# TRAFFIC EVALUATION

# BROADWAY BOULEVARD ROAD DIET

## BETWEEN IRON AVENUE AND LOMAS AVENUE

CN 635092

FINAL REPORT

Prepared For:

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# 1. Executive Summary

Broadway Boulevard, between Iron Avenue and Lomas Boulevard, is under consideration for a reduction in the number of vehicular travel lanes, commonly referred to as a "road diet." The City of Albuquerque (COA) completed a previous traffic analysis in October 2019 and decided to perform an update based on post-pandemic 2023 traffic conditions. Key findings of the traffic and safety analysis results considering the proposed road diet change are summarized below.

Summary of capacity results with optimized signal timing:

- Existing 2023 No Build – LOS C or D at all intersections in both peaks
- Existing 2023 Build (with road diet) – LOS E at Central and LOS F at Lead in PM, all others at LOS D except Coal in AM at LOS C
- Future 2043 No Build – LOS E at Lomas in PM, all others at LOS C or D
- Future 2043 Build (with road diet) – Almost all at LOS E or LOS F except for Lomas in AM at LOS D and Coal in AM at LOS C

Summary of 335 reported crashes in the study area from 2019 to 2023:

- 67% property damage only, 24.5% possible injury, 7% minor injury, 1% serious injury, 0.5% fatal
- 1 fatal crash – 2019 at Lead Avenue, excessive speed, drug involvement, left-turn movement
- 2 pedestrian crashes – Coal Avenue (property damage only) and Roma Avenue (injury), both due to driver inattention
- 11 bicyclist crashes – 5 at Lomas Avenue, 2 at Central Avenue, 1 at Gold Avenue, 3 between Coal Avenue and Lead Avenue

The intersection of Broadway Boulevard and Roma Avenue was analyzed as a potential location for a mid-block pedestrian crossing. Based on national and local guidance and the characteristics of the intersection, the following crossing treatments are applicable for implementation:

- Rectangular Rapid Flashing Beacon (RRFB)
- Pedestrian Hybrid Beacon (PHB)
- Advance Yield/Stop Pedestrians Sign and Yield/Stop Line

Curb extensions and a pedestrian refuge island are also candidate treatments but would only be feasible with a reduction in the number of lanes provided by a road diet.

Transportation improvements should balance the needs of all travel modes in the context of the intended functional classification of the street, the adjacent land use and associated activity level, and how the street fits within the overall transportation system. The segment of Broadway Boulevard addressed by this study is a principal arterial street on the fringes of the downtown central business district where vehicles, pedestrians and bicyclists compete within this transportation corridor.

Without the road diet, vehicular traffic functions acceptably, pedestrians are accommodated, but bicyclists are not. With a road diet, pedestrians and bicyclists would realize enhanced travel conditions while vehicular traffic performance would deteriorate particularly during peak travel periods and as an incident management route parallel to I-25. The NMDOT is considering improvements along I-25 from Gibson Boulevard through the S-curve, in which Broadway Boulevard would be a key parallel travel route during construction.

The primary benefactor of a road diet would be bicyclists throughout the study segment. From Iron Avenue to Dr. Martin Luther King Jr. Avenue pedestrians are currently separated/buffered from vehicles by on-street parking or a bike lane. However, pedestrian amenities could be improved from Dr. Martin Luther King Jr. Avenue to Lomas Boulevard.

## 2. INTRODUCTION

The purpose of this document is to analyze the expected traffic impacts of a road diet along Broadway Boulevard between Iron Avenue and Lomas Boulevard in Downtown Albuquerque. The project limits are shown in Figure 1.

