

ATTACHMENT A

Application Package
Part V

APPENDIX E

Data Collection / Observations At the Ohr HaTorah Site In Cooper City

Ohr HaTorah – Cooper City, Florida (8950 Stirling Road)

High School – Grades 9 through 12, Boys Only

68 Students are Currently Enrolled

15 staff members / 10 of which are part time

School Day: 8:00 AM to 5:00 PM Monday – Thursday, 8:00 AM to 12:30 PM on Fridays

The School Utilizes 5 Vans for Transportation of Students as Follows:

Boca Raton – 15 Students

Miami Beach – 6 Students

Bal Harbour – 15 Students

Aventura – 6 Students

N. Miami Beach – 4 Students

Thursday 12/7/23 – Field Observations 7:00 AM to 9:00 AM

7:00 – 7:15: 0 trips / 1 parked vehicle (FHP)
School Security Vehicle circulates on site

7:15 – 7:30: 0 trips / 1 parked vehicle (FHP)

7:30 – 7:45: 1 inbound trip (school administrator) / 2 parked vehicles

7:45 – 8:00: 7:46 AM (1 parent drop-off / 1 student / 1 inbound trip / 1 outbound trip)
7:47 AM (1 vehicle / 1 staff member / 1 inbound / 3 parked vehicles)
7:48 AM (1 vehicle with Principal / Dean / 2 students / 1 inbound trip / 4 parked)
7:50 AM (1 vehicle with Prayer Leader / 1 inbound trip / 5 parked vehicles)
7:55 AM (1 van Boca Raton / 15 students / 1 inbound trip / 1 outbound trip)
7:55 AM (1 vehicle driven by student / 3 students / 1 inbound trip / 6 parked)
7:57 AM (1 vehicle driven by student / 3 students / 1 inbound trip / 7 parked)

8:00 – 8:15: 8:00 AM (1 parent drop-off / 3 students / 1 inbound / 1 outbound)
8:01 AM (1 parent drop-off / 1 student / 1 inbound / 1 outbound)
8:02 AM (1 staff vehicle / 1 inbound trip / 8 parked)
8:03 AM (1 staff vehicle / 1 inbound trip / 9 parked)
8:05 AM (1 van Aventura / 6 students / 1 inbound trip / 1 outbound trip)
8:05 AM (1 van Bal Harbour / 15 students / 1 inbound / 1 outbound)
8:07 AM (1 vehicle with 2 staff members / 1 inbound / 10 parked)
8:09 AM (1 vehicle driven by student / 4 students / 1 inbound trip / 11 parked)
8:10 AM (1 van Miami Beach / 6 students / 1 inbound / 1 outbound)
8:14 AM (1 parent drop-off / 1 student / 1 inbound / 1 outbound)
8:15 AM (Security and FHP vehicles depart / 2 outbound trips / 10 parked)

8:15 – 8:30: 0 trips / 10 parked vehicles

8:30 – 8:45: 0 trips / 10 parked vehicles

8:45 – 9:00: 0 trips / 10 parked vehicles

Summary: 7:15 – 8:15 / 18 inbound trips / 10 outbound trips / 11 parked vehicles / max vehicle queue = 2 vehicles (8:05 AM Aventura and Bal Harbour vans arrived simultaneously, approximately 60 students in attendance)

Thursday 12/7/23 – Field Observations 4:00 PM to 6:00 PM

4:00 – 4:15: 0 trips / 10 parked vehicles (including security vehicle)

4:15 – 4:30: 0 trips / 10 parked vehicles (including security vehicle)

4:30 – 4:45: 0 trips / 10 parked vehicles (including security vehicle)

4:45 – 5:00: 4:57 PM (1 van Boca Raton / 13 students / 1 inbound trip / 10 parked)
4:58 PM (1 van Miami Beach / 5 students / 1 inbound trip / 10 parked)
4:58 PM (1 van Bal Harbor / 14 students / 1 inbound trip / 10 parked)
4:59 PM (1 van Aventura / 6 students / 1 inbound trip / 10 parked)
5:00 PM (3 students left walking to public transportation)
Note: Vans queued in the drive aisle under the porte cochere
Note: N. Miami Beach Van was not utilized / several students left early

5:00 – 5:15: 5:02 PM (1 staff member vehicle / 1 outbound trip / 9 parked)
5:02 PM (1 security vehicle / 1 outbound trip / 8 parked)
5:04 PM (1 parent vehicle / 1 student / 1 inbound / 1 outbound / 8 parked)
5:05 PM (1 student vehicle / 4 students / 1 outbound trip / 7 parked)
5:06 PM (1 parent vehicle / 1 student / 1 inbound / 1 outbound / 7 parked)
5:07 PM (Boca Raton van departs – 1 outbound trip)
5:07 PM (1 student vehicle / 5 students / 1 outbound trip / 6 parked)
5:07 PM (1 staff member vehicle / 1 outbound trip / 5 parked)
5:08 PM (1 student vehicle / 1 student / 1 outbound trip / 4 parked)
5:09 PM (Miami Beach van departs – 1 outbound trip)
5:10 PM (Aventura van departs – 1 outbound trip)
5:12 PM (Bal Harbour van departs – 1 outbound trip)
5:14 PM (1 parent vehicle / 2 students / 1 inbound / 1 outbound / 4 parked)

5:15 – 5:30: 5:16 PM (1 parent vehicle / 1 student / 1 inbound / 1 outbound / 4 parked)
5:17 PM (1 staff vehicle / 2 staff members / 1 outbound / 3 parked)
5:17 PM (1 staff vehicle / 1 staff member / 1 outbound / 2 parked)
5:18 PM (1 staff vehicle / 1 staff member / 1 outbound / 1 parked)

5:30 – 5:45: 0 trips / 1 parked vehicle

5:45 – 6:00: 0 trips / 1 parked vehicle (cleaning person stays late)

Summary: 4:45 – 5:45 / 8 inbound trips / 17 outbound trips / 10 parked vehicles / max vehicle queue = 5 vehicles (4:57 PM to 5:07 PM the 4 vans arrived and loaded simultaneously and 1 parent vehicle arrived (this occurred twice / not at the same time) while this process was occurring.) Approximately 56 students departed during this time period. Note that 4 students left early for doctor appointments and family travel.

APPENDIX F

FDOT Historic Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7311 - S 26 AVE, S OF HOLLYWOOD BLVD

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
----	-----	-----		-----		-----	-----	-----
2022	2400 S	N	1200	S	1200	9.00	57.00	5.40
2021	2400 F	N	1200	S	1200	9.00	53.80	14.30
2020	2400 C	N	1200	S	1200	9.00	53.90	8.80
2019	4300 T	N	2400	S	1900	9.00	54.60	5.50
2018	4300 S	N	2400	S	1900	9.00	54.50	6.00
2017	4300 F	N	2400	S	1900	9.00	51.90	6.20
2016	4300 C	N	2400	S	1900	9.00	54.10	2.90
2015	2100 V		0		0	9.00	54.00	3.40
2014	2100 R					9.00	54.20	7.40
2013	2100 T		0		0	9.00	53.60	7.60
2012	2100 S		0		0	9.00	52.20	5.90
2011	2100 F		0		0	9.00	52.50	6.30
2010	2100 C	N	0	S	0	8.35	52.69	9.30
2009	2100 F		0		0	8.53	53.89	5.30
2008	2200 C	N	0	S	0	8.81	54.16	6.50
2007	2300 C	N	0	S	0	8.63	55.75	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8103 - S 21 AVENUE, S OF HOLLYWOOD BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2022	5800 S	0	0	9.00	99.90	5.40
2021	5900 F	0	0	9.00	99.90	14.30
2020	5900 C	N 5900	0	9.00	99.90	8.80
2019	13000 R	0	0	9.00	99.90	5.50
2018	13000 T	0	0	9.00	99.90	6.00
2017	13000 S	0	0	9.00	99.90	6.20
2016	13000 F	0	0	9.00	99.90	2.90
2015	13000 C	N 13000	0	9.00	99.90	3.40
2014	5300 X			9.00	54.20	7.40
2013	5300 X	0	0	9.00	53.60	7.60
2012	5300 T	0	0	9.00	52.20	5.90
2011	5300 S	0	0	9.00	52.50	6.30
2010	5300 F	0	0	8.35	52.69	9.30
2009	5300 C	0	0	8.53	53.89	5.30
2008	5700 C	N 5700	0	8.81	99.99	6.50
2007	4800 C	N 4800	0	8.63	99.99	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8148 - DIXIE HIGHWAY, S OF HOLLYWOOD BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2022	5600 S	0	0	9.00	99.90	5.40
2021	5700 F	0	0	9.00	99.90	14.30
2020	5700 C	S 5700	0	9.00	99.90	8.80
2019	11000 R	0	0	9.00	99.90	5.50
2018	11000 T	0	0	9.00	99.90	6.00
2017	11000 S	0	0	9.00	99.90	6.20
2016	11000 F	0	0	9.00	99.90	2.90
2015	11000 C	S 11000	0	9.00	99.90	3.40
2014	6000 T			9.00	99.90	7.40
2013	5900 S	0	0	9.00	99.90	7.60
2012	5900 F	0	0	9.00	99.90	5.90
2011	5900 C	S 5900	0	9.00	99.90	6.30
2010	7100 F	0	0	8.35	99.99	9.30
2009	7100 C	S 7100	0	8.53	99.99	5.30
2008	6800 C	S 6800	0	8.81	99.99	6.50
2007	5900 C	S 5900	0	8.63	99.99	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8205 - HOLLYWOOD BLVD, W OF DIXIE HIGHWAY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2022	14200 S	E 7300	W 6900	9.00	57.00	4.60
2021	14400 F	E 7400	W 7000	9.00	53.80	4.10
2020	14400 C	E 7400	W 7000	9.00	53.90	5.10
2019	22000 R	E 11500	W 10500	9.00	54.60	3.20
2018	22000 T	E 11500	W 10500	9.00	54.50	3.30
2017	22000 S	E 11500	W 10500	9.00	51.90	1.60
2016	22000 F	E 11500	W 10500	9.00	54.10	1.60
2015	22000 C	E 11500	W 10500	9.00	54.00	1.60
2014	19500 X			9.00	54.20	7.40
2013	19500 X	0	0	9.00	53.60	7.60
2012	19500 T	0	0	9.00	52.20	5.90
2011	19500 S	0	0	9.00	52.50	6.30
2010	19500 F	E 10000	W 9500	8.35	52.69	9.30
2009	19500 C	E 10000	W 9500	8.53	53.89	5.30
2008	19500 C	E 10000	W 9500	8.81	54.16	6.50
2007	19300 C	E 10000	W 9300	8.63	55.75	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX G

Future Traffic Volumes Spreadsheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Hollywood Boulevard and S. 24th Avenue
AM Peak Hour**

Description	S. 24th Avenue Northbound			N. 24th Avenue Southbound			Hollywood Blvd Eastbound			Hollywood Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	138	94	27	32	67	29	108	490	35	49	382	29
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	144	98	28	33	70	30	112	510	36	51	397	30
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	146	100	29	34	71	31	115	520	37	52	405	31
Ohr HaTorah			5	1				16		4	6	1
2024 Total Traffic	146	100	34	35	71	31	115	536	37	56	411	32

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hollywood Boulevard and S. 24th Avenue PM Peak Hour

Description	S. 24th Avenue Northbound			N. 24th Avenue Southbound			Hollywood Blvd Eastbound			Hollywood Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	179	172	25	21	109	30	149	435	30	51	549	50
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	186	179	26	22	113	31	155	452	31	53	571	52
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	190	182	27	22	116	32	158	461	32	54	582	53
Ohr HaTorah			2	1			7			2	13	1
2024 Total Traffic	190	182	29	23	116	32	158	468	32	56	595	54

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Hollywood Boulevard and Ohr HaTorah Driveway
AM Peak Hour**

Description	Ohr HaTorah Northbound			Southbound			Hollywood Blvd Eastbound			Hollywood Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	0	0	0	0	0	0	0	549	0	0	460	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	0	0	0	0	0	0	0	571	0	0	478	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	0	0	0	0	0	0	582	0	0	488	0
Ohr HaTorah									26		11	
2024 Total Traffic	0	0	0	0	0	0	0	582	26	0	499	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Hollywood Boulevard and Ohr HaTorah Driveway
PM Peak Hour**

Description	Ohr HaTorah Northbound			Southbound			Hollywood Blvd Eastbound			Hollywood Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	0	0	0	0	0	0	0	481	0	0	650	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	0	0	0	0	0	0	0	500	0	0	676	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	0	0	0	0	0	0	510	0	0	690	0
Ohr HaTorah									12		16	
2024 Total Traffic	0	0	0	0	0	0	0	510	12	0	706	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Hollywood Boulevard and N/S Dixie Highway
AM Peak Hour**

Description	S. Dixie Highway Northbound			N. Dixie Highway Southbound			Hollywood Blvd Eastbound			Hollywood Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	0	0	0	58	536	162	0	360	98	16	265	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	0	0	0	60	557	168	0	374	102	17	276	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	0	0	62	569	172	0	382	104	17	281	0
Ohr HaTorah						3					8	
2024 Total Traffic	0	0	0	62	569	175	0	382	104	17	289	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Hollywood Boulevard and N/S Dixie Highway
PM Peak Hour**

Description	S. Dixie Highway Northbound			N. Dixie Highway Southbound			Hollywood Blvd Eastbound			Hollywood Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	0	0	0	74	594	186	0	315	119	27	403	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	0	0	0	77	618	193	0	328	124	28	419	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	0	0	78	630	197	0	334	126	29	428	0
Ohr HaTorah						1					15	
2024 Total Traffic	0	0	0	78	630	198	0	334	126	29	443	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Hollywood Boulevard and N/S 21st Avenue
AM Peak Hour**

Description	S. 21st Avenue Northbound			N. 21st Avenue Southbound			Hollywood Blvd Eastbound			Hollywood Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	194	211	9	0	0	0	164	244	0	0	108	4
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	202	219	9	0	0	0	171	254	0	0	112	4
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	206	224	10	0	0	0	174	259	0	0	115	4
Ohr HaTorah	7	2									1	
2024 Total Traffic	213	226	10	0	0	0	174	259	0	0	116	4

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hollywood Boulevard and N/S 21st Avenue PM Peak Hour

Description	S. 21st Avenue Northbound			N. 21st Avenue Southbound			Hollywood Blvd Eastbound			Hollywood Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	255	378	23	0	0	0	182	214	0	0	185	16
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	265	393	24	0	0	0	189	223	0	0	192	17
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	271	401	24	0	0	0	193	227	0	0	196	17
Ohr HaTorah	14	2	1								1	
2024 Total Traffic	285	403	25	0	0	0	193	227	0	0	197	17

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Van Buren Street and Ohr HaTorah Driveway
AM Peak Hour**

Description	Driveway Northbound			Ohr HaTorah Southbound			Van Buren Street Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	0	0	3	0	0	0	0	483	2	0	0	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	0	0	3	0	0	0	0	502	2	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	0	3	0	0	0	0	512	2	0	0	0
Ohr HaTorah				14								
2024 Total Traffic	0	0	3	14	0	0	0	512	2	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Van Buren Street and Ohr HaTorah Driveway
PM Peak Hour**

Description	Driveway Northbound			Ohr HaTorah Southbound			Van Buren Street Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	0	0	1	0	0	0	0	363	5	0	0	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	0	0	1	0	0	0	0	378	5	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	0	1	0	0	0	0	385	5	0	0	0
Ohr HaTorah				26								
2024 Total Traffic	0	0	1	26	0	0	0	385	5	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Van Buren Street and Montessori Driveway
AM Peak Hour**

Description	Driveway Northbound			Montessori Southbound			Van Buren Street Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	0	0	1	7	0	0	8	482	1	0	0	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	0	0	1	7	0	0	8	501	1	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	0	1	7	0	0	8	511	1	0	0	0
Ohr HaTorah							14					
2024 Total Traffic	0	0	1	7	0	0	8	525	1	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Van Buren Street and Montessori Driveway
PM Peak Hour**

Description	Driveway Northbound			Montessori Southbound			Van Buren Street Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	0	0	1	23	0	0	15	324	1	0	0	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2023 Peak Season Traffic	0	0	1	24	0	0	16	337	1	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	0	1	24	0	0	16	344	1	0	0	0
Ohr HaTorah							26					
2024 Total Traffic	0	0	1	24	0	0	16	370	1	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Van Buren Street and S Dixie Highway
AM Peak Hour**

Description	Northbound			S. Dixie Highway Southbound			Van Buren Street Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/14/2023)	0	0	0	48	602	0	0	226	314	0	0	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	0	0	50	632	0	0	237	330	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	0	0	51	645	0	0	242	336	0	0	0
Ohr HaTorah								10	4			
2024 Total Traffic	0	0	0	51	645	0	0	252	340	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Van Buren Street and S Dixie Highway
PM Peak Hour**

Description	Northbound			S. Dixie Highway Southbound			Van Buren Street Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/14/2023)	0	0	0	42	551	0	0	147	174	0	0	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	0	0	44	579	0	0	154	183	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	0	0	45	590	0	0	157	186	0	0	0
Ohr HaTorah								18	8			
2024 Total Traffic	0	0	0	45	590	0	0	175	194	0	0	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Van Buren Street and S 21st Avenue
AM Peak Hour**

Description	S. 21st Avenue Northbound			Southbound			Van Buren Street Eastbound			Harrison Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/14/2023)	0	362	14	0	0	0	30	250	0	0	0	55
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	380	15	0	0	0	32	263	0	0	0	58
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	388	15	0	0	0	32	268	0	0	0	59
Ohr HaTorah							9	1				
2024 Total Traffic	0	388	15	0	0	0	41	269	0	0	0	59

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Van Buren Street and S 21st Avenue
PM Peak Hour**

Description	S. 21st Avenue Northbound			Southbound			Van Buren Street Eastbound			Harrison Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/14/2023)	0	525	17	0	0	0	23	169	0	0	0	92
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	551	18	0	0	0	24	177	0	0	0	97
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2024 Background Traffic	0	562	18	0	0	0	25	181	0	0	0	99
Ohr HaTorah							17	1				
2024 Total Traffic	0	562	18	0	0	0	42	182	0	0	0	99

APPENDIX H

Signal Timing Data



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number 3123 Initial Operation Date 06/76
Controller Type 2070 LN System Number 3123
Modification Number 8 Modification Date 02/19/2020
Drawing/Project No GRP. 1 FPL Grid Number 87572510202
Intersection HOLLYWOOD BLVD. (SR 820) and N/S 24 AVENUE
Municipality HOLLYWOOD

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4		6	7	8
Direction	EBL	WB		NB		EB	NBL	SB
Initial Green(MIN)	4	10		6		10	4	6
Vehicle Ext.(GAP)	1.5	3.0		2.5		3.0	1.5	2.5
Maximum Green I	12	35		25		35	12	25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0		4.0	4.0	4.0
All Red Clearance	2.0	2.0		2.0		2.0	2.0	2.0
Phase Recall	OFF	MIN		OFF		MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		11		25		11		23
Permissive	5 SECT						5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

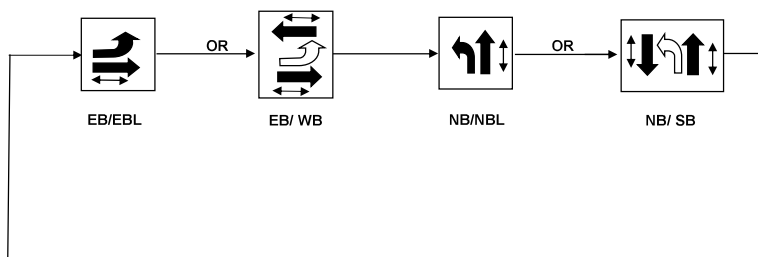
NOTES:

1. ANTI-BACKDOWN DIODE EASTBOUND; DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 8 UPDATES PEDESTRIAN CLEARANCE VALUES.

Submitted By _____

Approved By _____

**Sequence of Operation for (3123) Hollywood Boulevard and N/S 24 Avenue
Hollywood**



Station : 3123 - Hollywood Blvd & 24 Ave (Standard File)

Phase	1 (EL)	2 (WR)	3	4 (NR)	5	6 (ER)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		11		25		11		23								
Min Green	4	10		6		10	4	6								
Gap Ext	1.5	3		2.5		3	1.5	2.5								
Max1	12	35		25		35	12	25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2		2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON		ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6			6	6
Min Walk						
Ped Clear						
Track Green						1
Min Dwell	8	8			8	8
Max Presence	180	180			180	180
Track Veh 1						9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2			4	1
Dwell Cyc Veh 2	8	6			7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number 3122 Initial Operation Date 9/76
Controller Type 2070 System Number 3122
Modification Number 20 Modification Date 06/16/2021
Drawing/Project No FPL Grid Number 87572850305
Intersection HOLLYWOOD BLVD. (SR 820) and DIXIE HWY./21 AVENUE
Municipality HOLLYWOOD

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction		WB	NB			EB	SB	
Initial Green(MIN)		4	4			7	4	
Vehicle Ext.(GAP)		2.0	2.0			2.0	2.0	
Maximum Green I		30	20			30	20	
Maximum Green II								
Yellow Clearance		4.0	4.0			4.0	4.0	
All Red Clearance		2.0	2.0			2.0	2.0	
Phase Recall		OFF	OFF			MIN	OFF	
Detector Delay							30-RT	
Walk		7	7			7	7	
Pedestrian Clearance		12	16			11	26	
Permissive								
Flash Operation		RED	RED			RED	RED	

Attachment

NOTES:

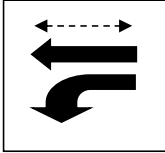
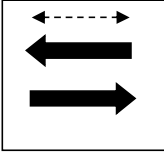
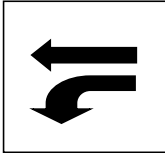
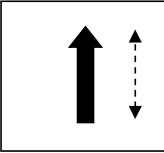
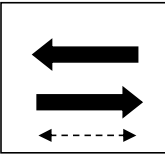
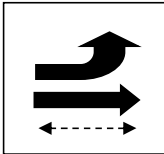
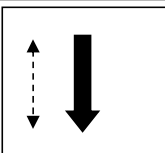
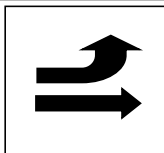
1. RAILROAD PREEMPTION:
(A) TRACK CLEARANCE: 6G, 4Y, 1AR (EB/EBL + WB/WBL FAR SIDES).
(B) DWELL: NORTH/SOUTH.
(C) RETURN TO PHASE 2 (WB).
2. OPTICALLY PROGRAMMED FAR SIDE GREEN+GREEN ARROW, WESTBOUND.
3. NORTHBOUND/SOUTHBOUND GREENS UTILIZE LOUVERS.
4. MOD. 20 UPDATED PHASE 5 INITIAL GREEN.

Submitted By _____

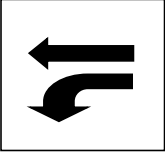
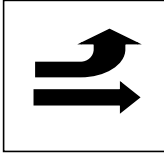
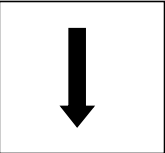
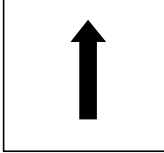
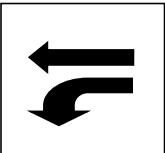
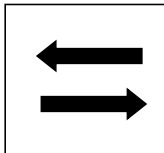
Approved By _____

Sequence of Operation Signal 3122

Hollywood Blvd (SR 820) and Dixie Hwy/21 Avenue

NORMAL OPERATION		
Dixie Highway	Phase	N/S 21 Avenue
	Ø 2 WB	
	Ø 3 NB	
	Ø 5 EB	
	Ø 6 SB	



PREEMPTION		
	TRACK CLEARANCE	
	DWELL	
	RETURN TO Ø 2	

RAILROAD PREEMPTION (IN SECONDS):

(A) TRACK CLEAR: 6G, 4Y, 1AR (WB/WBL + EB/EBL FARSIDES).

(B) DWELL: NORTH/SOUTH.

(C) RETURN: PHASE 2 (WESTBOUND).

