.847	0.750	0.000	-	0.826	0.827
Motorcycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	-	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	132	0	12	1	-	145	14	303	0	0	-	317	4	3	5	0	-	12	0	104	28	0	-	132	606
% Cars & Light Goods	93.0	-	60.0	100.0	-	89.0	93.3	96.8	-	-	-	96.6	100.0	100.0	100.0	-	-	100.0	-	85.2	93.3	-	-	86.8	92.5
Other Vehicles	10	0	8	0	-	18	1	10	0	0	-	11	0	0	0	0	-	0	0	18	2	0	-	20	49
% Other Vehicles	7.0	-	40.0	0.0	-	11.0	6.7	3.2	-	-	-	3.4	0.0	0.0	0.0	-	-	0.0	-	14.8	6.7	-	-	13.2	7.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:30 AM)

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Masten Ave Southbound						E North St Westbound						Masten Ave Northbound						E North St Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
2:45 PM	21	0	10	1	2	32	7	41	0	0	0	48	2	1	2	0	0	5	0	40	14	1	3	55	140
3:00 PM	20	0	6	0	0	26	2	30	0	0	1	32	6	4	2	0	0	12	0	70	30	0	1	100	170
3:15 PM	14	0	8	0	1	22	6	23	0	0	2	29	4	9	3	0	0	16	0	38	15	0	1	53	120
3:30 PM	12	0	11	0	0	23	2	27	1	0	0	30	2	3	1	0	1	6	0	51	19	0	2	70	129
Total	67	0	35	1	3	103	17	121	1	0	3	139	14	17	8	0	1	39	0	199	78	1	7	278	559
Approach %	65.0	0.0	34.0	1.0	-	-	12.2	87.1	0.7	0.0	-	-	35.9	43.6	20.5	0.0	-	-	0.0	71.6	28.1	0.4	-	-	-
Total %	12.0	0.0	6.3	0.2	-	18.4	3.0	21.6	0.2	0.0	-	24.9	2.5	3.0	1.4	0.0	-	7.0	0.0	35.6	14.0	0.2	-	49.7	-
PHF	0.798	0.000	0.795	0.250	-	0.805	0.607	0.738	0.250	0.000	-	0.724	0.583	0.472	0.667	0.000	-	0.609	0.000	0.711	0.650	0.250	-	0.695	0.822
Motorcycles	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Motorcycles	0.0	-	0.0	0.0	-	0.0	0.0	0.8	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Cars & Light Goods	57	0	25	0	-	82	16	113	1	0	-	130	13	16	7	0	-	36	0	186	76	1	-	263	511
% Cars & Light Goods	85.1	-	71.4	0.0	-	79.6	94.1	93.4	100.0	-	-	93.5	92.9	94.1	87.5	-	-	92.3	-	93.5	97.4	100.0	-	94.6	91.4
Other Vehicles	10	0	10	1	-	21	1	7	0	0	-	8	1	1	1	0	-	3	0	13	2	0	-	15	47
% Other Vehicles	14.9	-	28.6	100.0	-	20.4	5.9	5.8	0.0	-	-	5.8	7.1	5.9	12.5	-	-	7.7	-	6.5	2.6	0.0	-	5.4	8.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (2:45 PM)

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: North Street at Michigan Avenue
Site Code:
Start Date: 06/02/2022
Page No: 1

Turning Movement Data

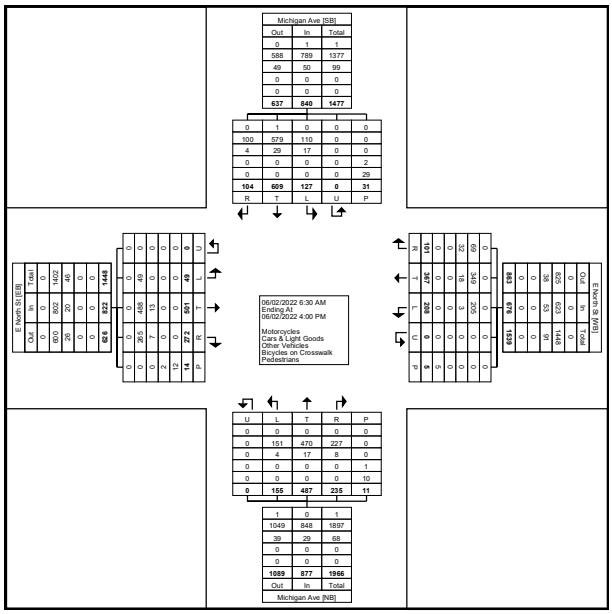
Start Time	Michigan Ave Southbound							E North St Westbound							Michigan Ave Northbound							E North St Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:30 AM	2	2	16	1	0	1	21	1	2	13	21	0	0	37	2	3	17	9	0	1	31	10	9	7	0	0	1	26	115
6:45 AM	9	5	34	0	0	1	48	0	1	28	20	0	1	49	3	2	24	12	0	1	41	17	14	13	4	0	2	48	186
Hourly Total	11	7	50	1	0	2	69	1	3	41	41	0	1	86	5	5	41	21	0	2	72	27	23	20	4	0	3	74	301
7:00 AM	5	0	31	1	0	0	37	0	0	17	14	0	0	31	14	5	20	9	0	0	48	12	9	17	0	0	0	38	154
7:15 AM	4	2	27	7	0	0	40	5	1	25	13	0	1	44	2	7	22	5	0	0	36	14	7	21	2	0	0	44	164
7:30 AM	8	3	49	17	0	2	77	7	1	29	22	0	0	59	13	6	35	5	0	0	59	12	4	29	1	0	2	46	241
7:45 AM	5	1	64	31	0	4	101	8	5	41	36	0	1	90	11	11	28	20	0	1	70	13	6	39	0	0	1	58	319
Hourly Total	22	6	171	56	0	6	255	20	7	112	85	0	2	224	40	29	105	39	0	1	213	51	26	106	3	0	3	186	878
8:00 AM	3	1	62	17	0	3	83	15	5	43	19	0	0	82	9	11	26	10	0	1	56	20	3	38	2	0	0	63	284
8:15 AM	7	1	42	3	0	1	53	4	0	25	11	0	0	40	2	1	19	8	0	0	30	11	0	17	1	0	0	29	152
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	10	2	105	20	0	4	137	19	5	68	30	0	0	122	11	12	45	18	0	1	86	31	3	55	3	0	0	92	437
2:00 PM	1	0	28	1	0	0	30	2	1	12	9	0	0	24	5	5	18	11	0	1	39	12	3	24	5	0	0	44	137
2:15 PM	1	1	31	7	0	1	40	1	0	22	8	0	0	31	6	1	33	8	0	0	48	7	5	40	7	0	1	59	178
2:30 PM	7	1	36	8	0	1	52	3	0	15	5	0	0	23	10	6	37	9	0	0	62	6	1	38	4	0	0	49	186
2:45 PM	3	2	41	6	0	10	52	11	4	24	11	0	0	50	13	6	45	14	0	1	78	15	2	37	1	0	2	55	235
Hourly Total	12	4	136	22	0	12	174	17	5	73	33	0	0	128	34	18	133	42	0	2	227	40	11	139	17	0	3	207	736
3:00 PM	3	3	36	7	0	4	49	1	2	19	11	0	2	33	21	10	40	8	0	0	79	15	4	48	10	0	2	77	238
3:15 PM	4	3	39	6	0	1	52	7	2	18	2	0	0	29	6	5	46	9	0	2	66	6	2	50	3	0	2	61	208
3:30 PM	3	4	38	8	0	1	53	3	6	17	2	0	0	28	17	7	43	11	0	1	78	10	1	41	4	0	1	56	215
3:45 PM	8	2	34	7	0	1	51	0	3	19	4	0	0	26	10	5	34	7	0	2	56	15	7	42	5	0	0	69	202
Hourly Total	18	12	147	28	0	7	205	11	13	73	19	0	2	116	54	27	163	35	0	5	279	46	14	181	22	0	5	263	863
Grand Total	73	31	609	127	0	31	840	68	33	367	208	0	5	676	144	91	487	155	0	11	877	195	77	501	49	0	14	822	3215
Approach %	8.7	3.7	72.5	15.1	0.0	-	-	10.1	4.9	54.3	30.8	0.0	-	-	16.4	10.4	55.5	17.7	0.0	-	-	23.7	9.4	60.9	6.0	0.0	-	-	-
Total %	2.3	1.0	18.9	4.0	0.0	-	26.1	2.1	1.0	11.4	6.5	0.0	-	21.0	4.5	2.8	15.1	4.8	0.0	-	27.3	6.1	2.4	15.6	1.5	0.0	-	25.6	-
Motorcycles	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Motorcycles	0.0	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	69	31	579	110	0	-	789	41	28	349	205	0	-	623	139	88	470	151	0	-	848	189	76	488	49	0	-	802	3062
% Cars & Light Goods	94.5	100.0	95.1	86.6	-	-	93.9	60.3	84.8	95.1	98.6	-	-	92.2	96.5	96.7	96.5	97.4	-	-	96.7	96.9	98.7	97.4	100.0	-	-	97.6	95.2
Other Vehicles	4	0	29	17	0	-	50	27	5	18	3	0	-	53	5	3	17	4	0	-	29	6	1	13	0	0	-	20	152
% Other Vehicles	5.5	0.0	4.8	13.4	-	-	6.0	39.7	15.2	4.9	1.4	-	-	7.8	3.5	3.3	3.5	2.6	-	-	3.3	3.1	1.3	2.6	0.0	-	-	2.4	4.7
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	6.5	-	-	-	-	-	-	0.0	-	-	-	-	-	-	9.1	-	-	-	-	-	-	14.3	-	-
Pedestrians	-	-	-	-	-	29	-	-	-	-	-	-	5	-	-	-	-	-	-	10	-	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	93.5	-	-	-	-	-	-	100.0	-	-	-	-	-	-	90.9	-	-	-	-	-	-	85.7	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: North Street at Michigan Avenue
Site Code:
Start Date: 06/02/2022
Page No: 3



Turning Movement Data Plot

Tri-State Traffic Data: New York Division
184 Baker Rd

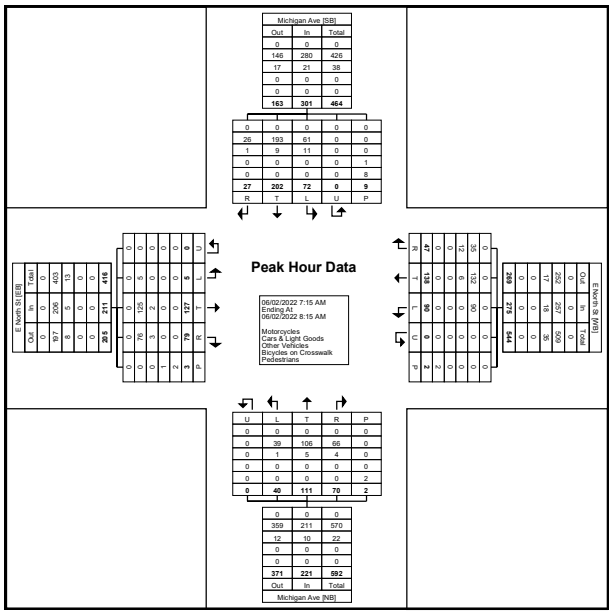
Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Buffalo, New York
June 2, 2022

Count Name: North Street at Michigan Avenue
Site Code:
Start Date: 06/02/2022
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Michigan Ave Southbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	E North St Westbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Michigan Ave Northbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	E North St Eastbound Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:15 AM	4	2	27	7	0	0	40	5	1	25	13	0	1	44	2	7	22	5	0	0	36	14	7	21	2	0	0	44	164
7:30 AM	8	3	49	17	0	2	77	7	1	29	22	0	0	59	13	6	35	5	0	0	59	12	4	29	1	0	2	46	241
7:45 AM	5	1	64	31	0	4	101	8	5	41	36	0	1	90	11	11	28	20	0	1	70	13	6	39	0	0	1	58	319
8:00 AM	3	1	62	17	0	3	83	15	5	43	19	0	0	82	9	11	26	10	0	1	56	20	3	38	2	0	0	63	284
Total	20	7	202	72	0	9	301	35	12	138	90	0	2	275	35	35	111	40	0	2	221	59	20	127	5	0	3	211	1008
Approach %	6.6	2.3	67.1	23.9	0.0	-	-	12.7	4.4	50.2	32.7	0.0	-	-	15.8	15.8	50.2	18.1	0.0	-	-	28.0	9.5	60.2	2.4	0.0	-	-	-
Total %	2.0	0.7	20.0	7.1	0.0	-	29.9	3.5	1.2	13.7	8.9	0.0	-	27.3	3.5	3.5	11.0	4.0	0.0	-	21.9	5.9	2.0	12.6	0.5	0.0	-	20.9	-
PHF	0.625	0.583	0.789	0.581	0.000	-	0.745	0.583	0.600	0.802	0.625	0.000	-	0.764	0.673	0.795	0.793	0.500	0.000	-	0.789	0.738	0.714	0.814	0.625	0.000	-	0.837	0.790
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	19	7	193	61	0	-	280	25	10	132	90	0	-	257	33	33	106	39	0	-	211	57	19	125	5	0	-	206	954
% Cars & Light Goods	95.0	100.0	95.5	84.7	-	-	93.0	71.4	83.3	95.7	100.0	-	-	93.5	94.3	94.3	95.5	97.5	-	-	95.5	96.6	95.0	98.4	100.0	-	-	97.6	94.6
Other Vehicles	1	0	9	11	0	-	21	10	2	6	0	0	-	18	2	2	5	1	0	-	10	2	1	2	0	0	-	5	54
% Other Vehicles	5.0	0.0	4.5	15.3	-	-	7.0	28.6	16.7	4.3	0.0	-	-	6.5	5.7	5.7	4.5	2.5	-	-	4.5	3.4	5.0	1.6	0.0	-	-	2.4	5.4
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	11.1	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	88.9	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	66.7	-	-



Turning Movement Peak Hour Data Plot (7:15 AM)

Buffalo, New York
June 2, 2022

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

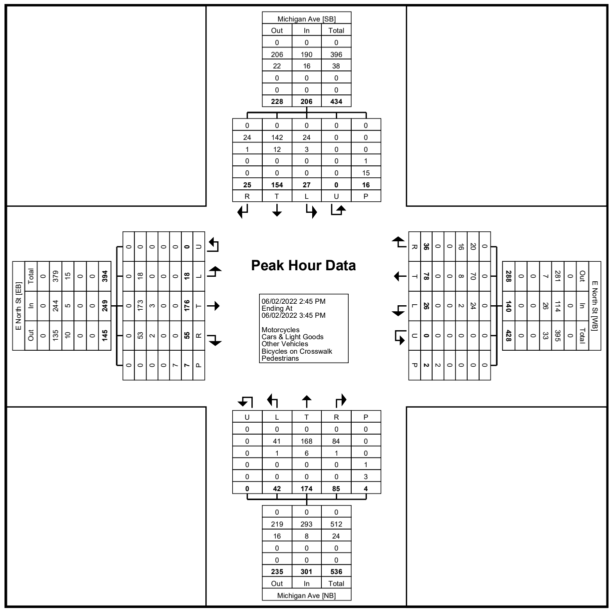
Count Name: North Street at Michigan Avenue
Site Code:
Start Date: 06/02/2022
Page No: 6

