

Public Works Department

City of Arts & Innovation

Trip Generation Information:

Trip Generation Data Source: _____

Current General Plan Land Use:

Proposed General Plan Land Use:

Current Zoning:

Proposed Zoning:

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips						
PM Trips						

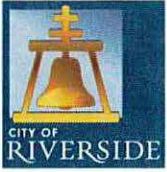
Trip Internalization: Yes No (_____% Trip Discount)

Pass-By Allowance: Yes No (_____% Trip Discount)

Potential Screening Checks

Is your project screened from specific analyses in accordance with City Guidelines?

Is the project screened from LOS assessment? Yes No



Public Works Department

City of Arts & Innovation

LOS screening justification (see Page 6 of the guidelines): _____

Is the project screened from VMT assessment? Yes No

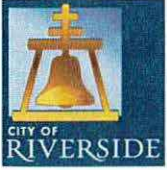
VMT screening justification (see Pages 23-25 of the guidelines): _____

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
%	%	%	%

- Attach list of Approved and Pending Projects that need to be considered (provided by the lead agency and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach legible site plan
- Note other specific items to be addressed:
 - Site access
 - On-site circulation
 - Parking
 - Consistency with Plans supporting Bikes/Peds/Transit
 - Other _____
- Date of Traffic Counts _____
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)



VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model _____
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Specific Issues to be addressed in the Study (in addition to the standard analysis described in the Guidelines) (To be filled out by the Public Works Traffic Engineering Division)

Traffic Analysis Scoping

Specific Issues

Issues to be addressed in the Study (In addition to the standard analysis described in the Guidelines)

[To be filled out by the Public Works Traffic Engineering Division]

Issues

1. Include traffic signal warrant analysis for Commerce St at Mission Inn Ave and Park Ave at Mission Inn Ave.
2. Include left-turn assessment for Commerce St at Mission Inn Ave.
3. Include traffic signal warrant analysis and queuing analysis for Project Driveway at Mission Inn Ave.
4. Include traffic pattern modification where existing traffic is re-routed because of 6th Street vacation.
5. Contact RCTC for planned improvements in the study area.
6. Show pedestrian and bike path to nearby railway station. Assess potential connection improvements.
7. Include pedestrian and bike related improvements on the project frontage. The City may condition related improvements at nearby intersections as a part of the project approval process.
8. Coordinate with the Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) for their input/comments for project close to railway. Include response and requested analysis (if any) in the report.
9. Discuss 3rd Street grade separation and realignment of Commerce Street.
10. Show existing traffic volumes on 6th Street being relocated to adjacent parallel streets due to street vacation.
11. Show traffic volumes on Commerce Street being relocated to the future re-aligned Commerce because of street vacation.

Additional scenarios to address the 3rd Street Grade Separation Project (3GS)

Existing Plus 3GS

Existing Plus Project & 3GS

Opening Year Plus 3GS

Opening Year Plus Project & 3GS

General Build-out Plus 3GS

General Build-out Plus Project & 3GS

**Table 1
Project Trip Generation**

Trip Generation Rates									
Land Use	Source ¹	Land Use Variable ²	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Discount Home Furnishing Superstore	ITE 869	TSF	64%	36%	0.57	53%	47%	1.57	20.00
Multifamily Housing (Low-Rise, Close to Rail Transit)	ITE 220	DU	29%	71%	0.38	60%	40%	0.61	4.72
Multifamily Housing (Mid-Rise, Close to Rail Transit)	ITE 221	DU	56%	44%	0.32	43%	57%	0.29	4.75

Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<u>Existing to be removed</u>									
Discount Home Furnishing Superstore	ITE 869	-10.620 TSF	-4	-2	-6	-9	-8	-17	-212
<u>Proposed development</u>									
Multifamily Housing (Mid-Rise, Close to Rail Transit)	ITE 221	295 DU	53	41	94	37	49	86	1,401
Multifamily Housing (Low-Rise, Close to Rail Transit)	ITE 220	5 DU	1	1	2	2	1	3	24
Subtotal Proposed Development Trips			54	42	96	39	50	89	1,425
TOTAL NET NEW VEHICLE TRIPS GENERATED			50	40	90	30	42	72	1,213

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.
All rates based on General Urban/Suburban setting.
2. DU = Dwelling Unit; TSF = Thousand Square Feet.

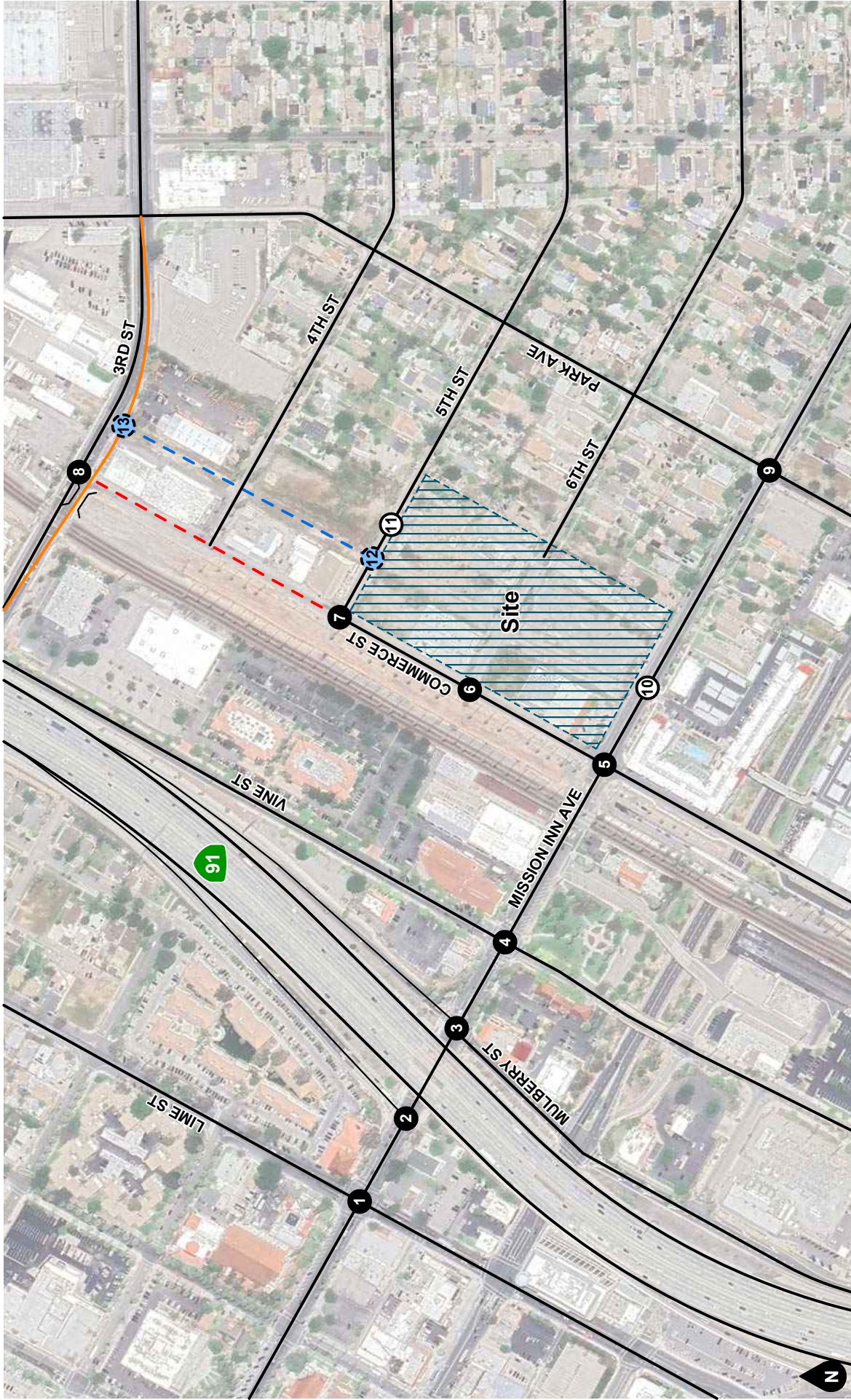
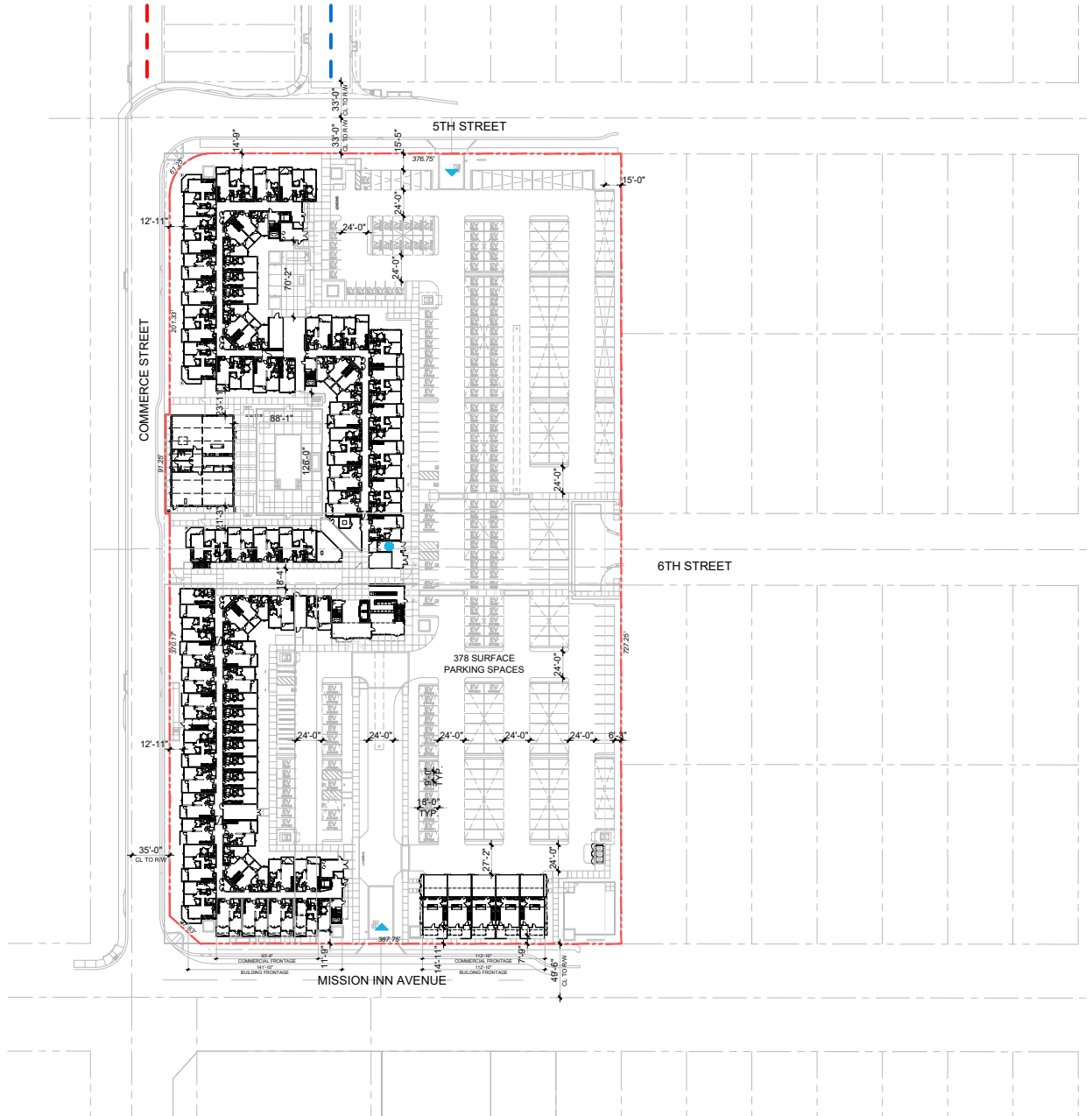
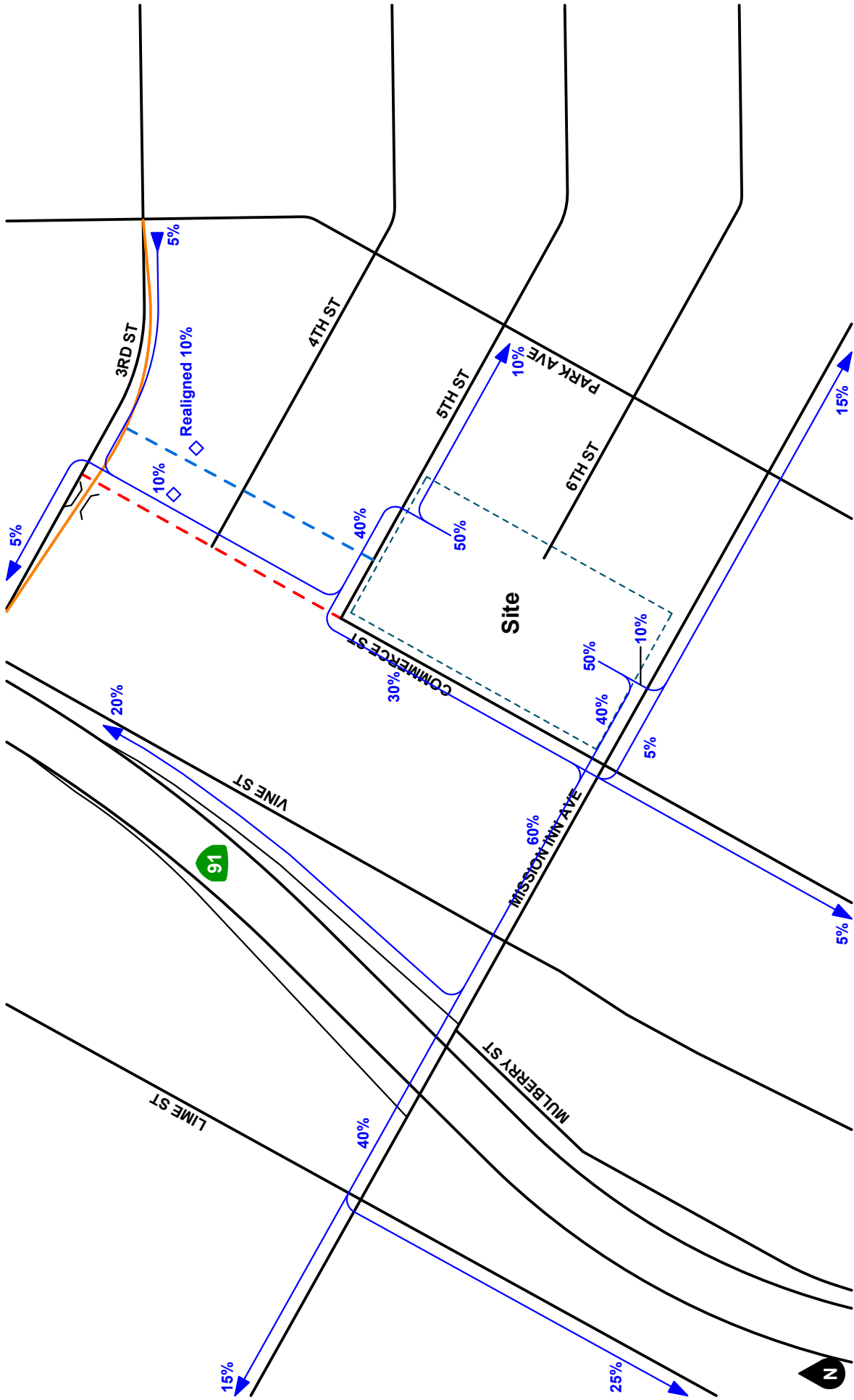


Figure 1
Project Location Map



- - - - - Planned Commerce Street Realignment (By Others)
- - - - - Planned Commerce Street Vacation (By Others)

Figure 2
Site Plan



- Legend**
- ▶ 10% Percent From Project
 - ▶ 10% Planned 3rd Street Grade Separation Project (By Others)
 - ▶ 10% Planned Commerce Street Realignment (By Others)
 - ▶ 10% Planned Commerce Street Vacation (By Others)
 - ◊ Movements north of the project will divert to the realigned Commerce Street when roadway construction is finished

Figure 3
Project Trip Distribution (Outbound)

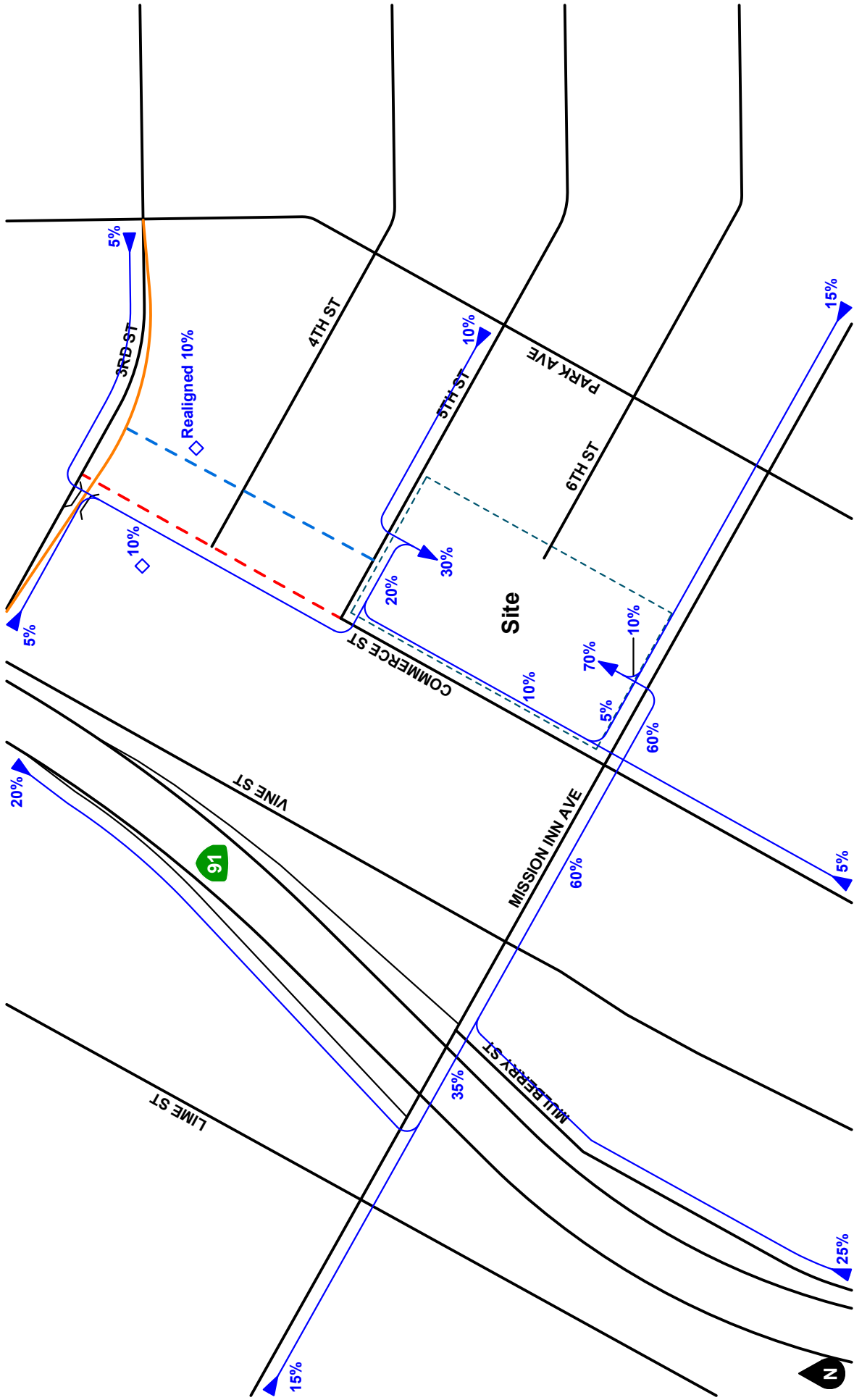
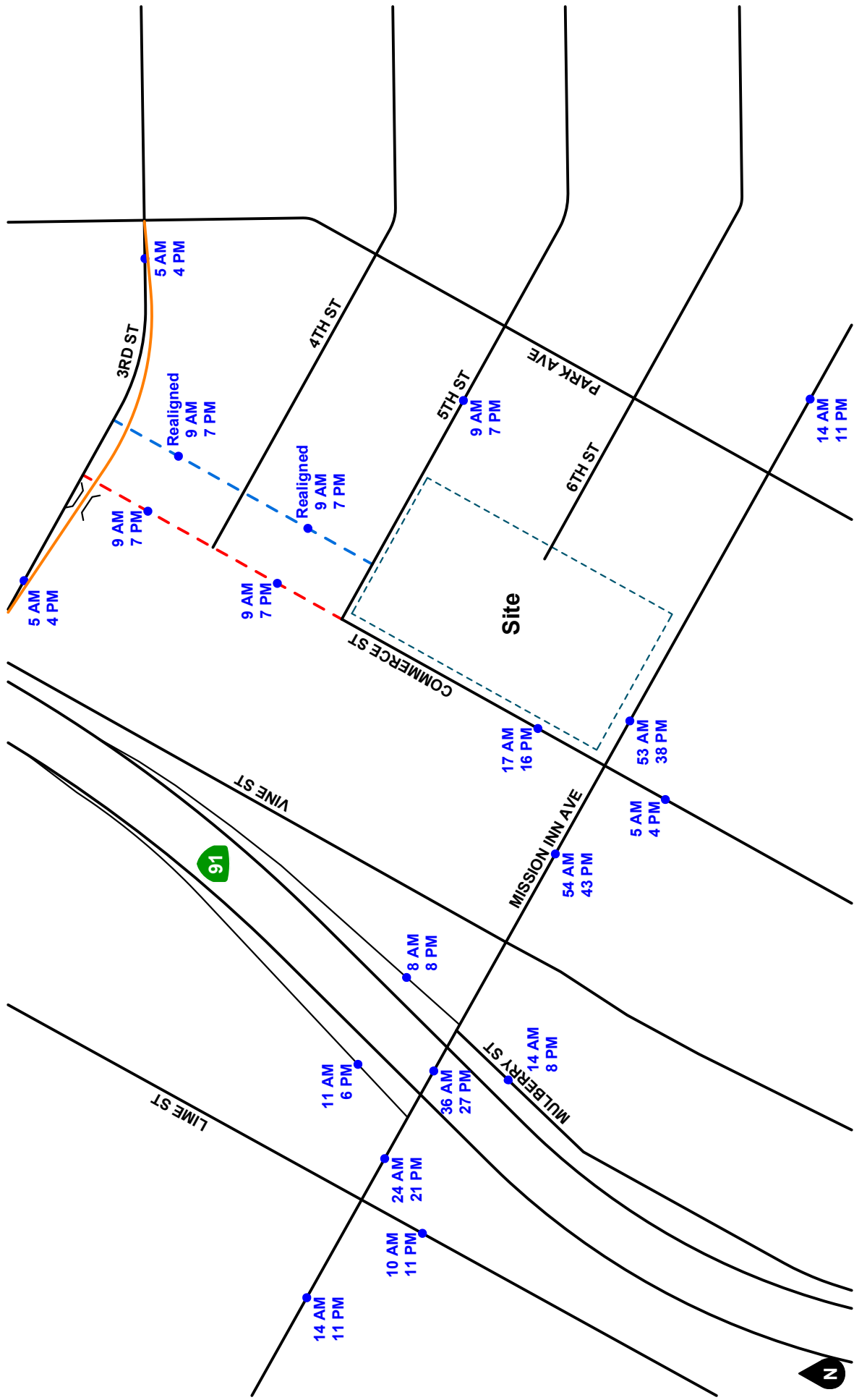


Figure 4
Project Trip Distribution (Inbound)

Iron Lofts Multifamily Residential Project
 Traffic Impact Analysis
 19.630



- Legend**
- ▶ 10% Percent To Project
 - ▶ 10% Planned 3rd Street Grade Separation Project (By Others)
 - ▶ 10% Planned Commerce Street Realignment (By Others)
 - ▶ 10% Planned Commerce Street Vacation (By Others)
 - ◊ Movements north of the project will divert to the realigned Commerce Street when roadway construction is finished



Intersection turning movements to be provided in the traffic study.

Figure 5
Project Trip Assignment

APPENDIX C
TRAFFIC COUNT DATA

City of Riverside
 N/S: Lime Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 01_RIV_Lime_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

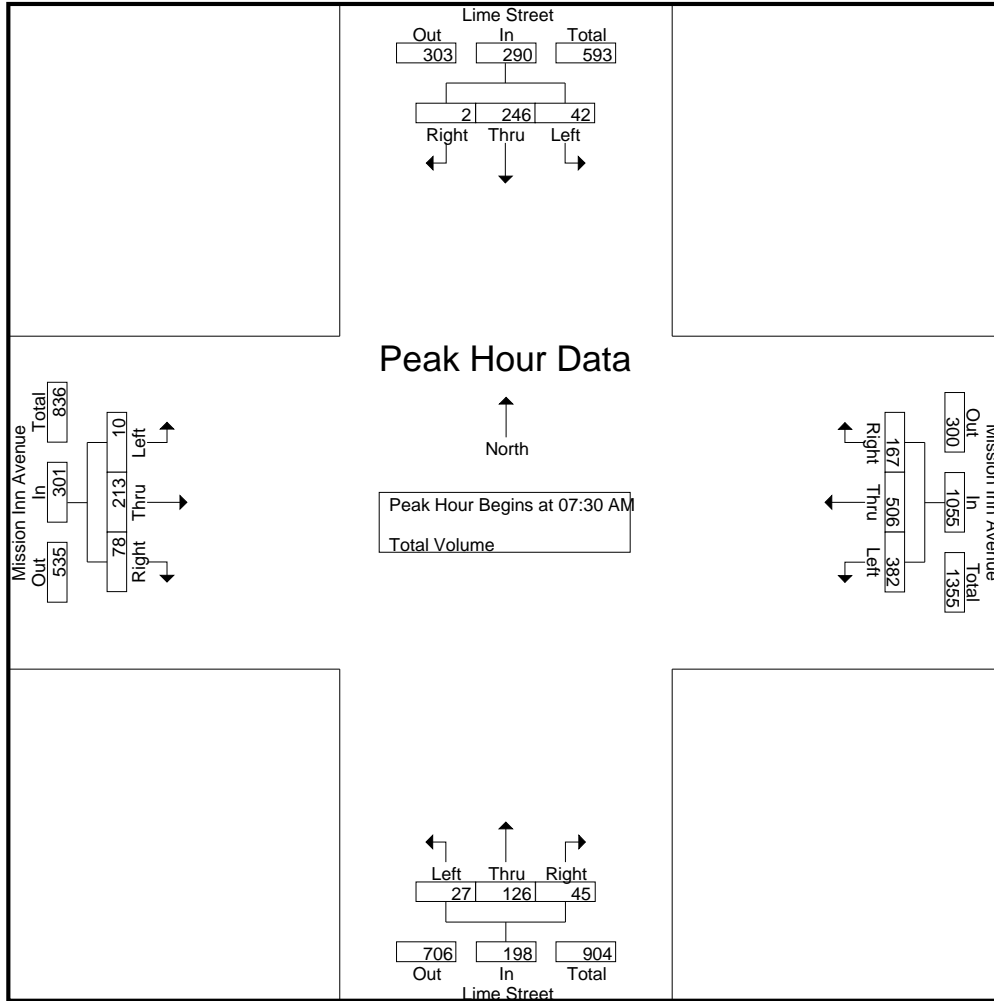
Groups Printed- Total Volume

Start Time	Lime Street Southbound				Mission Inn Avenue Westbound				Lime Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	36	3	44	88	116	21	225	3	20	5	28	0	41	7	48	345
07:15 AM	9	36	1	46	78	123	18	219	0	21	6	27	3	48	18	69	361
07:30 AM	9	53	0	62	88	110	37	235	3	19	13	35	3	56	20	79	411
07:45 AM	10	85	2	97	102	142	48	292	10	42	9	61	4	55	25	84	534
Total	33	210	6	249	356	491	124	971	16	102	33	151	10	200	70	280	1651
08:00 AM	15	62	0	77	103	146	50	299	6	34	15	55	1	54	13	68	499
08:15 AM	8	46	0	54	89	108	32	229	8	31	8	47	2	48	20	70	400
08:30 AM	4	25	2	31	80	95	30	205	6	32	9	47	1	62	15	78	361
08:45 AM	8	49	2	59	101	133	53	287	7	32	7	46	5	62	16	83	475
Total	35	182	4	221	373	482	165	1020	27	129	39	195	9	226	64	299	1735
Grand Total	68	392	10	470	729	973	289	1991	43	231	72	346	19	426	134	579	3386
Apprch %	14.5	83.4	2.1		36.6	48.9	14.5		12.4	66.8	20.8		3.3	73.6	23.1		
Total %	2	11.6	0.3	13.9	21.5	28.7	8.5	58.8	1.3	6.8	2.1	10.2	0.6	12.6	4	17.1	

Start Time	Lime Street Southbound				Mission Inn Avenue Westbound				Lime Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	53	0	62	88	110	37	235	3	19	13	35	3	56	20	79	411
07:45 AM	10	85	2	97	102	142	48	292	10	42	9	61	4	55	25	84	534
08:00 AM	15	62	0	77	103	146	50	299	6	34	15	55	1	54	13	68	499
08:15 AM	8	46	0	54	89	108	32	229	8	31	8	47	2	48	20	70	400
Total Volume	42	246	2	290	382	506	167	1055	27	126	45	198	10	213	78	301	1844
% App. Total	14.5	84.8	0.7		36.2	48	15.8		13.6	63.6	22.7		3.3	70.8	25.9		
PHF	.700	.724	.250	.747	.927	.866	.835	.882	.675	.750	.750	.811	.625	.951	.780	.896	.863

City of Riverside
 N/S: Lime Street
 E/W: Mission Inn Avenue
 Weather: Clear

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 Site Code : 22524972
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	9	53	0	62	88	110	37	235	10	42	9	61	3	56	20	79
+15 mins.	10	85	2	97	102	142	48	292	6	34	15	55	4	55	25	84
+30 mins.	15	62	0	77	103	146	50	299	8	31	8	47	1	54	13	68
+45 mins.	8	46	0	54	89	108	32	229	6	32	9	47	2	48	20	70
Total Volume	42	246	2	290	382	506	167	1055	30	139	41	210	10	213	78	301
% App. Total	14.5	84.8	0.7		36.2	48	15.8		14.3	66.2	19.5		3.3	70.8	25.9	
PHF	.700	.724	.250	.747	.927	.866	.835	.882	.750	.827	.683	.861	.625	.951	.780	.896

City of Riverside
 N/S: Lime Street
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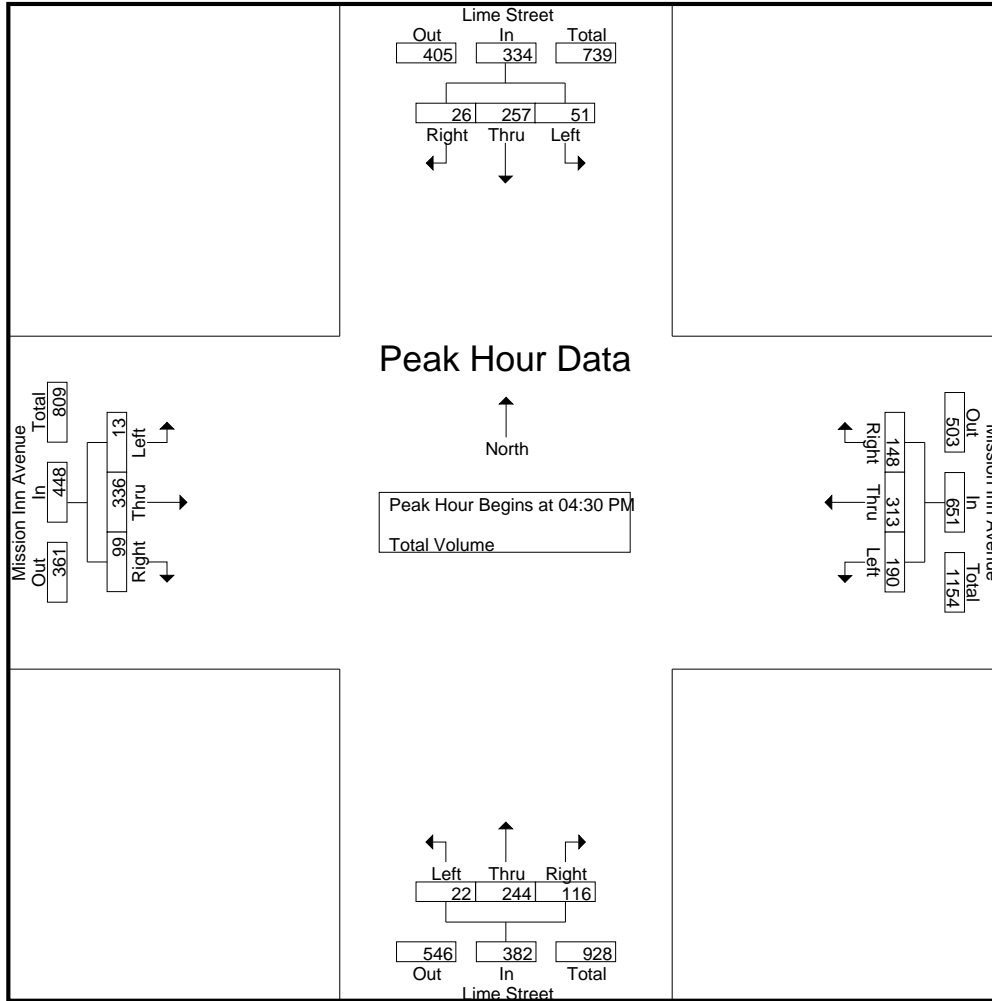
Groups Printed- Total Volume