Station : 3122 - Hollywood Blvd & Dixie Hwy/21 Ave (Standard File)

Phase	1	2 (WT)	3 (NT)	4	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7	7		7	7										
Ped Clearance		12	16		11	26										
Min Green		4	4		7	4										
Gap Ext		2	2		2	2										
Max1		30	20		30	20										
Max2																
Yellow Clr	4	4	4	4	4	4	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2		2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON	ON		ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit					ON											
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON			ON											
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6	6	6
Min Walk						
Ped Clear						
Track Green	6		3	3	3	3
Min Dwell	6	8	15	15	15	15
Max Presence		180	360	360	360	360
Track Veh 1	9		9	9	9	9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	10		6	2	3	5
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3207	Initial Operation Date	10/76
Controller Type	2070 LN	System Number	3207
Modification Number	17	Modification Date	04/19/2023
Drawing/Project No	HWD 95-003 #	FPL Grid Number	87571869801
Intersection	DIXIE HWY./N 21 AVE. and VAN BUREN/HARRISON STS.		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	*	*	*	*	*			
Direction	WB	N/S	SBL	EB	EBCL			
Initial Green(MIN)	6	7	5	6	9			
Vehicle Ext.(GAP)	2.0	0.0	1.5	2.0	0.0			
Maximum Green I	15	35	18	20	9			
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0			
All Red Clearance		2.0	2.0					
Phase Recall	OFF	MAX	OFF	OFF	OFF			
Detector Delay				30-RT				
Walk		7	7	7				
Pedestrian Clearance		9	12	6				
Permissive			NO					
Flash Operation	RED	RED	RED	RED	RED			

Attachment **3207_2020_05_01.pdf**

NOTES:

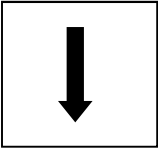
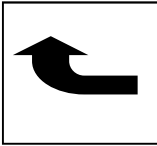
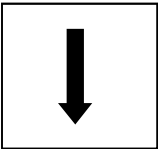
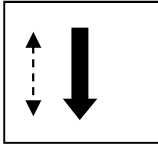
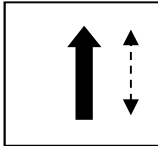
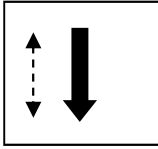
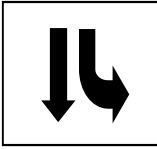
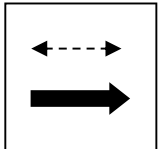
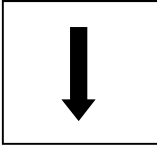
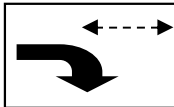
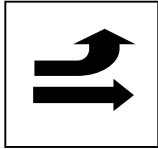
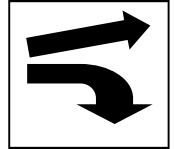
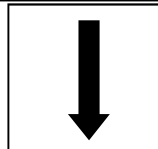
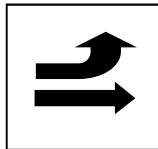
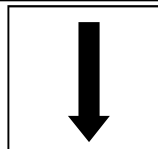
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 PHASE 3: 1,4,P4A,6,6A.
 PHASE 4: 4,4R,4AR,P4,7,7A.
 PHASE 5: 4,6,6A,7A.
- PHASES 3 OR 4 ON ---|<---PHASE 5 DETECT.
- RAILROAD PREEMPTION (IN SECONDS):
 (A) TRACK CLEAR: 9G, 4Y PHASE 5 (EBCL).
 (B) DWELL 1: PHASE 1 (WB/SB).
 (C) DWELL 2: PHASE 2 (N/S).
 (D) RETURN: PHASE: 3 (SBL).
- MOD. 17 UPDATES FACE NUMBERS, NO CHANGE IN TIMING.

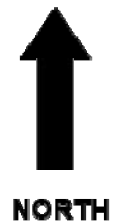
Submitted By _____

Approved By _____

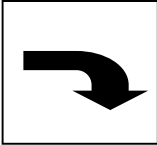

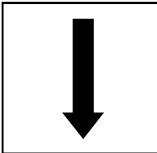
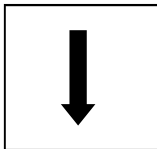
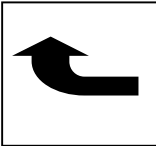
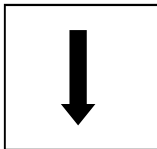
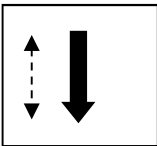
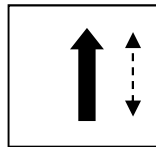
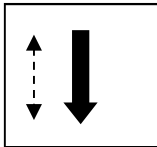
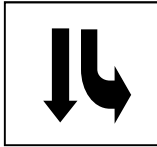
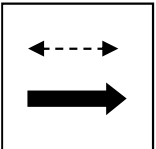
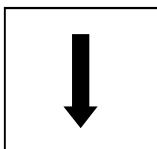
Sequence of Operation

Dixie Highway/S 21 Avenue and Van Buren/Harrison Streets (3207) Mod 16

S Dixie Hwy	Phase	S 21 Ave
	Ø 1 WB/SB HEADS 6,6A,8	
		
	Ø 2 N/S HEADS 2,2A,P2,6,6A,P 6,P6A	
		
	Ø 3 SBL HEADS 1, 4,P4A,6,6A	
		
	Ø 4 EB HEADS 4,4R,4AR,P4,7 ,7A	
		
	Ø 5 EB CLEAR HEADS 6,6A,4,7A	
		



PREEMPTION

S Dixie Hwy	Phase	S 21 Ave
	TRACK CLEAR 9G, 4Y	
		
	DWELL 1 (Ø 1)	
		
	DWELL 2 (Ø 2)	
		
	RETURN: Ø3 SBL	
		

 = Pedestrian Crossing Phase

RAILROAD PREEMPTION:

- (A) TRACK CLEAR: PHASE 5 (EBCL), 9G, 4Y.
- (B) DWELL 1: PHASE 1 (WB/SB) .
- (C) DWELL 2: PHASE 2 (N/S).
- (C) RETURN: PHASE 3 (SBL).

Station : 3207 - Dixie Hwy & Harrison/Van Buren St (Standard File)

Phase	1 (WT)	2 (ST)	3 (SL)	4 (ET)	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7												
Ped Clearance		9	12	6												
Min Green	6	7	5	6	9											
Gap Ext	2		1.5	2												
Max1	15	35	18	20	9											
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2	2						1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON											
Auto Flash Entry			ON													
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON														
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt	ON				ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration	25					
Min Green		6	6	6		
Min Walk						
Ped Clear						
Track Green	9					
Min Dwell		8	8	8		
Max Presence		180	180	180		
Track Veh 1	5					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	1					
Dwell Cyc Veh 2	2					
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

[illegible]

APPENDIX I

SYNCHRO Output

Existing (2023) SYNCHRO Output

Timings

101: S. 24th Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	112	510	51	397	144	98	33	70
Future Volume (vph)	112	510	51	397	144	98	33	70
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	2	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0	6.0	6.0	6.0
Minimum Split (s)	10.0	38.0	24.0	24.0	10.0	38.0	36.0	36.0
Total Split (s)	20.0	90.0	70.0	70.0	20.0	70.0	50.0	50.0
Total Split (%)	12.5%	56.3%	43.8%	43.8%	12.5%	43.8%	31.3%	31.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	115.2	115.2	101.9	101.9	32.8	32.8	13.4	13.4
Actuated g/C Ratio	0.72	0.72	0.64	0.64	0.20	0.20	0.08	0.08
v/c Ratio	0.19	0.23	0.11	0.20	0.67	0.35	0.34	0.66
Control Delay	8.1	8.1	13.7	13.0	69.0	51.4	76.1	81.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	8.1	13.7	13.0	69.0	51.4	76.1	81.1
LOS	A	A	B	B	E	D	E	F
Approach Delay		8.1		13.1		60.8		79.9
Approach LOS		A		B		E		E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 80 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 25.1

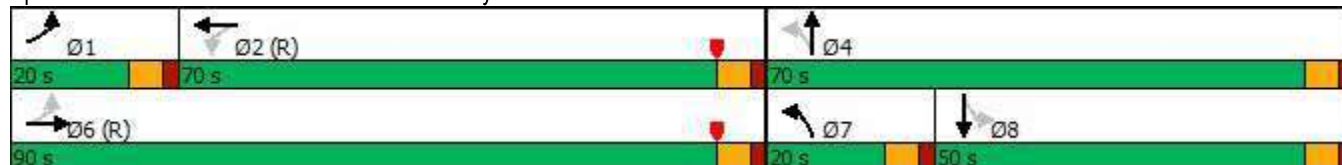
Intersection LOS: C

Intersection Capacity Utilization 61.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 101: S. 24th Avenue & Hollywood Blvd



Queues





















101: S. 24th Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	118	575	54	450	152	132	35	106
v/c Ratio	0.19	0.23	0.11	0.20	0.67	0.35	0.34	0.66
Control Delay	8.1	8.1	13.7	13.0	69.0	51.4	76.1	81.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	8.1	13.7	13.0	69.0	51.4	76.1	81.1
Queue Length 50th (ft)	35	97	21	97	139	109	35	96
Queue Length 95th (ft)	64	139	49	145	203	169	73	159
Internal Link Dist (ft)		227		1327		226		152
Turn Bay Length (ft)	220		200		130		120	
Base Capacity (vph)	676	2511	502	2216	233	722	340	495
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.23	0.11	0.20	0.65	0.18	0.10	0.21

Intersection Summary

HCM 6th Signalized Intersection Summary 101: S. 24th Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	510	36	51	397	30	144	98	28	33	70	30
Future Volume (veh/h)	112	510	36	51	397	30	144	98	28	33	70	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.97	0.99		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	537	38	54	418	32	152	103	29	35	74	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	633	2307	163	556	2045	156	271	332	93	186	141	61
Arrive On Green	0.04	0.69	0.69	0.61	0.61	0.61	0.09	0.24	0.24	0.11	0.11	0.11
Sat Flow, veh/h	1781	3358	237	833	3337	254	1781	1394	393	1230	1227	531
Grp Volume(v), veh/h	118	283	292	54	222	228	152	0	132	35	0	106
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	833	1777	1814	1781	0	1787	1230	0	1758
Q Serve(g_s), s	3.8	9.5	9.6	4.3	8.8	8.9	11.7	0.0	9.7	4.1	0.0	9.1
Cycle Q Clear(g_c), s	3.8	9.5	9.6	4.3	8.8	8.9	11.7	0.0	9.7	4.1	0.0	9.1
Prop In Lane	1.00		0.13	1.00		0.14	1.00		0.22	1.00		0.30
Lane Grp Cap(c), veh/h	633	1221	1249	556	1089	1112	271	0	425	186	0	202
V/C Ratio(X)	0.19	0.23	0.23	0.10	0.20	0.21	0.56	0.00	0.31	0.19	0.00	0.53
Avail Cap(c_a), veh/h	724	1221	1249	556	1089	1112	274	0	715	383	0	483
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	9.3	9.3	12.8	13.7	13.7	54.6	0.0	50.2	64.5	0.0	66.7
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.3	0.4	0.4	1.5	0.0	0.3	0.4	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.9	4.0	0.9	3.7	3.9	5.4	0.0	4.5	1.3	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	9.8	9.8	13.2	14.1	14.1	56.1	0.0	50.5	64.9	0.0	68.3
LnGrp LOS	B	A	A	B	B	B	E	A	D	E	A	E
Approach Vol, veh/h	693			504			284			141		
Approach Delay, s/veh	9.9			14.0			53.5			67.5		
Approach LOS	A			B			D			E		
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	11.9	104.1		44.1		115.9	19.7	24.3				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	64.0		64.0		84.0	14.0	44.0				
Max Q Clear Time (g_c+I1), s	5.8	10.9		11.7		11.6	13.7	11.1				
Green Ext Time (p_c), s	0.1	3.4		0.7		4.0	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				23.8								
HCM 6th LOS				C								

HCM 6th TWSC
201: Van Buren St & Ohr Ha Torah

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB							EB	EB		
Traffic Vol, veh/h	0	502	2	0	0	0	0	0	3	0	0	0
Future Vol, veh/h	0	502	2	0	0	0	0	0	3	0	0	0
Conflicting Peds, #/hr	11	0	5	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	591	2	0	0	0	0	0	4	0	0	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	11	0	0				-	-	302	307	-	-
Stage 1	-	-	-				-	-	-	11	-	-
Stage 2	-	-	-				-	-	-	296	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1607	-	-				0	0	694	888	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	898	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1590	-	-				-	-	691	874	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	874	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	893	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	0			10.2			0					
HCM LOS				B			A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	691	1590	-	-	-							
HCM Lane V/C Ratio	0.005	-	-	-	-							
HCM Control Delay (s)	10.2	0	-	-	0							
HCM Lane LOS	B	A	-	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	-							

HCM 6th TWSC
202: Van Buren St & Montessori Parking Lot

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB							EB	EB		
Traffic Vol, veh/h	8	501	1	0	0	0	0	0	1	7	0	0
Future Vol, veh/h	8	501	1	0	0	0	0	0	1	7	0	0
Conflicting Peds, #/hr	7	0	6	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	92	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	576	1	0	0	0	0	0	1	8	0	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	7	0	0				-	-	295	313	-	-
Stage 1	-	-	-				-	-	-	7	-	-
Stage 2	-	-	-				-	-	-	306	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1612	-	-				0	0	701	883	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	889	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1601	-	-				-	-	697	871	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	871	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	880	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	0.1			10.2			9.2					
HCM LOS				B			A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	697	1601	-	-	871							
HCM Lane V/C Ratio	0.002	0.006	-	-	0.009							
HCM Control Delay (s)	10.2	7.3	0	-	9.2							
HCM Lane LOS	B	A	A	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	0							

Timings

102: S. Dixie Hwy & Hollywood Blvd

	→	↘	↙	←	↓	↗			
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø3	Ø4	Ø7
Lane Configurations	↑↑	↑	↘	↑	↑↑	↑			
Traffic Volume (vph)	374	102	17	276	557	168			
Future Volume (vph)	374	102	17	276	557	168			
Turn Type	NA	Perm	Prot	NA	NA	Prot			
Protected Phases	5		1	1 5	6	6	3	4	7
Permitted Phases		5							
Detector Phase	5	5	1	1 5	6	6			
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	7.0
Minimum Split (s)	25.0	25.0	25.0		37.0	37.0	25.0	28.0	25.0
Total Split (s)	25.0	25.0	53.0		37.0	37.0	25.0	28.0	62.0
Total Split (%)	21.7%	21.7%	46.1%		32.2%	32.2%	22%	24%	54%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	None	None	None	C-Max
Act Effect Green (s)	18.3	18.3	32.5	56.8	46.2	46.2			
Actuated g/C Ratio	0.16	0.16	0.28	0.49	0.40	0.40			
v/c Ratio	0.71	0.30	0.04	0.32	0.46	0.24			
Control Delay	52.7	5.1	9.8	1.4	29.0	5.4			
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0			
Total Delay	52.7	5.1	9.8	2.4	29.0	5.4			
LOS	D	A	A	A	C	A			
Approach Delay	42.4			2.8	23.9				
Approach LOS	D			A	C				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 25.6

Intersection LOS: C

Intersection Capacity Utilization 48.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 102: S. Dixie Hwy & Hollywood Blvd



Queues

102: S. Dixie Hwy & Hollywood Blvd




Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	398	109	18	294	657	179
v/c Ratio	0.71	0.30	0.04	0.32	0.46	0.24
Control Delay	52.7	5.1	9.8	1.4	29.0	5.4
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0
Total Delay	52.7	5.1	9.8	2.4	29.0	5.4
Queue Length 50th (ft)	147	0	2	1	186	0
Queue Length 95th (ft)	193	26	m3	1	296	54
Internal Link Dist (ft)	623			258	252	
Turn Bay Length (ft)		175				250
Base Capacity (vph)	619	383	723	943	1415	743
Starvation Cap Reductn	0	0	0	415	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.28	0.02	0.56	0.46	0.24

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

102: S. Dixie Hwy & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑						↑↑	↑
Traffic Volume (vph)	0	374	102	17	276	0	0	0	0	60	557	168
Future Volume (vph)	0	374	102	17	276	0	0	0	0	60	557	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	1.00						0.95	1.00
Frpb, ped/bikes		1.00	0.96	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		3539	1517	1770	1863						3522	1583
Flt Permitted		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (perm)		3539	1517	1770	1863						3522	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	398	109	18	294	0	0	0	0	64	593	179
RTOR Reduction (vph)	0	0	92	0	0	0	0	0	0	0	0	107
Lane Group Flow (vph)	0	398	17	18	294	0	0	0	0	0	657	72
Confl. Peds. (#/hr)			11	11								3
Confl. Bikes (#/hr)			7									2
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		5		1	1 5					6	6	6
Permitted Phases			5									
Actuated Green, G (s)		18.3	18.3	32.5	56.8						46.2	46.2
Effective Green, g (s)		18.3	18.3	32.5	56.8						46.2	46.2
Actuated g/C Ratio		0.16	0.16	0.28	0.49						0.40	0.40
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.0	2.0
Lane Grp Cap (vph)		563	241	500	920						1414	635
v/s Ratio Prot		c0.11		0.01	c0.16						c0.19	0.05
v/s Ratio Perm			0.01									
v/c Ratio		0.71	0.07	0.04	0.32						0.46	0.11
Uniform Delay, d1		45.8	41.1	29.9	17.5						25.3	21.6
Progression Factor		1.00	1.00	0.37	0.04						1.00	1.00
Incremental Delay, d2		3.3	0.0	0.0	0.1						0.1	0.0
Delay (s)		49.1	41.2	11.0	0.7						25.4	21.6
Level of Service		D	D	B	A						C	C
Approach Delay (s)		47.4			1.3			0.0			24.6	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			27.2			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			48.2%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

Timings

103: S. 21st Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø1	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	171	254	112	202	219	9			
Future Volume (vph)	171	254	112	202	219	9			
Turn Type	Prot	NA	NA	Split	NA	Perm			
Protected Phases	7	7 3	3	4	4		1	5	6
Permitted Phases						4			
Detector Phase	7	7 3	3	4	4	4			
Switch Phase									
Minimum Initial (s)	7.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	25.0		25.0	28.0	28.0	28.0	25.0	25.0	37.0
Total Split (s)	62.0		25.0	28.0	28.0	28.0	53.0	25.0	37.0
Total Split (%)	53.9%		21.7%	24.3%	24.3%	24.3%	46%	22%	32%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	C-Max		None	None	None	None	None	None	None
Act Effect Green (s)	70.5	85.0	8.5	18.0	18.0	18.0			
Actuated g/C Ratio	0.61	0.74	0.07	0.16	0.16	0.16			
v/c Ratio	0.16	0.19	0.46	0.76	0.41	0.03			
Control Delay	0.8	0.9	55.1	63.1	44.9	0.1			
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0			
Total Delay	0.8	1.2	55.1	63.1	44.9	0.1			
LOS	A	A	E	E	D	A			
Approach Delay		1.1	55.1		52.5				
Approach LOS		A	E		D				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 30.3

Intersection LOS: C

Intersection Capacity Utilization 48.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 103: S. 21st Avenue & Hollywood Blvd



Queues





















103: S. 21st Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	178	265	121	210	228	9
v/c Ratio	0.16	0.19	0.46	0.76	0.41	0.03
Control Delay	0.8	0.9	55.1	63.1	44.9	0.1
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	0.8	1.2	55.1	63.1	44.9	0.1
Queue Length 50th (ft)	1	9	44	151	81	0
Queue Length 95th (ft)	5	21	74	218	111	0
Internal Link Dist (ft)		258	193		211	
Turn Bay Length (ft)				250		60
Base Capacity (vph)	1085	1547	583	348	697	415
Starvation Cap Reductn	0	817	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.36	0.21	0.60	0.33	0.02
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

103: S. 21st Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 			 				
Traffic Volume (vph)	171	254	0	0	112	4	202	219	9	0	0	0
Future Volume (vph)	171	254	0	0	112	4	202	219	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	1863			3518		1770	3539	1532			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	1863			3518		1770	3539	1532			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	178	265	0	0	117	4	210	228	9	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	8	0	0	0
Lane Group Flow (vph)	178	265	0	0	118	0	210	228	1	0	0	0
Confl. Peds. (#/hr)	10					10			5			
Confl. Bikes (#/hr)						1						
Turn Type	Prot	NA			NA		Split	NA	Perm			
Protected Phases	7	7 3			3		4	4				
Permitted Phases									4			
Actuated Green, G (s)	70.5	85.0			8.5		18.0	18.0	18.0			
Effective Green, g (s)	70.5	85.0			8.5		18.0	18.0	18.0			
Actuated g/C Ratio	0.61	0.74			0.07		0.16	0.16	0.16			
Clearance Time (s)	6.0				6.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	1085	1377			260		277	553	239			
v/s Ratio Prot	0.10	c0.14			c0.03		c0.12	0.06				
v/s Ratio Perm									0.00			
v/c Ratio	0.16	0.19			0.45		0.76	0.41	0.01			
Uniform Delay, d1	9.6	4.6			51.0		46.4	43.7	40.9			
Progression Factor	0.05	0.12			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.3	0.0			0.5		10.1	0.2	0.0			
Delay (s)	0.8	0.6			51.5		56.5	43.9	41.0			
Level of Service	A	A			D		E	D	D			
Approach Delay (s)		0.6			51.5			49.8			0.0	
Approach LOS		A			D			D			A	
Intersection Summary												
HCM 2000 Control Delay		28.4			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.35										
Actuated Cycle Length (s)		115.0			Sum of lost time (s)			24.0				
Intersection Capacity Utilization		48.2%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Timings

3: Van Buren St & S. Dixie Hwy

	→	↘	↙	↓						
Lane Group	EBT	EBR	SBL	SBT	Ø2	Ø3	Ø6	Ø7	Ø8	Ø10
Lane Configurations	↑	↗	↖	↑↑						
Traffic Volume (vph)	237	330	50	632						
Future Volume (vph)	237	330	50	632						
Turn Type	NA	Perm	Prot	NA						
Protected Phases	4		1	1 6 10	2	3	6	7	8	10
Permitted Phases		4								
Detector Phase	4	4	1	1 6 10						
Switch Phase										
Minimum Initial (s)	6.0	6.0	5.0		7.0	6.0	7.0	9.0	6.0	3.0
Minimum Split (s)	20.0	20.0	25.0		24.0	18.0	24.0	13.0	15.0	9.0
Total Split (s)	20.0	20.0	18.0		35.0	18.0	50.0	9.0	15.0	9.0
Total Split (%)	20.6%	20.6%	18.6%		36%	19%	52%	9%	15%	9%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0		2.0	0.0	2.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0							
Total Lost Time (s)	4.0	4.0	6.0							
Lead/Lag					Lag			Lead		
Lead-Lag Optimize?					Yes			Yes		
Recall Mode	None	None	None		C-Max	None	C-Max	None	None	None
Act Effect Green (s)	15.9	15.9	11.0	71.1						
Actuated g/C Ratio	0.16	0.16	0.11	0.73						
v/c Ratio	0.90	0.76	0.17	0.28						
Control Delay	73.4	21.1	1.0	4.7						
Queue Delay	0.0	0.0	0.0	0.0						
Total Delay	73.4	21.1	1.0	4.7						
LOS	E	C	A	A						
Approach Delay	42.9			4.4						
Approach LOS	D			A						

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 21.9

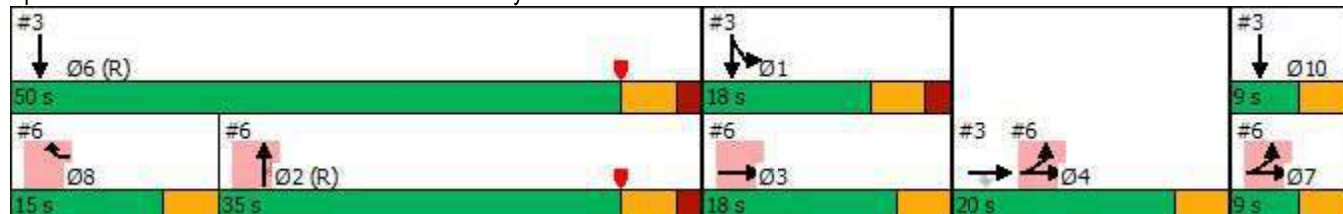
Intersection LOS: C

Intersection Capacity Utilization 46.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Van Buren St & S. Dixie Hwy



Queues

3: Van Buren St & S. Dixie Hwy



Lane Group	EBT	EBR	SBL	SBT
Lane Group Flow (vph)	276	384	58	735
v/c Ratio	0.90	0.76	0.17	0.28
Control Delay	73.4	21.1	1.0	4.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	73.4	21.1	1.0	4.7
Queue Length 50th (ft)	169	49	0	67
Queue Length 95th (ft)	#293	137	0	84
Internal Link Dist (ft)	81			127
Turn Bay Length (ft)			100	
Base Capacity (vph)	312	507	367	2632
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	0.76	0.16	0.28

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

3: Van Buren St & S. Dixie Hwy

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗							↖	↑↑	
Traffic Volume (vph)	0	237	330	0	0	0	0	0	0	50	632	0
Future Volume (vph)	0	237	330	0	0	0	0	0	0	50	632	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0							6.0	6.0	
Lane Util. Factor		1.00	1.00							1.00	0.95	
Frpb, ped/bikes		1.00	0.99							1.00	1.00	
Flpb, ped/bikes		1.00	1.00							1.00	1.00	
Frt		1.00	0.85							1.00	1.00	
Flt Protected		1.00	1.00							0.95	1.00	
Satd. Flow (prot)		1863	1562							1770	3539	
Flt Permitted		1.00	1.00							0.95	1.00	
Satd. Flow (perm)		1863	1562							1770	3539	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	276	384	0	0	0	0	0	0	58	735	0
RTOR Reduction (vph)	0	0	247	0	0	0	0	0	0	51	0	0
Lane Group Flow (vph)	0	276	137	0	0	0	0	0	0	7	735	0
Confl. Peds. (#/hr)										11		
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm							Prot	NA	
Protected Phases		4								1	1 6 10	
Permitted Phases			4									
Actuated Green, G (s)		15.9	15.9							11.0	71.1	
Effective Green, g (s)		15.9	15.9							11.0	67.1	
Actuated g/C Ratio		0.16	0.16							0.11	0.69	
Clearance Time (s)		4.0	4.0							6.0		
Vehicle Extension (s)		2.0	2.0							1.5		
Lane Grp Cap (vph)		305	256							200	2448	
v/s Ratio Prot		c0.15								0.00	c0.21	
v/s Ratio Perm			0.09									
v/c Ratio		0.90	0.53							0.03	0.30	
Uniform Delay, d1		39.8	37.2							38.3	5.8	
Progression Factor		1.00	1.00							1.00	1.00	
Incremental Delay, d2		27.9	1.1							0.0	0.0	
Delay (s)		67.7	38.2							38.3	5.8	
Level of Service		E	D							D	A	
Approach Delay (s)		50.5			0.0			0.0			8.2	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			27.4									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			97.0							24.0		
Intersection Capacity Utilization			46.2%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

