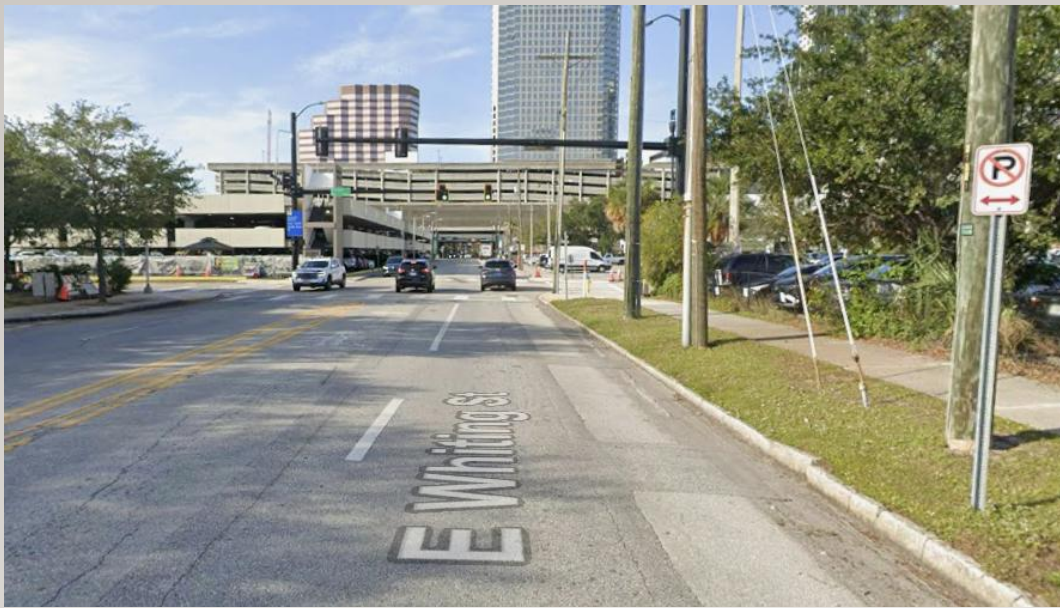




September 30, 2026

TECHNICAL MEMORANDUM

E Whiting St Westbound Lane Repurposing

From: Ashley Dr to Jefferson St

Traffic Analysis

Citywide Traffic Analysis & Support



Submitted to: 
Traffic Management Center, City of Tampa

CERTIFICATION

AGENCY: TRAFFIC MANAGEMENT CENTER
TRANSPORTATION AND STORMWATER SERVICES
CITY OF TAMPA
1104 East Twiggs Street, Suite #200
Tampa, Florida 33602

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Bala Consulting Services, LLC authorized to operate as an engineering business (Certificate of Authorization No. 31398) and that I have reviewed or approved the calculations, findings, opinions, conclusions, or technical advice hereby reported for:

PROJECT: E Whiting St from Ashley Dr to Jefferson St
Downtown Tampa, Hillsborough County, Florida
REPORT: Lane Repurposing Concept Report

I acknowledge that the procedures and references used to develop the information contained in this report are standard to the professional practices of civil engineering as applied through professional judgement and experience.

SIGNATURE:

Bala Padmanabhan, P.E.
P.E. No. 37332
September 30, 2026
813-420-5317



Executive Summary

Bala Consulting Services, LLC (BCS) conducted a Lane Repurposing study for the westbound lanes on E Whiting St between Ashley Dr and Jefferson St located in Downtown Tampa, Hillsborough County, Florida.

The purpose of this study is to determine the feasibility of repurposing E Whiting St. from the existing four lane two-way typical section to a two-lane two-way typical section with an east-west bicycle track. As part of the analysis, a yearly growth factor of 2.0% was considered over a 10-year period for a total 10-year growth factor of 1.22 ($1.02^{10} = 1.22$), which was analyzed for the existing and proposed conditions for both the AM and PM peak periods

Based on the results of the analysis, field observations during the AM and PM peak hours by a registered professional engineer, and engineering judgement, the following recommendation was developed.

The Whiting Street and Tampa Street intersection is recommended for evaluation of timing changes after implementation for the PM Peak. Timing changes can be reviewed and adjusted based on the Synchro reports provide in **Appendix C**.

Overall, the elimination of lanes on E Whiting St will not adversely affect the flow of traffic, nor will it cause any undue safety issues. This is primarily because the volume of traffic on E Whiting St is currently in line with a one lane street instead of the two-lane street as it is currently configured.

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- Appendix A:** E Whiting St Bicycle Track Concept Plans
- Appendix B:** Turning Movement Counts
- Appendix C:** Synchro Reports

1. Introduction

Recent City of Tampa initiatives developed out of Complete Streets, Vision Zero, and other strategic programs, have focused on revitalizing the existing infrastructure, expanding multimodal networks, creating safer streets, supporting efficient transit, and managing congestion. One such pursuit has been the revisioning of E Whiting St in Downtown Tampa. Aiming to maximize the available right of way within the downtown network, the City identified Whiting St as having a surplus of capacity. Preliminary design plans, shown in **Appendix A**, were developed to determine the feasibility of converting the existing surplus capacity into a two-way bicycle track on E Whiting St. As part of the City's assessment to fully understand the benefits, impacts, and effects of this proposed project, Bala Consulting Services (BCS), LLC, was tasked to perform a Traffic Analysis Study. This study will inform the City of any adverse impacts of the proposed E Whiting St repurposing project, especially connected to traffic impacts and overall safety.

This study evaluates the six signalized intersections along the one-third-mile segment of E Whiting St. Each intersection was assessed for level of service, delay, and volume-to-capacity (V/C) ratio. Existing and proposed conditions were compared under current traffic volumes and projected 10-year growth to identify changes, make comparisons, and analyze their effects on traffic along southbound E Whiting St. **Figure 1** shows the site location.



Figure 1: Site Location Map: Site location map of downtown Tampa showing the E. Whiting Street study corridor between N. Ashley Drive and N. Jefferson Street, including the six signalized intersections evaluated in the lane repurposing study.

2. Existing Conditions Traffic Analysis

E Whiting St is an east-west collector roadway part of the downtown grid network, which facilitates maneuverability to various offices, restaurants, commercial spaces, parking garages and residential buildings within Downtown Tampa. It is an urban commercial four-lane undivided collector roadway. E Whiting St extends three blocks east of the eastern limits of this study at N Jefferson St to N Brush St. The speed limit on E Whiting St is 25 MPH, although it is not posted, which is typical for downtown streets. Per the FDOT Traffic Online Website, the Annual Average Daily Traffic (AADT) is 4,600 VPD. E Whiting St has two (2) through lanes in both the eastbound and westbound directions with no median divider. There are left turn lanes at N Ashley Dr, N Tampa St, S Franklin St, and N Morgan St. There is on-street parking periodically throughout the length of the study limits on E Whiting St, as well as sidewalk along both sides of the road. E Whiting St is an integral connector to the Fort Brooke Garage, which is major parking facility in Downtown Tampa as well as the Whiting St Garage.

Each of the six evaluated intersections were modeled using the Cubic Synchro Studio, version 12. The base line Synchro files were provided by the City of Tampa Smart Mobility Department from their overall network model. Lane configurations and signal timings were confirmed with the latest signal timing sheets, and with observations of each intersection. 8-Hour Turning Movement Counts (TMCs) were used for volumetric inputs and are found in **Appendix B** of this report. Volumes from the TMCs were in line with the FDOT AADT values of approximately 4,600 VPD. Eastbound volumes on E Whiting St were about 1.5 times greater than westbound volumes overall, with the average eastbound vehicle per hour for the AM and PM peaks being 282 VPH. The average westbound vehicle per hour between the AM and PM peaks was 143 VPH. PM peak volumes were typically greater than the AM peak except at Franklin St where the greatest demand was 435 VPH in the AM peak for the eastbound approach. Overall demand for E Whiting St is low to moderate across all intersections on the corridor. For reference, Federal Highway guidelines suggest that an 11-foot-wide urban roadway in a downtown setting, with a 25 MPH speed limit can facilitate between 500 and 900 VPH per lane depending on various conditions. With the volumes on E Whiting St falling below 500 VPH, a single lane should be sufficient to handle current demands. Corridor Volumes can be viewed below in **Table 1**.

E Whiting St Corridor Existing Volumes		EB Approach	WB Approach	NB Approach	SB Approach	Intersection Total
 Ashley Dr	AM Peak		120	112	246	478
	PM Peak		128	155	212	495
 Tampa St 	AM Peak	257	173		1,262	1,692
	PM Peak	391	219		1,331	1,941
 Franklin St	AM Peak	435	107	123		665
	PM Peak	251	151	221		623
 Florida Ave 	AM Peak	145	231	1,251		1,627
	PM Peak	382	133	1,246		1,761
 Morgan St	AM Peak	104	245	138	129	616
	PM Peak	329	125	116	175	745
 Jefferson St 	AM Peak	135	39	200	138	512
	PM Peak	394	49	164	123	730
Totals:		2,823	1,720	3,726	3,616	11,885

Table 1: E Whiting St Corridor Volumes: Table comparing AM and PM peak-hour traffic volumes along the E. Whiting Street corridor at six study intersections. Eastbound volumes are generally higher than westbound volumes, with all observed volumes below 500 vehicles per hour.

Of the six intersections within the study, only Tampa St and Morgan St showed an existing level of service of 'D' for the current conditions in the current year, while all other intersections had a level of service of 'C' or better. For year 10 with the current conditions, the eastbound approach on Whiting St degraded to LOS F at Tampa St, while the eastbound approach at Florida Ave went from a LOS 'C' to a 'D' in the PM peak. The eastbound approach in the PM peak at Morgan St stayed a LOS 'D' between the year 0 and year 10 volumes. The greatest eastbound and westbound approach delay was for any intersection was 88.4 seconds for the eastbound movement at Tampa St in the PM peak in year 10. The next highest approach delay time was 77.0 seconds, also at Tampa St, but for the westbound approach, also in the PM peak in year 10. The highest V/C value was 0.78 for eastbound PM peak at Morgan St. With 1.0 being the ideal ratio to maximize the volume through the available capacity, the intersections on E Whiting St occupy well less than this in the peak hours, even when considering the 10-year growth factor. Finally, the observed queueing during both the AM and PM peak periods were minimal, and most queues cleared within one cycle when conducting field reviews for current conditions. This suggests that reconfiguring or reducing lane capacity on E Whiting St is feasible. **Table 2** below shows the intersection performance metrics along E. Whiting St for the existing conditions for both year 0 and year 10 volumes.

E Whiting St from Ashley Dr to Jefferson St Lane Repurposing Study

Traffic Management Center

Whiting St Corridor Existing Conditions (Yr 0 and Yr 10)		LOS EB Approach	LOS WB Approach	LOS Intersection	Delay EB Approach (sec.)	Delay WB Approach (sec.)	Delay Intersection (sec.)	V/C EB Approach (Target: ≤ 1.0)	V/C WB Approach (Target: ≤ 1.0)	V/C Intersection Max (Target: ≤ 1.0)
 Ashley Dr	AM Exist. - Yr 0	A	A	B	0.0	5.3	19.6	0.00	0.13	0.50 (SBL)
	AM Exist. - Yr 10	A	A	C	0.0	6.9	24.9	0.00	0.16	0.60 (SB)
	PM Exist. - Yr 0	A	A	B	0.0	3.3	17.9	0.00	0.14	0.42 (SBL)
	PM Exist. - Yr 10	A	A	D	0.0	4.1	37.8	0.00	0.16	0.50 (SBL)
 Tampa St	AM Exist. - Yr 0	C	D	C	27.9	40.4	27.4	0.31	0.25	0.62 (SB)
	AM Exist. - Yr 10	C	D	C	33.7	41.3	30.9	0.37	0.30	0.74 (SB)
	PM Exist. - Yr 0	D	D	C	54.1	60.7	34.6	0.50	0.57	0.65 (SB)
	PM Exist. - Yr 10	F	E	D	88.4	77.0	45.1	0.59	0.77	0.77
 Franklin St	AM Exist. - Yr 0	A	B	A	7.1	14.4	9.5	0.36	0.11	0.36
	AM Exist. - Yr 10	A	B	A	7.7	14.6	9.9	0.42	0.14	0.42
	PM Exist. - Yr 0	A	B	A	4.4	13.4	9.5	0.20	0.13	0.28 (NBR)
	PM Exist. - Yr 10	A	B	B	5.5	13.7	10.2	0.24	0.18	0.32
 Florida Ave	AM Exist. - Yr 0	C	C	C	24.9	25.2	31.4	0.19	0.23	0.70 (NB)
	AM Exist. - Yr 10	C	C	D	23.6	27.6	35.2	0.23	0.27	0.82 (NB)
	PM Exist. - Yr 0	C	C	C	32.3	23.8	31.0	0.56	0.15	0.65 (NB)
	PM Exist. - Yr 10	D	C	C	35.5	26.1	34.4	0.66	0.17	0.76 (NB)
 Morgan St	AM Exist. - Yr 0	C	B	B	26.6	11.8	15.8	0.20	0.24	0.24
	AM Exist. - Yr 10	C	B	B	26.3	12.3	16.1	0.23	0.28	0.28
	PM Exist. - Yr 0	D	B	C	41.2	10.2	25.5	0.67	0.17	0.67
	PM Exist. - Yr 10	D	B	C	49.7	10.7	28.8	0.78	0.22	0.78
 Jefferson St	AM Exist. - Yr 0	C	C	B	33.6	10.9	10.7	0.33	0.32	0.33
	AM Exist. - Yr 10	C	C	B	34.1	10.4	10.9	0.38	0.23	0.38
	PM Exist. - Yr 0	B	C	B	36.5	10.3	13.4	0.66	0.22	0.66
	PM Exist. - Yr 10	B	B	B	36.5	9.9	13.5	0.57	0.69	0.69

Table 2: E Whiting St Intersection Performance Metrics – Existing Conditions: Table summarizing AM and PM peak-hour intersection performance under existing conditions at six E. Whiting Street intersections for current-year and 10-year traffic volumes. Metrics include level of service, delay, and volume-to-capacity ratio; most intersections operate at LOS C or better, with the poorest future performance occurring at Tampa Street during the PM peak.

3. Proposed Conditions Traffic Analysis

The proposed conditions modeled in the Synchro Studio version 12 software reflect the concept drawings shown in **Appendix A** of this report. Both current volumetric demands and a future 10-year growth factor were analyzed on E Whiting St. The proposed project on E Whiting St will convert from a 4-lane 2-way typical section into a 2-lane 2-way typical section with a bicycle track along the north side of the roadway. All intersections will transition from having two east-west approach lanes with permissive turning movements to a single approach lane with either a dedicated left turn lane or a permissive left / through lane. **Table 3** below shows the volumes for expected volumes 10 years from now, and **Table 4** shows intersection performance metrics along Whiting St for the proposed conditions for both year 0 and year 10 volumes. For the proposed condition, Tampa St had the worst performance metrics for the eastbound approach in the PM peak for year 10 volumes, however, after optimizing signal timings, the LOS becomes a 'D' and the V/C ratio becomes a 0.64. For comparison, the year ten existing condition with current signal timings for Tampa St resulted in a LOS F with a 0.77 V/C ratio. All other intersections maintained a LOS 'D' or better in the proposed condition for both the AM and PM peaks for current and future year 10.

E Whiting St Corridor Future Volumes - Yr 10		EB Approach	WB Approach	NB Approach	SB Approach	Intersection Total
 Ashley Dr	AM Peak		146	137	300	583
	PM Peak		156	189	259	604
 Tampa St 	AM Peak	314	211		1,540	2,064
	PM Peak	477	267		1,624	2,368
 Franklin St	AM Peak	531	131	150		811
	PM Peak	306	184	270		760
 Florida Ave 	AM Peak	177	282	1,526		1,985
	PM Peak	466	162	1,520		2,148
 Morgan St	AM Peak	127	299	168	157	752
	PM Peak	401	153	142	214	909
 Jefferson St 	AM Peak	165	48	244	168	625
	PM Peak	481	60	200	150	891
Totals:		3,444	2,098	4,546	4,412	14,500

Table 3: E Whiting St Volumes – 10 Year Future Conditions: Table summarizing projected AM and PM peak-hour traffic volumes at six E. Whiting Street intersections under 10-year future conditions. Eastbound volumes remain higher than westbound volumes, and projected demand remains within the capacity of a single travel lane.

**E Whiting St from Ashley Dr to Jefferson St
Lane Repurposing Study**



Traffic Management Center

Whiting St Corridor Proposed Conditions (Yr 0 and Yr 10)		LOS EB Approach	LOS WB Approach	LOS Intersection	Delay EB Approach (sec.)	Delay WB Approach (sec.)	Delay Intersection (sec.)	V/C EB Approach (Target: ≤ 1.0)	V/C WB Approach (Target: ≤ 1.0)	V/C Intersection Max (Target: ≤ 1.0)
 Ashley Dr	AM Prop. - Yr 0	A	A	B	0.0	4.8	19.5	0.00	0.13	0.50 (SBL)
	AM Prop. - Yr 10	A	A	C	0.0	6.2	22.2	0.00	0.16	0.60 (SBL)
	PM Prop. - Yr 0	A	A	C	0.0	2.8	15.8	0.00	0.14	0.42 (SBL)
	PM Prop. - Yr 10	A	A	B	0.0	3.3	19.9	0.00	0.17	0.50 (SBL)
 Tampa St	AM Prop. - Yr 0	C	D	C	25.6	41.9	28.6	0.30	0.26	0.65 (SB)
	AM Prop. - Yr 10	D	D	C	44.9	43.6	32.6	0.35	0.31	0.76 (SB)
	*PM Prop. - Yr 0	C	D	D	36.1	43.3	35.6	0.29	0.37	0.77 (SB)
	*PM Prop. - Yr 10	D	D	D	33.6	37.9	42.9	0.64	0.46	0.91 (SB)
 Franklin St	AM Prop. - Yr 0	B	B	B	12.2	13.3	11.7	0.55	0.21	0.55
	AM Prop. - Yr 10	B	B	B	16.0	12.9	13.9	0.64	0.25	0.64
	PM Prop. - Yr 0	B	B	B	11.2	15.6	12.0	0.36	0.30	0.36
	PM Prop. - Yr 10	B	B	B	13.6	16.5	13.2	0.42	0.37	0.42
 Florida Ave	AM Prop. - Yr 0	C	C	C	23.4	30.5	32.0	0.20	0.44	0.70 (NB)
	AM Prop. - Yr 10	C	C	D	22.5	33.9	36.1	0.24	0.52	0.82 (NB)
	PM Prop. - Yr 0	C	C	C	29.4	27.2	30.6	0.50	0.29	0.65 (NB)
	PM Prop. - Yr 10	C	C	C	29.8	29.7	33.3	0.59	0.33	0.75 (NB)
 Morgan St	AM Prop. - Yr 0	C	B	B	20.2	11.9	16.6	0.20	0.24	0.32 (SB)
	AM Prop. - Yr 10	C	B	B	25.3	12.5	17.1	0.23	0.29	0.38 (SB)
	PM Prop. - Yr 0	D	B	C	44.7	10.2	28.1	0.69	0.09	0.69
	PM Prop. - Yr 10	D	B	C	54.7	10.4	32.2	0.81	0.23	0.81
 Jefferson St	AM Prop. - Yr 0	C	C	B	33.8	11.1	10.8	0.34	0.20	0.34
	AM Prop. - Yr 10	C	C	B	34.4	25.8	11.0	0.39	0.23	0.39
	PM Prop. - Yr 0	B	B	B	36.9	19.7	13.5	0.66	0.22	0.66
	PM Prop. - Yr 10	B	B	B	36.4	18.6	13.6	0.69	0.24	0.69

*Proposed signal timing changes.

Table 4: E Whiting St Intersection Performance Metrics – Proposed Conditions: Table summarizing AM and PM peak-hour intersection performance under proposed conditions at six E. Whiting Street intersections for current-year and 10-year traffic volumes. Metrics include level of service, delay, and volume-to-capacity ratio; all intersections operate at LOS D or better, with Tampa Street showing the poorest future PM performance after signal timing optimization.

4. Comparisons, Conclusions, and Recommendations

When comparing the existing conditions Traffic Analysis with the proposed condition Traffic Analysis, it becomes evident that repurposing of the lanes on E Whiting St will not affect traffic flow in such a detrimental manner that would be unacceptable to the motoring public. The proposed condition will also not lead to problematic safety issues, but will however provide safer movements through each intersection, by reducing lane changing operations and providing additional accommodations to pedestrians and bicyclists. Traffic Analysis metrics are compared in **Table 5** below.

The Whiting Street and Tampa Street intersection is recommended for evaluation of timing changes after implementation. Timing changes can be reviewed and adjusted based on the Synchro reports provide in **Appendix C**.

Overall, repurposing the lanes on E Whiting St is not expected to adversely affect traffic flow or create undue safety concerns because current traffic volumes are consistent with the capacity of a one-lane roadway rather than the existing two-lane configuration.

E Whiting St from Ashley Dr to Jefferson St Lane Repurposing Study



Traffic Management Center

Whiting St Corridor Existing vs Proposed (Yr 0 and Yr 10)		LOS EB Approach	LOS WB Approach	LOS Intersection	Delay EB Approach (sec.)	Delay WB Approach (sec.)	Delay Intersection (sec.)	V/C EB Approach (Target: ≤ 1.0)	V/C WB Approach (Target: ≤ 1.0)	V/C Intersection Max (Target: ≤ 1.0)	
	Ashley Dr	AM Exist. - Yr 0	A	A	B	0.0	5.3	19.6	0.00	0.13	0.50 (SBL)
		AM Exist. - Yr 10	A	A	C	0.0	6.9	24.9	0.00	0.16	0.60 (SB)
		AM Prop. - Yr 0	A	A	B	0.0	4.8	19.5	0.00	0.13	0.50 (SBL)
		AM Prop. - Yr 10	A	A	C	0.0	6.2	22.2	0.00	0.16	0.60 (SBL)
		PM Exist. - Yr 0	A	A	B	0.0	3.3	17.9	0.00	0.14	0.42 (SBL)
		PM Exist. - Yr 10	A	A	D	0.0	4.1	37.8	0.00	0.16	0.50 (SBL)
		PM Prop. - Yr 0	A	A	C	0.0	2.8	15.8	0.00	0.14	0.42 (SBL)
 	Tampa St	PM Prop. - Yr 10	A	A	B	0.0	3.3	19.9	0.00	0.17	0.50 (SBL)
		AM Exist. - Yr 0	C	D	C	27.9	40.4	27.4	0.31	0.25	0.62 (SB)
		AM Exist. - Yr 10	C	D	C	33.7	41.3	30.9	0.37	0.30	0.74 (SB)
		AM Prop. - Yr 0	C	D	C	25.6	41.9	28.6	0.30	0.26	0.65 (SB)
		AM Prop. - Yr 10	D	D	C	44.9	43.6	32.6	0.35	0.31	0.76 (SB)
		PM Exist. - Yr 0	D	D	C	54.1	60.7	34.6	0.50	0.57	0.65 (SB)
		PM Exist. - Yr 10	F	E	D	88.4	77.0	45.1	0.59	0.77	0.77
	Franklin St	*PM Prop. - Yr 0	C	D	D	36.1	43.3	35.6	0.29	0.37	0.77 (SB)
		*PM Prop. - Yr 10	D	D	D	33.6	37.9	42.9	0.64	0.46	0.91 (SB)
		AM Exist. - Yr 0	A	B	A	7.1	14.4	9.5	0.36	0.11	0.36
		AM Exist. - Yr 10	A	B	A	7.7	14.6	9.9	0.42	0.14	0.42
		AM Prop. - Yr 0	B	B	B	12.2	13.3	11.7	0.55	0.21	0.55
		AM Prop. - Yr 10	B	B	B	16.0	12.9	13.9	0.64	0.25	0.64
		PM Exist. - Yr 0	A	B	A	4.4	13.4	9.5	0.20	0.13	0.28 (NBR)
	Florida Ave	PM Exist. - Yr 10	A	B	B	5.5	13.7	10.2	0.24	0.18	0.32
		PM Prop. - Yr 0	B	B	B	11.2	15.6	12.0	0.36	0.30	0.36
		PM Prop. - Yr 10	B	B	B	13.6	16.5	13.2	0.42	0.37	0.42
		AM Exist. - Yr 0	C	C	C	24.9	25.2	31.4	0.19	0.23	0.70 (NB)
		AM Exist. - Yr 10	C	C	D	23.6	27.6	35.2	0.23	0.27	0.82 (NB)
		AM Prop. - Yr 0	C	C	C	23.4	30.5	32.0	0.20	0.44	0.70 (NB)
		AM Prop. - Yr 10	C	C	D	22.5	33.9	36.1	0.24	0.52	0.82 (NB)
	Morgan St	PM Exist. - Yr 0	C	C	C	32.3	23.8	31.0	0.56	0.15	0.65 (NB)
		PM Exist. - Yr 10	D	C	C	35.5	26.1	34.4	0.66	0.17	0.76 (NB)
		PM Prop. - Yr 0	C	C	C	29.4	27.2	30.6	0.50	0.29	0.65 (NB)
		PM Prop. - Yr 10	C	C	C	29.8	29.7	33.3	0.59	0.33	0.75 (NB)
		AM Exist. - Yr 0	C	B	B	26.6	11.8	15.8	0.20	0.24	0.24
		AM Exist. - Yr 10	C	B	B	26.3	12.3	16.1	0.23	0.28	0.28
		AM Prop. - Yr 0	C	B	B	20.2	11.9	16.6	0.20	0.24	0.32 (SB)
 	Jefferson St	AM Prop. - Yr 10	C	B	B	25.3	12.5	17.1	0.23	0.29	0.38 (SB)
		PM Exist. - Yr 0	D	B	C	41.2	10.2	25.5	0.67	0.17	0.67
		PM Exist. - Yr 10	D	B	C	49.7	10.7	28.8	0.78	0.22	0.78
		PM Prop. - Yr 0	D	B	C	44.7	10.2	28.1	0.69	0.09	0.69
		PM Prop. - Yr 10	D	B	C	54.7	10.4	32.2	0.81	0.23	0.81
		AM Exist. - Yr 0	C	C	B	33.6	10.9	10.7	0.33	0.32	0.33
		AM Exist. - Yr 10	C	C	B	34.1	10.4	10.9	0.38	0.23	0.38
	Jefferson St	AM Prop. - Yr 0	C	C	B	33.8	11.1	10.8	0.34	0.20	0.34
		AM Prop. - Yr 10	C	C	B	34.4	25.8	11.0	0.39	0.23	0.39
		PM Exist. - Yr 0	B	C	B	36.5	10.3	13.4	0.66	0.22	0.66
		PM Exist. - Yr 10	B	B	B	36.5	9.9	13.5	0.57	0.69	0.69
		PM Prop. - Yr 0	B	B	B	36.9	19.7	13.5	0.66	0.22	0.66
		PM Prop. - Yr 10	B	B	B	36.4	18.6	13.6	0.69	0.24	0.69

*Proposed signal timing changes.

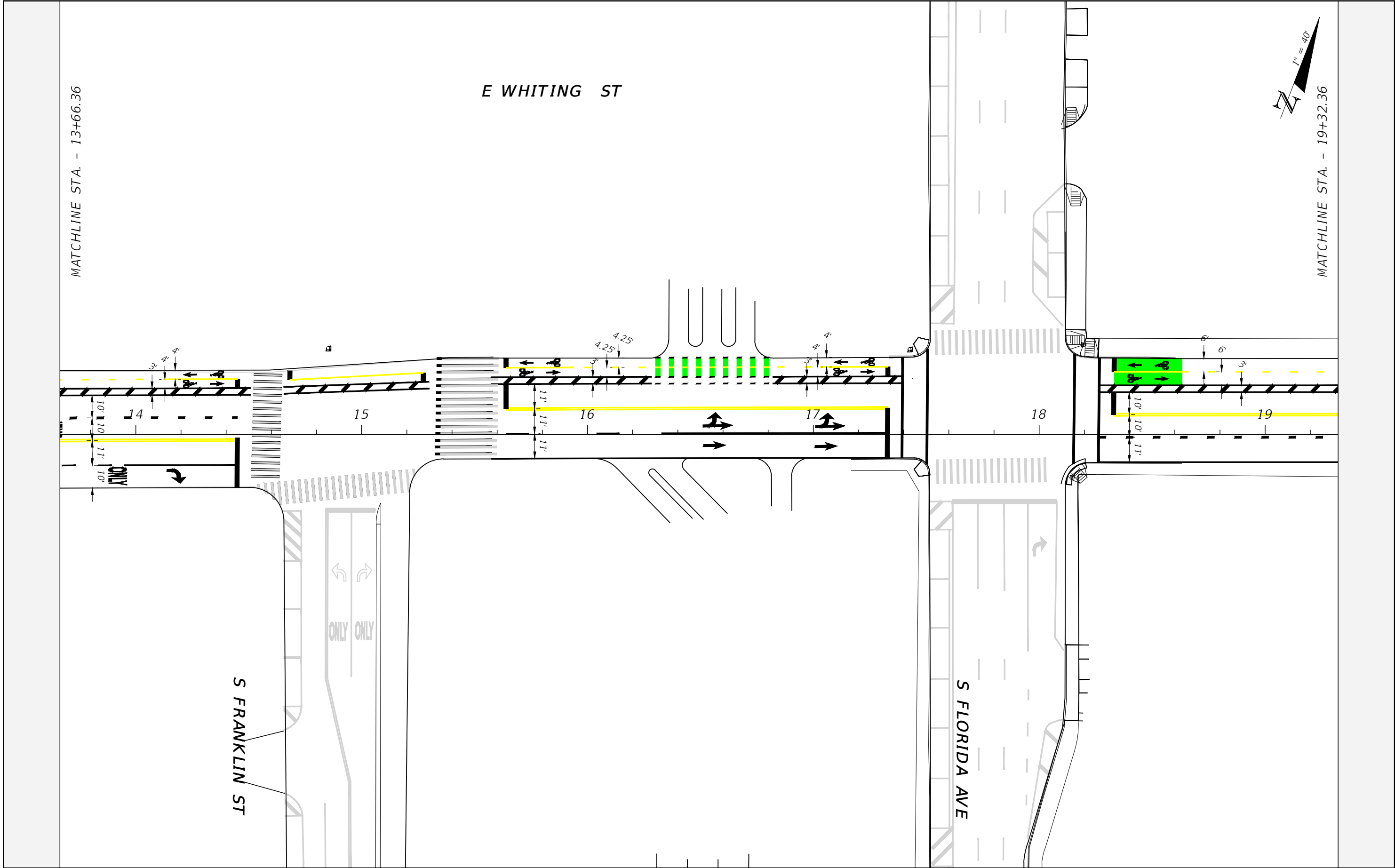
Table 5: E. Whiting Street Traffic Analysis Comparison: Table comparing existing and proposed traffic conditions at the E. Whiting Street study intersections for current-year and 10-year volumes. The comparison summarizes level of service, delay, and volume-to-capacity ratios, showing that the proposed lane repurposing maintains acceptable operations, with Tampa Street experiencing the greatest future PM peak impact.

APPENDIX A

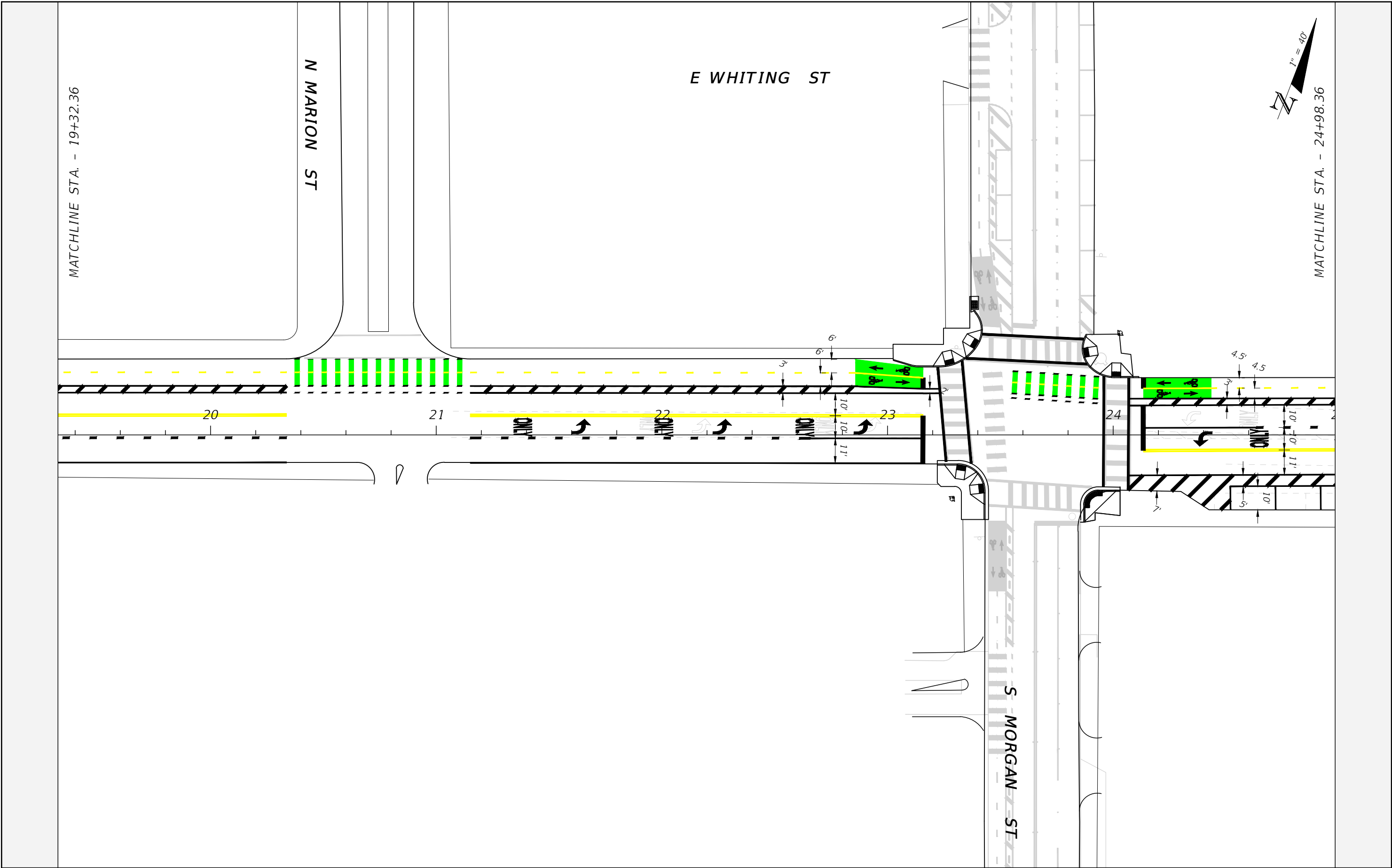
E Whiting St Bicycle Track Concept Plans