Start Time	Lime Street Southbound				Mission Inn Avenue Westbound				Lime Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	17	82	1	100	62	100	38	200	4	63	16	83	3	65	26	94	477
04:15 PM	17	70	3	90	48	67	30	145	4	52	14	70	8	57	22	87	392
04:30 PM	14	72	7	93	46	75	34	155	5	40	21	66	0	91	24	115	429
04:45 PM	10	71	3	84	50	62	33	145	1	61	17	79	4	75	22	101	409
Total	58	295	14	367	206	304	135	645	14	216	68	298	15	288	94	397	1707
05:00 PM	15	65	7	87	41	81	37	159	11	73	38	122	4	84	28	116	484
05:15 PM	12	49	9	70	53	95	44	192	5	70	40	115	5	86	25	116	493
05:30 PM	13	68	9	90	44	71	40	155	4	66	13	83	5	63	18	86	414
05:45 PM	15	58	2	75	40	81	33	154	5	49	16	70	4	69	22	95	394
Total	55	240	27	322	178	328	154	660	25	258	107	390	18	302	93	413	1785
Grand Total	113	535	41	689	384	632	289	1305	39	474	175	688	33	590	187	810	3492
Apprch %	16.4	77.6	6		29.4	48.4	22.1		5.7	68.9	25.4		4.1	72.8	23.1		
Total %	3.2	15.3	1.2	19.7	11	18.1	8.3	37.4	1.1	13.6	5	19.7	0.9	16.9	5.4	23.2	

Start Time	Lime Street Southbound				Mission Inn Avenue Westbound				Lime Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	14	72	7	93	46	75	34	155	5	40	21	66	0	91	24	115	429
04:45 PM	10	71	3	84	50	62	33	145	1	61	17	79	4	75	22	101	409
05:00 PM	15	65	7	87	41	81	37	159	11	73	38	122	4	84	28	116	484
05:15 PM	12	49	9	70	53	95	44	192	5	70	40	115	5	86	25	116	493
Total Volume	51	257	26	334	190	313	148	651	22	244	116	382	13	336	99	448	1815
% App. Total	15.3	76.9	7.8		29.2	48.1	22.7		5.8	63.9	30.4		2.9	75	22.1		
PHF	.850	.892	.722	.898	.896	.824	.841	.848	.500	.836	.725	.783	.650	.923	.884	.966	.920

City of Riverside
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				04:30 PM			
+0 mins.	17	82	1	100	41	81	37	159	1	61	17	79	0	91	24	115
+15 mins.	17	70	3	90	53	95	44	192	11	73	38	122	4	75	22	101
+30 mins.	14	72	7	93	44	71	40	155	5	70	40	115	4	84	28	116
+45 mins.	10	71	3	84	40	81	33	154	4	66	13	83	5	86	25	116
Total Volume	58	295	14	367	178	328	154	660	21	270	108	399	13	336	99	448
% App. Total	15.8	80.4	3.8		27	49.7	23.3		5.3	67.7	27.1		2.9	75	22.1	
PHF	.853	.899	.500	.918	.840	.863	.875	.859	.477	.925	.675	.818	.650	.923	.884	.966

Location: Riverside
 N/S: Lime Street
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

PEDESTRIANS

	North Leg Lime Street Pedestrians	East Leg Mission Inn Avenue Pedestrians	South Leg Lime Street Pedestrians	West Leg Mission Inn Avenue Pedestrians	
7:00 AM	1	0	2	0	3
7:15 AM	1	0	1	1	3
7:30 AM	3	1	2	0	6
7:45 AM	2	0	0	1	3
8:00 AM	1	0	3	1	5
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	8	2	9	3	22

	North Leg Lime Street Pedestrians	East Leg Mission Inn Avenue Pedestrians	South Leg Lime Street Pedestrians	West Leg Mission Inn Avenue Pedestrians	
4:00 PM	0	0	2	1	3
4:15 PM	4	0	2	1	7
4:30 PM	2	0	2	1	5
4:45 PM	3	2	1	1	7
5:00 PM	5	2	5	0	12
5:15 PM	3	2	1	1	7
5:30 PM	0	1	3	1	5
5:45 PM	6	0	3	0	9
TOTAL VOLUMES:	23	7	19	6	55

Location: Riverside
 N/S: Lime Street
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

BICYCLES

	Southbound Lime Street			Westbound Mission Inn Avenue			Northbound Lime Street			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	0	0	0	0	1	3

	Southbound Lime Street			Westbound Mission Inn Avenue			Northbound Lime Street			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	3	1	4

City of Riverside
 N/S: SR-91 Westbound Off Ramp
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 02_RIV_91W_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	SR-91 Westbound Off Ramp Southbound			Mission Inn Avenue Westbound			Mission Inn Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	24	199	223	29	0	29	0	51	51	303
07:15 AM	28	178	206	34	0	34	0	57	57	297
07:30 AM	34	205	239	37	0	37	0	79	79	355
07:45 AM	49	244	293	50	0	50	0	77	77	420
Total	135	826	961	150	0	150	0	264	264	1375
08:00 AM	43	244	287	55	0	55	0	88	88	430
08:15 AM	35	178	213	40	0	40	0	64	64	317
08:30 AM	42	173	215	39	0	39	0	74	74	328
08:45 AM	76	234	310	50	0	50	0	74	74	434
Total	196	829	1025	184	0	184	0	300	300	1509
Grand Total	331	1655	1986	334	0	334	0	564	564	2884
Apprch %	16.7	83.3		100	0		0	100		
Total %	11.5	57.4	68.9	11.6	0	11.6	0	19.6	19.6	

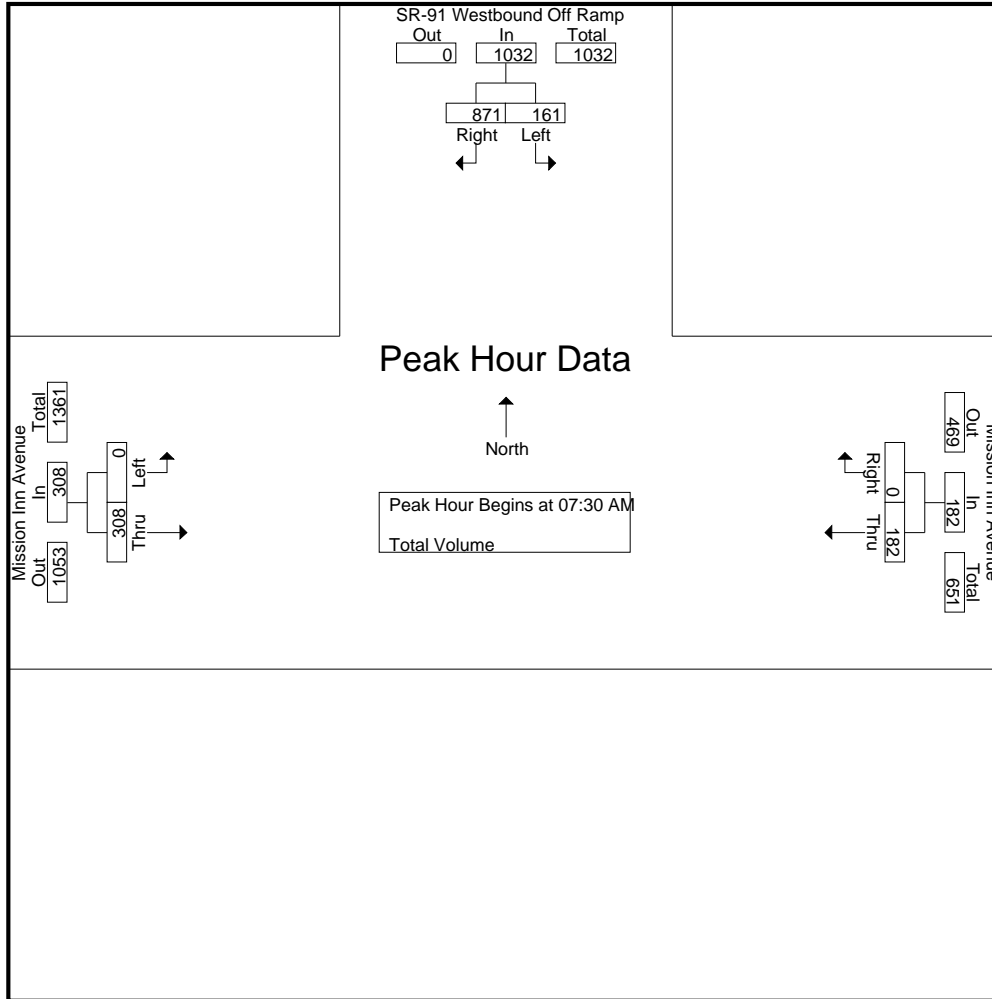
Start Time	SR-91 Westbound Off Ramp Southbound			Mission Inn Avenue Westbound			Mission Inn Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	34	205	239	37	0	37	0	79	79	355
07:45 AM	49	244	293	50	0	50	0	77	77	420
08:00 AM	43	244	287	55	0	55	0	88	88	430
08:15 AM	35	178	213	40	0	40	0	64	64	317
Total Volume	161	871	1032	182	0	182	0	308	308	1522
% App. Total	15.6	84.4		100	0		0	100		
PHF	.821	.892	.881	.827	.000	.827	.000	.875	.875	.885

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Riverside
 N/S: SR-91 Westbound Off Ramp
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 02_RIV_91W_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:45 AM			07:30 AM		
+0 mins.	34	205	239	50	0	50	0	79	79
+15 mins.	49	244	293	55	0	55	0	77	77
+30 mins.	43	244	287	40	0	40	0	88	88
+45 mins.	35	178	213	39	0	39	0	64	64
Total Volume	161	871	1032	184	0	184	0	308	308
% App. Total	15.6	84.4		100	0		0	100	
PHF	.821	.892	.881	.836	.000	.836	.000	.875	.875

City of Riverside
 N/S: SR-91 Westbound Off Ramp
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 02_RIV_91W_MI PM
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 Start Date : 11/6/2024
 Page No : 1

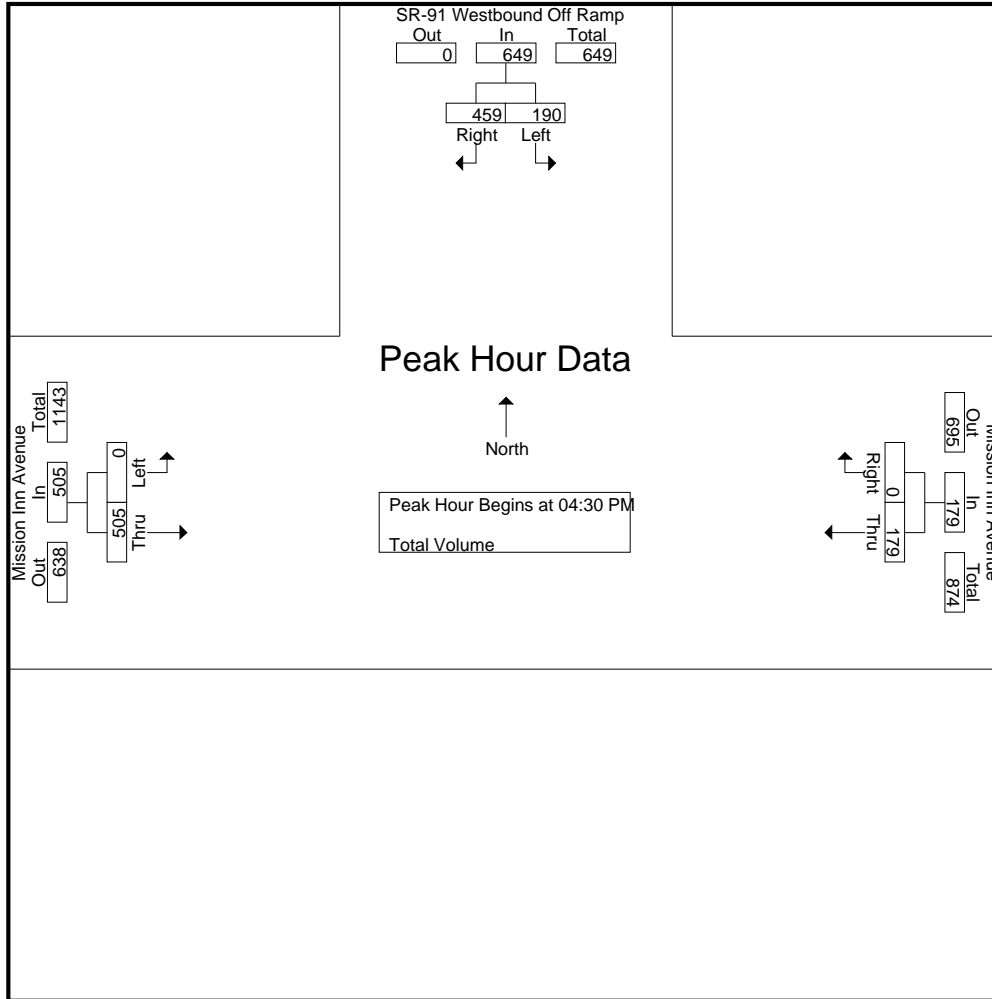
Groups Printed- Total Volume

Start Time	SR-91 Westbound Off Ramp Southbound			Mission Inn Avenue Westbound			Mission Inn Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	48	146	194	57	0	57	0	100	100	351
04:15 PM	39	101	140	45	0	45	0	86	86	271
04:30 PM	32	103	135	43	0	43	0	128	128	306
04:45 PM	53	109	162	37	0	37	0	102	102	301
Total	172	459	631	182	0	182	0	416	416	1229
05:00 PM	53	113	166	46	0	46	0	136	136	348
05:15 PM	52	134	186	53	0	53	0	139	139	378
05:30 PM	41	118	159	37	0	37	0	93	93	289
05:45 PM	53	112	165	40	0	40	0	100	100	305
Total	199	477	676	176	0	176	0	468	468	1320
Grand Total	371	936	1307	358	0	358	0	884	884	2549
Apprch %	28.4	71.6		100	0		0	100		
Total %	14.6	36.7	51.3	14	0	14	0	34.7	34.7	

Start Time	SR-91 Westbound Off Ramp Southbound			Mission Inn Avenue Westbound			Mission Inn Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	32	103	135	43	0	43	0	128	128	306
04:45 PM	53	109	162	37	0	37	0	102	102	301
05:00 PM	53	113	166	46	0	46	0	136	136	348
05:15 PM	52	134	186	53	0	53	0	139	139	378
Total Volume	190	459	649	179	0	179	0	505	505	1333
% App. Total	29.3	70.7		100	0		0	100		
PHF	.896	.856	.872	.844	.000	.844	.000	.908	.908	.882

City of Riverside
 N/S: SR-91 Westbound Off Ramp
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 02_RIV_91W_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:30 PM		
+0 mins.	53	113	166	57	0	57	0	128	128
+15 mins.	52	134	186	45	0	45	0	102	102
+30 mins.	41	118	159	43	0	43	0	136	136
+45 mins.	53	112	165	37	0	37	0	139	139
Total Volume	199	477	676	182	0	182	0	505	505
% App. Total	29.4	70.6		100	0		0	100	
PHF	.939	.890	.909	.798	.000	.798	.000	.908	.908

Location: Riverside
 N/S: SR-91 WB Off Ramp
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

PEDESTRIANS

	North Leg SR-91 WB Off Ramp	East Leg Mission Inn Avenue	South Leg Dead End	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	3	0	0	0	3
7:15 AM	0	0	0	0	0
7:30 AM	3	0	0	0	3
7:45 AM	2	0	0	0	2
8:00 AM	1	0	0	0	1
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	10	0	0	0	10

	North Leg SR-91 WB Off Ramp	East Leg Mission Inn Avenue	South Leg Dead End	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	1	0	0	0	1
4:30 PM	2	0	0	0	2
4:45 PM	1	0	0	0	1
5:00 PM	1	0	0	0	1
5:15 PM	2	0	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	8	0	0	0	8

Location: Riverside
 N/S: SR-91 WB Off Ramp
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

BICYCLES

	Southbound SR-91 WB Off Ramp			Westbound Mission Inn Avenue			Northbound Dead End			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound SR-91 WB Off Ramp			Westbound Mission Inn Avenue			Northbound Dead End			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	3	0	0	1	0	0	0	0	0	2	0	6

City of Riverside
 N/S: SR-91 EB On Ramp/Mulberry Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 03_RIV_Mul_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	SR-91 Eastbound On Ramp Southbound				Mission Inn Avenue Westbound				Mulberry Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	16	25	41	15	36	6	57	43	33	0	76	174
07:15 AM	0	0	0	0	0	10	16	26	22	45	4	71	47	35	0	82	179
07:30 AM	0	0	0	0	0	13	20	33	30	42	14	86	85	29	0	114	233
07:45 AM	0	0	0	0	0	24	19	43	21	48	13	82	67	59	0	126	251
Total	0	0	0	0	0	63	80	143	88	171	37	296	242	156	0	398	837
08:00 AM	0	0	0	0	0	27	23	50	27	53	14	94	55	72	0	127	271
08:15 AM	0	0	0	0	0	16	23	39	25	45	7	77	56	46	0	102	218
08:30 AM	0	0	0	0	0	21	21	42	17	39	9	65	53	58	0	111	218
08:45 AM	0	0	0	0	0	23	16	39	30	41	8	79	61	89	0	150	268
Total	0	0	0	0	0	87	83	170	99	178	38	315	225	265	0	490	975
Grand Total	0	0	0	0	0	150	163	313	187	349	75	611	467	421	0	888	1812
Apprch %	0	0	0		0	47.9	52.1		30.6	57.1	12.3		52.6	47.4	0		
Total %	0	0	0		0	8.3	9	17.3	10.3	19.3	4.1	33.7	25.8	23.2	0	49	

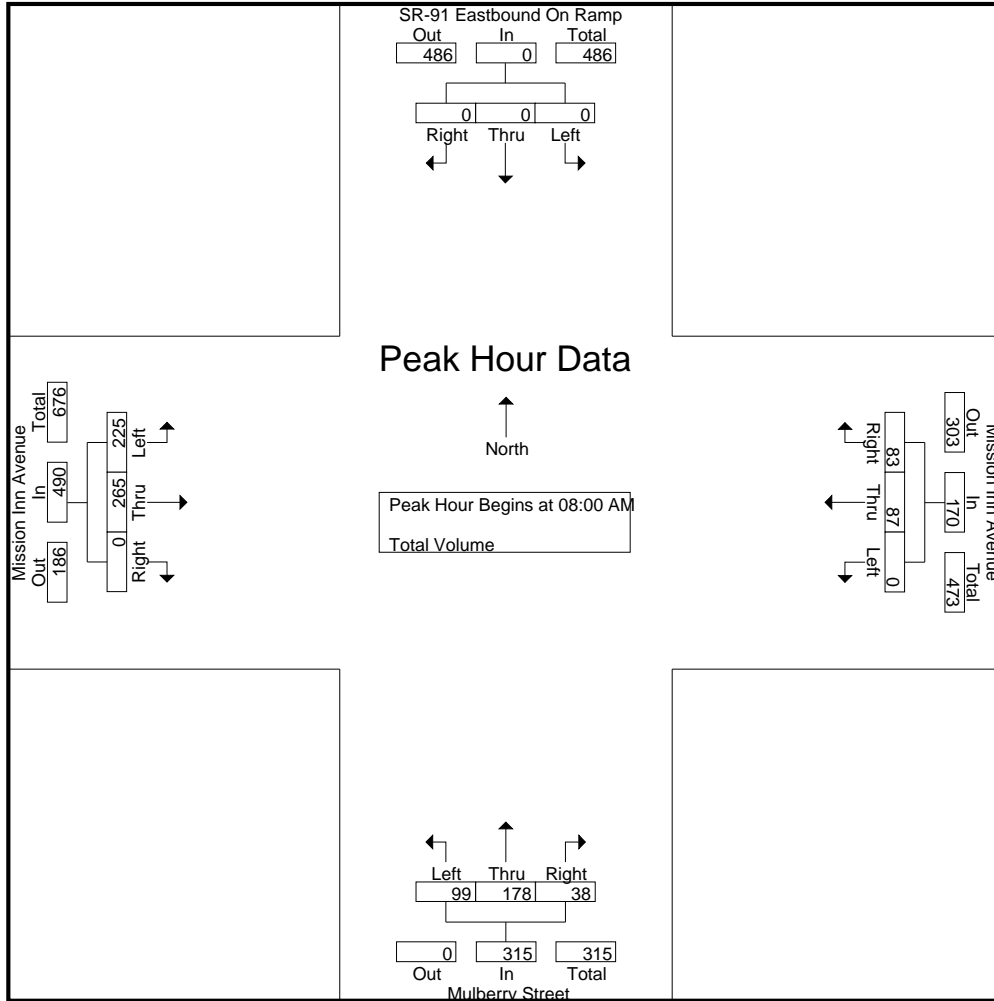
Start Time	SR-91 Eastbound On Ramp Southbound				Mission Inn Avenue Westbound				Mulberry Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	27	23	50	27	53	14	94	55	72	0	127	271
08:15 AM	0	0	0	0	0	16	23	39	25	45	7	77	56	46	0	102	218
08:30 AM	0	0	0	0	0	21	21	42	17	39	9	65	53	58	0	111	218
08:45 AM	0	0	0	0	0	23	16	39	30	41	8	79	61	89	0	150	268
Total Volume	0	0	0	0	0	87	83	170	99	178	38	315	225	265	0	490	975
% App. Total	0	0	0		0	51.2	48.8		31.4	56.5	12.1		45.9	54.1	0		
PHF	.000	.000	.000	.000	.000	.806	.902	.850	.825	.840	.679	.838	.922	.744	.000	.817	.899

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Riverside
 N/S: SR-91 EB On Ramp/Mulberry Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 03_RIV_Mul_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:30 AM				08:00 AM			
+0 mins.	0	0	0	0	0	24	19	43	30	42	14	86	55	72	0	127
+15 mins.	0	0	0	0	0	27	23	50	21	48	13	82	56	46	0	102
+30 mins.	0	0	0	0	0	16	23	39	27	53	14	94	53	58	0	111
+45 mins.	0	0	0	0	0	21	21	42	25	45	7	77	61	89	0	150
Total Volume	0	0	0	0	0	88	86	174	103	188	48	339	225	265	0	490
% App. Total	0	0	0	0	0	50.6	49.4		30.4	55.5	14.2		45.9	54.1	0	
PHF	.000	.000	.000	.000	.000	.815	.935	.870	.858	.887	.857	.902	.922	.744	.000	.817

City of Riverside
 N/S: SR-91 EB On Ramp/Mulberry Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 03_RIV_Mul_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	SR-91 Eastbound On Ramp Southbound				Mission Inn Avenue Westbound				Mulberry Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	30	39	69	28	66	16	110	59	87	0	146	325
04:15 PM	0	0	0	0	0	28	18	46	16	56	15	87	49	77	0	126	259
04:30 PM	0	0	0	0	0	27	33	60	14	69	11	94	80	80	0	160	314
04:45 PM	0	0	0	0	0	14	24	38	23	92	15	130	63	88	0	151	319
Total	0	0	0	0	0	99	114	213	81	283	57	421	251	332	0	583	1217
05:00 PM	0	0	0	0	0	28	62	90	18	89	9	116	90	99	0	189	395
05:15 PM	0	0	0	0	0	32	32	64	21	83	12	116	92	99	0	191	371
05:30 PM	0	0	0	0	0	18	19	37	23	78	15	116	67	71	0	138	291
05:45 PM	0	0	0	0	0	17	12	29	19	61	12	92	58	89	0	147	268
Total	0	0	0	0	0	95	125	220	81	311	48	440	307	358	0	665	1325
Grand Total	0	0	0	0	0	194	239	433	162	594	105	861	558	690	0	1248	2542
Apprch %	0	0	0		0	44.8	55.2		18.8	69	12.2		44.7	55.3	0		
Total %	0	0	0		0	7.6	9.4	17	6.4	23.4	4.1	33.9	22	27.1	0	49.1	

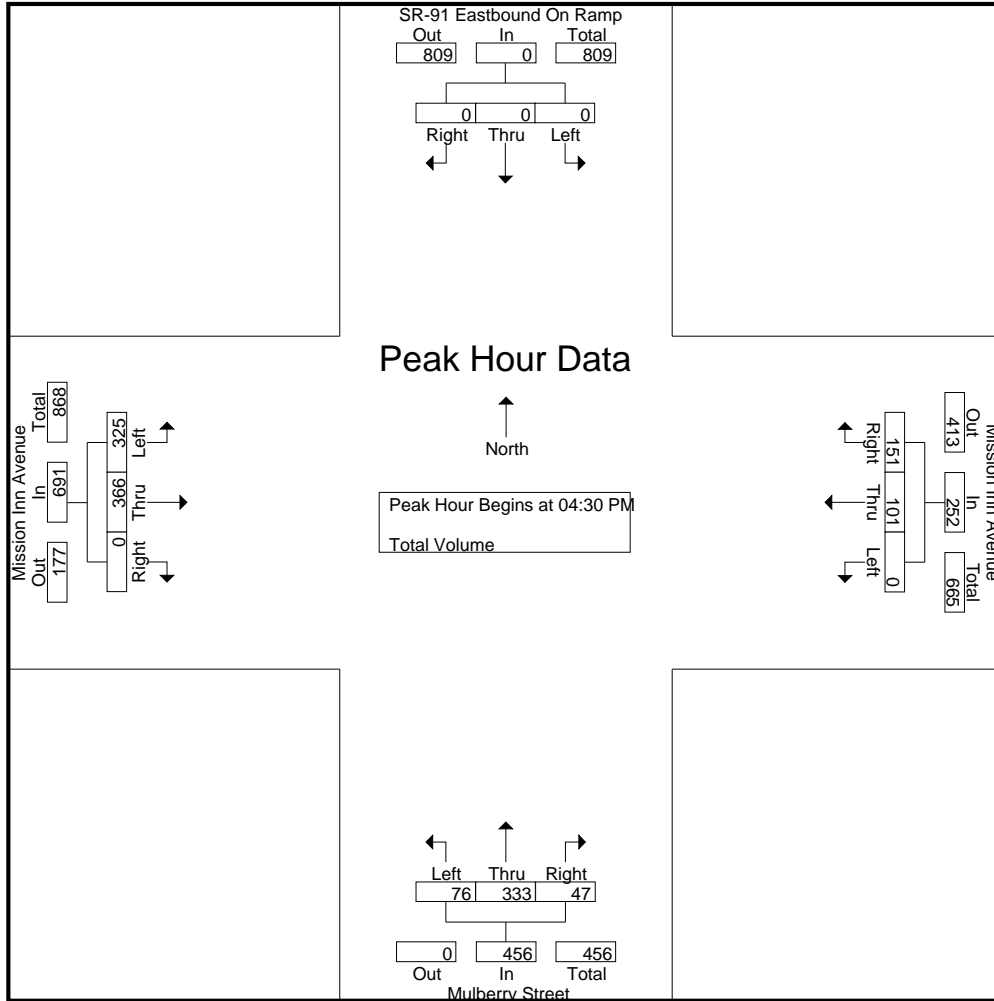
Start Time	SR-91 Eastbound On Ramp Southbound				Mission Inn Avenue Westbound				Mulberry Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	27	33	60	14	69	11	94	80	80	0	160	314
04:45 PM	0	0	0	0	0	14	24	38	23	92	15	130	63	88	0	151	319
05:00 PM	0	0	0	0	0	28	62	90	18	89	9	116	90	99	0	189	395
05:15 PM	0	0	0	0	0	32	32	64	21	83	12	116	92	99	0	191	371
Total Volume	0	0	0	0	0	101	151	252	76	333	47	456	325	366	0	691	1399
% App. Total	0	0	0		0	40.1	59.9		16.7	73	10.3		47	53	0		
PHF	.000	.000	.000	.000	.000	.789	.609	.700	.826	.905	.783	.877	.883	.924	.000	.904	.885

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Riverside
 N/S: SR-91 EB On Ramp/Mulberry Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 03_RIV_Mul_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:30 PM			
+0 mins.	0	0	0	0	0	27	33	60	23	92	15	130	80	80	0	160
+15 mins.	0	0	0	0	0	14	24	38	18	89	9	116	63	88	0	151
+30 mins.	0	0	0	0	0	28	62	90	21	83	12	116	90	99	0	189
+45 mins.	0	0	0	0	0	32	32	64	23	78	15	116	92	99	0	191
Total Volume	0	0	0	0	0	101	151	252	85	342	51	478	325	366	0	691
% App. Total	0	0	0	0	0	40.1	59.9		17.8	71.5	10.7		47	53	0	
PHF	.000	.000	.000	.000	.000	.789	.609	.700	.924	.929	.850	.919	.883	.924	.000	.904

Location: Riverside
 N/S: SR-91 EB On Ramp/Mulberry St
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

PEDESTRIANS

	North Leg SR-91 EB On Ramp	East Leg Mission Inn Avenue	South Leg Mulberry Street	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	2	0	4
7:15 AM	0	0	0	0	0
7:30 AM	3	0	2	0	5
7:45 AM	1	0	0	0	1
8:00 AM	3	0	2	0	5
8:15 AM	1	0	0	0	1
8:30 AM	0	0	1	0	1
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	11	0	7	0	18

	North Leg SR-91 EB On Ramp	East Leg Mission Inn Avenue	South Leg Mulberry Street	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	2	0	3
4:15 PM	1	0	0	0	1
4:30 PM	3	0	1	0	4
4:45 PM	1	0	0	0	1
5:00 PM	0	0	1	0	1
5:15 PM	5	0	2	0	7
5:30 PM	0	0	0	0	0
5:45 PM	2	0	3	0	5
TOTAL VOLUMES:	13	0	9	0	22

Location: Riverside
 N/S: SR-91 EB On Ramp/Mulberry St
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

BICYCLES

	Southbound SR-91 EB On Ramp			Westbound Mission Inn Avenue			Northbound Mulberry Street			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound SR-91 EB On Ramp			Westbound Mission Inn Avenue			Northbound Mulberry Street			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	3	0	0	3	0	7

City of Riverside
 N/S: Vine Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 04_RIV_Vine_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	Vine Street Southbound				Mission Inn Avenue Westbound				Vine Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	7	8	0	23	3	26	10	3	6	19	12	21	7	40	93
07:15 AM	4	2	8	14	1	15	4	20	2	9	3	14	13	19	6	38	86
07:30 AM	5	3	7	15	1	25	3	29	3	4	2	9	19	16	6	41	94
07:45 AM	7	6	21	34	1	21	5	27	2	15	3	20	32	25	16	73	154
Total	16	12	43	71	3	84	15	102	17	31	14	62	76	81	35	192	427
08:00 AM	6	3	17	26	3	23	7	33	8	10	0	18	29	46	11	86	163
08:15 AM	4	4	19	27	0	19	6	25	1	14	5	20	21	27	5	53	125
08:30 AM	2	4	14	20	0	26	8	34	0	9	3	12	30	28	6	64	130
08:45 AM	8	3	15	26	2	18	5	25	5	10	5	20	28	29	38	95	166
Total	20	14	65	99	5	86	26	117	14	43	13	70	108	130	60	298	584
Grand Total	36	26	108	170	8	170	41	219	31	74	27	132	184	211	95	490	1011
Apprch %	21.2	15.3	63.5		3.7	77.6	18.7		23.5	56.1	20.5		37.6	43.1	19.4		
Total %	3.6	2.6	10.7	16.8	0.8	16.8	4.1	21.7	3.1	7.3	2.7	13.1	18.2	20.9	9.4	48.5	