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Michigan Ave Southbound							E North St Westbound							Michigan Ave Northbound							E North St Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
2:45 PM	3	2	41	6	0	10	52	11	4	24	11	0	0	50	13	6	45	14	0	1	78	15	2	37	1	0	2	55	235
3:00 PM	3	3	36	7	0	4	49	1	2	19	11	0	2	33	21	10	40	8	0	0	79	15	4	48	10	0	2	77	238
3:15 PM	4	3	39	6	0	1	52	7	2	18	2	0	0	29	6	5	46	9	0	2	66	6	2	50	3	0	2	61	208
3:30 PM	3	4	38	8	0	1	53	3	6	17	2	0	0	28	17	7	43	11	0	1	78	10	1	41	4	0	1	56	215
Total	13	12	154	27	0	16	206	22	14	78	26	0	2	140	57	28	174	42	0	4	301	46	9	176	18	0	7	249	896
Approach %	6.3	5.8	74.8	13.1	0.0	-	-	15.7	10.0	55.7	18.6	0.0	-	-	18.9	9.3	57.8	14.0	0.0	-	-	18.5	3.6	70.7	7.2	0.0	-	-	-
Total %	1.5	1.3	17.2	3.0	0.0	-	23.0	2.5	1.6	8.7	2.9	0.0	-	15.6	6.4	3.1	19.4	4.7	0.0	-	33.6	5.1	1.0	19.6	2.0	0.0	-	27.8	-
PHF	0.813	0.750	0.939	0.844	0.000	-	0.972	0.500	0.583	0.813	0.591	0.000	-	0.700	0.679	0.700	0.946	0.750	0.000	-	0.953	0.767	0.563	0.880	0.450	0.000	-	0.808	0.941
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	12	12	142	24	0	-	190	8	12	70	24	0	-	114	56	28	168	41	0	-	293	44	9	173	18	0	-	244	841
% Cars & Light Goods	92.3	100.0	92.2	88.9	-	-	92.2	36.4	85.7	89.7	92.3	-	-	81.4	98.2	100.0	96.6	97.6	-	-	97.3	95.7	100.0	98.3	100.0	-	-	98.0	93.9
Other Vehicles	1	0	12	3	0	-	16	14	2	8	2	0	-	26	1	0	6	1	0	-	8	2	0	3	0	0	-	5	55
% Other Vehicles	7.7	0.0	7.8	11.1	-	-	7.8	63.6	14.3	10.3	7.7	-	-	18.6	1.8	0.0	3.4	2.4	-	-	2.7	4.3	0.0	1.7	0.0	-	-	2.0	6.1
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	6.3	-	-	-	-	-	-	0.0	-	-	-	-	-	-	25.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	15	-	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	93.8	-	-	-	-	-	-	100.0	-	-	-	-	-	-	75.0	-	-	-	-	-	-	100.0	-	-

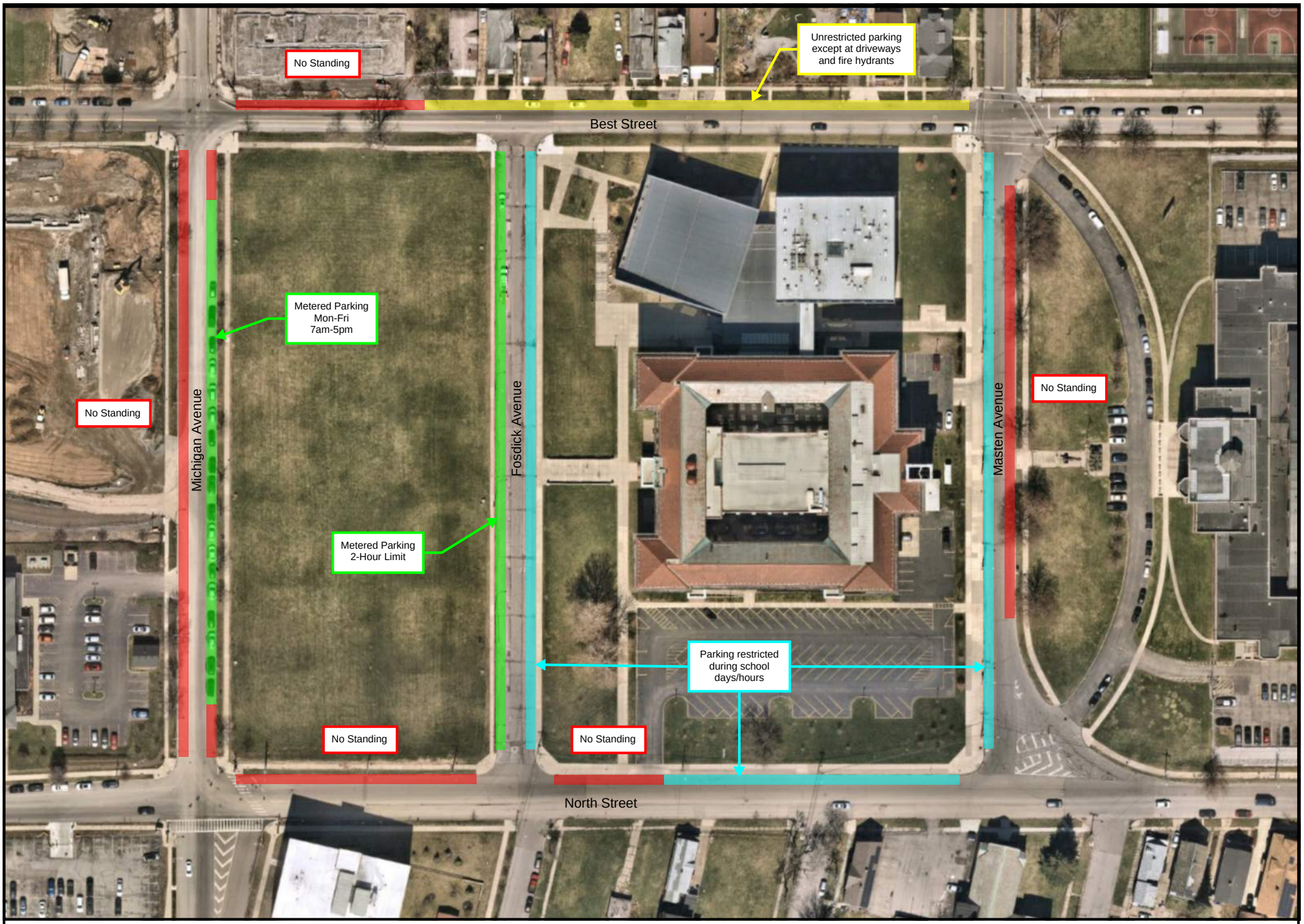
Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com



Turning Movement Peak Hour Data Plot (2:45 PM)

Appendix B
On-Street Parking Inventory



C&S COMPANIES®

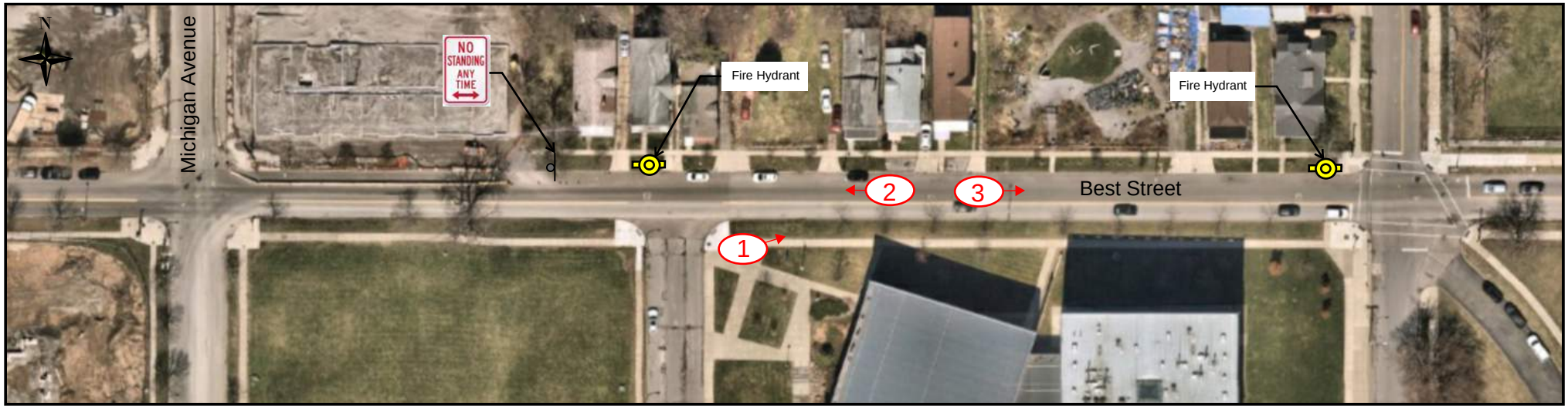
Parking Regulations

Legend

- = Parking Prohibited
- = Parking Restricted: Mon-Fri 8am-4pm
- = Metered Parking
- = Unrestricted Parking

N

Figure 2



Michigan Ave to Fosdick Ave						
Time Restrictions (day, time)	None					
Length of curb available	192'					
Type of Parking	On Street					
Parking Inventory Spaces	1 Hr	2 Hr	8 Hr	10 Hr	Unrestricted	Totals
North	-	-	-	-	8	8
South	-	-	-	-	-	-

Fosdick Ave to Masten Ave						
Time Restrictions (day, time)	None					
Length of curb available	290'					
Type of Parking	On Street					
Parking Inventory Spaces	1 Hr	2 Hr	8 Hr	10 Hr	Unrestricted	Totals
North	-	-	-	-	13	13
South	-	-	-	-	-	-

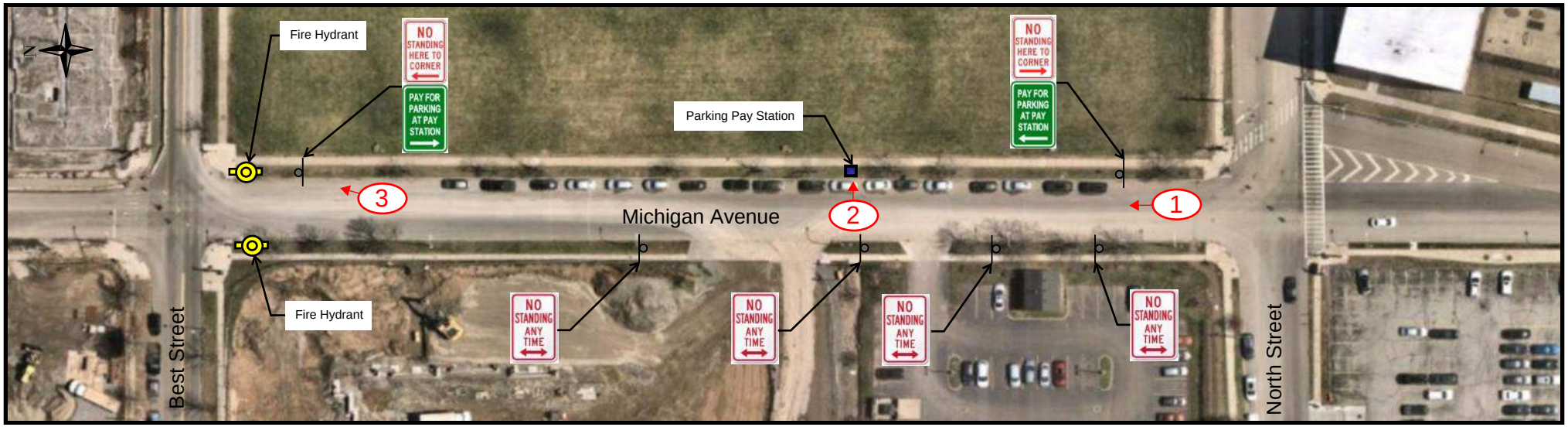
# of Cars Parked	7:30 AM	2:30 PM	6:00 PM	8:00 PM
North	3	2	2	2
South	-	-	-	-
Illegal (N/S)	-	-	-	-

# of Cars Parked	7:30 AM	2:30 PM	6:00 PM	8:00 PM
North	11	12	7	2
South	-	-	-	-
Illegal (N/S)	-	-	-	-

C&S COMPANIES®

Best Street Parking Inventory

Figure 3



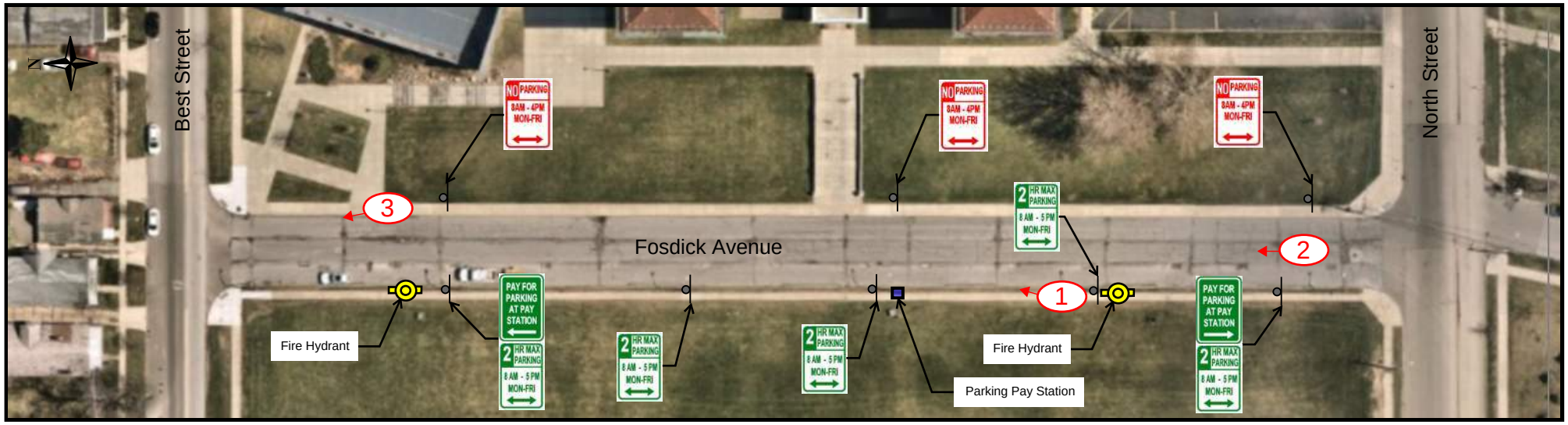
Best Street to North Street						
Time Restrictions (day, time)	Metered Parking, 7 AM - 5 PM, Mon-Fri					
Length of curb available	486'					
Type of Parking	On Street					
Parking Inventory Spaces	1 Hr	2 Hr	8 Hr	10 Hr	Unrestricted	Totals
East	-	-	-	-	22	22
West	-	-	-	-	-	-

# of Cars Parked	7:30 AM	2:30 PM	6:00 PM	8:00 PM
East	6	12	15	-
West	-	-	-	-
Illegal (N/S)	-	-	-	-

C&S COMPANIES®

Michigan Avenue Parking Inventory

Figure 4



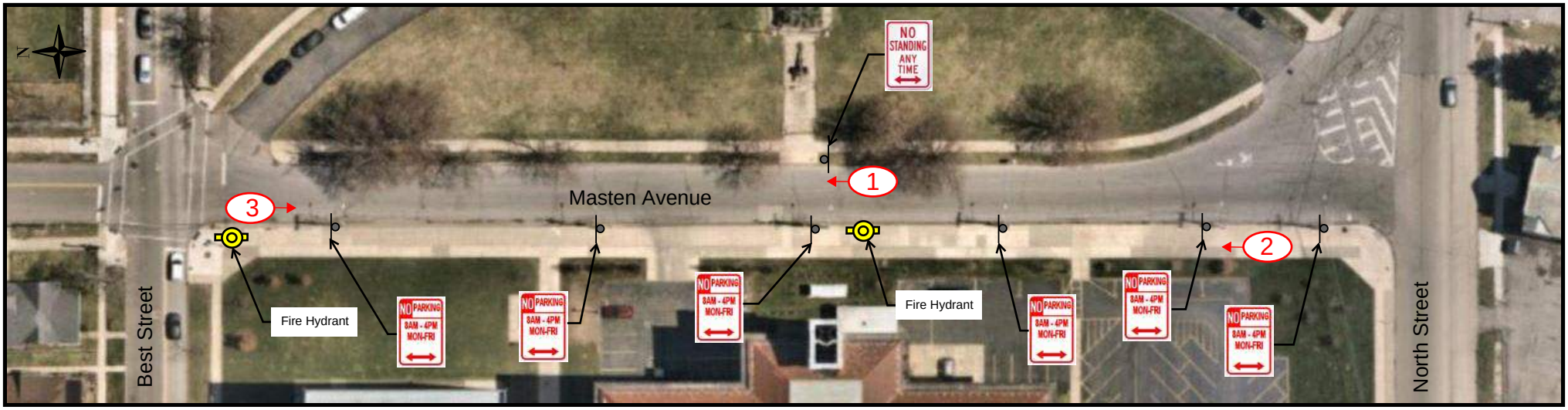
Best Street to North Street						
Time Restrictions (day, time)	Metered Parking, 2-Hour Limit & No Parking 8 AM - 4 PM, Mon-Fri					
Length of curb available	540'					
Type of Parking	On Street					
Parking Inventory Spaces	1 Hr	2 Hr	8 Hr	10 Hr	Unrestricted	Totals
East	-	-	-	-	24	24
West	-	22	-	-	-	22

# of Cars Parked	7:30 AM	2:30 PM	6:00 PM	8:00 PM
East	-	18	1	-
West	1	8	4	1
Illegal (N/S)	-	8	-	-

C&S COMPANIES®

Fosdick Avenue Parking Inventory

Figure 5



Best Street to North Street						
Time Restrictions (day, time)	No Parking, 8 AM - 4 PM, Mon-Fri					
Length of curb available	525'					
Type of Parking	On Street					
Parking Inventory Spaces	1 Hr	2 Hr	8 Hr	10 Hr	Unrestricted	Totals
East	-	-	-	-	-	-
West	-	-	-	-	23	23

# of Cars Parked	7:30 AM	2:30 PM	6:00 PM	8:00 PM
East	-	-	-	-
West	-	12 Buses	-	1
Illegal (N/S)	-	-	-	-

C&S COMPANIES®

Masten Avenue Parking Inventory

Figure 6

Fosdick Ave to Masten Ave						
Time Restrictions (day, time)	No Parking, 8 AM - 4 PM, Mon-Fri					
Length of curb available	223'					
Type of Parking	On Street					
Parking Inventory Spaces	1 Hr	2 Hr	8 Hr	10 Hr	Unrestricted	Totals
North	-	-	-	-	10	10
South	-	-	-	-	-	-

# of Cars Parked	7:30 AM	2:30 PM	6:00 PM	8:00 PM
North	-	3 Buses	9	-
South	-	-	-	1
Illegal (N/S)	-	-	-	-

C&S COMPANIES®

North Street Parking Inventory

Figure 7

Appendix C
Traffic Signal Timings

C S Engineers, Inc.