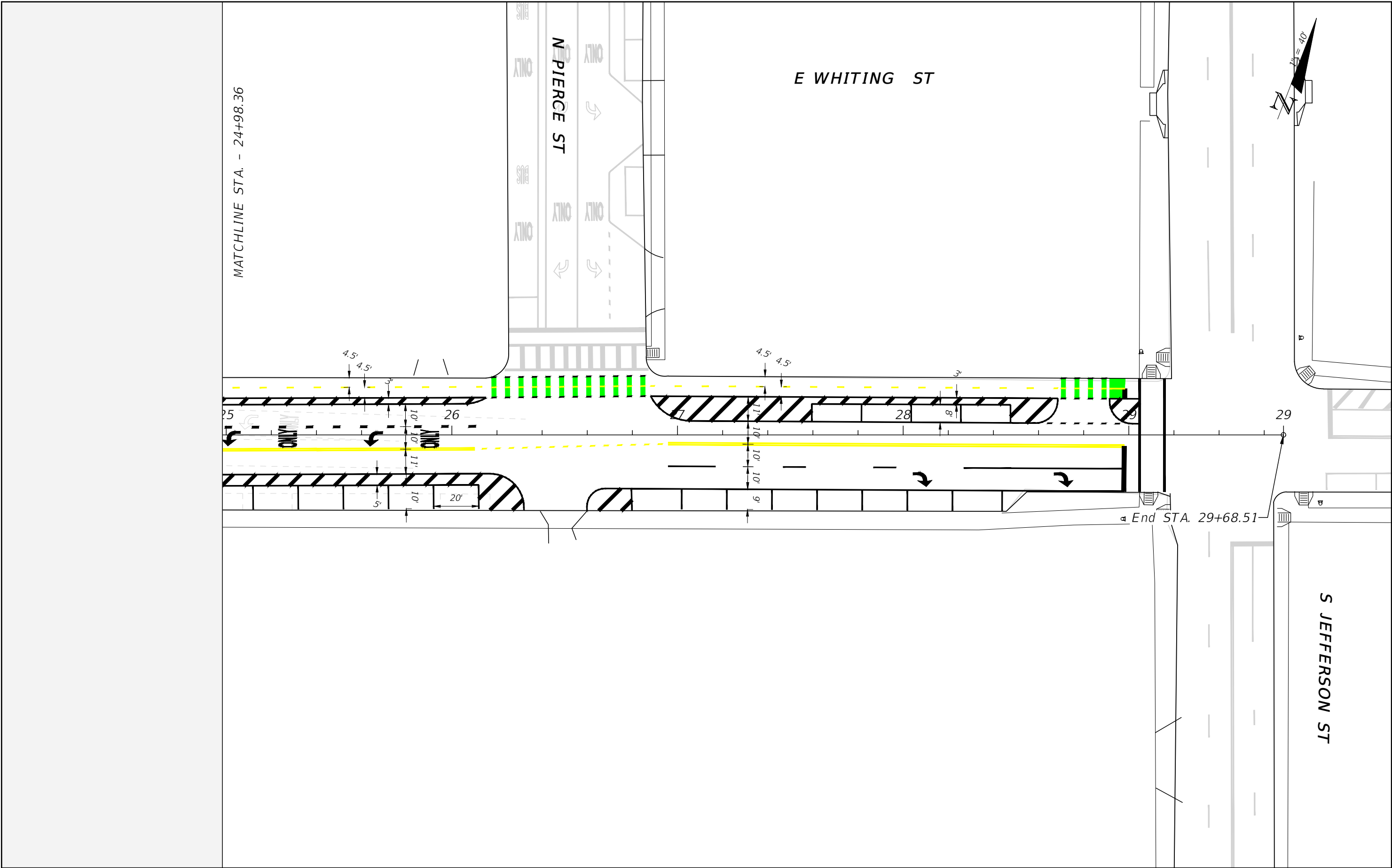
Giordan Kho 7/7/2026 3:19:51 PM T:\04 TRANSPORTATION ENG\CAPITAL PROJECTS\0-QUICKBLDS\WHITING ST - ASHLEY DR TO JEFFERSON ST\3.0_DESIGN\3.2_CADD\PRODUCTION\PLANS\01-PAVT MARKING.dwg



REVISIONS				ENGINEER OF RECORD FULL NAME, P.E. P.E. LICENSE NUMBER 00000 ENGINEER OF RECORD COMPANY NAME ENGINEER OF RECORD COMPANY STREET ENGINEER OF RECORD CITY, STATE ZIP CERTIFICATE OF AUTHORIZATION 00000000	CITY OF TAMPA MOBILITY DEPARTMENT			WHITING ST QB CONCEPT VERSION 1 REVISED		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID			2
----	----				----	HILLSBOROUGH	----			



REVISIONS				ENGINEER OF RECORD FULL NAME, P.E. P.E. LICENSE NUMBER 00000 ENGINEER OF RECORD COMPANY NAME ENGINEER OF RECORD COMPANY STREET ENGINEER OF RECORD CITY, STATE ZIP CERTIFICATE OF AUTHORIZATION 00000000	CITY OF TAMPA MOBILITY DEPARTMENT			WHITING ST QB CONCEPT VERSION 1 REVISED		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID			3
----	----	----	----		----	HILLSBOROUGH	----			



REVISIONS				ENGINEER OF RECORD FULL NAME, P.E. P.E. LICENSE NUMBER 00000 ENGINEER OF RECORD COMPANY NAME ENGINEER OF RECORD COMPANY STREET ENGINEER OF RECORD CITY, STATE ZIP CERTIFICATE OF AUTHORIZATION 00000000	CITY OF TAMPA MOBILITY DEPARTMENT			WHITING ST QB CONCEPT VERSION 1 REVISED		SHEET NO. 4
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID			
----	----				----	HILLSBOROUGH	----			

APPENDIX B

Turning Movement Counts

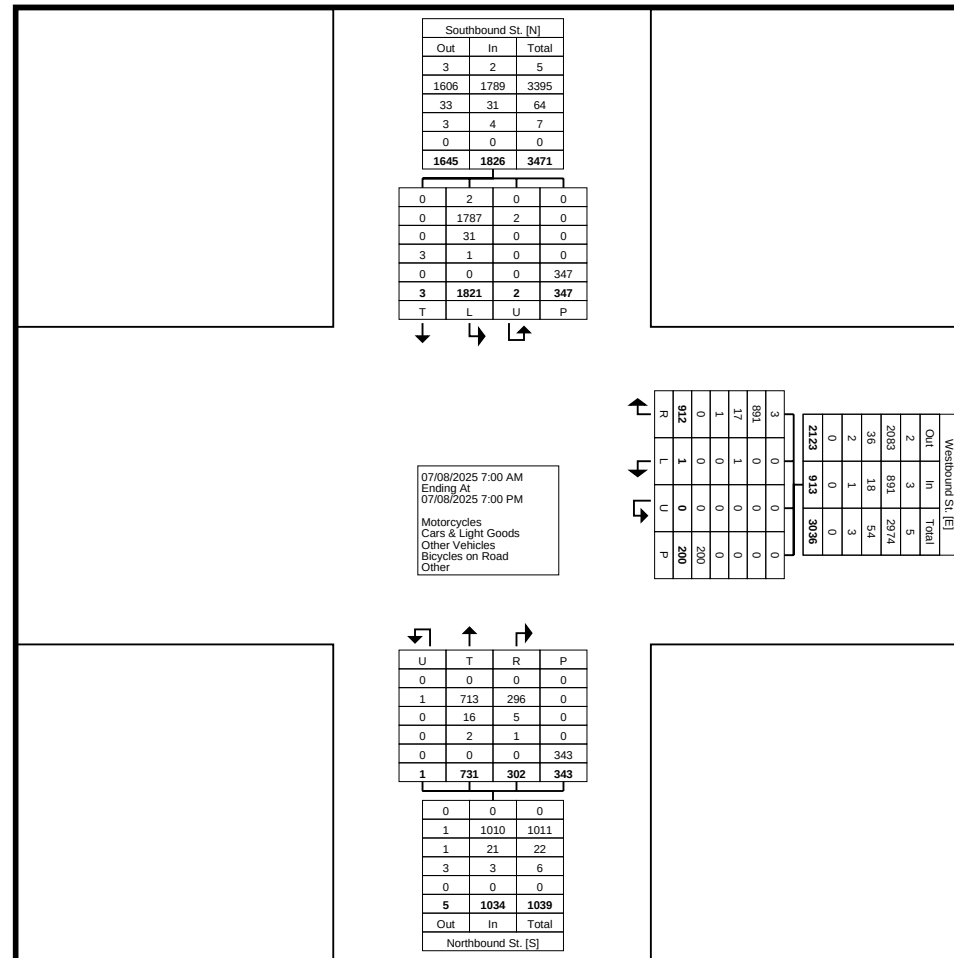
Turning Movement Data

Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	0	37	0	1	37	4	0	0	2	4	2	4	0	14	6	47
7:15 AM	0	44	0	1	44	6	0	0	2	6	2	12	0	14	14	64
7:30 AM	0	58	0	0	58	13	0	0	0	13	1	16	0	6	17	88
7:45 AM	0	48	0	1	48	23	0	0	4	23	1	12	0	16	13	84
Hourly Total	0	187	0	3	187	46	0	0	8	46	6	44	0	50	50	283
8:00 AM	0	41	1	3	42	31	0	0	2	31	5	19	0	5	24	97
8:15 AM	0	60	0	3	60	30	0	0	3	30	2	19	0	2	21	111
8:30 AM	0	60	0	2	60	30	0	0	1	30	3	28	0	4	31	121
8:45 AM	0	60	0	0	60	29	0	0	3	29	4	31	0	4	35	124
Hourly Total	0	221	1	8	222	120	0	0	9	120	14	97	0	15	111	453
9:00 AM	0	66	0	6	66	31	0	0	2	31	5	20	0	0	25	122
9:15 AM	0	44	0	3	44	15	0	0	0	15	4	15	0	3	19	78
9:30 AM	0	32	0	1	32	24	0	0	4	24	3	23	0	5	26	82
9:45 AM	0	26	0	2	26	12	0	0	4	12	5	16	0	11	21	59
Hourly Total	0	168	0	12	168	82	0	0	10	82	17	74	0	19	91	341
10:00 AM	0	26	0	1	26	13	0	0	0	13	4	11	0	32	15	54
10:15 AM	0	30	0	4	30	17	0	0	2	17	3	18	0	4	21	68
10:30 AM	0	21	0	4	21	16	0	0	3	16	1	17	0	4	18	55
10:45 AM	0	27	0	5	27	12	0	0	3	12	3	7	0	1	10	49
Hourly Total	0	104	0	14	104	58	0	0	8	58	11	53	0	41	64	226
11:00 AM	0	31	0	7	31	9	0	0	3	9	2	11	0	3	13	53
11:15 AM	0	23	0	11	23	21	0	0	5	21	3	6	0	3	9	53
11:30 AM	0	31	1	2	32	21	0	0	5	21	5	12	0	3	17	70
11:45 AM	0	23	0	7	23	18	0	0	2	18	5	20	0	1	25	66
Hourly Total	0	108	1	27	109	69	0	0	15	69	15	49	0	10	64	242
12:00 PM	0	32	0	3	32	17	0	0	10	17	3	17	0	0	20	69
12:15 PM	0	26	0	10	26	19	0	0	8	19	8	16	0	3	24	69
12:30 PM	0	28	0	13	28	12	0	0	7	12	6	12	0	1	18	58
12:45 PM	0	13	0	6	13	18	0	0	8	18	6	17	0	4	23	54
Hourly Total	0	99	0	32	99	66	0	0	33	66	23	62	0	8	85	250
1:00 PM	0	22	0	9	22	21	0	0	14	21	7	13	0	7	20	63
1:15 PM	0	25	0	19	25	23	0	0	4	23	4	17	0	6	21	69
1:30 PM	0	28	0	14	28	13	0	0	12	13	7	10	0	10	17	58
1:45 PM	0	37	0	4	37	21	0	0	3	21	3	16	0	2	19	77
Hourly Total	0	112	0	46	112	78	0	0	33	78	21	56	0	25	77	267
2:00 PM	0	33	0	11	33	15	0	0	11	15	5	20	0	4	25	73
2:15 PM	0	29	0	7	29	6	0	0	6	6	5	14	0	3	19	54
2:30 PM	0	27	0	2	27	12	0	0	1	12	4	9	0	5	13	52
2:45 PM	0	36	0	7	36	15	0	0	1	15	3	8	0	11	11	62

Hourly Total	0	125	0	27	125	48	0	0	19	48	17	51	0	23	68	241
3:00 PM	1	29	0	9	30	12	0	0	6	12	5	18	0	12	23	65
3:15 PM	0	24	0	10	24	16	1	0	2	17	7	15	1	6	23	64
3:30 PM	0	23	0	2	23	13	0	0	2	13	5	15	0	18	20	56
3:45 PM	0	50	0	4	50	14	0	0	7	14	8	17	0	6	25	89
Hourly Total	1	126	0	25	127	55	1	0	17	56	25	65	1	42	91	274
4:00 PM	0	45	0	4	45	26	0	0	6	26	12	10	0	1	22	93
4:15 PM	0	63	0	18	63	23	0	0	3	23	10	16	0	0	26	112
4:30 PM	0	39	0	12	39	34	0	0	5	34	10	16	0	1	26	99
4:45 PM	0	70	0	7	70	19	0	0	7	19	11	10	0	2	21	110
Hourly Total	0	217	0	41	217	102	0	0	21	102	43	52	0	4	95	414
5:00 PM	0	49	0	12	49	33	0	0	0	33	17	25	0	6	42	124
5:15 PM	0	55	0	19	55	40	0	0	0	40	24	18	0	31	42	137
5:30 PM	0	48	0	17	48	34	0	0	19	34	20	14	0	40	34	116
5:45 PM	0	60	0	17	60	21	0	0	3	21	18	19	0	8	37	118
Hourly Total	0	212	0	65	212	128	0	0	22	128	79	76	0	85	155	495
6:00 PM	0	43	0	13	43	14	0	0	0	14	12	18	0	0	30	87
6:15 PM	2	40	0	11	42	18	0	0	1	18	8	15	0	5	23	83
6:30 PM	0	34	0	10	34	12	0	0	4	12	10	8	0	11	18	64
6:45 PM	0	25	0	13	25	16	0	0	0	16	1	11	0	5	12	53
Hourly Total	2	142	0	47	144	60	0	0	5	60	31	52	0	21	83	287
Grand Total	3	1821	2	347	1826	912	1	0	200	913	302	731	1	343	1034	3773
Approach %	0.2	99.7	0.1	-	-	99.9	0.1	0.0	-	-	29.2	70.7	0.1	-	-	-
Total %	0.1	48.3	0.1	-	48.4	24.2	0.0	0.0	-	24.2	8.0	19.4	0.0	-	27.4	-
Motorcycles	0	2	0	-	2	3	0	0	-	3	0	0	0	-	0	5
% Motorcycles	0.0	0.1	0.0	-	0.1	0.3	0.0	-	-	0.3	0.0	0.0	0.0	-	0.0	0.1
Cars & Light Goods	0	1787	2	-	1789	891	0	0	-	891	296	713	1	-	1010	3690
% Cars & Light Goods	0.0	98.1	100.0	-	98.0	97.7	0.0	-	-	97.6	98.0	97.5	100.0	-	97.7	97.8
Other Vehicles	0	31	0	-	31	17	1	0	-	18	5	16	0	-	21	70
% Other Vehicles	0.0	1.7	0.0	-	1.7	1.9	100.0	-	-	2.0	1.7	2.2	0.0	-	2.0	1.9
Bicycles on Road	3	1	0	-	4	1	0	0	-	1	1	2	0	-	3	8
% Bicycles on Road	100.0	0.1	0.0	-	0.2	0.1	0.0	-	-	0.1	0.3	0.3	0.0	-	0.3	0.2
Bicycles on Crosswalk	-	-	-	7	-	-	-	-	6	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	2.0	-	-	-	-	3.0	-	-	-	-	0.9	-	-
Pedestrians	-	-	-	340	-	-	-	-	194	-	-	-	-	340	-	-
% Pedestrians	-	-	-	98.0	-	-	-	-	97.0	-	-	-	-	99.1	-	-

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105 Nick.An@tampagov.net

Count Name: E Whiting St & Ashley Dr
Site Code:
Start Date: 07/08/2025
Page No: 3



Turning Movement Data Plot

City of Tampa (FL)
 306 East Jackson Street
 PO Box 2000
 Tampa, Florida, United States 33602
 (813) 274-8105 Nick.An@tampagov.net

Count Name: E Whiting St & Ashley Dr
 Site Code:
 Start Date: 07/08/2025
 Page No: 4

Turning Movement Peak Hour Data (8:15 AM)

Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
8:15 AM	0	60	0	3	60	30	0	0	3	30	2	19	0	2	21	111
8:30 AM	0	60	0	2	60	30	0	0	1	30	3	28	0	4	31	121
8:45 AM	0	60	0	0	60	29	0	0	3	29	4	31	0	4	35	124
9:00 AM	0	66	0	6	66	31	0	0	2	31	5	20	0	0	25	122
Total	0	246	0	11	246	120	0	0	9	120	14	98	0	10	112	478
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	12.5	87.5	0.0	-	-	-
Total %	0.0	51.5	0.0	-	51.5	25.1	0.0	0.0	-	25.1	2.9	20.5	0.0	-	23.4	-
PHF	0.000	0.932	0.000	-	0.932	0.968	0.000	0.000	-	0.968	0.700	0.790	0.000	-	0.800	0.964
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
Cars & Light Goods	0	245	0	-	245	117	0	0	-	117	14	96	0	-	110	472
% Cars & Light Goods	-	99.6	-	-	99.6	97.5	-	-	-	97.5	100.0	98.0	-	-	98.2	98.7
Other Vehicles	0	1	0	-	1	2	0	0	-	2	0	2	0	-	2	5
% Other Vehicles	-	0.4	-	-	0.4	1.7	-	-	-	1.7	0.0	2.0	-	-	1.8	1.0
Bicycles on Road	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	-	-	0.0	0.8	-	-	-	0.8	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	11.1	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	11	-	-	-	-	8	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	88.9	-	-	-	-	100.0	-	-

Count Name: E Whiting St & Ashley Dr
Site Code:
Start Date: 07/08/2025
Page No: 5

Southbound St. [N]

Out	In	Total
0	0	0
213	245	458
4	1	5
1	0	1
0	0	0
218	246	464

Northbound St. [S]

Out	In	Total
0	0	0
0	245	0
0	1	0
0	0	0
0	0	0
0	0	11
0	246	0
11	0	11

Peak Hour Data

07/08/2025 8:15 AM
Ending At
07/08/2025 9:15 AM

Motorcycles
Cars & Light Goods
Other Vehicles
Bicycles on Road
Other

Westbound St. [E]

Out	In	Total
0	0	0
259	117	376
1	2	3
0	1	1
0	0	0
260	120	380

Eastbound St. [W]

Out	In	Total
0	0	0
117	0	0
2	0	0
1	0	0
0	0	0
0	0	0
120	0	0
9	0	9

Southbound St. [N]

Out	In	Total
0	0	0
0	110	110
0	2	2
0	0	0
0	0	0
0	112	112
112	0	112

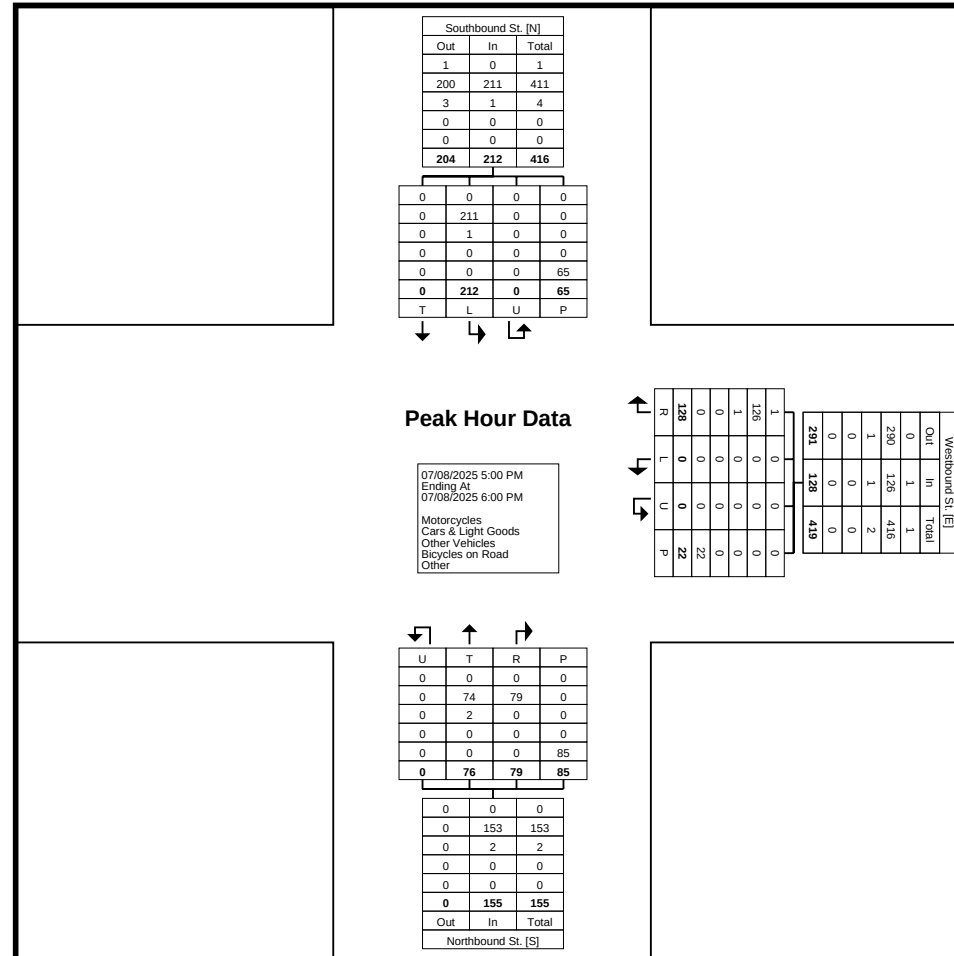
Northbound St. [S]

Out	In	Total
0	0	0
0	110	110
0	2	2
0	0	0
0	0	0
0	112	112
112	0	112

Turning Movement Peak Hour Data Plot (8:15 AM)

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
5:00 PM	0	49	0	12	49	33	0	0	0	33	17	25	0	6	42	124
5:15 PM	0	55	0	19	55	40	0	0	0	40	24	18	0	31	42	137
5:30 PM	0	48	0	17	48	34	0	0	19	34	20	14	0	40	34	116
5:45 PM	0	60	0	17	60	21	0	0	3	21	18	19	0	8	37	118
Total	0	212	0	65	212	128	0	0	22	128	79	76	0	85	155	495
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	51.0	49.0	0.0	-	-	-
Total %	0.0	42.8	0.0	-	42.8	25.9	0.0	0.0	-	25.9	16.0	15.4	0.0	-	31.3	-
PHF	0.000	0.883	0.000	-	0.883	0.800	0.000	0.000	-	0.800	0.823	0.760	0.000	-	0.923	0.903
Motorcycles	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Motorcycles	-	0.0	-	-	0.0	0.8	-	-	-	0.8	0.0	0.0	-	-	0.0	0.2
Cars & Light Goods	0	211	0	-	211	126	0	0	-	126	79	74	0	-	153	490
% Cars & Light Goods	-	99.5	-	-	99.5	98.4	-	-	-	98.4	100.0	97.4	-	-	98.7	99.0
Other Vehicles	0	1	0	-	1	1	0	0	-	1	0	2	0	-	2	4
% Other Vehicles	-	0.5	-	-	0.5	0.8	-	-	-	0.8	0.0	2.6	-	-	1.3	0.8
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	1	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	3.1	-	-	-	-	4.5	-	-	-	-	1.2	-	-
Pedestrians	-	-	-	63	-	-	-	-	21	-	-	-	-	84	-	-
% Pedestrians	-	-	-	96.9	-	-	-	-	95.5	-	-	-	-	98.8	-	-



Turning Movement Peak Hour Data Plot (5:00 PM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

Count Name: N Tampa St & E Whiting St
Site Code:
Start Date: 10/07/2025
Page No: 1

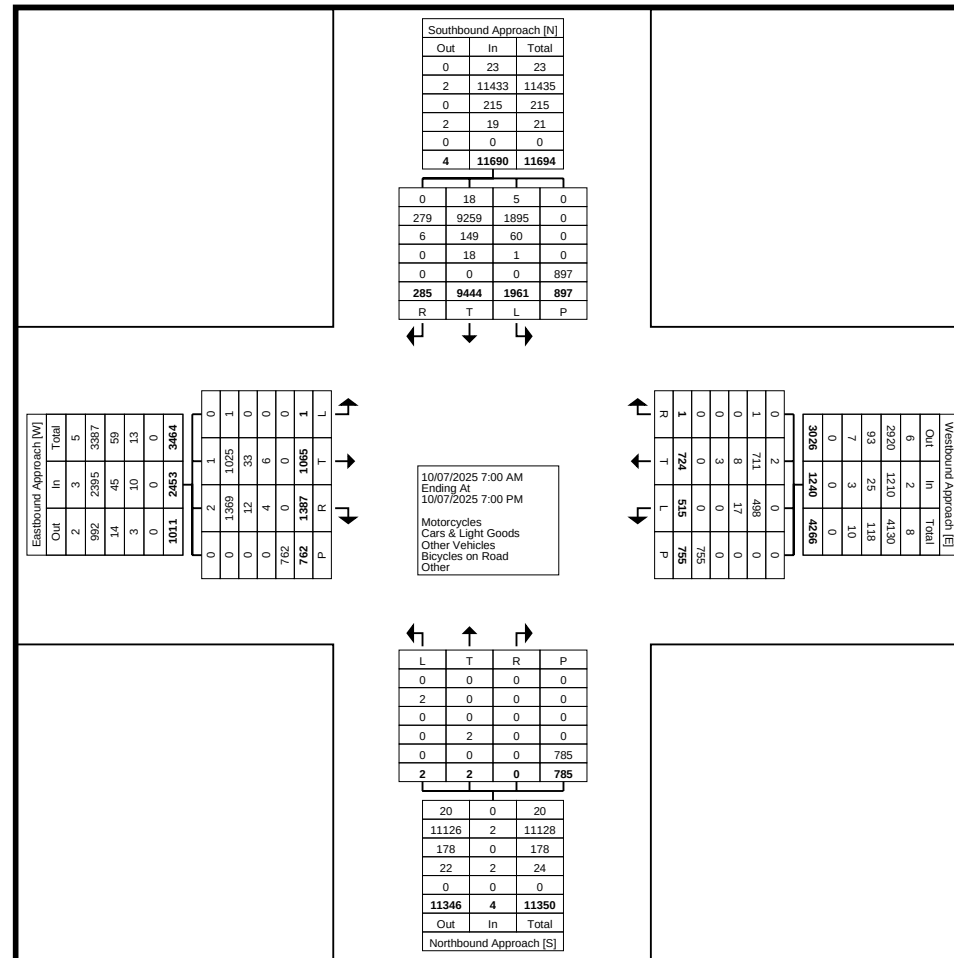
Turning Movement Data

Start Time	Southbound Approach					Westbound Approach					Northbound Approach					Eastbound Approach					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
7:00 AM	1	173	56	9	230	0	10	9	30	19	0	0	0	10	0	24	12	0	8	36	285
7:15 AM	1	167	61	25	229	0	8	5	8	13	0	0	1	5	1	23	19	0	6	42	285
7:30 AM	3	213	70	20	286	0	12	10	14	22	0	0	0	11	0	31	25	0	11	56	364
7:45 AM	3	199	86	25	288	0	24	12	19	36	0	0	0	11	0	21	28	0	5	49	373
Hourly Total	8	752	273	79	1033	0	54	36	71	90	0	0	1	37	1	99	84	0	30	183	1307
8:00 AM	3	241	84	30	328	0	36	11	10	47	0	0	0	12	0	19	30	0	9	49	424
8:15 AM	4	222	80	45	306	0	29	14	28	43	0	0	0	29	0	37	33	0	28	70	419
8:30 AM	3	225	77	24	305	0	34	15	35	49	0	0	0	15	0	28	30	0	17	58	412
8:45 AM	1	234	88	37	323	0	25	9	25	34	0	0	0	15	0	33	47	0	32	80	437
Hourly Total	11	922	329	136	1262	0	124	49	98	173	0	0	0	71	0	117	140	0	86	257	1692
9:00 AM	5	216	87	33	308	0	15	9	49	24	0	0	0	17	0	24	35	0	8	59	391
9:15 AM	7	187	76	15	270	0	15	13	36	28	0	0	0	16	0	41	41	0	12	82	380
9:30 AM	9	176	47	16	232	0	15	7	24	22	0	0	0	15	0	27	41	0	15	68	322
9:45 AM	2	150	55	27	207	0	17	8	12	25	0	0	0	9	0	30	29	0	19	59	291
Hourly Total	23	729	265	91	1017	0	62	37	121	99	0	0	0	57	0	122	146	0	54	268	1384
10:00 AM	7	148	43	12	198	0	12	5	17	17	0	0	0	9	0	23	18	0	21	41	256
10:15 AM	6	153	31	5	190	0	12	8	18	20	0	0	0	9	0	18	20	0	16	38	248
10:30 AM	5	157	33	8	195	0	12	4	13	16	0	0	0	6	0	21	18	0	6	39	250
10:45 AM	6	171	18	6	195	0	10	5	18	15	0	0	0	8	0	16	14	0	9	30	240
Hourly Total	24	629	125	31	778	0	46	22	66	68	0	0	0	32	0	78	70	0	52	148	994
11:00 AM	12	139	23	5	174	0	14	11	8	25	0	0	0	6	0	26	13	0	5	39	238
11:15 AM	10	177	26	12	213	0	6	3	5	9	0	0	0	10	0	17	11	0	17	28	250
11:30 AM	8	190	31	15	229	0	10	13	13	23	0	0	0	26	0	23	9	0	24	32	284
11:45 AM	5	202	43	11	250	0	4	9	17	13	0	0	0	13	0	18	11	0	28	29	292
Hourly Total	35	708	123	43	866	0	34	36	43	70	0	0	0	55	0	84	44	0	74	128	1064
12:00 PM	5	161	31	25	197	0	21	11	6	32	0	0	0	22	0	21	12	0	28	33	262
12:15 PM	3	154	31	23	188	0	6	4	12	10	0	0	0	25	0	29	19	0	27	48	246
12:30 PM	6	145	24	11	175	0	9	3	9	12	0	0	0	18	0	19	11	0	17	30	217
12:45 PM	9	169	26	21	204	0	10	7	9	17	0	0	0	12	0	14	18	0	32	32	253
Hourly Total	23	629	112	80	764	0	46	25	36	71	0	0	0	77	0	83	60	0	104	143	978
1:00 PM	8	169	25	20	202	0	14	4	7	18	0	0	0	26	0	21	21	0	24	42	262
1:15 PM	9	158	22	13	189	0	8	7	11	15	0	0	0	19	0	18	9	0	20	27	231
1:30 PM	6	172	19	19	197	0	8	6	12	14	0	0	0	16	0	23	13	0	23	36	247
1:45 PM	5	162	21	13	188	0	7	9	10	16	0	1	0	12	1	18	16	0	18	34	239
Hourly Total	28	661	87	65	776	0	37	26	40	63	0	1	0	73	1	80	59	0	85	139	979
2:00 PM	11	157	20	14	188	0	5	5	8	10	0	0	0	2	0	19	10	1	9	30	228
2:15 PM	6	167	22	9	195	0	9	7	8	16	0	0	0	10	0	22	11	0	19	33	244
2:30 PM	6	198	36	16	240	0	6	6	10	12	0	0	0	16	0	31	10	0	15	41	293
2:45 PM	1	187	23	10	211	0	8	8	13	16	0	0	0	7	0	20	11	0	11	31	258

Hourly Total	24	709	101	49	834	0	28	26	39	54	0	0	0	35	0	92	42	1	54	135	1023
3:00 PM	6	164	35	9	205	0	10	5	5	15	0	0	0	10	0	14	20	0	11	34	254
3:15 PM	4	198	21	11	223	0	15	8	7	23	0	0	0	16	0	14	16	0	12	30	276
3:30 PM	8	176	37	9	221	0	12	9	7	21	0	0	0	26	0	34	21	0	7	55	297
3:45 PM	3	212	32	5	247	0	13	9	7	22	0	0	0	10	0	30	24	0	8	54	323
Hourly Total	21	750	125	34	896	0	50	31	26	81	0	0	0	62	0	92	81	0	38	173	1150
4:00 PM	6	238	25	14	269	0	25	13	10	38	0	0	0	16	0	46	17	0	19	63	370
4:15 PM	10	230	27	17	267	0	11	16	9	27	0	0	0	22	0	39	28	0	13	67	361
4:30 PM	2	241	37	15	280	0	26	21	6	47	0	0	0	18	0	48	34	0	12	82	409
4:45 PM	7	270	41	30	318	0	17	20	16	37	0	0	0	15	0	45	32	0	7	77	432
Hourly Total	25	979	130	76	1134	0	79	70	41	149	0	0	0	71	0	178	111	0	51	289	1572
5:00 PM	8	274	42	45	324	0	24	30	30	54	0	0	0	37	0	50	36	0	18	86	464
5:15 PM	11	289	39	44	339	0	24	29	38	53	0	0	0	28	0	54	50	0	21	104	496
5:30 PM	6	277	49	32	332	0	35	35	25	70	0	0	0	53	0	61	49	0	22	110	512
5:45 PM	14	271	51	18	336	0	22	20	12	42	0	0	0	29	0	62	29	0	26	91	469
Hourly Total	39	1111	181	139	1331	0	105	114	105	219	0	0	0	147	0	227	164	0	87	391	1941
6:00 PM	2	247	32	27	281	0	16	15	25	31	0	0	1	29	1	34	9	0	18	43	356
6:15 PM	8	206	31	20	245	1	19	8	15	28	0	0	0	14	0	34	20	0	10	54	327
6:30 PM	8	200	26	6	234	0	15	14	17	29	0	1	0	15	1	39	23	0	8	62	326
6:45 PM	6	212	21	21	239	0	9	6	12	15	0	0	0	10	0	28	12	0	11	40	294
Hourly Total	24	865	110	74	999	1	59	43	69	103	0	1	1	68	2	135	64	0	47	199	1303
Grand Total	285	9444	1961	897	11690	1	724	515	755	1240	0	2	2	785	4	1387	1065	1	762	2453	15387
Approach %	2.4	80.8	16.8	-	-	0.1	58.4	41.5	-	-	0.0	50.0	50.0	-	-	56.5	43.4	0.0	-	-	-
Total %	1.9	61.4	12.7	-	76.0	0.0	4.7	3.3	-	8.1	0.0	0.0	0.0	-	0.0	9.0	6.9	0.0	-	15.9	-
Motorcycles	0	18	5	-	23	0	2	0	-	2	0	0	0	-	0	2	1	0	-	3	28
% Motorcycles	0.0	0.2	0.3	-	0.2	0.0	0.3	0.0	-	0.2	-	0.0	0.0	-	0.0	0.1	0.1	0.0	-	0.1	0.2
Cars & Light Goods	279	9259	1895	-	11433	1	711	498	-	1210	0	0	2	-	2	1369	1025	1	-	2395	15040
% Cars & Light Goods	97.9	98.0	96.6	-	97.8	100.0	98.2	96.7	-	97.6	-	0.0	100.0	-	50.0	98.7	96.2	100.0	-	97.6	97.7
Other Vehicles	6	149	60	-	215	0	8	17	-	25	0	0	0	-	0	12	33	0	-	45	285
% Other Vehicles	2.1	1.6	3.1	-	1.8	0.0	1.1	3.3	-	2.0	-	0.0	0.0	-	0.0	0.9	3.1	0.0	-	1.8	1.9
Bicycles on Road	0	18	1	-	19	0	3	0	-	3	0	2	0	-	2	4	6	0	-	10	34
% Bicycles on Road	0.0	0.2	0.1	-	0.2	0.0	0.4	0.0	-	0.2	-	100.0	0.0	-	50.0	0.3	0.6	0.0	-	0.4	0.2
Bicycles on Crosswalk	-	-	-	11	-	-	-	-	2	-	-	-	-	14	-	-	-	-	14	-	-
% Bicycles on Crosswalk	-	-	-	1.2	-	-	-	-	0.3	-	-	-	-	1.8	-	-	-	-	1.8	-	-
Pedestrians	-	-	-	886	-	-	-	-	753	-	-	-	-	771	-	-	-	-	748	-	-
% Pedestrians	-	-	-	98.8	-	-	-	-	99.7	-	-	-	-	98.2	-	-	-	-	98.2	-	-

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
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Count Name: N Tampa St & E Whiting St
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City of Tampa (FL)
306 East Jackson Street
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(813) 274-8105