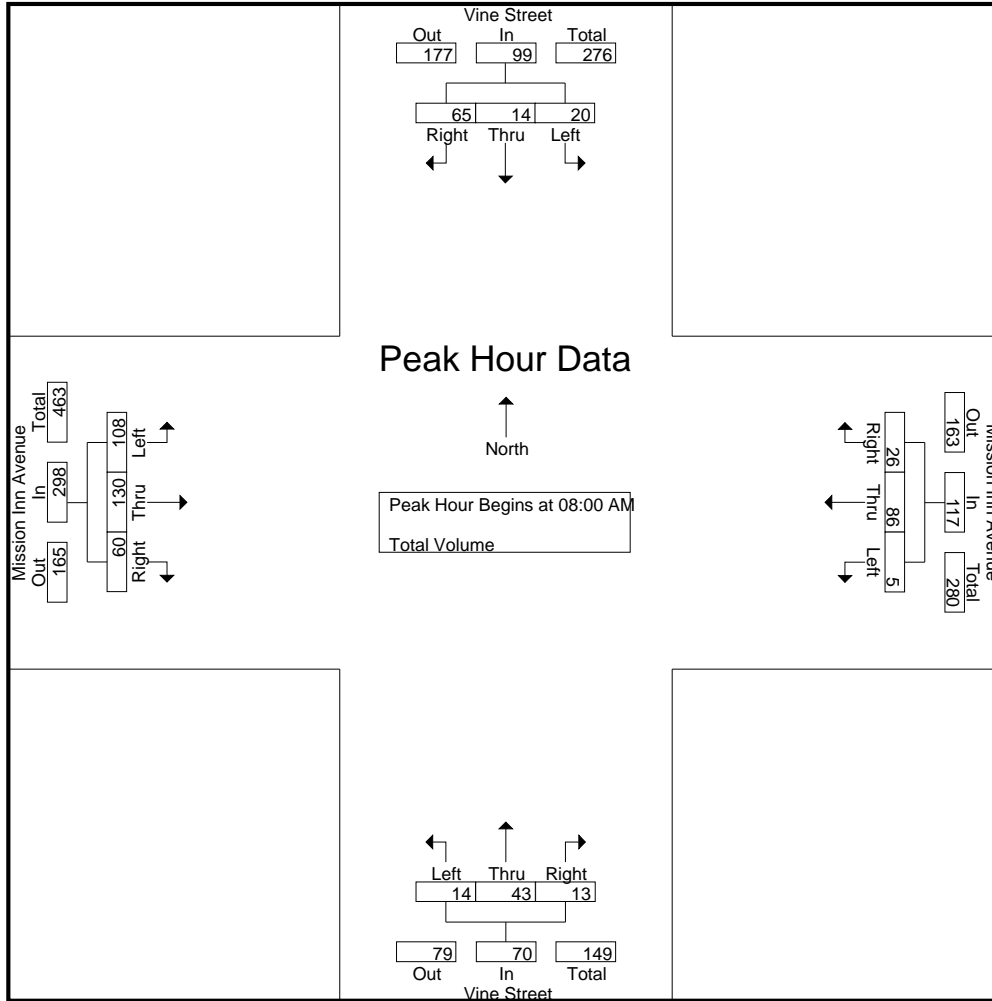
Start Time	Vine Street Southbound				Mission Inn Avenue Westbound				Vine Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	6	3	17	26	3	23	7	33	8	10	0	18	29	46	11	86	163
08:15 AM	4	4	19	27	0	19	6	25	1	14	5	20	21	27	5	53	125
08:30 AM	2	4	14	20	0	26	8	34	0	9	3	12	30	28	6	64	130
08:45 AM	8	3	15	26	2	18	5	25	5	10	5	20	28	29	38	95	166
Total Volume	20	14	65	99	5	86	26	117	14	43	13	70	108	130	60	298	584
% App. Total	20.2	14.1	65.7		4.3	73.5	22.2		20	61.4	18.6		36.2	43.6	20.1		
PHF	.625	.875	.855	.917	.417	.827	.813	.860	.438	.768	.650	.875	.900	.707	.395	.784	.880

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Riverside
 N/S: Vine Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 04_RIV_Vine_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	7	6	21	34	1	21	5	27	2	15	3	20	29	46	11	86
+15 mins.	6	3	17	26	3	23	7	33	8	10	0	18	21	27	5	53
+30 mins.	4	4	19	27	0	19	6	25	1	14	5	20	30	28	6	64
+45 mins.	2	4	14	20	0	26	8	34	0	9	3	12	28	29	38	95
Total Volume	19	17	71	107	4	89	26	119	11	48	11	70	108	130	60	298
% App. Total	17.8	15.9	66.4		3.4	74.8	21.8		15.7	68.6	15.7		36.2	43.6	20.1	
PHF	.679	.708	.845	.787	.333	.856	.813	.875	.344	.800	.550	.875	.900	.707	.395	.784

City of Riverside
 N/S: Vine Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 04_RIV_Vine_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

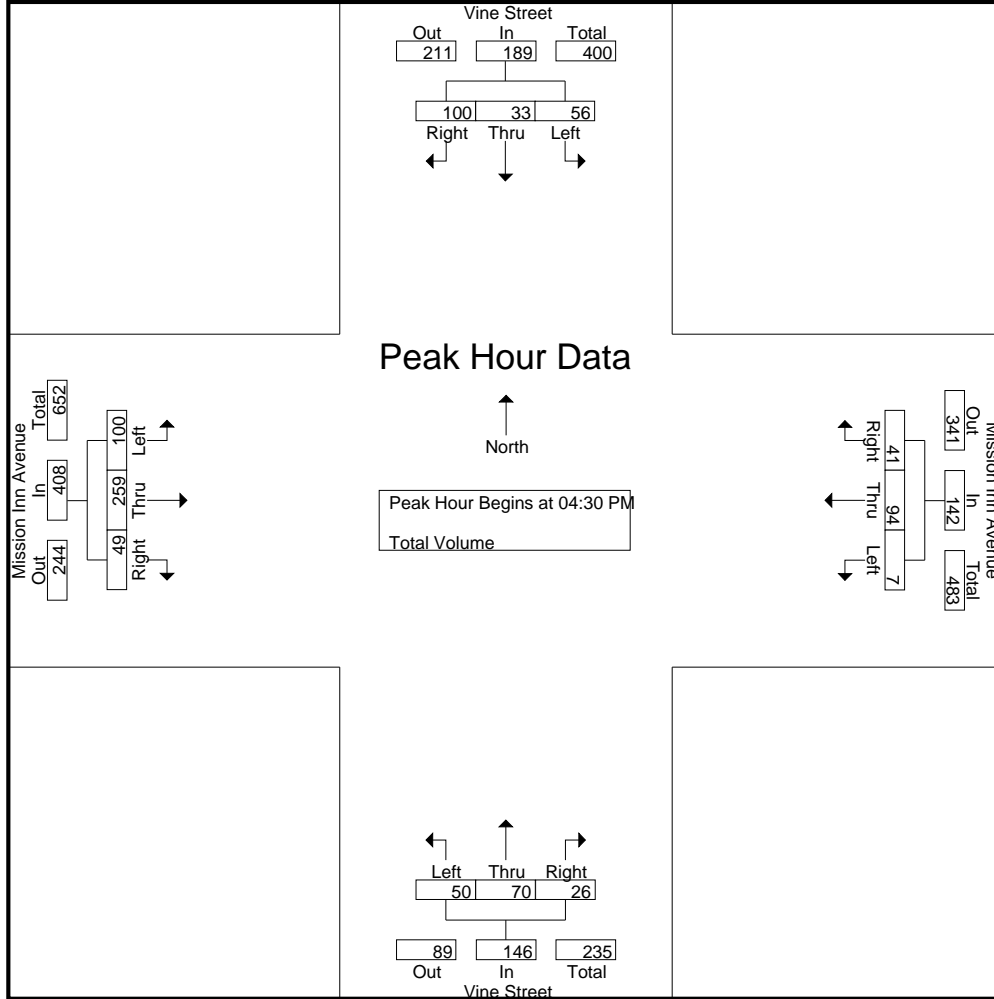
Groups Printed- Total Volume

Start Time	Vine Street Southbound				Mission Inn Avenue Westbound				Vine Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	12	27	45	1	25	7	33	19	19	10	48	23	57	17	97	223
04:15 PM	9	12	28	49	0	10	6	16	5	9	2	16	31	46	14	91	172
04:30 PM	11	8	25	44	3	26	8	37	8	14	3	25	20	61	10	91	197
04:45 PM	12	7	21	40	1	11	14	26	6	10	4	20	28	61	14	103	189
Total	38	39	101	178	5	72	35	112	38	52	19	109	102	225	55	382	781
05:00 PM	20	7	34	61	2	29	11	42	28	31	13	72	28	65	12	105	280
05:15 PM	13	11	20	44	1	28	8	37	8	15	6	29	24	72	13	109	219
05:30 PM	9	12	13	34	1	18	5	24	5	11	2	18	22	44	21	87	163
05:45 PM	7	4	10	21	2	9	6	17	7	23	7	37	27	57	17	101	176
Total	49	34	77	160	6	84	30	120	48	80	28	156	101	238	63	402	838
Grand Total	87	73	178	338	11	156	65	232	86	132	47	265	203	463	118	784	1619
Apprch %	25.7	21.6	52.7		4.7	67.2	28		32.5	49.8	17.7		25.9	59.1	15.1		
Total %	5.4	4.5	11	20.9	0.7	9.6	4	14.3	5.3	8.2	2.9	16.4	12.5	28.6	7.3	48.4	

Start Time	Vine Street Southbound				Mission Inn Avenue Westbound				Vine Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	11	8	25	44	3	26	8	37	8	14	3	25	20	61	10	91	197
04:45 PM	12	7	21	40	1	11	14	26	6	10	4	20	28	61	14	103	189
05:00 PM	20	7	34	61	2	29	11	42	28	31	13	72	28	65	12	105	280
05:15 PM	13	11	20	44	1	28	8	37	8	15	6	29	24	72	13	109	219
Total Volume	56	33	100	189	7	94	41	142	50	70	26	146	100	259	49	408	885
% App. Total	29.6	17.5	52.9		4.9	66.2	28.9		34.2	47.9	17.8		24.5	63.5	12		
PHF	.700	.750	.735	.775	.583	.810	.732	.845	.446	.565	.500	.507	.893	.899	.875	.936	.790

City of Riverside
 N/S: Vine Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 04_RIV_Vine_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				05:00 PM				04:30 PM			
+0 mins.	9	12	28	49	3	26	8	37	28	31	13	72	20	61	10	91
+15 mins.	11	8	25	44	1	11	14	26	8	15	6	29	28	61	14	103
+30 mins.	12	7	21	40	2	29	11	42	5	11	2	18	28	65	12	105
+45 mins.	20	7	34	61	1	28	8	37	7	23	7	37	24	72	13	109
Total Volume	52	34	108	194	7	94	41	142	48	80	28	156	100	259	49	408
% App. Total	26.8	17.5	55.7		4.9	66.2	28.9		30.8	51.3	17.9		24.5	63.5	12	
PHF	.650	.708	.794	.795	.583	.810	.732	.845	.429	.645	.538	.542	.893	.899	.875	.936

Location: Riverside
 N/S: Vine Street
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

PEDESTRIANS

	North Leg Vine Street	East Leg Mission Inn Avenue	South Leg Vine Street	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	0	1	1	0	2
7:30 AM	1	1	2	2	6
7:45 AM	1	0	0	0	1
8:00 AM	2	1	2	1	6
8:15 AM	1	1	1	0	3
8:30 AM	0	1	3	1	5
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	6	5	9	5	25

	North Leg Vine Street	East Leg Mission Inn Avenue	South Leg Vine Street	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	2	0	3
4:15 PM	5	0	0	0	5
4:30 PM	6	0	0	0	6
4:45 PM	2	1	0	0	3
5:00 PM	2	0	1	0	3
5:15 PM	3	0	2	0	5
5:30 PM	0	0	0	1	1
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	20	2	5	1	28

Location: Riverside
 N/S: Vine Street
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

BICYCLES

	Southbound Vine Street			Westbound Mission Inn Avenue			Northbound Vine Street			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0	0	0	0	1

	Southbound Vine Street			Westbound Mission Inn Avenue			Northbound Vine Street			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	1	0	0	0	0	1	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	1	0	1	0	0	2	0	5

City of Riverside
 N/S: Commerce Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 05_RIV_Com_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	Commerce Street Southbound				Mission Inn Avenue Westbound				Commerce Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	1	6	0	14	0	14	9	2	1	12	4	13	9	26	58
07:15 AM	0	2	0	2	0	14	1	15	6	1	0	7	2	17	5	24	48
07:30 AM	3	7	2	12	3	19	0	22	4	0	0	4	3	10	8	21	59
07:45 AM	3	4	5	12	4	13	2	19	10	3	3	16	1	30	5	36	83
Total	6	18	8	32	7	60	3	70	29	6	4	39	10	70	27	107	248
08:00 AM	1	5	0	6	3	22	0	25	7	0	2	9	3	30	8	41	81
08:15 AM	1	7	0	8	5	18	0	23	7	4	1	12	1	20	4	25	68
08:30 AM	4	4	0	8	1	26	2	29	7	2	2	11	1	32	3	36	84
08:45 AM	4	1	3	8	2	17	2	21	7	2	0	9	2	31	10	43	81
Total	10	17	3	30	11	83	4	98	28	8	5	41	7	113	25	145	314
Grand Total	16	35	11	62	18	143	7	168	57	14	9	80	17	183	52	252	562
Apprch %	25.8	56.5	17.7		10.7	85.1	4.2		71.2	17.5	11.2		6.7	72.6	20.6		
Total %	2.8	6.2	2	11	3.2	25.4	1.2	29.9	10.1	2.5	1.6	14.2	3	32.6	9.3	44.8	

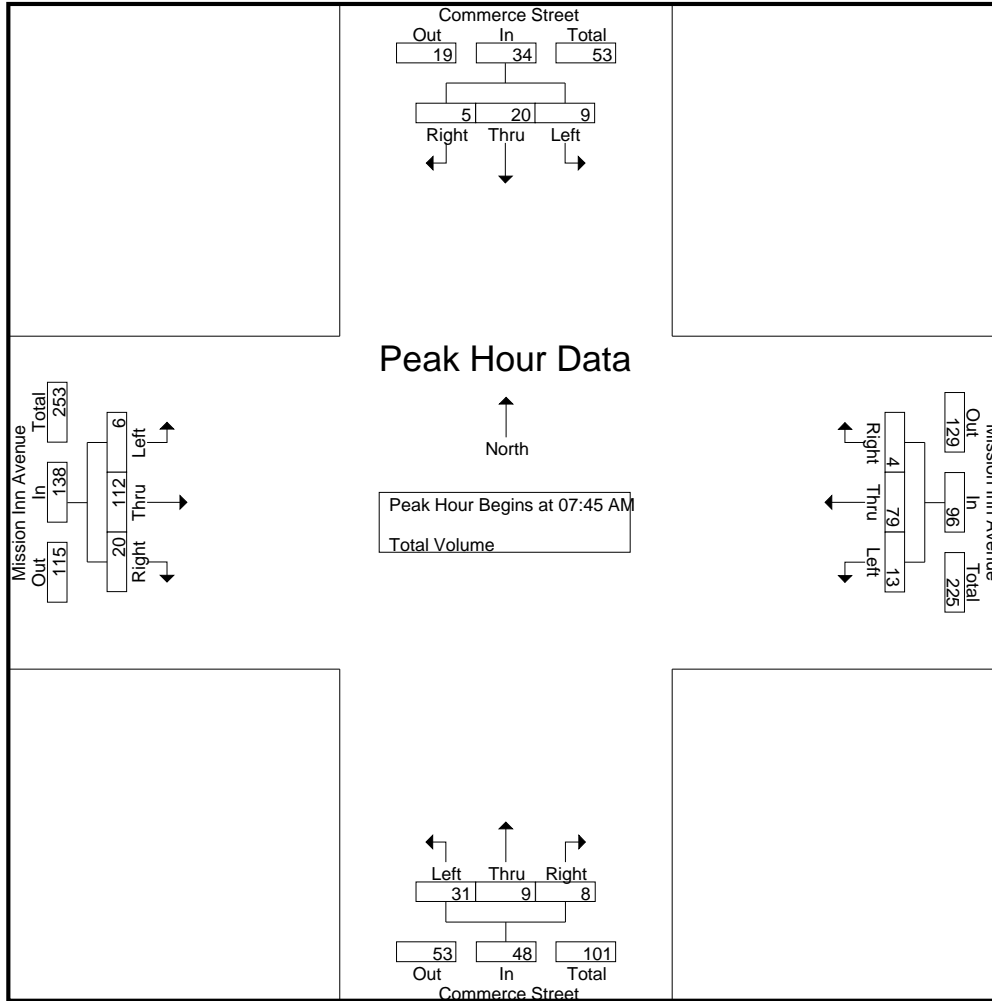
Start Time	Commerce Street Southbound				Mission Inn Avenue Westbound				Commerce Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	3	4	5	12	4	13	2	19	10	3	3	16	1	30	5	36	83
08:00 AM	1	5	0	6	3	22	0	25	7	0	2	9	3	30	8	41	81
08:15 AM	1	7	0	8	5	18	0	23	7	4	1	12	1	20	4	25	68
08:30 AM	4	4	0	8	1	26	2	29	7	2	2	11	1	32	3	36	84
Total Volume	9	20	5	34	13	79	4	96	31	9	8	48	6	112	20	138	316
% App. Total	26.5	58.8	14.7		13.5	82.3	4.2		64.6	18.8	16.7		4.3	81.2	14.5		
PHF	.563	.714	.250	.708	.650	.760	.500	.828	.775	.563	.667	.750	.500	.875	.625	.841	.940

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Riverside
 N/S: Commerce Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 05_RIV_Com_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	3	7	2	12	3	22	0	25	10	3	3	16	3	30	8	41
+15 mins.	3	4	5	12	5	18	0	23	7	0	2	9	1	20	4	25
+30 mins.	1	5	0	6	1	26	2	29	7	4	1	12	1	32	3	36
+45 mins.	1	7	0	8	2	17	2	21	7	2	2	11	2	31	10	43
Total Volume	8	23	7	38	11	83	4	98	31	9	8	48	7	113	25	145
% App. Total	21.1	60.5	18.4		11.2	84.7	4.1		64.6	18.8	16.7		4.8	77.9	17.2	
PHF	.667	.821	.350	.792	.550	.798	.500	.845	.775	.563	.667	.750	.583	.883	.625	.843

City of Riverside
 N/S: Commerce Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 05_RIV_Com_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

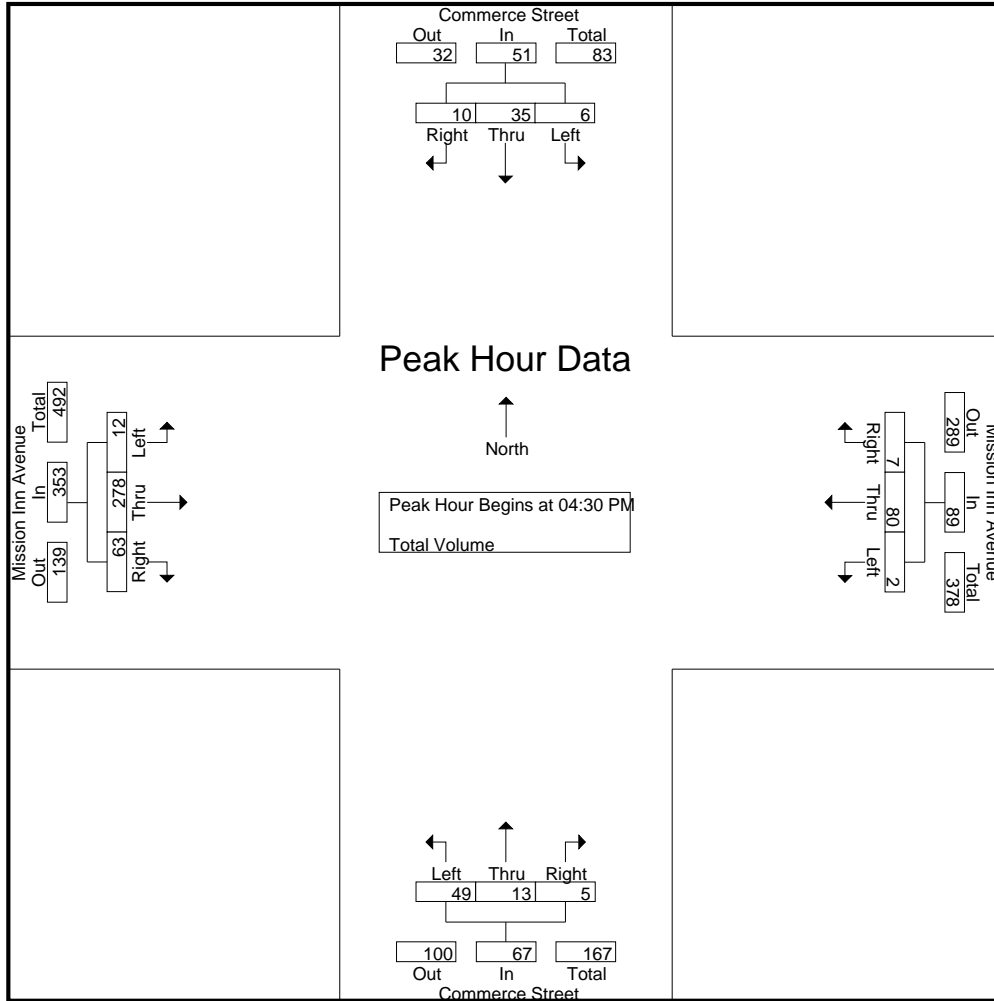
Groups Printed- Total Volume

Start Time	Commerce Street Southbound				Mission Inn Avenue Westbound				Commerce Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	6	3	10	1	19	2	22	9	3	1	13	4	60	10	74	119
04:15 PM	0	0	1	1	4	10	1	15	6	1	1	8	5	46	7	58	82
04:30 PM	2	7	2	11	0	14	1	15	20	3	2	25	4	60	13	77	128
04:45 PM	0	10	3	13	0	16	1	17	9	3	1	13	3	74	5	82	125
Total	3	23	9	35	5	59	5	69	44	10	5	59	16	240	35	291	454
05:00 PM	2	8	2	12	0	25	2	27	12	3	1	16	3	70	26	99	154
05:15 PM	2	10	3	15	2	25	3	30	8	4	1	13	2	74	19	95	153
05:30 PM	4	8	2	14	3	13	0	16	2	0	0	2	3	44	9	56	88
05:45 PM	4	9	0	13	3	17	0	20	2	1	1	4	2	52	9	63	100
Total	12	35	7	54	8	80	5	93	24	8	3	35	10	240	63	313	495
Grand Total	15	58	16	89	13	139	10	162	68	18	8	94	26	480	98	604	949
Apprch %	16.9	65.2	18		8	85.8	6.2		72.3	19.1	8.5		4.3	79.5	16.2		
Total %	1.6	6.1	1.7	9.4	1.4	14.6	1.1	17.1	7.2	1.9	0.8	9.9	2.7	50.6	10.3	63.6	

Start Time	Commerce Street Southbound				Mission Inn Avenue Westbound				Commerce Street Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	7	2	11	0	14	1	15	20	3	2	25	4	60	13	77	128
04:45 PM	0	10	3	13	0	16	1	17	9	3	1	13	3	74	5	82	125
05:00 PM	2	8	2	12	0	25	2	27	12	3	1	16	3	70	26	99	154
05:15 PM	2	10	3	15	2	25	3	30	8	4	1	13	2	74	19	95	153
Total Volume	6	35	10	51	2	80	7	89	49	13	5	67	12	278	63	353	560
% App. Total	11.8	68.6	19.6		2.2	89.9	7.9		73.1	19.4	7.5		3.4	78.8	17.8		
PHF	.750	.875	.833	.850	.250	.800	.583	.742	.613	.813	.625	.670	.750	.939	.606	.891	.909

City of Riverside
 N/S: Commerce Street
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 05_RIV_Com_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:30 PM				04:30 PM			
+0 mins.	0	10	3	13	0	25	2	27	20	3	2	25	4	60	13	77
+15 mins.	2	8	2	12	2	25	3	30	9	3	1	13	3	74	5	82
+30 mins.	2	10	3	15	3	13	0	16	12	3	1	16	3	70	26	99
+45 mins.	4	8	2	14	3	17	0	20	8	4	1	13	2	74	19	95
Total Volume	8	36	10	54	8	80	5	93	49	13	5	67	12	278	63	353
% App. Total	14.8	66.7	18.5		8.6	86	5.4		73.1	19.4	7.5		3.4	78.8	17.8	
PHF	.500	.900	.833	.900	.667	.800	.417	.775	.613	.813	.625	.670	.750	.939	.606	.891

Location: Riverside
 N/S: Commerce Street
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

PEDESTRIANS

	North Leg Commerce Street	East Leg Mission Inn Avenue	South Leg Commerce Street	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	3	0	3
7:15 AM	0	0	3	0	3
7:30 AM	1	0	0	0	1
7:45 AM	0	0	2	0	2
8:00 AM	1	0	2	0	3
8:15 AM	0	1	0	0	1
8:30 AM	0	0	2	0	2
8:45 AM	0	0	1	1	2
TOTAL VOLUMES:	2	1	13	1	17

	North Leg Commerce Street	East Leg Mission Inn Avenue	South Leg Commerce Street	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	3	1	4
4:15 PM	1	0	1	0	2
4:30 PM	2	0	2	0	4
4:45 PM	0	0	3	0	3
5:00 PM	0	0	7	0	7
5:15 PM	0	0	4	0	4
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	3	0	21	1	25

Location: Riverside
 N/S: Commerce Street
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

BICYCLES

	Southbound Commerce Street			Westbound Mission Inn Avenue			Northbound Commerce Street			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	1	0	0	0	1	3

	Southbound Commerce Street			Westbound Mission Inn Avenue			Northbound Commerce Street			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	1	0	0	0	0	1	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	1	2	0	1	3	0	0	3	1	1	4	1	17

City of Riverside
 N/S: Park Avenue
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 06_RIV_Park_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

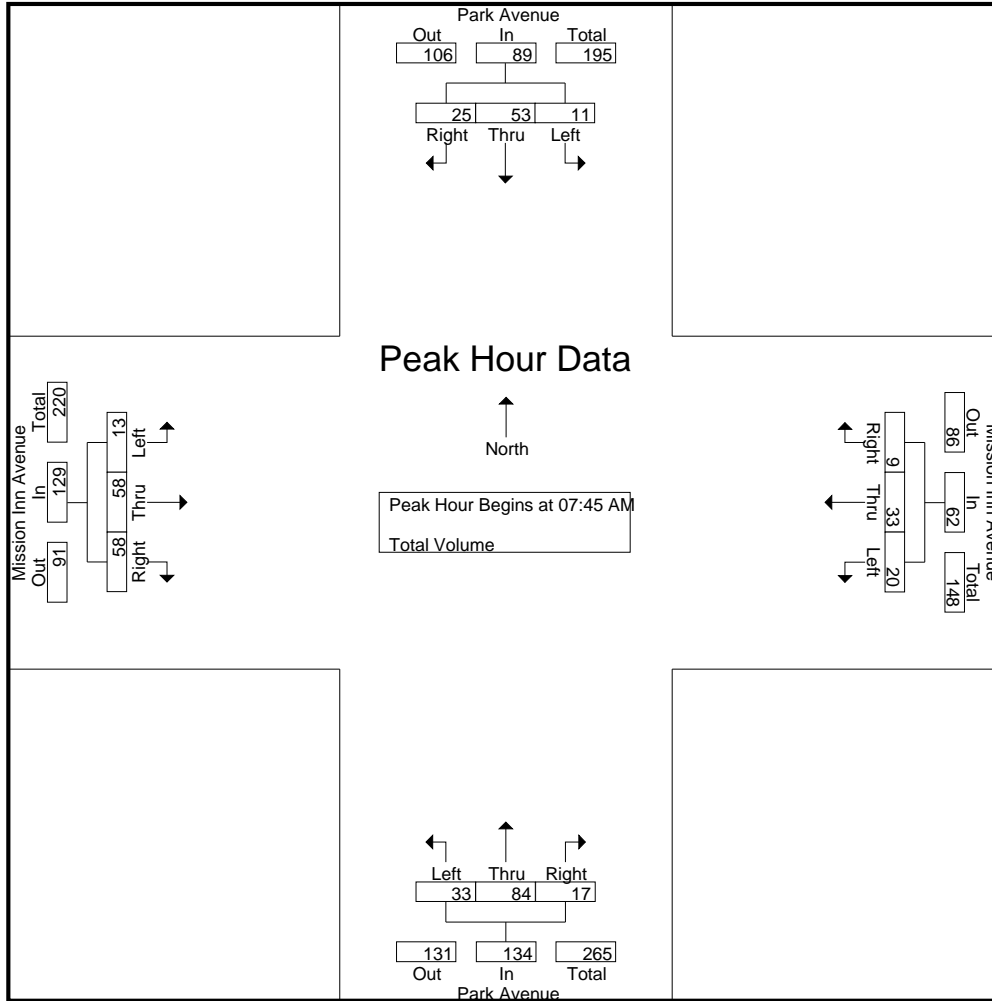
Groups Printed- Total Volume

Start Time	Park Avenue Southbound				Mission Inn Avenue Westbound				Park Avenue Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	14	0	14	5	5	0	10	3	3	1	7	2	9	5	16	47
07:15 AM	1	12	3	16	7	5	1	13	5	11	2	18	1	13	5	19	66
07:30 AM	0	13	3	16	7	11	1	19	4	12	1	17	2	6	7	15	67
07:45 AM	6	12	7	25	3	4	1	8	5	21	7	33	4	16	14	34	100
Total	7	51	13	71	22	25	3	50	17	47	11	75	9	44	31	84	280
08:00 AM	4	19	5	28	7	14	6	27	7	23	1	31	5	16	13	34	120
08:15 AM	1	8	3	12	5	11	2	18	10	19	5	34	3	9	13	25	89
08:30 AM	0	14	10	24	5	4	0	9	11	21	4	36	1	17	18	36	105
08:45 AM	1	13	1	15	2	10	0	12	6	20	2	28	2	10	21	33	88
Total	6	54	19	79	19	39	8	66	34	83	12	129	11	52	65	128	402
Grand Total	13	105	32	150	41	64	11	116	51	130	23	204	20	96	96	212	682
Apprch %	8.7	70	21.3		35.3	55.2	9.5		25	63.7	11.3		9.4	45.3	45.3		
Total %	1.9	15.4	4.7	22	6	9.4	1.6	17	7.5	19.1	3.4	29.9	2.9	14.1	14.1	31.1	

Start Time	Park Avenue Southbound				Mission Inn Avenue Westbound				Park Avenue Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	6	12	7	25	3	4	1	8	5	21	7	33	4	16	14	34	100
08:00 AM	4	19	5	28	7	14	6	27	7	23	1	31	5	16	13	34	120
08:15 AM	1	8	3	12	5	11	2	18	10	19	5	34	3	9	13	25	89
08:30 AM	0	14	10	24	5	4	0	9	11	21	4	36	1	17	18	36	105
Total Volume	11	53	25	89	20	33	9	62	33	84	17	134	13	58	58	129	414
% App. Total	12.4	59.6	28.1		32.3	53.2	14.5		24.6	62.7	12.7		10.1	45	45		
PHF	.458	.697	.625	.795	.714	.589	.375	.574	.750	.913	.607	.931	.650	.853	.806	.896	.863

City of Riverside
 N/S: Park Avenue
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 06_RIV_Park_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	6	12	7	25	7	11	1	19	5	21	7	33	4	16	14	34
+15 mins.	4	19	5	28	3	4	1	8	7	23	1	31	5	16	13	34
+30 mins.	1	8	3	12	7	14	6	27	10	19	5	34	3	9	13	25
+45 mins.	0	14	10	24	5	11	2	18	11	21	4	36	1	17	18	36
Total Volume	11	53	25	89	22	40	10	72	33	84	17	134	13	58	58	129
% App. Total	12.4	59.6	28.1		30.6	55.6	13.9		24.6	62.7	12.7		10.1	45	45	
PHF	.458	.697	.625	.795	.786	.714	.417	.667	.750	.913	.607	.931	.650	.853	.806	.896

City of Riverside
 N/S: Park Avenue
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 06_RIV_Park_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