Timings

6: S. 21st Ave & Van Buren St

						Ø1	Ø3	Ø4	Ø6	Ø7	Ø10
Lane Group	EBL	EBT	WBR	NBT	NBR						
Lane Configurations											
Traffic Volume (vph)	32	263	58	380	15						
Future Volume (vph)	32	263	58	380	15						
Turn Type	custom	NA	Prot	NA	Perm						
Protected Phases	4 7	7 4 3	8	2		1	3	4	6	7	10
Permitted Phases	4				2						
Detector Phase	4 7	7 4 3	8	2	2						
Switch Phase											
Minimum Initial (s)			6.0	7.0	7.0	5.0	6.0	6.0	7.0	9.0	3.0
Minimum Split (s)			15.0	24.0	24.0	25.0	18.0	20.0	24.0	13.0	9.0
Total Split (s)			15.0	35.0	35.0	18.0	18.0	20.0	50.0	9.0	9.0
Total Split (%)			15.5%	36.1%	36.1%	19%	19%	21%	52%	9%	9%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			0.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0
Lost Time Adjust (s)			0.0	0.0	0.0						
Total Lost Time (s)			4.0	6.0	6.0						
Lead/Lag			Lead	Lag	Lag						
Lead-Lag Optimize?			Yes	Yes	Yes						
Recall Mode			None	C-Max	C-Max	None	None	None	C-Max	None	None
Act Effect Green (s)	26.0	43.0	6.0	36.0	36.0						
Actuated g/C Ratio	0.27	0.44	0.06	0.37	0.37						
v/c Ratio	0.06	0.37	0.10	0.23	0.03						
Control Delay	0.1	4.6	0.3	22.0	0.1						
Queue Delay	0.0	0.8	0.0	0.0	0.0						
Total Delay	0.1	5.5	0.3	22.0	0.1						
LOS	A	A	A	C	A						
Approach Delay		4.9		21.2							
Approach LOS		A		C							

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 13.2

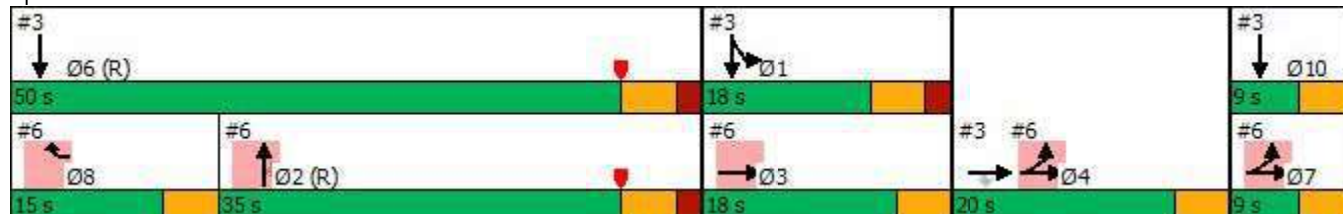
Intersection LOS: B

Intersection Capacity Utilization 46.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: S. 21st Ave & Van Buren St



Queues

6: S. 21st Ave & Van Buren St






















Lane Group	EBL	EBT	WBR	NBT	NBR
Lane Group Flow (vph)	37	306	67	442	17
v/c Ratio	0.06	0.37	0.10	0.23	0.03
Control Delay	0.1	4.6	0.3	22.0	0.1
Queue Delay	0.0	0.8	0.0	0.0	0.0
Total Delay	0.1	5.5	0.3	22.0	0.1
Queue Length 50th (ft)	0	21	0	69	0
Queue Length 95th (ft)	m0	m24	0	91	0
Internal Link Dist (ft)		183		202	
Turn Bay Length (ft)					70
Base Capacity (vph)	574	806	701	1887	663
Starvation Cap Reductn	0	259	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.56	0.10	0.23	0.03

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

6: S. 21st Ave & Van Buren St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	32	263	0	0	0	58	0	380	15	0	0	0
Future Volume (vph)	32	263	0	0	0	58	0	380	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0				4.0		6.0	6.0			
Lane Util. Factor	1.00	1.00				1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00				1.00		1.00	0.95			
Flpb, ped/bikes	1.00	1.00				1.00		1.00	1.00			
Frt	1.00	1.00				0.86		1.00	0.85			
Flt Protected	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (prot)	1770	1863				1611		5085	1503			
Flt Permitted	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (perm)	1770	1863				1611		5085	1503			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	37	306	0	0	0	67	0	442	17	0	0	0
RTOR Reduction (vph)	27	0	0	0	0	64	0	0	11	0	0	0
Lane Group Flow (vph)	10	306	0	0	0	3	0	442	6	0	0	0
Confl. Peds. (#/hr)									11			
Confl. Bikes (#/hr)									2			
Turn Type	custom	NA				Prot		NA	Perm			
Protected Phases	4 7	7 4 3				8		2				
Permitted Phases	4								2			
Actuated Green, G (s)	26.0	43.0				4.8		35.2	35.2			
Effective Green, g (s)	26.0	43.0				4.8		35.2	35.2			
Actuated g/C Ratio	0.27	0.44				0.05		0.36	0.36			
Clearance Time (s)						4.0		6.0	6.0			
Vehicle Extension (s)						2.0		0.2	0.2			
Lane Grp Cap (vph)	474	825				79		1845	545			
v/s Ratio Prot	0.01	c0.16				c0.00		c0.09				
v/s Ratio Perm									0.00			
v/c Ratio	0.02	0.37				0.04		0.24	0.01			
Uniform Delay, d1	26.1	18.0				43.9		21.6	19.8			
Progression Factor	1.00	0.21				1.00		1.00	1.00			
Incremental Delay, d2	0.0	0.1				0.1		0.3	0.0			
Delay (s)	26.1	3.8				44.0		21.9	19.8			
Level of Service	C	A				D		C	B			
Approach Delay (s)		6.2			44.0			21.8			0.0	
Approach LOS		A			D			C			A	
Intersection Summary												
HCM 2000 Control Delay		17.4				HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio		0.34										
Actuated Cycle Length (s)		97.0				Sum of lost time (s)		24.0				
Intersection Capacity Utilization		46.2%				ICU Level of Service		A				
Analysis Period (min)		15										
c Critical Lane Group												

Timings

101: S. 24th Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	155	452	53	571	186	179	22	113
Future Volume (vph)	155	452	53	571	186	179	22	113
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	2	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0	6.0	6.0	6.0
Minimum Split (s)	10.0	38.0	24.0	24.0	10.0	38.0	36.0	36.0
Total Split (s)	20.0	90.0	70.0	70.0	20.0	70.0	50.0	50.0
Total Split (%)	12.5%	56.3%	43.8%	43.8%	12.5%	43.8%	31.3%	31.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	109.8	109.8	94.3	94.3	38.2	38.2	18.2	18.2
Actuated g/C Ratio	0.69	0.69	0.59	0.59	0.24	0.24	0.11	0.11
v/c Ratio	0.34	0.22	0.12	0.33	0.86	0.51	0.18	0.74
Control Delay	11.4	9.9	17.4	18.0	83.9	55.1	65.0	84.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	9.9	17.4	18.0	83.9	55.1	65.0	84.4
LOS	B	A	B	B	F	E	E	F
Approach Delay		10.2		17.9		68.8		81.8
Approach LOS		B		B		E		F

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 80 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 31.6

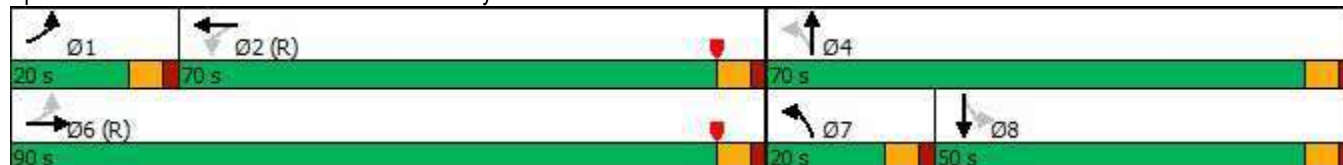
Intersection LOS: C

Intersection Capacity Utilization 67.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: S. 24th Avenue & Hollywood Blvd



Queues

101: S. 24th Avenue & Hollywood Blvd























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	168	525	58	678	202	223	24	157
v/c Ratio	0.34	0.22	0.12	0.33	0.86	0.51	0.18	0.74
Control Delay	11.4	9.9	17.4	18.0	83.9	55.1	65.0	84.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	9.9	17.4	18.0	83.9	55.1	65.0	84.4
Queue Length 50th (ft)	57	98	26	181	183	200	23	153
Queue Length 95th (ft)	100	143	59	261	#283	273	53	226
Internal Link Dist (ft)		227		1327		226		152
Turn Bay Length (ft)	220		200		130		120	
Base Capacity (vph)	523	2389	482	2050	236	731	314	500
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.22	0.12	0.33	0.86	0.31	0.08	0.31

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary 101: S. 24th Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	452	31	53	571	52	186	179	26	22	113	31
Future Volume (veh/h)	155	452	31	53	571	52	186	179	26	22	113	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96	0.99		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	491	34	58	621	57	202	195	28	24	123	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	2279	157	560	1939	178	247	394	57	185	172	47
Arrive On Green	0.05	0.68	0.68	0.59	0.59	0.59	0.09	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	1781	3363	232	871	3279	300	1781	1594	229	1145	1405	388
Grp Volume(v), veh/h	168	259	266	58	336	342	202	0	223	24	0	157
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	871	1777	1803	1781	0	1822	1145	0	1794
Q Serve(g_s), s	5.8	8.8	8.8	4.7	15.2	15.3	14.0	0.0	16.8	3.0	0.0	13.5
Cycle Q Clear(g_c), s	5.8	8.8	8.8	4.7	15.2	15.3	14.0	0.0	16.8	3.0	0.0	13.5
Prop In Lane	1.00		0.13	1.00		0.17	1.00		0.13	1.00		0.22
Lane Grp Cap(c), veh/h	510	1204	1232	560	1051	1066	247	0	450	185	0	219
V/C Ratio(X)	0.33	0.21	0.22	0.10	0.32	0.32	0.82	0.00	0.50	0.13	0.00	0.72
Avail Cap(c_a), veh/h	578	1204	1232	560	1051	1066	247	0	729	360	0	493
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	9.7	9.7	14.3	16.5	16.5	57.3	0.0	51.7	63.0	0.0	67.6
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.3	0.7	0.7	17.8	0.0	0.6	0.2	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.6	3.7	1.0	6.5	6.7	2.6	0.0	7.8	0.9	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	10.1	10.1	14.7	17.2	17.2	75.1	0.0	52.3	63.2	0.0	70.8
LnGrp LOS	B	B	B	B	B	B	E	A	D	E	A	E
Approach Vol, veh/h		693			736			425			181	
Approach Delay, s/veh		10.6			17.0			63.1			69.8	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	13.9	100.6		45.5		114.5	20.0	25.5				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	64.0		64.0		84.0	14.0	44.0				
Max Q Clear Time (g_c+I1), s	7.8	17.3		18.8		10.8	16.0	15.5				
Green Ext Time (p_c), s	0.1	5.3		1.1		3.6	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay				29.1								
HCM 6th LOS				C								

HCM 6th TWSC
201: Van Buren St & Ohr Ha Torah

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB							EB	EB		
Traffic Vol, veh/h	0	378	5	0	0	0	0	0	1	0	0	0
Future Vol, veh/h	0	378	5	0	0	0	0	0	1	0	0	0
Conflicting Peds, #/hr	7	0	12	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	420	6	0	0	0	0	0	1	0	0	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	7	0	0				-	-	226	218	-	-
Stage 1	-	-	-				-	-	-	7	-	-
Stage 2	-	-	-				-	-	-	211	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1612	-	-				0	0	777	969	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	976	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1601	-	-				-	-	768	961	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	961	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	975	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	0			9.7			0					
HCM LOS				A			A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	768	1601	-	-	-							
HCM Lane V/C Ratio	0.001	-	-	-	-							
HCM Control Delay (s)	9.7	0	-	-	0							
HCM Lane LOS	A	A	-	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	-							

HCM 6th TWSC
202: Van Buren St & Montessori Parking Lot

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB							EB	EB		
Traffic Vol, veh/h	16	337	1	0	0	0	0	0	1	24	0	0
Future Vol, veh/h	16	337	1	0	0	0	0	0	1	24	0	0
Conflicting Peds, #/hr	5	0	10	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	416	1	0	0	0	0	0	1	30	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	5	0	0				-	-	219	253	-	-
Stage 1	-	-	-				-	-	-	5	-	-
Stage 2	-	-	-				-	-	-	248	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1615	-	-				0	0	785	937	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	941	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1607	-	-				-	-	778	920	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	920	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	924	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	0.4						9.6			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	778	1607	-	-	920							
HCM Lane V/C Ratio	0.002	0.012	-	-	0.032							
HCM Control Delay (s)	9.6	7.3	0.1	-	9							
HCM Lane LOS	A	A	A	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	0.1							

Timings

102: S. Dixie Hwy & Hollywood Blvd

	→	↘	↙	←	↓	↗			
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø3	Ø4	Ø7
Lane Configurations	↑↑	↑	↘	↑	↑↑	↑			
Traffic Volume (vph)	328	124	28	419	618	193			
Future Volume (vph)	328	124	28	419	618	193			
Turn Type	NA	Perm	Prot	NA	NA	Prot			
Protected Phases	5		1	1 5	6	6	3	4	7
Permitted Phases		5							
Detector Phase	5	5	1	1 5	6	6			
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	7.0
Minimum Split (s)	25.0	25.0	25.0		37.0	37.0	25.0	28.0	25.0
Total Split (s)	25.0	25.0	53.0		37.0	37.0	25.0	28.0	62.0
Total Split (%)	21.7%	21.7%	46.1%		32.2%	32.2%	22%	24%	54%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	None	None	None	C-Max
Act Effect Green (s)	16.1	16.1	40.9	63.0	40.0	40.0			
Actuated g/C Ratio	0.14	0.14	0.36	0.55	0.35	0.35			
v/c Ratio	0.68	0.38	0.05	0.42	0.58	0.29			
Control Delay	53.9	8.9	7.0	1.9	35.0	5.8			
Queue Delay	0.0	0.0	0.0	1.4	0.0	0.0			
Total Delay	53.9	8.9	7.0	3.3	35.0	5.8			
LOS	D	A	A	A	D	A			
Approach Delay	41.5			3.5	28.7				
Approach LOS	D			A	C				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 25.6

Intersection LOS: C

Intersection Capacity Utilization 69.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 102: S. Dixie Hwy & Hollywood Blvd



Queues

102: S. Dixie Hwy & Hollywood Blvd















Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	335	127	29	428	710	197
v/c Ratio	0.68	0.38	0.05	0.42	0.58	0.29
Control Delay	53.9	8.9	7.0	1.9	35.0	5.8
Queue Delay	0.0	0.0	0.0	1.4	0.0	0.0
Total Delay	53.9	8.9	7.0	3.3	35.0	5.8
Queue Length 50th (ft)	124	0	1	12	232	0
Queue Length 95th (ft)	171	43	m7	26	324	55
Internal Link Dist (ft)	623			258	252	
Turn Bay Length (ft)		175				250
Base Capacity (vph)	584	364	723	1063	1223	679
Starvation Cap Reductn	0	0	0	428	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.35	0.04	0.67	0.58	0.29

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

102: S. Dixie Hwy & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑						↖↑	↗
Traffic Volume (vph)	0	328	124	28	419	0	0	0	0	77	618	193
Future Volume (vph)	0	328	124	28	419	0	0	0	0	77	618	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	1.00						0.95	1.00
Frpb, ped/bikes		1.00	0.94	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3539	1488	1770	1863						3520	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		3539	1488	1770	1863						3520	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	335	127	29	428	0	0	0	0	79	631	197
RTOR Reduction (vph)	0	0	109	0	0	0	0	0	0	0	0	128
Lane Group Flow (vph)	0	335	18	29	428	0	0	0	0	0	710	69
Confl. Peds. (#/hr)			21	21								11
Confl. Bikes (#/hr)			6									5
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		5		1	1 5					6	6	6
Permitted Phases			5									
Actuated Green, G (s)		16.1	16.1	40.9	63.0						40.0	40.0
Effective Green, g (s)		16.1	16.1	40.9	63.0						40.0	40.0
Actuated g/C Ratio		0.14	0.14	0.36	0.55						0.35	0.35
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.0	2.0
Lane Grp Cap (vph)		495	208	629	1020						1224	550
v/s Ratio Prot		c0.09		0.02	c0.23						c0.20	0.04
v/s Ratio Perm			0.01									
v/c Ratio		0.68	0.09	0.05	0.42						0.58	0.12
Uniform Delay, d1		47.0	43.0	24.3	15.3						30.6	25.6
Progression Factor		1.00	1.00	0.32	0.06						1.00	1.00
Incremental Delay, d2		2.9	0.1	0.0	0.1						0.5	0.0
Delay (s)		49.9	43.1	7.7	1.0						31.1	25.6
Level of Service		D	D	A	A						C	C
Approach Delay (s)		48.0			1.4			0.0			29.9	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			27.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			69.8%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

Timings

103: S. 21st Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø1	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	189	223	192	265	393	24			
Future Volume (vph)	189	223	192	265	393	24			
Turn Type	Prot	NA	NA	Split	NA	Perm			
Protected Phases	7	7 3	3	4	4		1	5	6
Permitted Phases						4			
Detector Phase	7	7 3	3	4	4	4			
Switch Phase									
Minimum Initial (s)	7.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	25.0		25.0	28.0	28.0	28.0	25.0	25.0	37.0
Total Split (s)	62.0		25.0	28.0	28.0	28.0	53.0	25.0	37.0
Total Split (%)	53.9%		21.7%	24.3%	24.3%	24.3%	46%	22%	32%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	C-Max		None	None	None	None	None	None	None
Act Effect Green (s)	62.1	79.8	11.7	23.2	23.2	23.2			
Actuated g/C Ratio	0.54	0.69	0.10	0.20	0.20	0.20			
v/c Ratio	0.21	0.19	0.62	0.80	0.59	0.06			
Control Delay	2.4	0.9	55.3	60.5	44.8	0.3			
Queue Delay	0.7	0.4	0.0	0.0	0.0	0.0			
Total Delay	3.1	1.4	55.3	60.5	44.8	0.3			
LOS	A	A	E	E	D	A			
Approach Delay		2.2	55.3		49.3				
Approach LOS		A	E		D				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 35.4

Intersection LOS: D

Intersection Capacity Utilization 69.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 103: S. 21st Avenue & Hollywood Blvd



Queues

103: S. 21st Avenue & Hollywood Blvd






















Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	203	240	224	285	423	26
v/c Ratio	0.21	0.19	0.62	0.80	0.59	0.06
Control Delay	2.4	0.9	55.3	60.5	44.8	0.3
Queue Delay	0.7	0.4	0.0	0.0	0.0	0.0
Total Delay	3.1	1.4	55.3	60.5	44.8	0.3
Queue Length 50th (ft)	6	3	82	199	147	0
Queue Length 95th (ft)	17	10	119	#313	200	0
Internal Link Dist (ft)		258	193		211	
Turn Bay Length (ft)				250		60
Base Capacity (vph)	955	1410	580	375	750	416
Starvation Cap Reductn	472	778	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.38	0.39	0.76	0.56	0.06

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

103: S. 21st Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	223	0	0	192	17	265	393	24	0	0	0
Future Volume (vph)	189	223	0	0	192	17	265	393	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00	0.91			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.99		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	1863			3475		1770	3539	1436			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	1863			3475		1770	3539	1436			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	203	240	0	0	206	18	285	423	26	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	21	0	0	0
Lane Group Flow (vph)	203	240	0	0	218	0	285	423	5	0	0	0
Confl. Peds. (#/hr)	34					34			27			
Confl. Bikes (#/hr)						2			4			
Turn Type	Prot	NA			NA		Split	NA	Perm			
Protected Phases	7	7 3			3		4	4				
Permitted Phases									4			
Actuated Green, G (s)	62.1	79.8			11.7		23.2	23.2	23.2			
Effective Green, g (s)	62.1	79.8			11.7		23.2	23.2	23.2			
Actuated g/C Ratio	0.54	0.69			0.10		0.20	0.20	0.20			
Clearance Time (s)	6.0				6.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	955	1292			353		357	713	289			
v/s Ratio Prot	c0.11	0.13			c0.06		c0.16	0.12				
v/s Ratio Perm									0.00			
v/c Ratio	0.21	0.19			0.62		0.80	0.59	0.02			
Uniform Delay, d1	13.7	6.2			49.5		43.7	41.6	36.8			
Progression Factor	0.13	0.10			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.4	0.0			2.3		11.0	0.9	0.0			
Delay (s)	2.2	0.6			51.8		54.7	42.5	36.8			
Level of Service	A	A			D		D	D	D			
Approach Delay (s)		1.4			51.8			47.0			0.0	
Approach LOS		A			D			D			A	
Intersection Summary												
HCM 2000 Control Delay			33.4				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			115.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			69.8%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

3: Van Buren St & S. Dixie Hwy

	→	↘	↙	↓						
Lane Group	EBT	EBR	SBL	SBT	Ø2	Ø3	Ø6	Ø7	Ø8	Ø10
Lane Configurations	↑	↗	↖	↑↑						
Traffic Volume (vph)	154	183	44	579						
Future Volume (vph)	154	183	44	579						
Turn Type	NA	Perm	Prot	NA						
Protected Phases	4		1	1 6 10	2	3	6	7	8	10
Permitted Phases		4								
Detector Phase	4	4	1	1 6 10						
Switch Phase										
Minimum Initial (s)	6.0	6.0	5.0		7.0	6.0	7.0	9.0	6.0	3.0
Minimum Split (s)	20.0	20.0	25.0		24.0	18.0	24.0	13.0	15.0	9.0
Total Split (s)	20.0	20.0	18.0		35.0	18.0	50.0	9.0	15.0	9.0
Total Split (%)	20.6%	20.6%	18.6%		36%	19%	52%	9%	15%	9%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0		2.0	0.0	2.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0							
Total Lost Time (s)	4.0	4.0	6.0							
Lead/Lag					Lag			Lead		
Lead-Lag Optimize?					Yes			Yes		
Recall Mode	None	None	None		C-Max	None	C-Max	None	None	None
Act Effect Green (s)	13.7	13.7	9.6	73.3						
Actuated g/C Ratio	0.14	0.14	0.10	0.76						
v/c Ratio	0.73	0.55	0.17	0.27						
Control Delay	56.3	10.3	1.1	4.2						
Queue Delay	0.0	0.0	0.0	0.0						
Total Delay	56.3	10.3	1.1	4.2						
LOS	E	B	A	A						
Approach Delay	31.3			4.0						
Approach LOS	C			A						

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 13.6

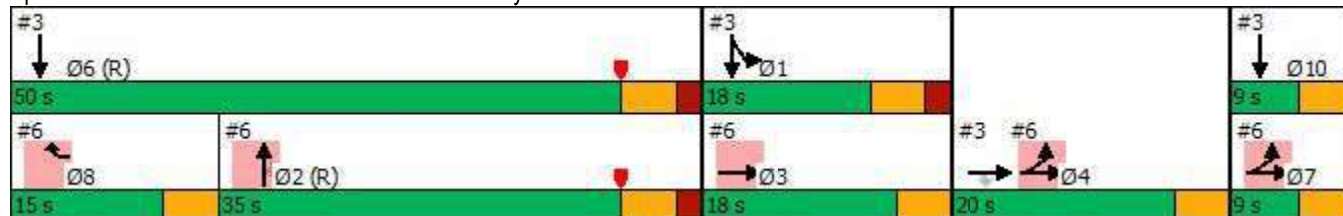
Intersection LOS: B

Intersection Capacity Utilization 37.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Van Buren St & S. Dixie Hwy




