Count Name: N Tampa St & E Whiting St
Site Code:
Start Date: 10/07/2025
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Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound Approach Southbound					Westbound Approach Westbound					Northbound Approach Northbound					Eastbound Approach Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
8:00 AM	3	241	84	30	328	0	36	11	10	47	0	0	0	12	0	19	30	0	9	49	424
8:15 AM	4	222	80	45	306	0	29	14	28	43	0	0	0	29	0	37	33	0	28	70	419
8:30 AM	3	225	77	24	305	0	34	15	35	49	0	0	0	15	0	28	30	0	17	58	412
8:45 AM	1	234	88	37	323	0	25	9	25	34	0	0	0	15	0	33	47	0	32	80	437
Total	11	922	329	136	1262	0	124	49	98	173	0	0	0	71	0	117	140	0	86	257	1692
Approach %	0.9	73.1	26.1	-	-	0.0	71.7	28.3	-	-	0.0	0.0	0.0	-	-	45.5	54.5	0.0	-	-	-
Total %	0.7	54.5	19.4	-	74.6	0.0	7.3	2.9	-	10.2	0.0	0.0	0.0	-	0.0	6.9	8.3	0.0	-	15.2	-
PHF	0.688	0.956	0.935	-	0.962	0.000	0.861	0.817	-	0.883	0.000	0.000	0.000	-	0.000	0.791	0.745	0.000	-	0.803	0.968
Motorcycles	0	1	1	-	2	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	3
% Motorcycles	0.0	0.1	0.3	-	0.2	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.7	-	-	0.4	0.2
Cars & Light Goods	11	897	323	-	1231	0	123	48	-	171	0	0	0	-	0	115	137	0	-	252	1654
% Cars & Light Goods	100.0	97.3	98.2	-	97.5	-	99.2	98.0	-	98.8	-	-	-	-	-	98.3	97.9	-	-	98.1	97.8
Other Vehicles	0	23	5	-	28	0	1	1	-	2	0	0	0	-	0	2	1	0	-	3	33
% Other Vehicles	0.0	2.5	1.5	-	2.2	-	0.8	2.0	-	1.2	-	-	-	-	-	1.7	0.7	-	-	1.2	2.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	2
% Bicycles on Road	0.0	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.7	-	-	0.4	0.1
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.7	-	-	-	-	0.0	-	-	-	-	1.4	-	-	-	-	1.2	-	-
Pedestrians	-	-	-	135	-	-	-	-	98	-	-	-	-	70	-	-	-	-	85	-	-
% Pedestrians	-	-	-	99.3	-	-	-	-	100.0	-	-	-	-	98.6	-	-	-	-	98.8	-	-

Count Name: N Tampa St & E Whiting St
Site Code:
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City of Tampa (FL)
306 East Jackson Street
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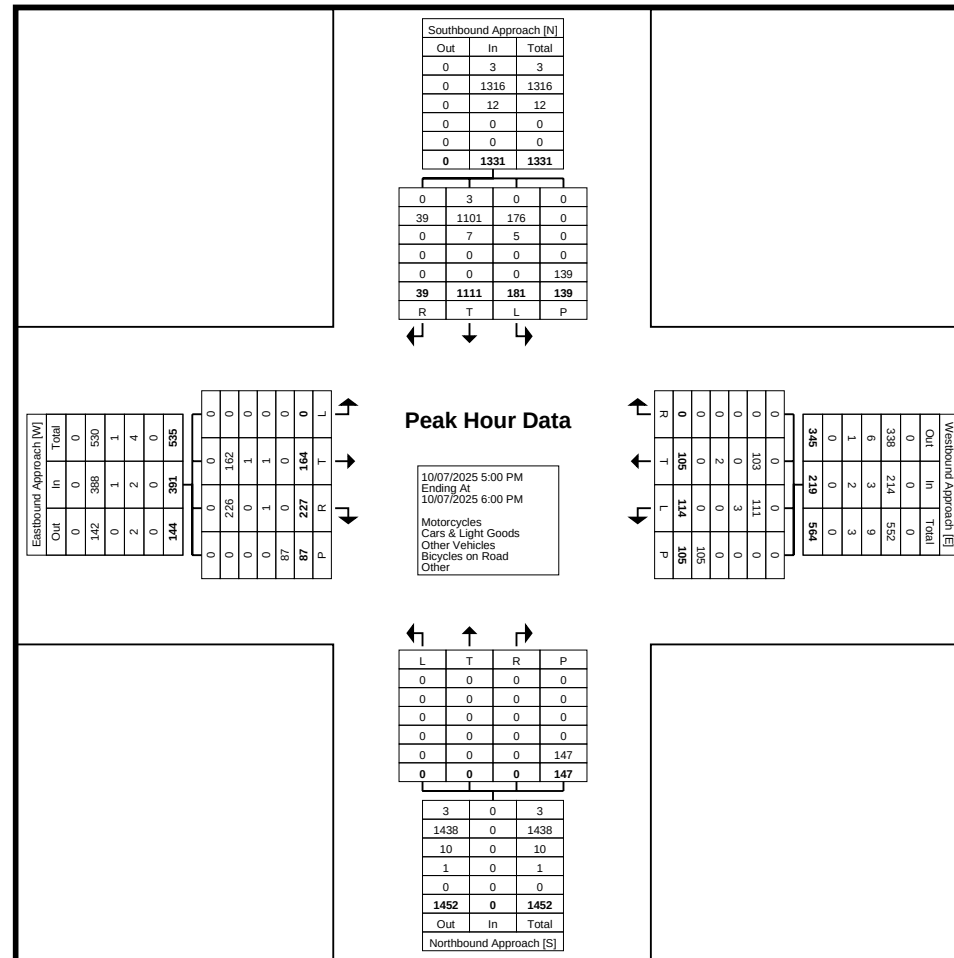
Count Name: N Tampa St & E Whiting St
Site Code:
Start Date: 10/07/2025
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Southbound Approach Southbound					Westbound Approach Westbound					Northbound Approach Northbound					Eastbound Approach Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
5:00 PM	8	274	42	45	324	0	24	30	30	54	0	0	0	37	0	50	36	0	18	86	464
5:15 PM	11	289	39	44	339	0	24	29	38	53	0	0	0	28	0	54	50	0	21	104	496
5:30 PM	6	277	49	32	332	0	35	35	25	70	0	0	0	53	0	61	49	0	22	110	512
5:45 PM	14	271	51	18	336	0	22	20	12	42	0	0	0	29	0	62	29	0	26	91	469
Total	39	1111	181	139	1331	0	105	114	105	219	0	0	0	147	0	227	164	0	87	391	1941
Approach %	2.9	83.5	13.6	-	-	0.0	47.9	52.1	-	-	0.0	0.0	0.0	-	-	58.1	41.9	0.0	-	-	-
Total %	2.0	57.2	9.3	-	68.6	0.0	5.4	5.9	-	11.3	0.0	0.0	0.0	-	0.0	11.7	8.4	0.0	-	20.1	-
PHF	0.696	0.961	0.887	-	0.982	0.000	0.750	0.814	-	0.782	0.000	0.000	0.000	-	0.000	0.915	0.820	0.000	-	0.889	0.948
Motorcycles	0	3	0	-	3	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	3
% Motorcycles	0.0	0.3	0.0	-	0.2	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.2
Cars & Light Goods	39	1101	176	-	1316	0	103	111	-	214	0	0	0	-	0	226	162	0	-	388	1918
% Cars & Light Goods	100.0	99.1	97.2	-	98.9	-	98.1	97.4	-	97.7	-	-	-	-	-	99.6	98.8	-	-	99.2	98.8
Other Vehicles	0	7	5	-	12	0	0	3	-	3	0	0	0	-	0	0	1	0	-	1	16
% Other Vehicles	0.0	0.6	2.8	-	0.9	-	0.0	2.6	-	1.4	-	-	-	-	-	0.0	0.6	-	-	0.3	0.8
Bicycles on Road	0	0	0	-	0	0	2	0	-	2	0	0	0	-	0	1	1	0	-	2	4
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	1.9	0.0	-	0.9	-	-	-	-	-	0.4	0.6	-	-	0.5	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	2.7	-	-	-	-	1.1	-	-
Pedestrians	-	-	-	139	-	-	-	-	105	-	-	-	-	143	-	-	-	-	86	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	97.3	-	-	-	-	98.9	-	-

City of Tampa (FL)
306 East Jackson Street
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(813) 274-8105

Count Name: N Tampa St & E Whiting St
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Turning Movement Peak Hour Data Plot (5:00 PM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105 Nick.An@tampagov.net

Count Name: E Whiting St & S Franklin St
Site Code:
Start Date: 07/08/2025
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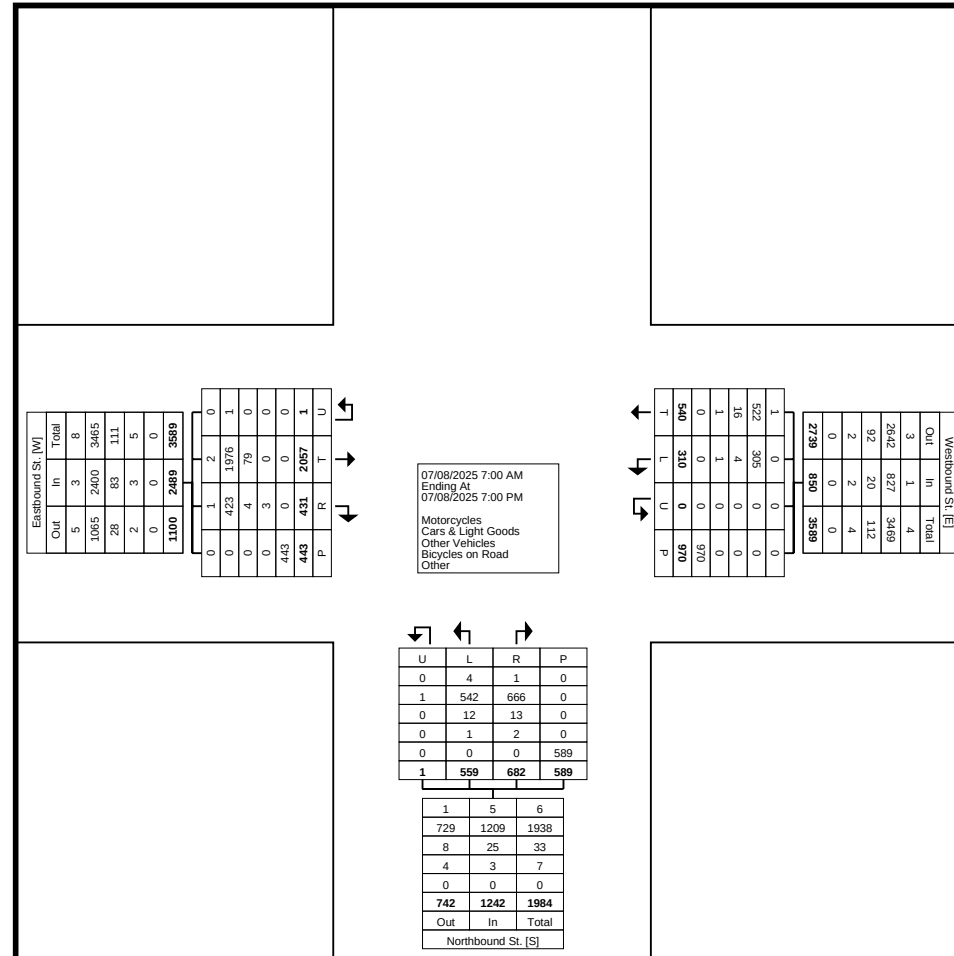
Turning Movement Data

Start Time	Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	6	6	0	9	12	3	4	0	13	7	11	67	0	3	78	97
7:15 AM	1	5	0	23	6	9	5	0	11	14	13	77	0	6	90	110
7:30 AM	12	8	0	22	20	13	7	0	12	20	24	74	0	5	98	138
7:45 AM	15	11	0	29	26	9	13	0	15	22	13	88	0	4	101	149
Hourly Total	34	30	0	83	64	34	29	0	51	63	61	306	0	18	367	494
8:00 AM	22	8	0	34	30	18	18	0	17	36	16	89	0	11	105	171
8:15 AM	20	10	0	30	30	11	20	0	32	31	15	89	0	8	104	165
8:30 AM	17	4	0	24	21	11	14	0	21	25	21	99	0	10	120	166
8:45 AM	14	12	0	13	26	13	18	0	23	31	13	93	0	4	106	163
Hourly Total	73	34	0	101	107	53	70	0	93	123	65	370	0	33	435	665
9:00 AM	13	5	0	24	18	10	25	0	15	35	16	79	0	10	95	148
9:15 AM	10	5	0	10	15	12	9	0	5	21	10	67	0	2	77	113
9:30 AM	11	5	0	31	16	12	5	0	5	17	10	38	0	4	48	81
9:45 AM	4	5	0	8	9	10	12	0	4	22	9	45	0	4	54	85
Hourly Total	38	20	0	73	58	44	51	0	29	95	45	229	0	20	274	427
10:00 AM	9	5	0	7	14	13	9	0	9	22	2	36	0	3	38	74
10:15 AM	3	4	0	10	7	7	6	0	1	13	6	33	0	5	39	59
10:30 AM	6	2	0	7	8	6	9	0	4	15	7	19	0	2	26	49
10:45 AM	4	6	0	13	10	8	8	0	8	16	5	22	0	7	27	53
Hourly Total	22	17	0	37	39	34	32	0	22	66	20	110	0	17	130	235
11:00 AM	4	3	0	10	7	9	7	0	3	16	10	22	0	3	32	55
11:15 AM	9	3	0	22	12	6	5	0	4	11	5	24	0	4	29	52
11:30 AM	6	6	0	15	12	5	7	0	4	12	8	33	0	4	41	65
11:45 AM	6	6	0	26	12	9	6	0	15	15	9	31	0	10	40	67
Hourly Total	25	18	0	73	43	29	25	0	26	54	32	110	0	21	142	239
12:00 PM	8	11	0	27	19	13	8	0	36	21	3	29	0	27	32	72
12:15 PM	7	6	0	14	13	9	11	0	11	20	7	31	0	18	38	71
12:30 PM	10	7	0	17	17	12	5	0	10	17	15	23	0	18	38	72
12:45 PM	3	11	0	13	14	10	11	0	14	21	4	28	0	16	32	67
Hourly Total	28	35	0	71	63	44	35	0	71	79	29	111	0	79	140	282
1:00 PM	7	7	0	27	14	13	9	0	20	22	5	24	0	23	29	65
1:15 PM	4	6	0	21	10	8	18	0	10	26	8	22	0	18	30	66
1:30 PM	10	6	0	25	16	12	7	0	7	19	6	34	0	9	40	75
1:45 PM	7	4	0	17	11	18	11	0	5	29	5	25	0	3	30	70
Hourly Total	28	23	0	90	51	51	45	0	42	96	24	105	0	53	129	276
2:00 PM	8	3	0	20	11	10	10	0	8	20	6	32	0	12	38	69
2:15 PM	4	8	0	14	12	6	2	0	7	8	6	14	0	1	20	40
2:30 PM	4	3	0	21	7	11	7	0	7	18	6	30	0	0	36	61
2:45 PM	9	4	0	16	13	11	11	0	7	22	13	26	0	14	39	74

Hourly Total	25	18	0	71	43	38	30	0	29	68	31	102	0	27	133	244
3:00 PM	6	7	0	22	13	23	8	0	11	31	3	36	0	5	39	83
3:15 PM	10	3	0	22	13	12	7	0	3	19	5	31	0	3	36	68
3:30 PM	9	5	0	17	14	20	8	0	4	28	6	25	0	4	31	73
3:45 PM	7	7	0	16	14	16	10	0	1	26	9	20	0	3	29	69
Hourly Total	32	22	0	77	54	71	33	0	19	104	23	112	0	15	135	293
4:00 PM	23	5	0	22	28	31	16	0	15	47	6	52	0	12	58	133
4:15 PM	17	3	0	24	20	24	14	0	13	38	18	32	0	7	50	108
4:30 PM	32	4	0	30	36	27	17	0	21	44	7	37	0	10	44	124
4:45 PM	22	5	0	29	27	14	12	0	15	26	16	46	0	12	62	115
Hourly Total	94	17	0	105	111	96	59	0	64	155	47	167	0	41	214	480
5:00 PM	36	18	0	38	54	22	25	1	28	48	4	49	0	22	53	155
5:15 PM	35	14	0	29	49	36	26	0	22	62	11	66	1	16	78	189
5:30 PM	13	8	0	31	21	35	30	0	14	65	6	64	0	13	70	156
5:45 PM	19	8	0	16	27	24	22	0	13	46	7	43	0	15	50	123
Hourly Total	103	48	0	114	151	117	103	1	77	221	28	222	1	66	251	623
6:00 PM	9	15	0	18	24	19	16	0	24	35	15	33	0	25	48	107
6:15 PM	13	2	0	17	15	23	14	0	25	37	4	31	0	12	35	87
6:30 PM	10	4	0	21	14	13	5	0	7	18	2	32	0	12	34	66
6:45 PM	6	7	0	19	13	16	12	0	10	28	5	17	0	4	22	63
Hourly Total	38	28	0	75	66	71	47	0	66	118	26	113	0	53	139	323
Grand Total	540	310	0	970	850	682	559	1	589	1242	431	2057	1	443	2489	4581
Approach %	63.5	36.5	0.0	-	-	54.9	45.0	0.1	-	-	17.3	82.6	0.0	-	-	-
Total %	11.8	6.8	0.0	-	18.6	14.9	12.2	0.0	-	27.1	9.4	44.9	0.0	-	54.3	-
Motorcycles	1	0	0	-	1	1	4	0	-	5	1	2	0	-	3	9
% Motorcycles	0.2	0.0	-	-	0.1	0.1	0.7	0.0	-	0.4	0.2	0.1	0.0	-	0.1	0.2
Cars & Light Goods	522	305	0	-	827	666	542	1	-	1209	423	1976	1	-	2400	4436
% Cars & Light Goods	96.7	98.4	-	-	97.3	97.7	97.0	100.0	-	97.3	98.1	96.1	100.0	-	96.4	96.8
Other Vehicles	16	4	0	-	20	13	12	0	-	25	4	79	0	-	83	128
% Other Vehicles	3.0	1.3	-	-	2.4	1.9	2.1	0.0	-	2.0	0.9	3.8	0.0	-	3.3	2.8
Bicycles on Road	1	1	0	-	2	2	1	0	-	3	3	0	0	-	3	8
% Bicycles on Road	0.2	0.3	-	-	0.2	0.3	0.2	0.0	-	0.2	0.7	0.0	0.0	-	0.1	0.2
Bicycles on Crosswalk	-	-	-	22	-	-	-	-	10	-	-	-	-	20	-	-
% Bicycles on Crosswalk	-	-	-	2.3	-	-	-	-	1.7	-	-	-	-	4.5	-	-
Pedestrians	-	-	-	948	-	-	-	-	579	-	-	-	-	423	-	-
% Pedestrians	-	-	-	97.7	-	-	-	-	98.3	-	-	-	-	95.5	-	-

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
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Count Name: E Whiting St & S Franklin St
Site Code:
Start Date: 07/08/2025
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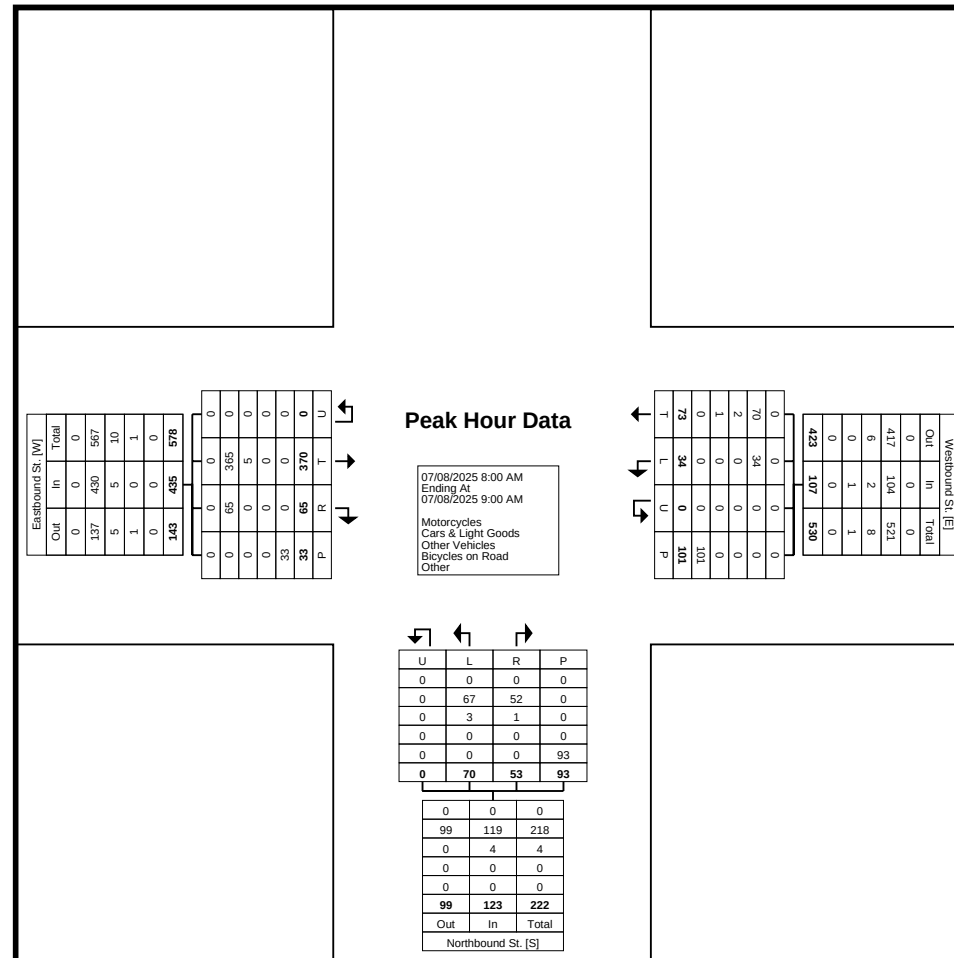


Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00 AM)

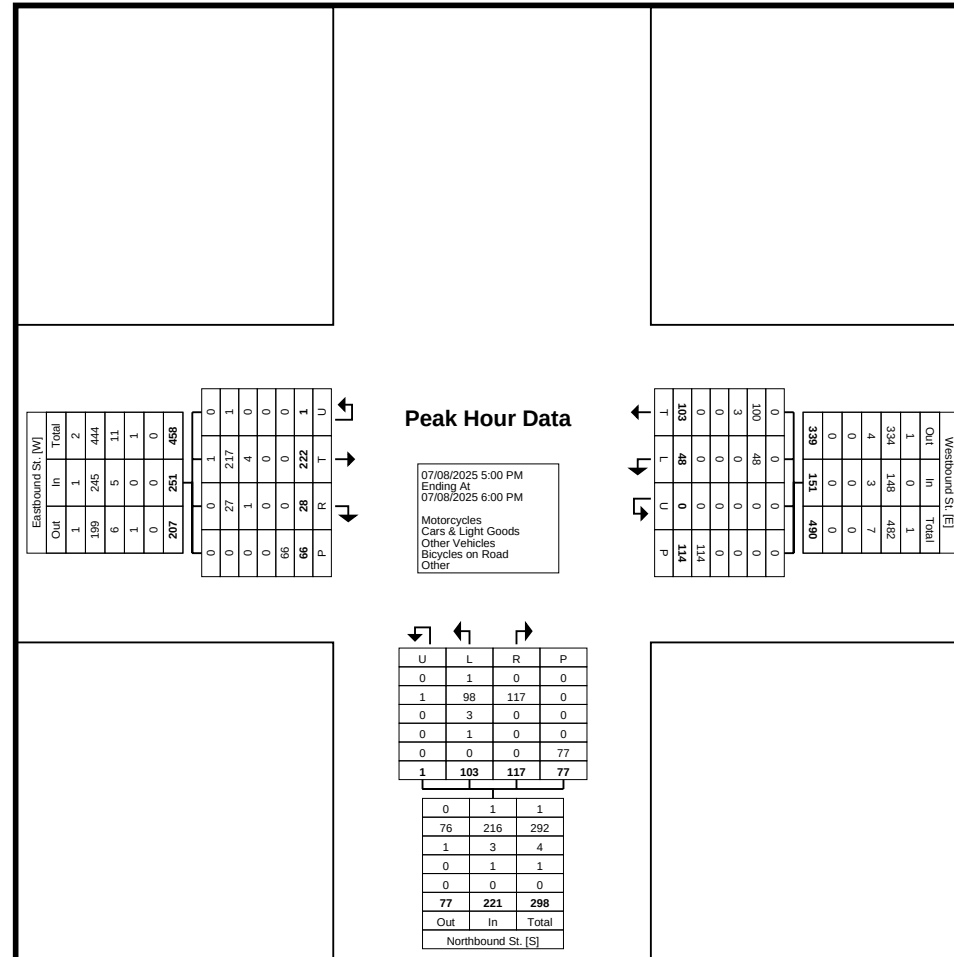
Start Time	Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
8:00 AM	22	8	0	34	30	18	18	0	17	36	16	89	0	11	105	171
8:15 AM	20	10	0	30	30	11	20	0	32	31	15	89	0	8	104	165
8:30 AM	17	4	0	24	21	11	14	0	21	25	21	99	0	10	120	166
8:45 AM	14	12	0	13	26	13	18	0	23	31	13	93	0	4	106	163
Total	73	34	0	101	107	53	70	0	93	123	65	370	0	33	435	665
Approach %	68.2	31.8	0.0	-	-	43.1	56.9	0.0	-	-	14.9	85.1	0.0	-	-	-
Total %	11.0	5.1	0.0	-	16.1	8.0	10.5	0.0	-	18.5	9.8	55.6	0.0	-	65.4	-
PHF	0.830	0.708	0.000	-	0.892	0.736	0.875	0.000	-	0.854	0.774	0.934	0.000	-	0.906	0.972
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
Cars & Light Goods	70	34	0	-	104	52	67	0	-	119	65	365	0	-	430	653
% Cars & Light Goods	95.9	100.0	-	-	97.2	98.1	95.7	-	-	96.7	100.0	98.6	-	-	98.9	98.2
Other Vehicles	2	0	0	-	2	1	3	0	-	4	0	5	0	-	5	11
% Other Vehicles	2.7	0.0	-	-	1.9	1.9	4.3	-	-	3.3	0.0	1.4	-	-	1.1	1.7
Bicycles on Road	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	1.4	0.0	-	-	0.9	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	2	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	2.2	-	-	-	-	15.2	-	-
Pedestrians	-	-	-	101	-	-	-	-	91	-	-	-	-	28	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	97.8	-	-	-	-	84.8	-	-

Count Name: E Whiting St & S Franklin St
Site Code:
Start Date: 07/08/2025
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Turning Movement Peak Hour Data (5:00 PM)

Start Time	Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
5:00 PM	36	18	0	38	54	22	25	1	28	48	4	49	0	22	53	155
5:15 PM	35	14	0	29	49	36	26	0	22	62	11	66	1	16	78	189
5:30 PM	13	8	0	31	21	35	30	0	14	65	6	64	0	13	70	156
5:45 PM	19	8	0	16	27	24	22	0	13	46	7	43	0	15	50	123
Total	103	48	0	114	151	117	103	1	77	221	28	222	1	66	251	623
Approach %	68.2	31.8	0.0	-	-	52.9	46.6	0.5	-	-	11.2	88.4	0.4	-	-	-
Total %	16.5	7.7	0.0	-	24.2	18.8	16.5	0.2	-	35.5	4.5	35.6	0.2	-	40.3	-
PHF	0.715	0.667	0.000	-	0.699	0.813	0.858	0.250	-	0.850	0.636	0.841	0.250	-	0.804	0.824
Motorcycles	0	0	0	-	0	0	1	0	-	1	0	1	0	-	1	2
% Motorcycles	0.0	0.0	-	-	0.0	0.0	1.0	0.0	-	0.5	0.0	0.5	0.0	-	0.4	0.3
Cars & Light Goods	100	48	0	-	148	117	98	1	-	216	27	217	1	-	245	609
% Cars & Light Goods	97.1	100.0	-	-	98.0	100.0	95.1	100.0	-	97.7	96.4	97.7	100.0	-	97.6	97.8
Other Vehicles	3	0	0	-	3	0	3	0	-	3	1	4	0	-	5	11
% Other Vehicles	2.9	0.0	-	-	2.0	0.0	2.9	0.0	-	1.4	3.6	1.8	0.0	-	2.0	1.8
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	1.0	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	4.5	-	-
Pedestrians	-	-	-	114	-	-	-	-	77	-	-	-	-	63	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	95.5	-	-



Turning Movement Peak Hour Data Plot (5:00 PM)

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
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(813) 274-8105

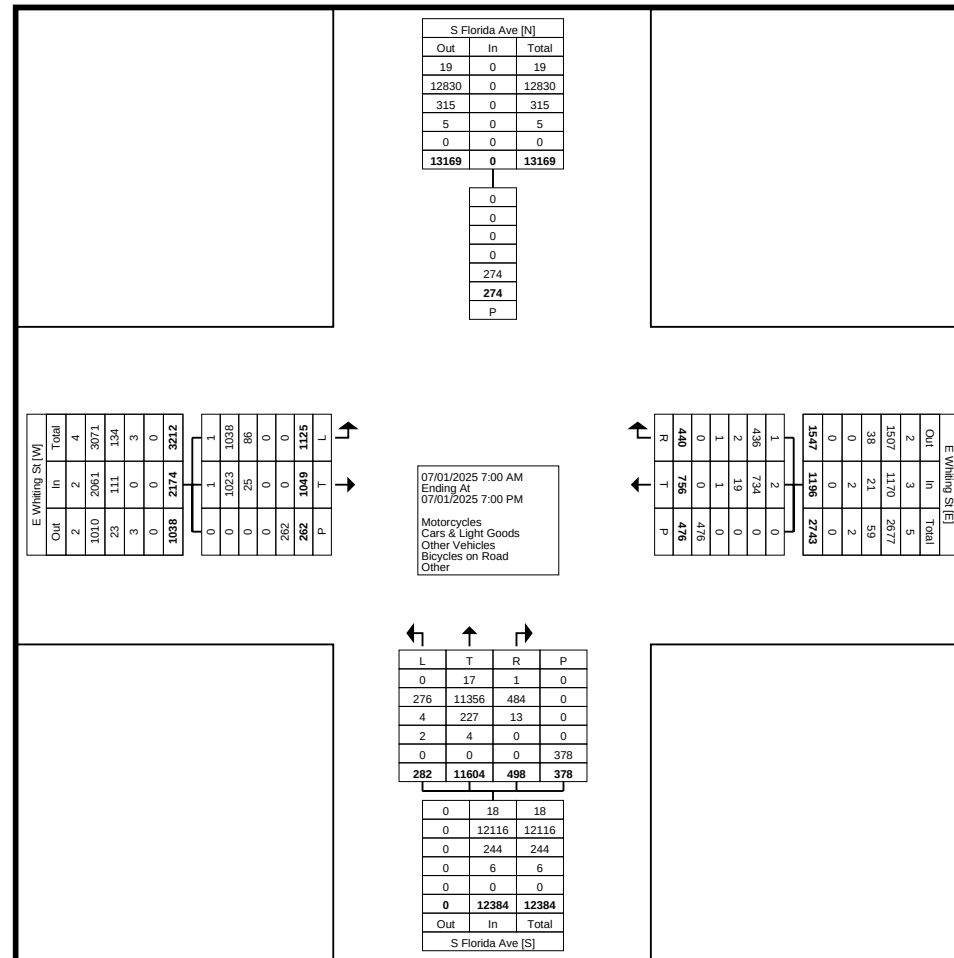
Count Name: S Florida Ave & E Whiting St
Site Code:
Start Date: 07/01/2025
Page No: 1

Turning Movement Data

Start Time	S Florida Ave Southbound		E Whiting St Westbound				S Florida Ave Northbound					E Whiting St Eastbound				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
7:00 AM	4	0	8	28	8	36	4	177	6	4	187	9	12	2	21	244
7:15 AM	15	0	6	28	18	34	9	222	4	13	235	23	12	6	35	304
7:30 AM	3	0	8	43	11	51	14	253	14	13	281	23	17	9	40	372
7:45 AM	14	0	13	49	19	62	11	305	17	21	333	15	12	9	27	422
Hourly Total	36	0	35	148	56	183	38	957	41	51	1036	70	53	26	123	1342
8:00 AM	10	0	11	41	8	52	16	318	16	9	350	22	16	5	38	440
8:15 AM	13	0	12	49	23	61	14	284	14	16	312	33	10	8	43	416
8:30 AM	9	0	10	46	21	56	22	289	14	11	325	22	15	2	37	418
8:45 AM	6	0	10	37	19	47	17	291	18	19	326	15	12	5	27	400
Hourly Total	38	0	43	173	71	216	69	1182	62	55	1313	92	53	20	145	1674
9:00 AM	6	0	16	25	7	41	7	268	8	3	283	16	20	6	36	360
9:15 AM	5	0	7	29	10	36	9	242	5	10	256	7	15	3	22	314
9:30 AM	4	0	4	18	6	22	9	186	8	9	203	20	22	7	42	267
9:45 AM	9	0	4	18	8	22	6	164	8	6	178	5	7	3	12	212
Hourly Total	24	0	31	90	31	121	31	860	29	28	920	48	64	19	112	1153
10:00 AM	6	0	4	17	5	21	6	171	7	2	184	11	21	2	32	237
10:15 AM	2	0	7	9	3	16	5	172	6	1	183	12	16	2	28	227
10:30 AM	1	0	4	11	2	15	7	170	4	1	181	7	16	3	23	219
10:45 AM	1	0	7	4	1	11	6	159	5	1	170	13	15	0	28	209
Hourly Total	10	0	22	41	11	63	24	672	22	5	718	43	68	7	111	892
11:00 AM	2	0	3	12	10	15	4	156	5	3	165	17	23	5	40	220
11:15 AM	3	0	5	14	8	19	7	172	4	2	183	15	18	2	33	235
11:30 AM	3	0	10	9	9	19	3	184	6	2	193	14	23	2	37	249
11:45 AM	4	0	7	13	8	20	6	205	3	4	214	10	16	3	26	260
Hourly Total	12	0	25	48	35	73	20	717	18	11	755	56	80	12	136	964
12:00 PM	8	0	4	6	3	10	10	195	10	6	215	12	25	3	37	262
12:15 PM	7	0	8	12	6	20	16	218	10	9	244	14	27	9	41	305
12:30 PM	2	0	7	11	4	18	12	205	4	4	221	16	20	3	36	275
12:45 PM	7	0	7	6	3	13	7	231	4	5	242	8	18	5	26	281
Hourly Total	24	0	26	35	16	61	45	849	28	24	922	50	90	20	140	1123
1:00 PM	2	0	9	13	5	22	10	200	5	7	215	14	24	4	38	275
1:15 PM	10	0	11	9	8	20	10	229	6	6	245	9	21	1	30	295
1:30 PM	2	0	8	9	7	17	6	231	5	3	242	28	28	5	56	315
1:45 PM	1	0	9	9	3	18	5	238	5	2	248	15	17	2	32	298
Hourly Total	15	0	37	40	23	77	31	898	21	18	950	66	90	12	156	1183
2:00 PM	4	0	5	9	7	14	7	227	3	4	237	12	20	5	32	283
2:15 PM	5	0	8	8	3	16	10	224	3	0	237	6	21	7	27	280
2:30 PM	5	0	9	11	10	20	8	232	2	4	242	14	23	2	37	299
2:45 PM	6	0	6	7	7	13	13	314	6	6	333	17	22	8	39	385

Hourly Total	20	0	28	35	27	63	38	997	14	14	1049	49	86	22	135	1247
3:00 PM	6	0	9	7	15	16	7	345	2	1	354	17	39	4	56	426
3:15 PM	4	0	12	6	7	18	7	314	2	8	323	21	25	4	46	387
3:30 PM	4	0	6	4	12	10	15	355	2	4	372	27	33	4	60	442
3:45 PM	3	0	9	9	4	18	10	287	5	7	302	29	32	2	61	381
Hourly Total	17	0	36	26	38	62	39	1301	11	20	1351	94	129	14	223	1636
4:00 PM	8	0	17	8	10	25	12	288	1	12	301	52	36	4	88	414
4:15 PM	3	0	16	10	5	26	12	295	3	7	310	37	33	9	70	406
4:30 PM	3	0	12	10	14	22	12	263	3	11	278	55	39	6	94	394
4:45 PM	5	0	22	9	17	31	18	283	6	16	307	45	33	15	78	416
Hourly Total	19	0	67	37	46	104	54	1129	13	46	1196	189	141	34	330	1630
5:00 PM	13	0	32	15	52	47	25	279	5	31	309	67	45	15	112	468
5:15 PM	8	0	13	13	10	26	16	306	5	20	327	74	40	7	114	467
5:30 PM	14	0	13	16	23	29	22	278	3	27	303	34	44	21	78	410
5:45 PM	5	0	4	11	12	15	10	299	1	7	310	37	36	6	73	398
Hourly Total	40	0	62	55	97	117	73	1162	14	85	1249	212	165	49	377	1743
6:00 PM	5	0	8	8	12	16	16	258	4	6	278	27	33	7	60	354
6:15 PM	4	0	10	7	8	17	9	213	3	6	225	19	25	5	44	286
6:30 PM	3	0	7	11	3	18	7	200	2	5	209	19	30	8	49	276
6:45 PM	7	0	3	2	2	5	4	209	0	4	213	15	18	7	33	251
Hourly Total	19	0	28	28	25	56	36	880	9	21	925	80	106	27	186	1167
Grand Total	274	0	440	756	476	1196	498	11604	282	378	12384	1049	1125	262	2174	15754
Approach %	-	-	36.8	63.2	-	-	4.0	93.7	2.3	-	-	48.3	51.7	-	-	-
Total %	-	0.0	2.8	4.8	-	7.6	3.2	73.7	1.8	-	78.6	6.7	7.1	-	13.8	-
Motorcycles	-	0	1	2	-	3	1	17	0	-	18	1	1	-	2	23
% Motorcycles	-	-	0.2	0.3	-	0.3	0.2	0.1	0.0	-	0.1	0.1	0.1	-	0.1	0.1
Cars & Light Goods	-	0	436	734	-	1170	484	11356	276	-	12116	1023	1038	-	2061	15347
% Cars & Light Goods	-	-	99.1	97.1	-	97.8	97.2	97.9	97.9	-	97.8	97.5	92.3	-	94.8	97.4
Other Vehicles	-	0	2	19	-	21	13	227	4	-	244	25	86	-	111	376
% Other Vehicles	-	-	0.5	2.5	-	1.8	2.6	2.0	1.4	-	2.0	2.4	7.6	-	5.1	2.4
Bicycles on Road	-	0	1	1	-	2	0	4	2	-	6	0	0	-	0	8
% Bicycles on Road	-	-	0.2	0.1	-	0.2	0.0	0.0	0.7	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	13	-	-	-	4	-	-	-	-	9	-	-	-	2	-	-
% Bicycles on Crosswalk	4.7	-	-	-	0.8	-	-	-	-	2.4	-	-	-	0.8	-	-
Pedestrians	261	-	-	-	472	-	-	-	-	369	-	-	-	260	-	-
% Pedestrians	95.3	-	-	-	99.2	-	-	-	-	97.6	-	-	-	99.2	-	-