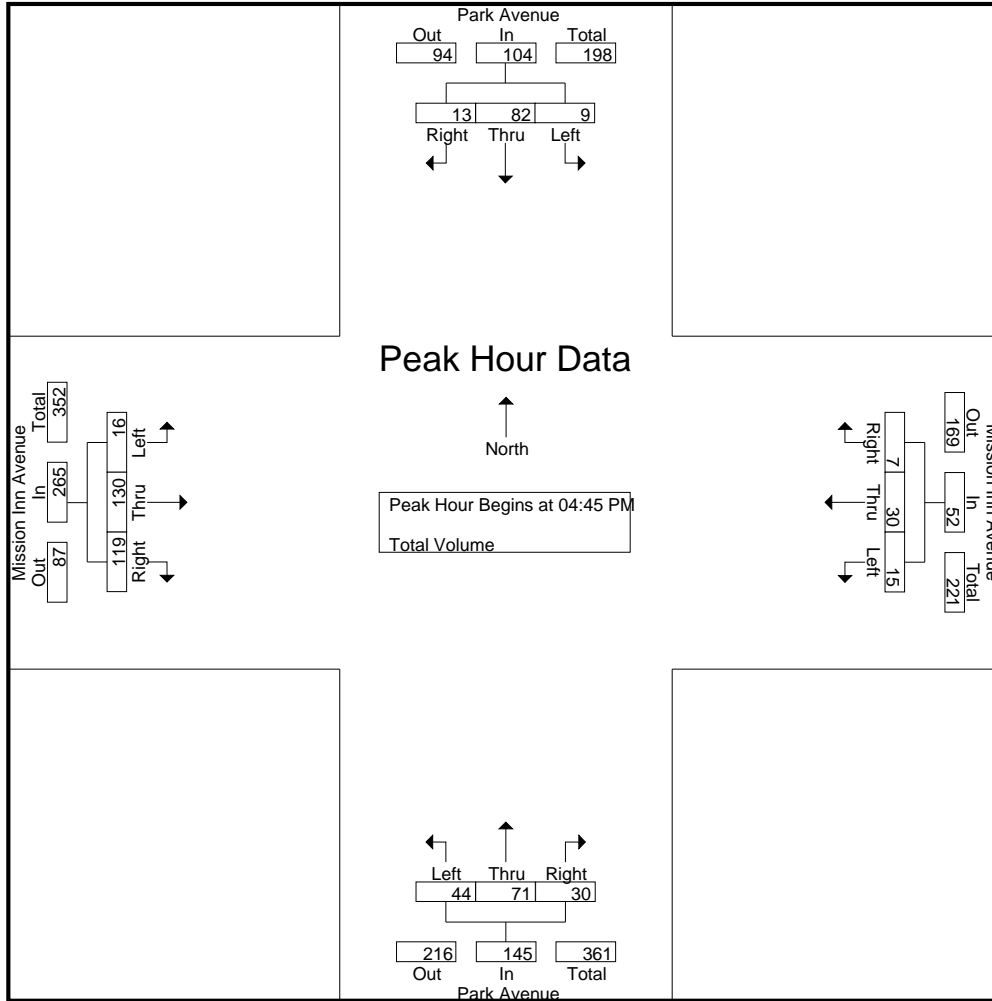
Groups Printed- Total Volume

Start Time	Park Avenue Southbound				Mission Inn Avenue Westbound				Park Avenue Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	17	3	20	3	4	2	9	11	15	7	33	5	30	24	59	121
04:15 PM	2	11	2	15	3	7	0	10	9	9	7	25	1	23	19	43	93
04:30 PM	2	11	1	14	6	7	0	13	8	16	8	32	2	37	19	58	117
04:45 PM	2	15	2	19	5	6	1	12	11	21	11	43	3	41	29	73	147
Total	6	54	8	68	17	24	3	44	39	61	33	133	11	131	91	233	478
05:00 PM	2	19	3	24	4	7	2	13	17	7	7	31	4	39	28	71	139
05:15 PM	3	25	3	31	1	10	2	13	11	20	5	36	6	31	40	77	157
05:30 PM	2	23	5	30	5	7	2	14	5	23	7	35	3	19	22	44	123
05:45 PM	2	20	3	25	3	4	2	9	12	19	5	36	3	30	16	49	119
Total	9	87	14	110	13	28	8	49	45	69	24	138	16	119	106	241	538
Grand Total	15	141	22	178	30	52	11	93	84	130	57	271	27	250	197	474	1016
Apprch %	8.4	79.2	12.4		32.3	55.9	11.8		31	48	21		5.7	52.7	41.6		
Total %	1.5	13.9	2.2	17.5	3	5.1	1.1	9.2	8.3	12.8	5.6	26.7	2.7	24.6	19.4	46.7	

Start Time	Park Avenue Southbound				Mission Inn Avenue Westbound				Park Avenue Northbound				Mission Inn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	15	2	19	5	6	1	12	11	21	11	43	3	41	29	73	147
05:00 PM	2	19	3	24	4	7	2	13	17	7	7	31	4	39	28	71	139
05:15 PM	3	25	3	31	1	10	2	13	11	20	5	36	6	31	40	77	157
05:30 PM	2	23	5	30	5	7	2	14	5	23	7	35	3	19	22	44	123
Total Volume	9	82	13	104	15	30	7	52	44	71	30	145	16	130	119	265	566
% App. Total	8.7	78.8	12.5		28.8	57.7	13.5		30.3	49	20.7		6	49.1	44.9		
PHF	.750	.820	.650	.839	.750	.750	.875	.929	.647	.772	.682	.843	.667	.793	.744	.860	.901

City of Riverside
 N/S: Park Avenue
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 06_RIV_Park_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				04:30 PM			
+0 mins.	2	19	3	24	5	6	1	12	11	21	11	43	2	37	19	58
+15 mins.	3	25	3	31	4	7	2	13	17	7	7	31	3	41	29	73
+30 mins.	2	23	5	30	1	10	2	13	11	20	5	36	4	39	28	71
+45 mins.	2	20	3	25	5	7	2	14	5	23	7	35	6	31	40	77
Total Volume	9	87	14	110	15	30	7	52	44	71	30	145	15	148	116	279
% App. Total	8.2	79.1	12.7		28.8	57.7	13.5		30.3	49	20.7		5.4	53	41.6	
PHF	.750	.870	.700	.887	.750	.750	.875	.929	.647	.772	.682	.843	.625	.902	.725	.906

Location: Riverside
 N/S: Park Avenue
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

PEDESTRIANS

	North Leg Park Avenue	East Leg Mission Inn Avenue	South Leg Park Avenue	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	1	1
7:30 AM	0	0	2	0	2
7:45 AM	0	0	5	3	8
8:00 AM	0	2	1	0	3
8:15 AM	0	1	3	0	4
8:30 AM	0	1	2	0	3
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	4	14	4	22

	North Leg Park Avenue	East Leg Mission Inn Avenue	South Leg Park Avenue	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	2	2	4
4:15 PM	1	1	2	0	4
4:30 PM	0	1	5	0	6
4:45 PM	0	2	1	3	6
5:00 PM	0	1	0	2	3
5:15 PM	0	1	4	0	5
5:30 PM	2	1	0	0	3
5:45 PM	1	0	0	2	3
TOTAL VOLUMES:	4	7	14	9	34

Location: Riverside
 N/S: Park Avenue
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

BICYCLES

	Southbound Park Avenue			Westbound Mission Inn Avenue			Northbound Park Avenue			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	2	0	0	1	0	5

	Southbound Park Avenue			Westbound Mission Inn Avenue			Northbound Park Avenue			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	1	0	2	0	0	0	0	0	0	3
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
TOTAL VOLUMES:	0	4	0	1	2	2	0	1	0	1	3	2	16

City of Riverside
 N/S: Commerce Street
 E/W: 3rd Street
 Weather: Clear

File Name : 07_RIV_Com_3rd AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	3rd Street Westbound			Commerce Street Northbound			3rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	3	53	56	1	3	4	64	4	68	128
07:15 AM	3	61	64	1	2	3	107	1	108	175
07:30 AM	7	76	83	0	1	1	64	3	67	151
07:45 AM	6	103	109	2	2	4	97	3	100	213
Total	19	293	312	4	8	12	332	11	343	667
08:00 AM	0	100	100	1	1	2	132	5	137	239
08:15 AM	3	86	89	2	3	5	79	5	84	178
08:30 AM	3	88	91	2	3	5	63	4	67	163
08:45 AM	6	52	58	1	3	4	68	3	71	133
Total	12	326	338	6	10	16	342	17	359	713
Grand Total	31	619	650	10	18	28	674	28	702	1380
Apprch %	4.8	95.2		35.7	64.3		96	4		
Total %	2.2	44.9	47.1	0.7	1.3	2	48.8	2	50.9	

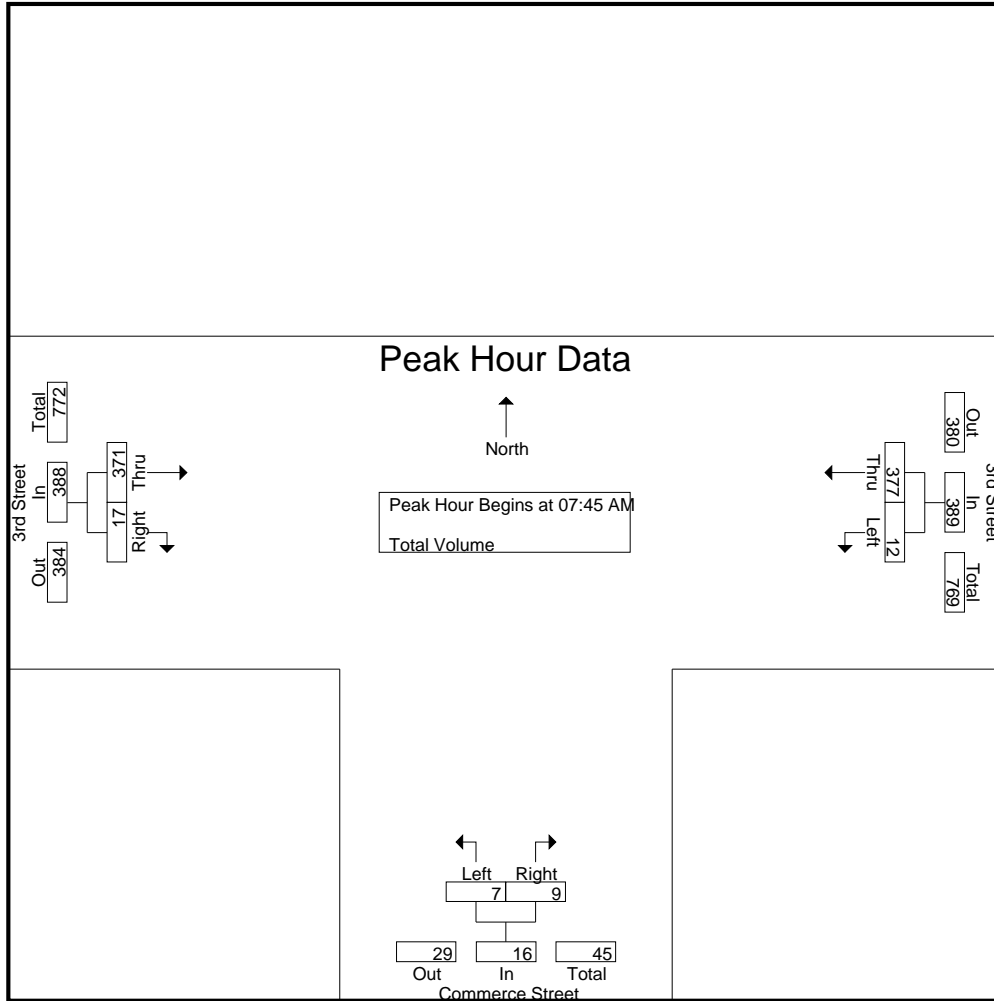
Start Time	3rd Street Westbound			Commerce Street Northbound			3rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	6	103	109	2	2	4	97	3	100	213
08:00 AM	0	100	100	1	1	2	132	5	137	239
08:15 AM	3	86	89	2	3	5	79	5	84	178
08:30 AM	3	88	91	2	3	5	63	4	67	163
Total Volume	12	377	389	7	9	16	371	17	388	793
% App. Total	3.1	96.9		43.8	56.2		95.6	4.4		
PHF	.500	.915	.892	.875	.750	.800	.703	.850	.708	.829

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Riverside
 N/S: Commerce Street
 E/W: 3rd Street
 Weather: Clear

File Name : 07_RIV_Com_3rd AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:15 AM		
+0 mins.	6	103	109	2	2	4	107	1	108
+15 mins.	0	100	100	1	1	2	64	3	67
+30 mins.	3	86	89	2	3	5	97	3	100
+45 mins.	3	88	91	2	3	5	132	5	137
Total Volume	12	377	389	7	9	16	400	12	412
% App. Total	3.1	96.9		43.8	56.2		97.1	2.9	
PHF	.500	.915	.892	.875	.750	.800	.758	.600	.752

City of Riverside
 N/S: Commerce Street
 E/W: 3rd Street
 Weather: Clear

File Name : 07_RIV_Com_3rd PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	3rd Street Westbound			Commerce Street Northbound			3rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	123	126	1	7	8	253	6	259	393
04:15 PM	3	86	89	0	2	2	219	2	221	312
04:30 PM	2	100	102	3	4	7	241	13	254	363
04:45 PM	3	109	112	1	1	2	251	8	259	373
Total	11	418	429	5	14	19	964	29	993	1441
05:00 PM	6	128	134	5	5	10	272	11	283	427
05:15 PM	1	84	85	5	1	6	304	10	314	405
05:30 PM	7	74	81	0	1	1	183	2	185	267
05:45 PM	3	74	77	1	2	3	281	7	288	368
Total	17	360	377	11	9	20	1040	30	1070	1467
Grand Total	28	778	806	16	23	39	2004	59	2063	2908
Apprch %	3.5	96.5		41	59		97.1	2.9		
Total %	1	26.8	27.7	0.6	0.8	1.3	68.9	2	70.9	

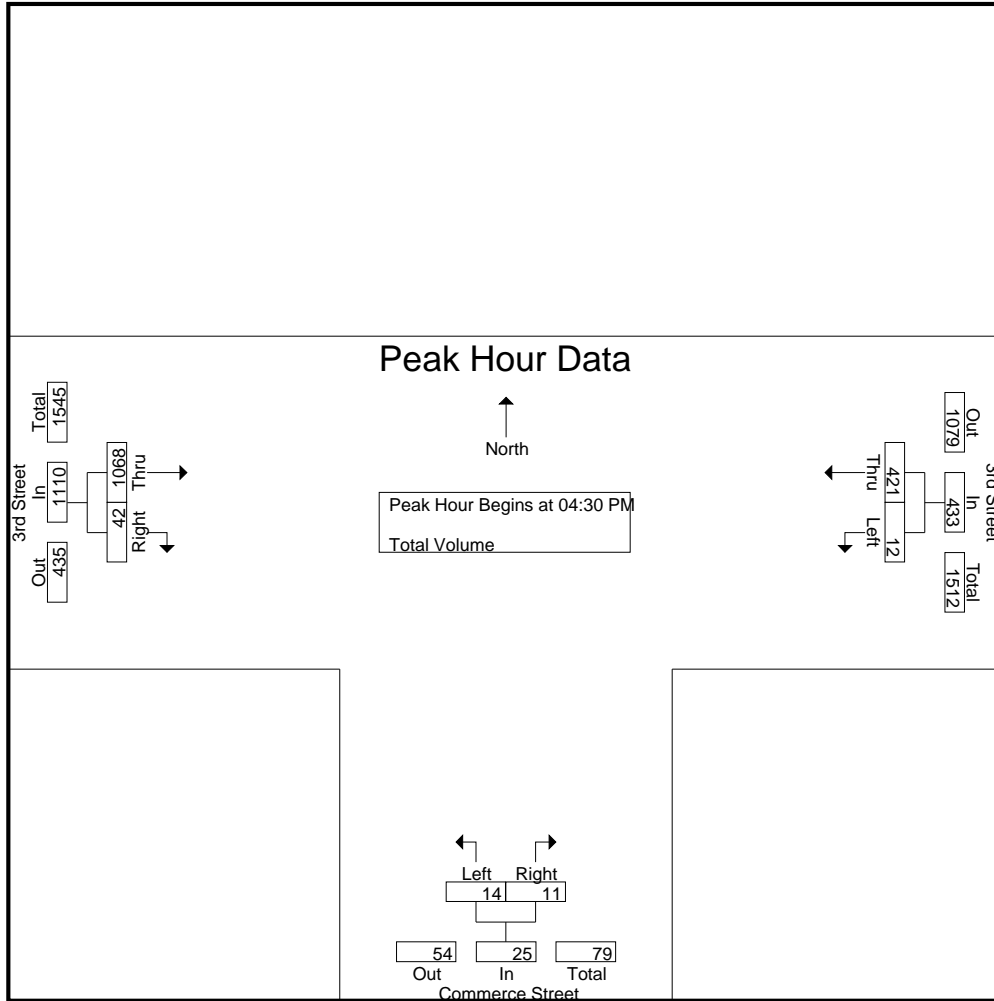
Start Time	3rd Street Westbound			Commerce Street Northbound			3rd Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	2	100	102	3	4	7	241	13	254	363
04:45 PM	3	109	112	1	1	2	251	8	259	373
05:00 PM	6	128	134	5	5	10	272	11	283	427
05:15 PM	1	84	85	5	1	6	304	10	314	405
Total Volume	12	421	433	14	11	25	1068	42	1110	1568
% App. Total	2.8	97.2		56	44		96.2	3.8		
PHF	.500	.822	.808	.700	.550	.625	.878	.808	.884	.918

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Riverside
 N/S: Commerce Street
 E/W: 3rd Street
 Weather: Clear

File Name : 07_RIV_Com_3rd PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:30 PM		
+0 mins.	3	86	89	3	4	7	241	13	254
+15 mins.	2	100	102	1	1	2	251	8	259
+30 mins.	3	109	112	5	5	10	272	11	283
+45 mins.	6	128	134	5	1	6	304	10	314
Total Volume	14	423	437	14	11	25	1068	42	1110
% App. Total	3.2	96.8		56	44		96.2	3.8	
PHF	.583	.826	.815	.700	.550	.625	.878	.808	.884

Location: Riverside
 N/S: Commerce Street
 E/W: 3rd Street



Date: 11/6/2024
 Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg 3rd Street	South Leg Commerce Street	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	2	0	2
8:00 AM	0	0	2	1	3
8:15 AM	0	0	1	0	1
8:30 AM	0	0	2	0	2
8:45 AM	0	0	3	0	3
TOTAL VOLUMES:	0	0	11	1	12

	North Leg Dead End	East Leg 3rd Street	South Leg Commerce Street	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	1	1
5:00 PM	0	0	1	0	1
5:15 PM	0	1	4	1	6
5:30 PM	0	0	2	0	2
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	1	10	2	13

Location: Riverside
 N/S: Commerce Street
 E/W: 3rd Street



Date: 11/6/2024
 Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound 3rd Street			Northbound Commerce Street			Eastbound 3rd Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	2	0	0	1	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	5	0	0	1	1	8

	Southbound Dead End			Westbound 3rd Street			Northbound Commerce Street			Eastbound 3rd Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	5	0	0	2	1	0	3	0	11

City of Riverside
 N/S: Commerce Street
 E/W: 5th Street
 Weather: Clear

File Name : 08_RIV_Com_5th AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	Commerce Street Southbound			5th Street Westbound			Commerce Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	6	7	0	0	0	6	0	6	13
07:15 AM	0	2	2	0	0	0	4	0	4	6
07:30 AM	0	10	10	0	0	0	2	0	2	12
07:45 AM	0	10	10	1	0	1	5	1	6	17
Total	1	28	29	1	0	1	17	1	18	48
08:00 AM	0	6	6	0	0	0	1	1	2	8
08:15 AM	0	8	8	1	1	2	5	0	5	15
08:30 AM	1	6	7	0	0	0	4	0	4	11
08:45 AM	0	7	7	2	0	2	4	0	4	13
Total	1	27	28	3	1	4	14	1	15	47
Grand Total	2	55	57	4	1	5	31	2	33	95
Apprch %	3.5	96.5		80	20		93.9	6.1		
Total %	2.1	57.9	60	4.2	1.1	5.3	32.6	2.1	34.7	

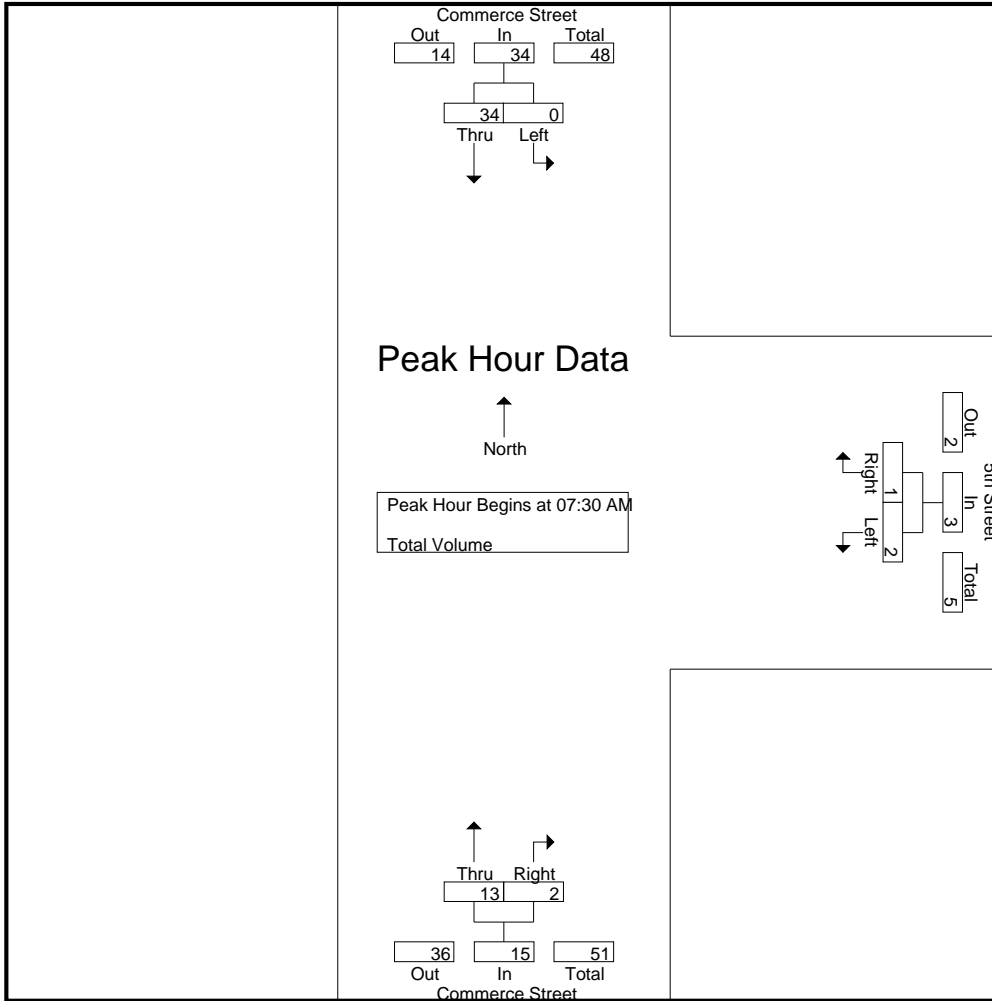
Start Time	Commerce Street Southbound			5th Street Westbound			Commerce Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	10	10	0	0	0	2	0	2	12
07:45 AM	0	10	10	1	0	1	5	1	6	17
08:00 AM	0	6	6	0	0	0	1	1	2	8
08:15 AM	0	8	8	1	1	2	5	0	5	15
Total Volume	0	34	34	2	1	3	13	2	15	52
% App. Total	0	100		66.7	33.3		86.7	13.3		
PHF	.000	.850	.850	.500	.250	.375	.650	.500	.625	.765

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Riverside
 N/S: Commerce Street
 E/W: 5th Street
 Weather: Clear

File Name : 08_RIV_Com_5th AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			07:00 AM		
+0 mins.	0	10	10	0	0	0	6	0	6
+15 mins.	0	10	10	1	1	2	4	0	4
+30 mins.	0	6	6	0	0	0	2	0	2
+45 mins.	0	8	8	2	0	2	5	1	6
Total Volume	0	34	34	3	1	4	17	1	18
% App. Total	0	100		75	25		94.4	5.6	
PHF	.000	.850	.850	.375	.250	.500	.708	.250	.750

City of Riverside
 N/S: Commerce Street
 E/W: 5th Street
 Weather: Clear

File Name : 08_RIV_Com_5th PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	Commerce Street Southbound			5th Street Westbound			Commerce Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	9	9	2	1	3	7	1	8	20
04:15 PM	0	1	1	0	0	0	4	0	4	5
04:30 PM	2	9	11	1	1	2	6	1	7	20
04:45 PM	1	11	12	0	0	0	3	0	3	15
Total	3	30	33	3	2	5	20	2	22	60
05:00 PM	3	14	17	0	1	1	6	0	6	24
05:15 PM	1	11	12	2	0	2	5	1	6	20
05:30 PM	0	12	12	1	0	1	2	1	3	16
05:45 PM	0	11	11	1	1	2	2	1	3	16
Total	4	48	52	4	2	6	15	3	18	76
Grand Total	7	78	85	7	4	11	35	5	40	136
Apprch %	8.2	91.8		63.6	36.4		87.5	12.5		
Total %	5.1	57.4	62.5	5.1	2.9	8.1	25.7	3.7	29.4	

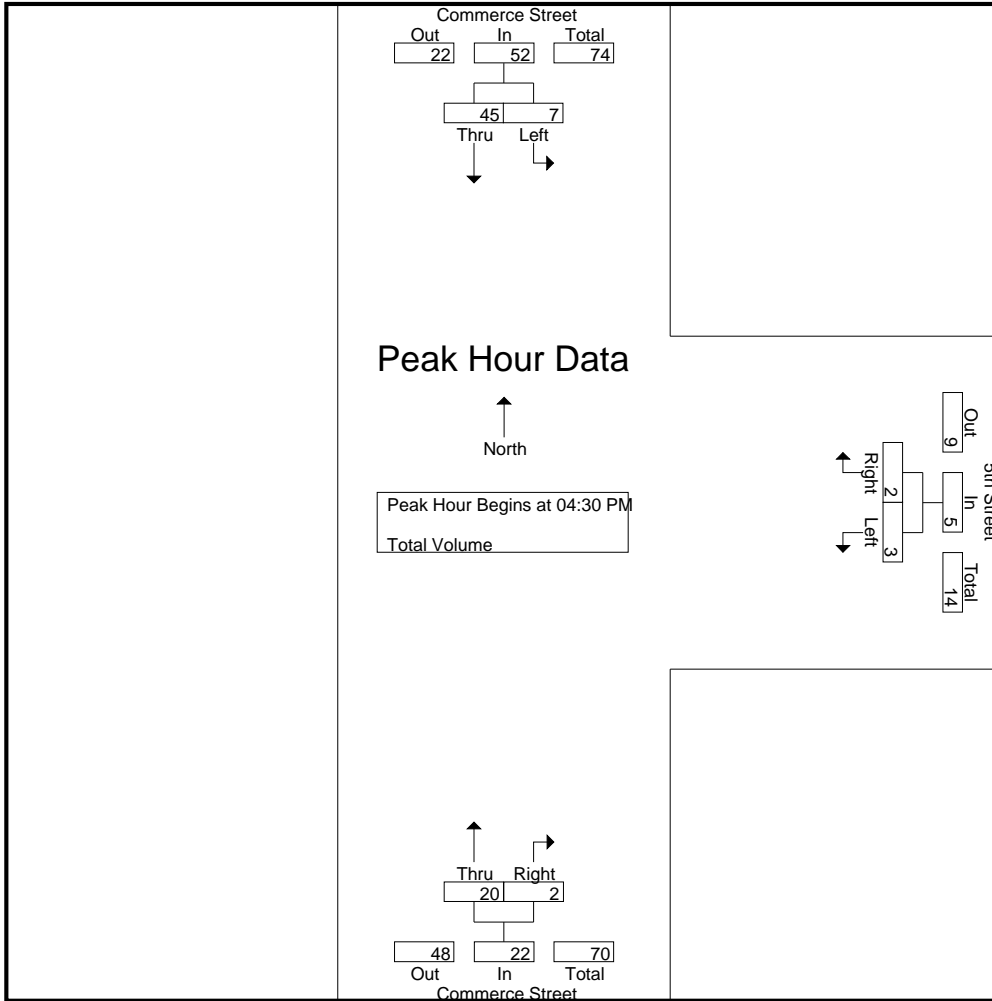
Start Time	Commerce Street Southbound			5th Street Westbound			Commerce Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	2	9	11	1	1	2	6	1	7	20
04:45 PM	1	11	12	0	0	0	3	0	3	15
05:00 PM	3	14	17	0	1	1	6	0	6	24
05:15 PM	1	11	12	2	0	2	5	1	6	20
Total Volume	7	45	52	3	2	5	20	2	22	79
% App. Total	13.5	86.5		60	40		90.9	9.1		
PHF	.583	.804	.765	.375	.500	.625	.833	.500	.786	.823

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Riverside
 N/S: Commerce Street
 E/W: 5th Street
 Weather: Clear

File Name : 08_RIV_Com_5th PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			04:00 PM		
+0 mins.	1	11	12	0	1	1	7	1	8
+15 mins.	3	14	17	2	0	2	4	0	4
+30 mins.	1	11	12	1	0	1	6	1	7
+45 mins.	0	12	12	1	1	2	3	0	3
Total Volume	5	48	53	4	2	6	20	2	22
% App. Total	9.4	90.6		66.7	33.3		90.9	9.1	
PHF	.417	.857	.779	.500	.500	.750	.714	.500	.688

Location: Riverside
 N/S: Commerce Street
 E/W: 5th Street



Date: 11/6/2024
 Day: Wednesday

PEDESTRIANS

	North Leg Commerce Street	East Leg 5th Street	South Leg Commerce Street	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	2	0	0	2
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	3

	North Leg Commerce Street	East Leg 5th Street	South Leg Commerce Street	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	2	0	0	2
TOTAL VOLUMES:	2	2	0	0	4

Location: Riverside
 N/S: Commerce Street
 E/W: 5th Street



Date: 11/6/2024
 Day: Wednesday

BICYCLES

	Southbound Commerce Street			Westbound 5th Street			Northbound Commerce Street			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0	0	0	0	1

	Southbound Commerce Street			Westbound 5th Street			Northbound Commerce Street			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	0	0	0	0	2	0	0	0	0	5

City of Riverside
 N/S: Commerce Street
 E/W: 6th Street
 Weather: Clear

File Name : 09_RIV_Com_6th AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	Commerce Street Southbound			6th Street Westbound			Commerce Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	7	7	0	0	0	6	0	6	13
07:15 AM	0	2	2	0	0	0	4	0	4	6
07:30 AM	0	9	9	3	0	3	2	0	2	14
07:45 AM	1	11	12	1	0	1	6	0	6	19
Total	1	29	30	4	0	4	18	0	18	52
08:00 AM	0	6	6	0	0	0	2	0	2	8
08:15 AM	0	9	9	0	0	0	5	0	5	14
08:30 AM	0	6	6	0	0	0	4	0	4	10
08:45 AM	1	8	9	0	0	0	4	0	4	13
Total	1	29	30	0	0	0	15	0	15	45
Grand Total	2	58	60	4	0	4	33	0	33	97
Apprch %	3.3	96.7		100	0		100	0		
Total %	2.1	59.8	61.9	4.1	0	4.1	34	0	34	

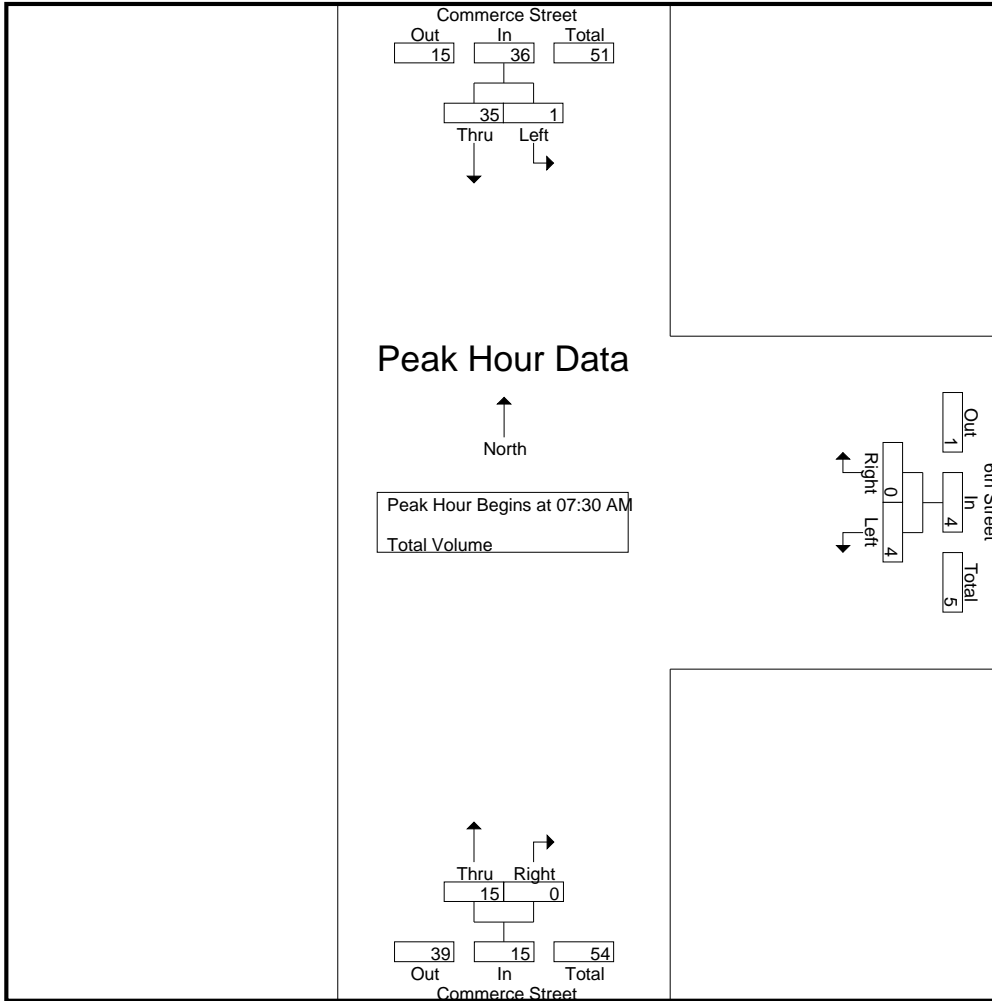
Start Time	Commerce Street Southbound			6th Street Westbound			Commerce Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	9	9	3	0	3	2	0	2	14
07:45 AM	1	11	12	1	0	1	6	0	6	19
08:00 AM	0	6	6	0	0	0	2	0	2	8
08:15 AM	0	9	9	0	0	0	5	0	5	14
Total Volume	1	35	36	4	0	4	15	0	15	55
% App. Total	2.8	97.2		100	0		100	0		
PHF	.250	.795	.750	.333	.000	.333	.625	.000	.625	.724