Queues

3: Van Buren St & S. Dixie Hwy

	→	↘	↙	↓
Lane Group	EBT	EBR	SBL	SBT
Lane Group Flow (vph)	193	229	55	724
v/c Ratio	0.73	0.55	0.17	0.27
Control Delay	56.3	10.3	1.1	4.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	56.3	10.3	1.1	4.2
Queue Length 50th (ft)	113	0	0	63
Queue Length 95th (ft)	162	42	0	75
Internal Link Dist (ft)	81			127
Turn Bay Length (ft)			100	
Base Capacity (vph)	308	453	367	2763
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.63	0.51	0.15	0.26
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

3: Van Buren St & S. Dixie Hwy

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	154	183	0	0	0	0	0	0	44	579	0
Future Volume (vph)	0	154	183	0	0	0	0	0	0	44	579	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0							6.0	6.0	
Lane Util. Factor		1.00	1.00							1.00	0.95	
Frpb, ped/bikes		1.00	1.00							1.00	1.00	
Flpb, ped/bikes		1.00	1.00							1.00	1.00	
Frt		1.00	0.85							1.00	1.00	
Flt Protected		1.00	1.00							0.95	1.00	
Satd. Flow (prot)		1863	1583							1770	3539	
Flt Permitted		1.00	1.00							0.95	1.00	
Satd. Flow (perm)		1863	1583							1770	3539	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	0	192	229	0	0	0	0	0	0	55	724	0
RTOR Reduction (vph)	0	0	197	0	0	0	0	0	0	50	0	0
Lane Group Flow (vph)	0	193	32	0	0	0	0	0	0	5	724	0
Confl. Peds. (#/hr)										13		
Turn Type		NA	Perm							Prot	NA	
Protected Phases		4								1	1 6 10	
Permitted Phases			4									
Actuated Green, G (s)		13.7	13.7							9.6	73.3	
Effective Green, g (s)		13.7	13.7							9.6	69.3	
Actuated g/C Ratio		0.14	0.14							0.10	0.71	
Clearance Time (s)		4.0	4.0							6.0		
Vehicle Extension (s)		2.0	2.0							1.5		
Lane Grp Cap (vph)		263	223							175	2528	
v/s Ratio Prot		c0.10								0.00	c0.20	
v/s Ratio Perm			0.02									
v/c Ratio		0.73	0.15							0.03	0.29	
Uniform Delay, d1		39.9	36.5							39.5	5.0	
Progression Factor		1.00	1.00							1.00	1.00	
Incremental Delay, d2		8.8	0.1							0.0	0.0	
Delay (s)		48.7	36.6							39.5	5.0	
Level of Service		D	D							D	A	
Approach Delay (s)		42.1			0.0			0.0			7.4	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			19.6									
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			97.0							24.0		
Intersection Capacity Utilization			37.7%								A	
Analysis Period (min)			15									
c Critical Lane Group												

Timings

6: S. 21st Ave & Van Buren St

						Ø1	Ø3	Ø4	Ø6	Ø7	Ø10
Lane Group	EBL	EBT	WBR	NBT	NBR						
Lane Configurations											
Traffic Volume (vph)	24	177	97	551	18						
Future Volume (vph)	24	177	97	551	18						
Turn Type	custom	NA	Prot	NA	Perm						
Protected Phases	4 7	7 4 3	8	2		1	3	4	6	7	10
Permitted Phases	4				2						
Detector Phase	4 7	7 4 3	8	2	2						
Switch Phase											
Minimum Initial (s)			6.0	7.0	7.0	5.0	6.0	6.0	7.0	9.0	3.0
Minimum Split (s)			15.0	24.0	24.0	25.0	18.0	20.0	24.0	13.0	9.0
Total Split (s)			15.0	35.0	35.0	18.0	18.0	20.0	50.0	9.0	9.0
Total Split (%)			15.5%	36.1%	36.1%	19%	19%	21%	52%	9%	9%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			0.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0
Lost Time Adjust (s)			0.0	0.0	0.0						
Total Lost Time (s)			4.0	6.0	6.0						
Lead/Lag			Lead	Lag	Lag						
Lead-Lag Optimize?			Yes	Yes	Yes						
Recall Mode			None	C-Max	C-Max	None	None	None	C-Max	None	None
Act Effect Green (s)	25.7	41.3	6.0	35.7	35.7						
Actuated g/C Ratio	0.26	0.43	0.06	0.37	0.37						
v/c Ratio	0.05	0.28	0.20	0.37	0.04						
Control Delay	0.2	4.5	0.7	23.5	0.1						
Queue Delay	0.0	0.7	0.0	0.0	0.0						
Total Delay	0.2	5.2	0.7	23.5	0.1						
LOS	A	A	A	C	A						
Approach Delay		4.6		22.8							
Approach LOS		A		C							

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 16.1

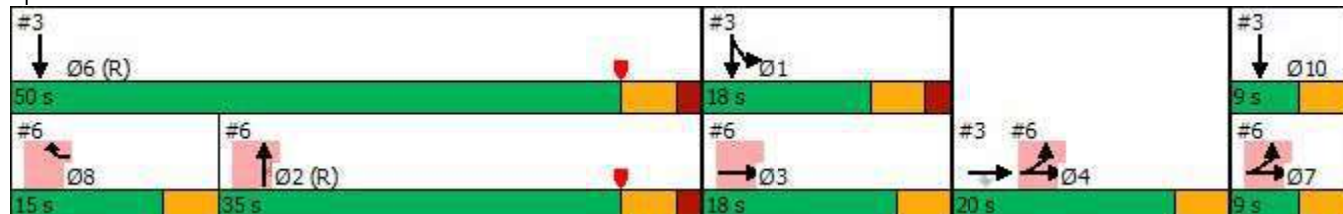
Intersection LOS: B

Intersection Capacity Utilization 37.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: S. 21st Ave & Van Buren St



Queues

6: S. 21st Ave & Van Buren St






















Lane Group	EBL	EBT	WBR	NBT	NBR
Lane Group Flow (vph)	30	221	121	689	23
v/c Ratio	0.05	0.28	0.20	0.37	0.04
Control Delay	0.2	4.5	0.7	23.5	0.1
Queue Delay	0.0	0.7	0.0	0.0	0.0
Total Delay	0.2	5.2	0.7	23.5	0.1
Queue Length 50th (ft)	0	18	0	115	0
Queue Length 95th (ft)	m0	24	0	130	0
Internal Link Dist (ft)		183		202	
Turn Bay Length (ft)					70
Base Capacity (vph)	565	758	671	1873	656
Starvation Cap Reductn	0	280	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.05	0.46	0.18	0.37	0.04

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

6: S. 21st Ave & Van Buren St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	24	177	0	0	0	97	0	551	18	0	0	0
Future Volume (vph)	24	177	0	0	0	97	0	551	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0				4.0		6.0	6.0			
Lane Util. Factor	1.00	1.00				1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00				1.00		1.00	0.94			
Flpb, ped/bikes	1.00	1.00				1.00		1.00	1.00			
Frt	1.00	1.00				0.86		1.00	0.85			
Flt Protected	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (prot)	1770	1863				1611		5085	1491			
Flt Permitted	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (perm)	1770	1863				1611		5085	1491			
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	30	221	0	0	0	121	0	689	22	0	0	0
RTOR Reduction (vph)	22	0	0	0	0	114	0	0	15	0	0	0
Lane Group Flow (vph)	8	221	0	0	0	7	0	689	8	0	0	0
Confl. Peds. (#/hr)									13			
Confl. Bikes (#/hr)									4			
Turn Type	custom	NA				Prot		NA	Perm			
Protected Phases	4 7	7 4 3				8		2				
Permitted Phases	4								2			
Actuated Green, G (s)	25.7	41.3				6.0		35.7	35.7			
Effective Green, g (s)	25.7	41.3				6.0		35.7	35.7			
Actuated g/C Ratio	0.26	0.43				0.06		0.37	0.37			
Clearance Time (s)						4.0		6.0	6.0			
Vehicle Extension (s)						2.0		0.2	0.2			
Lane Grp Cap (vph)	468	793				99		1871	548			
v/s Ratio Prot	0.00	c0.12				c0.00		c0.14				
v/s Ratio Perm									0.01			
v/c Ratio	0.02	0.28				0.08		0.37	0.02			
Uniform Delay, d1	26.3	18.1				42.9		22.4	19.5			
Progression Factor	1.00	0.21				1.00		1.00	1.00			
Incremental Delay, d2	0.0	0.1				0.1		0.6	0.1			
Delay (s)	26.3	3.9				43.0		23.0	19.5			
Level of Service	C	A				D		C	B			
Approach Delay (s)		6.5			43.0			22.9			0.0	
Approach LOS		A			D			C			A	
Intersection Summary												
HCM 2000 Control Delay		21.3				HCM 2000 Level of Service		C				
HCM 2000 Volume to Capacity ratio		0.34										
Actuated Cycle Length (s)		97.0				Sum of lost time (s)		24.0				
Intersection Capacity Utilization		37.7%				ICU Level of Service		A				
Analysis Period (min)		15										
c Critical Lane Group												

Future (2024) Background SYNCHRO Output

Timings

101: S. 24th Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	115	520	52	405	146	100	34	71
Future Volume (vph)	115	520	52	405	146	100	34	71
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	2	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0	6.0	6.0	6.0
Minimum Split (s)	10.0	38.0	24.0	24.0	10.0	38.0	36.0	36.0
Total Split (s)	20.0	90.0	70.0	70.0	20.0	70.0	50.0	50.0
Total Split (%)	12.5%	56.3%	43.8%	43.8%	12.5%	43.8%	31.3%	31.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	115.1	115.1	101.7	101.7	32.9	32.9	13.5	13.5
Actuated g/C Ratio	0.72	0.72	0.64	0.64	0.21	0.21	0.08	0.08
v/c Ratio	0.19	0.23	0.11	0.21	0.68	0.36	0.35	0.67
Control Delay	8.2	8.2	13.8	13.1	69.5	51.7	76.4	80.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	8.2	13.8	13.1	69.5	51.7	76.4	80.8
LOS	A	A	B	B	E	D	E	F
Approach Delay		8.2		13.2		61.1		79.7
Approach LOS		A		B		E		E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 80 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 25.2

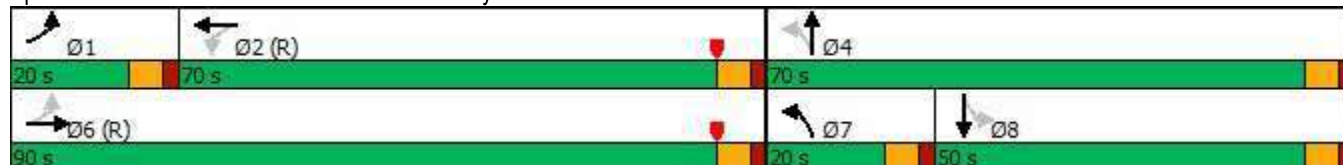
Intersection LOS: C

Intersection Capacity Utilization 62.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 101: S. 24th Avenue & Hollywood Blvd























Queues

101: S. 24th Avenue & Hollywood Blvd






Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	121	586	55	459	154	136	36	108
v/c Ratio	0.19	0.23	0.11	0.21	0.68	0.36	0.35	0.67
Control Delay	8.2	8.2	13.8	13.1	69.5	51.7	76.4	80.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	8.2	13.8	13.1	69.5	51.7	76.4	80.8
Queue Length 50th (ft)	36	100	22	100	141	113	36	97
Queue Length 95th (ft)	65	143	50	148	206	173	75	161
Internal Link Dist (ft)		227		1327		226		152
Turn Bay Length (ft)	220		200		130		120	
Base Capacity (vph)	669	2508	496	2212	233	721	339	495
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.23	0.11	0.21	0.66	0.19	0.11	0.22
Intersection Summary								

HCM 6th Signalized Intersection Summary 101: S. 24th Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	520	37	52	405	31	146	100	29	34	71	31
Future Volume (veh/h)	115	520	37	52	405	31	146	100	29	34	71	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.97	0.99		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	547	39	55	426	33	154	105	31	36	75	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	626	2300	164	549	2035	157	272	330	97	187	141	62
Arrive On Green	0.04	0.69	0.69	0.61	0.61	0.61	0.09	0.24	0.24	0.12	0.12	0.12
Sat Flow, veh/h	1781	3356	239	825	3333	257	1781	1377	407	1226	1220	537
Grp Volume(v), veh/h	121	289	297	55	226	233	154	0	136	36	0	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	825	1777	1813	1781	0	1784	1226	0	1757
Q Serve(g_s), s	4.0	9.8	9.8	4.5	9.1	9.2	11.9	0.0	10.0	4.3	0.0	9.3
Cycle Q Clear(g_c), s	4.0	9.8	9.8	4.5	9.1	9.2	11.9	0.0	10.0	4.3	0.0	9.3
Prop In Lane	1.00		0.13	1.00		0.14	1.00		0.23	1.00		0.31
Lane Grp Cap(c), veh/h	626	1218	1246	549	1085	1107	272	0	428	187	0	203
V/C Ratio(X)	0.19	0.24	0.24	0.10	0.21	0.21	0.57	0.00	0.32	0.19	0.00	0.53
Avail Cap(c_a), veh/h	716	1218	1246	549	1085	1107	274	0	714	382	0	483
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	9.5	9.5	13.0	13.9	13.9	54.5	0.0	50.1	64.5	0.0	66.7
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.4	0.4	0.4	1.7	0.0	0.3	0.4	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.0	4.1	0.9	3.9	4.0	5.5	0.0	4.6	1.4	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	9.9	9.9	13.4	14.3	14.3	56.1	0.0	50.4	64.9	0.0	68.3
LnGrp LOS	B	A	A	B	B	B	E	A	D	E	A	E
Approach Vol, veh/h		707			514			290			144	
Approach Delay, s/veh		10.0			14.2			53.4			67.4	
Approach LOS		B			B			D			E	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	103.7		44.4		115.6	19.9	24.5				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	64.0		64.0		84.0	14.0	44.0				
Max Q Clear Time (g_c+I1), s	6.0	11.2		12.0		11.8	13.9	11.3				
Green Ext Time (p_c), s	0.1	3.5		0.7		4.1	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				23.9								
HCM 6th LOS				C								

HCM 6th TWSC
201: Van Buren St & Ohr Ha Torah

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	512	2	0	0	0	0	0	3	0	0	0
Future Vol, veh/h	0	512	2	0	0	0	0	0	3	0	0	0
Conflicting Peds, #/hr	11	0	5	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	602	2	0	0	0	0	0	4	0	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	11	0	0				-	-	307	312	-	-
Stage 1	-	-	-				-	-	-	11	-	-
Stage 2	-	-	-				-	-	-	301	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1607	-	-				0	0	689	884	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	893	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1590	-	-				-	-	686	870	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	870	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	888	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	0						10.3			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	686	1590	-	-	-							
HCM Lane V/C Ratio	0.005	-	-	-	-							
HCM Control Delay (s)	10.3	0	-	-	0							
HCM Lane LOS	B	A	-	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	-							

HCM 6th TWSC
202: Van Buren St & Montessori Parking Lot

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB							EB	EB		
Traffic Vol, veh/h	8	511	1	0	0	0	0	0	1	7	0	0
Future Vol, veh/h	8	511	1	0	0	0	0	0	1	7	0	0
Conflicting Peds, #/hr	7	0	6	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	92	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	587	1	0	0	0	0	0	1	8	0	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	7	0	0				-	-	300	319	-	-
Stage 1	-	-	-				-	-	-	7	-	-
Stage 2	-	-	-				-	-	-	312	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1612	-	-				0	0	696	877	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	884	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1601	-	-				-	-	692	865	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	865	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	875	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	0.1			10.2			9.2					
HCM LOS				B			A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	692	1601	-	-	865							
HCM Lane V/C Ratio	0.002	0.006	-	-	0.009							
HCM Control Delay (s)	10.2	7.3	0	-	9.2							
HCM Lane LOS	B	A	A	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	0							

Timings

102: S. Dixie Hwy & Hollywood Blvd

	→	↘	↙	←	↓	↗			
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø3	Ø4	Ø7
Lane Configurations	↑↑	↑	↘	↑	↑↑	↑			
Traffic Volume (vph)	382	104	17	276	569	172			
Future Volume (vph)	382	104	17	276	569	172			
Turn Type	NA	Perm	Prot	NA	NA	Prot			
Protected Phases	5		1	1 5	6	6	3	4	7
Permitted Phases		5							
Detector Phase	5	5	1	1 5	6	6			
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	7.0
Minimum Split (s)	25.0	25.0	25.0		37.0	37.0	25.0	28.0	25.0
Total Split (s)	25.0	25.0	53.0		37.0	37.0	25.0	28.0	62.0
Total Split (%)	21.7%	21.7%	46.1%		32.2%	32.2%	22%	24%	54%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	None	None	None	C-Max
Act Effect Green (s)	18.4	18.4	32.9	57.3	45.7	45.7			
Actuated g/C Ratio	0.16	0.16	0.29	0.50	0.40	0.40			
v/c Ratio	0.72	0.31	0.04	0.32	0.48	0.25			
Control Delay	53.0	5.3	9.6	1.3	29.6	5.4			
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0			
Total Delay	53.0	5.3	9.6	2.4	29.6	5.4			
LOS	D	A	A	A	C	A			
Approach Delay	42.7			2.8	24.4				
Approach LOS	D			A	C				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 26.0

Intersection LOS: C

Intersection Capacity Utilization 48.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 102: S. Dixie Hwy & Hollywood Blvd



Queues

102: S. Dixie Hwy & Hollywood Blvd




Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	406	111	18	294	671	183
v/c Ratio	0.72	0.31	0.04	0.32	0.48	0.25
Control Delay	53.0	5.3	9.6	1.3	29.6	5.4
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0
Total Delay	53.0	5.3	9.6	2.4	29.6	5.4
Queue Length 50th (ft)	150	0	2	1	193	0
Queue Length 95th (ft)	197	28	m3	2	303	54
Internal Link Dist (ft)	623			258	252	
Turn Bay Length (ft)		175				250
Base Capacity (vph)	620	383	723	949	1398	738
Starvation Cap Reductn	0	0	0	424	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.29	0.02	0.56	0.48	0.25

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

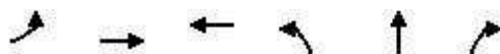
102: S. Dixie Hwy & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑						↑↑	↑
Traffic Volume (vph)	0	382	104	17	276	0	0	0	0	62	569	172
Future Volume (vph)	0	382	104	17	276	0	0	0	0	62	569	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	1.00						0.95	1.00
Frpb, ped/bikes		1.00	0.96	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		3539	1517	1770	1863						3522	1583
Flt Permitted		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (perm)		3539	1517	1770	1863						3522	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	406	111	18	294	0	0	0	0	66	605	183
RTOR Reduction (vph)	0	0	93	0	0	0	0	0	0	0	0	110
Lane Group Flow (vph)	0	406	18	18	294	0	0	0	0	0	671	73
Confl. Peds. (#/hr)			11	11								3
Confl. Bikes (#/hr)			7									2
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		5		1	1 5					6	6	6
Permitted Phases			5									
Actuated Green, G (s)		18.4	18.4	32.9	57.3						45.7	45.7
Effective Green, g (s)		18.4	18.4	32.9	57.3						45.7	45.7
Actuated g/C Ratio		0.16	0.16	0.29	0.50						0.40	0.40
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.0	2.0
Lane Grp Cap (vph)		566	242	506	928						1399	629
v/s Ratio Prot		c0.11		0.01	c0.16						c0.19	0.05
v/s Ratio Perm			0.01									
v/c Ratio		0.72	0.07	0.04	0.32						0.48	0.12
Uniform Delay, d1		45.8	41.1	29.6	17.2						25.8	21.9
Progression Factor		1.00	1.00	0.37	0.03						1.00	1.00
Incremental Delay, d2		3.6	0.0	0.0	0.1						0.1	0.0
Delay (s)		49.4	41.1	10.9	0.6						25.9	21.9
Level of Service		D	D	B	A						C	C
Approach Delay (s)		47.7			1.2			0.0			25.0	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			27.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			48.7%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

Timings

103: S. 21st Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø1	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	174	259	115	206	224	10			
Future Volume (vph)	174	259	115	206	224	10			
Turn Type	Prot	NA	NA	Split	NA	Perm			
Protected Phases	7	7 3	3	4	4		1	5	6
Permitted Phases						4			
Detector Phase	7	7 3	3	4	4	4			
Switch Phase									
Minimum Initial (s)	7.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	25.0		25.0	28.0	28.0	28.0	25.0	25.0	37.0
Total Split (s)	62.0		25.0	28.0	28.0	28.0	53.0	25.0	37.0
Total Split (%)	53.9%		21.7%	24.3%	24.3%	24.3%	46%	22%	32%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	C-Max		None	None	None	None	None	None	None
Act Effect Green (s)	70.1	84.7	8.6	18.3	18.3	18.3			
Actuated g/C Ratio	0.61	0.74	0.07	0.16	0.16	0.16			
v/c Ratio	0.17	0.20	0.47	0.76	0.41	0.03			
Control Delay	0.9	0.9	55.6	63.0	44.7	0.1			
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0			
Total Delay	0.9	1.2	55.6	63.0	44.7	0.1			
LOS	A	A	E	E	D	A			
Approach Delay		1.1	55.6		52.3				
Approach LOS		A	E		D				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 30.3

Intersection LOS: C

Intersection Capacity Utilization 48.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 103: S. 21st Avenue & Hollywood Blvd



Queues



















103: S. 21st Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	181	270	124	215	233	10
v/c Ratio	0.17	0.20	0.47	0.76	0.41	0.03
Control Delay	0.9	0.9	55.6	63.0	44.7	0.1
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	0.9	1.2	55.6	63.0	44.7	0.1
Queue Length 50th (ft)	1	8	46	154	82	0
Queue Length 95th (ft)	5	21	75	222	113	0
Internal Link Dist (ft)		258	193		211	
Turn Bay Length (ft)				250		60
Base Capacity (vph)	1078	1540	582	349	698	416
Starvation Cap Reductn	0	810	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.37	0.21	0.62	0.33	0.02
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

103: S. 21st Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	259	0	0	115	4	206	224	10	0	0	0
Future Volume (vph)	174	259	0	0	115	4	206	224	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	1863			3518		1770	3539	1532			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	1863			3518		1770	3539	1532			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	181	270	0	0	120	4	215	233	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	8	0	0	0
Lane Group Flow (vph)	181	270	0	0	122	0	215	233	2	0	0	0
Confl. Peds. (#/hr)	10					10			5			
Confl. Bikes (#/hr)						1						
Turn Type	Prot	NA			NA		Split	NA	Perm			
Protected Phases	7	7 3			3		4	4				
Permitted Phases									4			
Actuated Green, G (s)	70.1	84.7			8.6		18.3	18.3	18.3			
Effective Green, g (s)	70.1	84.7			8.6		18.3	18.3	18.3			
Actuated g/C Ratio	0.61	0.74			0.07		0.16	0.16	0.16			
Clearance Time (s)	6.0				6.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	1078	1372			263		281	563	243			
v/s Ratio Prot	0.10	c0.14			c0.03		c0.12	0.07				
v/s Ratio Perm									0.00			
v/c Ratio	0.17	0.20			0.46		0.77	0.41	0.01			
Uniform Delay, d1	9.8	4.7			51.0		46.3	43.5	40.7			
Progression Factor	0.06	0.11			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.3	0.0			0.5		10.6	0.2	0.0			
Delay (s)	0.8	0.5			51.5		56.9	43.7	40.7			
Level of Service	A	A			D		E	D	D			
Approach Delay (s)		0.7			51.5			49.8			0.0	
Approach LOS		A			D			D			A	
Intersection Summary												
HCM 2000 Control Delay			28.6				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			115.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			48.7%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Timings

3: Van Buren St & S. Dixie Hwy

	→	↘	↙	↓						
Lane Group	EBT	EBR	SBL	SBT	Ø2	Ø3	Ø6	Ø7	Ø8	Ø10
Lane Configurations	↑	↗	↖	↑↑						
Traffic Volume (vph)	242	336	51	645						
Future Volume (vph)	242	336	51	645						
Turn Type	NA	Perm	Prot	NA						
Protected Phases	4		1	1 6 10	2	3	6	7	8	10
Permitted Phases		4								
Detector Phase	4	4	1	1 6 10						
Switch Phase										
Minimum Initial (s)	6.0	6.0	5.0		7.0	6.0	7.0	9.0	6.0	3.0
Minimum Split (s)	20.0	20.0	25.0		24.0	18.0	24.0	13.0	15.0	9.0
Total Split (s)	20.0	20.0	18.0		35.0	18.0	50.0	9.0	15.0	9.0
Total Split (%)	20.6%	20.6%	18.6%		36%	19%	52%	9%	15%	9%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0		2.0	0.0	2.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0							
Total Lost Time (s)	4.0	4.0	6.0							
Lead/Lag					Lag			Lead		
Lead-Lag Optimize?					Yes			Yes		
Recall Mode	None	None	None		C-Max	None	C-Max	None	None	None
Act Effect Green (s)	16.0	16.0	11.0	71.0						
Actuated g/C Ratio	0.16	0.16	0.11	0.73						
v/c Ratio	0.92	0.79	0.17	0.29						
Control Delay	75.5	23.6	1.0	4.8						
Queue Delay	0.0	0.0	0.0	0.0						
Total Delay	75.5	23.6	1.0	4.8						
LOS	E	C	A	A						
Approach Delay	45.3			4.5						
Approach LOS	D			A						