PROJECT SIGNAL TIMING WORKSHEET SHEET ____ OF ____

City Honors FILE NO. ____

PREPARED BY AAS DATE 6/7/22 CHECKED BY ____ DATE ____

7:30 am

END OF GREEN (SEC):	STREET: North St.				STREET: Jefferson Ave			
	↰↱	↓↳	↰↑	↓↑	↗↙	⇉	⇇	⇄
10.13								41.35
15.18								1:06.44
15.17								18.42
								3.60

YELLOW (SEC): 4.1

ALL RED (SEC): 2.01

MAX. QUEUE (VEH):

AVE QUEUE (VEH):

7:45 am

END OF GREEN (SEC):	STREET: Best St.				STREET: Jefferson Ave			
	↰↱	↓↳	↰↑	↓↑	↗↙	⇉	⇇	⇄
				26.10				25.40
				24.74				25.26
				25.09				25.18
				2.96				2.99

YELLOW (SEC): 2.0

ALL RED (SEC):

MAX. QUEUE (VEH):

C S Engineers, Inc.

SIGNAL TIMING WORKSHEET

PROJECT: City Honors | SHEET ____ OF ____

FILE NO. ____

PREPARED BY: AAS | DATE: 6/7/22 | CHECKED BY ____ | DATE ____

9:00 am

END OF GREEN (SEC):

STREET: Best St.				STREET: Masten Ave.			
			25.37				23.11
			25.19				23.08
			25.20				23.21
			2.66				2.91

YELLOW (SEC): 1.1

ALL RED (SEC):

MAX. QUEUE (VEH):

AVE QUEUE (VEH):

9:15am

END OF GREEN (SEC):

STREET: Best St.				STREET: Michigan Ave			
			30.43				20.03
			30.11				20.03
			30.19				20.13
			2.98				2.93

YELLOW (SEC): 2.15

ALL RED (SEC):

MAX. QUEUE (VEH):

CTS Engineers, Inc.

SIGNAL TIMING WORKSHEET

PROJECT: City Honors — SHEET ____ OF ____

FILE NO. ____

PREPARED BY: AAS — DATE ____ CHECKED BY ____ DATE ____

6/7/22 — 8:25 am

STREET: North St				STREET: Michigan Ave			
↘	↓↳	↰↑	(↓↑)	↗↙	↗→	↖←	(↔)
END OF GREEN (SEC):							
			20.17				29.93
			20.51				29.95
			20.15				30.04
YELLOW (SEC):			2.90				2.89
ALL RED (SEC):			2.72				
MAX. QUEUE (VEH):							
AVE QUEUE (VEH):							

6/8/22 — 7:30 am

STREET: North St				STREET: Main St			
↘	↓↳	↰↑	(↓↑)	↗↙	(↗→)	↖←	(↔)
END OF GREEN (SEC):							
			25.19		13.19		55.48
			25.32		11.60		55.36
			25.21		10.23		55.26
YELLOW (SEC):			2.94		2.56		2.91
ALL RED (SEC):			2.01				
MAX. QUEUE (VEH):							

* Northbound Main St and left turn westbound North St go first

C&S Engineers, Inc.

PROJECT: SIGNAL TIMING WORKSHEET — SHEET ____ OF ____

City Honors — FILE NO. ____

PREPARED BY: AAS — DATE: 6/8/22 — CHECKED BY ____ — DATE ____

7:40 am

STREET: Best St.				STREET: Main St.			
↖	↓↳	↰↑	↓↑	↗↙	⇄	↞	⇄
END OF GREEN (SEC):							
			30.60		10.51		45.41
			30.51		10.13		44.87
			30.57		10.20		45.02
YELLOW (SEC):			2.59		5.33		3.00
ALL RED (SEC):			2.05				
MAX. QUEUE (VEH):							
AVE QUEUE (VEH):							

* ~~north~~ west bound Best St. has left turn lane with no signal

* Southbound ~~[illegible]~~ Main St and Eastbound Best St. go first.

7:50 am

STREET: Best St				STREET: Ellicott St.			
↖	↓↳	↰↑	↓↑	↗↙	⇄	↞	⇄
END OF GREEN (SEC):							
			40.23				25.16
			40.37				25.26
			40.18				25.34
YELLOW (SEC):			3.03				2.81
ALL RED (SEC):			2.19				
MAX. QUEUE (VEH):							

* northbound Ellicott St. is a One-way

C&S Engineers, Inc.

PROJECT SIGNAL TIMING WORKSHEET SHEET ____ OF ____

City Honors FILE NO. ____

PREPARED BY AAS DATE 6/7/22 CHECKED BY ____ DATE ____

2:30 Pm

END OF GREEN (SEC):

STREET: North St.				STREET: Jefferson Ave			
↰ ↱	↓↳	↰↑	↓↑	↗ ↙	↗→	↙	⇄
15.16							15.47
15.25							15.37
15.07							15.19

3.63

YELLOW (SEC): 3.95

ALL RED (SEC): 2.02

MAX. QUEUE (VEH):

AVE QUEUE (VEH):

2:40 Pm

END OF GREEN (SEC):

STREET: Best St.				STREET: Jefferson Ave			
↳	↓↳	↰↑	↓↑	↗ ↙	↗→	↙	⇄
			25.52				25.19
			25.22				24.98
			25.08				25.20

2.96

YELLOW (SEC): 2.77

ALL RED (SEC): 2.0

MAX. QUEUE (VEH):

CIS Engineers, Inc.

SIGNAL TIMING WORKSHEET

PROJECT: City Honors | SHEET ____ OF ____

FILE NO. ____

PREPARED BY: AAS | DATE: 6/7/22 | CHECKED BY ____ | DATE ____

2:50 pm

STREET: Best St				STREET: Masten Ave			
↘	↓↳	↰↑	(↓↑)	↗↙	↗→	←↙	(←→)
END OF GREEN (SEC):			24.56				23.11
			24.82				23.17
			24.74				23.19
YELLOW (SEC):			2.86				2.84
ALL RED (SEC):			1.53				
MAX. QUEUE (VEH):							
AVE QUEUE (VEH):							

3:00 pm

STREET: North St.				STREET: Michigan Ave			
↘	↓↳	↰↑	(↓↑)	↗↙	↗→	←↙	(←→)
END OF GREEN (SEC):			20.06				29.88
			20.05				29.69
			19.98				29.72
YELLOW (SEC):			2.86				3.19
ALL RED (SEC):			2.02				
MAX. QUEUE (VEH):							

C&S Engineers, Inc.

PROJECT SIGNAL TIMING WORKSHEET SHEET ____ OF ____

City Honors FILE NO. ____

PREPARED BY AAS DATE 6/7/22 CHECKED BY ____ DATE ____

3:10 pm

STREET: Best St				STREET: Michigan Ave			
↖	↓↳	↰↑	↓↑	↗	⇉	↞	⇄
END OF GREEN (SEC):			30.18				20.23
			29.87				20.12
			30.00				20.08
YELLOW (SEC):			2.82				3.02
ALL RED (SEC):			2.06				
MAX. QUEUE (VEH):							
AVE QUEUE (VEH):							

6/8/22 2:45 pm

STREET: North St.				STREET: Main St.			
↖	↓↳	↰↑	↓↑	↗	⇉	↞	⇄
END OF GREEN (SEC):			25.38		10.39		42.27
			25.31		10.41		42.51
			25.22		10.15		42.38
YELLOW (SEC):			2.71		3.00		3.08
ALL RED (SEC):			2.09				
MAX. QUEUE (VEH):							

* Northbound lane and left turn lane onto North St westbound go first

C&S Engineers, Inc.

PROJECT: SIGNAL TIMING WORKSHEET — SHEET ____ OF ____

City Honors — FILE NO. ____

PREPARED BY: AAS — DATE: 6/8/22 — CHECKED BY ____ — DATE ____

2:35 Pm

STREET: Best St				STREET: Main St.			
↳↰	↓↳	↰↑	↓↑	↗↙	⇄	↰↙	⇄
END OF GREEN (SEC):			30.12		10.14		34.26
			29.93		10.15		35.13
			30.08		10.04		34.92
YELLOW (SEC):			3.0		5.33		3.01
ALL RED (SEC):			2.10				

MAX. QUEUE (VEH):
AVE QUEUE (VEH):

* Best St. has left turn lane for cars onto Southbound main St.

* Southbound main St and left turn onto Eastbound Best St. go first

3:00 Pm

STREET: Best St.				STREET: Ellicott St			
↳↰	↓↳	↰↑	↓↑	↗↙	⇄	↰↙	⇄
END OF GREEN (SEC):			40.23				25.29
			40.19				25.25
			40.30				25.14
YELLOW (SEC):			2.95				2.90
ALL RED (SEC):			2.06				

MAX. QUEUE (VEH):

* Northbound Ellicott St is a one-way

Appendix D
Intersection LOS Reports

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	38	87	177	139	178	60
Future Volume (vph)	38	87	177	139	178	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98					
Frt	0.906				0.966	
Flt Protected	0.985			0.973		
Satd. Flow (prot)	1324	0	0	1757	1650	0
Flt Permitted	0.985			0.695		
Satd. Flow (perm)	1324	0	0	1255	1650	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	95				45	
Link Speed (mph)	30			30	30	
Link Distance (ft)	1568			567	632	
Travel Time (s)	35.6			12.9	14.4	
Confl. Peds. (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	40%	20%	3%	8%	11%	12%
Adj. Flow (vph)	41	95	192	151	193	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	0	0	343	258	0
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	21.0		18.0	18.0	18.0	
Total Split (s)	21.0		59.0	59.0	59.0	
Total Split (%)	26.3%		73.8%	73.8%	73.8%	
Maximum Green (s)	15.0		53.0	53.0	53.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	

1: Jefferson & North 06/24/2022
AM Peak Existing

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
All-Red Time (s)	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	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	7.0		7.0	7.0	7.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	8.9			60.6	60.6	
Actuated g/C Ratio	0.11			0.74	0.74	
v/c Ratio	0.60			0.37	0.21	
Control Delay	23.0			5.7	3.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	23.0			5.7	3.5	
LOS	C			A	A	
Approach Delay	23.0			5.7	3.5	
Approach LOS	C			A	A	
90th %ile Green (s)	14.2		53.0	53.0	53.0	
90th %ile Term Code	Gap		MaxR	MaxR	MaxR	
70th %ile Green (s)	10.5		55.5	55.5	55.5	
70th %ile Term Code	Gap		Dwell	Dwell	Dwell	
50th %ile Green (s)	8.0		59.7	59.7	59.7	
50th %ile Term Code	Gap		Dwell	Dwell	Dwell	
30th %ile Green (s)	5.5		67.6	67.6	67.6	
30th %ile Term Code	Gap		Dwell	Dwell	Dwell	
10th %ile Green (s)	5.5		68.0	68.0	68.0	
10th %ile Term Code	Gap		Dwell	Dwell	Dwell	
Queue Length 50th (ft)	19			46	24	
Queue Length 95th (ft)	67			114	62	
Internal Link Dist (ft)	1488			487	552	
Turn Bay Length (ft)						
Base Capacity (vph)	321			933	1239	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.42			0.37	0.21	

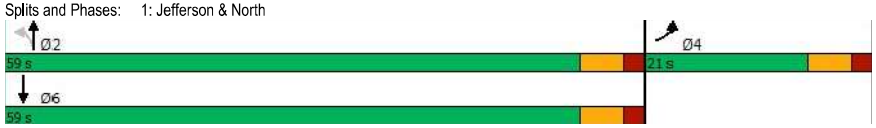
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 81.5			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 8.1		Intersection LOS: A	
Intersection Capacity Utilization 52.7%		ICU Level of Service A	
Analysis Period (min) 15			

1: Jefferson & North
06/24/2022

AM Peak Existing

90th %ile Actuated Cycle: 79.2
70th %ile Actuated Cycle: 78
50th %ile Actuated Cycle: 79.7
30th %ile Actuated Cycle: 85.1
10th %ile Actuated Cycle: 85.5

Splits and Phases: 1: Jefferson & North



2: Jefferson & Best
06/24/2022

AM Peak Existing

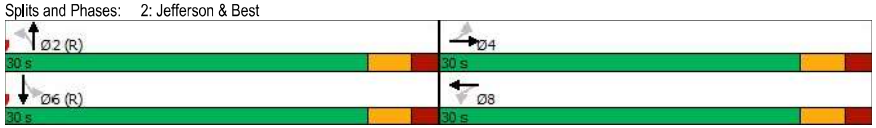
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	328	39	45	349	56	12	157	48	48	143	4
Future Volume (vph)	12	328	39	45	349	56	12	157	48	48	143	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.986			0.983			0.970			0.998	
Flt Protected		0.998			0.995			0.997			0.988	
Satd. Flow (prot)	0	1795	0	0	1751	0	0	1621	0	0	1740	0
Flt Permitted		0.982			0.930			0.982			0.879	
Satd. Flow (perm)	0	1766	0	0	1636	0	0	1597	0	0	1548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			15			29			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1549			638			632			656	
Travel Time (s)		35.2			14.5			14.4			14.9	
Confl. Peds. (#/hr)	3		1	5		1	1		5	1		3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	3%	13%	7%	5%	10%	17%	10%	20%	4%	9%	0%
Adj. Flow (vph)	13	369	44	51	392	63	13	176	54	54	161	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	426	0	0	506	0	0	243	0	0	219	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
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?												
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)		25.0			25.0			25.0			25.0	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.57			0.73			0.36			0.34	
Control Delay		16.8			22.3			12.3			13.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.8			22.3			12.3			13.7	
LOS		B			C			B			B	
Approach Delay		16.8			22.3			12.3			13.7	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		109			142			50			51	
Queue Length 95th (ft)		185			#256			96			95	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1469			558			552			576	
Turn Bay Length (ft)												
Base Capacity (vph)		742			690			682			646	
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		0.57			0.73			0.36			0.34	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 17.5 Intersection LOS: B
Intersection Capacity Utilization 76.5% 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: 2: Jefferson & Best



Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	122	313	15	20	142
Future Vol, veh/h	30	122	313	15	20	142
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	7	15	3	7	40	7
Mvmt Flow	36	147	377	18	24	171

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	379	0	-	0	609	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	221	-
Critical Hdwy	4.17	-	-	-	6.8	6.27
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.263	-	-	-	3.86	3.363
Pot Cap-1 Maneuver	1153	-	-	-	402	649
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1151	-	-	-	387	648
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1151	-	-	-	598
HCM Lane V/C Ratio	0.031	-	-	-	0.326
HCM Control Delay (s)	8.2	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	340	24	28	238	19	5	33	15	19	119	13
Future Volume (vph)	33	340	24	28	238	19	5	33	15	19	119	13
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	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.98			0.99	
Frt		0.992			0.991			0.962			0.988	
Flt Protected		0.996			0.995			0.995			0.994	
Satd. Flow (prot)	0	1809	0	0	1741	0	0	1679	0	0	1724	0
Flt Permitted		0.955			0.936			0.979			0.971	
Satd. Flow (perm)	0	1732	0	0	1635	0	0	1642	0	0	1674	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			8			17			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		451			1549			632			495	
Travel Time (s)		10.3			35.2			14.4			11.3	
Confl. Peds. (#/hr)	21		47	27		28	47		27	28		21
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 (%)	3%	3%	5%	21%	5%	13%	0%	6%	9%	11%	8%	0%
Adj. Flow (vph)	38	395	28	33	277	22	6	38	17	22	138	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	461	0	0	332	0	0	61	0	0	175	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	30.0	30.0		30.0	30.0		28.0	28.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		28.0	28.0		28.0	28.0	
Total Split (%)	51.7%	51.7%		51.7%	51.7%		48.3%	48.3%		48.3%	48.3%	
Maximum Green (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
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)		26.0			26.0			24.0			24.0	
Actuated g/C Ratio		0.45			0.45			0.41			0.41	
v/c Ratio		0.59			0.45			0.09			0.25	
Control Delay		15.7			13.2			8.6			11.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.7			13.2			8.6			11.7	
LOS		B			B			A			B	
Approach Delay		15.7			13.2			8.6			11.7	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		111			73			9			36	
Queue Length 95th (ft)		179			123			26			68	