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Riverside
 N/S: Commerce Street
 E/W: 6th Street
 Weather: Clear

File Name : 09_RIV_Com_6th AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:00 AM			07:00 AM		
+0 mins.	0	9	9	0	0	0	6	0	6
+15 mins.	1	11	12	0	0	0	4	0	4
+30 mins.	0	6	6	3	0	3	2	0	2
+45 mins.	0	9	9	1	0	1	6	0	6
Total Volume	1	35	36	4	0	4	18	0	18
% App. Total	2.8	97.2		100	0		100	0	
PHF	.250	.795	.750	.333	.000	.333	.750	.000	.750

City of Riverside
 N/S: Commerce Street
 E/W: 6th Street
 Weather: Clear

File Name : 09_RIV_Com_6th PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	Commerce Street Southbound			6th Street Westbound			Commerce Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	10	11	0	0	0	8	0	8	19
04:15 PM	0	1	1	1	0	1	4	0	4	6
04:30 PM	0	10	10	2	0	2	7	0	7	19
04:45 PM	1	11	12	0	0	0	4	0	4	16
Total	2	32	34	3	0	3	23	0	23	60
05:00 PM	1	12	13	0	0	0	6	0	6	19
05:15 PM	1	13	14	0	0	0	6	0	6	20
05:30 PM	0	13	13	0	0	0	3	0	3	16
05:45 PM	0	12	12	1	0	1	3	0	3	16
Total	2	50	52	1	0	1	18	0	18	71
Grand Total	4	82	86	4	0	4	41	0	41	131
Apprch %	4.7	95.3		100	0		100	0		
Total %	3.1	62.6	65.6	3.1	0	3.1	31.3	0	31.3	

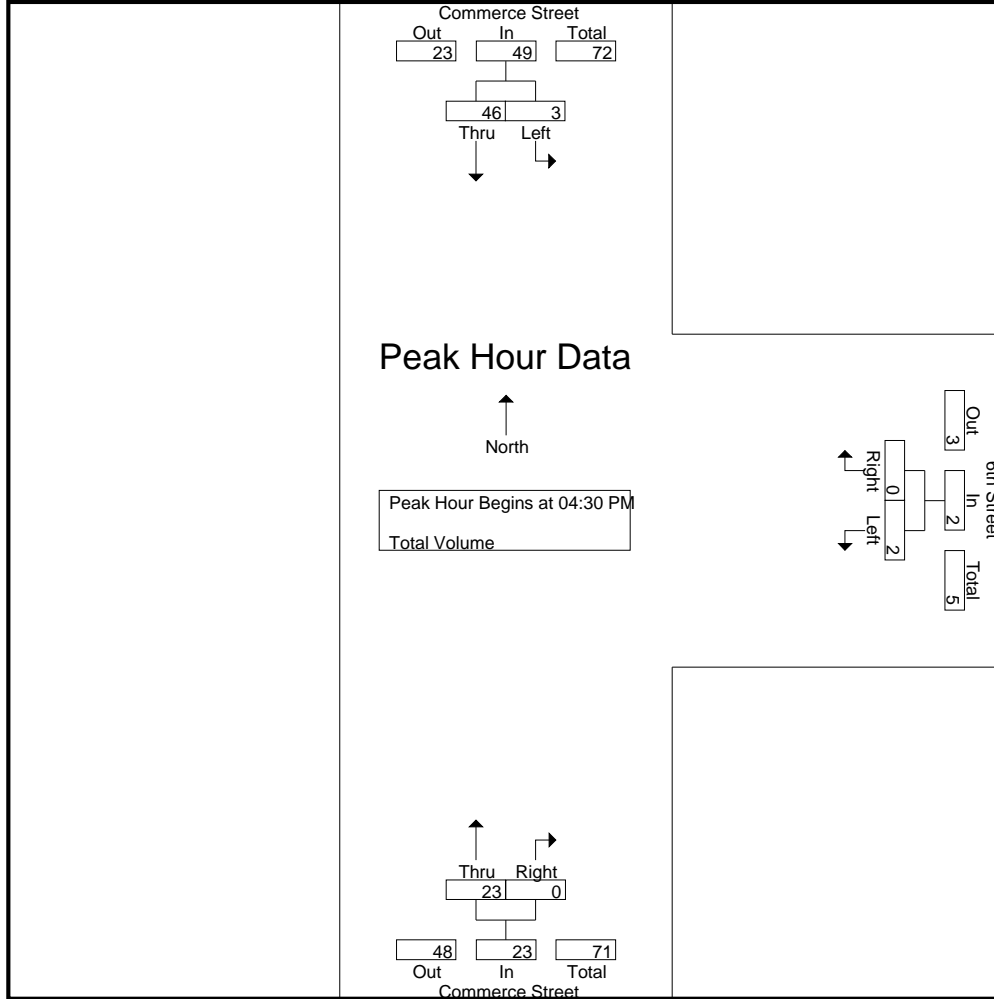
Start Time	Commerce Street Southbound			6th Street Westbound			Commerce Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	10	10	2	0	2	7	0	7	19
04:45 PM	1	11	12	0	0	0	4	0	4	16
05:00 PM	1	12	13	0	0	0	6	0	6	19
05:15 PM	1	13	14	0	0	0	6	0	6	20
Total Volume	3	46	49	2	0	2	23	0	23	74
% App. Total	6.1	93.9		100	0		100	0		
PHF	.750	.885	.875	.250	.000	.250	.821	.000	.821	.925

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Riverside
 N/S: Commerce Street
 E/W: 6th Street
 Weather: Clear

File Name : 09_RIV_Com_6th PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:00 PM		
+0 mins.	1	11	12	0	0	0	8	0	8
+15 mins.	1	12	13	1	0	1	4	0	4
+30 mins.	1	13	14	2	0	2	7	0	7
+45 mins.	0	13	13	0	0	0	4	0	4
Total Volume	3	49	52	3	0	3	23	0	23
% App. Total	5.8	94.2		100	0		100	0	
PHF	.750	.942	.929	.375	.000	.375	.719	.000	.719

Location: Riverside
 N/S: Commerce Street
 E/W: 6th Street



Date: 11/6/2024
 Day: Wednesday

PEDESTRIANS

	North Leg Commerce Street	East Leg 6th Street	South Leg Commerce Street	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	2	0	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	2	0	0	3
TOTAL VOLUMES:	1	4	0	0	5

	North Leg Commerce Street	East Leg 6th Street	South Leg Commerce Street	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	1	0	0	1

Location: Riverside
 N/S: Commerce Street
 E/W: 6th Street



Date: 11/6/2024
 Day: Wednesday

BICYCLES

	Southbound Commerce Street			Westbound 6th Street			Northbound Commerce Street			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	1	0	0	0	1

	Southbound Commerce Street			Westbound 6th Street			Northbound Commerce Street			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	4	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	1	2	0	0	0	3
5:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	2	10	0	0	0	14

City of Riverside
 N/S: Mission Lofts Apartments Driveway
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 10_RIV_MLA DW_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

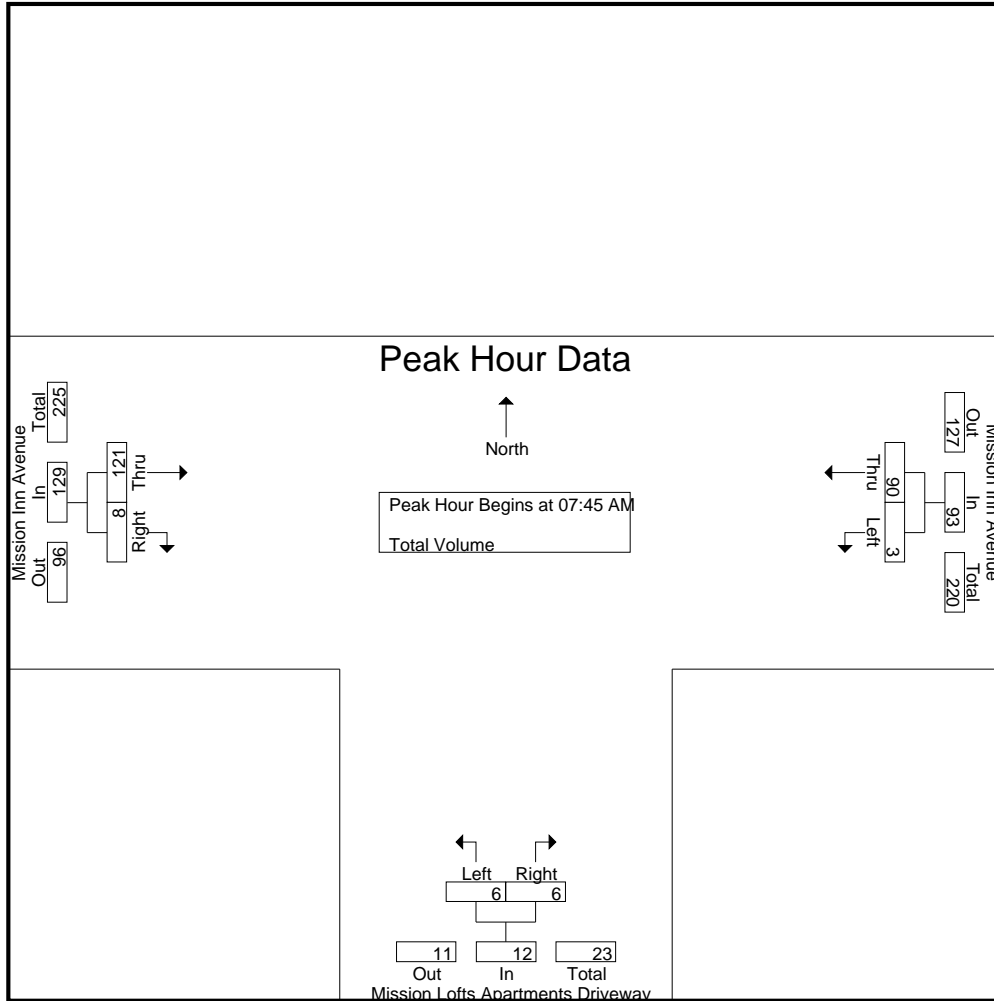
Start Time	Mission Inn Avenue Westbound			Mission Lofts Apartments Driveway Northbound			Mission Inn Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	11	11	3	1	4	15	1	16	31
07:15 AM	0	12	12	2	1	3	17	0	17	32
07:30 AM	0	19	19	2	1	3	14	1	15	37
07:45 AM	0	17	17	2	0	2	33	3	36	55
Total	0	59	59	9	3	12	79	5	84	155
08:00 AM	0	24	24	2	5	7	32	1	33	64
08:15 AM	0	24	24	0	1	1	20	2	22	47
08:30 AM	3	25	28	2	0	2	36	2	38	68
08:45 AM	0	18	18	2	1	3	32	2	34	55
Total	3	91	94	6	7	13	120	7	127	234
Grand Total	3	150	153	15	10	25	199	12	211	389
Apprch %	2	98		60	40		94.3	5.7		
Total %	0.8	38.6	39.3	3.9	2.6	6.4	51.2	3.1	54.2	

Start Time	Mission Inn Avenue Westbound			Mission Lofts Apartments Driveway Northbound			Mission Inn Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	0	17	17	2	0	2	33	3	36	55
08:00 AM	0	24	24	2	5	7	32	1	33	64
08:15 AM	0	24	24	0	1	1	20	2	22	47
08:30 AM	3	25	28	2	0	2	36	2	38	68
Total Volume	3	90	93	6	6	12	121	8	129	234
% App. Total	3.2	96.8		50	50		93.8	6.2		
PHF	.250	.900	.830	.750	.300	.429	.840	.667	.849	.860

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Riverside
 N/S: Mission Lofts Apartments Driveway
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 10_RIV_MLA DW_MI AM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			07:15 AM			07:45 AM		
+0 mins.	0	24	24	2	1	3	33	3	36
+15 mins.	0	24	24	2	1	3	32	1	33
+30 mins.	3	25	28	2	0	2	20	2	22
+45 mins.	0	18	18	2	5	7	36	2	38
Total Volume	3	91	94	8	7	15	121	8	129
% App. Total	3.2	96.8		53.3	46.7		93.8	6.2	
PHF	.250	.910	.839	1.000	.350	.536	.840	.667	.849

City of Riverside
 N/S: Mission Lofts Apartments Driveway
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 10_RIV_MLA DW_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 1

Groups Printed- Total Volume

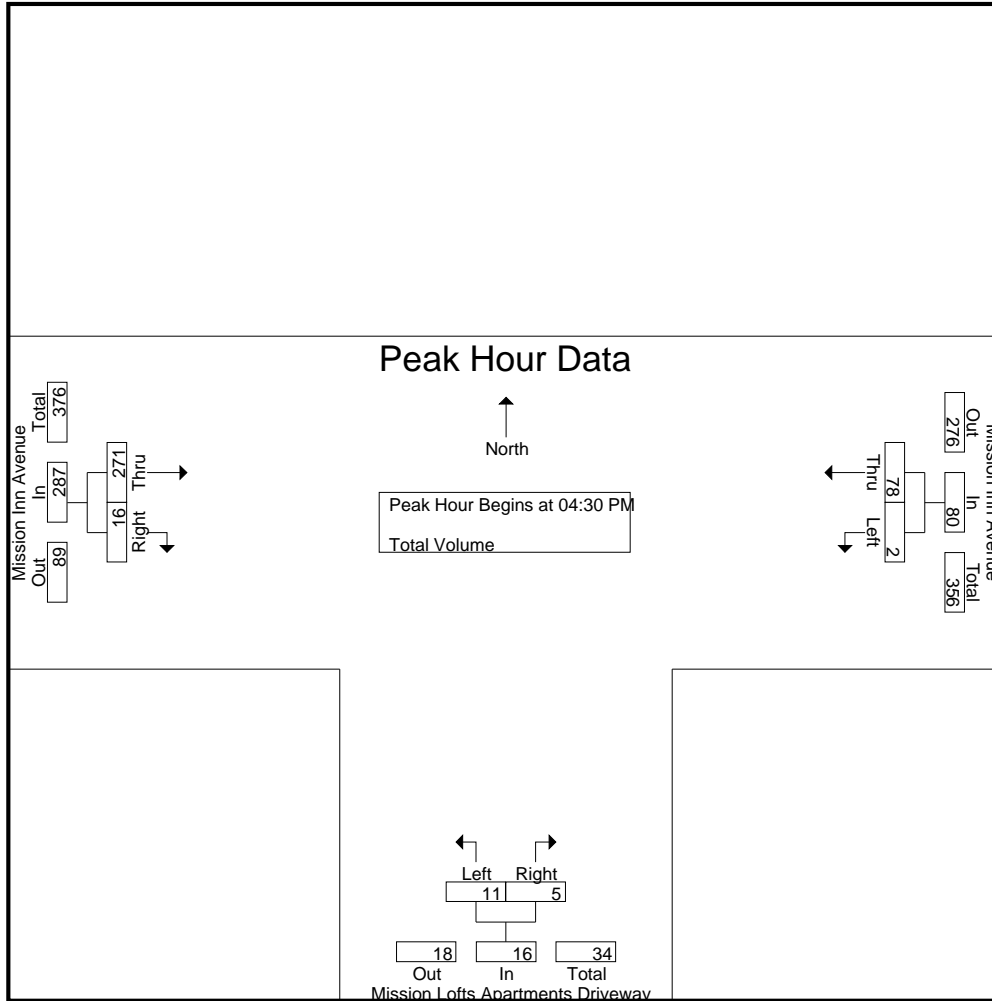
Start Time	Mission Inn Avenue Westbound			Mission Lofts Apartments Driveway Northbound			Mission Inn Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	18	18	2	0	2	59	1	60	80
04:15 PM	1	14	15	1	0	1	43	5	48	64
04:30 PM	0	14	14	1	0	1	60	4	64	79
04:45 PM	0	16	16	2	1	3	70	4	74	93
Total	1	62	63	6	1	7	232	14	246	316
05:00 PM	1	24	25	3	1	4	69	4	73	102
05:15 PM	1	24	25	5	3	8	72	4	76	109
05:30 PM	3	14	17	2	0	2	44	4	48	67
05:45 PM	0	19	19	2	1	3	51	5	56	78
Total	5	81	86	12	5	17	236	17	253	356
Grand Total	6	143	149	18	6	24	468	31	499	672
Apprch %	4	96		75	25		93.8	6.2		
Total %	0.9	21.3	22.2	2.7	0.9	3.6	69.6	4.6	74.3	

Start Time	Mission Inn Avenue Westbound			Mission Lofts Apartments Driveway Northbound			Mission Inn Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	14	14	1	0	1	60	4	64	79
04:45 PM	0	16	16	2	1	3	70	4	74	93
05:00 PM	1	24	25	3	1	4	69	4	73	102
05:15 PM	1	24	25	5	3	8	72	4	76	109
Total Volume	2	78	80	11	5	16	271	16	287	383
% App. Total	2.5	97.5		68.8	31.2		94.4	5.6		
PHF	.500	.813	.800	.550	.417	.500	.941	1.00	.944	.878

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Riverside
 N/S: Mission Lofts Apartments Driveway
 E/W: Mission Inn Avenue
 Weather: Clear

File Name : 10_RIV_MLA DW_MI PM
 Site Code : 22524972
 Start Date : 11/6/2024
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			04:45 PM			04:30 PM		
+0 mins.	1	24	25	2	1	3	60	4	64
+15 mins.	1	24	25	3	1	4	70	4	74
+30 mins.	3	14	17	5	3	8	69	4	73
+45 mins.	0	19	19	2	0	2	72	4	76
Total Volume	5	81	86	12	5	17	271	16	287
% App. Total	5.8	94.2		70.6	29.4		94.4	5.6	
PHF	.417	.844	.860	.600	.417	.531	.941	1.000	.944

Location: Riverside
 N/S: Mission Lofts Apts DW
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Mission Inn Avenue	South Leg Mission Lofts Apts DW	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	3	5	4	12
7:15 AM	0	0	3	0	3
7:30 AM	0	0	5	2	7
7:45 AM	0	0	4	0	4
8:00 AM	0	1	7	1	9
8:15 AM	0	0	4	0	4
8:30 AM	0	0	6	1	7
8:45 AM	0	0	7	0	7
TOTAL VOLUMES:	0	4	41	8	53

	North Leg Dead End	East Leg Mission Inn Avenue	South Leg Mission Lofts Apts DW	West Leg Mission Inn Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	3	0	3
4:15 PM	0	1	3	3	7
4:30 PM	0	0	6	5	11
4:45 PM	0	0	4	1	5
5:00 PM	0	0	12	1	13
5:15 PM	0	1	6	3	10
5:30 PM	0	0	2	1	3
5:45 PM	0	2	7	0	9
TOTAL VOLUMES:	0	4	43	14	61

Location: Riverside
 N/S: Mission Lofts Apts DW
 E/W: Mission Inn Avenue



Date: 11/6/2024
 Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Mission Inn Avenue			Northbound Mission Lofts Apts DW			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	1	0	1	0	0	0	3

	Southbound Dead End			Westbound Mission Inn Avenue			Northbound Mission Lofts Apts DW			Eastbound Mission Inn Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	2	0	0	2	1	6
5:30 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
TOTAL VOLUMES:	0	0	0	0	2	0	1	3	0	0	8	1	15

Counts Unlimited, Inc.

City of Riverside
 Commerce Street
 B/ Mission Inn Avenue - 3rd Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 (951) 268-6268
 email: counts@countsunlimited.com

RIV001
 Site Code: 225-24972

Start Time	11/6/24 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	6			1	81				
12:15		0	5			0	53				
12:30		0	9			0	11				
12:45		2	2	3	22	0	10	1	155	4	177
01:00		0	11			1	3				
01:15		0	5			0	6				
01:30		1	4			1	6				
01:45		0	9	1	29	0	10	2	25	3	54
02:00		2	6			0	7				
02:15		1	6			0	5				
02:30		0	11			0	12				
02:45		1	6	4	29	1	10	1	34	5	63
03:00		0	3			0	7				
03:15		0	5			0	6				
03:30		1	1			0	5				
03:45		2	6	3	15	2	8	2	26	5	41
04:00		0	10			1	8				
04:15		3	3			1	3				
04:30		1	7			1	11				
04:45		5	6	9	26	2	13	5	35	14	61
05:00		0	7			1	19				
05:15		1	5			4	9				
05:30		6	2			3	14				
05:45		5	3	12	17	4	9	12	51	24	68
06:00		6	0			6	6				
06:15		5	7			0	6				
06:30		6	2			1	8				
06:45		5	6	22	15	8	2	15	22	37	37
07:00		5	2			6	4				
07:15		4	2			2	2				
07:30		2	2			12	4				
07:45		5	0	16	6	10	3	30	13	46	19
08:00		1	1			6	1				
08:15		7	2			8	4				
08:30		3	1			7	4				
08:45		4	4	15	8	14	2	35	11	50	19
09:00		9	2			42	1				
09:15		4	1			15	4				
09:30		5	2			10	7				
09:45		8	0	26	5	45	1	112	13	138	18
10:00		3	1			19	1				
10:15		4	0			9	0				
10:30		4	0			6	3				
10:45		2	1	13	2	4	0	38	4	51	6
11:00		7	1			8	3				
11:15		0	1			17	1				
11:30		3	0			6	2				
11:45		4	0	14	2	16	0	47	6	61	8
Total		138	176	138	176	300	395	300	395	438	571
Combined Total		314		314		695		695		1009	
AM Peak	-	09:00	-	-	-	09:00	-	-	-	-	-
Vol.	-	26	-	-	-	112	-	-	-	-	-
P.H.F.	-	0.722	-	-	-	0.622	-	-	-	-	-
PM Peak	-	-	01:45	-	-	-	12:00	-	-	-	-
Vol.	-	-	32	-	-	-	155	-	-	-	-
P.H.F.	-	-	0.727	-	-	-	0.478	-	-	-	-
Percentage		43.9%	56.1%			43.2%	56.8%				
ADT/AADT		ADT 1,009		AADT 1,009							

Counts Unlimited, Inc.

City of Riverside
 5th Street
 B/ Commerce Street - Park Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 (951) 268-6268
 email: counts@countsunlimited.com

RIV002
 Site Code: 225-24972

Start Time	11/6/24 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	2			0	0				
12:15		0	1			0	0				
12:30		0	0			0	0				
12:45		0	0	0	3	0	0	0	0	0	3
01:00		0	1			0	1				
01:15		0	1			0	0				
01:30		0	0			0	1				
01:45		0	1	0	3	0	0	0	2	0	5
02:00		0	1			0	0				
02:15		0	0			0	0				
02:30		0	1			0	2				
02:45		0	1	0	3	0	0	0	2	0	5
03:00		0	1			0	0				
03:15		0	0			1	1				
03:30		0	0			0	0				
03:45		0	2	0	3	0	1	1	2	1	5
04:00		0	1			0	3				
04:15		3	0			0	0				
04:30		0	3			0	2				
04:45		0	1	3	5	0	0	0	5	3	10
05:00		0	3			2	1				
05:15		0	2			0	2				
05:30		0	1			1	1				
05:45		0	1	0	7	2	2	5	6	5	13
06:00		0	0			0	1				
06:15		0	0			2	0				
06:30		1	2			0	2				
06:45		0	1	1	3	0	1	2	4	3	7
07:00		1	2			0	1				
07:15		0	0			0	0				
07:30		0	0			0	1				
07:45		1	3	2	5	1	0	1	2	3	7
08:00		1	0			0	1				
08:15		0	0			2	1				
08:30		1	0			0	0				
08:45		0	0	2	0	2	0	4	2	6	2
09:00		0	0			1	0				
09:15		0	0			0	0				
09:30		1	1			0	0				
09:45		2	0	3	1	3	0	4	0	7	1
10:00		0	0			1	0				
10:15		0	0			0	0				
10:30		1	1			0	0				
10:45		0	1	1	2	1	0	2	0	3	2
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		1	0	1	0	0	0	0	0	1	0
Total		13	35	13	35	19	25	19	25	32	60
Combined Total		48		48		44		44		92	
AM Peak	-	03:30	-	-	-	05:00	-	-	-	-	-
Vol.	-	3	-	-	-	5	-	-	-	-	-
P.H.F.	-	0.250	-	-	-	0.625	-	-	-	-	-
PM Peak	-	-	04:30	-	-	-	03:45	-	-	-	-
Vol.	-	-	9	-	-	-	6	-	-	-	-
P.H.F.	-	-	0.750	-	-	-	0.500	-	-	-	-
Percentage		27.1%	72.9%			43.2%	56.8%				
ADT/AADT		ADT 92		AADT 92							

Counts Unlimited, Inc.

City of Riverside
 6th Street
 B/ Commerce Street - Park Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 (951) 268-6268
 email: counts@countsunlimited.com

RIV003
 Site Code: 225-24972

Start Time	11/6/24 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	2			1	0				
12:15		1	0			0	1				
12:30		0	1			0	1				
12:45		0	2	2	5	0	1	1	3	3	8
01:00		0	0			0	1				
01:15		0	0			0	3				
01:30		0	0			0	0				
01:45		0	2	0	2	0	1	0	5	0	7
02:00		0	1			0	0				
02:15		0	0			0	0				
02:30		0	2			0	1				
02:45		0	1	0	4	0	1	0	2	0	6
03:00		0	2			0	1				
03:15		0	2			0	2				
03:30		0	1			0	2				
03:45		0	0	0	5	0	3	0	8	0	13
04:00		0	1			0	0				
04:15		0	4			1	0				
04:30		0	1			1	1				
04:45		0	4	0	10	2	2	4	3	4	13
05:00		0	1			0	0				
05:15		0	3			0	0				
05:30		0	0			2	0				
05:45		1	0	1	4	0	1	2	1	3	5
06:00		0	2			0	0				
06:15		0	2			1	1				
06:30		0	0			0	0				
06:45		1	1	1	5	1	0	2	1	3	6
07:00		0	1			0	1				
07:15		0	2			1	3				
07:30		0	1			2	0				
07:45		0	1	0	5	2	0	5	4	5	9
08:00		0	1			0	0				
08:15		1	0			0	2				
08:30		0	1			0	1				
08:45		3	0	4	2	0	0	0	3	4	5
09:00		0	0			1	0				
09:15		1	0			1	1				
09:30		1	0			0	0				
09:45		0	0	2	0	0	0	2	1	4	1
10:00		0	0			2	1				
10:15		1	0			2	0				
10:30		1	0			1	0				
10:45		0	0	2	0	0	0	5	1	7	1
11:00		1	1			1	0				
11:15		0	0			0	0				
11:30		2	0			0	0				
11:45		1	0	4	1	3	0	4	0	8	1
Total		16	43	16	43	25	32	25	32	41	75
Combined Total		59		59		57		57		116	
AM Peak	-	08:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	5	-	-	-	5	-	-	-	-	-
P.H.F.		0.417				0.625					
PM Peak	-	-	04:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	10	-	-	-	8	-	-	-	-
P.H.F.			0.625				0.667				
Percentage		27.1%	72.9%			43.9%	56.1%				
ADT/AADT		ADT 116		AADT 116							

APPENDIX D

INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	34.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	27	126	45	42	246	2	10	213	78	382	506	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	126	45	42	246	2	10	213	78	382	506	167
Peak Hour Factor	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	36	13	12	71	1	3	62	23	111	147	48
Total Analysis Volume [veh/h]	31	146	52	49	285	2	12	247	90	442	586	193
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	34	0	13	34	0	16	30	0	43	57	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	22	12	12	22	13	13	2	51	51	32	81	81
g / C, Green / Cycle	0.19	0.10	0.10	0.19	0.11	0.11	0.02	0.43	0.43	0.27	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.02	0.08	0.03	0.03	0.08	0.08	0.01	0.09	0.10	0.25	0.31	0.12
s, saturation flow rate [veh/h]	1327	1870	1589	1418	1870	1865	1781	1870	1705	1781	1870	1589
c, Capacity [veh/h]	258	182	154	265	199	199	35	801	730	473	1261	1072
d1, Uniform Delay [s]	40.71	53.07	50.58	41.15	51.91	51.91	58.07	21.61	21.69	43.07	9.28	7.25
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.29	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	8.06	1.28	0.33	4.87	4.90	5.64	0.62	0.71	18.96	1.23	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.80	0.34	0.18	0.72	0.72	0.34	0.22	0.22	0.93	0.46	0.18
d, Delay for Lane Group [s/veh]	40.92	61.13	51.86	41.49	56.78	56.82	63.71	22.23	22.40	62.04	10.51	7.62
Lane Group LOS	D	E	D	D	E	E	E	C	C	E	B	A
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.77	4.68	1.51	1.23	4.42	4.42	0.42	3.26	3.11	15.06	7.03	1.81
50th-Percentile Queue Length [ft/ln]	19.30	117.03	37.65	30.85	110.50	110.38	10.45	81.61	77.84	376.51	175.79	45.21
95th-Percentile Queue Length [veh/ln]	1.39	8.23	2.71	2.22	7.87	7.86	0.75	5.88	5.60	21.43	11.38	3.26
95th-Percentile Queue Length [ft/ln]	34.75	205.74	67.76	55.53	196.69	196.54	18.80	146.90	140.11	535.63	284.51	81.38

Movement, Approach, & Intersection Results

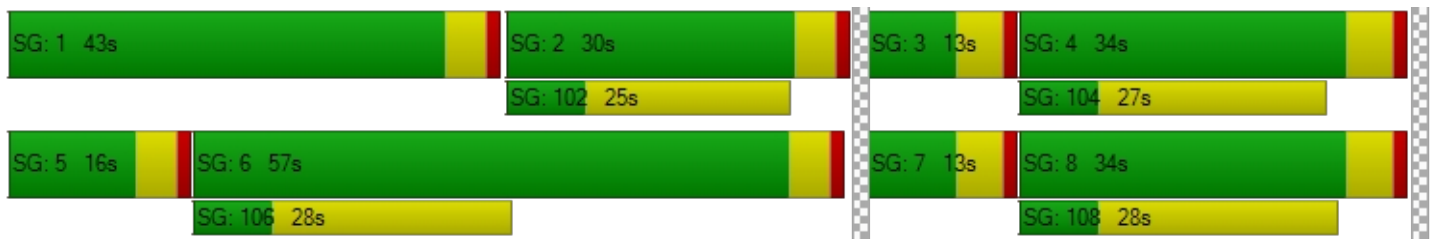
d_M, Delay for Movement [s/veh]	40.92	61.13	51.86	41.49	56.80	56.82	63.71	22.28	22.40	62.04	10.51	7.62
Movement LOS	D	E	D	D	E	E	E	C	C	E	B	A
d_A, Approach Delay [s/veh]	56.29			54.57			23.73			28.71		
Approach LOS	E			D			C			C		
d_I, Intersection Delay [s/veh]	34.92											
Intersection LOS	C											
Intersection V/C	0.515											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
I_p,int, Pedestrian LOS Score for Intersectio	2.552	2.340	2.347	2.679
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	482	482	423	873
d_b, Bicycle Delay [s]	34.59	34.59	37.30	19.05
I_b,int, Bicycle LOS Score for Intersection	1.937	1.837	1.848	3.574
Bicycle LOS	A	A	A	D