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 23.0

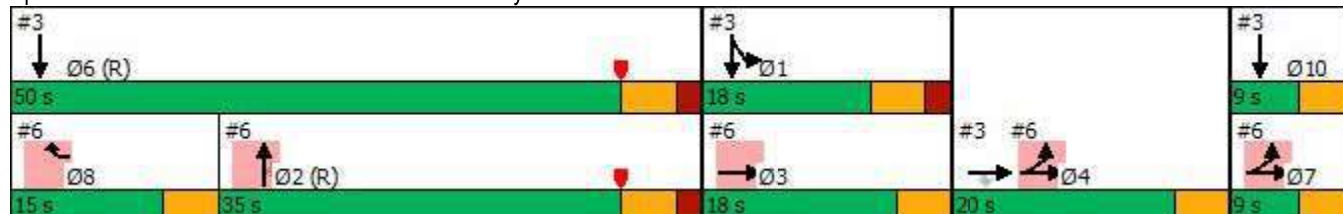
Intersection LOS: C

Intersection Capacity Utilization 47.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Van Buren St & S. Dixie Hwy



Queues

3: Van Buren St & S. Dixie Hwy



Lane Group	EBT	EBR	SBL	SBT
Lane Group Flow (vph)	281	391	59	750
v/c Ratio	0.92	0.79	0.17	0.29
Control Delay	75.5	23.6	1.0	4.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	75.5	23.6	1.0	4.8
Queue Length 50th (ft)	172	57	0	69
Queue Length 95th (ft)	#300	#160	0	85
Internal Link Dist (ft)	81			127
Turn Bay Length (ft)			100	
Base Capacity (vph)	310	500	367	2627
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.91	0.78	0.16	0.29

Intersection Summary

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











HCM Signalized Intersection Capacity Analysis

3: Van Buren St & S. Dixie Hwy

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗							↖	↑↑	
Traffic Volume (vph)	0	242	336	0	0	0	0	0	0	51	645	0
Future Volume (vph)	0	242	336	0	0	0	0	0	0	51	645	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0							6.0	6.0	
Lane Util. Factor		1.00	1.00							1.00	0.95	
Frpb, ped/bikes		1.00	0.99							1.00	1.00	
Flpb, ped/bikes		1.00	1.00							1.00	1.00	
Frt		1.00	0.85							1.00	1.00	
Flt Protected		1.00	1.00							0.95	1.00	
Satd. Flow (prot)		1863	1562							1770	3539	
Flt Permitted		1.00	1.00							0.95	1.00	
Satd. Flow (perm)		1863	1562							1770	3539	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	281	391	0	0	0	0	0	0	59	750	0
RTOR Reduction (vph)	0	0	240	0	0	0	0	0	0	52	0	0
Lane Group Flow (vph)	0	281	151	0	0	0	0	0	0	7	750	0
Confl. Peds. (#/hr)										11		
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm							Prot	NA	
Protected Phases		4								1	1 6 10	
Permitted Phases			4									
Actuated Green, G (s)		16.0	16.0							11.0	71.0	
Effective Green, g (s)		16.0	16.0							11.0	67.0	
Actuated g/C Ratio		0.16	0.16							0.11	0.69	
Clearance Time (s)		4.0	4.0							6.0		
Vehicle Extension (s)		2.0	2.0							1.5		
Lane Grp Cap (vph)		307	257							200	2444	
v/s Ratio Prot		c0.15								0.00	c0.21	
v/s Ratio Perm			0.10									
v/c Ratio		0.92	0.59							0.03	0.31	
Uniform Delay, d1		39.8	37.4							38.3	5.9	
Progression Factor		1.00	1.00							1.00	1.00	
Incremental Delay, d2		29.8	2.2							0.0	0.0	
Delay (s)		69.6	39.6							38.3	5.9	
Level of Service		E	D							D	A	
Approach Delay (s)		52.2			0.0			0.0			8.3	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			28.2									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			97.0							24.0		
Intersection Capacity Utilization			47.0%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

Timings

6: S. 21st Ave & Van Buren St

											
Lane Group	EBL	EBT	WBR	NBT	NBR	Ø1	Ø3	Ø4	Ø6	Ø7	Ø10
Lane Configurations											
Traffic Volume (vph)	32	268	59	388	15						
Future Volume (vph)	32	268	59	388	15						
Turn Type	custom	NA	Prot	NA	Perm						
Protected Phases	4 7	7 4 3	8	2		1	3	4	6	7	10
Permitted Phases	4				2						
Detector Phase	4 7	7 4 3	8	2	2						
Switch Phase											
Minimum Initial (s)			6.0	7.0	7.0	5.0	6.0	6.0	7.0	9.0	3.0
Minimum Split (s)			15.0	24.0	24.0	25.0	18.0	20.0	24.0	13.0	9.0
Total Split (s)			15.0	35.0	35.0	18.0	18.0	20.0	50.0	9.0	9.0
Total Split (%)			15.5%	36.1%	36.1%	19%	19%	21%	52%	9%	9%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			0.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0
Lost Time Adjust (s)			0.0	0.0	0.0						
Total Lost Time (s)			4.0	6.0	6.0						
Lead/Lag			Lead	Lag	Lag						
Lead-Lag Optimize?			Yes	Yes	Yes						
Recall Mode			None	C-Max	C-Max	None	None	None	C-Max	None	None
Act Effect Green (s)	26.0	43.0	6.0	36.0	36.0						
Actuated g/C Ratio	0.27	0.44	0.06	0.37	0.37						
v/c Ratio	0.06	0.38	0.11	0.24	0.03						
Control Delay	0.1	4.9	0.3	22.1	0.1						
Queue Delay	0.0	0.9	0.0	0.0	0.0						
Total Delay	0.1	5.8	0.3	22.1	0.1						
LOS	A	A	A	C	A						
Approach Delay		5.2		21.3							
Approach LOS		A		C							

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 13.3

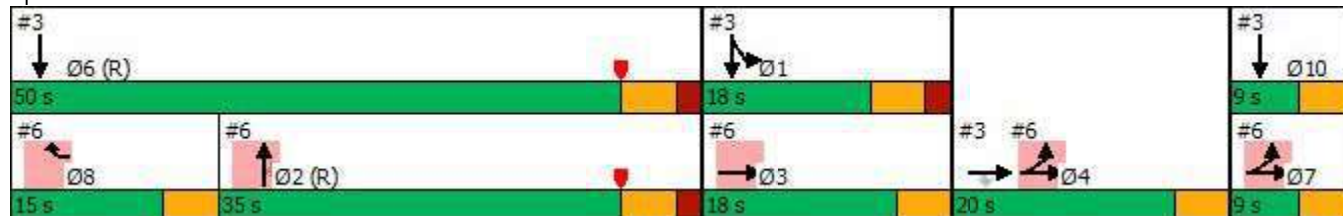
Intersection LOS: B

Intersection Capacity Utilization 47.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: S. 21st Ave & Van Buren St



Queues

6: S. 21st Ave & Van Buren St






















Lane Group	EBL	EBT	WBR	NBT	NBR
Lane Group Flow (vph)	37	312	69	451	17
v/c Ratio	0.06	0.38	0.11	0.24	0.03
Control Delay	0.1	4.9	0.3	22.1	0.1
Queue Delay	0.0	0.9	0.0	0.0	0.0
Total Delay	0.1	5.8	0.3	22.1	0.1
Queue Length 50th (ft)	0	21	0	71	0
Queue Length 95th (ft)	m0	m24	0	93	0
Internal Link Dist (ft)		183		202	
Turn Bay Length (ft)					70
Base Capacity (vph)	571	802	698	1887	663
Starvation Cap Reductn	0	257	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.57	0.10	0.24	0.03

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

6: S. 21st Ave & Van Buren St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	32	268	0	0	0	59	0	388	15	0	0	0
Future Volume (vph)	32	268	0	0	0	59	0	388	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0				4.0		6.0	6.0			
Lane Util. Factor	1.00	1.00				1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00				1.00		1.00	0.95			
Flpb, ped/bikes	1.00	1.00				1.00		1.00	1.00			
Frt	1.00	1.00				0.86		1.00	0.85			
Flt Protected	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (prot)	1770	1863				1611		5085	1503			
Flt Permitted	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (perm)	1770	1863				1611		5085	1503			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	37	312	0	0	0	69	0	451	17	0	0	0
RTOR Reduction (vph)	27	0	0	0	0	66	0	0	11	0	0	0
Lane Group Flow (vph)	10	312	0	0	0	3	0	451	6	0	0	0
Confl. Peds. (#/hr)									11			
Confl. Bikes (#/hr)									2			
Turn Type	custom	NA				Prot		NA	Perm			
Protected Phases	4 7	7 4 3				8		2				
Permitted Phases	4								2			
Actuated Green, G (s)	26.0	43.0				4.8		35.2	35.2			
Effective Green, g (s)	26.0	43.0				4.8		35.2	35.2			
Actuated g/C Ratio	0.27	0.44				0.05		0.36	0.36			
Clearance Time (s)						4.0		6.0	6.0			
Vehicle Extension (s)						2.0		0.2	0.2			
Lane Grp Cap (vph)	474	825				79		1845	545			
v/s Ratio Prot	0.01	c0.17				c0.00		c0.09				
v/s Ratio Perm									0.00			
v/c Ratio	0.02	0.38				0.04		0.24	0.01			
Uniform Delay, d1	26.1	18.1				43.9		21.6	19.8			
Progression Factor	1.00	0.22				1.00		1.00	1.00			
Incremental Delay, d2	0.0	0.1				0.1		0.3	0.0			
Delay (s)	26.1	4.0				44.0		21.9	19.8			
Level of Service	C	A				D		C	B			
Approach Delay (s)		6.4			44.0			21.8			0.0	
Approach LOS		A			D			C			A	
Intersection Summary												
HCM 2000 Control Delay		17.5				HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio		0.34										
Actuated Cycle Length (s)		97.0				Sum of lost time (s)		24.0				
Intersection Capacity Utilization		47.0%				ICU Level of Service		A				
Analysis Period (min)		15										

c Critical Lane Group

Timings

101: S. 24th Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	158	461	54	582	190	182	22	116
Future Volume (vph)	158	461	54	582	190	182	22	116
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	2	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0	6.0	6.0	6.0
Minimum Split (s)	10.0	38.0	24.0	24.0	10.0	38.0	36.0	36.0
Total Split (s)	20.0	90.0	70.0	70.0	20.0	70.0	50.0	50.0
Total Split (%)	12.5%	56.3%	43.8%	43.8%	12.5%	43.8%	31.3%	31.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	109.4	109.4	93.8	93.8	38.6	38.6	18.6	18.6
Actuated g/C Ratio	0.68	0.68	0.59	0.59	0.24	0.24	0.12	0.12
v/c Ratio	0.36	0.23	0.12	0.34	0.88	0.51	0.18	0.75
Control Delay	11.7	10.1	17.8	18.4	86.9	54.9	64.5	84.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	10.1	17.8	18.4	86.9	54.9	64.5	84.3
LOS	B	B	B	B	F	D	E	F
Approach Delay		10.4		18.4		70.2		81.8
Approach LOS		B		B		E		F

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 80 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 32.1

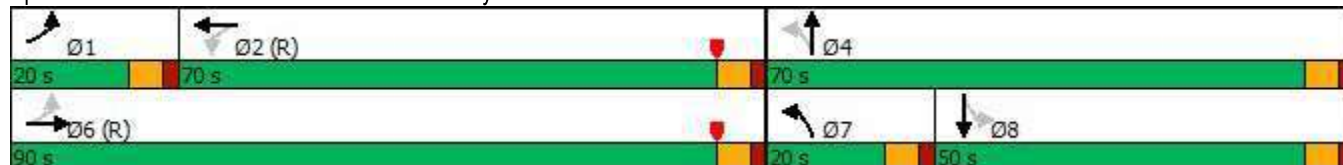
Intersection LOS: C

Intersection Capacity Utilization 67.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: S. 24th Avenue & Hollywood Blvd



Queues

101: S. 24th Avenue & Hollywood Blvd























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	536	59	691	207	227	24	161
v/c Ratio	0.36	0.23	0.12	0.34	0.88	0.51	0.18	0.75
Control Delay	11.7	10.1	17.8	18.4	86.9	54.9	64.5	84.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	10.1	17.8	18.4	86.9	54.9	64.5	84.3
Queue Length 50th (ft)	59	101	26	187	188	203	23	157
Queue Length 95th (ft)	103	147	61	270	#293	278	53	230
Internal Link Dist (ft)		227		1327		226		152
Turn Bay Length (ft)	220		200		130		120	
Base Capacity (vph)	515	2381	475	2038	236	731	314	499
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.23	0.12	0.34	0.88	0.31	0.08	0.32

Intersection Summary




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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary 101: S. 24th Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	461	32	54	582	53	190	182	27	22	116	32
Future Volume (veh/h)	158	461	32	54	582	53	190	182	27	22	116	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96	0.99		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	501	35	59	633	58	207	198	29	24	126	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	503	2272	158	552	1930	177	246	395	58	186	174	48
Arrive On Green	0.05	0.68	0.68	0.59	0.59	0.59	0.09	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	1781	3360	234	862	3280	300	1781	1589	233	1141	1404	390
Grp Volume(v), veh/h	172	264	272	59	342	349	207	0	227	24	0	161
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	862	1777	1803	1781	0	1822	1141	0	1793
Q Serve(g_s), s	6.0	9.1	9.1	4.8	15.7	15.8	14.0	0.0	17.1	3.0	0.0	13.8
Cycle Q Clear(g_c), s	6.0	9.1	9.1	4.8	15.7	15.8	14.0	0.0	17.1	3.0	0.0	13.8
Prop In Lane	1.00		0.13	1.00		0.17	1.00		0.13	1.00		0.22
Lane Grp Cap(c), veh/h	503	1201	1229	552	1045	1061	246	0	453	186	0	222
V/C Ratio(X)	0.34	0.22	0.22	0.11	0.33	0.33	0.84	0.00	0.50	0.13	0.00	0.72
Avail Cap(c_a), veh/h	569	1201	1229	552	1045	1061	246	0	729	359	0	493
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	9.9	9.9	14.6	16.8	16.8	57.6	0.0	51.6	62.7	0.0	67.5
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.4	0.8	0.8	20.9	0.0	0.6	0.2	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.7	3.8	1.0	6.8	6.9	3.0	0.0	8.0	0.9	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	10.3	10.3	14.9	17.6	17.6	78.6	0.0	52.2	63.0	0.0	70.8
LnGrp LOS	B	B	B	B	B	B	E	A	D	E	A	E
Approach Vol, veh/h		708			750			434			185	
Approach Delay, s/veh		10.8			17.4			64.8			69.8	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	100.1		45.8		114.2	20.0	25.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	64.0		64.0		84.0	14.0	44.0				
Max Q Clear Time (g_c+I1), s	8.0	17.8		19.1		11.1	16.0	15.8				
Green Ext Time (p_c), s	0.1	5.5		1.2		3.7	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay				29.7								
HCM 6th LOS				C								

HCM 6th TWSC
201: Van Buren St & Ohr Ha Torah

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	385	5	0	0	0	0	0	1	0	0	0
Future Vol, veh/h	0	385	5	0	0	0	0	0	1	0	0	0
Conflicting Peds, #/hr	7	0	12	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	428	6	0	0	0	0	0	1	0	0	0
Major/Minor	Major1						Minor1		Minor2			
Conflicting Flow All	7	0	0				-	-	230	222	-	-
Stage 1	-	-	-				-	-	-	7	-	-
Stage 2	-	-	-				-	-	-	215	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1612	-	-				0	0	772	966	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	972	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1601	-	-				-	-	763	958	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	958	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	971	-	-
Approach	EB						NB		SB			
HCM Control Delay, s	0						9.7		0			
HCM LOS							A		A			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	763	1601	-	-	-							
HCM Lane V/C Ratio	0.001	-	-	-	-							
HCM Control Delay (s)	9.7	0	-	-	0							
HCM Lane LOS	A	A	-	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	-							

HCM 6th TWSC
202: Van Buren St & Montessori Parking Lot

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB							EB	EB		
Traffic Vol, veh/h	16	344	1	0	0	0	0	0	1	24	0	0
Future Vol, veh/h	16	344	1	0	0	0	0	0	1	24	0	0
Conflicting Peds, #/hr	5	0	10	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	425	1	0	0	0	0	0	1	30	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	5	0	0				-	-	223	258	-	-
Stage 1	-	-	-				-	-	-	5	-	-
Stage 2	-	-	-				-	-	-	253	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1615	-	-				0	0	780	932	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	937	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1607	-	-				-	-	773	915	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	915	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	921	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	0.4						9.7			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	773	1607	-	-	915							
HCM Lane V/C Ratio	0.002	0.012	-	-	0.032							
HCM Control Delay (s)	9.7	7.3	0.1	-	9.1							
HCM Lane LOS	A	A	A	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	0.1							

Timings

102: S. Dixie Hwy & Hollywood Blvd

	→	↘	↙	←	↓	↗			
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø3	Ø4	Ø7
Lane Configurations	↑↑	↑	↘	↑	↑↑	↑			
Traffic Volume (vph)	334	126	29	428	630	197			
Future Volume (vph)	334	126	29	428	630	197			
Turn Type	NA	Perm	Prot	NA	NA	Prot			
Protected Phases	5		1	1 5	6	6	3	4	7
Permitted Phases		5							
Detector Phase	5	5	1	1 5	6	6			
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	7.0
Minimum Split (s)	25.0	25.0	25.0		37.0	37.0	25.0	28.0	25.0
Total Split (s)	25.0	25.0	53.0		37.0	37.0	25.0	28.0	62.0
Total Split (%)	21.7%	21.7%	46.1%		32.2%	32.2%	22%	24%	54%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	None	None	None	C-Max
Act Effect Green (s)	16.2	16.2	41.4	63.6	39.4	39.4			
Actuated g/C Ratio	0.14	0.14	0.36	0.55	0.34	0.34			
v/c Ratio	0.68	0.39	0.05	0.42	0.60	0.30			
Control Delay	54.1	9.1	7.2	1.9	35.8	5.8			
Queue Delay	0.0	0.0	0.0	1.5	0.0	0.0			
Total Delay	54.1	9.1	7.2	3.4	35.8	5.8			
LOS	D	A	A	A	D	A			
Approach Delay	41.7			3.6	29.3				
Approach LOS	D			A	C				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 26.0

Intersection LOS: C

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 102: S. Dixie Hwy & Hollywood Blvd



Queues

102: S. Dixie Hwy & Hollywood Blvd















Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	341	129	30	437	723	201
v/c Ratio	0.68	0.39	0.05	0.42	0.60	0.30
Control Delay	54.1	9.1	7.2	1.9	35.8	5.8
Queue Delay	0.0	0.0	0.0	1.5	0.0	0.0
Total Delay	54.1	9.1	7.2	3.4	35.8	5.8
Queue Length 50th (ft)	126	0	1	14	240	0
Queue Length 95th (ft)	173	45	m8	27	331	56
Internal Link Dist (ft)	623			258	252	
Turn Bay Length (ft)		175				250
Base Capacity (vph)	584	364	723	1068	1205	674
Starvation Cap Reductn	0	0	0	432	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.35	0.04	0.69	0.60	0.30

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

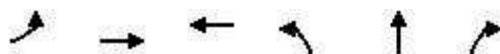
102: S. Dixie Hwy & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↗	↑						↖↑	↖
Traffic Volume (vph)	0	334	126	29	428	0	0	0	0	78	630	197
Future Volume (vph)	0	334	126	29	428	0	0	0	0	78	630	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	1.00						0.95	1.00
Frpb, ped/bikes		1.00	0.94	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3539	1488	1770	1863						3520	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		3539	1488	1770	1863						3520	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	341	129	30	437	0	0	0	0	80	643	201
RTOR Reduction (vph)	0	0	111	0	0	0	0	0	0	0	0	132
Lane Group Flow (vph)	0	341	18	30	437	0	0	0	0	0	723	69
Confl. Peds. (#/hr)			21	21								11
Confl. Bikes (#/hr)			6									5
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		5		1	1 5					6	6	6
Permitted Phases			5									
Actuated Green, G (s)		16.2	16.2	41.4	63.6						39.4	39.4
Effective Green, g (s)		16.2	16.2	41.4	63.6						39.4	39.4
Actuated g/C Ratio		0.14	0.14	0.36	0.55						0.34	0.34
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.0	2.0
Lane Grp Cap (vph)		498	209	637	1030						1205	542
v/s Ratio Prot		c0.10		0.02	c0.23						c0.21	0.04
v/s Ratio Perm			0.01									
v/c Ratio		0.68	0.09	0.05	0.42						0.60	0.13
Uniform Delay, d1		47.0	43.0	24.0	15.0						31.3	26.0
Progression Factor		1.00	1.00	0.33	0.06						1.00	1.00
Incremental Delay, d2		3.1	0.1	0.0	0.1						0.5	0.0
Delay (s)		50.1	43.0	7.8	1.0						31.8	26.0
Level of Service		D	D	A	A						C	C
Approach Delay (s)		48.1			1.5			0.0			30.6	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			27.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			70.3%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

Timings

103: S. 21st Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø1	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	193	227	196	271	401	24			
Future Volume (vph)	193	227	196	271	401	24			
Turn Type	Prot	NA	NA	Split	NA	Perm			
Protected Phases	7	7 3	3	4	4		1	5	6
Permitted Phases						4			
Detector Phase	7	7 3	3	4	4	4			
Switch Phase									
Minimum Initial (s)	7.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	25.0		25.0	28.0	28.0	28.0	25.0	25.0	37.0
Total Split (s)	62.0		25.0	28.0	28.0	28.0	53.0	25.0	37.0
Total Split (%)	53.9%		21.7%	24.3%	24.3%	24.3%	46%	22%	32%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	C-Max		None	None	None	None	None	None	None
Act Effect Green (s)	61.6	79.5	11.9	23.5	23.5	23.5			
Actuated g/C Ratio	0.54	0.69	0.10	0.20	0.20	0.20			
v/c Ratio	0.22	0.19	0.63	0.81	0.60	0.06			
Control Delay	2.6	0.9	55.3	61.0	44.8	0.3			
Queue Delay	0.7	0.5	0.0	0.0	0.0	0.0			
Total Delay	3.2	1.4	55.3	61.0	44.8	0.3			
LOS	A	A	E	E	D	A			
Approach Delay		2.2	55.3		49.5				
Approach LOS		A	E		D				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 35.5

Intersection LOS: D

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 103: S. 21st Avenue & Hollywood Blvd



Queues

103: S. 21st Avenue & Hollywood Blvd





















Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	208	244	229	291	431	26
v/c Ratio	0.22	0.19	0.63	0.81	0.60	0.06
Control Delay	2.6	0.9	55.3	61.0	44.8	0.3
Queue Delay	0.7	0.5	0.0	0.0	0.0	0.0
Total Delay	3.2	1.4	55.3	61.0	44.8	0.3
Queue Length 50th (ft)	7	4	84	202	150	0
Queue Length 95th (ft)	18	9	121	#327	204	0
Internal Link Dist (ft)		258	193		211	
Turn Bay Length (ft)				250		60
Base Capacity (vph)	948	1403	580	376	753	417
Starvation Cap Reductn	463	772	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.39	0.39	0.77	0.57	0.06

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

103: S. 21st Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	227	0	0	196	17	271	401	24	0	0	0
Future Volume (vph)	193	227	0	0	196	17	271	401	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00	0.91			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.99		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	1863			3476		1770	3539	1436			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	1863			3476		1770	3539	1436			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	208	244	0	0	211	18	291	431	26	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	21	0	0	0
Lane Group Flow (vph)	208	244	0	0	223	0	291	431	5	0	0	0
Confl. Peds. (#/hr)	34					34			27			
Confl. Bikes (#/hr)						2			4			
Turn Type	Prot	NA			NA		Split	NA	Perm			
Protected Phases	7	7 3			3		4	4				
Permitted Phases									4			
Actuated Green, G (s)	61.6	79.5			11.9		23.5	23.5	23.5			
Effective Green, g (s)	61.6	79.5			11.9		23.5	23.5	23.5			
Actuated g/C Ratio	0.54	0.69			0.10		0.20	0.20	0.20			
Clearance Time (s)	6.0				6.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	948	1287			359		361	723	293			
v/s Ratio Prot	c0.12	0.13			c0.06		c0.16	0.12				
v/s Ratio Perm									0.00			
v/c Ratio	0.22	0.19			0.62		0.81	0.60	0.02			
Uniform Delay, d1	14.0	6.3			49.4		43.6	41.5	36.5			
Progression Factor	0.14	0.10			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.5	0.0			2.4		11.7	0.9	0.0			
Delay (s)	2.4	0.6			51.8		55.3	42.3	36.5			
Level of Service	A	A			D		E	D	D			
Approach Delay (s)		1.4			51.8			47.2			0.0	
Approach LOS		A			D			D			A	
Intersection Summary												
HCM 2000 Control Delay		33.4			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.44										
Actuated Cycle Length (s)		115.0			Sum of lost time (s)			24.0				
Intersection Capacity Utilization		70.3%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