4: Masten & Best
AM Peak Existing
06/24/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		371			1469			552			415	
Turn Bay Length (ft)												
Base Capacity (vph)		780			737			689			698	
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		0.59			0.45			0.09			0.25	

Intersection Summary

Area Type: Other
Cycle Length: 58
Actuated Cycle Length: 58
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 47.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Masten & Best

Synchro 11 Report

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	121	132	0	0	260	120	7	6	17	0	0	0
Future Vol, veh/h	121	132	0	0	260	120	7	6	17	0	0	0
Conflicting Peds, #/hr	9	0	1	20	0	18	1	0	20	18	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	0	10	0	0	7	0	0	0	6	0	0	0
Mvmt Flow	170	186	0	0	366	169	10	8	24	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	553	0	-	-	-	0	978	1079	206
Stage 1	-	-	-	-	-	-	526	526	-
Stage 2	-	-	-	-	-	-	452	553	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.354
Pot Cap-1 Maneuver	1027	-	0	0	-	-	280	220	824
Stage 1	-	-	0	0	-	-	597	532	-
Stage 2	-	-	0	0	-	-	645	518	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1027	-	-	-	-	-	228	0	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	0	-
Stage 1	-	-	-	-	-	-	487	0	-
Stage 2	-	-	-	-	-	-	644	0	-

Approach	EB	WB	NB
HCM Control Delay, s	4.4	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	464	1027	-	-	-
HCM Lane V/C Ratio	0.091	0.166	-	-	-
HCM Control Delay (s)	13.5	9.2	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.3	0.6	-	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	0	0	237	105	141
Future Vol, veh/h	254	0	0	237	105	141
Conflicting Peds, #/hr	0	0	53	0	0	53
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	295	0	0	276	122	164

Major/Minor	Major1			Major2		Minor1
Conflicting Flow All	0	-	-	-	571	348
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	486	700
Stage 1	-	0	0	-	760	-
Stage 2	-	0	0	-	775	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	486	669
Mov Cap-2 Maneuver	-	-	-	-	486	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	775	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	576	-	-
HCM Lane V/C Ratio	0.497	-	-
HCM Control Delay (s)	17.3	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.8	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	123	69	88	138	34	43	108	35	68	217	29
Future Volume (vph)	4	123	69	88	138	34	43	108	35	68	217	29
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	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00			1.00	0.98		1.00	
Frt		0.953			0.982				0.850		0.988	
Flt Protected		0.999			0.983			0.986			0.989	
Satd. Flow (prot)	0	1746	0	0	1733	0	0	1811	1524	0	1726	0
Flt Permitted		0.993			0.802			0.835			0.896	
Satd. Flow (perm)	0	1735	0	0	1413	0	0	1533	1488	0	1563	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			14				45		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1080			276			745			632	
Travel Time (s)		24.5			6.3			16.9			14.4	
Confl. Peds. (#/hr)	10		3	2		1	3		2	1		10
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	2%	4%	0%	4%	26%	2%	4%	6%	15%	5%	5%
Adj. Flow (vph)	5	158	88	113	177	44	55	138	45	87	278	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	334	0	0	193	45	0	402	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%	58.3%	58.3%	58.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		30.0	30.0	30.0	30.0	30.0	
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)		-1.0			-1.0			-1.0	-1.0		-1.0	
Total Lost Time (s)		4.0			4.0			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	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	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)		21.0			21.0			31.0	31.0		31.0	
Actuated g/C Ratio		0.35			0.35			0.52	0.52		0.52	
v/c Ratio		0.39			0.66			0.24	0.06		0.49	
Control Delay		13.8			23.6			9.1	2.9		7.7	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		13.8			23.6			9.1	2.9		7.7	
LOS		B			C			A	A		A	
Approach Delay		13.8			23.6			7.9			7.7	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		52			95			35	0		49	
Queue Length 95th (ft)		85			142			57	9		65	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1000			196			665			552	
Turn Bay Length (ft)												
Base Capacity (vph)		639			503			792	790		813	
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		0.39			0.66			0.24	0.06		0.49	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 61.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Michigan & North

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	213	49	35	262	49	18	115	13	24	213	17
Future Volume (vph)	4	213	49	35	262	49	18	115	13	24	213	17
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	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			1.00	
Frt		0.975			0.981			0.988			0.991	
Flt Protected		0.999			0.995			0.994			0.995	
Satd. Flow (prot)	0	1739	0	0	1797	0	0	1744	0	0	1815	0
Flt Permitted		0.994			0.948			0.943			0.963	
Satd. Flow (perm)	0	1730	0	0	1705	0	0	1650	0	0	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			20			9			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		925			287			632			576	
Travel Time (s)		21.0			6.5			14.4			13.1	
Confl. Peds. (#/hr)	12		22	42		12	22		42	12		12
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	4%	11%	3%	3%	0%	11%	4%	17%	13%	2%	0%
Parking (#/hr)						0			3			
Adj. Flow (vph)	5	245	56	40	301	56	21	132	15	28	245	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	306	0	0	397	0	0	168	0	0	293	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
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)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
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)		31.0			31.0			21.0			21.0	
Actuated g/C Ratio		0.52			0.52			0.35			0.35	
v/c Ratio		0.34			0.45			0.29			0.47	
Control Delay		8.9			10.6			11.5			18.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.9			10.6			11.5			18.0	
LOS		A			B			B			B	
Approach Delay		8.9			10.6			11.5			18.0	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)		53			77			29			78	

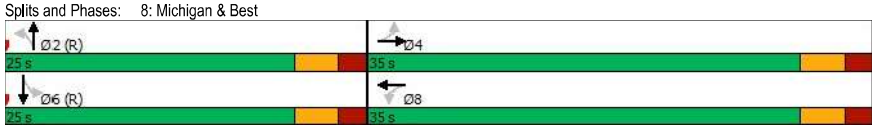
8: Michigan & Best
AM Peak Existing
06/24/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		93			129			m46			134	
Internal Link Dist (ft)		845			207			552			496	
Turn Bay Length (ft)												
Base Capacity (vph)		907			890			583			618	
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		0.34			0.45			0.29			0.47	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 12.1 — Intersection LOS: B
Intersection Capacity Utilization 60.6% — ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Michigan & Best



Synchro 11 Report

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	138	39	56	127	19	44	63	42	24	82	15
Future Vol, veh/h	12	138	39	56	127	19	44	63	42	24	82	15
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, %	8	1	0	2	5	11	2	5	2	8	1	7
Mvmt Flow	14	160	45	65	148	22	51	73	49	28	95	17
Number of Lanes	0	1	0	0	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	10.6	10.8	9.7	10.2
HCM LOS	B	B	A	B

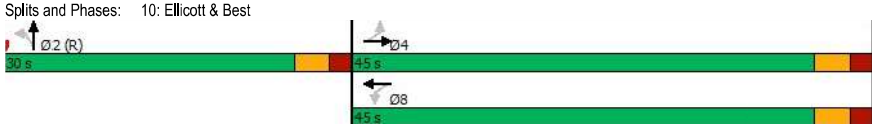
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	58%	0%	6%	28%	20%
Vol Thru, %	42%	43%	73%	63%	68%
Vol Right, %	0%	57%	21%	9%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	74	189	202	121
LT Vol	44	0	12	56	24
Through Vol	32	32	138	127	82
RT Vol	0	42	39	19	15
Lane Flow Rate	88	85	220	235	141
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.152	0.133	0.317	0.338	0.219
Departure Headway (Hd)	6.238	5.589	5.19	5.175	5.607
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	575	641	697	698	640
Service Time	3.974	3.324	3.199	3.184	3.645
HCM Lane V/C Ratio	0.153	0.133	0.316	0.337	0.22
HCM Control Delay	10.1	9.2	10.6	10.8	10.2
HCM Lane LOS	B	A	B	B	B
HCM 95th-tile Q	0.5	0.5	1.4	1.5	0.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	235	59	47	241	12	19	33	39	0	0	0
Future Volume (vph)	13	235	59	47	241	12	19	33	39	0	0	0
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	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.97				
Frt		0.974			0.995			0.935				
Flt Protected		0.998			0.992			0.990				
Satd. Flow (prot)	0	1777	0	0	1773	0	0	3240	0	0	0	0
Flt Permitted		0.983			0.908			0.990				
Satd. Flow (perm)	0	1749	0	0	1616	0	0	3231	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			4			43				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		178			925			653			546	
Travel Time (s)		4.0			21.0			14.8			12.4	
Confl. Peds. (#/hr)	22		10	22		15	10		22	15		22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	4%	0%	15%	4%	2%	0%	0%	0%	5%	6%	10%
Adj. Flow (vph)	14	258	65	52	265	13	21	36	43	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	337	0	0	330	0	0	100	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Minimum Split (s)	45.0	45.0		45.0	45.0		30.0	30.0				
Total Split (s)	45.0	45.0		45.0	45.0		30.0	30.0				
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%				
Maximum Green (s)	40.0	40.0		40.0	40.0		25.0	25.0				
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)		-1.0			-1.0			-1.0				
Total Lost Time (s)		4.0			4.0			4.0				
Lead/Lag												
Lead-Lag Optimize?												
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)		41.0			41.0			26.0				
Actuated g/C Ratio		0.55			0.55			0.35				
v/c Ratio		0.35			0.37			0.09				
Control Delay		10.0			11.1			10.6				
Queue Delay		0.0			0.0			0.0				
Total Delay		10.0			11.1			10.6				
LOS		A			B			B				
Approach Delay		10.0			11.1			10.6				
Approach LOS		A			B			B				
Queue Length 50th (ft)		74			80			8				
Queue Length 95th (ft)		125			133			24				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		98			845			573			466	
Turn Bay Length (ft)												
Base Capacity (vph)		967			885			1148				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.35			0.37			0.09				

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green	
Natural Cycle: 75	
Control Type: Pretimed	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 52.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Ellicott & Best



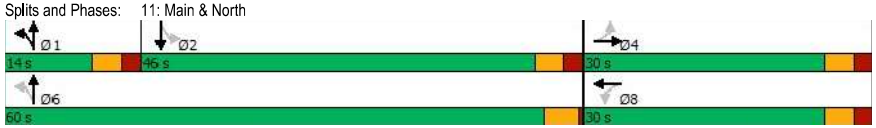
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	174	49	25	81	22	63	224	23	59	381	76
Future Volume (vph)	38	174	49	25	81	22	63	224	23	59	381	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.91	0.91	0.91
Ped Bike Factor		0.99			0.99			0.99			0.99	
Frt		0.975			0.977			0.989			0.978	
Flt Protected		0.993			0.990			0.990			0.994	
Satd. Flow (prot)	0	1773	0	0	1741	0	0	3354	0	0	4806	0
Flt Permitted		0.945			0.869			0.785			0.859	
Satd. Flow (perm)	0	1683	0	0	1522	0	0	2652	0	0	4137	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			12			17			51	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		592			335			638			910	
Travel Time (s)		13.5			7.6			14.5			20.7	
Confl. Peds. (#/hr)	16		13	28		20	13		28	20		16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	2%	7%	8%	5%	0%	5%	5%	6%	2%	4%	5%
Adj. Flow (vph)	42	191	54	27	89	24	69	246	25	65	419	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	0	0	140	0	0	340	0	0	568	0
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	1 6			2	
Permitted Phases	4			8			1 6			2		
Detector Phase	4	4		8	8		1	1 6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0			5.0	5.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		10.0			46.0	46.0	
Total Split (s)	30.0	30.0		30.0	30.0		14.0			46.0	46.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		15.6%			51.1%	51.1%	
Maximum Green (s)	25.0	25.0		25.0	25.0		9.0			41.0	41.0	
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)		-1.0			-1.0						-1.0	
Total Lost Time (s)		4.0			4.0						4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	60.0
Total Split (%)	67%
Maximum Green (s)	56.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0			3.0	3.0	
Recall Mode	None	None		None	None		None			Max	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 Effct Green (s)		19.4			19.4			56.2			43.1	
Actuated g/C Ratio		0.23			0.23			0.67			0.52	
v/c Ratio		0.72			0.39			0.18			0.26	
Control Delay		38.6			27.5			5.6			11.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		38.6			27.5			5.6			11.5	
LOS		D			C			A			B	
Approach Delay		38.6			27.5			5.6			11.5	
Approach LOS		D			C			A			B	
90th %ile Green (s)	25.0	25.0		25.0	25.0		9.0			41.0	41.0	
90th %ile Term Code	Max	Max		Hold	Hold		Max			MaxR	MaxR	
70th %ile Green (s)	22.2	22.2		22.2	22.2		9.0			41.0	41.0	
70th %ile Term Code	Gap	Gap		Hold	Hold		Max			MaxR	MaxR	
50th %ile Green (s)	18.8	18.8		18.8	18.8		8.4			41.6	41.6	
50th %ile Term Code	Gap	Gap		Hold	Hold		Gap			Hold	Hold	
30th %ile Green (s)	15.7	15.7		15.7	15.7		7.6			42.4	42.4	
30th %ile Term Code	Gap	Gap		Hold	Hold		Gap			Hold	Hold	
10th %ile Green (s)	11.5	11.5		11.5	11.5		6.6			43.4	43.4	
10th %ile Term Code	Gap	Gap		Hold	Hold		Gap			Hold	Hold	
Queue Length 50th (ft)		132			56			28			53	
Queue Length 95th (ft)		216			107			54			87	
Internal Link Dist (ft)		512			255			558			830	
Turn Bay Length (ft)												
Base Capacity (vph)		533			483			1871			2155	
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		0.54			0.29			0.18			0.26	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 83.6	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 87.2	
50th %ile Actuated Cycle: 83.8	
30th %ile Actuated Cycle: 80.7	
10th %ile Actuated Cycle: 76.5	

Splits and Phases: 11: Main & North



Lane Group	Ø6
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	56.0
90th %ile Term Code	MaxR
70th %ile Green (s)	56.0
70th %ile Term Code	MaxR
50th %ile Green (s)	56.0
50th %ile Term Code	MaxR
30th %ile Green (s)	56.0
30th %ile Term Code	MaxR
10th %ile Green (s)	56.0
10th %ile Term Code	MaxR
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	214	59	44	162	40	26	225	21	69	457	85
Future Volume (vph)	48	214	59	44	162	40	26	225	21	69	457	85
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	0.91	0.91	0.91
Ped Bike Factor		0.99		0.98	1.00			0.99			0.99	
Frt		0.975			0.971			0.988			0.979	
Flt Protected		0.993		0.950				0.995			0.994	
Satd. Flow (prot)	0	1751	0	1805	1751	0	0	3385	0	0	4833	0
Flt Permitted		0.920		0.366				0.869			0.869	
Satd. Flow (perm)	0	1617	0	684	1751	0	0	2950	0	0	4219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			15			13			58	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		858			158			910			657	
Travel Time (s)		19.5			3.6			20.7			14.9	
Confl. Peds. (#/hr)	20		21	26		8	21		26	8		20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	12%	0%	6%	0%	0%	4%	10%	7%	4%	1%
Adj. Flow (vph)	52	233	64	48	176	43	28	245	23	75	497	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	349	0	48	219	0	0	296	0	0	664	0
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	1 6	
Permitted Phases	4			8			2			1 6		
Detector Phase	4	4		8	8		2	2		1	1 6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		4.0		
Minimum Split (s)	35.0	35.0		35.0	35.0		45.0	45.0		10.0		
Total Split (s)	35.0	35.0		35.0	35.0		45.0	45.0		10.0		
Total Split (%)	38.9%	38.9%		38.9%	38.9%		50.0%	50.0%		11.1%		
Maximum Green (s)	30.0	30.0		30.0	30.0		40.0	40.0		4.0		
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		5.5		
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.5		
Lost Time Adjust (s)		-1.0		-1.0	-1.0			-1.0				
Total Lost Time (s)		4.0		4.0	4.0			4.0				
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		

12: Main & Best
AM Peak Existing
06/24/2022

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	55.0
Total Split (%)	61%
Maximum Green (s)	51.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	