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵↵		↑↑		↑↑	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	161	871	0	308	182	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	871	0	308	182	0
Peak Hour Factor	0.8849	0.8849	0.9500	0.8849	0.8849	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	246	0	87	51	0
Total Analysis Volume [veh/h]	182	984	0	348	206	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	77	0	0	28	28	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	105	105	105	105
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	41	41	53	53
g / C, Green / Cycle	0.39	0.39	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.10	0.35	0.10	0.06
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	694	1096	1799	1799
d1, Uniform Delay [s]	21.75	30.03	14.21	13.61
k, delay calibration	0.11	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	2.92	0.24	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.90	0.19	0.11
d, Delay for Lane Group [s/veh]	21.95	32.95	14.45	13.74
Lane Group LOS	C	C	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.01	11.54	2.24	1.27
50th-Percentile Queue Length [ft/ln]	75.26	288.47	56.06	31.74
95th-Percentile Queue Length [veh/ln]	5.42	17.11	4.04	2.29
95th-Percentile Queue Length [ft/ln]	135.48	427.75	100.91	57.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.95	32.95	0.00	14.45	13.74	0.00
Movement LOS	C	C		B	B	
d_A, Approach Delay [s/veh]	31.24		14.45		13.74	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	25.74					
Intersection LOS	C					
Intersection V/C	0.484					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.04	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.470	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1372	419	419
d_b, Bicycle Delay [s]	5.17	32.77	32.77
I_b,int, Bicycle LOS Score for Intersection	1.560	1.847	1.730
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	31.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	99	178	38	0	0	0	225	265	0	0	87	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	178	38	0	0	0	225	265	0	0	87	83
Peak Hour Factor	0.8994	0.8994	0.8994	0.9500	0.9500	0.9500	0.8994	0.8994	0.9500	0.9500	0.8994	0.8994
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	28	49	11	0	0	0	63	74	0	0	24	0
Total Analysis Volume [veh/h]	110	198	42	0	0	0	250	295	0	0	97	0
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	14.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	34	0	0	0	0	35	71	0	0	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	19	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	105	105		105	105	105	105
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	16	16		17	78	56	56
g / C, Green / Cycle	0.15	0.15		0.16	0.74	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.06	0.13		0.14	0.08	0.03	0.00
s, saturation flow rate [veh/h]	1781	1814		1781	3560	3560	1589
c, Capacity [veh/h]	277	282		287	2635	1892	844
d1, Uniform Delay [s]	39.97	43.21		43.02	3.87	11.87	0.00
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.93	7.17		8.03	0.09	0.05	0.00
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.85		0.87	0.11	0.05	0.00
d, Delay for Lane Group [s/veh]	40.89	50.38		51.05	3.96	11.92	0.00
Lane Group LOS	D	D		D	A	B	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.62	6.58		6.86	0.75	0.54	0.00
50th-Percentile Queue Length [ft/ln]	65.61	164.61		171.43	18.74	13.49	0.00
95th-Percentile Queue Length [veh/ln]	4.72	10.79		11.15	1.35	0.97	0.00
95th-Percentile Queue Length [ft/ln]	118.09	269.82		278.80	33.73	24.27	0.00

Movement, Approach, & Intersection Results

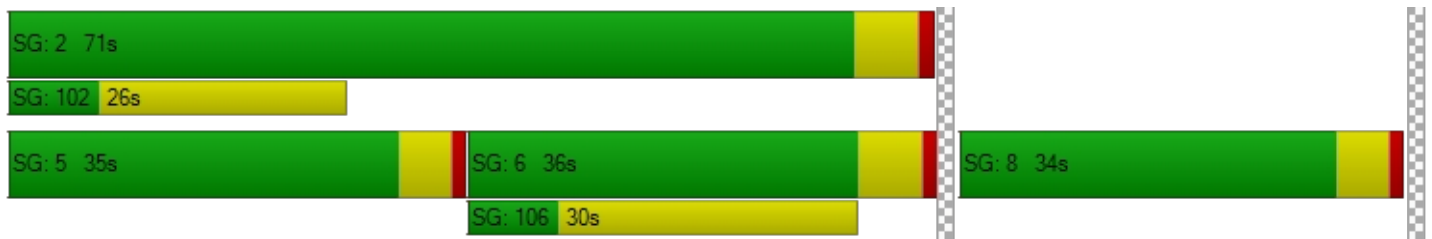
d_M, Delay for Movement [s/veh]	40.89	50.38	50.38	0.00	0.00	0.00	51.05	3.96	0.00	0.00	11.92	0.00
Movement LOS	D	D	D				D	A			B	A
d_A, Approach Delay [s/veh]	47.40			0.00			25.56			11.92		
Approach LOS	D			A			C			B		
d_I, Intersection Delay [s/veh]	31.93											
Intersection LOS	C											
Intersection V/C	0.339											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.10	42.10	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.061	1.867	0.000	0.000
Crosswalk LOS	B	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	552	0	1237	571
d_b, Bicycle Delay [s]	27.53	52.53	7.64	26.81
I_b,int, Bicycle LOS Score for Intersection	2.137	4.132	2.009	1.640
Bicycle LOS	B	D	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.225

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			+			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	14	43	13	20	14	65	108	130	60	5	86	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	43	13	20	14	65	108	130	60	5	86	26
Peak Hour Factor	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	12	4	6	4	18	31	37	17	1	24	7
Total Analysis Volume [veh/h]	16	49	15	23	16	74	123	148	68	6	98	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	558	621	651	603	658	756	568	616	653
Degree of Utilization, x	0.03	0.10	0.17	0.20	0.22	0.09	0.01	0.10	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.09	0.34	0.62	0.76	0.86	0.30	0.03	0.35	0.32
95th-Percentile Queue Length [ft]	2.21	8.57	15.60	18.99	21.47	7.39	0.80	8.65	8.11
Approach Delay [s/veh]	9.19		9.69	9.55			9.02		
Approach LOS	A		A	A			A		
Intersection Delay [s/veh]	9.42								
Intersection LOS	A								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			rlt		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	31	9	8	9	20	5	6	112	20	13	79	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	9	8	9	20	5	6	112	20	13	79	4
Peak Hour Factor	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	2	2	2	5	1	2	30	5	3	21	1
Total Analysis Volume [veh/h]	33	10	9	10	21	5	6	119	21	14	84	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.02	0.01	0.01	0.03	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.59	10.97	9.01	9.86	10.49	8.79	7.40	0.00	0.00	7.52	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.23	0.15	0.15	0.15	0.01	0.01	0.00	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.83	5.83	5.83	3.80	3.80	3.80	0.25	0.25	0.00	0.74	0.00	0.00
d_A, Approach Delay [s/veh]	10.39			10.08			0.30			1.03		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.13											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.197

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	97.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	33	84	17	11	53	25	13	58	58	20	33	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	84	17	11	53	25	13	58	58	20	33	9
Peak Hour Factor	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	24	5	3	15	7	4	17	17	6	10	3
Total Analysis Volume [veh/h]	38	97	20	13	61	29	15	67	67	23	38	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	787	796	627	737	620	697
Degree of Utilization, x	0.20	0.13	0.02	0.18	0.04	0.07

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.73	0.44	0.07	0.66	0.12	0.22
95th-Percentile Queue Length [ft]	18.21	11.09	1.84	16.52	2.89	5.53
Approach Delay [s/veh]	8.69	8.19	8.66		8.41	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	8.53					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Commerce St		3rd St		3rd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↕↔		↖↕	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	132.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	7	9	371	17	12	377
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	9	371	17	12	377
Peak Hour Factor	0.8295	0.8295	0.8295	0.8295	0.8295	0.8295
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	112	5	4	114
Total Analysis Volume [veh/h]	8	11	447	20	14	454
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.20	9.95	0.00	0.00	8.34	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	2.83	2.83	0.00	0.00	0.97	0.00
d_A, Approach Delay [s/veh]	12.16		0.00		0.25	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	C					

**Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Commerce St		Commerce St		5th St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	13	2	0	34	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	2	0	34	2	1
Peak Hour Factor	0.7647	0.7647	0.7647	0.7647	0.7647	0.7647
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	0	11	1	0
Total Analysis Volume [veh/h]	17	3	0	44	3	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.26	0.00	8.83	8.41
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.31	0.31
d_A, Approach Delay [s/veh]	0.00		0.00		8.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 9: Commerce St (NS) at 6th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Commerce St		Commerce St		6th Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		6th Street	
Base Volume Input [veh/h]	15	0	1	35	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	1	35	4	0
Peak Hour Factor	0.7237	0.7237	0.7237	0.7237	0.7237	0.7237
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	0	12	1	0
Total Analysis Volume [veh/h]	21	0	1	48	6	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.26	0.00	8.88	8.43
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.04	0.04	0.49	0.49
d_A, Approach Delay [s/veh]	0.00		0.15		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.80					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T			T			T			T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	6	0	6	0	0	0	0	121	8	3	90	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	0	6	0	0	0	0	121	8	3	90	0
Peak Hour Factor	0.8603	0.9500	0.8603	0.8603	0.9500	0.8603	0.8603	0.8603	0.8603	0.8603	0.8603	0.8603
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	0	0	0	0	35	2	1	26	0
Total Analysis Volume [veh/h]	7	0	7	0	0	0	0	141	9	3	105	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.98	0.00	8.78	9.79	0.00	8.59	7.43	0.00	0.00	7.52	0.00	0.00
Movement LOS	A		A	A		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.28	0.00	1.28	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00
d_A, Approach Delay [s/veh]	9.38			9.19			0.00			0.21		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.57											
Intersection LOS	A											

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	26.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	22	244	116	51	257	26	13	336	99	190	313	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	244	116	51	257	26	13	336	99	190	313	148
Peak Hour Factor	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	66	32	14	70	7	4	91	27	52	85	40
Total Analysis Volume [veh/h]	24	265	126	55	279	28	14	365	108	206	340	161
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	30	0	9	30	0	9	29	0	24	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	26	15	15	26	17	17	2	38	38	12	48	48
g / C, Green / Cycle	0.28	0.17	0.17	0.28	0.19	0.19	0.02	0.42	0.42	0.14	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.08	0.04	0.08	0.08	0.01	0.13	0.13	0.12	0.18	0.10
s, saturation flow rate [veh/h]	1248	1870	1589	1252	1870	1811	1781	1870	1727	1781	1870	1589
c, Capacity [veh/h]	397	317	269	340	360	348	43	781	721	247	994	845
d1, Uniform Delay [s]	23.59	36.25	33.79	24.66	32.08	32.12	43.26	17.59	17.64	37.85	12.09	11.01
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	5.82	1.26	0.22	0.82	0.86	4.19	1.04	1.16	7.27	0.94	0.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.84	0.47	0.16	0.43	0.44	0.32	0.31	0.32	0.84	0.34	0.19
d, Delay for Lane Group [s/veh]	23.66	42.07	35.05	24.88	32.90	32.98	47.45	18.63	18.80	45.12	13.03	11.51
Lane Group LOS	C	D	D	C	C	C	D	B	B	D	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.37	5.97	2.51	0.86	2.97	2.92	0.36	3.56	3.38	4.80	3.82	1.65
50th-Percentile Queue Length [ft/ln]	9.17	149.32	62.87	21.51	74.34	73.07	8.95	88.88	84.38	120.00	95.55	41.34
95th-Percentile Queue Length [veh/ln]	0.66	9.98	4.53	1.55	5.35	5.26	0.64	6.40	6.08	8.39	6.88	2.98
95th-Percentile Queue Length [ft/ln]	16.51	249.52	113.17	38.73	133.81	131.52	16.10	159.98	151.89	209.82	171.99	74.41

Movement, Approach, & Intersection Results

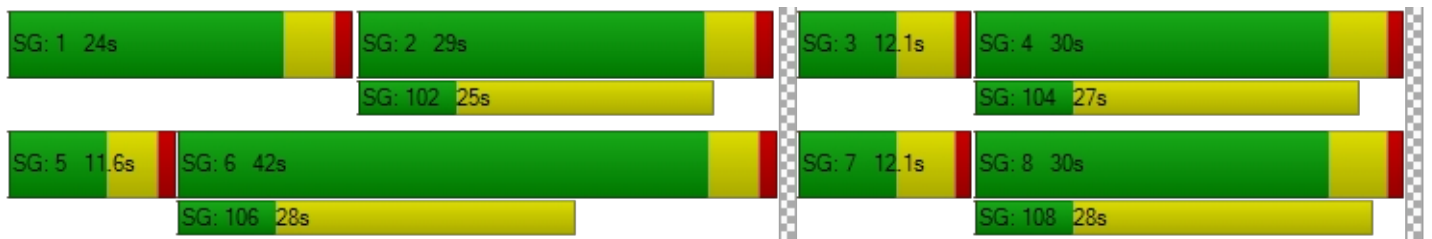
d_M, Delay for Movement [s/veh]	23.66	42.07	35.05	24.88	32.93	32.98	47.45	18.69	18.80	45.12	13.03	11.51
Movement LOS	C	D	D	C	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	38.87			31.71			19.54			22.03		
Approach LOS	D			C			B			C		
d_I, Intersection Delay [s/veh]	26.74											
Intersection LOS	C											
Intersection V/C	0.505											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
I_p,int, Pedestrian LOS Score for Intersectio	2.529	2.359	2.316	2.599
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	553	553	542	830
d_b, Bicycle Delay [s]	23.59	23.59	23.95	15.41
I_b,int, Bicycle LOS Score for Intersection	2.244	1.858	1.961	2.726
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.373

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵↵		↑↑		↑↑	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	190	459	0	505	179	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	459	0	505	179	0
Peak Hour Factor	0.8816	0.8816	0.9500	0.8816	0.8816	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	130	0	143	51	0
Total Analysis Volume [veh/h]	216	521	0	573	203	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	57	0	0	53	53	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	24	24	75	75
g / C, Green / Cycle	0.21	0.21	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.12	0.19	0.16	0.06
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	383	605	2438	2438
d1, Uniform Delay [s]	38.51	41.53	6.50	5.79
k, delay calibration	0.11	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.30	3.76	0.23	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.86	0.24	0.08
d, Delay for Lane Group [s/veh]	39.81	45.28	6.73	5.85
Lane Group LOS	D	D	A	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.27	6.98	2.30	0.72
50th-Percentile Queue Length [ft/ln]	131.65	174.61	57.48	18.08
95th-Percentile Queue Length [veh/ln]	9.03	11.32	4.14	1.30
95th-Percentile Queue Length [ft/ln]	225.74	282.96	103.47	32.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.81	45.28	0.00	6.73	5.85	0.00
Movement LOS	D	D		A	A	
d_A, Approach Delay [s/veh]	43.68		6.73		5.85	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	24.61					
Intersection LOS	C					
Intersection V/C	0.373					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.51	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.350	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	946	855	855
d_b, Bicycle Delay [s]	15.26	18.01	18.01
I_b,int, Bicycle LOS Score for Intersection	1.560	2.032	1.727
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	36.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	76	333	47	0	0	0	325	366	0	0	101	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	333	47	0	0	0	325	366	0	0	101	151
Peak Hour Factor	0.8854	0.8854	0.8854	0.9500	0.9500	0.9500	0.8854	0.8854	0.9500	0.9500	0.8854	0.8854
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	21	94	13	0	0	0	92	103	0	0	29	0
Total Analysis Volume [veh/h]	86	376	53	0	0	0	367	413	0	0	114	0
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	22.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	39	0	0	0	0	35	71	0	0	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	28	28		25	71	41	41
g / C, Green / Cycle	0.25	0.25		0.22	0.65	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23		0.21	0.12	0.03	0.00
s, saturation flow rate [veh/h]	1781	1830		1781	3560	3560	1589
c, Capacity [veh/h]	453	466		400	2298	1337	597
d1, Uniform Delay [s]	32.14	39.95		41.68	7.83	22.18	0.00
k, delay calibration	0.11	0.14		0.25	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	9.71		17.38	0.17	0.13	0.00
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.92		0.92	0.18	0.09	0.00
d, Delay for Lane Group [s/veh]	32.34	49.66		59.06	8.00	22.31	0.00
Lane Group LOS	C	D		E	A	C	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.82	12.41		11.45	1.86	0.96	0.00
50th-Percentile Queue Length [ft/ln]	45.61	310.34		286.32	46.44	24.09	0.00
95th-Percentile Queue Length [veh/ln]	3.28	18.19		17.00	3.34	1.73	0.00
95th-Percentile Queue Length [ft/ln]	82.10	454.80		425.07	83.59	43.35	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.34	49.66	49.66	0.00	0.00	0.00	59.06	8.00	0.00	0.00	22.31	0.00
Movement LOS	C	D	D				E	A			C	A
d_A, Approach Delay [s/veh]	46.77			0.00			32.02			22.31		
Approach LOS	D			A			C			C		
d_I, Intersection Delay [s/veh]	36.63											
Intersection LOS	D											
Intersection V/C	0.530											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.57	44.57	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.117	2.157	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	618	0	1181	545
d_b, Bicycle Delay [s]	26.27	55.02	9.22	29.11
I_b,int, Bicycle LOS Score for Intersection	2.409	4.132	2.203	1.654
Bicycle LOS	B	D	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			+			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	50	70	26	56	33	100	100	259	49	7	94	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	70	26	56	33	100	100	259	49	7	94	41
Peak Hour Factor	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	22	8	18	10	32	32	82	16	2	30	13
Total Analysis Volume [veh/h]	63	89	33	71	42	127	127	328	62	9	119	52
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	471	516	545	503	541	606	459	490	520
Degree of Utilization, x	0.13	0.24	0.44	0.25	0.61	0.10	0.02	0.17	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.46	0.91	2.23	0.99	4.02	0.34	0.06	0.63	0.58
95th-Percentile Queue Length [ft]	11.49	22.80	55.82	24.84	100.39	8.51	1.50	15.67	14.59
Approach Delay [s/veh]	11.72		14.72	16.23			11.26		
Approach LOS	B		B	C			B		
Intersection Delay [s/veh]	14.37								
Intersection LOS	B								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			rlt		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	49	13	5	6	35	10	12	278	63	2	80	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	13	5	6	35	10	12	278	63	2	80	7
Peak Hour Factor	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	4	1	2	10	3	3	76	17	1	22	2
Total Analysis Volume [veh/h]	54	14	5	7	38	11	13	306	69	2	88	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.03	0.01	0.01	0.07	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.58	13.27	10.35	10.71	12.10	9.13	7.42	0.00	0.00	8.06	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.50	0.50	0.50	0.29	0.29	0.29	0.02	0.02	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.51	12.51	12.51	7.37	7.37	7.37	0.55	0.55	0.00	0.13	0.00	0.00
d_A, Approach Delay [s/veh]	13.30			11.35			0.25			0.16		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.79											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			←↑			←↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	97.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	44	71	30	9	82	13	16	130	119	15	30	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	71	30	9	82	13	16	130	119	15	30	7
Peak Hour Factor	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	20	8	2	23	4	4	36	33	4	8	2
Total Analysis Volume [veh/h]	49	79	33	10	91	14	18	144	132	17	33	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	734	723	618	722	593	663
Degree of Utilization, x	0.22	0.16	0.03	0.38	0.03	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.83	0.56	0.09	1.80	0.09	0.20
95th-Percentile Queue Length [ft]	20.84	14.08	2.25	44.94	2.21	4.94
Approach Delay [s/veh]	9.28	8.92	10.61		8.63	
Approach LOS	A	A	B		A	
Intersection Delay [s/veh]	9.78					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	38.5
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name	Commerce St		3rd St		3rd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↕↔		↔↕	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	132.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	14	11	1068	42	12	421
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	11	1068	42	12	421
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	291	11	3	115
Total Analysis Volume [veh/h]	15	12	1163	46	13	459
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.03	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	38.46	16.74	0.00	0.00	11.43	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.52	0.52	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	13.05	13.05	0.00	0.00	1.74	0.00
d_A, Approach Delay [s/veh]	28.81		0.00		0.31	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	E					

**Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Commerce St		Commerce St		5th St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	20	2	7	45	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	2	7	45	3	2
Peak Hour Factor	0.8333	0.8333	0.8333	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	2	14	1	1
Total Analysis Volume [veh/h]	24	2	8	54	4	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.28	0.00	9.02	8.45
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.33	0.48	0.48
d_A, Approach Delay [s/veh]	0.00		0.94		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.18					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 9: Commerce St (NS) at 6th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Commerce St		Commerce St		6th Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		6th Street	
Base Volume Input [veh/h]	23	0	3	46	2	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	0	3	46	2	0
Peak Hour Factor	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	1	12	1	0
Total Analysis Volume [veh/h]	25	0	3	50	2	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.27	0.00	8.92	8.43
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.13	0.13	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.41		8.92	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T			T			T			T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	11	0	5	0	0	0	0	271	16	2	78	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	0	0	0	0	271	16	2	78	0
Peak Hour Factor	0.8784	0.9500	0.8784	0.8784	0.9500	0.8784	0.8784	0.8784	0.8784	0.8784	0.8784	0.8784
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	0	0	77	5	1	22	0
Total Analysis Volume [veh/h]	13	0	6	0	0	0	0	309	18	2	89	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.56	0.00	9.40	10.32	0.00	8.54	7.39	0.00	0.00	7.93	0.00	0.00
Movement LOS	B		A	B		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.32	0.00	2.32	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00
d_A, Approach Delay [s/veh]	10.88			9.43			0.00			0.17		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	0.51											
Intersection LOS	B											

EXISTING PLUS PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	35.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	27	126	45	42	246	2	10	213	78	382	506	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	5	0	14	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	126	45	42	246	2	10	218	78	396	515	167
Peak Hour Factor	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	36	13	12	71	1	3	63	23	115	149	48
Total Analysis Volume [veh/h]	31	146	52	49	285	2	12	253	90	459	597	193
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	34	0	13	34	0	16	30	0	43	57	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	22	12	12	22	13	13	2	50	50	33	81	81
g / C, Green / Cycle	0.19	0.10	0.10	0.19	0.11	0.11	0.02	0.42	0.42	0.27	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.02	0.08	0.03	0.03	0.08	0.08	0.01	0.09	0.10	0.26	0.32	0.12
s, saturation flow rate [veh/h]	1327	1870	1589	1418	1870	1865	1781	1870	1707	1781	1870	1589
c, Capacity [veh/h]	258	182	154	265	199	199	35	784	716	489	1261	1072
d1, Uniform Delay [s]	40.71	53.07	50.58	41.15	51.91	51.91	58.07	22.34	22.43	42.55	9.36	7.25
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.31	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	8.06	1.28	0.33	4.87	4.90	5.64	0.66	0.76	20.06	1.28	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.80	0.34	0.18	0.72	0.72	0.34	0.22	0.23	0.94	0.47	0.18
d, Delay for Lane Group [s/veh]	40.92	61.13	51.86	41.49	56.78	56.82	63.71	23.01	23.19	62.61	10.64	7.62
Lane Group LOS	D	E	D	D	E	E	E	C	C	E	B	A
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.77	4.68	1.51	1.23	4.42	4.42	0.42	3.39	3.24	15.76	7.23	1.81
50th-Percentile Queue Length [ft/ln]	19.30	117.03	37.65	30.85	110.50	110.38	10.45	84.79	80.89	393.97	180.72	45.21
95th-Percentile Queue Length [veh/ln]	1.39	8.23	2.71	2.22	7.87	7.86	0.75	6.10	5.82	22.27	11.64	3.26
95th-Percentile Queue Length [ft/ln]	34.75	205.74	67.76	55.53	196.69	196.54	18.80	152.62	145.60	556.73	290.96	81.38

Movement, Approach, & Intersection Results

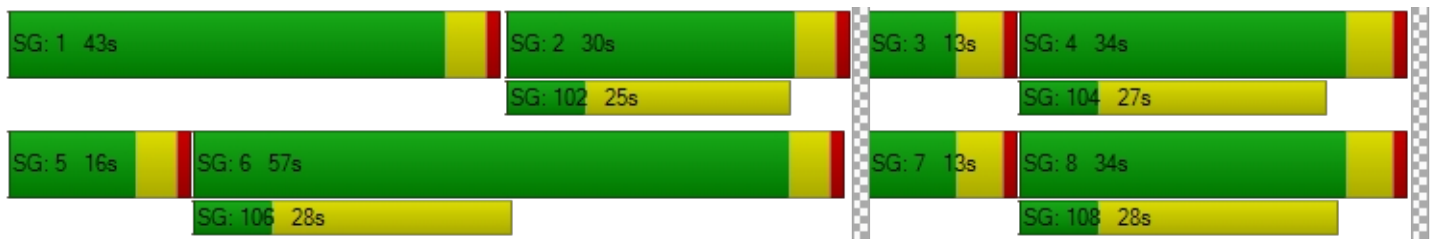
d_M, Delay for Movement [s/veh]	40.92	61.13	51.86	41.49	56.80	56.82	63.71	23.06	23.19	62.61	10.64	7.62
Movement LOS	D	E	D	D	E	E	E	C	C	E	B	A
d_A, Approach Delay [s/veh]	56.29			54.57			24.47			29.27		
Approach LOS	E			D			C			C		
d_I, Intersection Delay [s/veh]	35.26											
Intersection LOS	D											
Intersection V/C	0.528											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
I_p,int, Pedestrian LOS Score for Intersectio	2.555	2.340	2.350	2.686
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	482	482	423	873
d_b, Bicycle Delay [s]	34.59	34.59	37.30	19.05
I_b,int, Bicycle LOS Score for Intersection	1.937	1.837	1.852	3.620
Bicycle LOS	A	A	A	D

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	26.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵↵		↑↑		↑↑	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	161	871	0	308	182	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	0	5	23	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	871	0	313	205	0
Peak Hour Factor	0.8849	0.8849	0.9500	0.8849	0.8849	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	246	0	88	58	0
Total Analysis Volume [veh/h]	189	984	0	354	232	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	82	0	0	28	28	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	43	43	56	56
g / C, Green / Cycle	0.39	0.39	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.11	0.35	0.10	0.07
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	691	1092	1822	1822
d1, Uniform Delay [s]	23.00	31.62	14.54	14.01
k, delay calibration	0.11	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	3.04	0.24	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.90	0.19	0.13
d, Delay for Lane Group [s/veh]	23.21	34.65	14.78	14.15
Lane Group LOS	C	C	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.33	12.23	2.38	1.50
50th-Percentile Queue Length [ft/ln]	83.25	305.79	59.54	37.55
95th-Percentile Queue Length [veh/ln]	5.99	17.97	4.29	2.70
95th-Percentile Queue Length [ft/ln]	149.85	449.18	107.17	67.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.21	34.65	0.00	14.78	14.15	0.00
Movement LOS	C	C		B	B	
d_A, Approach Delay [s/veh]	32.81		14.78		14.15	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	26.72					
Intersection LOS	C					
Intersection V/C	0.484					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.51	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.474	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1401	400	400
d_b, Bicycle Delay [s]	4.93	35.16	35.16
I_b,int, Bicycle LOS Score for Intersection	1.560	1.852	1.751
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.351

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	99	178	38	0	0	0	225	265	0	0	87	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	0	0	11	0	0	23	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	178	46	0	0	0	225	276	0	0	110	95
Peak Hour Factor	0.8994	0.8994	0.8994	0.9500	0.9500	0.9500	0.8994	0.8994	0.9500	0.9500	0.8994	0.8994
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	28	49	13	0	0	0	63	77	0	0	31	0
Total Analysis Volume [veh/h]	110	198	51	0	0	0	250	307	0	0	122	0
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	12.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	37	0	0	0	0	37	73	0	0	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	19	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	18	18		18	81	59	59
g / C, Green / Cycle	0.16	0.16		0.16	0.74	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.06	0.14		0.14	0.09	0.03	0.00
s, saturation flow rate [veh/h]	1781	1805		1781	3560	3560	1589
c, Capacity [veh/h]	285	289		285	2635	1902	849
d1, Uniform Delay [s]	41.39	45.05		45.15	4.07	12.36	0.00
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.85	7.49		8.36	0.09	0.06	0.00
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.86		0.88	0.12	0.06	0.00
d, Delay for Lane Group [s/veh]	42.24	52.54		53.51	4.16	12.43	0.00
Lane Group LOS	D	D		D	A	B	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.74	7.19		7.23	0.84	0.72	0.00
50th-Percentile Queue Length [ft/ln]	68.52	179.68		180.63	21.10	17.97	0.00
95th-Percentile Queue Length [veh/ln]	4.93	11.58		11.63	1.52	1.29	0.00
95th-Percentile Queue Length [ft/ln]	123.34	289.60		290.84	37.98	32.34	0.00

Movement, Approach, & Intersection Results

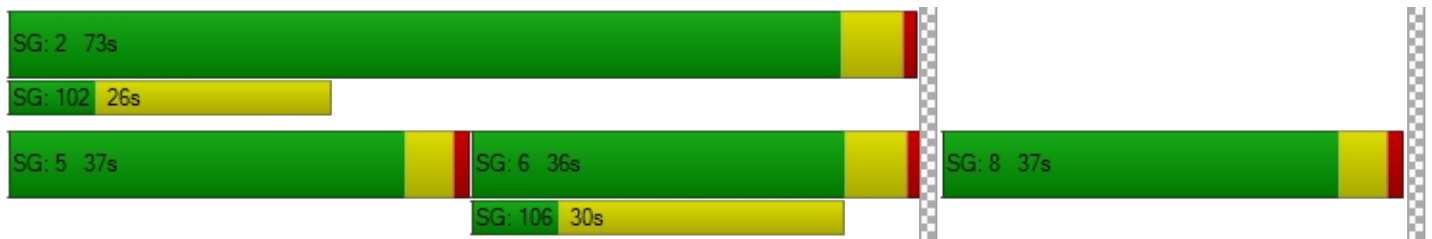
d_M, Delay for Movement [s/veh]	42.24	52.54	52.54	0.00	0.00	0.00	53.51	4.16	0.00	0.00	12.43	0.00
Movement LOS	D	D	D				D	A			B	A
d_A, Approach Delay [s/veh]	49.38			0.00			26.31			12.43		
Approach LOS	D			A			C			B		
d_I, Intersection Delay [s/veh]	32.66											
Intersection LOS	C											
Intersection V/C	0.351											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.57	44.57	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.066	1.870	0.000	0.000
Crosswalk LOS	B	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	582	0	1218	545
d_b, Bicycle Delay [s]	27.68	55.02	8.42	29.11
I_b,int, Bicycle LOS Score for Intersection	2.152	4.132	2.019	1.660
Bicycle LOS	B	D	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.263

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			+			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	14	43	13	20	14	65	108	130	60	5	86	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	19	0	0	35	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	43	13	20	14	65	108	149	60	5	121	26
Peak Hour Factor	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	12	4	6	4	18	31	42	17	1	34	7
Total Analysis Volume [veh/h]	16	49	15	23	16	74	123	169	68	6	138	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	543	603	631	591	644	737	560	608	634
Degree of Utilization, x	0.03	0.11	0.18	0.21	0.26	0.09	0.01	0.14	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.09	0.35	0.65	0.78	1.05	0.30	0.03	0.48	0.46
95th-Percentile Queue Length [ft]	2.27	8.87	16.19	19.47	26.24	7.60	0.81	11.95	11.38
Approach Delay [s/veh]	9.42		9.94	9.90			9.40		
Approach LOS	A		A	A			A		
Intersection Delay [s/veh]	9.73								
Intersection LOS	A								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	31	9	8	9	20	5	6	112	20	13	79	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	3	3	12	0	19	0	0	23	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	1	0	0	0	0
Total Hourly Volume [veh/h]	31	11	8	12	23	17	6	132	20	13	102	6
Peak Hour Factor	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	2	3	6	5	2	35	5	3	27	2
Total Analysis Volume [veh/h]	33	12	9	13	24	18	6	140	21	14	108	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.02	0.01	0.02	0.04	0.02	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.08	11.40	9.15	10.15	10.78	8.97	7.45	0.00	0.00	7.57	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.26	0.23	0.23	0.23	0.01	0.01	0.00	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.54	6.54	6.54	5.76	5.76	5.76	0.25	0.25	0.00	0.75	0.00	0.00
d_A, Approach Delay [s/veh]	10.83			10.04			0.27			0.83		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.19											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.199

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	97.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	33	84	17	11	53	25	13	58	58	20	33	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	9	0	0	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	4	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	84	17	11	53	29	13	67	58	20	38	9
Peak Hour Factor	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	24	5	3	15	8	4	19	17	6	11	3
Total Analysis Volume [veh/h]	38	97	20	13	61	34	15	78	67	23	44	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	779	791	625	729	616	690
Degree of Utilization, x	0.20	0.14	0.02	0.20	0.04	0.08

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.74	0.47	0.07	0.74	0.12	0.25
95th-Percentile Queue Length [ft]	18.47	11.79	1.84	18.43	2.91	6.34
Approach Delay [s/veh]	8.77	8.27	8.83		8.48	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	8.64					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Commerce St		3rd St		3rd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↕↔		↔↕	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	132.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	7	9	371	17	12	377
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	0	2	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	12	371	19	14	377
Peak Hour Factor	0.8295	0.8295	0.8295	0.8295	0.8295	0.8295
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	112	6	4	114
Total Analysis Volume [veh/h]	12	14	447	23	17	454
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	15.47	10.09	0.00	0.00	8.36	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	4.09	4.09	0.00	0.00	1.19	0.00
d_A, Approach Delay [s/veh]	12.57		0.00		0.30	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	C					

**Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Commerce St		Commerce St		5th St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	13	2	0	34	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	4	0	18	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	6	4	34	20	7
Peak Hour Factor	0.7647	0.7647	0.7647	0.7647	0.7647	0.7647
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	1	11	7	2
Total Analysis Volume [veh/h]	17	8	5	44	26	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.27	0.00	9.03	8.55
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.21	0.21	2.85	2.85
d_A, Approach Delay [s/veh]	0.00		0.74		8.91	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.19					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 9: Commerce St (NS) at 6th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Commerce St		Commerce St		6th Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		6th Street	
Base Volume Input [veh/h]	15	0	1	35	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	18	0	0
Diverted Trips [veh/h]	0	0	-1	0	-4	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	0	0	53	0	0
Peak Hour Factor	0.7237	0.7237	0.7237	0.7237	0.7237	0.7237
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	0	18	0	0
Total Analysis Volume [veh/h]	26	0	0	73	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.27	0.00	9.00	8.43
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.71	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T			T			T			T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	6	0	6	0	0	0	0	121	8	3	90	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	6	0	23	19	3	0	0	2	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	0	6	6	0	23	19	124	8	3	92	3
Peak Hour Factor	0.8603	0.9500	0.8603	0.8603	0.9500	0.8603	0.8603	0.8603	0.8603	0.8603	0.8603	0.8603
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	2	0	7	6	36	2	1	27	1
Total Analysis Volume [veh/h]	7	0	7	7	0	27	22	144	9	3	107	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.61	0.00	8.80	10.42	0.00	8.75	7.47	0.00	0.00	7.53	0.00	0.00
Movement LOS	B		A	B		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.05	0.12	0.00	0.12	0.05	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.37	0.00	1.37	2.90	0.00	2.90	1.13	0.00	0.00	0.16	0.00	0.00
d_A, Approach Delay [s/veh]	9.71			9.09			0.94			0.20		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.88											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 11: Project Dwy (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Project Dwy		5th St		5th St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy		5th St		5th St	
Base Volume Input [veh/h]	0	0	2	0	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	6	0	8	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	1	0	0	0
Total Hourly Volume [veh/h]	24	6	3	8	3	3
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	2	1	2	1	1
Total Analysis Volume [veh/h]	26	7	3	9	3	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.72	8.47	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.52	2.52	0.00	0.00	0.13	0.13
d_A, Approach Delay [s/veh]	8.67		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.03					
Intersection LOS	A					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	22	244	116	51	257	26	13	336	99	190	313	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	7	0	7	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	244	116	51	257	26	13	343	99	197	316	148
Peak Hour Factor	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	66	32	14	70	7	4	93	27	54	86	40
Total Analysis Volume [veh/h]	24	265	126	55	279	28	14	373	108	214	343	161
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	30	0	9	30	0	9	29	0	24	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	26	15	15	26	17	17	2	37	37	13	48	48
g / C, Green / Cycle	0.28	0.17	0.17	0.28	0.19	0.19	0.02	0.41	0.41	0.14	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.08	0.04	0.08	0.08	0.01	0.13	0.13	0.12	0.18	0.10
s, saturation flow rate [veh/h]	1248	1870	1589	1252	1870	1811	1781	1870	1729	1781	1870	1589
c, Capacity [veh/h]	397	317	269	340	360	348	43	772	714	255	994	845
d1, Uniform Delay [s]	23.59	36.25	33.79	24.66	32.08	32.12	43.26	17.91	17.96	37.64	12.12	11.01
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	5.82	1.26	0.22	0.82	0.86	4.19	1.10	1.22	7.28	0.95	0.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.84	0.47	0.16	0.43	0.44	0.32	0.32	0.33	0.84	0.35	0.19
d, Delay for Lane Group [s/veh]	23.66	42.07	35.05	24.88	32.90	32.98	47.45	19.01	19.18	44.92	13.07	11.51
Lane Group LOS	C	D	D	C	C	C	D	B	B	D	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.37	5.97	2.51	0.86	2.97	2.92	0.36	3.66	3.48	4.98	3.86	1.65
50th-Percentile Queue Length [ft/ln]	9.17	149.32	62.87	21.51	74.34	73.07	8.95	91.52	86.91	124.48	96.60	41.34
95th-Percentile Queue Length [veh/ln]	0.66	9.98	4.53	1.55	5.35	5.26	0.64	6.59	6.26	8.64	6.96	2.98
95th-Percentile Queue Length [ft/ln]	16.51	249.52	113.17	38.73	133.81	131.52	16.10	164.74	156.45	215.97	173.88	74.41

Movement, Approach, & Intersection Results

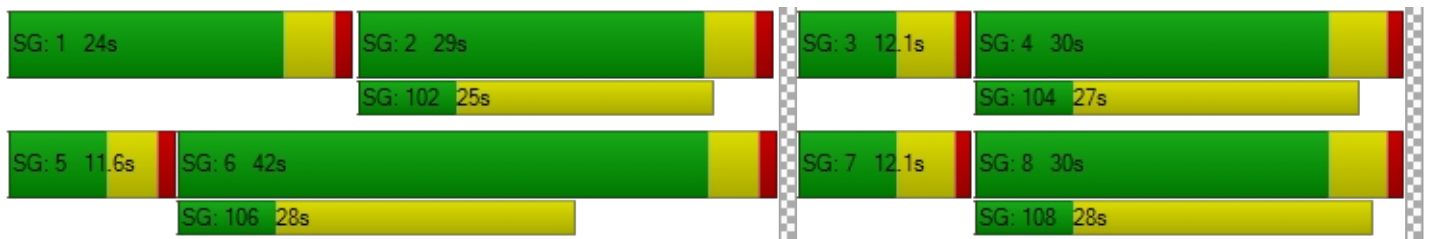
d_M, Delay for Movement [s/veh]	23.66	42.07	35.05	24.88	32.93	32.98	47.45	19.07	19.18	44.92	13.07	11.51
Movement LOS	C	D	D	C	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	38.87			31.71			19.89			22.21		
Approach LOS	D			C			B			C		
d_I, Intersection Delay [s/veh]	26.84											
Intersection LOS	C											
Intersection V/C	0.513											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
I_p,int, Pedestrian LOS Score for Intersectio	2.531	2.359	2.319	2.604
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	553	553	542	830
d_b, Bicycle Delay [s]	23.59	23.59	23.95	15.41
I_b,int, Bicycle LOS Score for Intersection	2.244	1.858	1.968	2.744
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵↵		↑↑		↑↑	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	190	459	0	505	179	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	7	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	459	0	512	189	0
Peak Hour Factor	0.8816	0.8816	0.9500	0.8816	0.8816	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	130	0	145	54	0
Total Analysis Volume [veh/h]	227	521	0	581	214	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	57	0	0	53	53	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	24	24	75	75
g / C, Green / Cycle	0.22	0.22	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.13	0.19	0.16	0.06
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	383	606	2437	2437
d1, Uniform Delay [s]	38.76	41.50	6.53	5.81
k, delay calibration	0.11	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.46	3.73	0.23	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.86	0.24	0.09
d, Delay for Lane Group [s/veh]	40.22	45.23	6.76	5.89
Lane Group LOS	D	D	A	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.58	6.98	2.34	0.77
50th-Percentile Queue Length [ft/ln]	139.51	174.50	58.50	19.15
95th-Percentile Queue Length [veh/ln]	9.45	11.31	4.21	1.38
95th-Percentile Queue Length [ft/ln]	236.36	282.82	105.31	34.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.22	45.23	0.00	6.76	5.89	0.00
Movement LOS	D	D		A	A	
d_A, Approach Delay [s/veh]	43.71		6.76		5.89	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	24.55					
Intersection LOS	C					
Intersection V/C	0.376					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.51	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.353	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	946	855	855
d_b, Bicycle Delay [s]	15.26	18.01	18.01
I_b,int, Bicycle LOS Score for Intersection	1.560	2.039	1.736
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	36.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.544

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	76	333	47	0	0	0	325	366	0	0	101	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	12	0	0	0	0	17	0	0	10	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	333	59	0	0	0	325	383	0	0	111	156
Peak Hour Factor	0.8854	0.8854	0.8854	0.9500	0.9500	0.9500	0.8854	0.8854	0.9500	0.9500	0.8854	0.8854
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	21	94	17	0	0	0	92	108	0	0	31	0
Total Analysis Volume [veh/h]	86	376	67	0	0	0	367	433	0	0	125	0
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	22.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	39	0	0	0	0	35	71	0	0	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	29	29		25	70	40	40
g / C, Green / Cycle	0.26	0.26		0.22	0.64	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.05	0.24		0.21	0.12	0.04	0.00
s, saturation flow rate [veh/h]	1781	1821		1781	3560	3560	1589
c, Capacity [veh/h]	468	479		400	2269	1307	584
d1, Uniform Delay [s]	31.42	39.52		41.68	8.25	22.85	0.00
k, delay calibration	0.11	0.15		0.25	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	10.80		17.38	0.19	0.15	0.00
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.93		0.92	0.19	0.10	0.00
d, Delay for Lane Group [s/veh]	31.61	50.32		59.06	8.44	22.99	0.00
Lane Group LOS	C	D		E	A	C	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.80	12.94		11.45	2.02	1.08	0.00
50th-Percentile Queue Length [ft/ln]	45.01	323.56		286.32	50.60	26.93	0.00
95th-Percentile Queue Length [veh/ln]	3.24	18.84		17.00	3.64	1.94	0.00
95th-Percentile Queue Length [ft/ln]	81.02	471.07		425.07	91.08	48.47	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.61	50.32	50.32	0.00	0.00	0.00	59.06	8.44	0.00	0.00	22.99	0.00
Movement LOS	C	D	D				E	A			C	A
d_A, Approach Delay [s/veh]	47.28			0.00			31.66			22.99		
Approach LOS	D			A			C			C		
d_I, Intersection Delay [s/veh]	36.60											
Intersection LOS	D											
Intersection V/C	0.544											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.57	44.57	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.122	2.157	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	618	0	1181	545
d_b, Bicycle Delay [s]	26.27	55.02	9.22	29.11
I_b,int, Bicycle LOS Score for Intersection	2.432	4.132	2.220	1.663
Bicycle LOS	B	D	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			+			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	50	70	26	56	33	100	100	259	49	7	94	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	29	0	0	15	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	70	26	56	33	100	100	288	49	7	109	41
Peak Hour Factor	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	22	8	18	10	32	32	91	16	2	34	13
Total Analysis Volume [veh/h]	63	89	33	71	42	127	127	364	62	9	138	52
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	457	500	529	494	531	594	449	479	505
Degree of Utilization, x	0.14	0.24	0.45	0.26	0.69	0.10	0.02	0.20	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.47	0.95	2.34	1.02	5.23	0.35	0.06	0.73	0.69
95th-Percentile Queue Length [ft]	11.87	23.73	58.49	25.40	130.76	8.71	1.53	18.30	17.16
Approach Delay [s/veh]	12.08		15.33	19.06			11.74		
Approach LOS	B		C	C			B		
Intersection Delay [s/veh]	15.96								
Intersection LOS	C								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.120

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			r+l		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	49	13	5	6	35	10	12	278	63	2	80	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	1	1	5	0	29	0	0	10	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	0	0
Total Hourly Volume [veh/h]	49	15	5	7	36	15	12	310	63	2	90	9
Peak Hour Factor	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	4	1	2	10	4	3	85	17	1	25	2
Total Analysis Volume [veh/h]	54	16	5	8	40	16	13	341	69	2	99	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.03	0.01	0.01	0.08	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.45	13.98	10.71	10.99	12.46	9.26	7.45	0.00	0.00	8.15	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.56	0.56	0.56	0.34	0.34	0.34	0.02	0.02	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.07	14.07	14.07	8.59	8.59	8.59	0.55	0.55	0.00	0.13	0.00	0.00
d_A, Approach Delay [s/veh]	14.10			11.47			0.23			0.15		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.83											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.390

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	97.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	44	71	30	9	82	13	16	130	119	15	30	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	3	0	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	2	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	71	30	9	82	15	16	133	119	15	37	7
Peak Hour Factor	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	20	8	2	23	4	4	37	33	4	10	2
Total Analysis Volume [veh/h]	49	79	33	10	91	17	18	148	132	17	41	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	728	720	616	719	591	657
Degree of Utilization, x	0.22	0.16	0.03	0.39	0.03	0.07

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.84	0.58	0.09	1.85	0.09	0.24
95th-Percentile Queue Length [ft]	21.05	14.59	2.26	46.33	2.22	6.02
Approach Delay [s/veh]	9.34	8.98	10.74		8.71	
Approach LOS	A	A	B		A	
Intersection Delay [s/veh]	9.86					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	39.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.134

Intersection Setup

Name	Commerce St		3rd St		3rd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↕↔		↔↕	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	132.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	14	11	1068	42	12	421
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	0	2	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	12	1068	44	14	421
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	291	12	4	115
Total Analysis Volume [veh/h]	16	13	1163	48	15	459
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.03	0.01	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	39.15	17.12	0.00	0.00	11.47	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.57	0.57	0.00	0.00	0.08	0.00
95th-Percentile Queue Length [ft/ln]	14.25	14.25	0.00	0.00	2.02	0.00
d_A, Approach Delay [s/veh]	29.27		0.00		0.36	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	E					

**Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Commerce St		Commerce St		5th St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	20	2	7	45	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	4	0	7	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	6	11	45	10	4
Peak Hour Factor	0.8333	0.8333	0.8333	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	3	14	3	1
Total Analysis Volume [veh/h]	24	7	13	54	12	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	9.15	8.51
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.55	0.55	1.40	1.40
d_A, Approach Delay [s/veh]	0.00		1.41		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T			T			T			T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	11	0	5	0	0	0	0	271	16	2	78	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	0	10	29	1	0	0	2	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	2	0	10	29	272	16	2	80	5
Peak Hour Factor	0.8784	0.9500	0.8784	0.8784	0.9500	0.8784	0.8784	0.8784	0.8784	0.8784	0.8784	0.8784
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	3	8	77	5	1	23	1
Total Analysis Volume [veh/h]	13	0	6	2	0	11	33	310	18	2	91	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.01	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.60	0.00	9.45	11.17	0.00	8.62	7.46	0.00	0.00	7.94	0.00	0.00
Movement LOS	B		A	B		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.10	0.04	0.00	0.04	0.07	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.61	0.00	2.61	1.09	0.00	1.09	1.69	0.00	0.00	0.12	0.00	0.00
d_A, Approach Delay [s/veh]	11.61			9.01			0.68			0.16		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	1.22											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 11: Project Dwy (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Project Dwy		5th St		5th St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy		5th St		5th St	
Base Volume Input [veh/h]	0	0	2	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	9	2	0	8	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	2	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	3	0	0	0
Total Hourly Volume [veh/h]	9	2	5	10	5	5
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	3	1	1
Total Analysis Volume [veh/h]	10	2	5	11	5	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.69	8.41	0.00	0.00	7.25	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.91	0.91	0.00	0.00	0.21	0.21
d_A, Approach Delay [s/veh]	8.64		0.00		3.63	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.68					
Intersection LOS	A					

OPENING YEAR (2026) WITHOUT PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	35.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	27	126	45	42	246	2	10	213	78	382	506	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	3	2	16	19	0	44	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	131	47	44	256	5	12	238	100	397	570	174
Peak Hour Factor	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	38	14	13	74	1	3	69	29	115	165	50
Total Analysis Volume [veh/h]	32	152	54	51	297	6	14	276	116	460	660	202
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	34	0	13	34	0	16	30	0	43	57	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	23	12	12	23	13	13	3	50	50	33	80	80
g / C, Green / Cycle	0.19	0.10	0.10	0.19	0.11	0.11	0.02	0.41	0.41	0.28	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.02	0.08	0.03	0.04	0.08	0.08	0.01	0.11	0.11	0.26	0.35	0.13
s, saturation flow rate [veh/h]	1315	1870	1589	1411	1870	1857	1781	1870	1687	1781	1870	1589
c, Capacity [veh/h]	258	188	160	268	206	204	40	774	699	490	1247	1060
d1, Uniform Delay [s]	40.32	52.86	50.27	40.77	51.76	51.78	57.80	23.12	23.22	42.51	10.31	7.64
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.31	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	7.97	1.24	0.34	5.11	5.20	5.01	0.82	0.95	20.04	1.61	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.81	0.34	0.19	0.74	0.74	0.35	0.26	0.27	0.94	0.53	0.19
d, Delay for Lane Group [s/veh]	40.54	60.83	51.51	41.11	56.88	56.98	62.80	23.94	24.17	62.55	11.93	8.04
Lane Group LOS	D	E	D	D	E	E	E	C	C	E	B	A
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.79	4.86	1.56	1.28	4.68	4.67	0.48	4.01	3.78	15.79	8.69	1.96
50th-Percentile Queue Length [ft/ln]	19.82	121.61	38.94	31.96	117.07	116.71	11.97	100.25	94.44	394.76	217.22	49.05
95th-Percentile Queue Length [veh/ln]	1.43	8.48	2.80	2.30	8.23	8.21	0.86	7.22	6.80	22.31	13.52	3.53
95th-Percentile Queue Length [ft/ln]	35.68	212.04	70.10	57.52	205.79	205.30	21.55	180.46	170.00	557.68	338.07	88.30

Movement, Approach, & Intersection Results

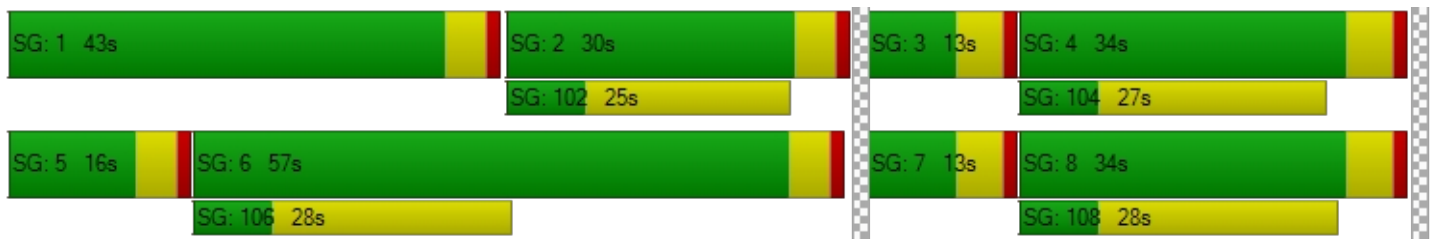
d_M, Delay for Movement [s/veh]	40.54	60.83	51.51	41.11	56.93	56.98	62.80	24.00	24.17	62.55	11.93	8.04
Movement LOS	D	E	D	D	E	E	E	C	C	E	B	A
d_A, Approach Delay [s/veh]	55.99			54.65			25.39			28.95		
Approach LOS	E			D			C			C		
d_I, Intersection Delay [s/veh]	35.02											
Intersection LOS	D											
Intersection V/C	0.550											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
I_p,int, Pedestrian LOS Score for Intersectio	2.566	2.350	2.375	2.710
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	482	482	423	873
d_b, Bicycle Delay [s]	34.60	34.60	37.31	19.06
I_b,int, Bicycle LOS Score for Intersection	1.952	1.852	1.895	3.741
Bicycle LOS	A	A	A	D

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵↵		↑↑		↑↑	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	161	871	0	308	182	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0400	1.0400	1.0000	1.0400	1.0400	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	0	16	32	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	918	0	336	221	0
Peak Hour Factor	0.8849	0.8849	0.9500	0.8849	0.8849	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	259	0	95	62	0
Total Analysis Volume [veh/h]	189	1037	0	380	250	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	77	0	0	28	28	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	105	105	105	105
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	43	43	51	51
g / C, Green / Cycle	0.41	0.41	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.11	0.37	0.11	0.07
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	731	1154	1726	1726
d1, Uniform Delay [s]	20.40	28.88	15.57	14.96
k, delay calibration	0.11	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	2.81	0.29	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.90	0.22	0.14
d, Delay for Lane Group [s/veh]	20.59	31.70	15.86	15.14
Lane Group LOS	C	C	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.01	12.00	2.61	1.64
50th-Percentile Queue Length [ft/ln]	75.28	299.98	65.13	41.11
95th-Percentile Queue Length [veh/ln]	5.42	17.68	4.69	2.96
95th-Percentile Queue Length [ft/ln]	135.50	442.01	117.23	73.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.59	31.70	0.00	15.86	15.14	0.00
Movement LOS	C	C		B	B	
d_A, Approach Delay [s/veh]	29.98		15.86		15.14	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	25.09					
Intersection LOS	C					
Intersection V/C	0.515					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.04	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.487	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1372	419	419
d_b, Bicycle Delay [s]	5.17	32.77	32.77
I_b,int, Bicycle LOS Score for Intersection	1.560	1.873	1.766
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	31.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	99	178	38	0	0	0	225	265	0	0	87	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0400	1.0400	1.0000	1.0000	1.0000	1.0400	1.0400	1.0000	1.0000	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	0	0	0	0	0	9	7	0	0	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	185	40	0	0	0	243	283	0	0	99	86
Peak Hour Factor	0.8994	0.8994	0.8994	0.9500	0.9500	0.9500	0.8994	0.8994	0.9500	0.9500	0.8994	0.8994
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	35	51	11	0	0	0	68	79	0	0	28	0
Total Analysis Volume [veh/h]	140	206	44	0	0	0	270	315	0	0	110	0
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	14.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	34	0	0	0	0	0	35	71	0	0	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	0	19	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No							No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No						No	No			No	
Maximum Recall		No						No	No			No	
Pedestrian Recall		No						No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	105	105		105	105	105	105
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	17	17		18	77	54	54
g / C, Green / Cycle	0.16	0.16		0.17	0.73	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.08	0.14		0.15	0.09	0.03	0.00
s, saturation flow rate [veh/h]	1781	1814		1781	3560	3560	1589
c, Capacity [veh/h]	287	293		307	2613	1830	817
d1, Uniform Delay [s]	40.11	42.87		42.43	4.08	12.81	0.00
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.28	7.03		8.03	0.09	0.06	0.00
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.85		0.88	0.12	0.06	0.00
d, Delay for Lane Group [s/veh]	41.39	49.90		50.46	4.17	12.87	0.00
Lane Group LOS	D	D		D	A	B	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.38	6.84		7.38	0.84	0.64	0.00
50th-Percentile Queue Length [ft/ln]	84.60	170.88		184.60	20.91	16.08	0.00
95th-Percentile Queue Length [veh/ln]	6.09	11.12		11.84	1.51	1.16	0.00
95th-Percentile Queue Length [ft/ln]	152.29	278.07		296.02	37.63	28.95	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.39	49.90	49.90	0.00	0.00	0.00	50.46	4.17	0.00	0.00	12.87	0.00
Movement LOS	D	D	D				D	A			B	A
d_A, Approach Delay [s/veh]	46.85			0.00			25.54			12.87		
Approach LOS	D			A			C			B		
d_I, Intersection Delay [s/veh]	31.91											
Intersection LOS	C											
Intersection V/C	0.362											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.10	42.10	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.074	1.895	0.000	0.000
Crosswalk LOS	B	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	552	0	1237	571
d_b, Bicycle Delay [s]	27.53	52.53	7.64	26.81
I_b,int, Bicycle LOS Score for Intersection	2.203	4.132	2.042	1.650
Bicycle LOS	B	D	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.248

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			+			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	14	43	13	20	14	65	108	130	60	5	86	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	7	0	0	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	45	14	21	15	68	112	142	62	5	98	27
Peak Hour Factor	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	13	4	6	4	19	32	40	18	1	28	8
Total Analysis Volume [veh/h]	17	51	16	24	17	77	127	161	70	6	111	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	550	611	640	595	650	744	560	608	640
Degree of Utilization, x	0.03	0.11	0.18	0.21	0.25	0.09	0.01	0.12	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.10	0.37	0.67	0.80	0.97	0.31	0.03	0.39	0.37
95th-Percentile Queue Length [ft]	2.39	9.19	16.78	20.06	24.34	7.76	0.81	9.86	9.30
Approach Delay [s/veh]	9.35		9.89	9.78			9.21		
Approach LOS	A		A	A			A		
Intersection Delay [s/veh]	9.63								
Intersection LOS	A								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			rll		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	31	9	8	9	20	5	6	112	20	13	79	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	7	0	0	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	9	8	9	21	5	6	123	21	14	91	4
Peak Hour Factor	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	2	2	2	6	1	2	33	6	4	24	1
Total Analysis Volume [veh/h]	34	10	9	10	22	5	6	131	22	15	97	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.02	0.01	0.01	0.03	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.83	11.21	9.08	9.98	10.62	8.84	7.42	0.00	0.00	7.55	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.25	0.16	0.16	0.16	0.01	0.01	0.00	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.17	6.17	6.17	4.01	4.01	4.01	0.25	0.25	0.00	0.80	0.00	0.00
d_A, Approach Delay [s/veh]	10.60			10.21			0.28			0.98		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.01											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.209

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	97.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	33	84	17	11	53	25	13	58	58	20	33	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0	0	7	0	0	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	88	18	11	55	26	14	67	60	21	43	9
Peak Hour Factor	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	26	5	3	16	8	4	19	17	6	12	3
Total Analysis Volume [veh/h]	39	102	21	13	64	30	16	78	70	24	50	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	774	780	621	726	613	685
Degree of Utilization, x	0.21	0.14	0.03	0.20	0.04	0.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.79	0.47	0.08	0.76	0.12	0.29
95th-Percentile Queue Length [ft]	19.66	11.85	1.98	19.00	3.05	7.17
Approach Delay [s/veh]	8.88	8.34	8.90		8.56	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	8.72					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Commerce St		3rd St		3rd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↕↔		↔↕	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	132.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	7	9	371	17	12	377
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	9	390	18	12	397
Peak Hour Factor	0.8295	0.8295	0.8295	0.8295	0.8295	0.8295
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	118	5	4	120
Total Analysis Volume [veh/h]	8	11	470	22	14	479
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.77	10.06	0.00	0.00	8.42	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	2.95	2.95	0.00	0.00	1.00	0.00
d_A, Approach Delay [s/veh]	12.46		0.00		0.24	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	C					

**Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Commerce St		Commerce St		5th St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	13	2	0	34	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	2	0	35	2	1
Peak Hour Factor	0.7647	0.7647	0.7647	0.7647	0.7647	0.7647
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	0	11	1	0
Total Analysis Volume [veh/h]	18	3	0	46	3	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.26	0.00	8.85	8.42
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.31	0.31
d_A, Approach Delay [s/veh]	0.00		0.00		8.74	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 9: Commerce St (NS) at 6th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Commerce St		Commerce St		6th Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		6th Street	
Base Volume Input [veh/h]	15	0	1	35	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	1	36	4	0
Peak Hour Factor	0.7237	0.7237	0.7237	0.7237	0.7237	0.7237
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	0	12	1	0
Total Analysis Volume [veh/h]	22	0	1	50	6	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.26	0.00	8.90	8.44
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.04	0.04	0.49	0.49
d_A, Approach Delay [s/veh]	0.00		0.14		8.90	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.77					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T			T			T			T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	6	0	6	0	0	0	0	121	8	3	90	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0000	1.0400	1.0400	1.0000	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	7	0	0	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	0	6	0	0	0	0	133	8	3	103	0
Peak Hour Factor	0.8603	0.9500	0.8603	0.8603	0.9500	0.8603	0.8603	0.8603	0.8603	0.8603	0.8603	0.8603
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	0	0	0	0	39	2	1	30	0
Total Analysis Volume [veh/h]	7	0	7	0	0	0	0	155	9	3	120	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.15	0.00	8.82	9.96	0.00	8.63	7.46	0.00	0.00	7.56	0.00	0.00
Movement LOS	B		A	A		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.31	0.00	1.31	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00
d_A, Approach Delay [s/veh]	9.49			9.29			0.00			0.18		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.52											
Intersection LOS	B											

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	26.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.544

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	22	244	116	51	257	26	13	336	99	190	313	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	3	3	23	26	0	51	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	254	121	53	267	30	17	372	129	198	377	154
Peak Hour Factor	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	69	33	14	73	8	5	101	35	54	102	42
Total Analysis Volume [veh/h]	25	276	131	58	290	33	18	404	140	215	410	167
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	30	0	9	30	0	9	29	0	24	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	26	16	16	26	18	18	3	37	37	13	47	47
g / C, Green / Cycle	0.29	0.17	0.17	0.29	0.20	0.20	0.03	0.41	0.41	0.14	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.08	0.05	0.09	0.09	0.01	0.15	0.15	0.12	0.22	0.11
s, saturation flow rate [veh/h]	1235	1870	1589	1239	1870	1804	1781	1870	1709	1781	1870	1589
c, Capacity [veh/h]	398	328	279	342	371	358	53	758	692	256	971	825
d1, Uniform Delay [s]	23.16	35.98	33.43	24.30	31.74	31.78	42.90	18.79	18.85	37.62	13.36	11.65
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	5.84	1.23	0.23	0.82	0.87	3.76	1.40	1.57	7.28	1.35	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.84	0.47	0.17	0.44	0.45	0.34	0.37	0.38	0.84	0.42	0.20
d, Delay for Lane Group [s/veh]	23.23	41.82	34.66	24.53	32.56	32.65	46.66	20.20	20.42	44.90	14.71	12.21
Lane Group LOS	C	D	C	C	C	C	D	C	C	D	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.38	6.21	2.60	0.90	3.12	3.06	0.45	4.35	4.07	5.00	5.03	1.79
50th-Percentile Queue Length [ft/ln]	9.44	155.26	64.98	22.45	77.97	76.41	11.22	108.68	101.83	125.04	125.78	44.63
95th-Percentile Queue Length [veh/ln]	0.68	10.30	4.68	1.62	5.61	5.50	0.81	7.77	7.33	8.67	8.71	3.21
95th-Percentile Queue Length [ft/ln]	17.00	257.44	116.96	40.42	140.35	137.54	20.19	194.16	183.30	216.73	217.74	80.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.23	41.82	34.66	24.53	32.60	32.65	46.66	20.26	20.42	44.90	14.71	12.21
Movement LOS	C	D	C	C	C	C	D	C	C	D	B	B
d_A, Approach Delay [s/veh]	38.57			31.38			21.15			22.38		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	26.87											
Intersection LOS	C											
Intersection V/C	0.544											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
I_p,int, Pedestrian LOS Score for Intersectio	2.544	2.370	2.348	2.631
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	553	553	542	830
d_b, Bicycle Delay [s]	23.59	23.59	23.95	15.41
I_b,int, Bicycle LOS Score for Intersection	2.272	1.874	2.023	2.866
Bicycle LOS	B	A	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.402

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵↵		↑↑		↑↑	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	190	459	0	505	179	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0400	1.0400	1.0000	1.0400	1.0400	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	23	37	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	491	0	548	223	0
Peak Hour Factor	0.8816	0.8816	0.9500	0.8816	0.8816	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	139	0	155	63	0
Total Analysis Volume [veh/h]	225	557	0	622	253	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	57	0	0	53	53	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	25	25	74	74
g / C, Green / Cycle	0.23	0.23	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.13	0.20	0.17	0.07
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	407	643	2391	2391
d1, Uniform Delay [s]	37.42	40.77	7.18	6.38
k, delay calibration	0.11	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.18	3.71	0.26	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.87	0.26	0.11
d, Delay for Lane Group [s/veh]	38.60	44.47	7.45	6.47
Lane Group LOS	D	D	A	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.40	7.43	2.70	0.97
50th-Percentile Queue Length [ft/ln]	134.98	185.79	67.39	24.30
95th-Percentile Queue Length [veh/ln]	9.21	11.90	4.85	1.75
95th-Percentile Queue Length [ft/ln]	230.24	297.55	121.29	43.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.60	44.47	0.00	7.45	6.47	0.00
Movement LOS	D	D		A	A	
d_A, Approach Delay [s/veh]	42.78		7.45		6.47	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	23.98					
Intersection LOS	C					
Intersection V/C	0.402					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.51	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.363	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	946	855	855
d_b, Bicycle Delay [s]	15.26	18.01	18.01
I_b,int, Bicycle LOS Score for Intersection	1.560	2.073	1.768
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	37.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	76	333	47	0	0	0	325	366	0	0	101	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0400	1.0400	1.0000	1.0000	1.0000	1.0400	1.0400	1.0000	1.0000	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	27	0	0	0	0	0	13	10	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	346	49	0	0	0	351	391	0	0	115	157
Peak Hour Factor	0.8854	0.8854	0.8854	0.9500	0.9500	0.9500	0.8854	0.8854	0.9500	0.9500	0.8854	0.8854
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	30	98	14	0	0	0	99	110	0	0	32	0
Total Analysis Volume [veh/h]	120	391	55	0	0	0	396	442	0	0	130	0
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	22.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	39	0	0	0	0	0	35	71	0	0	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No							No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No						No	No			No	
Maximum Recall		No						No	No			No	
Pedestrian Recall		No						No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	29	29		26	70	39	39
g / C, Green / Cycle	0.26	0.26		0.24	0.64	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.07	0.24		0.22	0.12	0.04	0.00
s, saturation flow rate [veh/h]	1781	1830		1781	3560	3560	1589
c, Capacity [veh/h]	470	483		428	2266	1249	558
d1, Uniform Delay [s]	31.99	39.45		40.88	8.31	24.07	0.00
k, delay calibration	0.11	0.15		0.30	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	10.66		19.74	0.19	0.17	0.00
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.92		0.93	0.20	0.10	0.00
d, Delay for Lane Group [s/veh]	32.28	50.12		60.62	8.50	24.24	0.00
Lane Group LOS	C	D		E	A	C	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.56	13.01		12.59	2.08	1.16	0.00
50th-Percentile Queue Length [ft/ln]	64.07	325.15		314.85	51.97	28.92	0.00
95th-Percentile Queue Length [veh/ln]	4.61	18.92		18.41	3.74	2.08	0.00
95th-Percentile Queue Length [ft/ln]	115.33	473.01		460.35	93.54	52.06	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.28	50.12	50.12	0.00	0.00	0.00	60.62	8.50	0.00	0.00	24.24	0.00
Movement LOS	C	D	D				E	A			C	A
d_A, Approach Delay [s/veh]	46.33			0.00			33.13			24.24		
Approach LOS	D			A			C			C		
d_I, Intersection Delay [s/veh]	37.25											
Intersection LOS	D											
Intersection V/C	0.564											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.57	44.57	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.134	2.200	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	618	0	1181	545
d_b, Bicycle Delay [s]	26.27	55.02	9.22	29.11
I_b,int, Bicycle LOS Score for Intersection	2.494	4.132	2.251	1.667
Bicycle LOS	B	D	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			+			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	50	70	26	56	33	100	100	259	49	7	94	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	10	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	73	27	58	34	104	104	279	51	7	108	43
Peak Hour Factor	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	23	9	18	11	33	33	88	16	2	34	14
Total Analysis Volume [veh/h]	66	92	34	73	43	132	132	353	65	9	137	54
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	455	499	529	490	526	587	445	475	502
Degree of Utilization, x	0.14	0.25	0.47	0.27	0.67	0.11	0.02	0.20	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.50	0.99	2.48	1.08	4.98	0.37	0.06	0.74	0.70
95th-Percentile Queue Length [ft]	12.57	24.85	61.94	27.04	124.45	9.28	1.55	18.58	17.40
Approach Delay [s/veh]	12.21		15.69	18.57			11.82		
Approach LOS	B		C	C			B		
Intersection Delay [s/veh]	15.81								
Intersection LOS	C								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.122