Timings

3: Van Buren St & S. Dixie Hwy

	→	↘	↙	↓						
Lane Group	EBT	EBR	SBL	SBT	Ø2	Ø3	Ø6	Ø7	Ø8	Ø10
Lane Configurations	↑	↗	↖	↑↑						
Traffic Volume (vph)	157	186	45	590						
Future Volume (vph)	157	186	45	590						
Turn Type	NA	Perm	Prot	NA						
Protected Phases	4		1	1 6 10	2	3	6	7	8	10
Permitted Phases		4								
Detector Phase	4	4	1	1 6 10						
Switch Phase										
Minimum Initial (s)	6.0	6.0	5.0		7.0	6.0	7.0	9.0	6.0	3.0
Minimum Split (s)	20.0	20.0	25.0		24.0	18.0	24.0	13.0	15.0	9.0
Total Split (s)	20.0	20.0	18.0		35.0	18.0	50.0	9.0	15.0	9.0
Total Split (%)	20.6%	20.6%	18.6%		36%	19%	52%	9%	15%	9%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0		2.0	0.0	2.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0							
Total Lost Time (s)	4.0	4.0	6.0							
Lead/Lag					Lag			Lead		
Lead-Lag Optimize?					Yes			Yes		
Recall Mode	None	None	None		C-Max	None	C-Max	None	None	None
Act Effect Green (s)	13.7	13.7	9.7	73.3						
Actuated g/C Ratio	0.14	0.14	0.10	0.76						
v/c Ratio	0.75	0.55	0.17	0.28						
Control Delay	57.1	10.3	1.1	4.2						
Queue Delay	0.0	0.0	0.0	0.0						
Total Delay	57.1	10.3	1.1	4.2						
LOS	E	B	A	A						
Approach Delay	31.7			4.0						
Approach LOS	C			A						

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 13.7

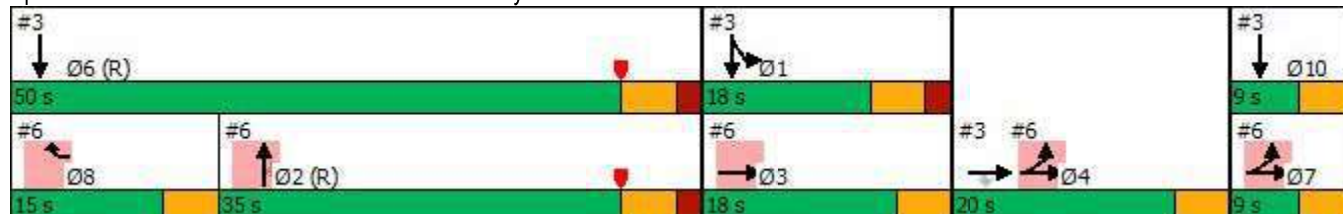
Intersection LOS: B

Intersection Capacity Utilization 37.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Van Buren St & S. Dixie Hwy



Queues


















3: Van Buren St & S. Dixie Hwy



Lane Group	EBT	EBR	SBL	SBT
Lane Group Flow (vph)	196	233	56	738
v/c Ratio	0.75	0.55	0.17	0.28
Control Delay	57.1	10.3	1.1	4.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	57.1	10.3	1.1	4.2
Queue Length 50th (ft)	115	0	0	65
Queue Length 95th (ft)	164	42	0	76
Internal Link Dist (ft)	81			127
Turn Bay Length (ft)			100	
Base Capacity (vph)	308	456	367	2758
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.64	0.51	0.15	0.27
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

3: Van Buren St & S. Dixie Hwy

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	157	186	0	0	0	0	0	0	45	590	0
Future Volume (vph)	0	157	186	0	0	0	0	0	0	45	590	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0							6.0	6.0	
Lane Util. Factor		1.00	1.00							1.00	0.95	
Frpb, ped/bikes		1.00	1.00							1.00	1.00	
Flpb, ped/bikes		1.00	1.00							1.00	1.00	
Frt		1.00	0.85							1.00	1.00	
Flt Protected		1.00	1.00							0.95	1.00	
Satd. Flow (prot)		1863	1583							1770	3539	
Flt Permitted		1.00	1.00							0.95	1.00	
Satd. Flow (perm)		1863	1583							1770	3539	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	0	196	232	0	0	0	0	0	0	56	738	0
RTOR Reduction (vph)	0	0	200	0	0	0	0	0	0	50	0	0
Lane Group Flow (vph)	0	196	33	0	0	0	0	0	0	6	738	0
Confl. Peds. (#/hr)										13		
Turn Type		NA	Perm							Prot	NA	
Protected Phases		4								1	1 6 10	
Permitted Phases			4									
Actuated Green, G (s)		13.7	13.7							9.7	73.3	
Effective Green, g (s)		13.7	13.7							9.7	69.3	
Actuated g/C Ratio		0.14	0.14							0.10	0.71	
Clearance Time (s)		4.0	4.0							6.0		
Vehicle Extension (s)		2.0	2.0							1.5		
Lane Grp Cap (vph)		263	223							177	2528	
v/s Ratio Prot		c0.11								0.00	c0.21	
v/s Ratio Perm			0.02									
v/c Ratio		0.75	0.15							0.03	0.29	
Uniform Delay, d1		40.0	36.5							39.4	5.0	
Progression Factor		1.00	1.00							1.00	1.00	
Incremental Delay, d2		9.6	0.1							0.0	0.0	
Delay (s)		49.6	36.6							39.4	5.0	
Level of Service		D	D							D	A	
Approach Delay (s)		42.6			0.0			0.0			7.4	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			19.8									
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			97.0							24.0		
Intersection Capacity Utilization			37.8%								A	
Analysis Period (min)			15									
c Critical Lane Group												

Timings

6: S. 21st Ave & Van Buren St

						Ø1	Ø3	Ø4	Ø6	Ø7	Ø10
Lane Group	EBL	EBT	WBR	NBT	NBR						
Lane Configurations											
Traffic Volume (vph)	25	181	99	562	18						
Future Volume (vph)	25	181	99	562	18						
Turn Type	custom	NA	Prot	NA	Perm						
Protected Phases	4 7	7 4 3	8	2		1	3	4	6	7	10
Permitted Phases	4				2						
Detector Phase	4 7	7 4 3	8	2	2						
Switch Phase											
Minimum Initial (s)			6.0	7.0	7.0	5.0	6.0	6.0	7.0	9.0	3.0
Minimum Split (s)			15.0	24.0	24.0	25.0	18.0	20.0	24.0	13.0	9.0
Total Split (s)			15.0	35.0	35.0	18.0	18.0	20.0	50.0	9.0	9.0
Total Split (%)			15.5%	36.1%	36.1%	19%	19%	21%	52%	9%	9%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			0.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0
Lost Time Adjust (s)			0.0	0.0	0.0						
Total Lost Time (s)			4.0	6.0	6.0						
Lead/Lag			Lead	Lag	Lag						
Lead-Lag Optimize?			Yes	Yes	Yes						
Recall Mode			None	C-Max	C-Max	None	None	None	C-Max	None	None
Act Effect Green (s)	25.7	41.4	6.0	35.6	35.6						
Actuated g/C Ratio	0.26	0.43	0.06	0.37	0.37						
v/c Ratio	0.05	0.28	0.20	0.38	0.04						
Control Delay	0.2	4.6	0.7	23.7	0.1						
Queue Delay	0.0	0.7	0.0	0.0	0.0						
Total Delay	0.2	5.3	0.7	23.7	0.1						
LOS	A	A	A	C	A						
Approach Delay		4.6		23.0							
Approach LOS		A		C							

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 16.2

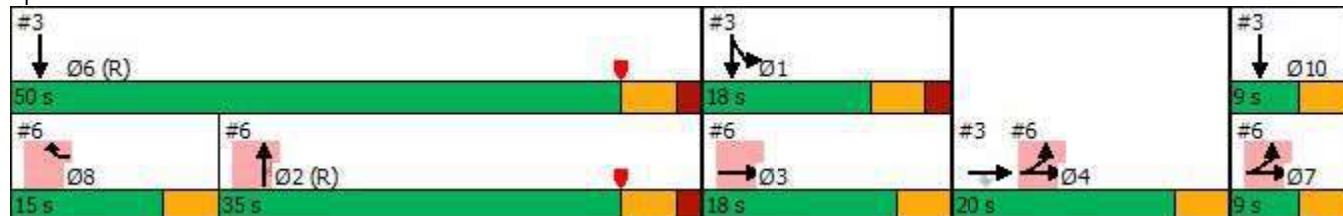
Intersection LOS: B

Intersection Capacity Utilization 37.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: S. 21st Ave & Van Buren St



Queues

6: S. 21st Ave & Van Buren St






















Lane Group	EBL	EBT	WBR	NBT	NBR
Lane Group Flow (vph)	31	226	124	703	23
v/c Ratio	0.05	0.28	0.20	0.38	0.04
Control Delay	0.2	4.6	0.7	23.7	0.1
Queue Delay	0.0	0.7	0.0	0.0	0.0
Total Delay	0.2	5.3	0.7	23.7	0.1
Queue Length 50th (ft)	0	18	0	118	0
Queue Length 95th (ft)	m0	25	0	132	0
Internal Link Dist (ft)		183		202	
Turn Bay Length (ft)					70
Base Capacity (vph)	564	758	668	1866	654
Starvation Cap Reductn	0	278	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.05	0.47	0.19	0.38	0.04

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

6: S. 21st Ave & Van Buren St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	25	181	0	0	0	99	0	562	18	0	0	0
Future Volume (vph)	25	181	0	0	0	99	0	562	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0				4.0		6.0	6.0			
Lane Util. Factor	1.00	1.00				1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00				1.00		1.00	0.94			
Flpb, ped/bikes	1.00	1.00				1.00		1.00	1.00			
Frt	1.00	1.00				0.86		1.00	0.85			
Flt Protected	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (prot)	1770	1863				1611		5085	1491			
Flt Permitted	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (perm)	1770	1863				1611		5085	1491			
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	31	226	0	0	0	124	0	702	22	0	0	0
RTOR Reduction (vph)	23	0	0	0	0	116	0	0	15	0	0	0
Lane Group Flow (vph)	8	226	0	0	0	8	0	703	8	0	0	0
Confl. Peds. (#/hr)									13			
Confl. Bikes (#/hr)									4			
Turn Type	custom	NA				Prot		NA	Perm			
Protected Phases	4 7	7 4 3				8		2				
Permitted Phases	4								2			
Actuated Green, G (s)	25.7	41.4				6.0		35.6	35.6			
Effective Green, g (s)	25.7	41.4				6.0		35.6	35.6			
Actuated g/C Ratio	0.26	0.43				0.06		0.37	0.37			
Clearance Time (s)						4.0		6.0	6.0			
Vehicle Extension (s)						2.0		0.2	0.2			
Lane Grp Cap (vph)	468	795				99		1866	547			
v/s Ratio Prot	0.00	c0.12				c0.00		c0.14				
v/s Ratio Perm									0.01			
v/c Ratio	0.02	0.28				0.08		0.38	0.02			
Uniform Delay, d1	26.3	18.1				42.9		22.6	19.5			
Progression Factor	1.00	0.21				1.00		1.00	1.00			
Incremental Delay, d2	0.0	0.1				0.1		0.6	0.1			
Delay (s)	26.3	3.9				43.0		23.1	19.6			
Level of Service	C	A				D		C	B			
Approach Delay (s)		6.6			43.0			23.0			0.0	
Approach LOS		A			D			C			A	
Intersection Summary												
HCM 2000 Control Delay		21.4				HCM 2000 Level of Service		C				
HCM 2000 Volume to Capacity ratio		0.35										
Actuated Cycle Length (s)		97.0				Sum of lost time (s)		24.0				
Intersection Capacity Utilization		37.8%				ICU Level of Service		A				
Analysis Period (min)		15										

c Critical Lane Group

Future (2024) Total SYNCHRO Output

Timings

101: S. 24th Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	←	↑↓	←	↑↓	←	↑↓	←	↑↓
Traffic Volume (vph)	115	536	56	411	146	100	35	71
Future Volume (vph)	115	536	56	411	146	100	35	71
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	2	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0	6.0	6.0	6.0
Minimum Split (s)	10.0	38.0	24.0	24.0	10.0	38.0	36.0	36.0
Total Split (s)	20.0	90.0	70.0	70.0	20.0	70.0	50.0	50.0
Total Split (%)	12.5%	56.3%	43.8%	43.8%	12.5%	43.8%	31.3%	31.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	115.1	115.1	101.7	101.7	32.9	32.9	13.5	13.5
Actuated g/C Ratio	0.72	0.72	0.64	0.64	0.21	0.21	0.08	0.08
v/c Ratio	0.19	0.24	0.12	0.21	0.68	0.38	0.36	0.67
Control Delay	8.2	8.2	14.0	13.1	69.5	51.4	77.0	80.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	8.2	14.0	13.1	69.5	51.4	77.0	80.8
LOS	A	A	B	B	E	D	E	F
Approach Delay		8.2		13.2		60.8		79.8
Approach LOS		A		B		E		E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 80 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 25.1

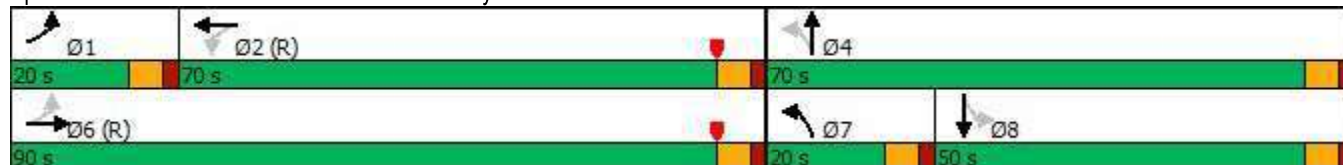
Intersection LOS: C

Intersection Capacity Utilization 62.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 101: S. 24th Avenue & Hollywood Blvd



Queues





















101: S. 24th Avenue & Hollywood Blvd























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	121	603	59	467	154	141	37	108
v/c Ratio	0.19	0.24	0.12	0.21	0.68	0.38	0.36	0.67
Control Delay	8.2	8.2	14.0	13.1	69.5	51.4	77.0	80.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	8.2	14.0	13.1	69.5	51.4	77.0	80.8
Queue Length 50th (ft)	36	104	23	102	141	116	37	97
Queue Length 95th (ft)	65	147	53	151	206	178	76	161
Internal Link Dist (ft)		227		793		226		152
Turn Bay Length (ft)	220		200		130		120	
Base Capacity (vph)	664	2508	488	2212	233	719	337	495
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.24	0.12	0.21	0.66	0.20	0.11	0.22
Intersection Summary								

HCM Signalized Intersection Capacity Analysis

101: S. 24th Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	536	37	56	411	32	146	100	34	35	71	31
Future Volume (vph)	115	536	37	56	411	32	146	100	34	35	71	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.97	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1751	3486		1722	3478		1764	1778		1748	1764	
Flt Permitted	0.44	1.00		0.42	1.00		0.36	1.00		0.67	1.00	
Satd. Flow (perm)	815	3486		768	3478		664	1778		1227	1764	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	121	564	39	59	433	34	154	105	36	37	75	33
RTOR Reduction (vph)	0	2	0	0	2	0	0	10	0	0	13	0
Lane Group Flow (vph)	121	601	0	59	465	0	154	131	0	37	95	0
Confl. Peds. (#/hr)	15		14	14		15	8		10	10		8
Confl. Bikes (#/hr)			2			3			3			
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	6			2		7	4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	115.1	115.1		101.7	101.7		32.9	32.9		13.5	13.5	
Effective Green, g (s)	115.1	115.1		101.7	101.7		32.9	32.9		13.5	13.5	
Actuated g/C Ratio	0.72	0.72		0.64	0.64		0.21	0.21		0.08	0.08	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	1.5	3.0		3.0	3.0		1.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	629	2507		488	2210		228	365		103	148	
v/s Ratio Prot	0.01	c0.17			0.13		c0.06	0.07			0.05	
v/s Ratio Perm	0.13			0.08			c0.08			0.03		
v/c Ratio	0.19	0.24		0.12	0.21		0.68	0.36		0.36	0.64	
Uniform Delay, d1	7.1	7.6		11.5	12.3		55.6	54.5		69.2	70.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.5	0.2		6.1	0.4		1.6	8.2	
Delay (s)	7.1	7.8		12.0	12.5		61.7	54.9		70.7	79.1	
Level of Service	A	A		B	B		E	D		E	E	
Approach Delay (s)		7.7			12.4			58.5			77.0	
Approach LOS		A			B			E			E	
Intersection Summary												
HCM 2000 Control Delay			24.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			160.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			62.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary 101: S. 24th Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	536	37	56	411	32	146	100	34	35	71	31
Future Volume (veh/h)	115	536	37	56	411	32	146	100	34	35	71	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.97	0.99		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	564	39	59	433	34	154	105	36	37	75	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	622	2306	159	541	2032	159	272	317	109	186	141	62
Arrive On Green	0.04	0.69	0.69	0.61	0.61	0.61	0.09	0.24	0.24	0.12	0.12	0.12
Sat Flow, veh/h	1781	3364	232	812	3329	260	1781	1321	453	1221	1220	537
Grp Volume(v), veh/h	121	297	306	59	230	237	154	0	141	37	0	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1820	812	1777	1813	1781	0	1774	1221	0	1757
Q Serve(g_s), s	4.0	10.1	10.2	4.9	9.3	9.4	11.9	0.0	10.5	4.4	0.0	9.3
Cycle Q Clear(g_c), s	4.0	10.1	10.2	4.9	9.3	9.4	11.9	0.0	10.5	4.4	0.0	9.3
Prop In Lane	1.00		0.13	1.00		0.14	1.00		0.26	1.00		0.31
Lane Grp Cap(c), veh/h	622	1218	1247	541	1085	1106	272	0	425	186	0	203
V/C Ratio(X)	0.19	0.24	0.25	0.11	0.21	0.21	0.57	0.00	0.33	0.20	0.00	0.53
Avail Cap(c_a), veh/h	711	1218	1247	541	1085	1106	274	0	710	381	0	483
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	9.5	9.5	13.1	14.0	14.0	54.5	0.0	50.2	64.5	0.0	66.7
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.4	0.4	0.4	1.7	0.0	0.3	0.4	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	4.2	1.0	4.0	4.1	5.5	0.0	4.8	1.4	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	10.0	10.0	13.5	14.4	14.4	56.1	0.0	50.6	64.9	0.0	68.3
LnGrp LOS	B	A	A	B	B	B	E	A	D	E	A	E
Approach Vol, veh/h	724			526			295			145		
Approach Delay, s/veh	10.1			14.3			53.5			67.4		
Approach LOS	B			B			D			E		
Timer - Assigned Phs	1	2	4		6		7	8				
Phs Duration (G+Y+Rc), s	12.0	103.7	44.4		115.6		19.9	24.5				
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0		6.0	6.0				
Max Green Setting (Gmax), s	14.0	64.0	64.0		84.0		14.0	44.0				
Max Q Clear Time (g_c+I1), s	6.0	11.4	12.5		12.2		13.9	11.3				
Green Ext Time (p_c), s	0.1	3.6	0.7		4.2		0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				23.9								
HCM 6th LOS				C								

HCM 6th TWSC
201: Van Buren St & Ohr Ha Torah

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB							EB	EB		
Traffic Vol, veh/h	0	512	2	0	0	0	0	0	3	14	0	0
Future Vol, veh/h	0	512	2	0	0	0	0	0	3	14	0	0
Conflicting Peds, #/hr	11	0	5	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	602	2	0	0	0	0	0	4	16	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	11	0	0				-	-	307	312	-	-
Stage 1	-	-	-				-	-	-	11	-	-
Stage 2	-	-	-				-	-	-	301	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1607	-	-				0	0	689	884	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	893	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1590	-	-				-	-	686	870	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	870	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	888	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	0						10.3			9.2		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	686	1590	-	-	870							
HCM Lane V/C Ratio	0.005	-	-	-	0.019							
HCM Control Delay (s)	10.3	0	-	-	9.2							
HCM Lane LOS	B	A	-	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	0.1							

HCM 6th TWSC
202: Van Buren St & Montessori Parking Lot

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB							EB	EB		
Traffic Vol, veh/h	8	525	1	0	0	0	0	0	1	7	0	0
Future Vol, veh/h	8	525	1	0	0	0	0	0	1	7	0	0
Conflicting Peds, #/hr	7	0	6	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	92	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	603	1	0	0	0	0	0	1	8	0	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	7	0	0				-	-	308	327	-	-
Stage 1	-	-	-				-	-	-	7	-	-
Stage 2	-	-	-				-	-	-	320	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1612	-	-				0	0	688	871	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	877	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1601	-	-				-	-	684	859	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	859	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	869	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	0.1			10.3			9.2					
HCM LOS				B			A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	684	1601	-	-	859							
HCM Lane V/C Ratio	0.002	0.006	-	-	0.009							
HCM Control Delay (s)	10.3	7.3	0	-	9.2							
HCM Lane LOS	B	A	A	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	0							

Timings

102: S. Dixie Hwy & Hollywood Blvd

	→	↘	↙	←	↓	↗			
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø3	Ø4	Ø7
Lane Configurations	↑↑	↑	↘	↑	↑↑	↑			
Traffic Volume (vph)	382	104	17	289	569	174			
Future Volume (vph)	382	104	17	289	569	174			
Turn Type	NA	Perm	Prot	NA	NA	Prot			
Protected Phases	5		1	1 5	6	6	3	4	7
Permitted Phases		5							
Detector Phase	5	5	1	1 5	6	6			
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	7.0
Minimum Split (s)	25.0	25.0	25.0		37.0	37.0	25.0	28.0	25.0
Total Split (s)	25.0	25.0	53.0		37.0	37.0	25.0	28.0	62.0
Total Split (%)	21.7%	21.7%	46.1%		32.2%	32.2%	22%	24%	54%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	None	None	None	C-Max
Act Effect Green (s)	18.3	18.3	33.4	57.7	45.3	45.3			
Actuated g/C Ratio	0.16	0.16	0.29	0.50	0.39	0.39			
v/c Ratio	0.72	0.31	0.04	0.33	0.48	0.25			
Control Delay	53.3	5.3	9.4	1.4	29.9	5.4			
Queue Delay	0.0	0.0	0.0	1.1	0.0	0.0			
Total Delay	53.3	5.3	9.4	2.4	29.9	5.4			
LOS	D	A	A	A	C	A			
Approach Delay	43.0			2.8	24.6				
Approach LOS	D			A	C				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 26.0

Intersection LOS: C

Intersection Capacity Utilization 56.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 102: S. Dixie Hwy & Hollywood Blvd



Queues

102: S. Dixie Hwy & Hollywood Blvd























Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	406	111	18	307	671	185
v/c Ratio	0.72	0.31	0.04	0.33	0.48	0.25
Control Delay	53.3	5.3	9.4	1.4	29.9	5.4
Queue Delay	0.0	0.0	0.0	1.1	0.0	0.0
Total Delay	53.3	5.3	9.4	2.4	29.9	5.4
Queue Length 50th (ft)	150	0	2	1	194	0
Queue Length 95th (ft)	198	28	m3	3	303	54
Internal Link Dist (ft)	623			258	252	
Turn Bay Length (ft)		175				250
Base Capacity (vph)	617	382	723	953	1387	735
Starvation Cap Reductn	0	0	0	417	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.29	0.02	0.57	0.48	0.25

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

102: S. Dixie Hwy & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 									 	
Traffic Volume (vph)	0	382	104	17	289	0	0	0	0	62	569	174
Future Volume (vph)	0	382	104	17	289	0	0	0	0	62	569	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	1.00						0.95	1.00
Frpb, ped/bikes		1.00	0.96	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		3539	1517	1770	1863						3522	1583
Flt Permitted		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (perm)		3539	1517	1770	1863						3522	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	406	111	18	307	0	0	0	0	66	605	185
RTOR Reduction (vph)	0	0	93	0	0	0	0	0	0	0	0	112
Lane Group Flow (vph)	0	406	18	18	307	0	0	0	0	0	671	73
Confl. Peds. (#/hr)			11	11								3
Confl. Bikes (#/hr)			7									2
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		5		1	1 5					6	6	6
Permitted Phases			5									
Actuated Green, G (s)		18.3	18.3	33.4	57.7						45.3	45.3
Effective Green, g (s)		18.3	18.3	33.4	57.7						45.3	45.3
Actuated g/C Ratio		0.16	0.16	0.29	0.50						0.39	0.39
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.0	2.0
Lane Grp Cap (vph)		563	241	514	934						1387	623
v/s Ratio Prot		c0.11		0.01	c0.16						c0.19	0.05
v/s Ratio Perm			0.01									
v/c Ratio		0.72	0.07	0.04	0.33						0.48	0.12
Uniform Delay, d1		45.9	41.1	29.2	17.1						26.1	22.1
Progression Factor		1.00	1.00	0.36	0.03						1.00	1.00
Incremental Delay, d2		3.9	0.0	0.0	0.1						0.1	0.0
Delay (s)		49.8	41.2	10.6	0.6						26.2	22.2
Level of Service		D	D	B	A						C	C
Approach Delay (s)		47.9			1.2			0.0			25.3	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			27.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			56.3%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