Count Name: S Florida Ave & E Whiting St
Site Code:
Start Date: 07/01/2025
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Turning Movement Data Plot

City of Tampa (FL)
306 East Jackson Street
PO Box 2000
Tampa, Florida, United States 33602
(813) 274-8105

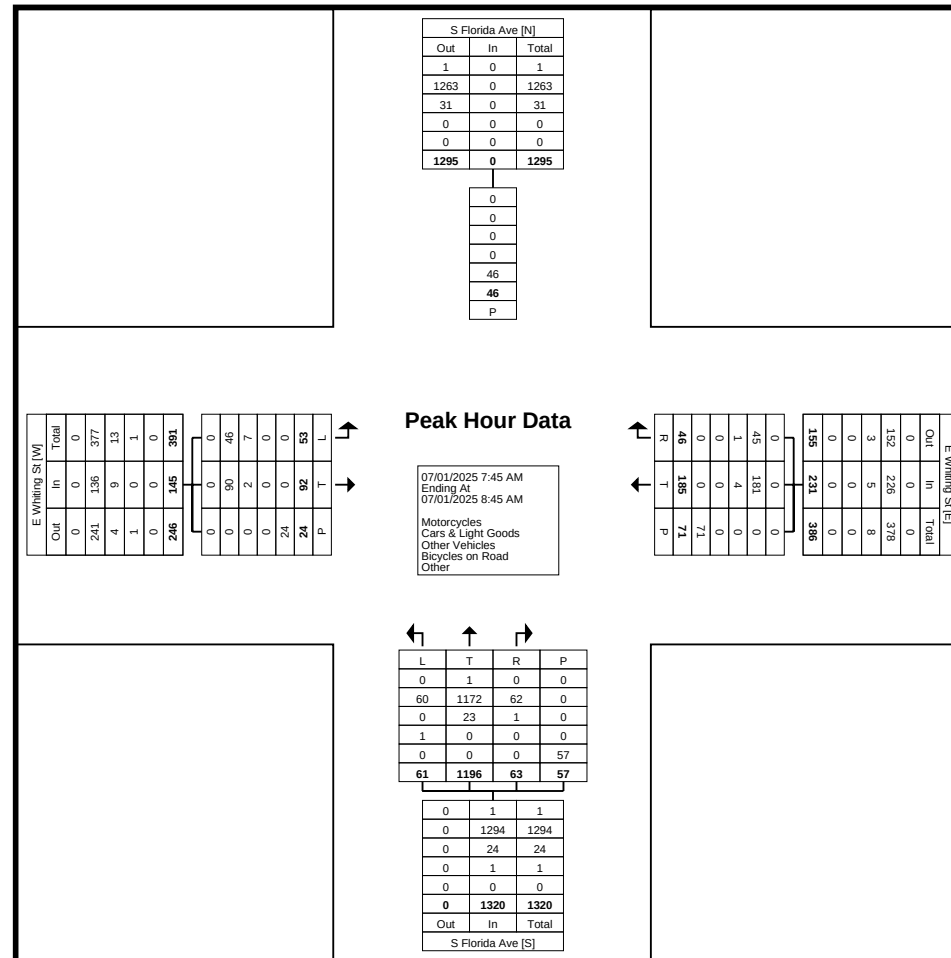
Count Name: S Florida Ave & E Whiting St
Site Code:
Start Date: 07/01/2025
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Turning Movement Peak Hour Data (7:45 AM)

Start Time	S Florida Ave Southbound		E Whiting St Westbound				S Florida Ave Northbound					E Whiting St Eastbound				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
7:45 AM	14	0	13	49	19	62	11	305	17	21	333	15	12	9	27	422
8:00 AM	10	0	11	41	8	52	16	318	16	9	350	22	16	5	38	440
8:15 AM	13	0	12	49	23	61	14	284	14	16	312	33	10	8	43	416
8:30 AM	9	0	10	46	21	56	22	289	14	11	325	22	15	2	37	418
Total	46	0	46	185	71	231	63	1196	61	57	1320	92	53	24	145	1696
Approach %	-	-	19.9	80.1	-	-	4.8	90.6	4.6	-	-	63.4	36.6	-	-	-
Total %	-	0.0	2.7	10.9	-	13.6	3.7	70.5	3.6	-	77.8	5.4	3.1	-	8.5	-
PHF	-	0.000	0.885	0.944	-	0.931	0.716	0.940	0.897	-	0.943	0.697	0.828	-	0.843	0.964
Motorcycles	-	0	0	0	-	0	0	1	0	-	1	0	0	-	0	1
% Motorcycles	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	-	0.0	0.1
Cars & Light Goods	-	0	45	181	-	226	62	1172	60	-	1294	90	46	-	136	1656
% Cars & Light Goods	-	-	97.8	97.8	-	97.8	98.4	98.0	98.4	-	98.0	97.8	86.8	-	93.8	97.6
Other Vehicles	-	0	1	4	-	5	1	23	0	-	24	2	7	-	9	38
% Other Vehicles	-	-	2.2	2.2	-	2.2	1.6	1.9	0.0	-	1.8	2.2	13.2	-	6.2	2.2
Bicycles on Road	-	0	0	0	-	0	0	0	1	-	1	0	0	-	0	1
% Bicycles on Road	-	-	0.0	0.0	-	0.0	0.0	0.0	1.6	-	0.1	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	1	-	-	-	0	-	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	2.2	-	-	-	0.0	-	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	45	-	-	-	71	-	-	-	-	57	-	-	-	24	-	-
% Pedestrians	97.8	-	-	-	100.0	-	-	-	-	100.0	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (7:45 AM)

City of Tampa (FL)
306 East Jackson Street
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Tampa, Florida, United States 33602
(813) 274-8105

Count Name: S Florida Ave & E Whiting St
Site Code:
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Turning Movement Peak Hour Data (4:45 PM)

Start Time	S Florida Ave Southbound		E Whiting St Westbound				S Florida Ave Northbound					E Whiting St Eastbound				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
4:45 PM	5	0	22	9	17	31	18	283	6	16	307	45	33	15	78	416
5:00 PM	13	0	32	15	52	47	25	279	5	31	309	67	45	15	112	468
5:15 PM	8	0	13	13	10	26	16	306	5	20	327	74	40	7	114	467
5:30 PM	14	0	13	16	23	29	22	278	3	27	303	34	44	21	78	410
Total	40	0	80	53	102	133	81	1146	19	94	1246	220	162	58	382	1761
Approach %	-	-	60.2	39.8	-	-	6.5	92.0	1.5	-	-	57.6	42.4	-	-	-
Total %	-	0.0	4.5	3.0	-	7.6	4.6	65.1	1.1	-	70.8	12.5	9.2	-	21.7	-
PHF	-	0.000	0.625	0.828	-	0.707	0.810	0.936	0.792	-	0.953	0.743	0.900	-	0.838	0.941
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	-	0	80	52	-	132	79	1137	19	-	1235	218	156	-	374	1741
% Cars & Light Goods	-	-	100.0	98.1	-	99.2	97.5	99.2	100.0	-	99.1	99.1	96.3	-	97.9	98.9
Other Vehicles	-	0	0	1	-	1	2	9	0	-	11	2	6	-	8	20
% Other Vehicles	-	-	0.0	1.9	-	0.8	2.5	0.8	0.0	-	0.9	0.9	3.7	-	2.1	1.1
Bicycles on Road	-	0	0	0	-	0	0	0	0	-	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	1	-	-	-	0	-	-	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	2.5	-	-	-	0.0	-	-	-	-	1.1	-	-	-	0.0	-	-
Pedestrians	39	-	-	-	102	-	-	-	-	93	-	-	-	58	-	-
% Pedestrians	97.5	-	-	-	100.0	-	-	-	-	98.9	-	-	-	100.0	-	-

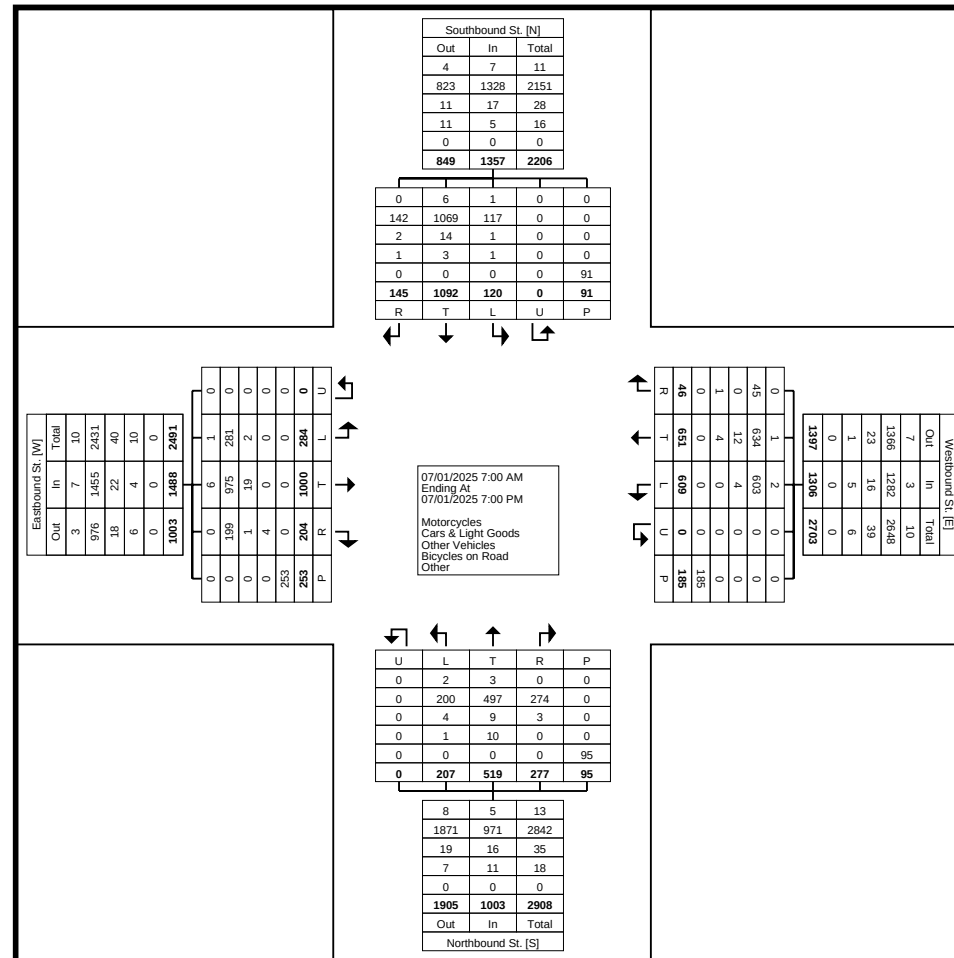
Count Name: S Florida Ave & E Whiting St
Site Code:
Start Date: 07/01/2025
Page No: 7

Turning Movement Peak Hour Data Plot (4:45 PM)

Turning Movement Data

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. 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	
7:00 AM	7	16	0	0	0	23	0	25	16	0	1	41	4	4	3	0	1	11	5	6	3	0	5	14	89
7:15 AM	3	28	1	0	4	32	3	23	28	0	3	54	3	13	10	0	6	26	12	9	0	0	10	21	133
7:30 AM	5	28	0	0	2	33	3	34	21	0	5	58	6	17	11	0	1	34	9	15	8	0	8	32	157
7:45 AM	13	27	1	0	5	41	2	39	22	0	15	63	4	23	19	0	8	46	5	11	4	0	6	20	170
Hourly Total	28	99	2	0	11	129	8	121	87	0	24	216	17	57	43	0	16	117	31	41	15	0	29	87	549
8:00 AM	2	21	1	0	2	24	4	36	20	0	0	60	6	12	9	0	1	27	5	15	4	0	5	24	135
8:15 AM	8	22	1	0	2	31	3	41	20	0	4	64	5	13	13	0	3	31	8	11	9	0	8	28	154
8:30 AM	3	27	4	0	1	34	2	40	9	0	6	51	9	15	14	0	1	38	10	12	9	0	8	31	154
8:45 AM	3	17	4	0	2	24	0	31	24	0	5	55	6	13	8	0	4	27	8	8	6	0	14	22	128
Hourly Total	16	87	10	0	7	113	9	148	73	0	15	230	26	53	44	0	9	123	31	46	28	0	35	105	571
9:00 AM	3	24	0	0	2	27	1	30	14	0	2	45	4	9	11	0	0	24	4	10	6	0	3	20	116
9:15 AM	7	30	1	0	2	38	0	26	15	0	2	41	0	15	5	0	0	20	3	5	6	0	10	14	113
9:30 AM	1	23	6	0	2	30	0	9	18	0	3	27	2	10	4	0	3	16	3	15	6	0	6	24	97
9:45 AM	3	17	1	0	1	21	0	14	17	0	4	31	3	18	6	0	1	27	2	3	2	0	3	7	86
Hourly Total	14	94	8	0	7	116	1	79	64	0	11	144	9	52	26	0	4	87	12	33	20	0	22	65	412
10:00 AM	5	11	0	0	1	16	0	10	12	0	3	22	2	8	4	0	0	14	2	8	3	0	1	13	65
10:15 AM	3	18	2	0	0	23	0	10	11	0	0	21	8	10	3	0	0	21	3	8	2	0	1	13	78
10:30 AM	2	24	3	0	0	29	0	7	6	0	0	13	3	6	3	0	1	12	1	8	4	0	2	13	67
10:45 AM	1	15	1	0	2	17	2	6	6	0	7	14	1	6	3	0	0	10	3	11	2	0	3	16	57
Hourly Total	11	68	6	0	3	85	2	33	35	0	10	70	14	30	13	0	1	57	9	35	11	0	7	55	267
11:00 AM	3	15	2	0	0	20	0	4	8	0	6	12	4	7	4	0	0	15	2	15	2	0	1	19	66
11:15 AM	4	19	0	0	0	23	0	7	9	0	2	16	0	9	2	0	2	11	10	12	3	0	1	25	75
11:30 AM	1	16	3	0	2	20	2	10	10	0	2	22	3	5	6	0	1	14	3	7	4	0	2	14	70
11:45 AM	5	22	3	0	1	30	2	7	9	0	2	18	1	8	6	0	0	15	0	14	4	0	1	18	81
Hourly Total	13	72	8	0	3	93	4	28	36	0	12	68	8	29	18	0	3	55	15	48	13	0	5	76	292
12:00 PM	0	24	3	0	3	27	0	1	18	0	7	19	3	7	0	0	4	10	6	9	4	0	1	19	75
12:15 PM	1	25	2	0	3	28	2	11	9	0	2	22	5	8	5	0	1	18	3	18	8	0	5	29	97
12:30 PM	5	33	2	0	1	40	1	9	12	0	3	22	6	10	4	0	0	20	3	15	5	0	0	23	105
12:45 PM	2	20	2	0	1	24	2	7	12	0	1	21	7	7	0	0	7	14	3	10	6	0	5	19	78
Hourly Total	8	102	9	0	8	119	5	28	51	0	13	84	21	32	9	0	12	62	15	52	23	0	11	90	355
1:00 PM	7	22	3	0	4	32	0	11	5	0	6	16	5	5	3	0	3	13	4	15	5	0	3	24	85
1:15 PM	4	12	2	0	1	18	1	12	11	0	3	24	6	8	2	0	2	16	0	16	7	0	8	23	81
1:30 PM	2	24	1	0	1	27	0	7	7	0	1	14	4	10	2	0	0	16	2	20	3	0	4	25	82
1:45 PM	3	17	7	0	3	27	0	9	13	0	4	22	14	7	3	0	4	24	6	16	5	0	2	27	100
Hourly Total	16	75	13	0	9	104	1	39	36	0	14	76	29	30	10	0	9	69	12	67	20	0	17	99	348
2:00 PM	0	18	0	0	2	18	0	5	12	0	4	17	4	8	4	0	4	16	8	14	2	0	2	24	75
2:15 PM	4	18	3	0	4	25	1	7	11	0	2	19	3	14	3	0	2	20	3	14	2	0	6	19	83
2:30 PM	4	16	0	0	1	20	0	8	16	0	2	24	3	14	1	0	0	18	4	11	7	0	5	22	84

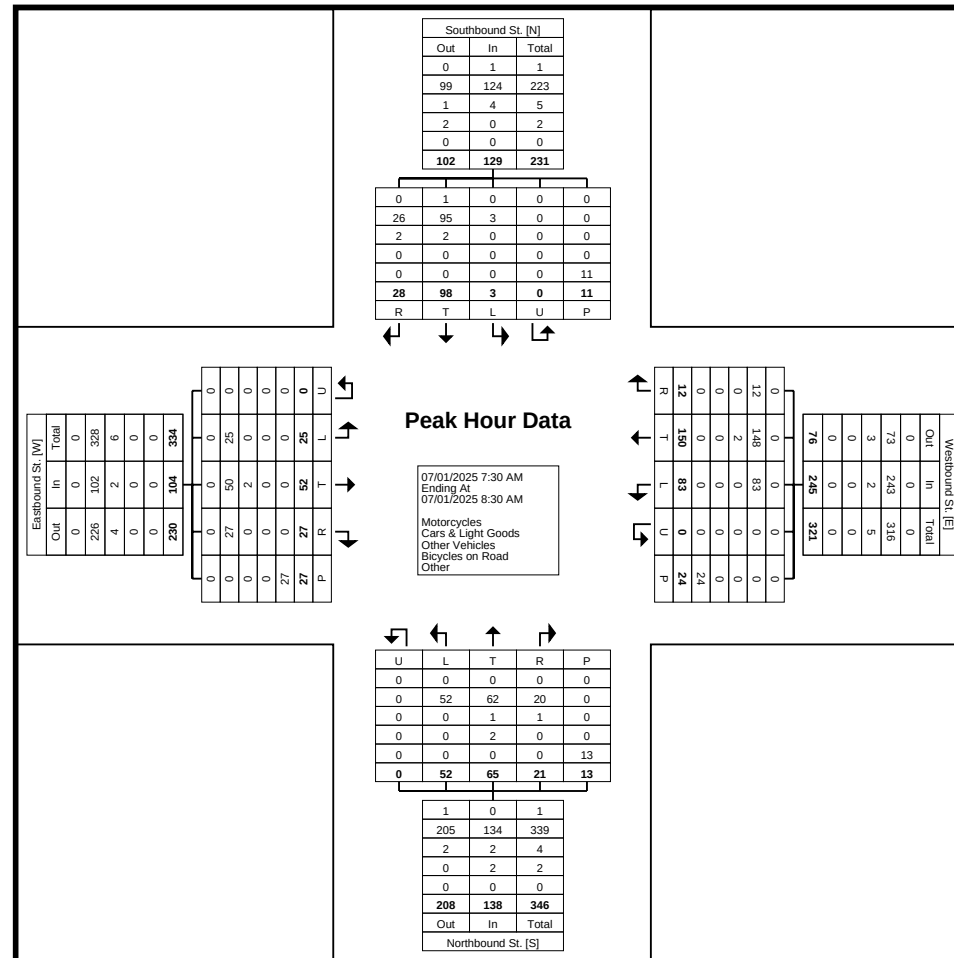
2:45 PM	0	16	1	0	3	17	1	6	8	0	5	15	5	7	3	0	1	15	9	10	9	0	0	28	75
Hourly Total	8	68	4	0	10	80	2	26	47	0	13	75	15	43	11	0	7	69	24	49	20	0	13	93	317
3:00 PM	3	18	2	0	2	23	0	10	8	0	3	18	7	10	1	0	1	18	4	19	3	0	4	26	85
3:15 PM	0	19	1	0	2	20	1	8	9	0	5	18	6	13	2	0	2	21	5	21	5	0	3	31	90
3:30 PM	1	27	4	0	1	32	0	5	11	0	9	16	9	14	1	0	1	24	6	31	8	0	4	45	117
3:45 PM	1	23	4	0	1	28	2	12	12	0	2	26	10	17	2	0	1	29	1	30	11	0	3	42	125
Hourly Total	5	87	11	0	6	103	3	35	40	0	19	78	32	54	6	0	5	92	16	101	27	0	14	144	417
4:00 PM	1	33	7	0	2	41	2	19	16	0	4	37	12	8	2	0	3	22	6	44	7	0	13	57	157
4:15 PM	2	23	1	0	0	26	0	8	10	0	5	18	7	10	3	0	2	20	2	46	7	0	6	55	119
4:30 PM	2	31	3	0	0	36	1	12	17	0	4	30	10	15	2	0	1	27	3	62	9	0	15	74	167
4:45 PM	3	28	2	0	2	33	0	8	12	0	2	20	9	5	2	0	4	16	2	54	5	0	5	61	130
Hourly Total	8	115	13	0	4	136	3	47	55	0	15	105	38	38	9	0	10	85	13	206	28	0	39	247	573
5:00 PM	8	40	11	0	3	59	2	24	21	0	7	47	13	24	4	0	6	41	5	67	21	0	25	93	240
5:15 PM	1	40	6	0	3	47	1	9	18	0	10	28	13	18	1	0	1	32	6	70	25	0	6	101	208
5:30 PM	3	30	4	0	4	37	2	11	11	0	3	24	10	13	3	0	4	26	6	46	7	0	6	59	146
5:45 PM	3	25	1	0	0	29	1	5	8	0	1	14	7	9	1	0	0	17	2	45	9	0	2	56	116
Hourly Total	15	135	22	0	10	172	6	49	58	0	21	113	43	64	9	0	11	116	19	228	62	0	39	309	710
6:00 PM	0	34	3	0	6	37	0	8	8	0	8	16	5	10	4	0	2	19	3	36	3	0	6	42	114
6:15 PM	1	19	5	0	2	25	0	5	4	0	2	9	10	12	0	0	2	22	2	25	4	0	8	31	87
6:30 PM	1	20	4	0	3	25	1	3	6	0	5	10	5	7	3	0	3	15	2	18	5	0	4	25	75
6:45 PM	1	17	2	0	2	20	1	2	9	0	3	12	5	8	2	0	1	15	0	15	5	0	4	20	67
Hourly Total	3	90	14	0	13	107	2	18	27	0	18	47	25	37	9	0	8	71	7	94	17	0	22	118	343
Grand Total	145	1092	120	0	91	1357	46	651	609	0	185	1306	277	519	207	0	95	1003	204	1000	284	0	253	1488	5154
Approach %	10.7	80.5	8.8	0.0	-	-	3.5	49.8	46.6	0.0	-	-	27.6	51.7	20.6	0.0	-	-	13.7	67.2	19.1	0.0	-	-	-
Total %	2.8	21.2	2.3	0.0	-	26.3	0.9	12.6	11.8	0.0	-	25.3	5.4	10.1	4.0	0.0	-	19.5	4.0	19.4	5.5	0.0	-	28.9	-
Motorcycles	0	6	1	0	-	7	0	1	2	0	-	3	0	3	2	0	-	5	0	6	1	0	-	7	22
% Motorcycles	0.0	0.5	0.8	-	-	0.5	0.0	0.2	0.3	-	-	0.2	0.0	0.6	1.0	-	-	0.5	0.0	0.6	0.4	-	-	0.5	0.4
Cars & Light Goods	142	1069	117	0	-	1328	45	634	603	0	-	1282	274	497	200	0	-	971	199	975	281	0	-	1455	5036
% Cars & Light Goods	97.9	97.9	97.5	-	-	97.9	97.8	97.4	99.0	-	-	98.2	98.9	95.8	96.6	-	-	96.8	97.5	97.5	98.9	-	-	97.8	97.7
Other Vehicles	2	14	1	0	-	17	0	12	4	0	-	16	3	9	4	0	-	16	1	19	2	0	-	22	71
% Other Vehicles	1.4	1.3	0.8	-	-	1.3	0.0	1.8	0.7	-	-	1.2	1.1	1.7	1.9	-	-	1.6	0.5	1.9	0.7	-	-	1.5	1.4
Bicycles on Road	1	3	1	0	-	5	1	4	0	0	-	5	0	10	1	0	-	11	4	0	0	0	-	4	25
% Bicycles on Road	0.7	0.3	0.8	-	-	0.4	2.2	0.6	0.0	-	-	0.4	0.0	1.9	0.5	-	-	1.1	2.0	0.0	0.0	-	-	0.3	0.5
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	4.4	-	-	-	-	-	2.7	-	-	-	-	-	5.3	-	-	-	-	-	2.4	-	-
Pedestrians	-	-	-	-	87	-	-	-	-	-	180	-	-	-	-	-	90	-	-	-	-	-	247	-	-
% Pedestrians	-	-	-	-	95.6	-	-	-	-	-	97.3	-	-	-	-	-	94.7	-	-	-	-	-	97.6	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:30 AM)

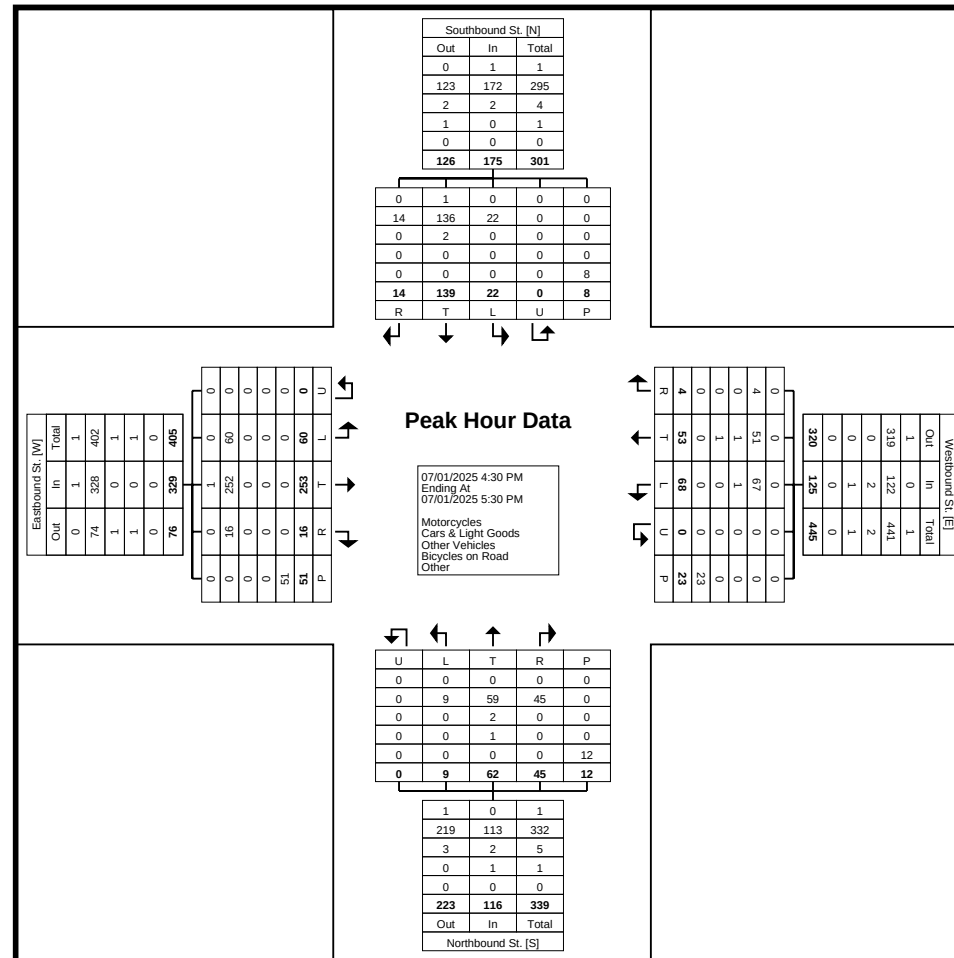
Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	5	28	0	0	2	33	3	34	21	0	5	58	6	17	11	0	1	34	9	15	8	0	8	32	157
7:45 AM	13	27	1	0	5	41	2	39	22	0	15	63	4	23	19	0	8	46	5	11	4	0	6	20	170
8:00 AM	2	21	1	0	2	24	4	36	20	0	0	60	6	12	9	0	1	27	5	15	4	0	5	24	135
8:15 AM	8	22	1	0	2	31	3	41	20	0	4	64	5	13	13	0	3	31	8	11	9	0	8	28	154
Total	28	98	3	0	11	129	12	150	83	0	24	245	21	65	52	0	13	138	27	52	25	0	27	104	616
Approach %	21.7	76.0	2.3	0.0	-	-	4.9	61.2	33.9	0.0	-	-	15.2	47.1	37.7	0.0	-	-	26.0	50.0	24.0	0.0	-	-	-
Total %	4.5	15.9	0.5	0.0	-	20.9	1.9	24.4	13.5	0.0	-	39.8	3.4	10.6	8.4	0.0	-	22.4	4.4	8.4	4.1	0.0	-	16.9	-
PHF	0.538	0.875	0.750	0.000	-	0.787	0.750	0.915	0.943	0.000	-	0.957	0.875	0.707	0.684	0.000	-	0.750	0.750	0.867	0.694	0.000	-	0.813	0.906
Motorcycles	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Motorcycles	0.0	1.0	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Cars & Light Goods	26	95	3	0	-	124	12	148	83	0	-	243	20	62	52	0	-	134	27	50	25	0	-	102	603
% Cars & Light Goods	92.9	96.9	100.0	-	-	96.1	100.0	98.7	100.0	-	-	99.2	95.2	95.4	100.0	-	-	97.1	100.0	96.2	100.0	-	-	98.1	97.9
Other Vehicles	2	2	0	0	-	4	0	2	0	0	-	2	1	1	0	0	-	2	0	2	0	0	-	2	10
% Other Vehicles	7.1	2.0	0.0	-	-	3.1	0.0	1.3	0.0	-	-	0.8	4.8	1.5	0.0	-	-	1.4	0.0	3.8	0.0	-	-	1.9	1.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	3.1	0.0	-	-	1.4	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	9.1	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	3.7	-	-
Pedestrians	-	-	-	-	10	-	-	-	-	-	24	-	-	-	-	-	13	-	-	-	-	-	26	-	-
% Pedestrians	-	-	-	-	90.9	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	96.3	-	-



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

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. 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	
4:30 PM	2	31	3	0	0	36	1	12	17	0	4	30	10	15	2	0	1	27	3	62	9	0	15	74	167
4:45 PM	3	28	2	0	2	33	0	8	12	0	2	20	9	5	2	0	4	16	2	54	5	0	5	61	130
5:00 PM	8	40	11	0	3	59	2	24	21	0	7	47	13	24	4	0	6	41	5	67	21	0	25	93	240
5:15 PM	1	40	6	0	3	47	1	9	18	0	10	28	13	18	1	0	1	32	6	70	25	0	6	101	208
Total	14	139	22	0	8	175	4	53	68	0	23	125	45	62	9	0	12	116	16	253	60	0	51	329	745
Approach %	8.0	79.4	12.6	0.0	-	-	3.2	42.4	54.4	0.0	-	-	38.8	53.4	7.8	0.0	-	-	4.9	76.9	18.2	0.0	-	-	-
Total %	1.9	18.7	3.0	0.0	-	23.5	0.5	7.1	9.1	0.0	-	16.8	6.0	8.3	1.2	0.0	-	15.6	2.1	34.0	8.1	0.0	-	44.2	-
PHF	0.438	0.869	0.500	0.000	-	0.742	0.500	0.552	0.810	0.000	-	0.665	0.865	0.646	0.563	0.000	-	0.707	0.667	0.904	0.600	0.000	-	0.814	0.776
Motorcycles	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	2
% Motorcycles	0.0	0.7	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.3	0.3
Cars & Light Goods	14	136	22	0	-	172	4	51	67	0	-	122	45	59	9	0	-	113	16	252	60	0	-	328	735
% Cars & Light Goods	100.0	97.8	100.0	-	-	98.3	100.0	96.2	98.5	-	-	97.6	100.0	95.2	100.0	-	-	97.4	100.0	99.6	100.0	-	-	99.7	98.7
Other Vehicles	0	2	0	0	-	2	0	1	1	0	-	2	0	2	0	0	-	2	0	0	0	0	-	0	6
% Other Vehicles	0.0	1.4	0.0	-	-	1.1	0.0	1.9	1.5	-	-	1.6	0.0	3.2	0.0	-	-	1.7	0.0	0.0	0.0	-	-	0.0	0.8
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	1.9	0.0	-	-	0.8	0.0	1.6	0.0	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	4.3	-	-	-	-	-	16.7	-	-	-	-	-	2.0	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	22	-	-	-	-	-	10	-	-	-	-	-	50	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	95.7	-	-	-	-	-	83.3	-	-	-	-	-	98.0	-	-