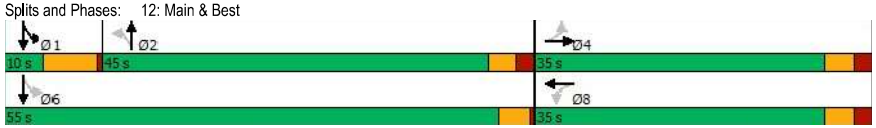
Synchro 11 Report

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		
Recall Mode	None	None		None	None		Max	Max		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)		22.6		22.6	22.6			41.2			52.3	
Actuated g/C Ratio		0.28		0.28	0.28			0.50			0.64	
v/c Ratio		0.77		0.26	0.44			0.20			0.24	
Control Delay		37.6		26.0	25.2			12.2			6.5	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		37.6		26.0	25.2			12.2			6.5	
LOS		D		C	C			B			A	
Approach Delay		37.6			25.3			12.2			6.5	
Approach LOS		D			C			B			A	
90th %ile Green (s)	30.0	30.0		30.0	30.0		40.0	40.0		4.0		
90th %ile Term Code	Max	Max		Hold	Hold		MaxR	MaxR		Max		
70th %ile Green (s)	25.9	25.9		25.9	25.9		40.0	40.0		4.0		
70th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		Max		
50th %ile Green (s)	21.9	21.9		21.9	21.9		40.0	40.0		4.0		
50th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		Max		
30th %ile Green (s)	18.2	18.2		18.2	18.2		40.0	40.0		4.0		
30th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		Max		
10th %ile Green (s)	13.5	13.5		13.5	13.5		40.0	40.0		4.0		
10th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		Max		
Queue Length 50th (ft)		157		19	85			40			42	
Queue Length 95th (ft)		250		47	145			75			76	
Internal Link Dist (ft)		778			78			830			577	
Turn Bay Length (ft)												
Base Capacity (vph)		623		260	675			1490			2765	
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		0.56		0.18	0.32			0.20			0.24	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 81.9	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 85.9	
50th %ile Actuated Cycle: 81.9	
30th %ile Actuated Cycle: 78.2	
10th %ile Actuated Cycle: 73.5	

12: Main & Best
AM Peak Existing
06/24/2022

Splits and Phases: 12: Main & Best



Synchro 11 Report

Lane Group	Ø6
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	51.0
90th %ile Term Code	MaxR
70th %ile Green (s)	51.0
70th %ile Term Code	MaxR
50th %ile Green (s)	51.0
50th %ile Term Code	MaxR
30th %ile Green (s)	51.0
30th %ile Term Code	MaxR
10th %ile Green (s)	51.0
10th %ile Term Code	MaxR
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

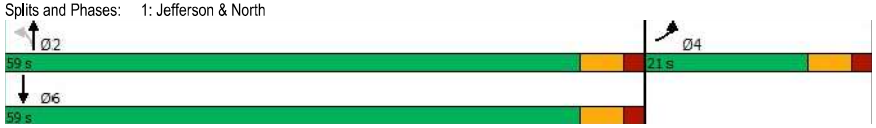
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	68	150	78	221	206	32
Future Volume (vph)	68	150	78	221	206	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95					
Frt	0.907				0.982	
Flt Protected	0.985			0.987		
Satd. Flow (prot)	1524	0	0	1786	1774	0
Flt Permitted	0.985			0.862		
Satd. Flow (perm)	1524	0	0	1560	1774	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	122				20	
Link Speed (mph)	30			30	30	
Link Distance (ft)	1568			567	632	
Travel Time (s)	35.6			12.9	14.4	
Confl. Peds. (#/hr)		17				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	5%	5%	5%	4%	13%
Adj. Flow (vph)	71	156	81	230	215	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	227	0	0	311	248	0
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		59.0	59.0	59.0	
Total Split (%)	26.3%		73.8%	73.8%	73.8%	
Maximum Green (s)	15.0		53.0	53.0	53.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
All-Red Time (s)	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	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	7.0		7.0	7.0	7.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	10.8			56.3	56.3	
Actuated g/C Ratio	0.14			0.71	0.71	
v/c Ratio	0.73			0.28	0.20	
Control Delay	28.6			5.5	4.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	28.6			5.5	4.5	
LOS	C			A	A	
Approach Delay	28.6			5.5	4.5	
Approach LOS	C			A	A	
90th %ile Green (s)	15.0		53.0	53.0	53.0	
90th %ile Term Code	Max		MaxR	MaxR	MaxR	
70th %ile Green (s)	14.0		53.0	53.0	53.0	
70th %ile Term Code	Gap		MaxR	MaxR	MaxR	
50th %ile Green (s)	10.9		53.0	53.0	53.0	
50th %ile Term Code	Gap		MaxR	MaxR	MaxR	
30th %ile Green (s)	8.2		55.7	55.7	55.7	
30th %ile Term Code	Gap		Dwell	Dwell	Dwell	
10th %ile Green (s)	5.5		67.1	67.1	67.1	
10th %ile Term Code	Gap		Dwell	Dwell	Dwell	
Queue Length 50th (ft)	46			46	31	
Queue Length 95th (ft)	117			94	66	
Internal Link Dist (ft)	1488			487	552	
Turn Bay Length (ft)						
Base Capacity (vph)	388			1110	1268	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.59			0.28	0.20	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 79.1	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

90th %ile Actuated Cycle: 80
70th %ile Actuated Cycle: 79
50th %ile Actuated Cycle: 75.9
30th %ile Actuated Cycle: 75.9
10th %ile Actuated Cycle: 84.6

Splits and Phases: 1: Jefferson & North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	431	40	39	302	73	25	207	75	74	210	19
Future Volume (vph)	27	431	40	39	302	73	25	207	75	74	210	19
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	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.989			0.976			0.967			0.991	
Flt Protected		0.997			0.995			0.996			0.988	
Satd. Flow (prot)	0	1784	0	0	1731	0	0	1741	0	0	1762	0
Flt Permitted		0.961			0.927			0.957			0.856	
Satd. Flow (perm)	0	1719	0	0	1612	0	0	1672	0	0	1526	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			22			33			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1549			638			632			656	
Travel Time (s)		35.2			14.5			14.4			14.9	
Confl. Peds. (#/hr)	4		7	6		3	7		6	3		4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	8%	5%	0%	15%	5%	6%	4%	3%	8%	6%	5%	7%
Adj. Flow (vph)	30	474	44	43	332	80	27	227	82	81	231	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	548	0	0	455	0	0	336	0	0	333	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
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?												
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)		25.0			25.0			25.0			25.0	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.76			0.67			0.47			0.52	
Control Delay		23.5			19.2			14.0			16.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.5			19.2			14.0			16.4	
LOS		C			B			B			B	
Approach Delay		23.5			19.2			14.0			16.4	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		159			120			75			84	
Queue Length 95th (ft)		#311			212			138			151	

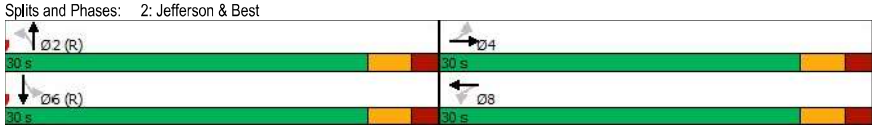
2: Jefferson & Best
PM Peak Existing
06/24/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1469			558			552			576	
Turn Bay Length (ft)												
Base Capacity (vph)		721			684			715			639	
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		0.76			0.67			0.47			0.52	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 76.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Jefferson & Best



Synchro 11 Report

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	78	199	121	17	35	67
Future Vol, veh/h	78	199	121	17	35	67
Conflicting Peds, #/hr	3	0	0	3	3	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	7	6	6	29	15
Mvmt Flow	95	243	148	21	43	82

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	151	0	-	0	598	165
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	436	-
Critical Hdwy	4.13	-	-	-	6.69	6.35
Critical Hdwy Stg 1	-	-	-	-	5.69	-
Critical Hdwy Stg 2	-	-	-	-	5.69	-
Follow-up Hdwy	2.227	-	-	-	3.761	3.435
Pot Cap-1 Maneuver	1424	-	-	-	424	847
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	390	843
Mov Cap-2 Maneuver	-	-	-	-	390	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	597	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1420	-	-	-	603
HCM Lane V/C Ratio	0.067	-	-	-	0.206
HCM Control Delay (s)	7.7	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	372	13	18	277	25	10	53	53	48	61	6
Future Volume (vph)	22	372	13	18	277	25	10	53	53	48	61	6
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	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.97			1.00	
Frt		0.996			0.989			0.938			0.993	
Flt Protected		0.997			0.997			0.996			0.980	
Satd. Flow (prot)	0	1811	0	0	1743	0	0	1653	0	0	1707	0
Flt Permitted		0.973			0.969			0.980			0.863	
Satd. Flow (perm)	0	1766	0	0	1692	0	0	1619	0	0	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			59			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		451			1549			632			495	
Travel Time (s)		10.3			35.2			14.4			11.3	
Confl. Peds. (#/hr)	15		34	21		3	34		21	3		15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	4%	0%	22%	7%	0%	0%	8%	2%	13%	5%	0%
Adj. Flow (vph)	24	413	14	20	308	28	11	59	59	53	68	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	451	0	0	356	0	0	129	0	0	128	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	30.0	30.0		30.0	30.0		28.0	28.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		28.0	28.0		28.0	28.0	
Total Split (%)	51.7%	51.7%		51.7%	51.7%		48.3%	48.3%		48.3%	48.3%	
Maximum Green (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
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)		26.0			26.0			24.0			24.0	
Actuated g/C Ratio		0.45			0.45			0.41			0.41	
v/c Ratio		0.57			0.47			0.18			0.21	
Control Delay		15.2			13.3			7.2			11.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.2			13.3			7.2			11.5	
LOS		B			B			A			B	
Approach Delay		15.2			13.3			7.3			11.5	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		108			79			14			26	
Queue Length 95th (ft)		186			140			42			56	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		371			1469			552			415	
Turn Bay Length (ft)												
Base Capacity (vph)		793			764			704			624	
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		0.57			0.47			0.18			0.21	

Intersection Summary

Area Type: Other
Cycle Length: 58
Actuated Cycle Length: 58
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 47.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Masten & Best

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	256	0	0	123	40	9	1	31	0	0	0
Future Vol, veh/h	35	256	0	0	123	40	9	1	31	0	0	0
Conflicting Peds, #/hr	36	0	3	8	0	20	3	0	8	20	0	36
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	0	0	22	0	29	0	17	0	0	0
Mvmt Flow	39	288	0	0	138	45	10	1	35	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	219	0	-	-	-	0	530	585	296
Stage 1	-	-	-	-	-	-	366	366	-
Stage 2	-	-	-	-	-	-	164	219	-
Critical Hdwy	4.1	-	-	-	-	-	6.69	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	5.69	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.69	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.761	4	3.453
Pot Cap-1 Maneuver	1362	-	0	0	-	-	466	426	709
Stage 1	-	-	0	0	-	-	646	626	-
Stage 2	-	-	0	0	-	-	804	726	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1362	-	-	-	-	-	449	0	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	449	0	-
Stage 1	-	-	-	-	-	-	624	0	-
Stage 2	-	-	-	-	-	-	802	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	624	1362	-	-	-
HCM Lane V/C Ratio	0.074	0.029	-	-	-
HCM Control Delay (s)	11.2	7.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	333	0	0	299	42	79
Future Vol, veh/h	333	0	0	299	42	79
Conflicting Peds, #/hr	0	2	65	0	2	65
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	4	0	6	0	0
Mvmt Flow	387	0	0	348	49	92

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	737	452
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	389	612
Stage 1	-	0	0	-	691	-
Stage 2	-	0	0	-	718	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	388	579
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	717	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	495	-	-
HCM Lane V/C Ratio	0.284	-	-
HCM Control Delay (s)	15.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	176	55	26	78	36	42	174	85	27	154	25
Future Volume (vph)	18	176	55	26	78	36	42	174	85	27	154	25
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	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00	0.97		0.99	
Frt		0.970			0.966				0.850		0.983	
Flt Protected		0.996			0.991			0.990			0.993	
Satd. Flow (prot)	0	1781	0	0	1528	0	0	1830	1583	0	1701	0
Flt Permitted		0.976			0.916			0.918			0.949	
Satd. Flow (perm)	0	1743	0	0	1411	0	0	1694	1540	0	1625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			32				90		17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1080			276			745			632	
Travel Time (s)		24.5			6.3			16.9			14.4	
Confl. Peds. (#/hr)	16		7	4		2	7		4	2		16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	4%	8%	10%	44%	2%	3%	2%	11%	8%	8%
Adj. Flow (vph)	19	187	59	28	83	38	45	185	90	29	164	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	0	0	149	0	0	230	90	0	220	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%	58.3%	58.3%	58.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		30.0	30.0	30.0	30.0	30.0	
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)		-1.0			-1.0			-1.0	-1.0		-1.0	
Total Lost Time (s)		4.0			4.0			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	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	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)		21.0			21.0			31.0	31.0		31.0	
Actuated g/C Ratio		0.35			0.35			0.52	0.52		0.52	
v/c Ratio		0.42			0.29			0.26	0.11		0.26	
Control Delay		15.9			12.9			9.1	2.4		6.0	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		15.9			12.9			9.1	2.4		6.0	
LOS		B			B			A	A		A	
Approach Delay		15.9			12.9			7.2			6.0	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		64			29			43	0		26	
Queue Length 95th (ft)		120			68			79	17		46	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1000			196			665			552	
Turn Bay Length (ft)												
Base Capacity (vph)		626			514			875	839		847	
Starvation Cap Reductn		0			0			0	0		0	
Spillback Cap Reductn		0			0			0	0		0	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.42			0.29			0.26	0.11		0.26	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

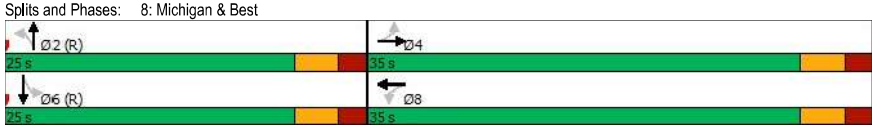
Splits and Phases: 7: Michigan & North

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	277	30	29	278	33	30	179	18	31	129	20
Future Volume (vph)	9	277	30	29	278	33	30	179	18	31	129	20
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	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.99			0.99	
Frt		0.987			0.987			0.989			0.985	
Flt Protected		0.999			0.996			0.993			0.991	
Satd. Flow (prot)	0	1772	0	0	1769	0	0	1744	0	0	1768	0
Flt Permitted		0.990			0.956			0.945			0.922	
Satd. Flow (perm)	0	1755	0	0	1692	0	0	1657	0	0	1639	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			13			8			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		925			287			632			576	
Travel Time (s)		21.0			6.5			14.4			13.1	
Confl. Peds. (#/hr)	28		7	39		16	7		39	16		28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	22%	5%	4%	21%	4%	0%	13%	5%	7%	3%	5%	0%
Parking (#/hr)						2			6			
Adj. Flow (vph)	9	292	32	31	293	35	32	188	19	33	136	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	333	0	0	359	0	0	239	0	0	190	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
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)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
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)		31.0			31.0			21.0			21.0	
Actuated g/C Ratio		0.52			0.52			0.35			0.35	
v/c Ratio		0.36			0.41			0.41			0.33	
Control Delay		9.7			10.3			14.1			15.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.7			10.3			14.1			15.4	
LOS		A			B			B			B	
Approach Delay		9.7			10.3			14.1			15.4	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)		63			70			47			46	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		111			123			94			91	
Internal Link Dist (ft)		845			207			552			496	
Turn Bay Length (ft)												
Base Capacity (vph)		913			880			585			580	
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			0.41			0.41			0.33	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 52.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: Michigan & Best



Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	150	64	38	117	23	57	92	66	14	51	15
Future Vol, veh/h	19	150	64	38	117	23	57	92	66	14	51	15
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	3	0	3	4	22	0	3	2	7	2	0
Mvmt Flow	22	172	74	44	134	26	66	106	76	16	59	17
Number of Lanes	0	1	0	0	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	11	10.5	10	9.7
HCM LOS	B	B	A	A