Timings

103: S. 21st Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø1	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	174	259	116	213	226	10			
Future Volume (vph)	174	259	116	213	226	10			
Turn Type	Prot	NA	NA	Split	NA	Perm			
Protected Phases	7	7 3	3	4	4		1	5	6
Permitted Phases						4			
Detector Phase	7	7 3	3	4	4	4			
Switch Phase									
Minimum Initial (s)	7.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	25.0		25.0	28.0	28.0	28.0	25.0	25.0	37.0
Total Split (s)	62.0		25.0	28.0	28.0	28.0	53.0	25.0	37.0
Total Split (%)	53.9%		21.7%	24.3%	24.3%	24.3%	46%	22%	32%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	C-Max		None	None	None	None	None	None	None
Act Effect Green (s)	69.6	84.2	8.6	18.8	18.8	18.8			
Actuated g/C Ratio	0.61	0.73	0.07	0.16	0.16	0.16			
v/c Ratio	0.17	0.20	0.47	0.77	0.41	0.03			
Control Delay	0.9	0.9	55.6	63.0	44.2	0.1			
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0			
Total Delay	0.9	1.2	55.6	63.0	44.2	0.1			
LOS	A	A	E	E	D	A			
Approach Delay		1.1	55.6		52.2				
Approach LOS		A	E		D				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 30.5

Intersection LOS: C

Intersection Capacity Utilization 56.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 103: S. 21st Avenue & Hollywood Blvd

#102 	Ø1	#102 	Ø5	#102 	Ø6
53 s		25 s		37 s	
#103 	Ø3	#103 	Ø4	#103 	Ø7 (R)
25 s		28 s		62 s	

Queues



















103: S. 21st Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	181	270	125	222	235	10
v/c Ratio	0.17	0.20	0.47	0.77	0.41	0.03
Control Delay	0.9	0.9	55.6	63.0	44.2	0.1
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	0.9	1.2	55.6	63.0	44.2	0.1
Queue Length 50th (ft)	1	8	46	159	83	0
Queue Length 95th (ft)	5	21	76	228	113	0
Internal Link Dist (ft)		258	193		211	
Turn Bay Length (ft)				250		60
Base Capacity (vph)	1071	1532	582	350	702	417
Starvation Cap Reductn	0	804	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.37	0.21	0.63	0.33	0.02
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

103: S. 21st Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	259	0	0	116	4	213	226	10	0	0	0
Future Volume (vph)	174	259	0	0	116	4	213	226	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.97			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			1.00		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	1863			3519		1770	3539	1532			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	1863			3519		1770	3539	1532			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	181	270	0	0	121	4	222	235	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	8	0	0	0
Lane Group Flow (vph)	181	270	0	0	123	0	222	235	2	0	0	0
Confl. Peds. (#/hr)	10					10			5			
Confl. Bikes (#/hr)						1						
Turn Type	Prot	NA			NA		Split	NA	Perm			
Protected Phases	7	7 3			3		4	4				
Permitted Phases									4			
Actuated Green, G (s)	69.6	84.2			8.6		18.8	18.8	18.8			
Effective Green, g (s)	69.6	84.2			8.6		18.8	18.8	18.8			
Actuated g/C Ratio	0.61	0.73			0.07		0.16	0.16	0.16			
Clearance Time (s)	6.0				6.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	1071	1364			263		289	578	250			
v/s Ratio Prot	0.10	c0.14			c0.04		c0.13	0.07				
v/s Ratio Perm									0.00			
v/c Ratio	0.17	0.20			0.47		0.77	0.41	0.01			
Uniform Delay, d1	10.0	4.8			51.0		46.0	43.1	40.3			
Progression Factor	0.06	0.11			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.3	0.0			0.5		10.5	0.2	0.0			
Delay (s)	0.8	0.5			51.5		56.5	43.3	40.3			
Level of Service	A	A			D		E	D	D			
Approach Delay (s)		0.7			51.5			49.5			0.0	
Approach LOS		A			D			D			A	
Intersection Summary												
HCM 2000 Control Delay			28.6				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			115.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			56.3%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Timings

3: Van Buren St & S. Dixie Hwy

	→	↘	↙	↓						
Lane Group	EBT	EBR	SBL	SBT	Ø2	Ø3	Ø6	Ø7	Ø8	Ø10
Lane Configurations	↑	↗	↖	↑↑						
Traffic Volume (vph)	252	340	51	645						
Future Volume (vph)	252	340	51	645						
Turn Type	NA	Perm	Prot	NA						
Protected Phases	4		1	1 6 10	2	3	6	7	8	10
Permitted Phases		4								
Detector Phase	4	4	1	1 6 10						
Switch Phase										
Minimum Initial (s)	6.0	6.0	5.0		7.0	6.0	7.0	9.0	6.0	3.0
Minimum Split (s)	20.0	20.0	25.0		24.0	18.0	24.0	13.0	15.0	9.0
Total Split (s)	20.0	20.0	18.0		35.0	18.0	50.0	9.0	15.0	9.0
Total Split (%)	20.6%	20.6%	18.6%		36%	19%	52%	9%	15%	9%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0		2.0	0.0	2.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0							
Total Lost Time (s)	4.0	4.0	6.0							
Lead/Lag					Lag			Lead		
Lead-Lag Optimize?					Yes			Yes		
Recall Mode	None	None	None		C-Max	None	C-Max	None	None	None
Act Effect Green (s)	16.3	16.3	11.0	70.7						
Actuated g/C Ratio	0.17	0.17	0.11	0.73						
v/c Ratio	0.94	0.79	0.17	0.29						
Control Delay	78.8	23.8	1.0	4.8						
Queue Delay	0.0	0.0	0.0	0.0						
Total Delay	78.8	23.8	1.0	4.8						
LOS	E	C	A	A						
Approach Delay	47.2			4.6						
Approach LOS	D			A						

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 24.2

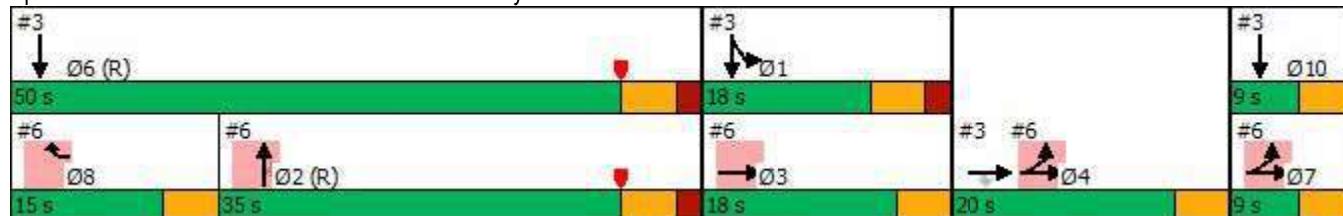
Intersection LOS: C

Intersection Capacity Utilization 47.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Van Buren St & S. Dixie Hwy



Queues

3: Van Buren St & S. Dixie Hwy



Lane Group	EBT	EBR	SBL	SBT
Lane Group Flow (vph)	293	395	59	750
v/c Ratio	0.94	0.79	0.17	0.29
Control Delay	78.8	23.8	1.0	4.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	78.8	23.8	1.0	4.8
Queue Length 50th (ft)	181	60	0	69
Queue Length 95th (ft)	#318	#177	0	85
Internal Link Dist (ft)	81			127
Turn Bay Length (ft)			100	
Base Capacity (vph)	313	502	367	2615
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.94	0.79	0.16	0.29

Intersection Summary

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











HCM Signalized Intersection Capacity Analysis

3: Van Buren St & S. Dixie Hwy

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗							↖	↑↑	
Traffic Volume (vph)	0	252	340	0	0	0	0	0	0	51	645	0
Future Volume (vph)	0	252	340	0	0	0	0	0	0	51	645	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0							6.0	6.0	
Lane Util. Factor		1.00	1.00							1.00	0.95	
Frpb, ped/bikes		1.00	0.99							1.00	1.00	
Flpb, ped/bikes		1.00	1.00							1.00	1.00	
Frt		1.00	0.85							1.00	1.00	
Flt Protected		1.00	1.00							0.95	1.00	
Satd. Flow (prot)		1863	1562							1770	3539	
Flt Permitted		1.00	1.00							0.95	1.00	
Satd. Flow (perm)		1863	1562							1770	3539	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	293	395	0	0	0	0	0	0	59	750	0
RTOR Reduction (vph)	0	0	240	0	0	0	0	0	0	52	0	0
Lane Group Flow (vph)	0	293	155	0	0	0	0	0	0	7	750	0
Confl. Peds. (#/hr)										11		
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm							Prot	NA	
Protected Phases		4								1	1 6 10	
Permitted Phases			4									
Actuated Green, G (s)		16.3	16.3							11.0	70.7	
Effective Green, g (s)		16.3	16.3							11.0	66.7	
Actuated g/C Ratio		0.17	0.17							0.11	0.69	
Clearance Time (s)		4.0	4.0							6.0		
Vehicle Extension (s)		2.0	2.0							1.5		
Lane Grp Cap (vph)		313	262							200	2433	
v/s Ratio Prot		c0.16								0.00	c0.21	
v/s Ratio Perm			0.10									
v/c Ratio		0.94	0.59							0.03	0.31	
Uniform Delay, d1		39.8	37.3							38.3	6.0	
Progression Factor		1.00	1.00							1.00	1.00	
Incremental Delay, d2		33.8	2.4							0.0	0.0	
Delay (s)		73.7	39.7							38.3	6.0	
Level of Service		E	D							D	A	
Approach Delay (s)		54.2			0.0			0.0			8.4	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			29.4									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			97.0							24.0		
Intersection Capacity Utilization			47.2%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

Timings

6: S. 21st Ave & Van Buren St

											
Lane Group	EBL	EBT	WBR	NBT	NBR	Ø1	Ø3	Ø4	Ø6	Ø7	Ø10
Lane Configurations											
Traffic Volume (vph)	41	269	59	388	15						
Future Volume (vph)	41	269	59	388	15						
Turn Type	custom	NA	Prot	NA	Perm						
Protected Phases	4 7	7 4 3	8	2		1	3	4	6	7	10
Permitted Phases	4				2						
Detector Phase	4 7	7 4 3	8	2	2						
Switch Phase											
Minimum Initial (s)			6.0	7.0	7.0	5.0	6.0	6.0	7.0	9.0	3.0
Minimum Split (s)			15.0	24.0	24.0	25.0	18.0	20.0	24.0	13.0	9.0
Total Split (s)			15.0	35.0	35.0	18.0	18.0	20.0	50.0	9.0	9.0
Total Split (%)			15.5%	36.1%	36.1%	19%	19%	21%	52%	9%	9%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			0.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0
Lost Time Adjust (s)			0.0	0.0	0.0						
Total Lost Time (s)			4.0	6.0	6.0						
Lead/Lag			Lead	Lag	Lag						
Lead-Lag Optimize?			Yes	Yes	Yes						
Recall Mode			None	C-Max	C-Max	None	None	None	C-Max	None	None
Act Effect Green (s)	26.0	43.0	6.0	36.0	36.0						
Actuated g/C Ratio	0.27	0.44	0.06	0.37	0.37						
v/c Ratio	0.08	0.38	0.11	0.24	0.03						
Control Delay	0.2	4.9	0.4	22.1	0.1						
Queue Delay	0.0	0.9	0.0	0.0	0.0						
Total Delay	0.2	5.8	0.4	22.1	0.1						
LOS	A	A	A	C	A						
Approach Delay		5.1		21.3							
Approach LOS		A		C							

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 13.2

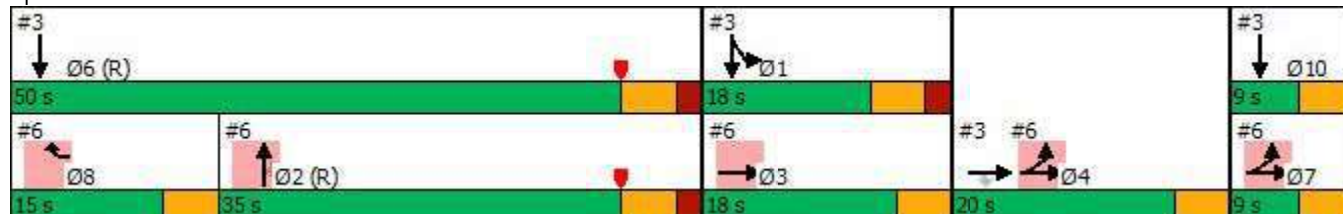
Intersection LOS: B

Intersection Capacity Utilization 47.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: S. 21st Ave & Van Buren St



Queues

6: S. 21st Ave & Van Buren St






















Lane Group	EBL	EBT	WBR	NBT	NBR
Lane Group Flow (vph)	48	313	69	451	17
v/c Ratio	0.08	0.38	0.11	0.24	0.03
Control Delay	0.2	4.9	0.4	22.1	0.1
Queue Delay	0.0	0.9	0.0	0.0	0.0
Total Delay	0.2	5.8	0.4	22.1	0.1
Queue Length 50th (ft)	0	20	0	71	0
Queue Length 95th (ft)	m0	m23	0	93	0
Internal Link Dist (ft)		183		202	
Turn Bay Length (ft)					70
Base Capacity (vph)	580	813	684	1887	663
Starvation Cap Reductn	0	267	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.57	0.10	0.24	0.03

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

6: S. 21st Ave & Van Buren St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	41	269	0	0	0	59	0	388	15	0	0	0
Future Volume (vph)	41	269	0	0	0	59	0	388	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0				4.0		6.0	6.0			
Lane Util. Factor	1.00	1.00				1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00				1.00		1.00	0.95			
Flpb, ped/bikes	1.00	1.00				1.00		1.00	1.00			
Frt	1.00	1.00				0.86		1.00	0.85			
Flt Protected	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (prot)	1770	1863				1611		5085	1503			
Flt Permitted	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (perm)	1770	1863				1611		5085	1503			
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	48	313	0	0	0	69	0	451	17	0	0	0
RTOR Reduction (vph)	35	0	0	0	0	66	0	0	11	0	0	0
Lane Group Flow (vph)	13	313	0	0	0	3	0	451	6	0	0	0
Confl. Peds. (#/hr)									11			
Confl. Bikes (#/hr)									2			
Turn Type	custom	NA				Prot		NA	Perm			
Protected Phases	4 7	7 4 3				8		2				
Permitted Phases	4								2			
Actuated Green, G (s)	26.0	43.0				4.8		35.2	35.2			
Effective Green, g (s)	26.0	43.0				4.8		35.2	35.2			
Actuated g/C Ratio	0.27	0.44				0.05		0.36	0.36			
Clearance Time (s)						4.0		6.0	6.0			
Vehicle Extension (s)						2.0		0.2	0.2			
Lane Grp Cap (vph)	474	825				79		1845	545			
v/s Ratio Prot	0.01	c0.17				c0.00		c0.09				
v/s Ratio Perm									0.00			
v/c Ratio	0.03	0.38				0.04		0.24	0.01			
Uniform Delay, d1	26.2	18.1				43.9		21.6	19.8			
Progression Factor	1.00	0.22				1.00		1.00	1.00			
Incremental Delay, d2	0.0	0.1				0.1		0.3	0.0			
Delay (s)	26.2	4.1				44.0		21.9	19.8			
Level of Service	C	A				D		C	B			
Approach Delay (s)		7.0			44.0			21.8			0.0	
Approach LOS		A			D			C			A	
Intersection Summary												
HCM 2000 Control Delay		17.6				HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio		0.34										
Actuated Cycle Length (s)		97.0				Sum of lost time (s)		24.0				
Intersection Capacity Utilization		47.2%				ICU Level of Service		A				
Analysis Period (min)		15										
c Critical Lane Group												

Timings

101: S. 24th Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	158	468	56	595	190	182	23	116
Future Volume (vph)	158	468	56	595	190	182	23	116
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	2	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	4.0	10.0	10.0	10.0	4.0	6.0	6.0	6.0
Minimum Split (s)	10.0	38.0	24.0	24.0	10.0	38.0	36.0	36.0
Total Split (s)	20.0	90.0	70.0	70.0	20.0	70.0	50.0	50.0
Total Split (%)	12.5%	56.3%	43.8%	43.8%	12.5%	43.8%	31.3%	31.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	109.4	109.4	93.8	93.8	38.6	38.6	18.6	18.6
Actuated g/C Ratio	0.68	0.68	0.59	0.59	0.24	0.24	0.12	0.12
v/c Ratio	0.36	0.23	0.13	0.35	0.88	0.52	0.19	0.75
Control Delay	11.8	10.1	17.8	18.5	86.9	54.9	64.7	84.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	10.1	17.8	18.5	86.9	54.9	64.7	84.3
LOS	B	B	B	B	F	D	E	F
Approach Delay		10.5		18.5		70.1		81.7
Approach LOS		B		B		E		F

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 80 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 32.1

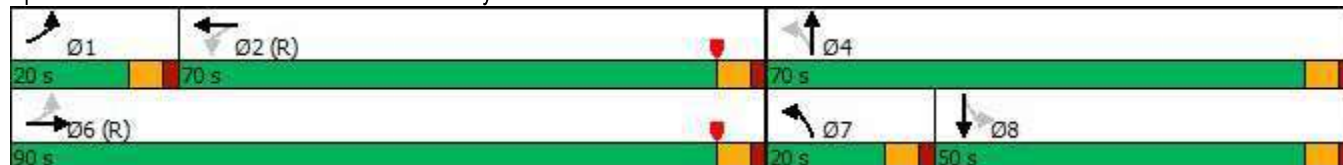
Intersection LOS: C

Intersection Capacity Utilization 68.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: S. 24th Avenue & Hollywood Blvd



Queues

101: S. 24th Avenue & Hollywood Blvd























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	544	61	706	207	230	25	161
v/c Ratio	0.36	0.23	0.13	0.35	0.88	0.52	0.19	0.75
Control Delay	11.8	10.1	17.8	18.5	86.9	54.9	64.7	84.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	10.1	17.8	18.5	86.9	54.9	64.7	84.3
Queue Length 50th (ft)	59	103	28	192	188	205	24	157
Queue Length 95th (ft)	103	150	63	277	#293	279	55	230
Internal Link Dist (ft)		227		793		226		152
Turn Bay Length (ft)	220		200		130		120	
Base Capacity (vph)	506	2381	471	2038	236	730	312	499
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.23	0.13	0.35	0.88	0.32	0.08	0.32

Intersection Summary

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary 101: S. 24th Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	468	32	56	595	54	190	182	29	23	116	32
Future Volume (veh/h)	158	468	32	56	595	54	190	182	29	23	116	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96	0.99		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	509	35	61	647	59	207	198	32	25	126	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	496	2275	156	549	1931	176	247	389	63	186	174	48
Arrive On Green	0.05	0.68	0.68	0.59	0.59	0.59	0.09	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	1781	3364	231	856	3281	299	1781	1565	253	1138	1404	390
Grp Volume(v), veh/h	172	268	276	61	350	356	207	0	230	25	0	161
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	856	1777	1803	1781	0	1817	1138	0	1793
Q Serve(g_s), s	6.0	9.2	9.3	5.1	16.2	16.2	14.0	0.0	17.4	3.1	0.0	13.8
Cycle Q Clear(g_c), s	6.0	9.2	9.3	5.1	16.2	16.2	14.0	0.0	17.4	3.1	0.0	13.8
Prop In Lane	1.00		0.13	1.00		0.17	1.00		0.14	1.00		0.22
Lane Grp Cap(c), veh/h	496	1201	1229	549	1045	1061	247	0	452	186	0	222
V/C Ratio(X)	0.35	0.22	0.22	0.11	0.33	0.34	0.84	0.00	0.51	0.13	0.00	0.72
Avail Cap(c_a), veh/h	562	1201	1229	549	1045	1061	247	0	727	358	0	493
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	9.9	9.9	14.6	16.9	16.9	57.6	0.0	51.7	62.8	0.0	67.5
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.4	0.9	0.9	20.9	0.0	0.7	0.2	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.8	3.9	1.1	7.0	7.1	3.0	0.0	8.1	0.9	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	10.3	10.3	15.0	17.7	17.7	78.5	0.0	52.3	63.0	0.0	70.8
LnGrp LOS	B	B	B	B	B	B	E	A	D	E	A	E
Approach Vol, veh/h		716			767			437			186	
Approach Delay, s/veh		10.8			17.5			64.7			69.7	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	14.0	100.1		45.8		114.2	20.0	25.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	64.0		64.0		84.0	14.0	44.0				
Max Q Clear Time (g_c+I1), s	8.0	18.2		19.4		11.3	16.0	15.8				
Green Ext Time (p_c), s	0.1	5.6		1.2		3.7	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay				29.6								
HCM 6th LOS				C								

HCM 6th TWSC
201: Van Buren St & Ohr Ha Torah

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB							EB	EB		
Traffic Vol, veh/h	0	385	5	0	0	0	0	0	1	26	0	0
Future Vol, veh/h	0	385	5	0	0	0	0	0	1	26	0	0
Conflicting Peds, #/hr	7	0	12	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	428	6	0	0	0	0	0	1	29	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	7	0	0				-	-	230	222	-	-
Stage 1	-	-	-				-	-	-	7	-	-
Stage 2	-	-	-				-	-	-	215	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1612	-	-				0	0	772	966	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	972	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1601	-	-				-	-	763	958	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	958	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	971	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	0						9.7			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	763	1601	-	-	958							
HCM Lane V/C Ratio	0.001	-	-	-	0.03							
HCM Control Delay (s)	9.7	0	-	-	8.9							
HCM Lane LOS	A	A	-	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	0.1							

HCM 6th TWSC
202: Van Buren St & Montessori Parking Lot

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB							EB	EB		
Traffic Vol, veh/h	16	370	1	0	0	0	0	0	1	24	0	0
Future Vol, veh/h	16	370	1	0	0	0	0	0	1	24	0	0
Conflicting Peds, #/hr	5	0	10	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	457	1	0	0	0	0	0	1	30	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	5	0	0				-	-	239	274	-	-
Stage 1	-	-	-				-	-	-	5	-	-
Stage 2	-	-	-				-	-	-	269	-	-
Critical Hdwy	4.14	-	-				-	-	6.94	5	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	5	-	-
Follow-up Hdwy	2.22	-	-				-	-	3.32	3	-	-
Pot Cap-1 Maneuver	1615	-	-				0	0	762	917	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	922	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1607	-	-				-	-	755	900	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	900	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	905	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	0.4						9.8			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	755	1607	-	-	900							
HCM Lane V/C Ratio	0.002	0.012	-	-	0.033							
HCM Control Delay (s)	9.8	7.3	0.1	-	9.1							
HCM Lane LOS	A	A	A	-	A							
HCM 95th %tile Q(veh)	0	0	-	-	0.1							

Timings

102: S. Dixie Hwy & Hollywood Blvd

	→	↘	↙	←	↓	↗			
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR	Ø3	Ø4	Ø7
Lane Configurations	↑↑	↑	↘	↑	↑↑	↑			
Traffic Volume (vph)	334	126	29	443	630	198			
Future Volume (vph)	334	126	29	443	630	198			
Turn Type	NA	Perm	Prot	NA	NA	Prot			
Protected Phases	5		1	1 5	6	6	3	4	7
Permitted Phases		5							
Detector Phase	5	5	1	1 5	6	6			
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	7.0
Minimum Split (s)	25.0	25.0	25.0		37.0	37.0	25.0	28.0	25.0
Total Split (s)	25.0	25.0	53.0		37.0	37.0	25.0	28.0	62.0
Total Split (%)	21.7%	21.7%	46.1%		32.2%	32.2%	22%	24%	54%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0			
Lead/Lag	Lead	Lead			Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	
Recall Mode	None	None	None		None	None	None	None	C-Max
Act Effect Green (s)	16.2	16.2	42.2	64.4	38.6	38.6			
Actuated g/C Ratio	0.14	0.14	0.37	0.56	0.34	0.34			
v/c Ratio	0.68	0.39	0.05	0.43	0.61	0.30			
Control Delay	54.1	9.1	7.7	1.9	36.5	5.8			
Queue Delay	0.0	0.0	0.0	1.6	0.0	0.0			
Total Delay	54.1	9.1	7.7	3.5	36.5	5.8			
LOS	D	A	A	A	D	A			
Approach Delay	41.7			3.7	29.8				
Approach LOS	D			A	C				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 26.1

Intersection LOS: C

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 102: S. Dixie Hwy & Hollywood Blvd



Queues

102: S. Dixie Hwy & Hollywood Blvd




Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	341	129	30	452	723	202
v/c Ratio	0.68	0.39	0.05	0.43	0.61	0.30
Control Delay	54.1	9.1	7.7	1.9	36.5	5.8
Queue Delay	0.0	0.0	0.0	1.6	0.0	0.0
Total Delay	54.1	9.1	7.7	3.5	36.5	5.8
Queue Length 50th (ft)	126	0	1	15	245	0
Queue Length 95th (ft)	173	45	m8	m26	331	57
Internal Link Dist (ft)	623			258	252	
Turn Bay Length (ft)		175				250
Base Capacity (vph)	584	364	723	1077	1179	665
Starvation Cap Reductn	0	0	0	432	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.35	0.04	0.70	0.61	0.30