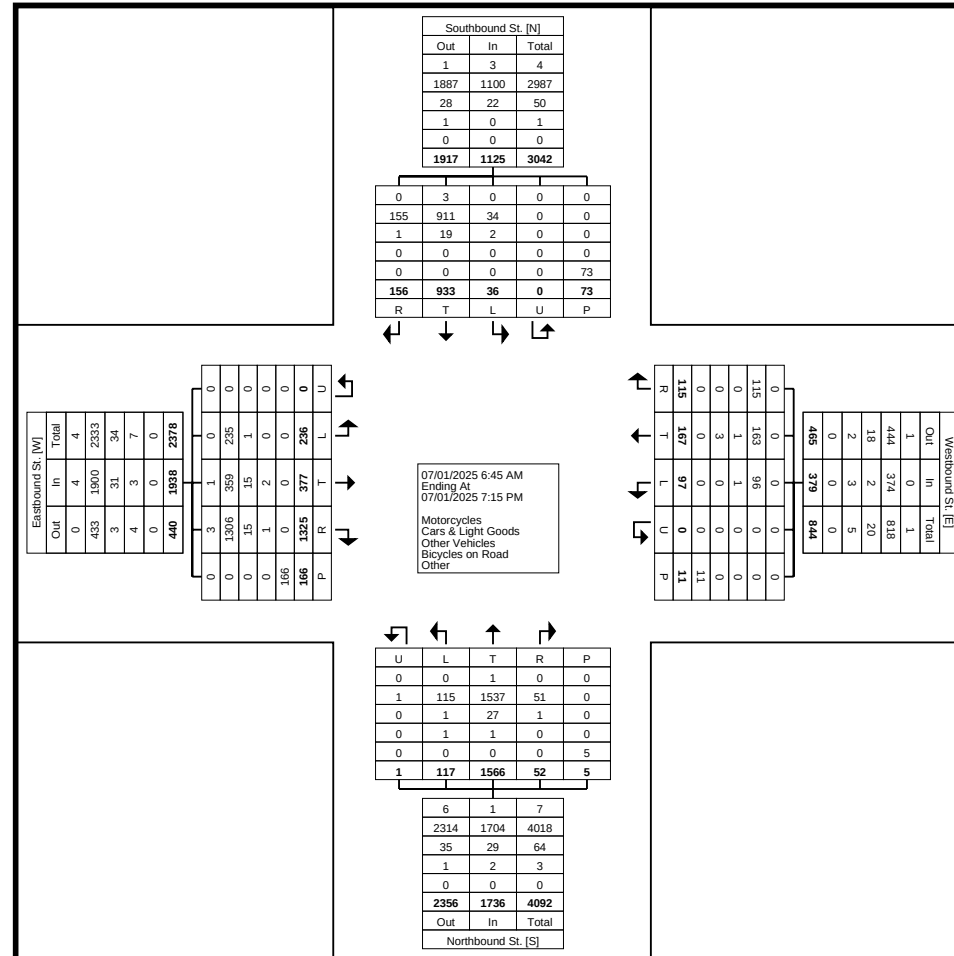


Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. 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	
6:45 AM	4	7	0	0	0	11	1	2	1	0	0	4	0	23	3	0	0	26	9	7	2	0	1	18	59
Hourly Total	4	7	0	0	0	11	1	2	1	0	0	4	0	23	3	0	0	26	9	7	2	0	1	18	59
7:00 AM	5	7	1	0	0	13	1	1	0	0	0	2	3	29	4	0	0	36	7	6	1	0	3	14	65
7:15 AM	6	11	1	0	3	18	2	4	0	0	1	6	1	48	4	0	0	53	11	5	2	0	2	18	95
7:30 AM	8	13	0	0	1	21	2	5	1	0	0	8	1	34	13	0	0	48	25	14	0	0	3	39	116
7:45 AM	9	23	1	0	0	33	2	5	1	0	0	8	2	48	6	0	0	56	21	9	0	0	7	30	127
Hourly Total	28	54	3	0	4	85	7	15	2	0	1	24	7	159	27	0	0	193	64	34	3	0	15	101	403
8:00 AM	14	18	2	0	3	34	3	5	1	0	0	9	4	38	6	0	0	48	15	11	8	0	2	34	125
8:15 AM	10	23	1	0	4	34	1	7	0	0	0	8	3	36	7	0	0	46	14	14	3	0	8	31	119
8:30 AM	11	26	0	0	1	37	2	7	5	0	0	14	2	36	12	0	0	50	24	16	0	0	5	40	141
8:45 AM	14	16	1	0	2	31	4	5	1	0	1	10	3	28	6	0	1	37	16	5	2	0	2	23	101
Hourly Total	49	83	4	0	10	136	10	24	7	0	1	41	12	138	31	0	1	181	69	46	13	0	17	128	486
9:00 AM	8	19	1	0	2	28	2	7	2	0	0	11	5	24	6	0	0	35	20	10	2	0	3	32	106
9:15 AM	7	16	0	0	3	23	2	4	3	0	0	9	3	31	0	0	0	34	7	3	0	0	1	10	76
9:30 AM	6	11	1	0	1	18	1	3	1	0	0	5	1	25	1	0	0	27	18	5	2	0	1	25	75
9:45 AM	3	17	0	0	2	20	0	1	0	0	1	1	1	28	1	0	1	30	10	7	0	0	1	17	68
Hourly Total	24	63	2	0	8	89	5	15	6	0	1	26	10	108	8	0	1	126	55	25	4	0	6	84	325
10:00 AM	2	15	2	0	1	19	2	2	0	0	0	4	0	16	1	0	0	17	9	7	1	0	2	17	57
10:15 AM	2	16	1	0	2	19	1	2	3	0	0	6	1	22	5	0	0	28	11	4	4	0	3	19	72
10:30 AM	3	13	1	0	1	17	3	2	1	0	0	6	0	20	2	0	0	22	15	4	3	0	0	22	67
10:45 AM	1	13	0	0	0	14	1	0	1	0	0	2	1	24	2	0	0	27	8	3	3	0	2	14	57
Hourly Total	8	57	4	0	4	69	7	6	5	0	0	18	2	82	10	0	0	94	43	18	11	0	7	72	253
11:00 AM	1	11	0	0	3	12	1	0	1	0	0	2	2	27	2	0	0	31	16	5	2	0	6	23	68
11:15 AM	1	10	0	0	0	11	1	0	0	0	0	1	0	19	3	0	1	22	12	6	4	0	3	22	56
11:30 AM	0	17	1	0	1	18	3	5	2	0	0	10	1	22	0	0	0	23	17	6	3	0	4	26	77
11:45 AM	4	22	0	0	2	26	1	0	1	0	1	2	1	22	0	0	1	23	20	3	6	0	4	29	80
Hourly Total	6	60	1	0	6	67	6	5	4	0	1	15	4	90	5	0	2	99	65	20	15	0	17	100	281
12:00 PM	1	29	0	0	1	30	2	2	1	0	0	5	0	22	0	0	0	22	24	5	4	0	3	33	90
12:15 PM	2	15	0	0	2	17	0	3	0	0	0	3	1	22	0	0	0	23	16	4	6	0	1	26	69
12:30 PM	3	33	1	0	0	37	2	3	9	0	0	14	2	35	2	0	0	39	23	8	3	0	1	34	124
12:45 PM	1	19	1	0	0	21	2	3	2	0	0	7	0	32	1	0	0	33	12	4	4	0	11	20	81
Hourly Total	7	96	2	0	3	105	6	11	12	0	0	29	3	111	3	0	0	117	75	21	17	0	16	113	364
1:00 PM	1	19	1	0	5	21	0	3	1	0	0	4	1	25	0	0	0	26	23	7	3	0	8	33	84
1:15 PM	2	19	1	0	0	22	0	6	1	0	0	7	1	40	1	0	0	42	22	8	3	0	3	33	104
1:30 PM	0	19	0	0	1	19	3	4	3	0	1	10	0	36	1	0	0	37	22	11	6	0	0	39	105
1:45 PM	1	22	0	0	0	23	2	4	2	0	0	8	1	23	2	0	0	26	24	14	9	0	4	47	104
Hourly Total	4	79	2	0	6	85	5	17	7	0	1	29	3	124	4	0	0	131	91	40	21	0	15	152	397
2:00 PM	1	20	2	0	1	23	1	4	0	0	1	5	2	32	3	0	0	37	19	2	4	0	2	25	90

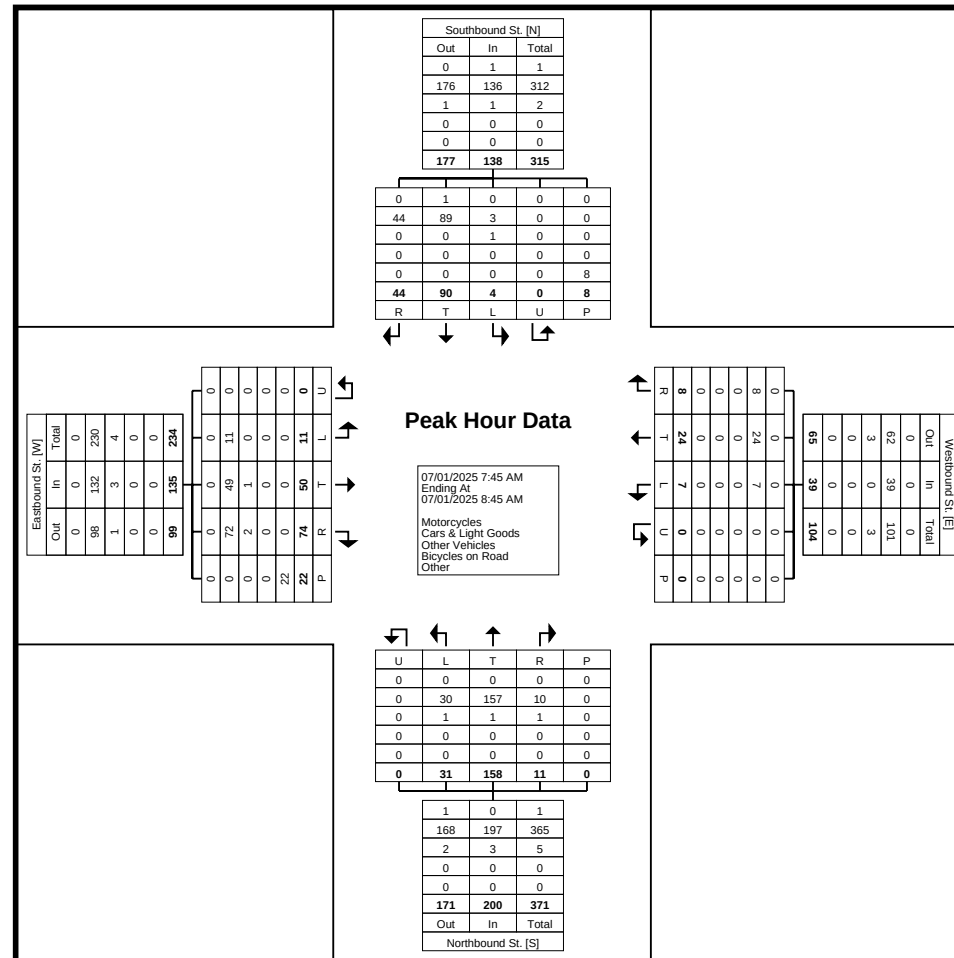
2:15 PM	5	19	0	0	5	24	1	2	2	0	0	5	1	28	2	0	0	31	17	9	4	0	11	30	90
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2:45 PM	0	16	0	0	0	16	0	4	0	0	0	4	0	33	1	1	0	35	14	15	3	0	0	32	87
Hourly Total	7	73	3	0	8	83	5	13	3	0	3	21	3	134	6	1	0	144	70	36	13	0	15	119	367
3:00 PM	1	19	0	0	2	20	1	4	4	0	0	9	0	41	2	0	0	43	32	7	1	0	3	40	112
3:15 PM	3	21	1	0	0	25	6	4	1	0	0	11	2	38	2	0	0	42	23	5	9	0	7	37	115
3:30 PM	1	11	1	0	2	13	2	3	1	0	0	6	0	33	0	0	0	33	39	6	9	0	4	54	106
3:45 PM	1	19	0	0	0	20	8	8	6	0	1	22	0	34	1	0	0	35	45	8	6	0	2	59	136
Hourly Total	6	70	2	0	4	78	17	19	12	0	1	48	2	146	5	0	0	153	139	26	25	0	16	190	469
4:00 PM	1	24	1	0	4	26	2	10	5	0	0	17	2	41	1	0	0	44	52	6	14	0	6	72	159
4:15 PM	2	21	0	0	1	23	4	5	7	0	0	16	0	31	1	0	0	32	50	5	12	0	2	67	138
4:30 PM	1	24	1	0	3	26	3	6	2	0	0	11	1	36	0	0	0	37	78	11	11	0	7	100	174
4:45 PM	0	24	3	0	0	27	2	6	1	0	0	9	0	33	1	0	0	34	49	19	10	0	5	78	148
Hourly Total	4	93	5	0	8	102	11	27	15	0	0	53	3	141	3	0	0	147	229	41	47	0	20	317	619
5:00 PM	1	39	1	0	4	41	8	3	8	0	0	19	1	45	1	0	0	47	82	12	14	0	7	108	215
5:15 PM	2	26	1	0	1	29	6	1	3	0	0	10	0	46	0	0	0	46	81	16	11	0	1	108	193
5:30 PM	2	26	0	0	1	28	4	2	4	0	0	10	0	32	3	0	0	35	50	11	11	0	4	72	145
5:45 PM	1	18	0	0	1	19	3	4	2	0	1	9	0	29	1	0	1	30	46	4	8	0	1	58	116
Hourly Total	6	109	2	0	7	117	21	10	17	0	1	48	1	152	5	0	1	158	259	43	44	0	13	346	669
6:00 PM	1	27	2	0	0	30	3	2	1	0	0	6	0	37	0	0	0	37	45	3	7	0	1	55	128
6:15 PM	0	14	0	0	0	14	4	0	1	0	0	5	1	30	1	0	0	32	33	5	5	0	2	43	94
6:30 PM	2	20	0	0	1	22	1	1	1	0	0	3	0	36	2	0	0	38	31	3	4	0	1	38	101
6:45 PM	0	17	3	0	2	20	3	0	2	0	0	5	1	28	4	0	0	33	28	7	2	0	0	37	95
Hourly Total	3	78	5	0	3	86	11	3	5	0	0	19	2	131	7	0	0	140	137	18	18	0	4	173	418
7:00 PM	0	11	1	0	2	12	3	0	1	0	1	4	0	27	0	0	0	27	20	2	3	0	4	25	68
Grand Total	156	933	36	0	73	1125	115	167	97	0	11	379	52	1566	117	1	5	1736	1325	377	236	0	166	1938	5178
Approach %	13.9	82.9	3.2	0.0	-	-	30.3	44.1	25.6	0.0	-	-	3.0	90.2	6.7	0.1	-	-	68.4	19.5	12.2	0.0	-	-	-
Total %	3.0	18.0	0.7	0.0	-	21.7	2.2	3.2	1.9	0.0	-	7.3	1.0	30.2	2.3	0.0	-	33.5	25.6	7.3	4.6	0.0	-	37.4	-
Motorcycles	0	3	0	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	3	1	0	0	-	4	8
% Motorcycles	0.0	0.3	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	0.0	-	0.1	0.2	0.3	0.0	-	-	0.2	0.2
Cars & Light Goods	155	911	34	0	-	1100	115	163	96	0	-	374	51	1537	115	1	-	1704	1306	359	235	0	-	1900	5078
% Cars & Light Goods	99.4	97.6	94.4	-	-	97.8	100.0	97.6	99.0	-	-	98.7	98.1	98.1	98.3	100.0	-	98.2	98.6	95.2	99.6	-	-	98.0	98.1
Other Vehicles	1	19	2	0	-	22	0	1	1	0	-	2	1	27	1	0	-	29	15	15	1	0	-	31	84
% Other Vehicles	0.6	2.0	5.6	-	-	2.0	0.0	0.6	1.0	-	-	0.5	1.9	1.7	0.9	0.0	-	1.7	1.1	4.0	0.4	-	-	1.6	1.6
Bicycles on Road	0	0	0	0	-	0	0	3	0	0	-	3	0	1	1	0	-	2	1	2	0	0	-	3	8
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	1.8	0.0	-	-	0.8	0.0	0.1	0.9	0.0	-	0.1	0.1	0.5	0.0	-	-	0.2	0.2
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	12	-	-
% Bicycles on Crosswalk	-	-	-	-	2.7	-	-	-	-	-	0.0	-	-	-	-	-	20.0	-	-	-	-	-	7.2	-	-
Pedestrians	-	-	-	-	71	-	-	-	-	-	11	-	-	-	-	-	4	-	-	-	-	-	154	-	-
% Pedestrians	-	-	-	-	97.3	-	-	-	-	-	100.0	-	-	-	-	-	80.0	-	-	-	-	-	92.8	-	-



Turning Movement Data Plot

Count Name: E Whiting St & S Jefferson St
Site Code:
Start Date: 07/01/2025
Page No: 4

[illegible]



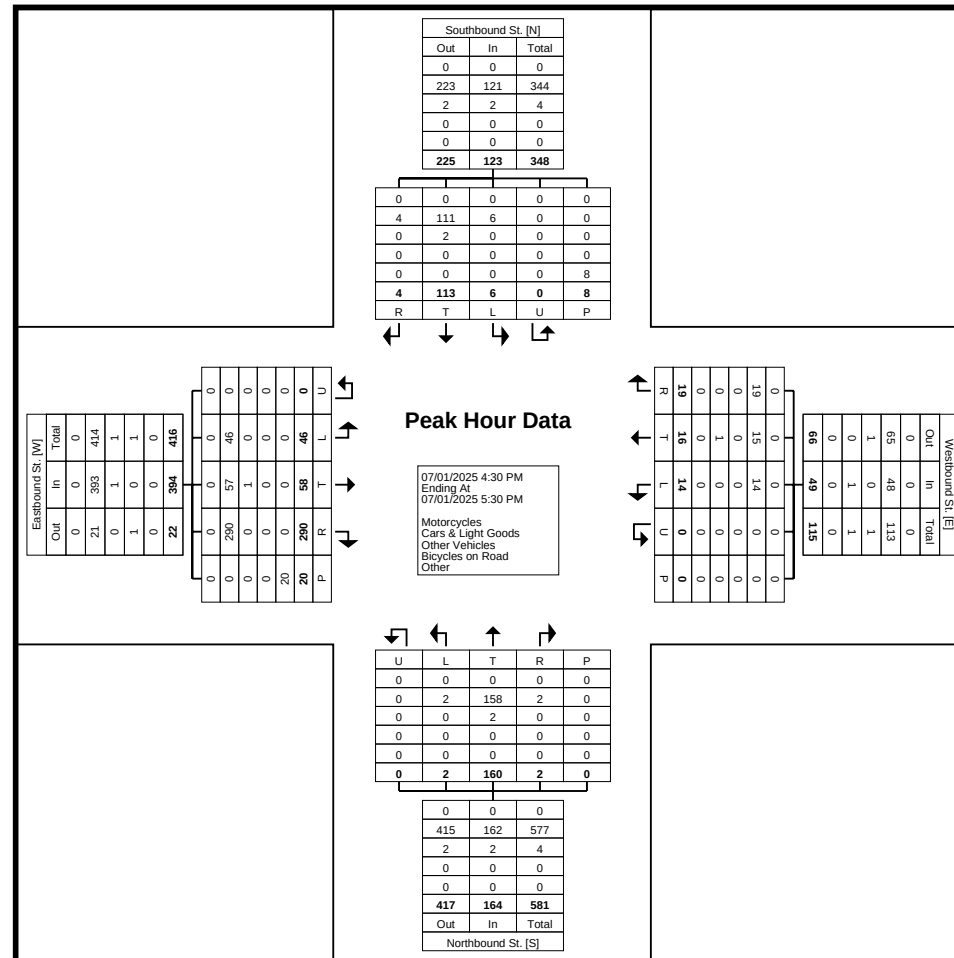
Turning Movement Peak Hour Data Plot (7:45 AM)

Count Name: E Whiting St & S Jefferson St
Site Code:
Start Date: 07/01/2025
Page No: 6

Turning Movement Peak Hour Data (4:30 PM)

[illegible]

Count Name: E Whiting St & S Jefferson St
Site Code:
Start Date: 07/01/2025
Page No: 7



APPENDIX C

Synchro Reports

Whiting Lane Repurposing - Existing AM - Yr 0

9: Ashley Dr & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	120	0	98	14	246	0	0
Future Volume (vph)	0	0	0	0	0	120	0	98	14	246	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	65		0	0		75	115		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	50		50	25		50	50		75	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.850				0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	3079	0	1621	1378	0	0	1621	1378	1540	1621	0
Flt Permitted										0.685		
Satd. Flow (perm)	0	3079	0	1621	1378	0	0	1621	1378	1110	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					830				40			
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		372			190			559			588	
Travel Time (s)		10.1			5.2			15.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	0.25	0.38	1.00	0.92	1.00	0.91	0.74	0.88	0.81	0.25
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	0	136	0	112	20	291	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	136	0	0	112	20	291	0	0
Turn Type				Perm	NA			NA	Perm	Perm		
Protected Phases		8			4			6			2	
Permitted Phases				4			6		6	2		
Detector Phase		8		4	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)		10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)		27.0		25.0	25.0		28.0	28.0	28.0	29.0	29.0	
Total Split (s)		63.0		63.0	63.0		87.0	87.0	87.0	87.0	87.0	
Total Split (%)		42.0%		42.0%	42.0%		58.0%	58.0%	58.0%	58.0%	58.0%	
Yellow Time (s)		3.5		3.5	3.5		3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)		8.5		8.5	8.5			8.7	8.7	8.7	8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max		Max	Max		Max	Max	Max	Max	Max	
Act Effect Green (s)					54.5			78.3	78.3	78.3		

Whiting Lane Repurposing - Existing AM - Yr 0

9: Ashley Dr & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.36			0.52	0.52	0.52		
v/c Ratio	7		8		0.13			0.13	0.03	0.50		
Control Delay (s/veh)					4.2			19.0	1.3	27.0		
Queue Delay					1.2			0.0	0.0	0.8		
Total Delay (s/veh)	4		5		5.3			19.0	1.3	27.8		
LOS					A			B	A	C		
Approach Delay (s/veh)					5.3			16.3				27.8
Approach LOS	1				2			B				C
Queue Length 50th (ft)					24			56	0	183		
Queue Length 95th (ft)					68			92	1	265		
Internal Link Dist (ft)		292			110			479				508
Turn Bay Length (ft)									75	115		
Base Capacity (vph)					1029			846	738	579		
Starvation Cap Reductn					711			0	0	0		
Spillback Cap Reductn					0			0	121	97		
Storage Cap Reductn					0			0	0	0		
Reduced v/c Ratio					0.43			0.13	0.03	0.60		

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 88 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.50 9

Intersection Signal Delay (s/veh): 19.6 6

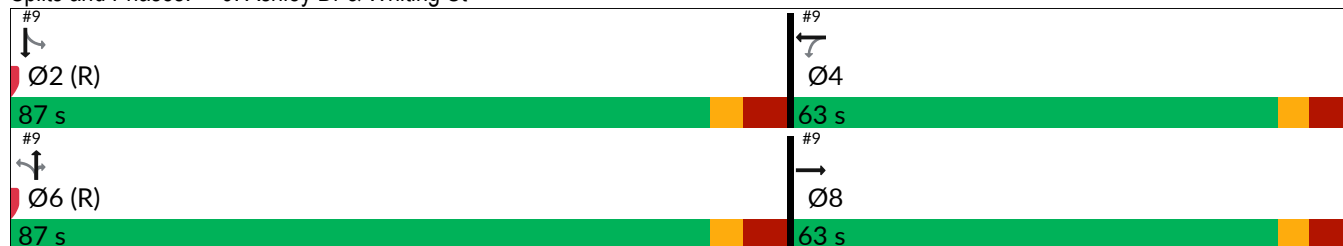
Intersection LOS: B 3

Intersection Capacity Utilization 45.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: Ashley Dr & Whiting St



Whiting Lane Repurposing - Existing AM - Yr 0

18: Tampa St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	140	117	49	124	0	0	0	0	329	922	11
Future Volume (vph)	0	140	117	49	124	0	0	0	0	329	922	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.92		0.89							0.96	
Frt		0.932									0.999	
Flt Protected				0.950							0.987	
Satd. Flow (prot)	0	2650	0	1540	1621	0	0	0	0	0	4345	0
Flt Permitted				0.572							0.987	
Satd. Flow (perm)	0	2650	0	823	1621	0	0	0	0	0	4181	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44									1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			288			618			584	
Travel Time (s)		4.3			6.5			14.0			13.3	
Confl. Peds. (#/hr)			86	86						71		136
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	157	131	55	139	0	0	0	0	368	1032	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	0	55	139	0	0	0	0	0	1412	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Detector Phase		4		4	4					2	2	
Switch Phase												
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	
Minimum Split (s)		29.0		29.0	29.0					28.0	28.0	
Total Split (s)		60.0		60.0	60.0					90.0	90.0	
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.8		3.8	3.8					3.7	3.7	
All-Red Time (s)		5.0		5.0	5.0					5.0	5.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		8.8		8.8	8.8						8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max		Max	Max					Max	Max	
Act Effect Green (s)		51.2		51.2	51.2						81.3	

Whiting Lane Repurposing - Existing AM - Yr 0

18: Tampa St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.34		0.34	0.34						0.54	
v/c Ratio	7	0.31	8	0.20	0.25						0.62	
Control Delay (s/veh)		24.2		40.4	40.1						25.3	
Queue Delay		3.7		0.0	2.3						0.0	
Total Delay (s/veh)	4	27.9	5	40.4	42.4						25.3	
LOS		C		D	D						C	
Approach Delay (s/veh)		27.9			41.8						25.3	
Approach LOS	1	C			2 D						C	
Queue Length 50th (ft)		117		40	101						345	
Queue Length 95th (ft)		167		75	152						396	
Internal Link Dist (ft)		110			208			538			504	
Turn Bay Length (ft)												
Base Capacity (vph)		933		280	553						2266	
Starvation Cap Reductn		546		0	302						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.74		0.20	0.55						0.62	

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 46 (31%), Referenced to phase 2:SBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.62 9

Intersection Signal Delay (s/veh): 27.4 6

Intersection LOS: C 3

Intersection Capacity Utilization 77.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 18: Tampa St & Whiting St

#18	#18
	
Ø2 (R)	Ø4
90 s	60 s

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	370	65	34	73	70	53
Future Volume (vph)	370	65	34	73	70	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)		50	50		50	50
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.97			0.90
Frt	0.978					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	2984	0	1540	1621	1540	1378
Flt Permitted			0.473		0.950	
Satd. Flow (perm)	2984	0	743	1621	1540	1233
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	35					60
Link Speed (mph)	30			30	30	
Link Distance (ft)	288			284	655	
Travel Time (s)	6.5			6.5	14.9	
Confl. Peds. (#/hr)		33	33			93
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	418	73	38	83	79	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	491	0	38	83	79	60
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases			2			4
Detector Phase	6		2	2	4	4
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0
Minimum Split (s)	26.0		20.0	20.0	26.0	26.0
Total Split (s)	43.0		43.0	43.0	32.0	32.0
Total Split (%)	57.3%		57.3%	57.3%	42.7%	42.7%
Yellow Time (s)	3.7		3.7	3.7	3.7	3.7
All-Red Time (s)	5.0		5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	8.7		8.7	8.7	8.7	8.7
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	Max	Max
Act Effect Green (s)	34.3		34.3	34.3	23.3	23.3

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.46		0.46	0.46	0.31	0.31
v/c Ratio	0.36	7	0.11	8	0.17	0.14
Control Delay (s/veh)	6.8		14.4	13.8	20.0	6.6
Queue Delay	0.3		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	4	14.4	5	20.0	6.6
LOS	A		B	B	C	A
Approach Delay (s/veh)	7.1			14.0	14.2	
Approach LOS	A	1		B	2	B
Queue Length 50th (ft)	47		20	43	27	0
Queue Length 95th (ft)	51		m39	m73	58	25
Internal Link Dist (ft)	208			204	575	
Turn Bay Length (ft)					60	
Base Capacity (vph)	1383		339	741	478	424
Starvation Cap Reductn	396		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.50		0.11	0.11	0.17	0.14

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 67 (89%), Referenced to phase 2:WBTL and 6:EBT, Start of 1st Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.36 9

Intersection Signal Delay (s/veh): 9.5 6

Intersection LOS: A 3

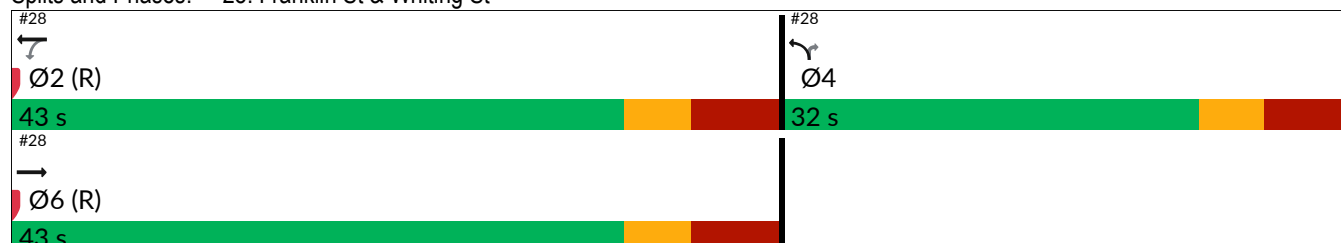
Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 28: Franklin St & Whiting St



Whiting Lane Repurposing - Existing AM - Yr 0

1201: Florida Ave & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	92	0	0	185	46	61	1196	63	0	0	0
Future Volume (vph)	53	92	0	0	185	46	61	1196	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96			0.97			1.00	0.88			
Frt					0.970				0.850			
Flt Protected		0.982						0.998				
Satd. Flow (prot)	0	3024	0	0	2904	0	0	4415	1378	0	0	0
Flt Permitted		0.733						0.998				
Satd. Flow (perm)	0	2177	0	0	2904	0	0	4397	1207	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15				56			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		284			588			598			586	
Travel Time (s)		6.5			13.4			13.6			13.3	
Confl. Peds. (#/hr)	71					71	38		55			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	60	104	0	0	209	52	69	1352	71	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	261	0	0	1421	71	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			4		2	2	2			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	29.0	29.0			29.0		26.0	26.0	26.0			
Total Split (s)	70.0	70.0			70.0		80.0	80.0	80.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Yellow Time (s)	3.7	3.7			3.7		3.7	3.7	3.7			
All-Red Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		10.7			10.7			10.7	10.7			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max			Max		Max	Max	Max			
Act Effect Green (s)		59.3			59.3			69.3	69.3			

Whiting Lane Repurposing - Existing AM - Yr 0

1201: Florida Ave & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.40			0.40			0.46	0.46			
v/c Ratio	7	0.19	8		0.23			0.70	0.12			
Control Delay (s/veh)		24.9			25.2			34.4	8.1			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay (s/veh)	4	24.9	5		25.2			34.4	8.1			
LOS		C			C			C	A			
Approach Delay (s/veh)		24.9			25.2			33.1				
Approach LOS	1	C		2	C			C				
Queue Length 50th (ft)		53			79			405	8			
Queue Length 95th (ft)		80			118			463	39			
Internal Link Dist (ft)		204			508			518			506	
Turn Bay Length (ft)									110			
Base Capacity (vph)		860			1157			2031	587			
Starvation Cap Reductn		0			0			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.19			0.23			0.70	0.12			

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 40 (27%), Referenced to phase 2:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 9 0.70

Intersection Signal Delay (s/veh): 6 31.4

Intersection LOS: C 3

Intersection Capacity Utilization 82.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1201: Florida Ave & Whiting St

#1201	#1201
	
Ø2 (R)	Ø4
80 s	70 s

Whiting Lane Repurposing - Existing AM - Yr 0

1202: Morgan St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	52	27	83	150	12	52	65	21	3	98	28
Future Volume (vph)	25	52	27	83	150	12	52	65	21	3	98	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.99		0.97	1.00			1.00			1.00	
Frt	0.948			0.989			0.977			0.967		
Flt Protected	0.950			0.950				0.981			0.999	
Satd. Flow (prot)	1540	1516	0	1540	1601	0	0	2946	0	0	2969	0
Flt Permitted	0.641			0.699				0.784			0.948	
Satd. Flow (perm)	1026	1516	0	1095	1601	0	0	2349	0	0	2817	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	31			8			24			32		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	588			284			614			575		
Travel Time (s)	13.4			6.5			14.0			13.1		
Confl. Peds. (#/hr)	15		35	35		15	7		9	9		7
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	28	59	31	94	170	14	59	73	24	3	111	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	90	0	94	184	0	0	156	0	0	146	0
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	4			3	4 3		2			2		
Permitted Phases	4			4			2			2		
Detector Phase	4	4		3	4 3		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0			10.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		15.0			25.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0		15.0			30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%			40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.7	3.7		3.7			3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0		2.0			5.0	5.0		5.0	5.0	
Lost Time Adjust (s)	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	8.7	8.7		5.7				8.7			8.7	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max			Max	Max		Max	Max	
Act Effect Green (s)	21.3	21.3		33.6	36.3			21.3			21.3	

Whiting Lane Repurposing - Existing AM - Yr 0

1202: Morgan St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.28	0.28		0.45	0.48			0.28			0.28	
v/c Ratio	0.10	7	0.20	8	0.17	0.24		0.23			0.18	
Control Delay (s/veh)	26.6	21.0		10.2	11.8			18.4			16.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	26.6	4	21.0	5	10.2	11.8		18.4			16.4	
LOS	C	C		B	B			B			B	
Approach Delay (s/veh)		22.4			11.2			18.4			16.4	
Approach LOS		1	C		2	B		B			B	
Queue Length 50th (ft)	19	51		21	46			24			21	
Queue Length 95th (ft)	41	86		44	84			48			43	
Internal Link Dist (ft)		508			204			534			495	
Turn Bay Length (ft)												
Base Capacity (vph)	291	452		545	779			684			822	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.20		0.17	0.24			0.23			0.18	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 54 (72%), Referenced to phase 2:NBSB, Start of 1st Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.24

Intersection Signal Delay (s/veh): 15.8

Intersection LOS: B

Intersection Capacity Utilization 77.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1202: Morgan St & Whiting St

#1202	#1202	#1202
		
Ø2 (R)	Ø3	Ø4
30 s	15 s	30 s

Whiting Lane Repurposing - Existing AM - Yr 0

1203: Jefferson St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	50	74	7	24	8	31	158	11	4	90	44
Future Volume (vph)	11	50	74	7	24	8	31	158	11	4	90	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00			1.00			1.00	
Frt			0.850		0.972			0.992			0.952	
Flt Protected		0.991			0.991			0.992			0.998	
Satd. Flow (prot)	0	1606	1378	0	1614	0	0	3030	0	0	2915	0
Flt Permitted		0.929			0.920			0.894			0.947	
Satd. Flow (perm)	0	1505	1351	0	1494	0	0	2727	0	0	2766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84		9			10			50	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		296			873			497			583	
Travel Time (s)		6.7			23.8			11.3			13.3	
Confl. Peds. (#/hr)	1		17	17		1	10		1	1		10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	12	57	84	8	27	9	35	179	12	5	102	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	84	0	44	0	0	226	0	0	157	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	25.0	25.0		26.0	26.0		33.0	33.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		8.7	8.7		8.7			8.7			8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)		10.5	10.5		10.5			52.6			52.6	

Whiting Lane Repurposing - Existing AM - Yr 0

1203: Jefferson St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.14	0.14		0.14			0.70			0.70	
v/c Ratio	7	0.33	0.32	8	0.20			0.12			0.08	
Control Delay (s/veh)		33.6	10.9		26.3			5.3			4.0	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)	4	33.6	10.9	5	26.3			5.3			4.0	
LOS		C	B		C			A			A	
Approach Delay (s/veh)		21.1			26.3			5.3			4.0	
Approach LOS	1	C			2	C		A			A	
Queue Length 50th (ft)		30	0		15			18			8	
Queue Length 95th (ft)		66	36		43			34			21	
Internal Link Dist (ft)		216			793			417			503	
Turn Bay Length (ft)												
Base Capacity (vph)		427	443		430			1916			1955	
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		0.16	0.19		0.10			0.12			0.08	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 72 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33 9

Intersection Signal Delay (s/veh): 10.7 6

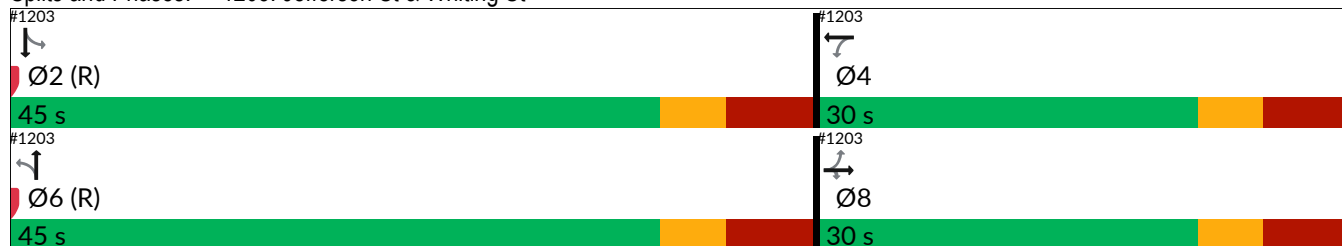
Intersection LOS: B 3

Intersection Capacity Utilization 59.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1203: Jefferson St & Whiting St



Whiting Lane Repurposing - Existing AM - Yr 10

9: Ashley Dr & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	120	0	98	14	246	0	0
Future Volume (vph)	0	0	0	0	0	120	0	98	14	246	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	65		0	0		75	115		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	50		50	25		50	50		75	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.850				0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	3079	0	1621	1378	0	0	1621	1378	1540	1621	0
Flt Permitted										0.673		
Satd. Flow (perm)	0	3079	0	1621	1378	0	0	1621	1378	1091	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					793				40			
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		372			190			559			588	
Travel Time (s)		10.1			5.2			15.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	0.25	0.38	1.00	0.92	1.00	0.91	0.74	0.88	0.81	0.25
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	0	159	0	131	23	341	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	159	0	0	131	23	341	0	0
Turn Type				Perm	NA			NA	Perm	Perm		
Protected Phases		8			4			6			2	
Permitted Phases				4			6		6	2		
Detector Phase		8		4	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)		10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)		27.0		25.0	25.0		28.0	28.0	28.0	29.0	29.0	
Total Split (s)		63.0		63.0	63.0		87.0	87.0	87.0	87.0	87.0	
Total Split (%)		42.0%		42.0%	42.0%		58.0%	58.0%	58.0%	58.0%	58.0%	
Yellow Time (s)		3.5		3.5	3.5		3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)		8.5		8.5	8.5			8.7	8.7	8.7	8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max		Max	Max		Max	Max	Max	Max	Max	
Act Effect Green (s)					54.5			78.3	78.3	78.3		