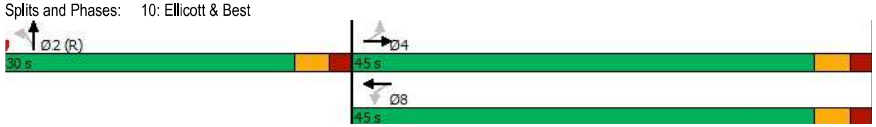
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	0%	8%	21%	17%
Vol Thru, %	45%	41%	64%	66%	64%
Vol Right, %	0%	59%	27%	13%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	112	233	178	80
LT Vol	57	0	19	38	14
Through Vol	46	46	150	117	51
RT Vol	0	66	64	23	15
Lane Flow Rate	118	129	268	205	92
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.202	0.197	0.374	0.298	0.145
Departure Headway (Hd)	6.149	5.502	5.023	5.244	5.695
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	585	653	720	685	629
Service Time	3.88	3.233	3.023	3.275	3.734
HCM Lane V/C Ratio	0.202	0.198	0.372	0.299	0.146
HCM Control Delay	10.4	9.6	11	10.5	9.7
HCM Lane LOS	B	A	B	B	A
HCM 95th-tile Q	0.7	0.7	1.7	1.2	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	258	27	25	296	14	48	49	60	0	0	0
Future Volume (vph)	12	258	27	25	296	14	48	49	60	0	0	0
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	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.93				
Frt		0.988			0.994			0.943				
Flt Protected		0.998			0.996			0.985				
Satd. Flow (prot)	0	1799	0	0	1770	0	0	2718	0	0	0	0
Flt Permitted		0.983			0.964			0.985				
Satd. Flow (perm)	0	1771	0	0	1703	0	0	2691	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			5			65				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		178			925			653			546	
Travel Time (s)		4.0			21.0			14.8			12.4	
Confl. Peds. (#/hr)	18		23	63		10	23		63	10		18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	8%	6%	6%	0%	50%	0%	6%	12%	5%
Adj. Flow (vph)	13	280	29	27	322	15	52	53	65	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	322	0	0	364	0	0	170	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Minimum Split (s)	45.0	45.0		45.0	45.0		30.0	30.0				
Total Split (s)	45.0	45.0		45.0	45.0		30.0	30.0				
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%				
Maximum Green (s)	40.0	40.0		40.0	40.0		25.0	25.0				
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)		-1.0			-1.0			-1.0				
Total Lost Time (s)		4.0			4.0			4.0				
Lead/Lag												
Lead-Lag Optimize?												
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)		41.0			41.0			26.0				
Actuated g/C Ratio		0.55			0.55			0.35				
v/c Ratio		0.33			0.39			0.17				
Control Delay		10.3			11.2			11.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		10.3			11.2			11.1				
LOS		B			B			B				
Approach Delay		10.3			11.2			11.1				
Approach LOS		B			B			B				
Queue Length 50th (ft)		74			89			17				
Queue Length 95th (ft)		123			145			37				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		98			845			573			466	
Turn Bay Length (ft)												
Base Capacity (vph)		972			933			975				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.33			0.39			0.17				

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: Ellicott & Best



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	120	45	29	130	45	102	339	23	25	303	84
Future Volume (vph)	58	120	45	29	130	45	102	339	23	25	303	84
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	0.91	0.91	0.91
Ped Bike Factor		0.99			0.98			0.99			0.99	
Frt		0.973			0.970			0.992			0.970	
Flt Protected		0.987			0.993			0.989			0.997	
Satd. Flow (prot)	0	1752	0	0	1766	0	0	3452	0	0	4876	0
Flt Permitted		0.783			0.913			0.764			0.894	
Satd. Flow (perm)	0	1387	0	0	1619	0	0	2656	0	0	4360	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			16			11			93	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		592			335			638			910	
Travel Time (s)		13.5			7.6			14.5			20.7	
Confl. Peds. (#/hr)	10		14	23		34	14		23	34		10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	9%	7%	1%	2%	1%	3%	0%	0%	2%	2%
Adj. Flow (vph)	64	133	50	32	144	50	113	377	26	28	337	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	247	0	0	226	0	0	516	0	0	458	0
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	1 6			2	
Permitted Phases	4			8			1 6			2		
Detector Phase	4	4		8	8		1	1 6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0			5.0	5.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		10.0			46.0	46.0	
Total Split (s)	30.0	30.0		30.0	30.0		14.0			46.0	46.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		15.6%			51.1%	51.1%	
Maximum Green (s)	25.0	25.0		25.0	25.0		9.0			41.0	41.0	
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)		-1.0			-1.0						-1.0	
Total Lost Time (s)		4.0			4.0						4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	

11: Main & North
PM Peak Existing
06/24/2022

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	60.0
Total Split (%)	67%
Maximum Green (s)	56.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	

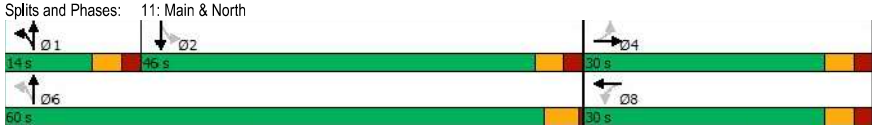
Synchro 11 Report

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0			3.0	3.0	
Recall Mode	None	None		None	None		None			Max	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 Effct Green (s)		18.7			18.7			56.2			42.5	
Actuated g/C Ratio		0.23			0.23			0.68			0.51	
v/c Ratio		0.76			0.60			0.27			0.20	
Control Delay		43.9			33.3			6.0			9.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		43.9			33.3			6.0			9.7	
LOS		D			C			A			A	
Approach Delay		43.9			33.3			6.0			9.7	
Approach LOS		D			C			A			A	
90th %ile Green (s)	25.0	25.0		25.0	25.0		9.0			41.0	41.0	
90th %ile Term Code	Max	Max		Hold	Hold		Max			MaxR	MaxR	
70th %ile Green (s)	21.5	21.5		21.5	21.5		9.0			41.0	41.0	
70th %ile Term Code	Gap	Gap		Hold	Hold		Max			MaxR	MaxR	
50th %ile Green (s)	18.0	18.0		18.0	18.0		9.0			41.0	41.0	
50th %ile Term Code	Gap	Gap		Hold	Hold		Max			MaxR	MaxR	
30th %ile Green (s)	14.8	14.8		14.8	14.8		8.8			41.2	41.2	
30th %ile Term Code	Gap	Gap		Hold	Hold		Gap			Hold	Hold	
10th %ile Green (s)	10.6	10.6		10.6	10.6		7.5			42.5	42.5	
10th %ile Term Code	Gap	Gap		Hold	Hold		Gap			Hold	Hold	
Queue Length 50th (ft)		113			97			45			35	
Queue Length 95th (ft)		195			167			84			63	
Internal Link Dist (ft)		512			255			558			830	
Turn Bay Length (ft)												
Base Capacity (vph)		445			520			1898			2279	
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		0.56			0.43			0.27			0.20	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 83	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 57.8%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 86.5	
50th %ile Actuated Cycle: 83	
30th %ile Actuated Cycle: 79.8	
10th %ile Actuated Cycle: 75.6	

11: Main & North
PM Peak Existing
06/24/2022

Splits and Phases: 11: Main & North



Synchro 11 Report

Lane Group	Ø6
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	56.0
90th %ile Term Code	MaxR
70th %ile Green (s)	56.0
70th %ile Term Code	MaxR
50th %ile Green (s)	56.0
50th %ile Term Code	MaxR
30th %ile Green (s)	56.0
30th %ile Term Code	MaxR
10th %ile Green (s)	56.0
10th %ile Term Code	MaxR
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

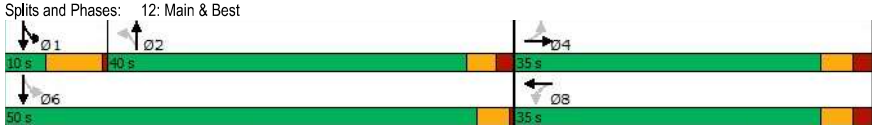
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	167	37	56	205	69	45	361	58	75	329	68
Future Volume (vph)	63	167	37	56	205	69	45	361	58	75	329	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.91	0.91	0.91
Ped Bike Factor		0.99		0.98	0.99			0.98			0.99	
Frt		0.981			0.962			0.981			0.978	
Flt Protected		0.988		0.950				0.995			0.992	
Satd. Flow (prot)	0	1752	0	1805	1702	0	0	3384	0	0	4770	0
Flt Permitted		0.672		0.452				0.859			0.814	
Satd. Flow (perm)	0	1187	0	838	1702	0	0	2913	0	0	3899	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			22			23			61	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		858			158			910			657	
Travel Time (s)		19.5			3.6			20.7			14.9	
Confl. Peds. (#/hr)	21		23	34		25	23		34	25		21
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	5%	4%	0%	7%	3%	0%	3%	3%	7%	3%	12%
Adj. Flow (vph)	72	190	42	64	233	78	51	410	66	85	374	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	304	0	64	311	0	0	527	0	0	536	0
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	1 6	
Permitted Phases	4			8			2			1 6		
Detector Phase	4	4		8	8		2	2		1	1 6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		4.0		
Minimum Split (s)	35.0	35.0		35.0	35.0		40.0	40.0		10.0		
Total Split (s)	35.0	35.0		35.0	35.0		40.0	40.0		10.0		
Total Split (%)	41.2%	41.2%		41.2%	41.2%		47.1%	47.1%		11.8%		
Maximum Green (s)	30.0	30.0		30.0	30.0		35.0	35.0		4.0		
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		5.5		
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.5		
Lost Time Adjust (s)		-1.0		-1.0	-1.0			-1.0				
Total Lost Time (s)		4.0		4.0	4.0			4.0				
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	50.0
Total Split (%)	59%
Maximum Green (s)	46.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		
Recall Mode	None	None		None	None		Max	Max		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)		21.7		21.7	21.7			36.2			47.3	
Actuated g/C Ratio		0.29		0.29	0.29			0.48			0.62	
v/c Ratio		0.88		0.27	0.62			0.38			0.21	
Control Delay		50.9		23.3	27.2			14.2			6.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		50.9		23.3	27.2			14.2			6.4	
LOS		D		C	C			B			A	
Approach Delay		50.9			26.6			14.2			6.4	
Approach LOS		D			C			B			A	
90th %ile Green (s)	30.0	30.0		30.0	30.0		35.0	35.0		4.0		
90th %ile Term Code	Max	Max		Hold	Hold		MaxR	MaxR		Max		
70th %ile Green (s)	25.0	25.0		25.0	25.0		35.0	35.0		4.0		
70th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		Max		
50th %ile Green (s)	20.8	20.8		20.8	20.8		35.0	35.0		4.0		
50th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		Max		
30th %ile Green (s)	17.0	17.0		17.0	17.0		35.0	35.0		4.0		
30th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		Max		
10th %ile Green (s)	12.3	12.3		12.3	12.3		35.0	35.0		4.0		
10th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		Max		
Queue Length 50th (ft)		131		23	117			75			30	
Queue Length 95th (ft)		220		52	187			134			58	
Internal Link Dist (ft)		778			78			830			577	
Turn Bay Length (ft)												
Base Capacity (vph)		493		343	711			1400			2530	
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		0.62		0.19	0.44			0.38			0.21	

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 76	
Natural Cycle: 85	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 85	
70th %ile Actuated Cycle: 80	
50th %ile Actuated Cycle: 75.8	
30th %ile Actuated Cycle: 72	
10th %ile Actuated Cycle: 67.3	

Splits and Phases: 12: Main & Best



12: Main & Best 06/24/2022
PM Peak Existing

Lane Group	Ø6
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	46.0
90th %ile Term Code	MaxR
70th %ile Green (s)	46.0
70th %ile Term Code	MaxR
50th %ile Green (s)	46.0
50th %ile Term Code	MaxR
30th %ile Green (s)	46.0
30th %ile Term Code	MaxR
10th %ile Green (s)	46.0
10th %ile Term Code	MaxR
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Synchro 11 Report

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	123	69	103	161	122	43	108	35	68	217	29
Future Volume (vph)	126	123	69	103	161	122	43	108	35	68	217	29
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	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00	0.98		1.00	
Frt		0.971			0.957				0.850		0.988	
Flt Protected		0.981			0.987			0.986			0.989	
Satd. Flow (prot)	0	1771	0	0	1622	0	0	1811	1524	0	1726	0
Flt Permitted		0.596			0.774			0.835			0.896	
Satd. Flow (perm)	0	1073	0	0	1271	0	0	1533	1488	0	1563	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			43				45		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1080			276			745			632	
Travel Time (s)		24.5			6.3			16.9			14.4	
Confl. Peds. (#/hr)	10		3	2		1	3		2	1		10
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	2%	4%	0%	4%	26%	2%	4%	6%	15%	5%	5%
Adj. Flow (vph)	162	158	88	132	206	156	55	138	45	87	278	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	0	0	494	0	0	193	45	0	402	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%	58.3%	58.3%	58.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		30.0	30.0	30.0	30.0	30.0	
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)		-1.0			-1.0			-1.0	-1.0		-1.0	
Total Lost Time (s)		4.0			4.0			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	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	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)		21.0			21.0			31.0	31.0		31.0	
Actuated g/C Ratio		0.35			0.35			0.52	0.52		0.52	
v/c Ratio		1.04			1.05			0.24	0.06		0.49	
Control Delay		80.6			76.5			9.1	2.9		7.6	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		80.6			76.5			9.1	2.9		7.6	
LOS		F			E			A	A		A	
Approach Delay		80.6			76.5			7.9			7.6	
Approach LOS		F			E			A			A	
Queue Length 50th (ft)		~159			~189			35	0		47	
Queue Length 95th (ft)		#248			#280			57	9		63	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1000			196			665			552	
Turn Bay Length (ft)												
Base Capacity (vph)		391			472			792	790		813	
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		1.04			1.05			0.24	0.06		0.49	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 49.0 Intersection LOS: D
Intersection Capacity Utilization 58.3% ICU Level of Service B
Analysis Period (min) 15

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

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

Splits and Phases: 7: Michigan & North

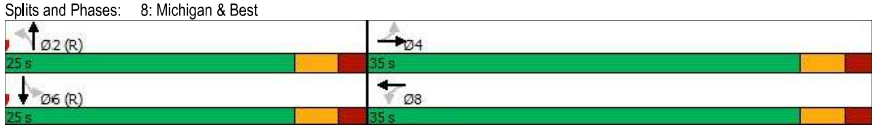
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	213	49	25	182	34	85	115	154	24	213	17
Future Volume (vph)	4	213	49	25	182	34	85	115	154	24	213	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.95			1.00	
Frt		0.975			0.981			0.941			0.991	
Flt Protected		0.999			0.995			0.988			0.995	
Satd. Flow (prot)	0	1739	0	0	1797	0	0	1519	0	0	1815	0
Flt Permitted		0.996			0.951			0.840			0.949	
Satd. Flow (perm)	0	1734	0	0	1710	0	0	1285	0	0	1730	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			20			71			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		925			738			632			576	
Travel Time (s)		21.0			16.8			14.4			13.1	
Confl. Peds. (#/hr)	12		22	42		12	22		42	12		12
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	4%	11%	3%	3%	0%	11%	4%	17%	13%	2%	0%
Parking (#/hr)						0			3			
Adj. Flow (vph)	5	245	56	29	209	39	98	132	177	28	245	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	306	0	0	277	0	0	407	0	0	293	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
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)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
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)		31.0			31.0			21.0			21.0	
Actuated g/C Ratio		0.52			0.52			0.35			0.35	
v/c Ratio		0.34			0.31			0.82			0.48	
Control Delay		8.9			8.9			31.4			18.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.9			8.9			31.4			18.1	
LOS		A			A			C			B	
Approach Delay		8.9			8.9			31.4			18.1	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		53			48			108			79	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		93			85			#240			135	
Internal Link Dist (ft)		845			658			552			496	
Turn Bay Length (ft)												
Base Capacity (vph)		909			893			495			610	
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		0.34			0.31			0.82			0.48	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 18.2 — Intersection LOS: B
Intersection Capacity Utilization 72.3% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Michigan & Best