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	49	13	5	6	35	10	12	278	63	2	80	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	10	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	14	5	6	36	10	12	299	66	2	93	7
Peak Hour Factor	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	4	1	2	10	3	3	82	18	1	26	2
Total Analysis Volume [veh/h]	56	15	5	7	40	11	13	329	73	2	102	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.03	0.01	0.01	0.07	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.23	13.84	10.64	10.90	12.37	9.23	7.45	0.00	0.00	8.13	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.56	0.56	0.56	0.32	0.32	0.32	0.02	0.02	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.97	13.97	13.97	7.94	7.94	7.94	0.55	0.55	0.00	0.13	0.00	0.00
d_A, Approach Delay [s/veh]	13.92			11.60			0.23			0.15		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.79											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.420

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	97.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	44	71	30	9	82	13	16	130	119	15	30	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	1	0	0	10	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	74	31	9	86	14	17	145	124	16	41	7
Peak Hour Factor	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	21	9	2	24	4	5	40	34	4	11	2
Total Analysis Volume [veh/h]	51	82	34	10	95	16	19	161	138	18	45	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	717	707	612	711	584	649
Degree of Utilization, x	0.23	0.17	0.03	0.42	0.03	0.08

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.90	0.61	0.10	2.09	0.10	0.27
95th-Percentile Queue Length [ft]	22.50	15.35	2.40	52.25	2.38	6.65
Approach Delay [s/veh]	9.54	9.14	11.22		8.82	
Approach LOS	A	A	B		A	
Intersection Delay [s/veh]	10.18					
Intersection LOS	B					

**Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	42.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

Intersection Setup

Name	Commerce St		3rd St		3rd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↕↔		↔↕	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	132.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	14	11	1068	42	12	421
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	11	1117	44	12	444
Peak Hour Factor	0.9180	0.9180	0.9180	0.9180	0.9180	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	304	12	3	121
Total Analysis Volume [veh/h]	16	12	1217	48	13	484
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.03	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	42.91	18.27	0.00	0.00	11.76	0.00
Movement LOS	E	C	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.62	0.62	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	15.41	15.41	0.00	0.00	1.83	0.00
d_A, Approach Delay [s/veh]	32.35		0.00		0.31	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.59					
Intersection LOS	E					

**Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Commerce St		Commerce St		5th St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↬		↵		↶	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	20	2	7	45	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	2	7	47	3	2
Peak Hour Factor	0.8333	0.8333	0.8333	0.8333	0.8333	0.8333
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	2	14	1	1
Total Analysis Volume [veh/h]	25	2	8	56	4	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.28	0.00	9.04	8.45
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.33	0.48	0.48
d_A, Approach Delay [s/veh]	0.00		0.91		8.85	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.15					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 9: Commerce St (NS) at 6th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Commerce St		Commerce St		6th Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		6th Street	
Base Volume Input [veh/h]	23	0	3	46	2	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	0	3	48	2	0
Peak Hour Factor	0.9250	0.9250	0.9250	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	1	13	1	0
Total Analysis Volume [veh/h]	26	0	3	52	2	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.27	0.00	8.94	8.44
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.13	0.13	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.40		8.94	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T			T			T			T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	11	0	5	0	0	0	0	271	16	2	78	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0000	1.0400	1.0400	1.0000	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	10	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	0	0	0	0	292	17	2	91	0
Peak Hour Factor	0.8784	0.9500	0.8784	0.8784	0.9500	0.8784	0.8784	0.8784	0.8784	0.8784	0.8784	0.8784
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	0	0	83	5	1	26	0
Total Analysis Volume [veh/h]	13	0	6	0	0	0	0	332	19	2	104	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.91	0.00	9.49	10.56	0.00	8.58	7.42	0.00	0.00	7.99	0.00	0.00
Movement LOS	B		A	B		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.43	0.00	2.43	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00
d_A, Approach Delay [s/veh]	11.15			9.57			0.00			0.15		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	0.48											
Intersection LOS	B											

OPENING YEAR (2026) WITH PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	35.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	27	126	45	42	246	2	10	213	78	382	506	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	3	2	21	19	14	53	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	131	47	44	256	5	12	243	100	411	579	174
Peak Hour Factor	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633	0.8633
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	38	14	13	74	1	3	70	29	119	168	50
Total Analysis Volume [veh/h]	32	152	54	51	297	6	14	281	116	476	671	202
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	34	0	13	34	0	16	30	0	43	57	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	23	12	12	23	13	13	3	49	49	34	80	80
g / C, Green / Cycle	0.19	0.10	0.10	0.19	0.11	0.11	0.02	0.41	0.41	0.28	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.02	0.08	0.03	0.04	0.08	0.08	0.01	0.11	0.11	0.27	0.36	0.13
s, saturation flow rate [veh/h]	1315	1870	1589	1411	1870	1857	1781	1870	1690	1781	1870	1589
c, Capacity [veh/h]	258	188	160	268	206	204	40	758	685	505	1247	1060
d1, Uniform Delay [s]	40.32	52.86	50.27	40.77	51.76	51.78	57.80	23.83	23.93	42.04	10.41	7.64
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.33	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	7.97	1.24	0.34	5.11	5.20	5.01	0.88	1.02	21.10	1.67	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.81	0.34	0.19	0.74	0.74	0.35	0.27	0.28	0.94	0.54	0.19
d, Delay for Lane Group [s/veh]	40.54	60.83	51.51	41.11	56.88	56.98	62.80	24.71	24.94	63.13	12.08	8.04
Lane Group LOS	D	E	D	D	E	E	E	C	C	E	B	A
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.79	4.86	1.56	1.28	4.68	4.67	0.48	4.14	3.90	16.46	8.92	1.96
50th-Percentile Queue Length [ft/ln]	19.82	121.61	38.94	31.96	117.07	116.71	11.97	103.44	97.47	411.47	223.00	49.05
95th-Percentile Queue Length [veh/ln]	1.43	8.48	2.80	2.30	8.23	8.21	0.86	7.45	7.02	23.11	13.82	3.53
95th-Percentile Queue Length [ft/ln]	35.68	212.04	70.10	57.52	205.79	205.30	21.55	186.20	175.45	577.81	345.45	88.30

Movement, Approach, & Intersection Results

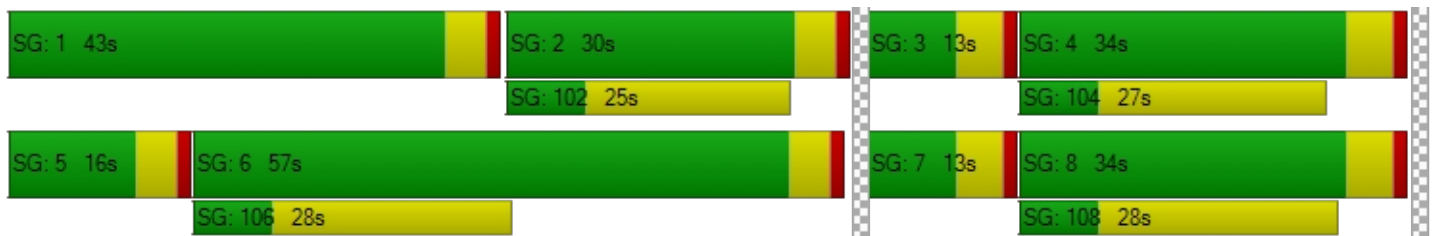
d_M, Delay for Movement [s/veh]	40.54	60.83	51.51	41.11	56.93	56.98	62.80	24.77	24.94	63.13	12.08	8.04
Movement LOS	D	E	D	D	E	E	E	C	C	E	B	A
d_A, Approach Delay [s/veh]	55.99			54.65			26.12			29.49		
Approach LOS	E			D			C			C		
d_I, Intersection Delay [s/veh]	35.37											
Intersection LOS	D											
Intersection V/C	0.562											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
I_p,int, Pedestrian LOS Score for Intersectio	2.570	2.350	2.378	2.717
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	482	482	423	873
d_b, Bicycle Delay [s]	34.60	34.60	37.31	19.06
I_b,int, Bicycle LOS Score for Intersection	1.952	1.852	1.899	3.785
Bicycle LOS	A	A	A	D

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	26.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.514

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵↵		↑↑		↑↑	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	161	871	0	308	182	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0400	1.0400	1.0000	1.0400	1.0400	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	12	0	21	55	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	918	0	341	244	0
Peak Hour Factor	0.8849	0.8849	0.9500	0.8849	0.8849	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	259	0	96	69	0
Total Analysis Volume [veh/h]	196	1037	0	385	276	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	81	0	0	29	29	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	45	45	54	54
g / C, Green / Cycle	0.41	0.41	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.11	0.37	0.11	0.08
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	728	1150	1749	1749
d1, Uniform Delay [s]	21.58	30.42	15.94	15.41
k, delay calibration	0.11	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	2.92	0.29	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.90	0.22	0.16
d, Delay for Lane Group [s/veh]	21.78	33.33	16.23	15.61
Lane Group LOS	C	C	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.33	12.73	2.75	1.91
50th-Percentile Queue Length [ft/ln]	83.21	318.18	68.87	47.68
95th-Percentile Queue Length [veh/ln]	5.99	18.58	4.96	3.43
95th-Percentile Queue Length [ft/ln]	149.77	464.45	123.97	85.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.78	33.33	0.00	16.23	15.61	0.00
Movement LOS	C	C		B	B	
d_A, Approach Delay [s/veh]	31.50		16.23		15.61	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	26.08					
Intersection LOS	C					
Intersection V/C	0.514					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.51	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.491	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1383	418	418
d_b, Bicycle Delay [s]	5.23	34.37	34.37
I_b,int, Bicycle LOS Score for Intersection	1.560	1.877	1.787
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	99	178	38	0	0	0	225	265	0	0	87	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0400	1.0400	1.0000	1.0000	1.0000	1.0400	1.0400	1.0000	1.0000	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	0	8	0	0	0	9	18	0	0	32	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	185	48	0	0	0	243	294	0	0	122	98
Peak Hour Factor	0.8994	0.8994	0.8994	0.9500	0.9500	0.9500	0.8994	0.8994	0.9500	0.9500	0.8994	0.8994
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	35	51	13	0	0	0	68	82	0	0	34	0
Total Analysis Volume [veh/h]	140	206	53	0	0	0	270	327	0	0	136	0
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	14.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	36	0	0	0	0	38	74	0	0	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	19	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	110	110		110	110	110	110
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	18	18		19	81	57	57
g / C, Green / Cycle	0.17	0.17		0.17	0.73	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.08	0.14		0.15	0.09	0.04	0.00
s, saturation flow rate [veh/h]	1781	1805		1781	3560	3560	1589
c, Capacity [veh/h]	296	300		306	2614	1841	822
d1, Uniform Delay [s]	41.55	44.70		44.52	4.29	13.35	0.00
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.18	7.38		8.31	0.10	0.08	0.00
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.86		0.88	0.13	0.07	0.00
d, Delay for Lane Group [s/veh]	42.73	52.08		52.83	4.38	13.43	0.00
Lane Group LOS	D	D		D	A	B	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.53	7.45		7.78	0.94	0.84	0.00
50th-Percentile Queue Length [ft/ln]	88.34	186.36		194.42	23.44	21.07	0.00
95th-Percentile Queue Length [veh/ln]	6.36	11.93		12.35	1.69	1.52	0.00
95th-Percentile Queue Length [ft/ln]	159.01	298.31		308.76	42.19	37.92	0.00

Movement, Approach, & Intersection Results

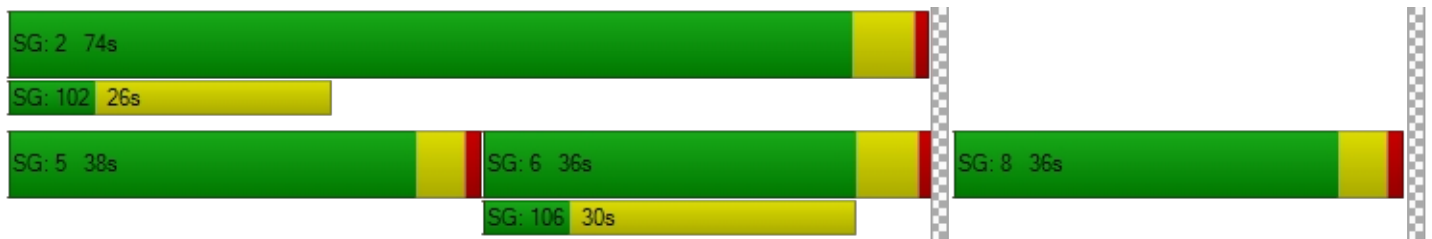
d_M, Delay for Movement [s/veh]	42.73	52.08	52.08	0.00	0.00	0.00	52.83	4.38	0.00	0.00	13.43	0.00
Movement LOS	D	D	D				D	A			B	A
d_A, Approach Delay [s/veh]	48.80			0.00			26.30			13.43		
Approach LOS	D			A			C			B		
d_I, Intersection Delay [s/veh]	32.68											
Intersection LOS	C											
Intersection V/C	0.374											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.57	44.57	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.079	1.897	0.000	0.000
Crosswalk LOS	B	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	563	0	1236	545
d_b, Bicycle Delay [s]	28.39	55.02	8.03	29.11
I_b,int, Bicycle LOS Score for Intersection	2.218	4.132	2.052	1.672
Bicycle LOS	B	D	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.288

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			⊕			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	14	43	13	20	14	65	108	130	60	5	86	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	26	0	0	44	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	45	14	21	15	68	112	161	62	5	133	27
Peak Hour Factor	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795	0.8795
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	13	4	6	4	19	32	46	18	1	38	8
Total Analysis Volume [veh/h]	17	51	16	24	17	77	127	183	70	6	151	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	534	592	620	583	635	725	553	598	623
Degree of Utilization, x	0.03	0.11	0.19	0.22	0.29	0.10	0.01	0.15	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.10	0.38	0.70	0.82	1.19	0.32	0.03	0.53	0.51
95th-Percentile Queue Length [ft]	2.46	9.52	17.42	20.59	29.75	7.99	0.82	13.34	12.73
Approach Delay [s/veh]	9.58		10.16	10.18			9.62		
Approach LOS	A		B	B			A		
Intersection Delay [s/veh]	9.97								
Intersection LOS	A								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			r+l		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	31	9	8	9	20	5	6	112	20	13	79	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	0	3	12	0	26	0	0	32	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	1	0	0	0	0
Total Hourly Volume [veh/h]	32	11	8	9	24	17	6	143	21	14	114	4
Peak Hour Factor	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405	0.9405
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	3	2	2	6	5	2	38	6	4	30	1
Total Analysis Volume [veh/h]	34	12	9	10	26	18	6	152	22	15	121	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.01	0.01	0.04	0.02	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.35	11.64	9.23	10.26	10.91	9.01	7.47	0.00	0.00	7.60	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.28	0.23	0.23	0.23	0.01	0.01	0.00	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.93	6.93	6.93	5.78	5.78	5.78	0.25	0.25	0.00	0.81	0.00	0.00
d_A, Approach Delay [s/veh]	11.07			10.15			0.25			0.81		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.07											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	97.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	33	84	17	11	53	25	13	58	58	20	33	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0	0	7	0	0	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	4	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	88	18	11	55	30	14	67	60	21	43	9
Peak Hour Factor	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625	0.8625
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	26	5	3	16	9	4	19	17	6	12	3
Total Analysis Volume [veh/h]	39	102	21	13	64	35	16	78	70	24	50	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	773	784	620	724	612	684
Degree of Utilization, x	0.21	0.14	0.03	0.20	0.04	0.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.79	0.50	0.08	0.76	0.12	0.29
95th-Percentile Queue Length [ft]	19.70	12.43	1.98	19.06	3.06	7.19
Approach Delay [s/veh]	8.89	8.36	8.91		8.57	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	8.73					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: Commerce St (NS) at 3rd St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Commerce St		3rd St		3rd St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↕↔		↔↕	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	132.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		3rd St		3rd St	
Base Volume Input [veh/h]	7	9	371	17	12	377
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	4	2	2	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	12	390	20	14	397
Peak Hour Factor	0.8295	0.8295	0.8295	0.8295	0.8295	0.8295
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	118	6	4	120
Total Analysis Volume [veh/h]	12	14	470	24	17	479
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	16.05	10.21	0.00	0.00	8.43	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	4.27	4.27	0.00	0.00	1.22	0.00
d_A, Approach Delay [s/veh]	12.90		0.00		0.29	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	C					

**Intersection Level Of Service Report
Intersection 8: Commerce St (NS) at 5th St (EW)**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Commerce St		Commerce St		5th St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↩		↪		↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Commerce St		Commerce St		5th St	
Base Volume Input [veh/h]	13	2	0	34	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	4	0	15	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	4	35	17	7
Peak Hour Factor	0.7647	0.7647	0.7647	0.7647	0.7647	0.7647
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	11	6	2
Total Analysis Volume [veh/h]	18	5	5	46	22	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.27	0.00	9.02	8.53
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.10	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.21	0.21	2.50	2.50
d_A, Approach Delay [s/veh]	0.00		0.71		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.97					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Project Dwy (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T			T			T			T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Other Dwy			Project Dwy			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	6	0	6	0	0	0	0	121	8	3	90	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0000	1.0400	1.0400	1.0000	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	23	19	7	0	0	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	6	0	0	0	0	0	0	0	3
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	0	6	6	0	23	19	133	8	3	103	3
Peak Hour Factor	0.8603	0.9500	0.8603	0.8603	0.9500	0.8603	0.8603	0.8603	0.8603	0.8603	0.8603	0.8603
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	2	0	7	6	39	2	1	30	1
Total Analysis Volume [veh/h]	7	0	7	7	0	27	22	155	9	3	120	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.78	0.00	8.83	10.58	0.00	8.79	7.50	0.00	0.00	7.56	0.00	0.00
Movement LOS	B		A	B		A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.06	0.12	0.00	0.12	0.05	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.40	0.00	1.40	2.94	0.00	2.94	1.15	0.00	0.00	0.16	0.00	0.00
d_A, Approach Delay [s/veh]	9.81			9.16			0.89			0.18		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.77											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 11: Project Dwy (NS) at 5th St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Project Dwy		5th St		5th St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy		5th St		5th St	
Base Volume Input [veh/h]	0	0	2	0	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	6	0	6	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	3	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	1	0	0	0
Total Hourly Volume [veh/h]	24	6	3	6	3	3
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	2	1	2	1	1
Total Analysis Volume [veh/h]	26	7	3	7	3	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	8.46	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.52	2.52	0.00	0.00	0.13	0.13
d_A, Approach Delay [s/veh]	8.66		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.28					
Intersection LOS	A					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: Lime St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

Intersection Setup

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	72.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lime St			Lime St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	22	244	116	51	257	26	13	336	99	190	313	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	3	3	30	26	7	54	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	254	121	53	267	30	17	379	129	205	380	154
Peak Hour Factor	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204	0.9204
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	69	33	14	73	8	5	103	35	56	103	42
Total Analysis Volume [veh/h]	25	276	131	58	290	33	18	412	140	223	413	167
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	10	0	7	10	0	7	10	0	7	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	4.1	4.1	0.0	4.1	4.1	0.0	3.6	3.6	0.0	3.6	3.6	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	30	0	9	30	0	9	29	0	24	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	20	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.1	3.1	0.0	3.1	3.1	0.0	2.6	2.6	0.0	2.6	2.6	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	5.10	5.10	5.10	5.10	5.10	5.10	4.60	4.60	4.60	4.60	4.60	4.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	3.10	3.10	0.00	3.10	3.10	2.60	2.60	2.60	2.60	2.60	2.60
g_i, Effective Green Time [s]	26	16	16	26	18	18	3	36	36	13	47	47
g / C, Green / Cycle	0.29	0.17	0.17	0.29	0.20	0.20	0.03	0.40	0.40	0.15	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.08	0.05	0.09	0.09	0.01	0.15	0.16	0.13	0.22	0.11
s, saturation flow rate [veh/h]	1235	1870	1589	1239	1870	1804	1781	1870	1711	1781	1870	1589
c, Capacity [veh/h]	398	328	279	342	371	358	53	749	685	264	971	825
d1, Uniform Delay [s]	23.16	35.98	33.43	24.30	31.74	31.78	42.90	19.13	19.18	37.41	13.39	11.65
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	5.84	1.23	0.23	0.82	0.87	3.76	1.48	1.65	7.30	1.37	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.84	0.47	0.17	0.44	0.45	0.34	0.38	0.39	0.85	0.43	0.20
d, Delay for Lane Group [s/veh]	23.23	41.82	34.66	24.53	32.56	32.65	46.66	20.61	20.83	44.71	14.75	12.21
Lane Group LOS	C	D	C	C	C	C	D	C	C	D	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.38	6.21	2.60	0.90	3.12	3.06	0.45	4.47	4.19	5.18	5.08	1.79
50th-Percentile Queue Length [ft/ln]	9.44	155.26	64.98	22.45	77.97	76.41	11.22	111.67	104.67	129.52	126.99	44.63
95th-Percentile Queue Length [veh/ln]	0.68	10.30	4.68	1.62	5.61	5.50	0.81	7.93	7.54	8.91	8.78	3.21
95th-Percentile Queue Length [ft/ln]	17.00	257.44	116.96	40.42	140.35	137.54	20.19	198.32	188.41	222.85	219.39	80.33

Movement, Approach, & Intersection Results

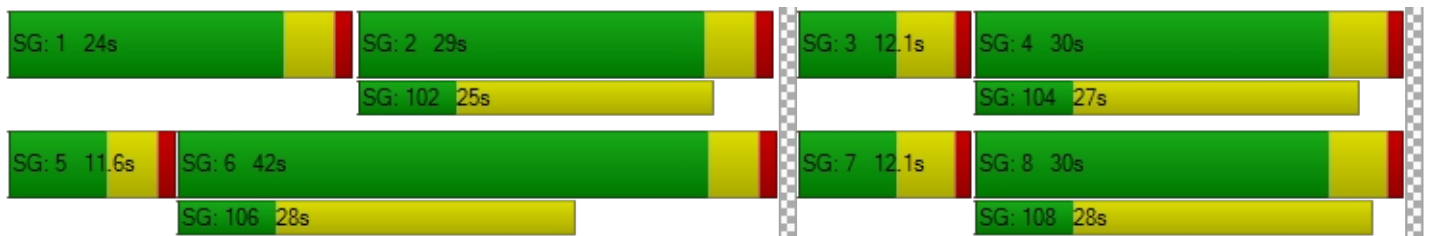
d_M, Delay for Movement [s/veh]	23.23	41.82	34.66	24.53	32.60	32.65	46.66	20.67	20.83	44.71	14.75	12.21
Movement LOS	C	D	C	C	C	C	D	C	C	D	B	B
d_A, Approach Delay [s/veh]	38.57			31.38			21.53			22.54		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	26.99											
Intersection LOS	C											
Intersection V/C	0.552											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
I_p,int, Pedestrian LOS Score for Intersectio	2.546	2.370	2.350	2.635
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	553	553	542	830
d_b, Bicycle Delay [s]	23.59	23.59	23.95	15.41
I_b,int, Bicycle LOS Score for Intersection	2.272	1.874	2.030	2.885
Bicycle LOS	B	A	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 2: SR-91 SB Off-Ramp (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	25.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.403

Intersection Setup

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↵↵↵		↑↑		↑↑	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	SR-91 SB Off-Ramp		Mission Inn Ave		Mission Inn Ave	
Base Volume Input [veh/h]	190	459	0	505	179	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0400	1.0400	1.0000	1.0400	1.0400	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	14	0	30	47	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	491	0	555	233	0
Peak Hour Factor	0.8816	0.8816	0.9500	0.8816	0.8816	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	139	0	157	66	0
Total Analysis Volume [veh/h]	236	557	0	630	264	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	7	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	10	10	0
Maximum Green [s]	47	0	0	42	42	0
Amber [s]	4.0	0.0	0.0	5.0	5.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	60	0	0	55	55	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	10	0	0	10	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	0.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	C
C, Cycle Length [s]	115	115	115	115
L, Total Lost Time per Cycle [s]	5.00	5.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	4.00	4.00
g_i, Effective Green Time [s]	26	26	78	78
g / C, Green / Cycle	0.23	0.23	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.13	0.20	0.18	0.07
s, saturation flow rate [veh/h]	1781	2813	3560	3560
c, Capacity [veh/h]	404	639	2411	2411
d1, Uniform Delay [s]	39.53	42.76	7.26	6.46
k, delay calibration	0.11	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.34	3.90	0.26	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.87	0.26	0.11
d, Delay for Lane Group [s/veh]	40.87	46.66	7.53	6.55
Lane Group LOS	D	D	A	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.01	7.83	2.84	1.06
50th-Percentile Queue Length [ft/ln]	150.35	195.74	71.04	26.41
95th-Percentile Queue Length [veh/ln]	10.04	12.42	5.11	1.90
95th-Percentile Queue Length [ft/ln]	250.89	310.47	127.87	47.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.87	46.66	0.00	7.53	6.55	0.00
Movement LOS	D	D		A	A	
d_A, Approach Delay [s/veh]	44.93		7.53		6.55	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	24.96					
Intersection LOS	C					
Intersection V/C	0.403					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.97	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.368	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	957	853	853
d_b, Bicycle Delay [s]	15.61	18.89	18.89
I_b,int, Bicycle LOS Score for Intersection	1.560	2.079	1.777
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Mulberry St (NS) at Mission Inn Ave (EW)

Control Type:	Signalized	Delay (sec / veh):	38.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.574

Intersection Setup

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	178.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No						No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Mulberry St			SR-91 NB On-Ramp			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	76	333	47	0	0	0	325	366	0	0	101	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0400	1.0400	1.0400	1.0000	1.0000	1.0000	1.0400	1.0400	1.0000	1.0000	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	27	0	12	0	0	0	13	27	0	0	20	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	346	61	0	0	0	351	408	0	0	125	162
Peak Hour Factor	0.8854	0.8854	0.8854	0.9500	0.9500	0.9500	0.8854	0.8854	0.9500	0.9500	0.8854	0.8854
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	30	98	17	0	0	0	99	115	0	0	35	0
Total Analysis Volume [veh/h]	120	391	69	0	0	0	396	461	0	0	141	0
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	22.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	0	0	5	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	0	0	7	10	0	0	10	0
Maximum Green [s]	0	45	0	0	0	0	30	42	0	0	42	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	42	0	0	0	0	37	73	0	0	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	20	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No						No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	4.0	0.0	0.0	4.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C		L	C	C	R
C, Cycle Length [s]	115	115		115	115	115	115
L, Total Lost Time per Cycle [s]	5.00	5.00		5.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00		3.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	31	31		28	73	40	40
g / C, Green / Cycle	0.27	0.27		0.24	0.63	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.07	0.25		0.22	0.13	0.04	0.00
s, saturation flow rate [veh/h]	1781	1822		1781	3560	3560	1589
c, Capacity [veh/h]	484	495		427	2252	1244	555
d1, Uniform Delay [s]	32.70	40.80		42.78	8.93	25.36	0.00
k, delay calibration	0.11	0.19		0.29	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	12.84		19.59	0.21	0.18	0.00
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.93		0.93	0.20	0.11	0.00
d, Delay for Lane Group [s/veh]	32.96	53.63		62.37	9.14	25.55	0.00
Lane Group LOS	C	D		E	A	C	A
Critical Lane Group	No	Yes		Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.66	14.31		13.11	2.35	1.33	0.00
50th-Percentile Queue Length [ft/ln]	66.47	357.81		327.86	58.73	33.22	0.00
95th-Percentile Queue Length [veh/ln]	4.79	20.52		19.05	4.23	2.39	0.00
95th-Percentile Queue Length [ft/ln]	119.64	512.92		476.33	105.71	59.80	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.96	53.63	53.63	0.00	0.00	0.00	62.37	9.14	0.00	0.00	25.55	0.00
Movement LOS	C	D	D				E	A			C	A
d_A, Approach Delay [s/veh]	49.36			0.00			33.73			25.55		
Approach LOS	D			A			C			C		
d_I, Intersection Delay [s/veh]	38.74											
Intersection LOS	D											
Intersection V/C	0.574											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.04	47.04	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersectio	2.140	2.202	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	643	0	1165	522
d_b, Bicycle Delay [s]	26.47	57.52	10.03	31.43
I_b,int, Bicycle LOS Score for Intersection	2.517	4.132	2.267	1.676
Bicycle LOS	B	D	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Vine St (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			+			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	152.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Vine St			Vine St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	50	70	26	56	33	100	100	259	49	7	94	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	39	0	0	25	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	73	27	58	34	104	104	308	51	7	123	43
Peak Hour Factor	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902	0.7902
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	23	9	18	11	33	33	97	16	2	39	14
Total Analysis Volume [veh/h]	66	92	34	73	43	132	132	390	65	9	156	54
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	444	485	514	482	518	577	437	466	489
Degree of Utilization, x	0.15	0.26	0.48	0.27	0.75	0.11	0.02	0.23	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.52	1.03	2.59	1.10	6.51	0.38	0.06	0.86	0.81
95th-Percentile Queue Length [ft]	12.96	25.79	64.77	27.56	162.71	9.47	1.58	21.43	20.19
Approach Delay [s/veh]	12.56		16.34	22.52			12.32		
Approach LOS	B		C	C			B		
Intersection Delay [s/veh]	17.96								
Intersection LOS	C								

Intersection Level Of Service Report
Intersection 5: Commerce St (NS) at Mission Inn Ave (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			rll		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	220.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Commerce St			Commerce St			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	49	13	5	6	35	10	12	278	63	2	80	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	1	1	5	0	39	0	0	20	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	16	5	7	37	15	12	328	66	2	103	9
Peak Hour Factor	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091	0.9091
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	4	1	2	10	4	3	90	18	1	28	2
Total Analysis Volume [veh/h]	56	18	5	8	41	16	13	361	73	2	113	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.04	0.01	0.01	0.08	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.12	14.59	11.04	11.18	12.70	9.35	7.48	0.00	0.00	8.21	0.00	0.00
Movement LOS	C	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.63	0.63	0.63	0.36	0.36	0.36	0.02	0.02	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.83	15.83	15.83	9.01	9.01	9.01	0.55	0.55	0.00	0.13	0.00	0.00
d_A, Approach Delay [s/veh]	14.74			11.69			0.22			0.13		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.85											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Park Ave (NS) at Mission Inn Ave (EW)

Control Type:	All-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			←↑			←↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	97.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Park Ave			Park Ave			Mission Inn Ave			Mission Inn Ave		
Base Volume Input [veh/h]	44	71	30	9	82	13	16	130	119	15	30	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	1	0	0	13	0	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	74	31	9	86	14	17	148	124	16	48	7
Peak Hour Factor	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013	0.9013
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	21	9	2	24	4	5	41	34	4	13	2
Total Analysis Volume [veh/h]	51	82	34	10	95	16	19	164	138	18	53	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	713	703	610	709	583	646
Degree of Utilization, x	0.23	0.17	0.03	0.43	0.03	0.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.91	0.62	0.10	2.14	0.10	0.31
95th-Percentile Queue Length [ft]	22.67	15.47	2.41	53.41	2.38	7.79
Approach Delay [s/veh]	9.60	9.19	11.33		8.90	
Approach LOS	A	A	B		A	
Intersection Delay [s/veh]	10.25					
Intersection LOS	B					