Whiting Lane Repurposing - Existing AM - Yr 10

9: Ashley Dr & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.36			0.52	0.52	0.52		
v/c Ratio	7		8		0.16			0.15	0.03	0.60		
Control Delay (s/veh)					5.5			19.3	1.9	30.4		
Queue Delay					1.3			0.0	0.0	6.5		
Total Delay (s/veh)	4		5		6.9			19.3	1.9	37.0		
LOS					A			B	A	D		
Approach Delay (s/veh)					6.9			16.7				37.0
Approach LOS	1			2	A			B				D
Queue Length 50th (ft)					39			66	0	230		
Queue Length 95th (ft)					m111			106	3	330		
Internal Link Dist (ft)		292			110			479				508
Turn Bay Length (ft)									75	115		
Base Capacity (vph)					1005			846	738	569		
Starvation Cap Reductn					668			0	0	0		
Spillback Cap Reductn					0			0	223	176		
Storage Cap Reductn					0			0	0	0		
Reduced v/c Ratio					0.47			0.15	0.04	0.87		

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 88 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.60 9

Intersection Signal Delay (s/veh): 24.9 6

Intersection LOS: C 3

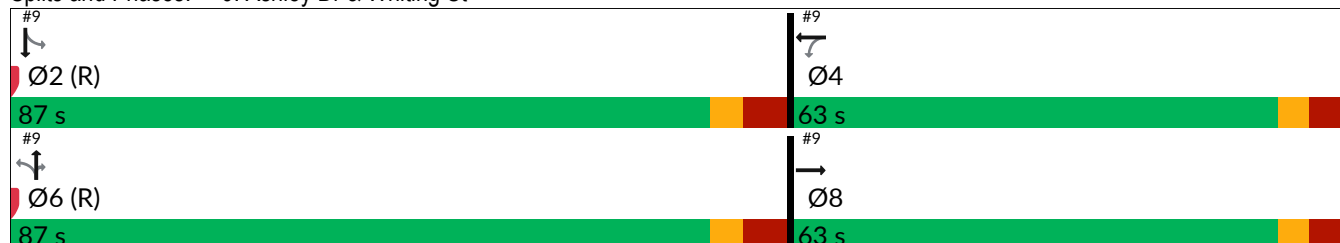
Intersection Capacity Utilization 49.5%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 9: Ashley Dr & Whiting St



Whiting Lane Repurposing - Existing AM - Yr 10

18: Tampa St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	140	117	49	124	0	0	0	0	329	922	11
Future Volume (vph)	0	140	117	49	124	0	0	0	0	329	922	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.92		0.90							0.96	
Frt		0.932									0.999	
Flt Protected				0.950							0.987	
Satd. Flow (prot)	0	2650	0	1540	1621	0	0	0	0	0	4344	0
Flt Permitted				0.524							0.987	
Satd. Flow (perm)	0	2650	0	764	1621	0	0	0	0	0	4180	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27									1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			288			618			584	
Travel Time (s)		4.3			6.5			14.0			13.3	
Confl. Peds. (#/hr)			86	86						71		136
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	186	155	65	164	0	0	0	0	436	1223	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	341	0	65	164	0	0	0	0	0	1674	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Detector Phase		4		4	4					2	2	
Switch Phase												
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	
Minimum Split (s)		29.0		29.0	29.0					28.0	28.0	
Total Split (s)		60.0		60.0	60.0					90.0	90.0	
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.8		3.8	3.8					3.7	3.7	
All-Red Time (s)		5.0		5.0	5.0					5.0	5.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		8.8		8.8	8.8						8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max		Max	Max					Max	Max	
Act Effect Green (s)		51.2		51.2	51.2						81.3	

Whiting Lane Repurposing - Existing AM - Yr 10

18: Tampa St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.34		0.34	0.34						0.54	
v/c Ratio	7	0.37	8	0.25	0.30						0.74	
Control Delay (s/veh)		24.5		41.3	40.5						28.7	
Queue Delay		9.2		0.0	3.1						0.0	
Total Delay (s/veh)	4	33.7	5	41.3	43.6						28.7	
LOS		C		D	D						C	
Approach Delay (s/veh)		33.7			43.0						28.7	
Approach LOS	1	C			2	D					C	
Queue Length 50th (ft)		147		47	119						452	
Queue Length 95th (ft)		203		83	169						514	
Internal Link Dist (ft)		110			208			538			504	
Turn Bay Length (ft)												
Base Capacity (vph)		922		260	553						2266	
Starvation Cap Reductn		539		0	293						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.89		0.25	0.63						0.74	

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 46 (31%), Referenced to phase 2:SBTL, Start of 1st Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.74 **9**

Intersection Signal Delay (s/veh): 30.9 **6**

Intersection LOS: C **3**

Intersection Capacity Utilization 83.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 18: Tampa St & Whiting St



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	370	65	34	73	70	53
Future Volume (vph)	370	65	34	73	70	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)		50	50		50	50
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.97			0.90
Frt	0.978					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	2984	0	1540	1621	1540	1378
Flt Permitted			0.435		0.950	
Satd. Flow (perm)	2984	0	685	1621	1540	1233
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	35					70
Link Speed (mph)	30			30	30	
Link Distance (ft)	288			284	655	
Travel Time (s)	6.5			6.5	14.9	
Confl. Peds. (#/hr)		33	33			93
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	491	86	45	97	93	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	577	0	45	97	93	70
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases			2			4
Detector Phase	6		2	2	4	4
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0
Minimum Split (s)	26.0		20.0	20.0	26.0	26.0
Total Split (s)	43.0		43.0	43.0	32.0	32.0
Total Split (%)	57.3%		57.3%	57.3%	42.7%	42.7%
Yellow Time (s)	3.7		3.7	3.7	3.7	3.7
All-Red Time (s)	5.0		5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	8.7		8.7	8.7	8.7	8.7
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	Max	Max
Act Effect Green (s)	34.3		34.3	34.3	23.3	23.3

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.46		0.46	0.46	0.31	0.31
v/c Ratio	0.42 7		0.14 8	0.13	0.19	0.16
Control Delay (s/veh)	7.3		14.6	13.5	20.4	6.3
Queue Delay	0.5		0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7 4		14.6 5	13.5	20.4	6.3
LOS	A		B	B	C	A
Approach Delay (s/veh)	7.7			13.9	14.3	
Approach LOS	A 1			B 2	B	
Queue Length 50th (ft)	46		24	51	32	0
Queue Length 95th (ft)	77		m48	m87	67	27
Internal Link Dist (ft)	208			204	575	
Turn Bay Length (ft)					60	
Base Capacity (vph)	1383		313	741	478	431
Starvation Cap Reductn	383		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.58		0.14	0.13	0.19	0.16

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 67 (89%), Referenced to phase 2:WBTL and 6:EBT, Start of 1st Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.42 **9**Intersection Signal Delay (s/veh): 9.9 **6**Intersection LOS: A **3**

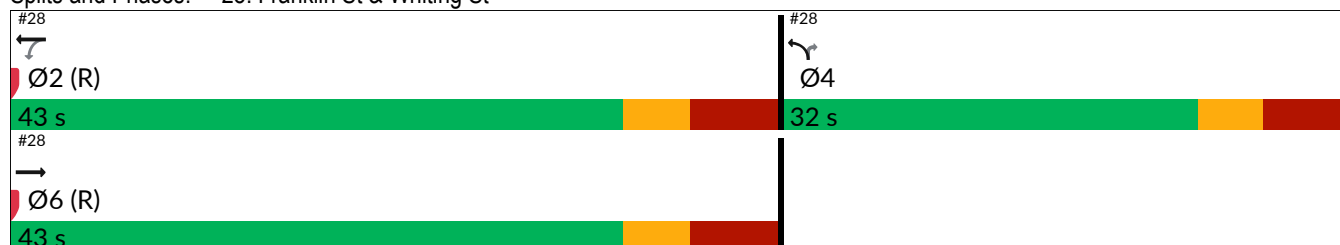
Intersection Capacity Utilization 63.9%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 28: Franklin St & Whiting St



Whiting Lane Repurposing - Existing AM - Yr 10

1201: Florida Ave & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	92	0	0	185	46	61	1196	63	0	0	0
Future Volume (vph)	53	92	0	0	185	46	61	1196	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97			0.97			1.00	0.88			
Frt					0.970				0.850			
Flt Protected		0.982						0.998				
Satd. Flow (prot)	0	3024	0	0	2904	0	0	4415	1378	0	0	0
Flt Permitted		0.717						0.998				
Satd. Flow (perm)	0	2135	0	0	2904	0	0	4397	1207	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7				56			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		284			588			598			586	
Travel Time (s)		6.5			13.4			13.6			13.3	
Confl. Peds. (#/hr)	71					71	38		55			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	70	122	0	0	245	61	81	1586	84	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	192	0	0	306	0	0	1667	84	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			4		2	2	2			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	29.0	29.0			29.0		26.0	26.0	26.0			
Total Split (s)	70.0	70.0			70.0		80.0	80.0	80.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Yellow Time (s)	3.7	3.7			3.7		3.7	3.7	3.7			
All-Red Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		10.7			10.7			10.7	10.7			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max			Max		Max	Max	Max			
Act Effect Green (s)		59.3			59.3			69.3	69.3			

Whiting Lane Repurposing - Existing AM - Yr 10

1201: Florida Ave & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.40			0.40			0.46	0.46			
v/c Ratio	7	0.23	8		0.27			0.82	0.14			
Control Delay (s/veh)		23.6			27.6			39.2	9.8			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay (s/veh)	4	23.6	5		27.6			39.2	9.8			
LOS		C			C			D	A			
Approach Delay (s/veh)		23.6			27.6			37.8				
Approach LOS	1	C		2	C			D				
Queue Length 50th (ft)		61			98			518	15			
Queue Length 95th (ft)		83			145			586	49			
Internal Link Dist (ft)		204			508			518			506	
Turn Bay Length (ft)									110			
Base Capacity (vph)		844			1152			2031	587			
Starvation Cap Reductn		0			0			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.23			0.27			0.82	0.14			

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 40 (27%), Referenced to phase 2:NBTL, Start of 1st Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 9 0.82

Intersection Signal Delay (s/veh): 6 35.2

Intersection LOS: 3 D

Intersection Capacity Utilization 87.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1201: Florida Ave & Whiting St

#1201	#1201
	
Ø2 (R)	Ø4
80 s	70 s

Whiting Lane Repurposing - Existing AM - Yr 10

1202: Morgan St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	52	27	83	150	12	52	65	21	3	98	28
Future Volume (vph)	25	52	27	83	150	12	52	65	21	3	98	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.99		0.97	1.00			1.00			1.00	
Frt	0.949			0.989			0.977			0.968		
Flt Protected	0.950			0.950				0.981			0.999	
Satd. Flow (prot)	1540	1518	0	1540	1601	0	0	2946	0	0	2972	0
Flt Permitted	0.624			0.689				0.775			0.946	
Satd. Flow (perm)	999	1518	0	1080	1601	0	0	2322	0	0	2814	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	35			7			28			37		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	588			284			614			575		
Travel Time (s)	13.4			6.5			14.0			13.1		
Confl. Peds. (#/hr)	15		35	35		15	7		9	9		7
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	33	69	36	110	199	16	69	86	28	4	130	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	105	0	110	215	0	0	183	0	0	171	0
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	4			3	4 3		2			2		
Permitted Phases	4			4			2			2		
Detector Phase	4	4		3	4 3		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0			10.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		15.0			25.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0		15.0			30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%			40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.7	3.7		3.7			3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0		2.0			5.0	5.0		5.0	5.0	
Lost Time Adjust (s)	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	8.7	8.7		5.7				8.7			8.7	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max			Max	Max		Max	Max	
Act Effect Green (s)	21.3	21.3		33.6	36.3			21.3			21.3	

Whiting Lane Repurposing - Existing AM - Yr 10

1202: Morgan St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.28	0.28		0.45	0.48			0.28			0.28	
v/c Ratio	0.12 7	0.23	8	0.20	0.28			0.27			0.21	
Control Delay (s/veh)	26.3	21.0		10.5	12.3			18.8			16.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	26.3 4	21.0	5	10.5	12.3			18.8			16.7	
LOS	C	C		B	B			B			B	
Approach Delay (s/veh)		22.3			11.7			18.8			16.7	
Approach LOS		1 C			2 B			B			B	
Queue Length 50th (ft)	21	57		25	55			29			24	
Queue Length 95th (ft)	42	94		50	99			55			48	
Internal Link Dist (ft)		508			204			534			495	
Turn Bay Length (ft)												
Base Capacity (vph)	283	456		540	778			679			825	
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	0.12	0.23		0.20	0.28			0.27			0.21	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 54 (72%), Referenced to phase 2:NBSB, Start of 1st Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.28 9

Intersection Signal Delay (s/veh): 16.1 6

Intersection LOS: B 3

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1202: Morgan St & Whiting St

#1202	#1202	#1202
		
Ø2 (R)	Ø3	Ø4
30 s	15 s	30 s

Whiting Lane Repurposing - Existing AM - Yr 10

1203: Jefferson St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	50	74	7	24	8	31	158	11	4	90	44
Future Volume (vph)	11	50	74	7	24	8	31	158	11	4	90	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00			1.00			1.00	
Frt			0.850		0.971			0.992			0.952	
Flt Protected		0.991			0.991			0.992			0.999	
Satd. Flow (prot)	0	1606	1378	0	1613	0	0	3030	0	0	2918	0
Flt Permitted		0.922			0.920			0.885			0.947	
Satd. Flow (perm)	0	1494	1351	0	1493	0	0	2699	0	0	2766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98		11			11			58	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		296			873			497			583	
Travel Time (s)		6.7			23.8			11.3			13.3	
Confl. Peds. (#/hr)	1		17	17		1	10		1	1		10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	15	66	98	9	32	11	41	210	15	5	119	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	98	0	52	0	0	266	0	0	182	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	25.0	25.0		26.0	26.0		33.0	33.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		8.7	8.7		8.7			8.7			8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)		10.8	10.8		10.8			52.3			52.3	

Whiting Lane Repurposing - Existing AM - Yr 10

1203: Jefferson St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.14	0.14		0.14			0.70			0.70	
v/c Ratio	7	0.38	0.35 8		0.23			0.14			0.09	
Control Delay (s/veh)		34.1	10.4		26.0			5.6			4.2	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)	4	34.1	10.4 5		26.0			5.6			4.2	
LOS		C	B		C			A			A	
Approach Delay (s/veh)		21.1			26.0			5.6			4.2	
Approach LOS	1	C			2 C			A			A	
Queue Length 50th (ft)		36	0		18			22			10	
Queue Length 95th (ft)		74	39		47			42			24	
Internal Link Dist (ft)		216			793			417			503	
Turn Bay Length (ft)												
Base Capacity (vph)		424	453		431			1883			1945	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.19	0.22		0.12			0.14			0.09	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 72 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38 **9**

Intersection Signal Delay (s/veh): 10.9 **6**

Intersection LOS: B **3**

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1203: Jefferson St & Whiting St

#1203 	#1203 
Ø2 (R)	Ø4
45 s	30 s
#1203 	#1203 
Ø6 (R)	Ø8
45 s	30 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	120	0	98	14	246	0	0
Future Volume (vph)	0	0	0	0	0	120	0	98	14	246	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	65		0	0		75	115		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	50		50	25		50	50		75	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frnt					0.850				0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	3079	0	1565	1330	0	0	1621	1378	1540	1621	0
Flt Permitted										0.685		
Satd. Flow (perm)	0	3079	0	1565	1330	0	0	1621	1378	1110	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					830				40			
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		372			190			559			588	
Travel Time (s)		10.1			5.2			15.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	0.25	0.38	1.00	0.92	1.00	0.91	0.74	0.88	0.81	0.25
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	0	136	0	112	20	291	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	136	0	0	112	20	291	0	0
Turn Type				Perm	NA			NA	Perm	Perm		
Protected Phases		8			4			6			2	
Permitted Phases				4			6		6	2		
Detector Phase		8		4	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)		10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)		27.0		25.0	25.0		28.0	28.0	28.0	29.0	29.0	
Total Split (s)		63.0		63.0	63.0		87.0	87.0	87.0	87.0	87.0	
Total Split (%)		42.0%		42.0%	42.0%		58.0%	58.0%	58.0%	58.0%	58.0%	
Yellow Time (s)		3.5		3.5	3.5		3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)		8.5		8.5	8.5			8.7	8.7	8.7	8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max		Max	Max		Max	Max	Max	Max	Max	
Act Effect Green (s)					54.5			78.3	78.3	78.3		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.36			0.52	0.52	0.52		
v/c Ratio	7		8		0.13			0.13	0.03	0.50		
Control Delay (s/veh)					3.6			19.0	1.3	27.0		
Queue Delay					1.2			0.0	0.0	0.8		
Total Delay (s/veh)	4		5		4.8			19.0	1.3	27.8		
LOS					A			B	A	C		
Approach Delay (s/veh)					4.8			16.3				27.8
Approach LOS	1				2			B				C
Queue Length 50th (ft)					23			56	0	183		
Queue Length 95th (ft)					61			92	1	265		
Internal Link Dist (ft)		292			110			479				508
Turn Bay Length (ft)									75	115		
Base Capacity (vph)					1011			846	738	579		
Starvation Cap Reductn					695			0	0	0		
Spillback Cap Reductn					0			0	124	100		
Storage Cap Reductn					0			0	0	0		
Reduced v/c Ratio					0.43			0.13	0.03	0.61		

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 88 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.50 9

Intersection Signal Delay (s/veh): 19.5 6

Intersection LOS: B 3

Intersection Capacity Utilization 45.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: Ashley Dr & Whiting St

#9 		#9 
Ø2 (R)		Ø4
87 s		63 s
#9 		#9 
Ø6 (R)		Ø8
87 s		63 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Traffic Volume (vph)	0	140	117	49	124	0	0	0	0	329	922	11
Future Volume (vph)	0	140	117	49	124	0	0	0	0	329	922	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	10	10	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor			0.83	0.87							0.93	
Frt			0.850								0.999	
Flt Protected				0.950							0.987	
Satd. Flow (prot)	0	1565	1330	1486	1565	0	0	0	0	0	4345	0
Flt Permitted				0.648							0.987	
Satd. Flow (perm)	0	1565	1106	879	1565	0	0	0	0	0	4071	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			43								1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			288			618			584	
Travel Time (s)		4.3			6.5			14.0			13.3	
Confl. Peds. (#/hr)			86	86						71		136
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	158	132	55	140	0	0	0	0	372	1042	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	132	55	140	0	0	0	0	0	1426	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Detector Phase		4	4	4	4					2	2	
Switch Phase												
Minimum Initial (s)		10.0	10.0	10.0	10.0					10.0	10.0	
Minimum Split (s)		29.0	29.0	29.0	29.0					28.0	28.0	
Total Split (s)		60.0	60.0	60.0	60.0					90.0	90.0	
Total Split (%)		40.0%	40.0%	40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.8	3.8	3.8	3.8					3.7	3.7	
All-Red Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	
Total Lost Time (s)		8.8	8.8	8.8	8.8						8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max	Max	Max	Max					Max	Max	
Act Effect Green (s)		51.2	51.2	51.2	51.2						81.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.34	0.34	0.34	0.34						0.54	
v/c Ratio	7	0.30	0.33	8	0.18	0.26					0.65	
Control Delay (s/veh)		28.0	24.5		39.7	39.5					25.9	
Queue Delay		7.6	5.8		0.0	2.4					0.0	
Total Delay (s/veh)	4	35.6	30.4	5	39.7	41.9					25.9	
LOS		D	C		D	D					C	
Approach Delay (s/veh)		33.2				41.3					25.9	
Approach LOS	1	C			2	D					C	
Queue Length 50th (ft)		134	96	39	102						355	
Queue Length 95th (ft)		210	169	74	152						408	
Internal Link Dist (ft)		110			208			538			504	
Turn Bay Length (ft)												
Base Capacity (vph)		534	405	300	534						2206	
Starvation Cap Reductn		328	217	0	284						0	
Spillback Cap Reductn		4	0	0	0						3	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.77	0.70	0.18	0.56						0.65	

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 46 (31%), Referenced to phase 2:SBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 9 0.65

Intersection Signal Delay (s/veh): 6 28.6

Intersection LOS: C 3

Intersection Capacity Utilization 78.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 18: Tampa St & Whiting St

#18	#18
	
Ø2 (R)	Ø4
90 s	60 s

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	370	65	34	73	70	53
Future Volume (vph)	370	65	34	73	70	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)		80	0		60	0
Storage Lanes		1	0		1	1
Taper Length (ft)		50	50		50	50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.94		0.99		0.90
Frt		0.850				0.850
Flt Protected				0.985	0.950	
Satd. Flow (prot)	1676	1330	0	1596	1540	1378
Flt Permitted				0.798	0.950	
Satd. Flow (perm)	1676	1248	0	1280	1540	1233
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		65				60
Link Speed (mph)	30			30	30	
Link Distance (ft)	288			284	655	
Travel Time (s)	6.5			6.5	14.9	
Confl. Peds. (#/hr)		33	33			93
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	418	73	38	83	79	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	418	73	0	121	79	60
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.0	26.0	20.0	20.0	26.0	26.0
Total Split (s)	43.0	43.0	43.0	43.0	32.0	32.0
Total Split (%)	57.3%	57.3%	57.3%	57.3%	42.7%	42.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.7		8.7	8.7	8.7
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	34.3	34.3		34.3	23.3	23.3

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.46	0.46		0.46	0.31	0.31
v/c Ratio	0.55 7	0.12	8	0.21	0.17	0.14
Control Delay (s/veh)	10.4	1.5		13.3	20.0	6.6
Queue Delay	1.8	0.0		0.0	0.0	0.0
Total Delay (s/veh)	12.2 4	1.5	5	13.3	20.0	6.6
LOS	B	A		B	C	A
Approach Delay (s/veh)	10.6			13.3	14.2	
Approach LOS	B 1			B 2	B	
Queue Length 50th (ft)	104	5		63	27	0
Queue Length 95th (ft)	122	m9		m79	58	25
Internal Link Dist (ft)	208			204	575	
Turn Bay Length (ft)		80			60	
Base Capacity (vph)	766	606		585	478	424
Starvation Cap Reductn	198	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.74	0.12		0.21	0.17	0.14

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 67 (89%), Referenced to phase 2:WBTL and 6:EBT, Start of 1st Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.55 **9**

Intersection Signal Delay (s/veh): 11.7 **6**

Intersection LOS: B **3**

Intersection Capacity Utilization 69.3%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 28: Franklin St & Whiting St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	92	0	0	185	46	61	1196	63	0	0	0
Future Volume (vph)	53	92	0	0	185	46	61	1196	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97			0.97			0.99	0.88			
Frt					0.973				0.850			
Flt Protected		0.982						0.998				
Satd. Flow (prot)	0	3024	0	0	1480	0	0	4415	1378	0	0	0
Flt Permitted		0.711						0.998				
Satd. Flow (perm)	0	2120	0	0	1480	0	0	4385	1207	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10				56			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		284			588			598			586	
Travel Time (s)		6.5			13.4			13.6			13.3	
Confl. Peds. (#/hr)	71					71	38		55			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	60	104	0	0	209	52	69	1352	71	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	261	0	0	1421	71	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			4		2	2	2			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	29.0	29.0			29.0		26.0	26.0	26.0			
Total Split (s)	70.0	70.0			70.0		80.0	80.0	80.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Yellow Time (s)	3.7	3.7			3.7		3.7	3.7	3.7			
All-Red Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		10.7			10.7			10.7	10.7			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max			Max		Max	Max	Max			
Act Effect Green (s)		59.3			59.3			69.3	69.3			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.40			0.40			0.46	0.46			
v/c Ratio	7	0.20	8		0.44			0.70	0.12			
Control Delay (s/veh)		23.4			30.5			34.5	8.1			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay (s/veh)	4	23.4	5		30.5			34.5	8.1			
LOS		C			C			C	A			
Approach Delay (s/veh)		23.4			30.5			33.2				
Approach LOS	1	C			2 C			C				
Queue Length 50th (ft)		52			165			405	8			
Queue Length 95th (ft)		78			245			464	39			
Internal Link Dist (ft)		204			508			518			506	
Turn Bay Length (ft)									110			
Base Capacity (vph)		838			591			2025	587			
Starvation Cap Reductn		0			0			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.20			0.44			0.70	0.12			

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 40 (27%), Referenced to phase 2:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 9 0.70

Intersection Signal Delay (s/veh): 6 32.0

Intersection LOS: 3 C

Intersection Capacity Utilization 82.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1201: Florida Ave & Whiting St

#1201	#1201
	
Ø2 (R)	Ø4
80 s	70 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	52	27	83	150	12	52	65	21	3	98	28
Future Volume (vph)	25	52	27	83	150	12	52	65	21	3	98	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	10	10	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
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	0.98		0.94	1.00			0.99			1.00	
Frt	0.948			0.989			0.977			0.970		
Flt Protected	0.950			0.950				0.981			0.999	
Satd. Flow (prot)	1486	1503	0	1486	1546	0	0	2943	0	0	1566	0
Flt Permitted	0.641			0.699				0.787			0.993	
Satd. Flow (perm)	990	1503	0	1033	1546	0	0	2351	0	0	1556	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	31			8			24			19		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	588			284			614			575		
Travel Time (s)	13.4			6.5			14.0			13.1		
Confl. Peds. (#/hr)	15		35	35		15	7		9	9		7
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	28	59	31	94	170	14	59	73	24	3	111	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	90	0	94	184	0	0	156	0	0	146	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	4			3			2			2		
Permitted Phases	4			4 3			2			2		
Detector Phase	4	4		3	4 3		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0			10.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		15.0			25.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0		15.0			30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%			40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.7	3.7		3.7			3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0		2.0			5.0	5.0		5.0	5.0	
Lost Time Adjust (s)	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	8.7	8.7		5.7				8.7			8.7	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max			Max	Max		Max	Max	
Act Effect Green (s)	21.3	21.3		33.6	36.3			21.3			21.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.28	0.28		0.45	0.48			0.28			0.28	
v/c Ratio	0.10 7	0.20	8	0.18	0.24			0.23			0.32	
Control Delay (s/veh)	25.8	20.2		10.3	11.9			18.4			20.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	25.8 4	20.2	5	10.3	11.9			18.4			20.7	
LOS	C	C		B	B			B			C	
Approach Delay (s/veh)		21.5			11.4			18.4			20.7	
Approach LOS		1 C			2 B			B			C	
Queue Length 50th (ft)	17	48		21	46			24			47	
Queue Length 95th (ft)	37	78		44	85			48			94	
Internal Link Dist (ft)		508			204			534			495	
Turn Bay Length (ft)				150								
Base Capacity (vph)	281	449		518	752			684			455	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.20		0.18	0.24			0.23			0.32	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 54 (72%), Referenced to phase 2:NBSB, Start of 1st Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.32 9

Intersection Signal Delay (s/veh): 16.6 6

Intersection LOS: B 3

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1202: Morgan St & Whiting St

#1202	#1202	#1202
		
Ø2 (R)	Ø3	Ø4
30 s	15 s	30 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	50	74	7	24	8	31	158	11	4	90	44
Future Volume (vph)	11	50	74	7	24	8	31	158	11	4	90	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	12	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00			1.00			0.99	
Frt			0.850		0.972			0.992			0.952	
Flt Protected		0.991			0.991			0.992			0.998	
Satd. Flow (prot)	0	1551	1330	0	1614	0	0	3030	0	0	2909	0
Flt Permitted		0.929			0.920			0.894			0.947	
Satd. Flow (perm)	0	1453	1305	0	1494	0	0	2724	0	0	2760	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84		9			10			50	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		296			873			497			583	
Travel Time (s)		6.7			23.8			11.3			13.3	
Confl. Peds. (#/hr)	1		17	17		1	10		1	1		10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	12	57	84	8	27	9	35	179	12	5	102	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	84	0	44	0	0	226	0	0	157	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	25.0	25.0		26.0	26.0		33.0	33.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		8.7	8.7		8.7			8.7			8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)		10.6	10.6		10.6			52.5			52.5	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.14	0.14		0.14			0.70			0.70	
v/c Ratio	7	0.34	0.33	8	0.20			0.12			0.08	
Control Delay (s/veh)		33.8	11.1		26.1			5.4			4.0	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)	4	33.8	11.1	5	26.1			5.4			4.0	
LOS		C	B		C			A			A	
Approach Delay (s/veh)		21.3			26.1			5.4			4.0	
Approach LOS	1	C			2	C		A			A	
Queue Length 50th (ft)		30	0		15			18			8	
Queue Length 95th (ft)		66	36		42			35			21	
Internal Link Dist (ft)		216			793			417			503	
Turn Bay Length (ft)												
Base Capacity (vph)		412	430		430			1910			1947	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.17	0.20		0.10			0.12			0.08	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 72 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.34 **9**

Intersection Signal Delay (s/veh): 10.8 **6**

Intersection LOS: B **3**

Intersection Capacity Utilization 59.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1203: Jefferson St & Whiting St

#1203 	#1203 
Ø2 (R)	Ø4
45 s	30 s
#1203 	#1203 
Ø6 (R)	Ø8
45 s	30 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	120	0	98	14	246	0	0
Future Volume (vph)	0	0	0	0	0	120	0	98	14	246	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	65		0	0		75	115		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	50		50	25		50	50		75	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.850				0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	3079	0	1565	1330	0	0	1621	1378	1540	1621	0
Flt Permitted										0.673		
Satd. Flow (perm)	0	3079	0	1565	1330	0	0	1621	1378	1091	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					793				40			
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		372			190			559			588	
Travel Time (s)		10.1			5.2			15.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	0.25	0.38	1.00	0.92	1.00	0.91	0.74	0.88	0.81	0.25
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	0	159	0	131	23	341	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	159	0	0	131	23	341	0	0
Turn Type				Perm	NA			NA	Perm	Perm		
Protected Phases		8			4			6			2	
Permitted Phases				4			6		6	2		
Detector Phase		8		4	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)		10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)		27.0		25.0	25.0		28.0	28.0	28.0	29.0	29.0	
Total Split (s)		63.0		63.0	63.0		87.0	87.0	87.0	87.0	87.0	
Total Split (%)		42.0%		42.0%	42.0%		58.0%	58.0%	58.0%	58.0%	58.0%	
Yellow Time (s)		3.5		3.5	3.5		3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)		8.5		8.5	8.5			8.7	8.7	8.7	8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max		Max	Max		Max	Max	Max	Max	Max	
Act Effect Green (s)					54.5			78.3	78.3	78.3		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.36			0.52	0.52	0.52		
v/c Ratio	7		8		0.16			0.15	0.03	0.60		
Control Delay (s/veh)					4.8			19.3	1.9	30.4		
Queue Delay					1.4			0.0	0.0	1.7		
Total Delay (s/veh)	4		5		6.2			19.3	1.9	32.1		
LOS					A			B	A	C		
Approach Delay (s/veh)					6.2			16.7			32.1	
Approach LOS	1			2	A			B			C	
Queue Length 50th (ft)					38			66	0	230		
Queue Length 95th (ft)					m78			106	3	330		
Internal Link Dist (ft)		292			110			479			508	
Turn Bay Length (ft)									75	115		
Base Capacity (vph)					988			846	738	569		
Starvation Cap Reductn					654			0	0	0		
Spillback Cap Reductn					0			0	130	103		
Storage Cap Reductn					0			0	0	0		
Reduced v/c Ratio					0.48			0.15	0.04	0.73		

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 88 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.60 9

Intersection Signal Delay (s/veh): 22.2 6

Intersection LOS: C 3

Intersection Capacity Utilization 49.5%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 9: Ashley Dr & Whiting St

#9 	Ø2 (R)	87 s	#9 	Ø4	63 s
#9 	Ø6 (R)	87 s	#9 	Ø8	63 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	140	117	49	124	0	0	0	0	329	922	11
Future Volume (vph)	0	140	117	49	124	0	0	0	0	329	922	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	10	10	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor			0.83	0.88							0.93	
Frt			0.850								0.999	
Flt Protected				0.950							0.987	
Satd. Flow (prot)	0	1565	1330	1486	1565	0	0	0	0	0	4344	0
Flt Permitted				0.608							0.987	
Satd. Flow (perm)	0	1565	1106	835	1565	0	0	0	0	0	4070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			41								1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			288			618			584	
Travel Time (s)		4.3			6.5			14.0			13.3	
Confl. Peds. (#/hr)			86	86						71		136
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	186	155	65	164	0	0	0	0	436	1223	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	155	65	164	0	0	0	0	0	1674	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Detector Phase		4	4	4	4					2	2	
Switch Phase												
Minimum Initial (s)		10.0	10.0	10.0	10.0					10.0	10.0	
Minimum Split (s)		29.0	29.0	29.0	29.0					28.0	28.0	
Total Split (s)		60.0	60.0	60.0	60.0					90.0	90.0	
Total Split (%)		40.0%	40.0%	40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.8	3.8	3.8	3.8					3.7	3.7	
All-Red Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	
Total Lost Time (s)		8.8	8.8	8.8	8.8						8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max	Max	Max	Max					Max	Max	
Act Effect Green (s)		51.2	51.2	51.2	51.2						81.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.34	0.34	0.34	0.34						0.54	
v/c Ratio	7	0.35	0.38	8	0.23	0.31					0.76	
Control Delay (s/veh)		27.5	24.7	40.2	40.5						29.5	
Queue Delay		17.5	11.3	0.0	3.1						0.0	
Total Delay (s/veh)	4	44.9	36.0	5	43.6						29.6	
LOS		D	D	D	D						C	
Approach Delay (s/veh)		40.9			42.6						29.6	
Approach LOS	1	D			2	D					C	
Queue Length 50th (ft)		162	119	47	119						460	
Queue Length 95th (ft)		246	202	82	169						524	
Internal Link Dist (ft)		110			208			538			504	
Turn Bay Length (ft)												
Base Capacity (vph)		534	404	285	534						2206	
Starvation Cap Reductn		329	217	0	275						0	
Spillback Cap Reductn		47	0	0	1						2	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.91	0.83	0.23	0.63						0.76	

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 46 (31%), Referenced to phase 2:SBTL, Start of 1st Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.76 **9**Intersection Signal Delay (s/veh): 32.6 **6**Intersection LOS: C **3**

Intersection Capacity Utilization 83.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 18: Tampa St & Whiting St

#18	#18
	
Ø2 (R)	Ø4
90 s	60 s

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	370	65	34	73	70	53
Future Volume (vph)	370	65	34	73	70	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)		80	0		60	0
Storage Lanes		1	0		1	1
Taper Length (ft)		50	50		50	50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.94		0.99		0.90
Frt		0.850				0.850
Flt Protected				0.984	0.950	
Satd. Flow (prot)	1676	1330	0	1595	1540	1378
Flt Permitted				0.760	0.950	
Satd. Flow (perm)	1676	1248	0	1221	1540	1233
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		65				70
Link Speed (mph)	30			30	30	
Link Distance (ft)	288			284	655	
Travel Time (s)	6.5			6.5	14.9	
Confl. Peds. (#/hr)		33	33			93
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	491	86	45	97	93	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	491	86	0	142	93	70
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.0	26.0	20.0	20.0	26.0	26.0
Total Split (s)	43.0	43.0	43.0	43.0	32.0	32.0
Total Split (%)	57.3%	57.3%	57.3%	57.3%	42.7%	42.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.7		8.7	8.7	8.7
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	34.3	34.3		34.3	23.3	23.3

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.46	0.46		0.46	0.31	0.31
v/c Ratio	0.64 7	0.14	8	0.25	0.19	0.16
Control Delay (s/veh)	12.5	2.7		12.9	20.4	6.3
Queue Delay	3.5	0.0		0.0	0.0	0.0
Total Delay (s/veh)	16.0 4	2.7	5	12.9	20.4	6.3
LOS	B	A		B	C	A
Approach Delay (s/veh)	14.0			12.9	14.3	
Approach LOS	B 1			B 2	B	
Queue Length 50th (ft)	105	5		67	32	0
Queue Length 95th (ft)	245	m13		m84	67	27
Internal Link Dist (ft)	208			204	575	
Turn Bay Length (ft)		80			60	
Base Capacity (vph)	766	606		558	478	431
Starvation Cap Reductn	185	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.85	0.14		0.25	0.19	0.16

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 67 (89%), Referenced to phase 2:WBTL and 6:EBT, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.64 **9**

Intersection Signal Delay (s/veh): 13.9 **6**

Intersection LOS: B **3**

Intersection Capacity Utilization 73.1%

ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 28: Franklin St & Whiting St