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

102: S. Dixie Hwy & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑						↙↑	↗
Traffic Volume (vph)	0	334	126	29	443	0	0	0	0	78	630	198
Future Volume (vph)	0	334	126	29	443	0	0	0	0	78	630	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	1.00						0.95	1.00
Frpb, ped/bikes		1.00	0.94	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (prot)		3539	1488	1770	1863						3520	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.99	1.00
Satd. Flow (perm)		3539	1488	1770	1863						3520	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	341	129	30	452	0	0	0	0	80	643	202
RTOR Reduction (vph)	0	0	111	0	0	0	0	0	0	0	0	134
Lane Group Flow (vph)	0	341	18	30	452	0	0	0	0	0	723	68
Confl. Peds. (#/hr)			21	21								11
Confl. Bikes (#/hr)			6									5
Turn Type		NA	Perm	Prot	NA					Split	NA	Prot
Protected Phases		5		1	1 5					6	6	6
Permitted Phases			5									
Actuated Green, G (s)		16.2	16.2	42.2	64.4						38.6	38.6
Effective Green, g (s)		16.2	16.2	42.2	64.4						38.6	38.6
Actuated g/C Ratio		0.14	0.14	0.37	0.56						0.34	0.34
Clearance Time (s)		6.0	6.0	6.0							6.0	6.0
Vehicle Extension (s)		2.0	2.0	2.0							2.0	2.0
Lane Grp Cap (vph)		498	209	649	1043						1181	531
v/s Ratio Prot		c0.10		0.02	c0.24						c0.21	0.04
v/s Ratio Perm			0.01									
v/c Ratio		0.68	0.09	0.05	0.43						0.61	0.13
Uniform Delay, d1		47.0	43.0	23.4	14.7						31.9	26.5
Progression Factor		1.00	1.00	0.35	0.06						1.00	1.00
Incremental Delay, d2		3.1	0.1	0.0	0.1						0.7	0.0
Delay (s)		50.1	43.0	8.3	1.0						32.6	26.6
Level of Service		D	D	A	A						C	C
Approach Delay (s)		48.1			1.5			0.0			31.3	
Approach LOS		D			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			27.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			115.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			70.3%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

103: S. 21st Avenue & Hollywood Blvd



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	Ø1	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	193	227	197	283	403	25			
Future Volume (vph)	193	227	197	283	403	25			
Turn Type	Prot	NA	NA	Split	NA	Perm			
Protected Phases	7	7 3	3	4	4		1	5	6
Permitted Phases						4			
Detector Phase	7	7 3	3	4	4	4			
Switch Phase									
Minimum Initial (s)	7.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	25.0		25.0	28.0	28.0	28.0	25.0	25.0	37.0
Total Split (s)	62.0		25.0	28.0	28.0	28.0	53.0	25.0	37.0
Total Split (%)	53.9%		21.7%	24.3%	24.3%	24.3%	46%	22%	32%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0			
Lead/Lag			Lead	Lag	Lag	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	C-Max		None	None	None	None	None	None	None
Act Effect Green (s)	60.8	78.7	11.9	24.3	24.3	24.3			
Actuated g/C Ratio	0.53	0.68	0.10	0.21	0.21	0.21			
v/c Ratio	0.22	0.19	0.63	0.82	0.58	0.07			
Control Delay	2.6	1.0	55.3	60.8	43.8	0.3			
Queue Delay	0.7	0.5	0.0	0.0	0.0	0.0			
Total Delay	3.3	1.4	55.3	60.8	43.8	0.3			
LOS	A	A	E	E	D	A			
Approach Delay		2.3	55.3		49.1				
Approach LOS		A	E		D				

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 37 (32%), Referenced to phase 7:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 35.4

Intersection LOS: D

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 103: S. 21st Avenue & Hollywood Blvd



Queues

103: S. 21st Avenue & Hollywood Blvd





















Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	208	244	230	304	433	27
v/c Ratio	0.22	0.19	0.63	0.82	0.58	0.07
Control Delay	2.6	1.0	55.3	60.8	43.8	0.3
Queue Delay	0.7	0.5	0.0	0.0	0.0	0.0
Total Delay	3.3	1.4	55.3	60.8	43.8	0.3
Queue Length 50th (ft)	7	4	84	210	148	0
Queue Length 95th (ft)	18	9	122	#350	206	0
Internal Link Dist (ft)		258	193		211	
Turn Bay Length (ft)				250		60
Base Capacity (vph)	935	1389	580	385	770	423
Starvation Cap Reductn	450	759	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.39	0.40	0.79	0.56	0.06

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

103: S. 21st Avenue & Hollywood Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	227	0	0	197	17	283	403	25	0	0	0
Future Volume (vph)	193	227	0	0	197	17	283	403	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0	6.0			
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00	0.91			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.99		1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1770	1863			3477		1770	3539	1437			
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00			
Satd. Flow (perm)	1770	1863			3477		1770	3539	1437			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	208	244	0	0	212	18	304	433	27	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	21	0	0	0
Lane Group Flow (vph)	208	244	0	0	224	0	304	433	6	0	0	0
Confl. Peds. (#/hr)	34					34			27			
Confl. Bikes (#/hr)						2			4			
Turn Type	Prot	NA			NA		Split	NA	Perm			
Protected Phases	7	7 3			3		4	4				
Permitted Phases									4			
Actuated Green, G (s)	60.8	78.7			11.9		24.3	24.3	24.3			
Effective Green, g (s)	60.8	78.7			11.9		24.3	24.3	24.3			
Actuated g/C Ratio	0.53	0.68			0.10		0.21	0.21	0.21			
Clearance Time (s)	6.0				6.0		6.0	6.0	6.0			
Vehicle Extension (s)	2.0				2.0		2.0	2.0	2.0			
Lane Grp Cap (vph)	935	1274			359		374	747	303			
v/s Ratio Prot	c0.12	0.13			c0.06		c0.17	0.12				
v/s Ratio Perm									0.00			
v/c Ratio	0.22	0.19			0.62		0.81	0.58	0.02			
Uniform Delay, d1	14.5	6.6			49.4		43.2	40.8	35.9			
Progression Factor	0.14	0.09			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.5	0.0			2.4		12.0	0.7	0.0			
Delay (s)	2.4	0.6			51.8		55.2	41.4	35.9			
Level of Service	A	A			D		E	D	D			
Approach Delay (s)		1.5			51.8			46.7			0.0	
Approach LOS		A			D			D			A	
Intersection Summary												
HCM 2000 Control Delay			33.4				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			115.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			70.3%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

3: Van Buren St & S. Dixie Hwy

	→	↘	↙	↓						
Lane Group	EBT	EBR	SBL	SBT	Ø2	Ø3	Ø6	Ø7	Ø8	Ø10
Lane Configurations	↑	↗	↖	↑↑						
Traffic Volume (vph)	175	194	45	590						
Future Volume (vph)	175	194	45	590						
Turn Type	NA	Perm	Prot	NA						
Protected Phases	4		1	1 6 10	2	3	6	7	8	10
Permitted Phases		4								
Detector Phase	4	4	1	1 6 10						
Switch Phase										
Minimum Initial (s)	6.0	6.0	5.0		7.0	6.0	7.0	9.0	6.0	3.0
Minimum Split (s)	20.0	20.0	25.0		24.0	18.0	24.0	13.0	15.0	9.0
Total Split (s)	20.0	20.0	18.0		35.0	18.0	50.0	9.0	15.0	9.0
Total Split (%)	20.6%	20.6%	18.6%		36%	19%	52%	9%	15%	9%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.0	2.0		2.0	0.0	2.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0							
Total Lost Time (s)	4.0	4.0	6.0							
Lead/Lag					Lag			Lead		
Lead-Lag Optimize?					Yes			Yes		
Recall Mode	None	None	None		C-Max	None	C-Max	None	None	None
Act Effect Green (s)	14.6	14.6	9.7	72.4						
Actuated g/C Ratio	0.15	0.15	0.10	0.75						
v/c Ratio	0.78	0.55	0.17	0.28						
Control Delay	59.5	10.0	1.1	4.4						
Queue Delay	0.0	0.0	0.0	0.0						
Total Delay	59.5	10.0	1.1	4.4						
LOS	E	A	A	A						
Approach Delay	33.4			4.2						
Approach LOS	C			A						

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 15.0

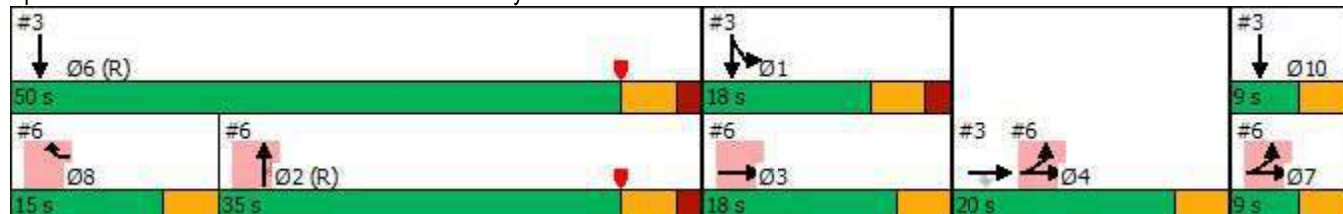
Intersection LOS: B

Intersection Capacity Utilization 37.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Van Buren St & S. Dixie Hwy




















Queues

3: Van Buren St & S. Dixie Hwy

	→	↘	↙	↓
Lane Group	EBT	EBR	SBL	SBT
Lane Group Flow (vph)	219	243	56	738
v/c Ratio	0.78	0.55	0.17	0.28
Control Delay	59.5	10.0	1.1	4.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	59.5	10.0	1.1	4.4
Queue Length 50th (ft)	128	0	0	71
Queue Length 95th (ft)	182	42	0	76
Internal Link Dist (ft)	81			127
Turn Bay Length (ft)			100	
Base Capacity (vph)	311	467	367	2727
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.70	0.52	0.15	0.27
Intersection Summary				











HCM Signalized Intersection Capacity Analysis

3: Van Buren St & S. Dixie Hwy

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	175	194	0	0	0	0	0	0	45	590	0
Future Volume (vph)	0	175	194	0	0	0	0	0	0	45	590	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0							6.0	6.0	
Lane Util. Factor		1.00	1.00							1.00	0.95	
Frpb, ped/bikes		1.00	1.00							1.00	1.00	
Flpb, ped/bikes		1.00	1.00							1.00	1.00	
Frt		1.00	0.85							1.00	1.00	
Flt Protected		1.00	1.00							0.95	1.00	
Satd. Flow (prot)		1863	1583							1770	3539	
Flt Permitted		1.00	1.00							0.95	1.00	
Satd. Flow (perm)		1863	1583							1770	3539	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	0	219	242	0	0	0	0	0	0	56	738	0
RTOR Reduction (vph)	0	0	206	0	0	0	0	0	0	50	0	0
Lane Group Flow (vph)	0	219	37	0	0	0	0	0	0	6	738	0
Confl. Peds. (#/hr)										13		
Turn Type		NA	Perm							Prot	NA	
Protected Phases		4								1	1 6 10	
Permitted Phases			4									
Actuated Green, G (s)		14.6	14.6							9.7	72.4	
Effective Green, g (s)		14.6	14.6							9.7	68.4	
Actuated g/C Ratio		0.15	0.15							0.10	0.71	
Clearance Time (s)		4.0	4.0							6.0		
Vehicle Extension (s)		2.0	2.0							1.5		
Lane Grp Cap (vph)		280	238							177	2495	
v/s Ratio Prot		c0.12								0.00	c0.21	
v/s Ratio Perm			0.02									
v/c Ratio		0.78	0.15							0.03	0.30	
Uniform Delay, d1		39.7	35.8							39.4	5.3	
Progression Factor		1.00	1.00							1.00	1.00	
Incremental Delay, d2		12.3	0.1							0.0	0.0	
Delay (s)		52.0	35.9							39.4	5.4	
Level of Service		D	D							D	A	
Approach Delay (s)		43.5			0.0			0.0			7.8	
Approach LOS		D			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			20.9				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			97.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			37.8%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Timings

6: S. 21st Ave & Van Buren St

											
Lane Group	EBL	EBT	WBR	NBT	NBR	Ø1	Ø3	Ø4	Ø6	Ø7	Ø10
Lane Configurations											
Traffic Volume (vph)	42	182	99	562	18						
Future Volume (vph)	42	182	99	562	18						
Turn Type	custom	NA	Prot	NA	Perm						
Protected Phases	4 7	7 4 3	8	2		1	3	4	6	7	10
Permitted Phases	4				2						
Detector Phase	4 7	7 4 3	8	2	2						
Switch Phase											
Minimum Initial (s)			6.0	7.0	7.0	5.0	6.0	6.0	7.0	9.0	3.0
Minimum Split (s)			15.0	24.0	24.0	25.0	18.0	20.0	24.0	13.0	9.0
Total Split (s)			15.0	35.0	35.0	18.0	18.0	20.0	50.0	9.0	9.0
Total Split (%)			15.5%	36.1%	36.1%	19%	19%	21%	52%	9%	9%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			0.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0
Lost Time Adjust (s)			0.0	0.0	0.0						
Total Lost Time (s)			4.0	6.0	6.0						
Lead/Lag			Lead	Lag	Lag						
Lead-Lag Optimize?			Yes	Yes	Yes						
Recall Mode			None	C-Max	C-Max	None	None	None	C-Max	None	None
Act Effect Green (s)	26.0	41.7	6.0	35.3	35.3						
Actuated g/C Ratio	0.27	0.43	0.06	0.36	0.36						
v/c Ratio	0.09	0.28	0.21	0.38	0.04						
Control Delay	0.3	4.2	0.8	23.9	0.1						
Queue Delay	0.0	0.7	0.0	0.0	0.0						
Total Delay	0.3	4.8	0.8	23.9	0.1						
LOS	A	A	A	C	A						
Approach Delay		4.0		23.1							
Approach LOS		A		C							

Intersection Summary

Cycle Length: 97

Actuated Cycle Length: 97

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 15.9

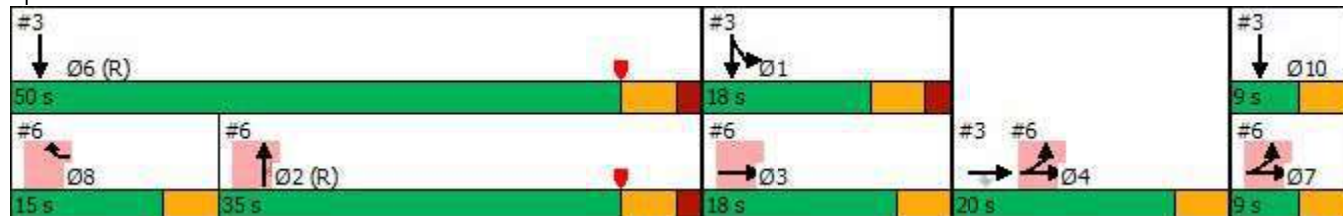
Intersection LOS: B

Intersection Capacity Utilization 37.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: S. 21st Ave & Van Buren St



Queues

6: S. 21st Ave & Van Buren St






















Lane Group	EBL	EBT	WBR	NBT	NBR
Lane Group Flow (vph)	53	228	124	703	23
v/c Ratio	0.09	0.28	0.21	0.38	0.04
Control Delay	0.3	4.2	0.8	23.9	0.1
Queue Delay	0.0	0.7	0.0	0.0	0.0
Total Delay	0.3	4.8	0.8	23.9	0.1
Queue Length 50th (ft)	0	17	0	118	0
Queue Length 95th (ft)	m0	23	0	132	0
Internal Link Dist (ft)		183		202	
Turn Bay Length (ft)					70
Base Capacity (vph)	576	771	639	1850	650
Starvation Cap Reductn	0	281	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.47	0.19	0.38	0.04

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

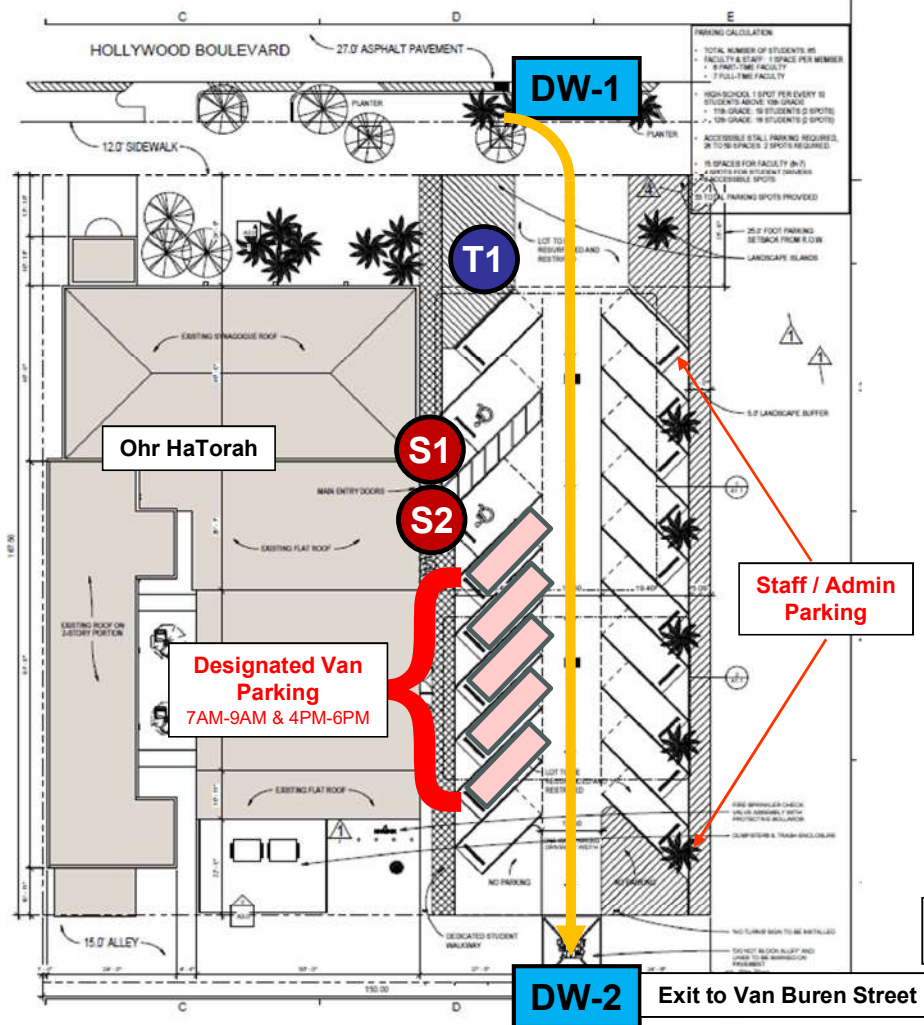
6: S. 21st Ave & Van Buren St





												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Traffic Volume (vph)	42	182	0	0	0	99	0	562	18	0	0	0
Future Volume (vph)	42	182	0	0	0	99	0	562	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0				4.0		6.0	6.0			
Lane Util. Factor	1.00	1.00				1.00		0.91	1.00			
Frpb, ped/bikes	1.00	1.00				1.00		1.00	0.94			
Flpb, ped/bikes	1.00	1.00				1.00		1.00	1.00			
Frt	1.00	1.00				0.86		1.00	0.85			
Flt Protected	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (prot)	1770	1863				1611		5085	1491			
Flt Permitted	0.95	1.00				1.00		1.00	1.00			
Satd. Flow (perm)	1770	1863				1611		5085	1491			
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	52	228	0	0	0	124	0	702	22	0	0	0
RTOR Reduction (vph)	39	0	0	0	0	116	0	0	15	0	0	0
Lane Group Flow (vph)	14	228	0	0	0	8	0	703	8	0	0	0
Confl. Peds. (#/hr)									13			
Confl. Bikes (#/hr)									4			
Turn Type	custom	NA				Prot		NA	Perm			
Protected Phases	4 7	7 4 3				8		2				
Permitted Phases	4								2			
Actuated Green, G (s)	26.1	41.8				6.0		35.2	35.2			
Effective Green, g (s)	26.1	41.8				6.0		35.2	35.2			
Actuated g/C Ratio	0.27	0.43				0.06		0.36	0.36			
Clearance Time (s)						4.0		6.0	6.0			
Vehicle Extension (s)						2.0		0.2	0.2			
Lane Grp Cap (vph)	476	802				99		1845	541			
v/s Ratio Prot	0.01	c0.12				c0.00		c0.14				
v/s Ratio Perm									0.01			
v/c Ratio	0.03	0.28				0.08		0.38	0.02			
Uniform Delay, d1	26.1	17.9				42.9		22.8	19.8			
Progression Factor	1.00	0.19				1.00		1.00	1.00			
Incremental Delay, d2	0.0	0.1				0.1		0.6	0.1			
Delay (s)	26.1	3.5				43.0		23.4	19.8			
Level of Service	C	A				D		C	B			
Approach Delay (s)		7.8			43.0			23.3			0.0	
Approach LOS		A			D			C			A	
Intersection Summary												
HCM 2000 Control Delay		21.6				HCM 2000 Level of Service		C				
HCM 2000 Volume to Capacity ratio		0.35										
Actuated Cycle Length (s)		97.0				Sum of lost time (s)		24.0				
Intersection Capacity Utilization		37.8%				ICU Level of Service		A				
Analysis Period (min)		15										

c Critical Lane Group

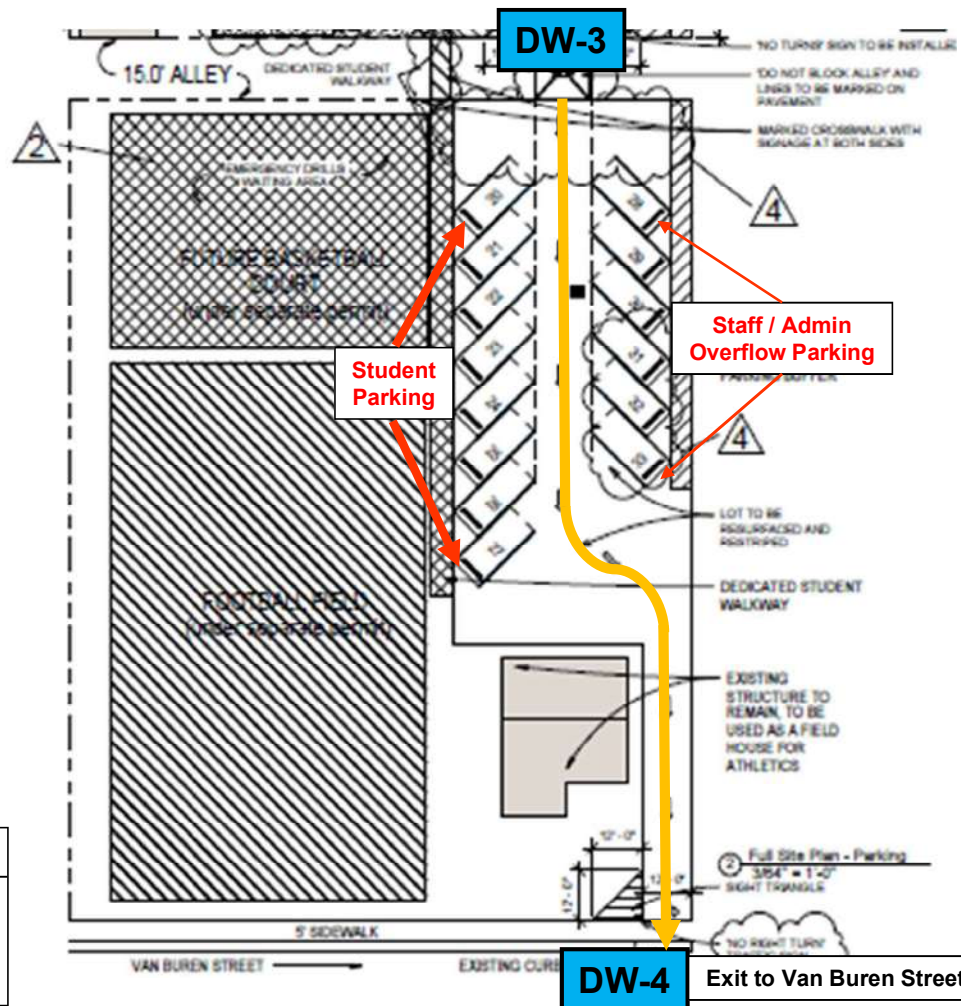
APPENDIX J

Traffic Operations Plan



LEGEND	
	Drop-off/Pick-up Route
	Security / Traffic Control Personnel
	Staff Member
	Entry / Exit Point

See Figure J-2 for South Portion of Site



LEGEND

— Drop-off/Pick-up Route

DW-1 Entry / Exit Point

See Figure J-1 for North Portion of Site

KBP
CONSULTING, INC.

Traffic Operations Plan South Portion of Site

FIGURE J-2
Ohr HaTorah
Hollywood, Florida