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	176	55	29	87	65	42	174	85	27	154	25
Future Volume (vph)	53	176	55	29	87	65	42	174	85	27	154	25
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	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00	0.97		0.99	
Frt		0.974			0.952				0.850		0.983	
Flt Protected		0.991			0.992			0.990			0.993	
Satd. Flow (prot)	0	1786	0	0	1460	0	0	1830	1583	0	1701	0
Flt Permitted		0.913			0.919			0.918			0.949	
Satd. Flow (perm)	0	1639	0	0	1352	0	0	1694	1540	0	1625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			51				90		17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1080			276			745			632	
Travel Time (s)		24.5			6.3			16.9			14.4	
Confl. Peds. (#/hr)	16		7	4		2	7		4	2		16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	4%	8%	10%	44%	2%	3%	2%	11%	8%	8%
Adj. Flow (vph)	56	187	59	31	93	69	45	185	90	29	164	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	302	0	0	193	0	0	230	90	0	220	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%	58.3%	58.3%	58.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		30.0	30.0	30.0	30.0	30.0	
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)		-1.0			-1.0			-1.0	-1.0		-1.0	
Total Lost Time (s)		4.0			4.0			4.0	4.0		4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	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	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effct Green (s)		21.0			21.0			31.0	31.0		31.0	
Actuated g/C Ratio		0.35			0.35			0.52	0.52		0.52	
v/c Ratio		0.51			0.38			0.26	0.11		0.26	
Control Delay		18.0			13.3			9.1	2.4		5.9	
Queue Delay		0.0			0.0			0.0	0.0		0.0	
Total Delay		18.0			13.3			9.1	2.4		5.9	
LOS		B			B			A	A		A	
Approach Delay		18.0			13.3			7.2			5.9	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		78			36			43	0		25	
Queue Length 95th (ft)		143			83			79	17		45	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		1000			196			665			552	
Turn Bay Length (ft)												
Base Capacity (vph)		587			506			875	839		847	
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		0.51			0.38			0.26	0.11		0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Michigan & North

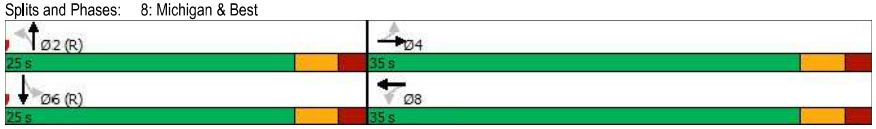
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	277	30	25	244	29	52	179	60	31	129	20
Future Volume (vph)	9	277	30	25	244	29	52	179	60	31	129	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.98			0.99	
Frt		0.987			0.987			0.972			0.985	
Flt Protected		0.999			0.996			0.991			0.991	
Satd. Flow (prot)	0	1772	0	0	1770	0	0	1681	0	0	1768	0
Flt Permitted		0.991			0.960			0.916			0.911	
Satd. Flow (perm)	0	1757	0	0	1700	0	0	1551	0	0	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			14			24			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		925			738			632			576	
Travel Time (s)		21.0			16.8			14.4			13.1	
Confl. Peds. (#/hr)	28		7	39		16	7		39	16		28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	22%	5%	4%	21%	4%	0%	13%	5%	7%	3%	5%	0%
Parking (#/hr)						2			6			
Adj. Flow (vph)	9	292	32	26	257	31	55	188	63	33	136	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	333	0	0	314	0	0	306	0	0	190	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
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)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
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)		31.0			31.0			21.0			21.0	
Actuated g/C Ratio		0.52			0.52			0.35			0.35	
v/c Ratio		0.36			0.35			0.55			0.33	
Control Delay		9.7			9.6			18.9			15.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.7			9.6			18.9			15.5	
LOS		A			A			B			B	
Approach Delay		9.7			9.6			18.9			15.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		63			58			80			46	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		111			105			148			91	
Internal Link Dist (ft)		845			658			552			496	
Turn Bay Length (ft)												
Base Capacity (vph)		914			885			558			574	
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			0.35			0.55			0.33	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 13.1 — Intersection LOS: B
Intersection Capacity Utilization 55.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Michigan & Best



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	123	69	103	161	122	43	108	35	68	217	29
Future Volume (vph)	126	123	69	103	161	122	43	108	35	68	217	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		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
Ped Bike Factor	0.99	0.99		1.00	0.99			0.99			1.00	
Frt		0.946			0.935			0.974			0.988	
Flt Protected	0.950			0.950				0.989			0.989	
Satd. Flow (prot)	1805	1733	0	1805	1550	0	0	1753	0	0	1726	0
Flt Permitted	0.440			0.569				0.855			0.883	
Satd. Flow (perm)	826	1733	0	1078	1550	0	0	1515	0	0	1540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			78			25			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1080			276			745			632	
Travel Time (s)		24.5			6.3			16.9			14.4	
Confl. Peds. (#/hr)	10		3	2		1	3		2	1		10
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	2%	4%	0%	4%	26%	2%	4%	6%	15%	5%	5%
Adj. Flow (vph)	162	158	88	132	206	156	55	138	45	87	278	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	246	0	132	362	0	0	238	0	0	402	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	
Total Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	
Total Split (%)	48.3%	48.3%		48.3%	48.3%		51.7%	51.7%		51.7%	51.7%	
Maximum Green (s)	24.0	24.0		24.0	24.0		26.0	26.0		26.0	26.0	
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)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	9.0	9.0		9.0	9.0		9.0	9.0		9.0	9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	25.0	25.0		25.0	25.0			27.0			27.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42			0.45			0.45	
v/c Ratio	0.47	0.33		0.29	0.52			0.34			0.58	
Control Delay	18.4	10.4		13.9	13.4			11.3			11.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	18.4	10.4		13.9	13.4			11.3			11.3	
LOS	B	B		B	B			B			B	
Approach Delay		13.6			13.5			11.3			11.3	

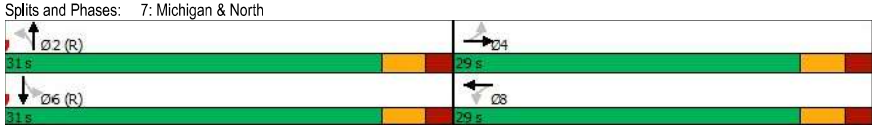
7: Michigan & North
AM Peak Mitigation
06/24/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	41	43		30	70			47			57	
Queue Length 95th (ft)	74	70		55	109			75			86	
Internal Link Dist (ft)		1000			196			665			552	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	344	755		449	691			695			699	
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	0.47	0.33		0.29	0.52			0.34			0.58	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 12.6 — Intersection LOS: B
Intersection Capacity Utilization 55.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Michigan & North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	213	49	25	182	34	85	115	154	24	213	17
Future Volume (vph)	4	213	49	25	182	34	85	115	154	24	213	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99		0.98	0.94			1.00	
Frt		0.975			0.981			0.914			0.991	
Flt Protected		0.999			0.995		0.950				0.995	
Satd. Flow (prot)	0	1739	0	0	1797	0	1626	1471	0	0	1815	0
Flt Permitted		0.996			0.951		0.508				0.950	
Satd. Flow (perm)	0	1734	0	0	1710	0	851	1471	0	0	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			20			124			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		925			738			632			576	
Travel Time (s)		21.0			16.8			14.4			13.1	
Confl. Peds. (#/hr)	12		22	42		12	22		42	12		12
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	4%	11%	3%	3%	0%	11%	4%	17%	13%	2%	0%
Parking (#/hr)						0			3			
Adj. Flow (vph)	5	245	56	29	209	39	98	132	177	28	245	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	306	0	0	277	0	98	309	0	0	293	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
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)		-1.0			-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
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)		31.0			31.0		21.0	21.0			21.0	
Actuated g/C Ratio		0.52			0.52		0.35	0.35			0.35	
v/c Ratio		0.34			0.31		0.33	0.52			0.48	
Control Delay		8.9			8.9		18.3	12.7			18.1	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		8.9			8.9		18.3	12.7			18.1	
LOS		A			A		B	B			B	

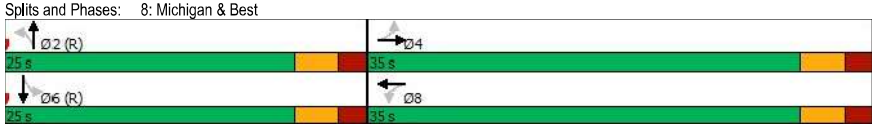
8: Michigan & Best
AM Peak Mitigation
06/22/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		8.9			8.9			14.0			18.1	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		53			48		25	49			79	
Queue Length 95th (ft)		93			85		58	106			135	
Internal Link Dist (ft)		845			658			552			496	
Turn Bay Length (ft)							180					
Base Capacity (vph)		909			893		297	595			610	
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		0.34			0.31		0.33	0.52			0.48	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 66.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: Michigan & Best



Synchro 11 Report

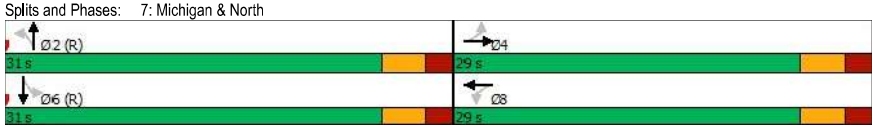
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	176	55	29	87	65	42	174	85	27	154	25
Future Volume (vph)	53	176	55	29	87	65	42	174	85	27	154	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		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
Ped Bike Factor	0.97	0.99		0.99	0.99			0.99			0.99	
Frt		0.964			0.936			0.962			0.983	
Flt Protected	0.950			0.950				0.993			0.993	
Satd. Flow (prot)	1805	1772	0	1671	1414	0	0	1755	0	0	1699	0
Flt Permitted	0.654			0.569				0.937			0.936	
Satd. Flow (perm)	1206	1772	0	995	1414	0	0	1654	0	0	1601	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			69			43			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1080			276			745			632	
Travel Time (s)		24.5			6.3			16.9			14.4	
Confl. Peds. (#/hr)	16		7	4		2	7		4	2		16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	4%	8%	10%	44%	2%	3%	2%	11%	8%	8%
Adj. Flow (vph)	56	187	59	31	93	69	45	185	90	29	164	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	246	0	31	162	0	0	320	0	0	220	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	
Total Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	
Total Split (%)	48.3%	48.3%		48.3%	48.3%		51.7%	51.7%		51.7%	51.7%	
Maximum Green (s)	24.0	24.0		24.0	24.0		26.0	26.0		26.0	26.0	
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)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	9.0	9.0		9.0	9.0		9.0	9.0		9.0	9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	25.0	25.0		25.0	25.0			27.0			27.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42			0.45			0.45	
v/c Ratio	0.11	0.32		0.07	0.26			0.42			0.30	
Control Delay	11.5	11.7		11.2	8.1			11.6			7.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	11.5	11.7		11.2	8.1			11.6			7.9	
LOS	B	B		B	A			B			A	
Approach Delay		11.6			8.6			11.6			7.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			A			B			A	
Queue Length 50th (ft)	12	49		6	20			62			30	
Queue Length 95th (ft)	31	95		20	53			118			53	
Internal Link Dist (ft)		1000			196			665			552	
Turn Bay Length (ft)	100			100								
Base Capacity (vph)	502	757		414	629			767			728	
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	0.11	0.32		0.07	0.26			0.42			0.30	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 10.3 — Intersection LOS: B
Intersection Capacity Utilization 49.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Michigan & North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	277	30	25	244	29	52	179	60	31	129	20
Future Volume (vph)	9	277	30	25	244	29	52	179	60	31	129	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99		0.99	0.98			0.99	
Frt		0.987			0.987			0.962			0.985	
Flt Protected		0.999			0.996		0.950				0.991	
Satd. Flow (prot)	0	1772	0	0	1770	0	1597	1693	0	0	1768	0
Flt Permitted		0.991			0.960		0.633				0.920	
Satd. Flow (perm)	0	1757	0	0	1700	0	1055	1693	0	0	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			14			31			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		925			738			632			576	
Travel Time (s)		21.0			16.8			14.4			13.1	
Confl. Peds. (#/hr)	28		7	39		16	7		39	16		28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	22%	5%	4%	21%	4%	0%	13%	5%	7%	3%	5%	0%
Parking (#/hr)						2			6			
Adj. Flow (vph)	9	292	32	26	257	31	55	188	63	33	136	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	333	0	0	314	0	55	251	0	0	190	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
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)		-1.0			-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
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)		31.0			31.0		21.0	21.0			21.0	
Actuated g/C Ratio		0.52			0.52		0.35	0.35			0.35	
v/c Ratio		0.36			0.35		0.15	0.41			0.33	
Control Delay		9.7			9.6		14.8	15.4			15.4	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		9.7			9.6		14.8	15.4			15.4	
LOS		A			A		B	B			B	

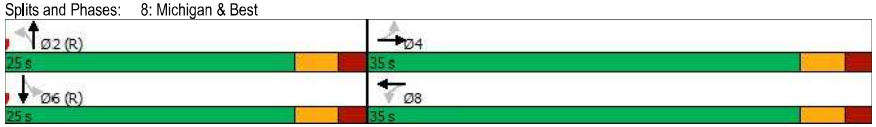
8: Michigan & Best
PM Peak Mitigation
06/20/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.7			9.6			15.3			15.4	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		63			58		13	58			46	
Queue Length 95th (ft)		111			105		35	112			91	
Internal Link Dist (ft)		845			658			552			496	
Turn Bay Length (ft)							180					
Base Capacity (vph)		914			885		369	612			579	
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		0.36			0.35		0.15	0.41			0.33	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 63.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Michigan & Best



Synchro 11 Report

Intersection: 4: Masten & Best

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	437	421	117	118
Average Queue (ft)	167	165	58	52
95th Queue (ft)	306	339	100	88
Link Distance (ft)	389	1492	575	467
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	4			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Masten & Best

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	414	460	79	139
Average Queue (ft)	188	155	28	71
95th Queue (ft)	344	324	62	115
Link Distance (ft)	389	1492	575	467
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	2			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Masten & Best

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	535	397	91	135
Average Queue (ft)	207	147	35	63
95th Queue (ft)	404	322	75	113
Link Distance (ft)	682	1492	575	467
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Masten & Best

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	306	329	118	161
Average Queue (ft)	142	148	55	65
95th Queue (ft)	254	288	99	121
Link Distance (ft)	682	1492	575	467
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Proposed with Mitigation

08/19/2022

Intersection: 4: Masten & Best

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	250	266	101	204
Average Queue (ft)	104	90	37	86
95th Queue (ft)	193	189	77	150
Link Distance (ft)	682	1492	575	467
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Proposed with Mitigation

08/19/2022

Intersection: 4: Masten & Best

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	272	290	133	137
Average Queue (ft)	117	102	64	80
95th Queue (ft)	206	195	105	127
Link Distance (ft)	682	1492	575	467
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	340	24	28	238	19	5	33	15	19	119	13
Future Volume (vph)	33	340	24	28	238	19	5	33	15	19	119	13
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	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.98			0.99	
Frt		0.992			0.991			0.961			0.988	
Flt Protected		0.996			0.995			0.995			0.994	
Satd. Flow (prot)	0	1809	0	0	1741	0	0	1676	0	0	1724	0
Flt Permitted		0.956			0.938			0.971			0.961	
Satd. Flow (perm)	0	1733	0	0	1638	0	0	1627	0	0	1657	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			10			24			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		738			1549			632			495	
Travel Time (s)		16.8			35.2			14.4			11.3	
Confl. Peds. (#/hr)	21		47	27		28	47		27	28		21
Peak Hour Factor	0.83	0.83	0.83	0.86	0.86	0.86	0.63	0.63	0.63	0.69	0.69	0.69
Heavy Vehicles (%)	3%	3%	5%	21%	5%	13%	0%	6%	9%	11%	8%	0%
Adj. Flow (vph)	40	410	29	33	277	22	8	52	24	28	172	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	479	0	0	332	0	0	84	0	0	219	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	30.0	30.0		30.0	30.0		28.0	28.0		28.0	28.0	
Total Split (s)	37.0	37.0		37.0	37.0		21.0	21.0		21.0	21.0	
Total Split (%)	63.8%	63.8%		63.8%	63.8%		36.2%	36.2%		36.2%	36.2%	
Maximum Green (s)	33.0	33.0		33.0	33.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
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)		33.0			33.0			17.0			17.0	
Actuated g/C Ratio		0.57			0.57			0.29			0.29	
v/c Ratio		0.48			0.35			0.17			0.45	
Control Delay		9.4			7.9			12.8			19.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.4			7.9			12.8			19.5	
LOS		A			A			B			B	
Approach Delay		9.4			7.9			12.8			19.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		85			53			15			59	
Queue Length 95th (ft)		129			89			27			81	

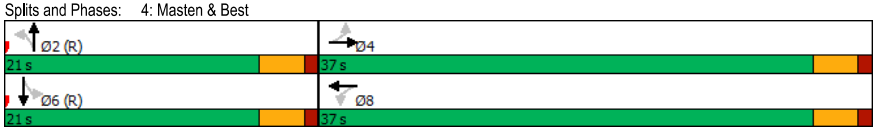
4: Masten & Best 08/19/2022
AM Peak Mitigation Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		658			1469			552			415	
Turn Bay Length (ft)												
Base Capacity (vph)		989			936			493			491	
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		0.48			0.35			0.17			0.45	

Intersection Summary

Area Type: Other
Cycle Length: 58
Actuated Cycle Length: 58
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 11.2 Intersection LOS: B
Intersection Capacity Utilization 47.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Masten & Best