#28 ↖ Ø2 (R) 43 s	#28 ↖ Ø4 32 s
#28 → Ø6 (R) 43 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	92	0	0	185	46	61	1196	63	0	0	0
Future Volume (vph)	53	92	0	0	185	46	61	1196	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97			0.97			0.99	0.88			
Frt					0.973				0.850			
Flt Protected		0.982						0.998				
Satd. Flow (prot)	0	3024	0	0	1480	0	0	4415	1378	0	0	0
Flt Permitted		0.678						0.998				
Satd. Flow (perm)	0	2030	0	0	1480	0	0	4385	1207	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7				56			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		284			588			598			586	
Travel Time (s)		6.5			13.4			13.6			13.3	
Confl. Peds. (#/hr)	71					71	38		55			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	70	122	0	0	245	61	81	1586	84	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	192	0	0	306	0	0	1667	84	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			4		2	2	2			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	29.0	29.0			29.0		26.0	26.0	26.0			
Total Split (s)	70.0	70.0			70.0		80.0	80.0	80.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Yellow Time (s)	3.7	3.7			3.7		3.7	3.7	3.7			
All-Red Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		10.7			10.7			10.7	10.7			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max			Max		Max	Max	Max			
Act Effect Green (s)		59.3			59.3			69.3	69.3			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.40			0.40			0.46	0.46			
v/c Ratio	7	0.24	8		0.52			0.82	0.14			
Control Delay (s/veh)		22.5			33.9			39.3	9.8			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay (s/veh)	4	22.5	5		33.9			39.3	9.8			
LOS		C			C			D	A			
Approach Delay (s/veh)		22.5			33.9			37.9				
Approach LOS	1	C		2	C			D				
Queue Length 50th (ft)		60			202			519	15			
Queue Length 95th (ft)		81			291			587	49			
Internal Link Dist (ft)		204			508			518			506	
Turn Bay Length (ft)									110			
Base Capacity (vph)		802			589			2025	587			
Starvation Cap Reductn		0			0			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.24			0.52			0.82	0.14			

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 40 (27%), Referenced to phase 2:NBTL, Start of 1st Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 9 0.82

Intersection Signal Delay (s/veh): 6 36.1

Intersection LOS: 3 D

Intersection Capacity Utilization 87.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1201: Florida Ave & Whiting St

#1201	#1201
	
Ø2 (R)	Ø4
80 s	70 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	52	27	83	150	12	52	65	21	3	98	28
Future Volume (vph)	25	52	27	83	150	12	52	65	21	3	98	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	10	10	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
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	0.98		0.95	1.00			0.99			1.00	
Frt	0.949			0.989			0.977			0.971		
Flt Protected	0.950			0.950				0.981			0.999	
Satd. Flow (prot)	1486	1505	0	1486	1546	0	0	2943	0	0	1567	0
Flt Permitted	0.624			0.689				0.801			0.991	
Satd. Flow (perm)	965	1505	0	1020	1546	0	0	2393	0	0	1554	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	35			7			28			19		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	588			284			614			575		
Travel Time (s)	13.4			6.5			14.0			13.1		
Confl. Peds. (#/hr)	15		35	35		15	7		9	9		7
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	33	69	36	110	199	16	69	86	28	4	130	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	105	0	110	215	0	0	183	0	0	171	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	4			3			2			2		
Permitted Phases	4			4 3			2			2		
Detector Phase	4	4		3	4 3		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0			10.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		15.0			25.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0		15.0			30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%			40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.7	3.7		3.7			3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0		2.0			5.0	5.0		5.0	5.0	
Lost Time Adjust (s)	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	8.7	8.7		5.7				8.7			8.7	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max			Max	Max		Max	Max	
Act Effect Green (s)	21.3	21.3		33.6	36.3			21.3			21.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.28	0.28		0.45	0.48			0.28			0.28	
v/c Ratio	0.12 7	0.23	8	0.21	0.29			0.26			0.38	
Control Delay (s/veh)	25.3	19.9		10.6	12.5			18.7			22.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	25.3 4	19.9	5	10.6	12.5			18.7			22.0	
LOS	C	B		B	B			B			C	
Approach Delay (s/veh)		21.2			11.9			18.7			22.0	
Approach LOS		1 C			2 B			B			C	
Queue Length 50th (ft)	19	52		25	56			29			57	
Queue Length 95th (ft)	36	77		51	100			55			110	
Internal Link Dist (ft)		508			204			534			495	
Turn Bay Length (ft)				150								
Base Capacity (vph)	274	452		514	751			699			454	
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	0.12	0.23		0.21	0.29			0.26			0.38	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 54 (72%), Referenced to phase 2:NBSB, Start of 1st Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.38 **9**

Intersection Signal Delay (s/veh): 17.1 **6**

Intersection LOS: B **3**

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1202: Morgan St & Whiting St

#1202	#1202	#1202
		
Ø2 (R)	Ø3	Ø4
30 s	15 s	30 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	50	74	7	24	8	31	158	11	4	90	44
Future Volume (vph)	11	50	74	7	24	8	31	158	11	4	90	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	12	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00			1.00			0.99	
Frt			0.850		0.971			0.992			0.952	
Flt Protected		0.991			0.991			0.992			0.999	
Satd. Flow (prot)	0	1551	1330	0	1613	0	0	3030	0	0	2912	0
Flt Permitted		0.922			0.920			0.885			0.947	
Satd. Flow (perm)	0	1442	1305	0	1493	0	0	2697	0	0	2760	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98		11			11			58	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		296			873			497			583	
Travel Time (s)		6.7			23.8			11.3			13.3	
Confl. Peds. (#/hr)	1		17	17		1	10		1	1		10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	15	66	98	9	32	11	41	210	15	5	119	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	98	0	52	0	0	266	0	0	182	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	25.0	25.0		26.0	26.0		33.0	33.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		8.7	8.7		8.7			8.7			8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)		10.9	10.9		10.9			52.2			52.2	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.15	0.15		0.15			0.70			0.70	
v/c Ratio	7	0.39	0.36	8	0.23			0.14			0.09	
Control Delay (s/veh)		34.4	10.6		25.8			5.7			4.2	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)	4	34.4	10.6	5	25.8			5.7			4.2	
LOS		C	B		C			A			A	
Approach Delay (s/veh)		21.4			25.8			5.7			4.2	
Approach LOS	1	C			2	C		A			A	
Queue Length 50th (ft)		36	0		18			22			10	
Queue Length 95th (ft)		74	39		47			42			24	
Internal Link Dist (ft)		216			793			417			503	
Turn Bay Length (ft)												
Base Capacity (vph)		409	440		431			1879			1937	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.20	0.22		0.12			0.14			0.09	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 72 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39 9

Intersection Signal Delay (s/veh): 11.0 6

Intersection LOS: B 3

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1203: Jefferson St & Whiting St

#1203 	#1203 
Ø2 (R)	Ø4
45 s	30 s
#1203 	#1203 
Ø6 (R)	Ø8
45 s	30 s

Whiting Lane Repurposing - Existing PM - Yr 0

9: Ashley Dr & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	128	0	76	79	212	0	0
Future Volume (vph)	0	0	0	0	0	128	0	76	79	212	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	65		0	0		75	115		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	50		50	25		50	50		75	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.850						0.850					
Flt Protected							0.950					
Satd. Flow (prot)	0	3079	0	1621	1378	0	0	1621	1378	1540	1621	0
Flt Permitted							0.701					
Satd. Flow (perm)	0	3079	0	1621	1378	0	0	1621	1378	1136	1621	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)				882			111					
Link Speed (mph)	25		25		25		25		30			
Link Distance (ft)	372		190		559		588					
Travel Time (s)	10.1		5.2		15.2		13.4					
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	0.25	0.38	1.00	0.92	1.00	0.91	0.74	0.88	0.81	0.25
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%		0%		0%		0%		0%		0%	
Adj. Flow (vph)	0	0	0	0	0	145	0	87	111	251	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	145	0	0	87	111	251	0	0
Turn Type				Perm	NA	NA			Perm	Perm		
Protected Phases	8		4		6		2					
Permitted Phases			4		6		6		2			
Detector Phase	8		4		4	6		6	6	2	2	
Switch Phase												
Minimum Initial (s)	10.0		10.0		10.0	10.0		10.0	10.0	10.0	10.0	
Minimum Split (s)	27.0		25.0		25.0	28.0		28.0	28.0	29.0	29.0	
Total Split (s)	63.0		63.0		63.0	87.0		87.0	87.0	87.0	87.0	
Total Split (%)	42.0%		42.0%		42.0%	58.0%		58.0%	58.0%	58.0%	58.0%	
Yellow Time (s)	3.5		3.5		3.5	3.7		3.7	3.7	3.7	3.7	
All-Red Time (s)	5.0		5.0		5.0	5.0		5.0	5.0	5.0	5.0	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.5		8.5		8.5	8.7		8.7	8.7	8.7	8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max		Max		Max	Max		Max	Max	Max	Max	
Act Effct Green (s)			54.5			78.3		78.3	78.3			

Whiting Lane Repurposing - Existing PM - Yr 0

9: Ashley Dr & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.36			0.52	0.52	0.52		
v/c Ratio	7		8		0.14			0.10	0.14	0.42		
Control Delay (s/veh)					2.1			18.6	3.4	24.8		
Queue Delay					1.2			0.0	0.4	7.6		
Total Delay (s/veh)	4		5		3.3			18.6	3.7	32.4		
LOS					A			B	A	C		
Approach Delay (s/veh)					3.3			10.3				32.4
Approach LOS	1				2			B				C
Queue Length 50th (ft)					13			43	0	149		
Queue Length 95th (ft)					37			74	16	219		
Internal Link Dist (ft)		292			110			479				508
Turn Bay Length (ft)									75	115		
Base Capacity (vph)					1062			846	772	592		
Starvation Cap Reductn					728			0	0	0		
Spillback Cap Reductn					0			0	354	292		
Storage Cap Reductn					0			0	0	0		
Reduced v/c Ratio					0.43			0.10	0.27	0.84		

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 88 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.42 9

Intersection Signal Delay (s/veh): 17.9 6

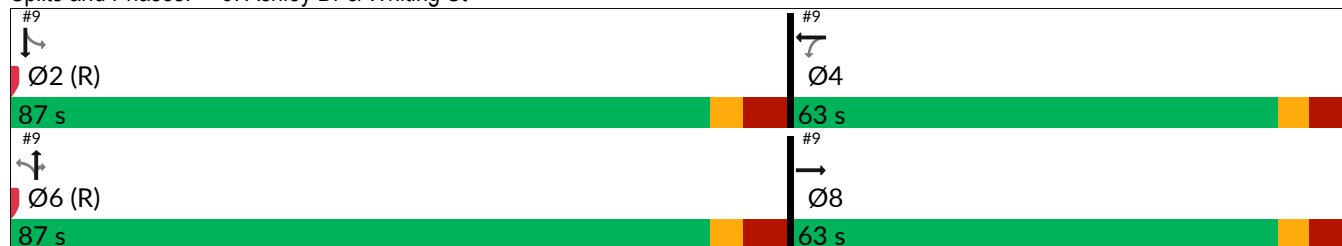
Intersection LOS: B 3

Intersection Capacity Utilization 43.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: Ashley Dr & Whiting St



Whiting Lane Repurposing - Existing PM - Yr 0

18: Tampa St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	164	227	114	105	0	0	0	0	181	1111	39
Future Volume (vph)	0	164	227	114	105	0	0	0	0	181	1111	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.90		0.92							0.97	
Frt		0.913									0.996	
Flt Protected				0.950							0.993	
Satd. Flow (prot)	0	2537	0	1540	1621	0	0	0	0	0	4316	0
Flt Permitted				0.442							0.993	
Satd. Flow (perm)	0	2537	0	659	1621	0	0	0	0	0	4230	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25									5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			288			618			584	
Travel Time (s)		4.3			6.5			14.0			13.3	
Confl. Peds. (#/hr)			86	86						71		136
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	184	254	128	118	0	0	0	0	203	1244	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	438	0	128	118	0	0	0	0	0	1491	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4							2	
Detector Phase		4		4	4						2	2
Switch Phase												
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	
Minimum Split (s)		29.0		29.0	29.0					28.0	28.0	
Total Split (s)		60.0		60.0	60.0					90.0	90.0	
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.8		3.8	3.8					3.7	3.7	
All-Red Time (s)		5.0		5.0	5.0					5.0	5.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		8.8		8.8	8.8						8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max		Max	Max					Max	Max	
Act Effect Green (s)		51.2		51.2	51.2						81.3	

Whiting Lane Repurposing - Existing PM - Yr 0

18: Tampa St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.34		0.34	0.34						0.54	
v/c Ratio	7	0.50	8	0.57	0.21						0.65	
Control Delay (s/veh)		34.3		59.2	41.8						25.9	
Queue Delay		19.8		1.5	1.8						0.0	
Total Delay (s/veh)	4	54.1	5	60.7	43.5						25.9	
LOS		D		E	D						C	
Approach Delay (s/veh)		54.1			52.5						25.9	
Approach LOS	1	D			2	D					C	
Queue Length 50th (ft)		190		126	89						371	
Queue Length 95th (ft)		257		203	141						424	
Internal Link Dist (ft)		110			208			538			504	
Turn Bay Length (ft)												
Base Capacity (vph)		882		224	553						2294	
Starvation Cap Reductn		438		24	308						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.99		0.64	0.48						0.65	

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 46 (31%), Referenced to phase 2:SBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.65 9

Intersection Signal Delay (s/veh): 34.6 6

Intersection LOS: C 3

Intersection Capacity Utilization 79.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 18: Tampa St & Whiting St



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	222	28	48	103	103	117
Future Volume (vph)	222	28	48	103	103	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)		50	50		50	50
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.96			0.90
Frt	0.983					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3006	0	1540	1621	1540	1378
Flt Permitted			0.578		0.950	
Satd. Flow (perm)	3006	0	898	1621	1540	1233
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24					132
Link Speed (mph)	30			30	30	
Link Distance (ft)	288			284	655	
Travel Time (s)	6.5			6.5	14.9	
Confl. Peds. (#/hr)		33	33			93
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	251	32	54	116	116	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	283	0	54	116	116	132
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases			2			4
Detector Phase	6		2	2	4	4
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0
Minimum Split (s)	26.0		20.0	20.0	26.0	26.0
Total Split (s)	43.0		43.0	43.0	32.0	32.0
Total Split (%)	57.3%		57.3%	57.3%	42.7%	42.7%
Yellow Time (s)	3.7		3.7	3.7	3.7	3.7
All-Red Time (s)	5.0		5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	8.7		8.7	8.7	8.7	8.7
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	Max	Max
Act Effect Green (s)	34.3		34.3	34.3	23.3	23.3

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.46		0.46	0.46	0.31	0.31
v/c Ratio	0.20	7	0.13	8	0.24	0.28
Control Delay (s/veh)	4.4		13.4	13.2	21.0	5.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.4	4	13.4	5	21.0	5.7
LOS	A		B	B	C	A
Approach Delay (s/veh)	4.4			13.3	12.8	
Approach LOS	A	1		B	2	B
Queue Length 50th (ft)	16		20	44	41	0
Queue Length 95th (ft)	19		m40	m73	80	37
Internal Link Dist (ft)	208			204	575	
Turn Bay Length (ft)					60	
Base Capacity (vph)	1387		410	741	478	474
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	9
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.20		0.13	0.16	0.24	0.28

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 67 (89%), Referenced to phase 2:WBTL and 6:EBT, Start of 1st Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.28 9

Intersection Signal Delay (s/veh): 9.5 6

Intersection LOS: A 3

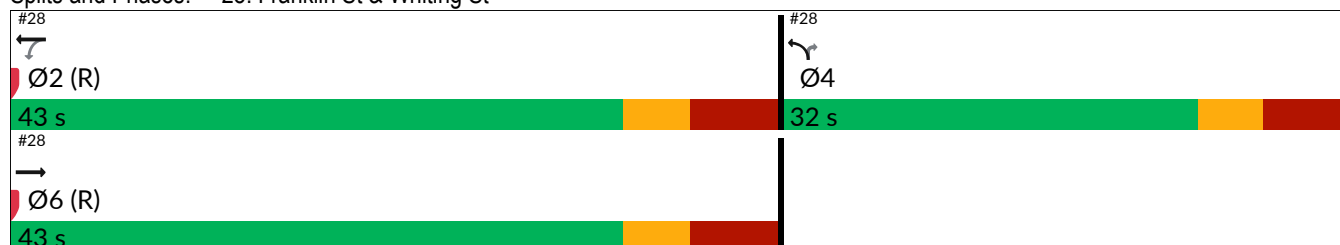
Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 28: Franklin St & Whiting St



Whiting Lane Repurposing - Existing PM - Yr 0

1201: Florida Ave & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	220	58	0	53	80	19	1146	81	0	0	0
Future Volume (vph)	162	220	58	0	53	80	19	1146	81	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96			0.92			1.00	0.88			
Frt		0.980			0.910				0.850			
Flt Protected		0.982						0.999				
Satd. Flow (prot)	0	2963	0	0	2568	0	0	4420	1378	0	0	0
Flt Permitted		0.775						0.999				
Satd. Flow (perm)	0	2242	0	0	2568	0	0	4414	1207	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			18				56			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		284			588			598			586	
Travel Time (s)		6.5			13.4			13.6			13.3	
Confl. Peds. (#/hr)	71					71	38		55			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	183	249	66	0	60	90	21	1295	92	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	498	0	0	150	0	0	1316	92	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			4		2	2	2			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	29.0	29.0			29.0		26.0	26.0	26.0			
Total Split (s)	70.0	70.0			70.0		80.0	80.0	80.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Yellow Time (s)	3.7	3.7			3.7		3.7	3.7	3.7			
All-Red Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		10.7			10.7			10.7	10.7			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max			Max		Max	Max	Max			
Act Effect Green (s)		59.3			59.3			69.3	69.3			

Whiting Lane Repurposing - Existing PM - Yr 0

1201: Florida Ave & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.40			0.40			0.46	0.46			
v/c Ratio	7	0.56	8		0.15			0.65	0.16			
Control Delay (s/veh)		30.5			23.8			32.8	10.8			
Queue Delay		1.8			0.0			0.0	0.0			
Total Delay (s/veh)	4	32.3	5		23.8			32.8	10.8			
LOS		C			C			C	B			
Approach Delay (s/veh)		32.3			23.8			31.3				
Approach LOS	1	C			2	C		C				
Queue Length 50th (ft)		156			43			361	20			
Queue Length 95th (ft)		209			68			415	55			
Internal Link Dist (ft)		204			508			518			506	
Turn Bay Length (ft)									110			
Base Capacity (vph)		894			1026			2039	587			
Starvation Cap Reductn		238			0			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.76			0.15			0.65	0.16			

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 40 (27%), Referenced to phase 2:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.65 9

Intersection Signal Delay (s/veh): 31.0 6

Intersection LOS: C 3

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1201: Florida Ave & Whiting St

#1201	#1201
	
Ø2 (R)	Ø4
80 s	70 s

Whiting Lane Repurposing - Existing PM - Yr 0

1202: Morgan St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	253	16	68	53	4	9	62	45	22	139	14
Future Volume (vph)	60	253	16	68	53	4	9	62	45	22	139	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	1.00		0.98	1.00			1.00			1.00	
Frt		0.991			0.988			0.942			0.988	
Flt Protected	0.950			0.950				0.996			0.994	
Satd. Flow (prot)	1540	1602	0	1540	1599	0	0	2877	0	0	3022	0
Flt Permitted	0.715			0.515				0.922			0.898	
Satd. Flow (perm)	1142	1602	0	815	1599	0	0	2662	0	0	2727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			51			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		588			284			614			575	
Travel Time (s)		13.4			6.5			14.0			13.1	
Confl. Peds. (#/hr)	15		35	35		15	7		9	9		7
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	68	286	18	77	60	5	10	70	51	25	157	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	304	0	77	65	0	0	131	0	0	198	0
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	4 3			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		3	4 3		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0			10.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		15.0			25.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0		15.0			30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%			40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.7	3.7		3.7			3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0		2.0			5.0	5.0		5.0	5.0	
Lost Time Adjust (s)	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	8.7	8.7		5.7				8.7			8.7	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max			Max	Max		Max	Max	
Act Effect Green (s)	21.3	21.3		33.6	36.3			21.3			21.3	

Whiting Lane Repurposing - Existing PM - Yr 0

1202: Morgan St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.28	0.28		0.45	0.48			0.28			0.28	
v/c Ratio	0.21	7 0.67	8	0.17	0.08			0.17			0.25	
Control Delay (s/veh)	25.1	41.2		10.2	10.2			13.5			20.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	25.1	4 41.2	5	10.2	10.2			13.5			20.5	
LOS	C	D		B	B			B			C	
Approach Delay (s/veh)		38.3			10.2			13.5			20.5	
Approach LOS		1 D			2 B			B			C	
Queue Length 50th (ft)	45	243		17	14			14			35	
Queue Length 95th (ft)	82	318		37	34			35			62	
Internal Link Dist (ft)		508			204			534			495	
Turn Bay Length (ft)												
Base Capacity (vph)	324	457		455	776			792			783	
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	0.21	0.67		0.17	0.08			0.17			0.25	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 54 (72%), Referenced to phase 2:NBSB, Start of 1st Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.67 9

Intersection Signal Delay (s/veh): 25.5 6

Intersection LOS: C 3

Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1202: Morgan St & Whiting St

#1202	#1202	#1202
		
Ø2 (R)	Ø3	Ø4
30 s	15 s	30 s

Whiting Lane Repurposing - Existing PM - Yr 0

1203: Jefferson St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	58	290	14	16	19	2	160	2	6	113	4
Future Volume (vph)	46	58	290	14	16	19	2	160	2	6	113	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	0.98		0.99			1.00			1.00	
Frt			0.850		0.948			0.998			0.995	
Flt Protected		0.978			0.986			0.999			0.998	
Satd. Flow (prot)	0	1585	1378	0	1566	0	0	3070	0	0	3056	0
Flt Permitted		0.832			0.860			0.953			0.942	
Satd. Flow (perm)	0	1348	1351	0	1360	0	0	2928	0	0	2885	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			328		21			2			5	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		296			873			497			583	
Travel Time (s)		6.7			23.8			11.3			13.3	
Confl. Peds. (#/hr)	1		17	17		1	10		1	1		10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	52	66	328	16	18	21	2	181	2	7	128	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	328	0	55	0	0	185	0	0	140	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	25.0	25.0		26.0	26.0		33.0	33.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		8.7	8.7		8.7			8.7			8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)		12.6	12.6		12.6			45.0			45.0	

Whiting Lane Repurposing - Existing PM - Yr 0

1203: Jefferson St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.17	0.17		0.17			0.60			0.60	
v/c Ratio	7	0.52	0.66	8	0.22			0.11			0.08	
Control Delay (s/veh)		36.5	10.3		20.1			7.1			6.9	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)	4	36.5	10.3	5	20.1			7.1			6.9	
LOS		D	B		C			A			A	
Approach Delay (s/veh)		17.3			20.1			7.1			6.9	
Approach LOS	1	B			2	C		A			A	
Queue Length 50th (ft)		52	0		14			16			12	
Queue Length 95th (ft)		95	66		42			35			27	
Internal Link Dist (ft)		216			793			417			503	
Turn Bay Length (ft)												
Base Capacity (vph)		382	618		401			1759			1734	
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		0.31	0.53		0.14			0.11			0.08	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 72 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 13.4

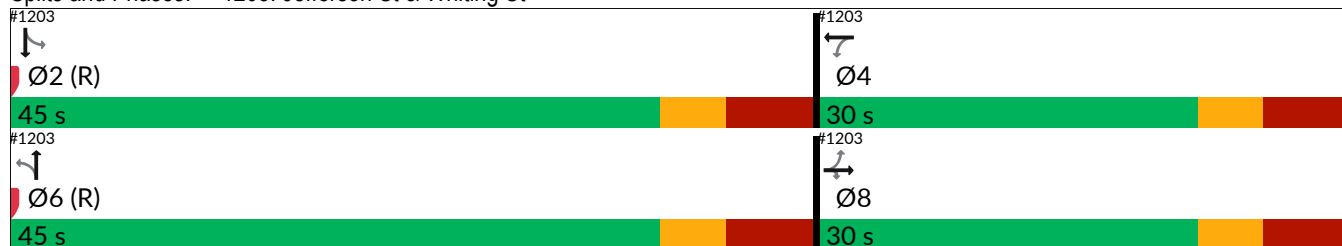
Intersection LOS: B

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1203: Jefferson St & Whiting St



Whiting Lane Repurposing - Existing PM - Yr 10

9: Ashley Dr & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	128	0	76	79	212	0	0
Future Volume (vph)	0	0	0	0	0	128	0	76	79	212	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	65		0	0		75	115		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	50		50	25		50	50		75	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.850						0.850					
Flt Protected							0.950					
Satd. Flow (prot)	0	3079	0	1621	1378	0	0	1621	1378	1540	1621	0
Flt Permitted							0.691					
Satd. Flow (perm)	0	3079	0	1621	1378	0	0	1621	1378	1120	1621	0
Right Turn on Red	Yes						Yes					
Satd. Flow (RTOR)							130					
Link Speed (mph)	25				25				30			
Link Distance (ft)	372				190				588			
Travel Time (s)	10.1				5.2				13.4			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	0.25	0.38	1.00	0.92	1.00	0.91	0.74	0.88	0.81	0.25
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%				0%			
Adj. Flow (vph)	0	0	0	0	0	170	0	102	130	294	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	170	0	0	102	130	294	0	0
Turn Type	Perm				NA				Perm			
Protected Phases	8				4				2			
Permitted Phases					6				2			
Detector Phase	8				4				2			
Switch Phase												
Minimum Initial (s)	10.0			10.0			10.0			10.0		
Minimum Split (s)	27.0			25.0			28.0			29.0		
Total Split (s)	63.0			63.0			87.0			87.0		
Total Split (%)	42.0%			42.0%			58.0%			58.0%		
Yellow Time (s)	3.5			3.5			3.7			3.7		
All-Red Time (s)	5.0			5.0			5.0			5.0		
Lost Time Adjust (s)	0.0			0.0			0.0			0.0		
Total Lost Time (s)	8.5			8.5			8.7			8.7		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max			Max			Max			Max		
Act Effct Green (s)				54.5			78.3			78.3		

Whiting Lane Repurposing - Existing PM - Yr 10

9: Ashley Dr & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.36			0.52	0.52	0.52		
v/c Ratio	7		8		0.16			0.12	0.17	0.50		
Control Delay (s/veh)					2.9			18.8	3.3	27.0		
Queue Delay					1.2			0.0	0.5	51.8		
Total Delay (s/veh)	4		5		4.1			18.8	3.8	78.9		
LOS					A			B	A	E		
Approach Delay (s/veh)					4.1			10.4				78.9
Approach LOS	1			2	A			B				E
Queue Length 50th (ft)					24			51	0	185		
Queue Length 95th (ft)					m49			85	16	267		
Internal Link Dist (ft)		292			110			479				508
Turn Bay Length (ft)									75	115		
Base Capacity (vph)					1042			846	781	584		
Starvation Cap Reductn					681			0	0	0		
Spillback Cap Reductn					0			0	383	311		
Storage Cap Reductn					0			0	0	0		
Reduced v/c Ratio					0.47			0.12	0.33	1.08		

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 88 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.50 9

Intersection Signal Delay (s/veh): 37.8 6

Intersection LOS: D 3

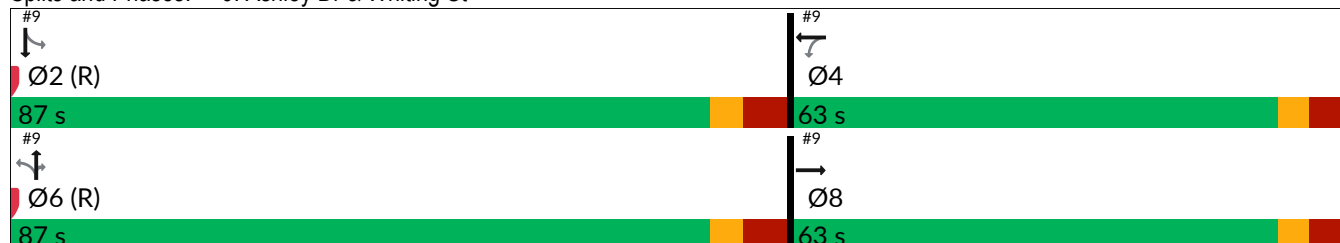
Intersection Capacity Utilization 47.7%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 9: Ashley Dr & Whiting St



Whiting Lane Repurposing - Existing PM - Yr 10

18: Tampa St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	164	227	114	105	0	0	0	0	181	1111	39
Future Volume (vph)	0	164	227	114	105	0	0	0	0	181	1111	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.90		0.93							0.97	
Frt		0.913									0.996	
Flt Protected				0.950							0.993	
Satd. Flow (prot)	0	2536	0	1540	1621	0	0	0	0	0	4316	0
Flt Permitted				0.381							0.993	
Satd. Flow (perm)	0	2536	0	577	1621	0	0	0	0	0	4231	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14									5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			288			618			584	
Travel Time (s)		4.3			6.5			14.0			13.3	
Confl. Peds. (#/hr)			86	86						71		136
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	217	301	151	139	0	0	0	0	240	1473	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	518	0	151	139	0	0	0	0	0	1765	0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Detector Phase		4		4	4					2	2	
Switch Phase												
Minimum Initial (s)		10.0		10.0	10.0					10.0	10.0	
Minimum Split (s)		29.0		29.0	29.0					28.0	28.0	
Total Split (s)		60.0		60.0	60.0					90.0	90.0	
Total Split (%)		40.0%		40.0%	40.0%					60.0%	60.0%	
Yellow Time (s)		3.8		3.8	3.8					3.7	3.7	
All-Red Time (s)		5.0		5.0	5.0					5.0	5.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		8.8		8.8	8.8						8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max		Max	Max					Max	Max	
Act Effect Green (s)		51.2		51.2	51.2						81.3	

Whiting Lane Repurposing - Existing PM - Yr 10

18: Tampa St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.34		0.34	0.34						0.54	
v/c Ratio	7	0.59	8	0.77	0.25						0.77	
Control Delay (s/veh)		37.8		77.0	41.9						29.8	
Queue Delay		50.7		0.0	2.2						0.0	
Total Delay (s/veh)	4	88.4	5	77.0	44.2						29.8	
LOS		F		E	D						C	
Approach Delay (s/veh)		88.4			61.2						29.8	
Approach LOS	1	F			2	E					C	
Queue Length 50th (ft)		241		153	105						489	
Queue Length 95th (ft)		317		#266	161						554	
Internal Link Dist (ft)		110			208			538			504	
Turn Bay Length (ft)												
Base Capacity (vph)		874		196	553						2295	
Starvation Cap Reductn		399		0	299						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		1.09		0.77	0.55						0.77	

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 46 (31%), Referenced to phase 2:SBTL, Start of 1st Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: **9**

Intersection Signal Delay (s/veh): **6**

Intersection LOS: **3**

Intersection Capacity Utilization 85.2%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 18: Tampa St & Whiting St



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	222	28	48	103	103	117
Future Volume (vph)	222	28	48	103	103	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)		50	50		50	50
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.96			0.90
Frt	0.983					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3006	0	1540	1621	1540	1378
Flt Permitted			0.552		0.950	
Satd. Flow (perm)	3006	0	860	1621	1540	1233
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24					155
Link Speed (mph)	30			30	30	
Link Distance (ft)	288			284	655	
Travel Time (s)	6.5			6.5	14.9	
Confl. Peds. (#/hr)		33	33			93
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	294	37	64	137	137	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	331	0	64	137	137	155
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases			2			4
Detector Phase	6		2	2	4	4
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0
Minimum Split (s)	26.0		20.0	20.0	26.0	26.0
Total Split (s)	43.0		43.0	43.0	32.0	32.0
Total Split (%)	57.3%		57.3%	57.3%	42.7%	42.7%
Yellow Time (s)	3.7		3.7	3.7	3.7	3.7
All-Red Time (s)	5.0		5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	8.7		8.7	8.7	8.7	8.7
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		Max	Max	Max	Max
Act Effect Green (s)	34.3		34.3	34.3	23.3	23.3

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.46		0.46	0.46	0.31	0.31
v/c Ratio	0.24 7		0.16 8	0.18	0.29	0.32
Control Delay (s/veh)	5.5		13.7	13.3	21.6	5.6
Queue Delay	0.0		0.0	0.0	0.0	0.2
Total Delay (s/veh)	5.5 4		13.7 5	13.3	21.6	5.8
LOS	A		B	B	C	A
Approach Delay (s/veh)	5.5			13.4	13.2	
Approach LOS	A 1			B 2	B	
Queue Length 50th (ft)	16		25	54	49	0
Queue Length 95th (ft)	35		m46	m84	93	40
Internal Link Dist (ft)	208			204	575	
Turn Bay Length (ft)					60	
Base Capacity (vph)	1387		393	741	478	489
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	1		0	49	0	59
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.24		0.16	0.20	0.29	0.36

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 67 (89%), Referenced to phase 2:WBTL and 6:EBT, Start of 1st Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.32 9Intersection Signal Delay (s/veh): 10.2 6Intersection LOS: B 3

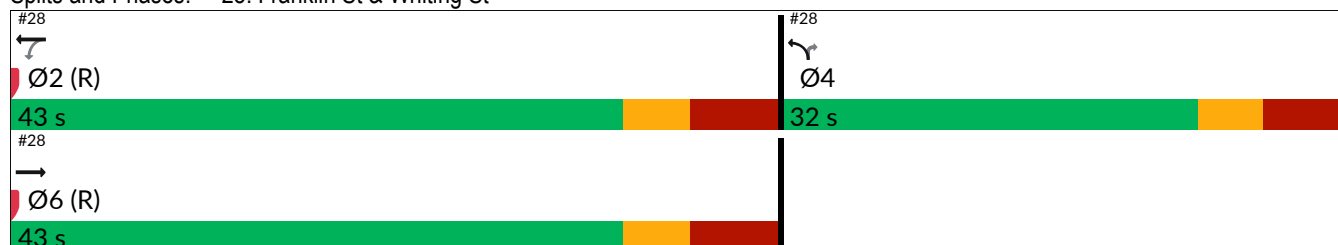
Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 28: Franklin St & Whiting St



Whiting Lane Repurposing - Existing PM - Yr 10

1201: Florida Ave & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	220	58	0	53	80	19	1146	81	0	0	0
Future Volume (vph)	162	220	58	0	53	80	19	1146	81	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96			0.92			1.00	0.88			
Frt		0.980			0.910				0.850			
Flt Protected		0.982						0.999				
Satd. Flow (prot)	0	2963	0	0	2568	0	0	4420	1378	0	0	0
Flt Permitted		0.764						0.999				
Satd. Flow (perm)	0	2213	0	0	2568	0	0	4414	1207	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			9				56			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		284			588			598			586	
Travel Time (s)		6.5			13.4			13.6			13.3	
Confl. Peds. (#/hr)	71					71	38		55			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	215	292	77	0	70	106	25	1520	107	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	584	0	0	176	0	0	1545	107	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			4		2	2	2			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	29.0	29.0			29.0		26.0	26.0	26.0			
Total Split (s)	70.0	70.0			70.0		80.0	80.0	80.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Yellow Time (s)	3.7	3.7			3.7		3.7	3.7	3.7			
All-Red Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		10.7			10.7			10.7	10.7			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max			Max		Max	Max	Max			
Act Effect Green (s)		59.3			59.3			69.3	69.3			

Whiting Lane Repurposing - Existing PM - Yr 10

1201: Florida Ave & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.40			0.40			0.46	0.46			
v/c Ratio	7	0.66	8		0.17			0.76	0.18			
Control Delay (s/veh)		33.1			26.1			36.4	12.5			
Queue Delay		2.4			0.0			0.0	0.0			
Total Delay (s/veh)	4	35.5	5		26.1			36.4	12.5			
LOS		D			C			D	B			
Approach Delay (s/veh)		35.5			26.1			34.9				
Approach LOS	1	D		2	C			C				
Queue Length 50th (ft)		187			55			458	28			
Queue Length 95th (ft)		247			83			521	68			
Internal Link Dist (ft)		204			508			518			506	
Turn Bay Length (ft)									110			
Base Capacity (vph)		882			1020			2039	587			
Starvation Cap Reductn		180			0			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.83			0.17			0.76	0.18			

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 40 (27%), Referenced to phase 2:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 9 0.76