Synchro 11 Report

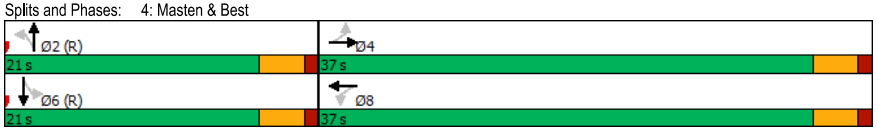
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	372	13	18	277	25	10	53	53	48	61	6
Future Volume (vph)	22	372	13	18	277	25	10	53	53	48	61	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.97			1.00	
Frt		0.996			0.989			0.938			0.993	
Flt Protected		0.997			0.997			0.996			0.979	
Satd. Flow (prot)	0	1811	0	0	1743	0	0	1653	0	0	1705	0
Flt Permitted		0.972			0.968			0.971			0.845	
Satd. Flow (perm)	0	1764	0	0	1690	0	0	1606	0	0	1469	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			12			74			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		738			1549			632			495	
Travel Time (s)		16.8			35.2			14.4			11.3	
Confl. Peds. (#/hr)	15		34	21		3	34		21	3		15
Peak Hour Factor	0.83	0.83	0.83	0.86	0.86	0.86	0.63	0.63	0.63	0.69	0.69	0.69
Heavy Vehicles (%)	5%	4%	0%	22%	7%	0%	0%	8%	2%	13%	5%	0%
Adj. Flow (vph)	27	448	16	21	322	29	16	84	84	70	88	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	491	0	0	372	0	0	184	0	0	167	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	30.0	30.0		30.0	30.0		28.0	28.0		28.0	28.0	
Total Split (s)	37.0	37.0		37.0	37.0		21.0	21.0		21.0	21.0	
Total Split (%)	63.8%	63.8%		63.8%	63.8%		36.2%	36.2%		36.2%	36.2%	
Maximum Green (s)	33.0	33.0		33.0	33.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
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)		33.0			33.0			17.0			17.0	
Actuated g/C Ratio		0.57			0.57			0.29			0.29	
v/c Ratio		0.49			0.39			0.35			0.38	
Control Delay		9.5			8.1			12.2			19.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.5			8.1			12.2			19.0	
LOS		A			A			B			B	
Approach Delay		9.5			8.1			12.2			19.0	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		89			60			29			44	
Queue Length 95th (ft)		134			101			41			65	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		658			1469			552			415	
Turn Bay Length (ft)												
Base Capacity (vph)		1005			966			523			434	
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		0.49			0.39			0.35			0.38	

Intersection Summary

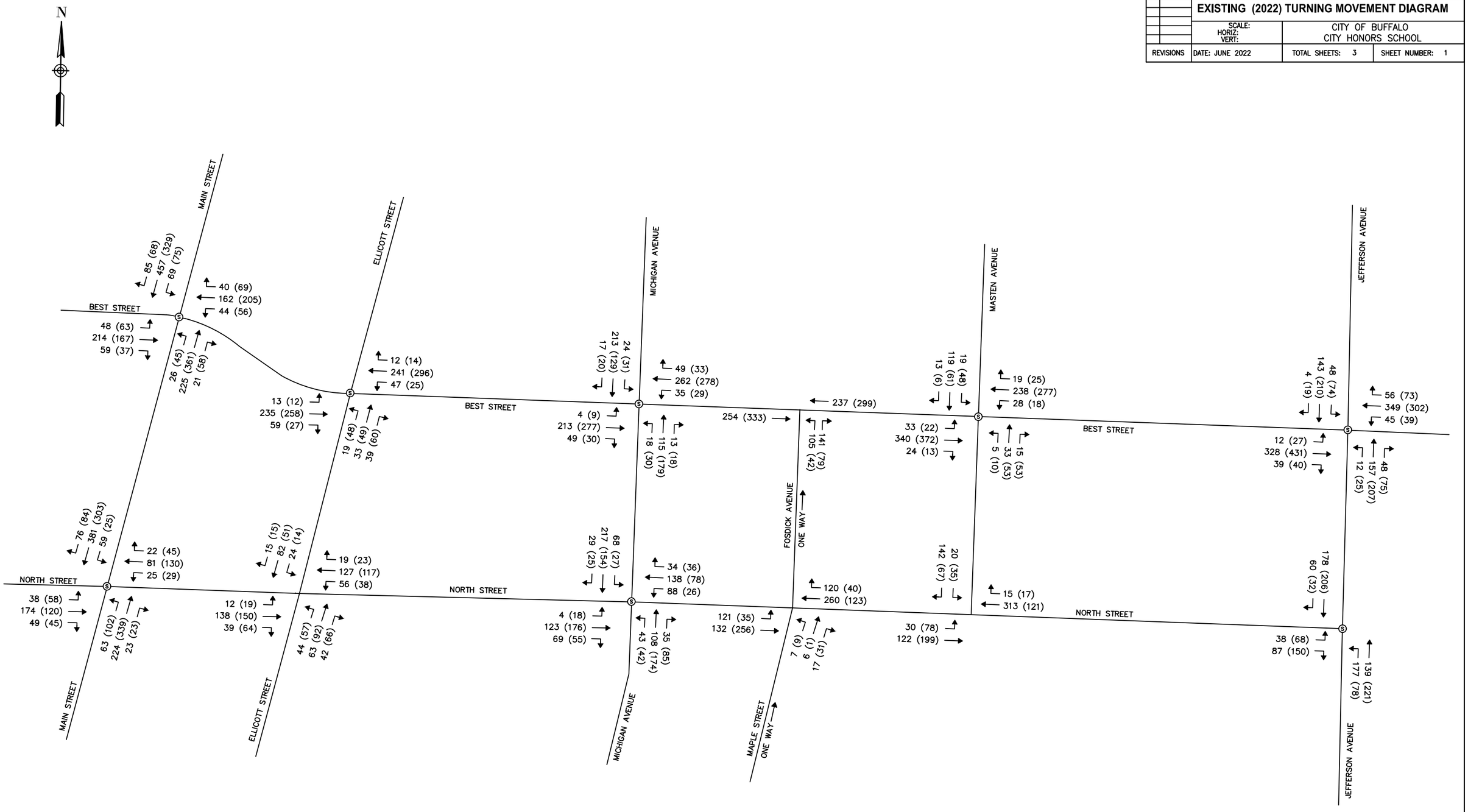
Area Type: Other
Cycle Length: 58
Actuated Cycle Length: 58
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 47.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Masten & Best



Appendix E
Turning Movement Diagrams

	CITY HONORS TRAFFIC IMPACT STUDY		
	EXISTING (2022) TURNING MOVEMENT DIAGRAM		
	SCALE: HORIZ: VERT:	CITY OF BUFFALO CITY HONORS SCHOOL	
REVISIONS	DATE: JUNE 2022	TOTAL SHEETS: 3	SHEET NUMBER: 1



KEY

XX – AM PEAK HOUR (7:30 – 8:30 AM)

(XX) – PM PEAK HOUR (2:45 – 3:45 PM)

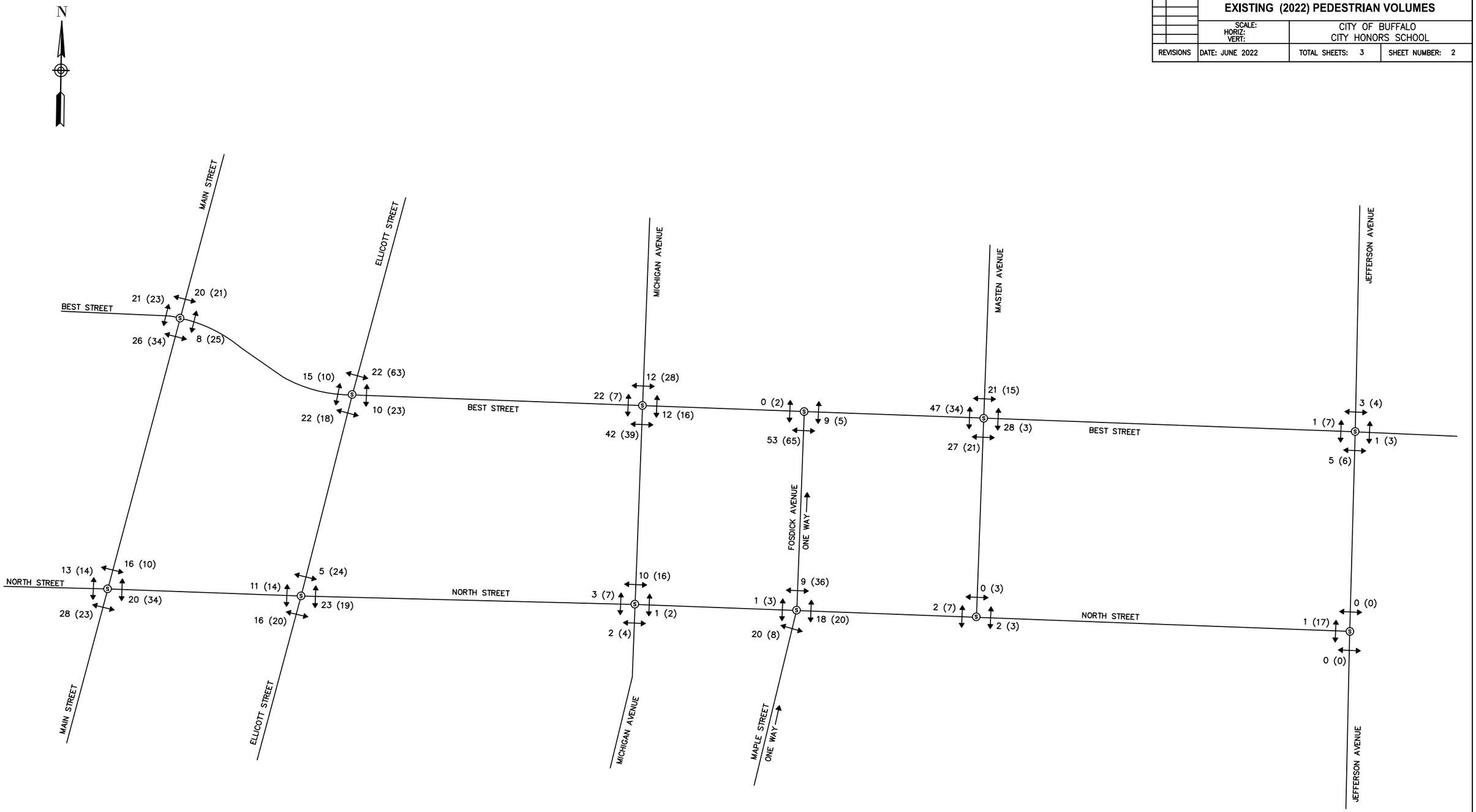
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

FIGURE 1

IN CHARGE OF KAW | DESIGNED BY KAW | CHECKED BY KAW | ESTIMATED BY | CHECKED BY | DRAFTED BY AAS | CHECKED BY KAW | DATE | 6/1

Jun 24, 2022 – 11:30am
F:\Project\201 – CITY OF BUFFALO\201016001 – City Honors Traffic Study\Planning–Study\CADD\City Honors TMC Existing.dwg

	CITY HONORS TRAFFIC IMPACT STUDY		
	EXISTING (2022) PEDESTRIAN VOLUMES		
	SCALE: HORIZ: VERT:	CITY OF BUFFALO CITY HONORS SCHOOL	
REVISIONS	DATE: JUNE 2022	TOTAL SHEETS: 3	SHEET NUMBER: 2



KEY

XX – AM PEAK HOUR (7:30 – 8:30 AM)

(XX) – PM PEAK HOUR (2:45 – 3:45 PM)

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Syracuse, New York 13212
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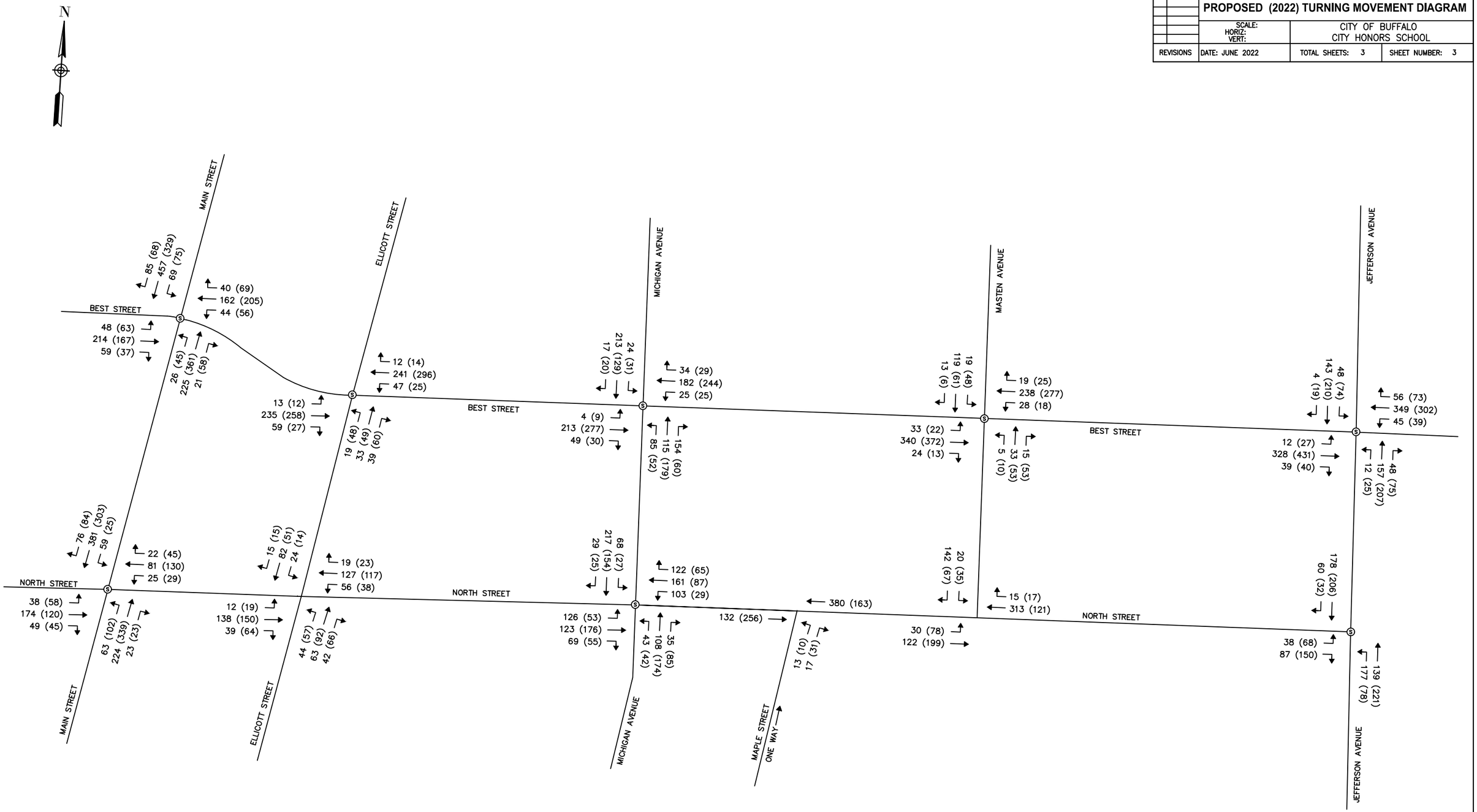
FIGURE 2

IN CHARGE OF KAW | DESIGNED BY KAW | CHECKED BY KAW | ESTIMATED BY | CHECKED BY | DRAFTED BY AAS | CHECKED BY KAW | DATE 6/1

Jun 24, 2022 – 11:30am
F:\Project\201 – CITY OF BUFFALO\201016001 – City Honors Traffic Study\Planning-Study\CADD\City Honors Existing Pedestrian Volumes.dwg

	CITY HONORS TRAFFIC IMPACT STUDY		
	PROPOSED (2022) TURNING MOVEMENT DIAGRAM		
	SCALE: HORIZ: VERT:	CITY OF BUFFALO CITY HONORS SCHOOL	
REVISIONS	DATE: JUNE 2022	TOTAL SHEETS: 3	SHEET NUMBER: 3



KEY

XX – AM PEAK HOUR
(7:30 – 8:30 AM)

(XX) – PM PEAK HOUR
(2:45 – 3:45 PM)

C&S Engineers, Inc.
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FIGURE 3

IN CHARGE OF KAW | DESIGNED BY KAW | CHECKED BY KAW | ESTIMATED BY | CHECKED BY | DRAFTED BY AAS | CHECKED BY KAW | DATE 6/1

Jun 24, 2022 – 11:30am
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