Intersection Signal Delay (s/veh): 6 34.4 Intersection LOS: 3 C

Intersection Capacity Utilization 93.6% ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1201: Florida Ave & Whiting St

#1201	#1201
	
Ø2 (R)	Ø4
80 s	70 s

Whiting Lane Repurposing - Existing PM - Yr 10

1202: Morgan St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	253	16	68	53	4	9	62	45	22	139	14
Future Volume (vph)	60	253	16	68	53	4	9	62	45	22	139	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	1.00		0.98	1.00			1.00			1.00	
Frt		0.991			0.990			0.942			0.988	
Flt Protected	0.950			0.950				0.996			0.994	
Satd. Flow (prot)	1540	1602	0	1540	1603	0	0	2877	0	0	3022	0
Flt Permitted	0.708			0.430				0.916			0.892	
Satd. Flow (perm)	1131	1602	0	683	1603	0	0	2645	0	0	2709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			60			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		588			284			614			575	
Travel Time (s)		13.4			6.5			14.0			13.1	
Confl. Peds. (#/hr)	15		35	35		15	7		9	9		7
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	80	336	21	90	70	5	12	82	60	29	184	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	357	0	90	75	0	0	154	0	0	232	0
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	4 3			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		3	4 3		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0			10.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		15.0			25.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0		15.0			30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%			40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.7	3.7		3.7			3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0		2.0			5.0	5.0		5.0	5.0	
Lost Time Adjust (s)	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	8.7	8.7		5.7				8.7			8.7	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max			Max	Max		Max	Max	
Act Effect Green (s)	21.3	21.3		33.6	36.3			21.3			21.3	

Whiting Lane Repurposing - Existing PM - Yr 10

1202: Morgan St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.28	0.28		0.45	0.48			0.28			0.28	
v/c Ratio	0.25 7	0.78	8	0.22	0.10			0.19			0.30	
Control Delay (s/veh)	24.8	49.7		10.7	10.4			13.4			21.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	24.8 4	49.7	5	10.7	10.4			13.4			21.1	
LOS	C	D		B	B			B			C	
Approach Delay (s/veh)		45.2			10.6			13.4			21.1	
Approach LOS		1 D			2 B			B			C	
Queue Length 50th (ft)	52	289		20	17			17			42	
Queue Length 95th (ft)	m87	#365		42	39			39			72	
Internal Link Dist (ft)		508			204			534			495	
Turn Bay Length (ft)												
Base Capacity (vph)	321	457		412	778			794			777	
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	0.25	0.78		0.22	0.10			0.19			0.30	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 54 (72%), Referenced to phase 2:NBSB, Start of 1st Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.78 **9**

Intersection Signal Delay (s/veh): 28.8 **6**

Intersection LOS: C **3**

Intersection Capacity Utilization 77.0%

ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1202: Morgan St & Whiting St



Whiting Lane Repurposing - Existing PM - Yr 10

1203: Jefferson St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	58	290	14	16	19	2	160	2	6	113	4
Future Volume (vph)	46	58	290	14	16	19	2	160	2	6	113	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	11	11	11	11	11	11	11
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	0.98		0.99			1.00			1.00	
Frt			0.850		0.948			0.998			0.995	
Flt Protected		0.978			0.986			0.999			0.998	
Satd. Flow (prot)	0	1585	1378	0	1566	0	0	3070	0	0	3057	0
Flt Permitted		0.827			0.852			0.952			0.940	
Satd. Flow (perm)	0	1340	1351	0	1347	0	0	2925	0	0	2879	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			385		25			2			5	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		296			873			497			583	
Travel Time (s)		6.7			23.8			11.3			13.3	
Confl. Peds. (#/hr)	1		17	17		1	10		1	1		10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	61	77	385	19	21	25	3	212	3	8	150	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	138	385	0	65	0	0	218	0	0	163	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	25.0	25.0		26.0	26.0		33.0	33.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		8.7	8.7		8.7			8.7			8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)		13.7	13.7		13.7			43.9			43.9	

Whiting Lane Repurposing - Existing PM - Yr 10

1203: Jefferson St & Whiting St

09/29/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.18	0.18		0.18			0.59			0.59	
v/c Ratio	7	0.57	0.69 8		0.25			0.13			0.10	
Control Delay (s/veh)		36.5	9.9		19.1			7.9			7.6	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)	4	36.5	9.9 5		19.1			7.9			7.6	
LOS		D	A		B			A			A	
Approach Delay (s/veh)		16.9			19.1			7.9			7.6	
Approach LOS	1	B			2 B			A			A	
Queue Length 50th (ft)		61	0		16			21			15	
Queue Length 95th (ft)		105	68		44			44			34	
Internal Link Dist (ft)		216			793			417			503	
Turn Bay Length (ft)												
Base Capacity (vph)		380	659		400			1714			1688	
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	0.58		0.16			0.13			0.10	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 72 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69 **9**

Intersection Signal Delay (s/veh): 13.5 **6**

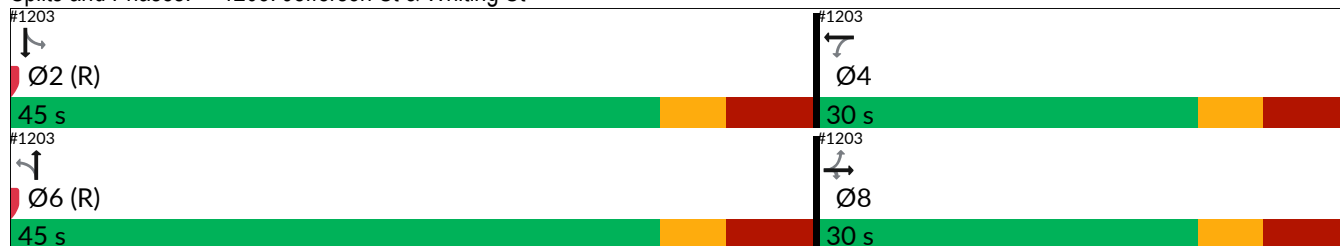
Intersection LOS: B **3**

Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1203: Jefferson St & Whiting St



													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	0	0	128	0	76	79	212	0	0	
Future Volume (vph)	0	0	0	0	0	128	0	76	79	212	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11	
Grade (%)	0%				0%		0%				0%		
Storage Length (ft)	0	0		65	0		0	75		115	0		
Storage Lanes	0	0		1	0		0	1		1	0		
Taper Length (ft)	50	50		25	50		50	75		50	50		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt	0.850					0.850							
Flt Protected											0.950		
Satd. Flow (prot)	0	3079	0	1565	1330	0	0	1621	1378	1540	1621	0	
Flt Permitted											0.701		
Satd. Flow (perm)	0	3079	0	1565	1330	0	0	1621	1378	1136	1621	0	
Right Turn on Red	Yes			Yes			Yes			Yes			
Satd. Flow (RTOR)					882		111						
Link Speed (mph)	25		25		25		25		30				
Link Distance (ft)	372		190		559		588						
Travel Time (s)	10.1		5.2		15.2		13.4						
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	1.00	1.00	0.25	0.38	1.00	0.92	1.00	0.91	0.74	0.88	0.81	0.25	
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)	0%		0%		0%		0%		0%				
Adj. Flow (vph)	0	0	0	0	0	145	0	87	111	251	0	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	145	0	0	87	111	251	0	0	
Turn Type				Perm	NA				NA	Perm	Perm		
Protected Phases	8		4		6		2						
Permitted Phases				4	6			6		2			
Detector Phase	8		4	4	6		6	6	6	2	2		
Switch Phase													
Minimum Initial (s)	10.0		10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0		
Minimum Split (s)	27.0		25.0	25.0	28.0		28.0	28.0	29.0	29.0			
Total Split (s)	63.0		63.0	63.0	87.0		87.0	87.0	87.0	87.0			
Total Split (%)	42.0%		42.0%	42.0%	58.0%		58.0%	58.0%	58.0%	58.0%			
Yellow Time (s)	3.5		3.5	3.5	3.7		3.7	3.7	3.7	3.7			
All-Red Time (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0			
Lost Time Adjust (s)	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	8.5		8.5	8.5	8.7		8.7	8.7	8.7	8.7			
Lead/Lag													
Lead-Lag Optimize?													
Recall Mode	Max		Max	Max	Max		Max	Max	Max	Max	Max		
Act Effct Green (s)				54.5	78.3		78.3	78.3					

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.36			0.52	0.52	0.52		
v/c Ratio	7		8		0.14			0.10	0.14	0.42		
Control Delay (s/veh)					1.6			18.6	3.4	24.8		
Queue Delay					1.2			0.0	0.2	3.0		
Total Delay (s/veh)	4		5		2.8			18.6	3.6	27.8		
LOS					A			B	A	C		
Approach Delay (s/veh)					2.8			10.2			27.8	
Approach LOS	1			2	A			B			C	
Queue Length 50th (ft)					11			43	0	149		
Queue Length 95th (ft)					m27			74	16	219		
Internal Link Dist (ft)		292			110			479			508	
Turn Bay Length (ft)									75	115		
Base Capacity (vph)					1044			846	772	592		
Starvation Cap Reductn					716			0	0	0		
Spillback Cap Reductn					0			0	292	240		
Storage Cap Reductn					0			0	0	0		
Reduced v/c Ratio					0.44			0.10	0.23	0.71		

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 88 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.42 9

Intersection Signal Delay (s/veh): 15.8 6

Intersection LOS: B 3

Intersection Capacity Utilization 43.7%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 9: Ashley Dr & Whiting St

#9 		#9 
Ø2 (R)		Ø4
87 s		63 s
#9 		#9 
Ø6 (R)		Ø8
87 s		63 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	164	227	114	105	0	0	0	0	181	1111	39
Future Volume (vph)	0	164	227	114	105	0	0	0	0	181	1111	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor			0.83	0.87							0.92	
Frt			0.850								0.996	
Flt Protected				0.950							0.993	
Satd. Flow (prot)	0	1565	1330	1486	1565	0	0	0	0	0	4314	0
Flt Permitted				0.626							0.993	
Satd. Flow (perm)	0	1565	1104	854	1565	0	0	0	0	0	4021	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			41								4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			288			618			584	
Travel Time (s)		4.3			6.5			14.0			13.3	
Confl. Peds. (#/hr)	105		87	87						147		139
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	184	254	128	118	0	0	0	0	203	1244	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	184	254	128	118	0	0	0	0	0	1491	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Detector Phase		4	4	4	4					2	2	
Switch Phase												
Minimum Initial (s)		10.0	10.0	10.0	10.0					10.0	10.0	
Minimum Split (s)		29.0	29.0	29.0	29.0					28.0	28.0	
Total Split (s)		69.0	69.0	69.0	69.0					81.0	81.0	
Total Split (%)		46.0%	46.0%	46.0%	46.0%					54.0%	54.0%	
Yellow Time (s)		3.8	3.8	3.8	3.8					3.7	3.7	
All-Red Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	
Total Lost Time (s)		8.8	8.8	8.8	8.8						8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max	Max	Max	Max					Max	Max	
Act Effect Green (s)		60.2	60.2	60.2	60.2						72.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.40	0.40	0.40	0.40						0.48	
v/c Ratio	7	0.29	0.54	8	0.37	0.19					0.77	
Control Delay (s/veh)		26.1	28.5	41.5	35.7						35.2	
Queue Delay		5.7	7.6	1.8	1.6						0.0	
Total Delay (s/veh)	4	31.8	36.1	5	43.3	37.3					35.2	
LOS		C	D	D	D						D	
Approach Delay (s/veh)		34.3			40.4						35.2	
Approach LOS	1	C			2	D					D	
Queue Length 50th (ft)		138	183	96	85						438	
Queue Length 95th (ft)		213	299	150	136						502	
Internal Link Dist (ft)		110			208			538			504	
Turn Bay Length (ft)			100									
Base Capacity (vph)		628	467	342	628						1940	
Starvation Cap Reductn		381	168	108	372						0	
Spillback Cap Reductn		0	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.74	0.85	0.55	0.46						0.77	

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 46 (31%), Referenced to phase 2:SBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.77 9

Intersection Signal Delay (s/veh): 35.6 6

Intersection LOS: D 3

Intersection Capacity Utilization 81.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 18: Tampa St & Whiting St

Proposed Timing Plan for PM
Peak in Proposed Condition

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	222	28	48	103	103	117
Future Volume (vph)	222	28	48	103	103	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)		60	0		60	0
Storage Lanes		1	0		1	1
Taper Length (ft)		50	50		50	50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.88		0.97		0.91
Frt		0.850				0.850
Flt Protected				0.984	0.950	
Satd. Flow (prot)	1621	1330	0	1595	1540	1378
Flt Permitted				0.825	0.950	
Satd. Flow (perm)	1621	1165	0	1300	1540	1258
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		32				132
Link Speed (mph)	30			30	30	
Link Distance (ft)	288			284	655	
Travel Time (s)	6.5			6.5	14.9	
Confl. Peds. (#/hr)		66	66			77
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	251	32	54	116	116	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	251	32	0	170	116	132
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.0	26.0	20.0	20.0	26.0	26.0
Total Split (s)	41.0	41.0	41.0	41.0	34.0	34.0
Total Split (%)	54.7%	54.7%	54.7%	54.7%	45.3%	45.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.7		8.7	8.7	8.7
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	32.3	32.3		32.3	25.3	25.3

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.43	0.43		0.43	0.34	0.34
v/c Ratio	0.36 7	0.06	8	0.30	0.22	0.26
Control Delay (s/veh)	10.4	2.2		15.6	19.3	5.1
Queue Delay	0.8	0.0		0.0	0.0	0.0
Total Delay (s/veh)	11.2 4	2.2	5	15.6	19.3	5.1
LOS	B	A		B	B	A
Approach Delay (s/veh)	10.2			15.6	11.7	
Approach LOS	B 1			B 2	B	
Queue Length 50th (ft)	113	2		71	39	0
Queue Length 95th (ft)	m155	m3		110	77	35
Internal Link Dist (ft)	208			204	575	
Turn Bay Length (ft)		60			60	
Base Capacity (vph)	698	519		559	519	511
Starvation Cap Reductn	213	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.52	0.06		0.30	0.22	0.26

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 67 (89%), Referenced to phase 2:WBTL and 6:EBT, Start of 1st Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.36 **9**

Intersection Signal Delay (s/veh): 12.0 **6**

Intersection LOS: B **3**

Intersection Capacity Utilization 64.4%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 28: Franklin St & Whiting St

#28 ↙ Ø2 (R) 41 s	#28 ↘ Ø4 34 s
#28 → Ø6 (R) 41 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	220	0	0	53	80	19	1146	81	0	0	0
Future Volume (vph)	162	220	0	0	53	80	19	1146	81	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor		0.93			0.89			1.00	0.81			
Frt					0.919				0.850			
Flt Protected		0.979						0.999				
Satd. Flow (prot)	0	3014	0	0	1274	0	0	4420	1378	0	0	0
Flt Permitted		0.761						0.999				
Satd. Flow (perm)	0	2190	0	0	1274	0	0	4409	1114	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15				56			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		284			588			598			586	
Travel Time (s)		6.5			13.4			13.6			13.3	
Confl. Peds. (#/hr)	97					97	40		85			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	183	249	0	0	60	90	21	1295	92	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	432	0	0	150	0	0	1316	92	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			4		2	2	2			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	29.0	29.0			29.0		26.0	26.0	26.0			
Total Split (s)	70.0	70.0			70.0		80.0	80.0	80.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Yellow Time (s)	3.7	3.7			3.7		3.7	3.7	3.7			
All-Red Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		10.7			10.7			10.7	10.7			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max			Max		Max	Max	Max			
Act Effect Green (s)		59.3			59.3			69.3	69.3			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.40			0.40			0.46	0.46			
v/c Ratio	7	0.50	8		0.29			0.65	0.17			
Control Delay (s/veh)		28.4			27.2			32.8	11.0			
Queue Delay		1.1			0.0			0.0	0.0			
Total Delay (s/veh)	4	29.4	5		27.2			32.8	11.0			
LOS		C			C			C	B			
Approach Delay (s/veh)		29.4			27.2			31.4				
Approach LOS	1	C			2	C		C				
Queue Length 50th (ft)		133			88			362	20			
Queue Length 95th (ft)		171			144			416	56			
Internal Link Dist (ft)		204			508			518			506	
Turn Bay Length (ft)									110			
Base Capacity (vph)		865			512			2036	544			
Starvation Cap Reductn		220			0			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.67			0.29			0.65	0.17			

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 40 (27%), Referenced to phase 2:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 9 0.65

Intersection Signal Delay (s/veh): 6 30.6

Intersection LOS: 3 C

Intersection Capacity Utilization 84.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1201: Florida Ave & Whiting St

#1201	#1201
	
Ø2 (R)	Ø4
80 s	70 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	253	16	68	53	4	9	62	45	22	139	14
Future Volume (vph)	60	253	16	68	53	4	9	62	45	22	139	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
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	0.98	1.00		0.96	1.00			0.99			1.00	
Frt	0.991			0.988			0.942			0.989		
Flt Protected	0.950			0.950				0.996			0.994	
Satd. Flow (prot)	1486	1544	0	1486	1543	0	0	2865	0	0	1591	0
Flt Permitted	0.715			0.515				0.922			0.941	
Satd. Flow (perm)	1096	1544	0	771	1543	0	0	2649	0	0	1502	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	4			5			51			6		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	588			284			614			575		
Travel Time (s)	13.4			6.5			14.0			13.1		
Confl. Peds. (#/hr)	21		39	39		21	10		11	11		10
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	68	286	18	77	60	5	10	70	51	25	157	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	304	0	77	65	0	0	131	0	0	198	0
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	4			3			2			2		
Permitted Phases	4			4			2			2		
Detector Phase	4			3			2			2		
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0			10.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		15.0			25.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0		15.0			30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%			40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.7	3.7		3.7			3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0		2.0			5.0	5.0		5.0	5.0	
Lost Time Adjust (s)	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	8.7	8.7		5.7				8.7			8.7	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max			Max	Max		Max	Max	
Act Effect Green (s)	21.3	21.3		33.6	36.3			21.3			21.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.28	0.28		0.45	0.48			0.28			0.28	
v/c Ratio	0.22 7	0.69	8	0.18	0.09			0.17			0.46	
Control Delay (s/veh)	25.9	44.7		10.3	10.2			13.5			25.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	25.9 4	44.7	5	10.3	10.2			13.5			25.6	
LOS	C	D		B	B			B			C	
Approach Delay (s/veh)		41.3			10.3			13.5			25.6	
Approach LOS		1 D			2 B			B			C	
Queue Length 50th (ft)	50	248		17	14			14			74	
Queue Length 95th (ft)	87	321		37	34			35			135	
Internal Link Dist (ft)		508			204			534			495	
Turn Bay Length (ft)				150								
Base Capacity (vph)	311	441		434	749			788			430	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.22	0.69		0.18	0.09			0.17			0.46	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 54 (72%), Referenced to phase 2:NBSB, Start of 1st Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.69 **9**

Intersection Signal Delay (s/veh): 28.1 **6**

Intersection LOS: C **3**

Intersection Capacity Utilization 65.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1202: Morgan St & Whiting St

#1202	#1202	#1202
		
Ø2 (R)	Ø3	Ø4
30 s	15 s	30 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	58	290	14	16	19	2	160	2	6	113	4
Future Volume (vph)	46	58	290	14	16	19	2	160	2	6	113	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	12	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	1.00		0.99			1.00			1.00	
Frt			0.850		0.948			0.998			0.995	
Flt Protected		0.978			0.986			0.999			0.998	
Satd. Flow (prot)	0	1530	1330	0	1558	0	0	3070	0	0	3057	0
Flt Permitted		0.832			0.860			0.953			0.942	
Satd. Flow (perm)	0	1294	1329	0	1358	0	0	2928	0	0	2886	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			328		21			2			5	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		296			873			497			583	
Travel Time (s)		6.7			23.8			11.3			13.3	
Confl. Peds. (#/hr)	13		1	1		13	1		1	1		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%	104%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	52	66	328	16	18	21	2	181	2	7	128	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	328	0	55	0	0	185	0	0	140	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	25.0	25.0		26.0	26.0		33.0	33.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0		40.0	40.0		40.0	40.0	
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%		53.3%	53.3%		53.3%	53.3%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		8.7	8.7		8.7			8.7			8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)		12.8	12.8		12.8			44.8			44.8	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.17	0.17		0.17			0.60			0.60	
v/c Ratio	7	0.54	0.66	8	0.22			0.11			0.08	
Control Delay (s/veh)		36.9	10.3		19.7			7.3			7.0	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)	4	36.9	10.3	5	19.7			7.3			7.0	
LOS		D	B		B			A			A	
Approach Delay (s/veh)		17.3			19.7			7.3			7.0	
Approach LOS	1	B		2	B			A			A	
Queue Length 50th (ft)		52	0		14			16			12	
Queue Length 95th (ft)		95	66		41			36			28	
Internal Link Dist (ft)		216			793			417			503	
Turn Bay Length (ft)												
Base Capacity (vph)		453	679		489			1750			1725	
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		0.26	0.48		0.11			0.11			0.08	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 72 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66 9

Intersection Signal Delay (s/veh): 13.5 6

Intersection LOS: B 3

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1203: Jefferson St & Whiting St

#1203		Ø2 (R)	40 s
#1203		Ø6 (R)	40 s
#1203		Ø4	35 s
#1203		Ø8	35 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	0	0	128	0	76	79	212	0	0
Future Volume (vph)	0	0	1	0	0	128	0	76	79	212	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	65		0	0		75	115		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	50		50	25		50	50		75	50		50
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.850			0.850				0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	2617	0	1565	1330	0	0	1621	1378	1540	1621	0
Flt Permitted										0.691		
Satd. Flow (perm)	0	2617	0	1565	1330	0	0	1621	1378	1120	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1091			851				130			
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		372			190			559			588	
Travel Time (s)		10.1			5.2			15.2			13.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	0.25	0.38	1.00	0.92	1.00	0.91	0.74	0.88	0.81	0.25
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	5	0	0	170	0	102	130	294	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	170	0	0	102	130	294	0	0
Turn Type		NA		Perm	NA			NA	Perm	Perm		
Protected Phases		8			4			6			2	
Permitted Phases				4			6		6	2		
Detector Phase		8		4	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)		10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)		27.0		25.0	25.0		28.0	28.0	28.0	29.0	29.0	
Total Split (s)		63.0		63.0	63.0		87.0	87.0	87.0	87.0	87.0	
Total Split (%)		42.0%		42.0%	42.0%		58.0%	58.0%	58.0%	58.0%	58.0%	
Yellow Time (s)		3.5		3.5	3.5		3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)		5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)		8.5		8.5	8.5			8.7	8.7	8.7	8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max		Max	Max		Max	Max	Max	Max	Max	
Act Effect Green (s)		54.5			54.5			78.3	78.3	78.3		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.36			0.36			0.52	0.52	0.52		
v/c Ratio	7	0.00	8		0.17			0.12	0.17	0.50		
Control Delay (s/veh)		0.0			2.0			18.8	3.3	27.0		
Queue Delay		0.0			1.3			0.0	0.3	10.5		
Total Delay (s/veh)	4	0.0	5		3.3			18.8	3.6	37.5		
LOS		A			A			B	A	D		
Approach Delay (s/veh)					3.3			10.3				37.5
Approach LOS	1			2	A			B				D
Queue Length 50th (ft)		0			21			51	0	185		
Queue Length 95th (ft)		0			m34			85	16	267		
Internal Link Dist (ft)		292			110			479				508
Turn Bay Length (ft)									75	115		
Base Capacity (vph)		1645			1025			846	781	584		
Starvation Cap Reductn		0			668			0	0	0		
Spillback Cap Reductn		0			0			0	316	256		
Storage Cap Reductn		0			0			0	0	0		
Reduced v/c Ratio		0.00			0.48			0.12	0.28	0.90		

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 88 (59%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 9 0.50

Intersection Signal Delay (s/veh): 6 19.9

Intersection LOS: B 3

Intersection Capacity Utilization 54.2%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 9: Ashley Dr & Whiting St

#9 		#9 
Ø2 (R)		Ø4
87 s		63 s
#9 		#9 
Ø6 (R)		Ø8
87 s		63 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	164	227	114	105	0	0	0	0	181	1111	39
Future Volume (vph)	0	164	227	114	105	0	0	0	0	181	1111	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor			0.83	0.88							0.92	
Frt			0.850								0.996	
Flt Protected				0.950							0.993	
Satd. Flow (prot)	0	1565	1330	1486	1565	0	0	0	0	0	4315	0
Flt Permitted				0.586							0.993	
Satd. Flow (perm)	0	1565	1104	810	1565	0	0	0	0	0	4021	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			41								4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		190			288			618			584	
Travel Time (s)		4.3			6.5			14.0			13.3	
Confl. Peds. (#/hr)	105		87	87						147		139
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	217	301	151	139	0	0	0	0	240	1473	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	217	301	151	139	0	0	0	0	0	1765	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Detector Phase		4	4	4	4					2	2	
Switch Phase												
Minimum Initial (s)		10.0	10.0	10.0	10.0					10.0	10.0	
Minimum Split (s)		29.0	29.0	29.0	29.0					28.0	28.0	
Total Split (s)		69.0	69.0	69.0	69.0					81.0	81.0	
Total Split (%)		46.0%	46.0%	46.0%	46.0%					54.0%	54.0%	
Yellow Time (s)		3.8	3.8	3.8	3.8					3.7	3.7	
All-Red Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	
Total Lost Time (s)		8.8	8.8	8.8	8.8						8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max	Max	Max	Max					Max	Max	
Act Effect Green (s)		60.2	60.2	60.2	60.2						72.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.40	0.40	0.40	0.40						0.48	
v/c Ratio	7	0.35	0.64	8	0.46	0.22					0.91	
Control Delay (s/veh)		26.6	33.0		44.2	35.9					43.9	
Queue Delay		6.9	11.4		2.5	2.0					0.0	
Total Delay (s/veh)	4	33.6	44.4	5	46.7	37.9					43.9	
LOS		C	D		D	D					D	
Approach Delay (s/veh)		39.9				42.5					43.9	
Approach LOS	1	D				2					D	
Queue Length 50th (ft)		165	238	114		100					582	
Queue Length 95th (ft)		251	374	184		157					662	
Internal Link Dist (ft)		110				208		538			504	
Turn Bay Length (ft)			100									
Base Capacity (vph)		628	467	325	628						1940	
Starvation Cap Reductn		357	139	88	362						0	
Spillback Cap Reductn		26	0	0	0						0	
Storage Cap Reductn		0	0	0	0						0	
Reduced v/c Ratio		0.80	0.92	0.64	0.52						0.91	

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 46 (31%), Referenced to phase 2:SBTL, Start of 1st Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.91 **9**

Intersection Signal Delay (s/veh): 42.9 **6**

Intersection LOS: D **3**

Intersection Capacity Utilization 90.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 18: Tampa St & Whiting St



Proposed Timing Plan for PM
Peak in Proposed Condition

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	222	28	48	103	103	117
Future Volume (vph)	222	28	48	103	103	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	11	11	11	11
Grade (%)	0%			0%	0%	
Storage Length (ft)		60	0		60	0
Storage Lanes		1	0		1	1
Taper Length (ft)		50	50		50	50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.88		0.97		0.91
Frt		0.850				0.850
Flt Protected				0.984	0.950	
Satd. Flow (prot)	1621	1330	0	1595	1540	1378
Flt Permitted				0.802	0.950	
Satd. Flow (perm)	1621	1165	0	1266	1540	1258
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		36				155
Link Speed (mph)	30			30	30	
Link Distance (ft)	288			284	655	
Travel Time (s)	6.5			6.5	14.9	
Confl. Peds. (#/hr)		66	66			77
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	294	37	64	137	137	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	37	0	201	137	155
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	6			2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.0	26.0	20.0	20.0	26.0	26.0
Total Split (s)	41.0	41.0	41.0	41.0	34.0	34.0
Total Split (%)	54.7%	54.7%	54.7%	54.7%	45.3%	45.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.7		8.7	8.7	8.7
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	32.3	32.3		32.3	25.3	25.3

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Actuated g/C Ratio	0.43	0.43		0.43	0.34	0.34
v/c Ratio	0.42 7	0.07	8	0.37	0.26	0.29
Control Delay (s/veh)	12.5	2.7		16.5	19.8	5.0
Queue Delay	1.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	13.6 4	2.7	5	16.5	19.8	5.0
LOS	B	A		B	B	A
Approach Delay (s/veh)	12.4			16.5	12.0	
Approach LOS	B 1			B 2	B	
Queue Length 50th (ft)	161	2		87	46	0
Queue Length 95th (ft)	m179	m4		m131	89	38
Internal Link Dist (ft)	208			204	575	
Turn Bay Length (ft)		60			60	
Base Capacity (vph)	698	522		545	519	527
Starvation Cap Reductn	205	0		0	0	0
Spillback Cap Reductn	0	0		5	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.60	0.07		0.37	0.26	0.29

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 67 (89%), Referenced to phase 2:WBTL and 6:EBT, Start of 1st Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.42 **9**

Intersection Signal Delay (s/veh): 13.2 **6**

Intersection LOS: B **3**

Intersection Capacity Utilization 66.0%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 28: Franklin St & Whiting St

#28		#28	
Ø2 (R)		Ø4	
41 s		34 s	
#28			
Ø6 (R)			
41 s			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	220	0	0	53	80	19	1137	79	0	0	0
Future Volume (vph)	162	220	0	0	53	80	19	1137	79	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		110	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor		0.93			0.93			1.00	0.79			
Fr't					0.919				0.850			
Flt Protected		0.979						0.999				
Satd. Flow (prot)	0	3014	0	0	1340	0	0	4420	1378	0	0	0
Flt Permitted		0.751						0.999				
Satd. Flow (perm)	0	2159	0	0	1340	0	0	4409	1086	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7				56			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		284			588			598			586	
Travel Time (s)		6.5			13.4			13.6			13.3	
Confl. Peds. (#/hr)	102		58	102		58	40		94	94		40
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	215	292	0	0	70	106	25	1508	105	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	507	0	0	176	0	0	1533	105	0	0	0
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			4			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			4		2	2	2			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0		10.0	10.0	10.0			
Minimum Split (s)	29.0	29.0			29.0		26.0	26.0	26.0			
Total Split (s)	70.0	70.0			70.0		80.0	80.0	80.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Yellow Time (s)	3.7	3.7			3.7		3.7	3.7	3.7			
All-Red Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Lost Time Adjust (s)		0.0			0.0			0.0	0.0			
Total Lost Time (s)		10.7			10.7			10.7	10.7			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max			Max		Max	Max	Max			
Act Effect Green (s)		59.3			59.3			69.3	69.3			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.40			0.40			0.46	0.46			
v/c Ratio	7	0.59	8		0.33			0.75	0.20			
Control Delay (s/veh)		28.6			29.7			36.2	12.5			
Queue Delay		1.2			0.0			0.0	0.0			
Total Delay (s/veh)	4	29.8	5		29.7			36.2	12.5			
LOS		C			C			D	B			
Approach Delay (s/veh)		29.8			29.7			34.7				
Approach LOS	1	C			2	C		C				
Queue Length 50th (ft)		148			112			453	27			
Queue Length 95th (ft)		190			173			516	68			
Internal Link Dist (ft)		204			508			518			506	
Turn Bay Length (ft)									110			
Base Capacity (vph)		853			533			2036	531			
Starvation Cap Reductn		161			0			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.73			0.33			0.75	0.20			

Intersection Summary

Area Type: CBD

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 40 (27%), Referenced to phase 2:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.75 9

Intersection Signal Delay (s/veh): 33.3 6

Intersection LOS: C 3

Intersection Capacity Utilization 97.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1201: Florida Ave & Whiting St

#1201	#1201
	
Ø2 (R)	Ø4
80 s	70 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	253	16	68	53	4	9	62	45	22	139	14
Future Volume (vph)	60	253	16	68	53	4	9	62	45	22	139	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
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	0.98	0.99		0.95	1.00			0.99			1.00	
Frt	0.991			0.990			0.942			0.989		
Flt Protected	0.950			0.950				0.996			0.994	
Satd. Flow (prot)	1486	1542	0	1486	1547	0	0	2862	0	0	1591	0
Flt Permitted	0.708			0.430				0.917			0.936	
Satd. Flow (perm)	1083	1542	0	640	1547	0	0	2633	0	0	1495	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	4			5			60			6		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	588			284			614			575		
Travel Time (s)	13.4			6.5			14.0			13.1		
Confl. Peds. (#/hr)	23		51	51		23	8		12	12		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	80	336	21	90	70	5	12	82	60	29	184	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	357	0	90	75	0	0	154	0	0	232	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	4			3			2			2		
Permitted Phases	4			4 3			2			2		
Detector Phase	4	4		3	4 3		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0			10.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		15.0			25.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0		15.0			30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%			40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.7	3.7		3.7			3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0		2.0			5.0	5.0		5.0	5.0	
Lost Time Adjust (s)	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	8.7	8.7		5.7				8.7			8.7	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max			Max	Max		Max	Max	
Act Effect Green (s)	21.3	21.3		33.6	36.3			21.3			21.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.28	0.28		0.45	0.48			0.28			0.28	
v/c Ratio	0.26 7	0.81	8	0.23	0.10			0.19			0.54	
Control Delay (s/veh)	25.5	54.7		10.9	10.4			13.4			27.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	25.5 4	54.7	5	10.9	10.4			13.4			27.7	
LOS	C	D		B	B			B			C	
Approach Delay (s/veh)		49.3			10.7			13.4			27.7	
Approach LOS		1 D			2 B			B			C	
Queue Length 50th (ft)	58	294		20	17			17			90	
Queue Length 95th (ft)	m94	#394		42	39			39			160	
Internal Link Dist (ft)		508			204			534			495	
Turn Bay Length (ft)				150								
Base Capacity (vph)	307	440		391	751			790			428	
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	0.26	0.81		0.23	0.10			0.19			0.54	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 54 (72%), Referenced to phase 2:NBSB, Start of 1st Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.81 **9**

Intersection Signal Delay (s/veh): 32.2 **6** Intersection LOS: C **3**

Intersection Capacity Utilization 84.2% ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1202: Morgan St & Whiting St

#1202	#1202	#1202
		
Ø2 (R)	Ø3	Ø4
30 s	15 s	30 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	58	290	14	16	19	2	160	2	6	113	4
Future Volume (vph)	46	58	290	14	16	19	2	160	2	6	113	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	12	11	11	11	11	11	11	11
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor			0.98		0.99			1.00			1.00	
Frt			0.850		0.948			0.998			0.995	
Flt Protected		0.978			0.986			0.999			0.998	
Satd. Flow (prot)	0	1530	1330	0	1553	0	0	3070	0	0	3056	0
Flt Permitted		0.827			0.852			0.952			0.940	
Satd. Flow (perm)	0	1294	1300	0	1342	0	0	2925	0	0	2879	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			385		25			2			5	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		296			873			497			583	
Travel Time (s)		6.7			23.8			11.3			13.3	
Confl. Peds. (#/hr)			20			20	8					8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%	122%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	61	77	385	19	21	25	3	212	3	8	150	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	138	385	0	65	0	0	218	0	0	163	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Detector Phase	8	8	8	4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0	26.0	25.0	25.0		26.0	26.0		33.0	33.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0		40.0	40.0		40.0	40.0	
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%		53.3%	53.3%		53.3%	53.3%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.7	3.7		3.7	3.7	
All-Red Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		8.7	8.7		8.7			8.7			8.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)		14.0	14.0		14.0			43.6			43.6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.19	0.19		0.19			0.58			0.58	
v/c Ratio	7	0.57	0.69 8		0.24			0.13			0.10	
Control Delay (s/veh)		36.4	10.1		18.6			8.1			7.9	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)	4	36.4	10.1 5		18.6			8.1			7.9	
LOS		D	B		B			A			A	
Approach Delay (s/veh)		17.1			18.6			8.1			7.9	
Approach LOS	1	B			2 B			A			A	
Queue Length 50th (ft)		61	0		16			21			15	
Queue Length 95th (ft)		104	69		44			46			35	
Internal Link Dist (ft)		216			793			417			503	
Turn Bay Length (ft)												
Base Capacity (vph)		453	705		486			1700			1675	
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		0.30	0.55		0.13			0.13			0.10	

Intersection Summary

Area Type: CBD

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 72 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69 **9**

Intersection Signal Delay (s/veh): 13.6 **6**

Intersection LOS: B **3**

Intersection Capacity Utilization 77.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1203: Jefferson St & Whiting St

#1203 	Ø2 (R)	40 s	#1203 	Ø4	35 s
#1203 	Ø6 (R)	40 s	#1203 	Ø8	35 s