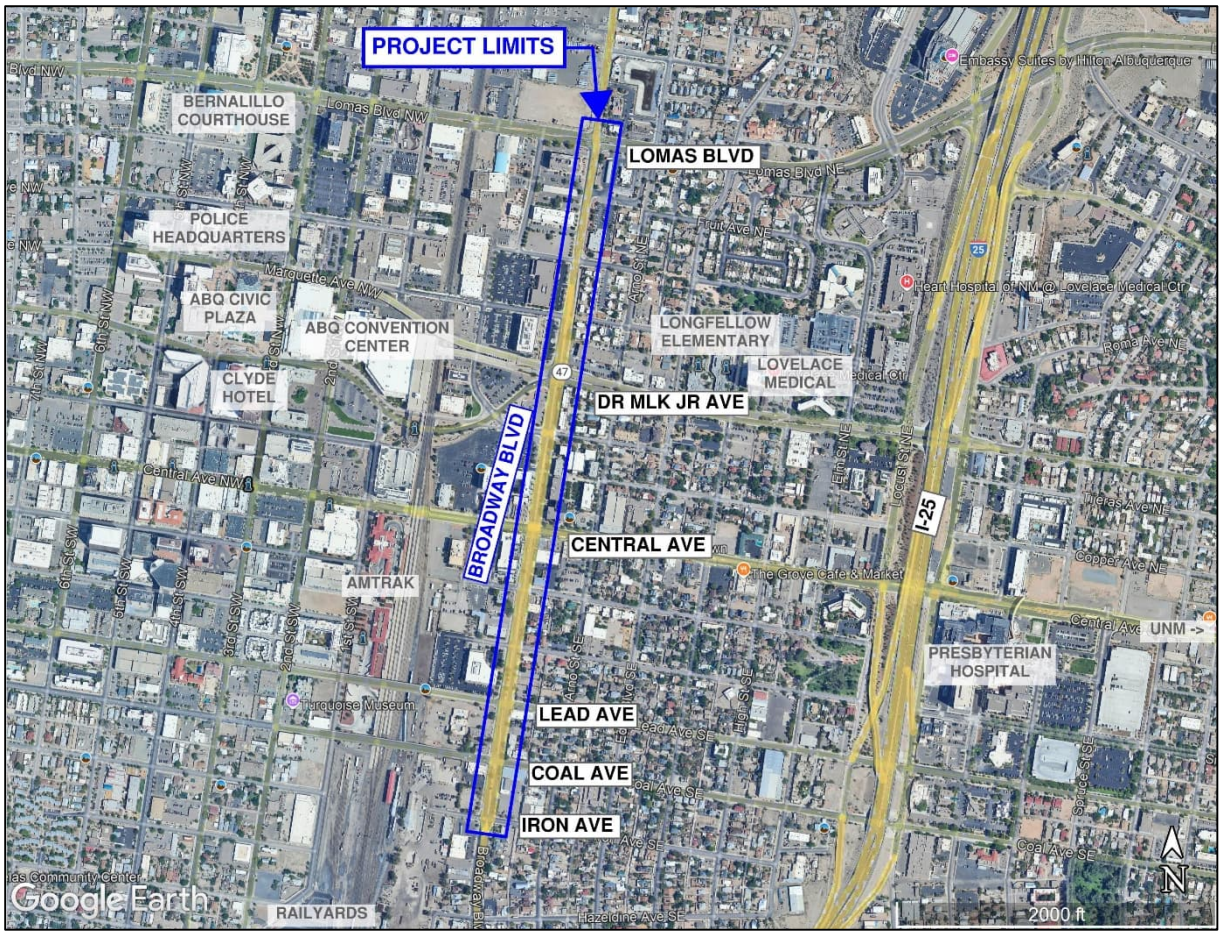



Figure 1. Project Limits Vicinity Map

## 3. EXISTING CONDITIONS

According to the Mid-Region Metropolitan Planning Organization (MRMPO) *Long Range Roadway System (LRRS) Map*, Broadway Boulevard and Lomas Boulevard are categorized as Regional Principal Arterials. Dr. Martin Luther King Jr. Avenue, Central Avenue, Lead Avenue, and Coal Avenue are categorized as Community Principal Arterials. The posted speed limit along each road within the project limits is shown in Table 1.

Due to its proximity to I-25 (less than 0.5-mile to the west), Broadway Boulevard is used as an alternative route for motorists traveling in the north-to-south direction through Albuquerque. The Mid-Region Council of Governments (MRCOG) has identified Broadway Boulevard as an incident management relief route for interstate traffic, as denoted in the *Albuquerque Traffic Incident Management Plan* (ATIM).

Table 1: Posted Speed Limits

| Posted Speed Limit (MPH) | |
|---|---|
| Broadway Blvd | 30 |
| Lomas Ave | 30 (west leg), 35 (east leg) |
| Dr. Martin Luther King Jr. Ave | 30 |
| Tijeras Ave | 30 |
| Marquette Ave | 30 |
| Central Ave | 25 |
| Lead Ave | 30 |
| Coal Ave | 30 |

The existing typical section along Broadway Boulevard is two 11-ft driving lanes in each direction, a 14-ft raised median, and 8-ft striped on-street parking on both sides of the street, as shown in Figure 2. Striped on-street parking in the northbound direction is present along Broadway Boulevard between Coal Avenue and Dr. Martin Luther King Jr. Avenue. Striped on-street parking in the southbound direction is present along Broadway Boulevard between Tijeras Avenue and Gold Avenue.

Figure 2. Street View Near Tijeras Avenue

### 3.1 COA Bike Plan, High Fatal and Injury Network, and Centers and Corridors Map

Figure 3 displays the existing and proposed bicycle and trail facilities, as identified in the *2024 Albuquerque Bikeway and Trail Facilities Plan*. Within the project limits, there is one location where existing bicycle infrastructure exists along Broadway Boulevard in the north-to-south, which is a 200-foot striped bike lane in the southbound direction between Dr. Martin Luther King Jr. Avenue and Tijeras Avenue. Broadway Boulevard from Lomas Boulevard to Iron Avenue is identified as a proposed buffered bike lane. Buffered bike lanes would only be possible with the reduction of through lanes (road diet).

Existing bike lanes in the east-to-west direction are present along Marquette Avenue (west of Broadway), Tijeras Avenue (west of Broadway), and Central Avenue (east of Broadway). Existing buffered bike lanes are present along Dr. Martin Luther King Jr. Avenue (east of Broadway), Lead Avenue (west of Broadway), and Lead Avenue (west of Broadway). North of the project limits, Broadway Boulevard has existing buffered bike lanes. South of the project limits, Broadway Boulevard has existing bike lanes.

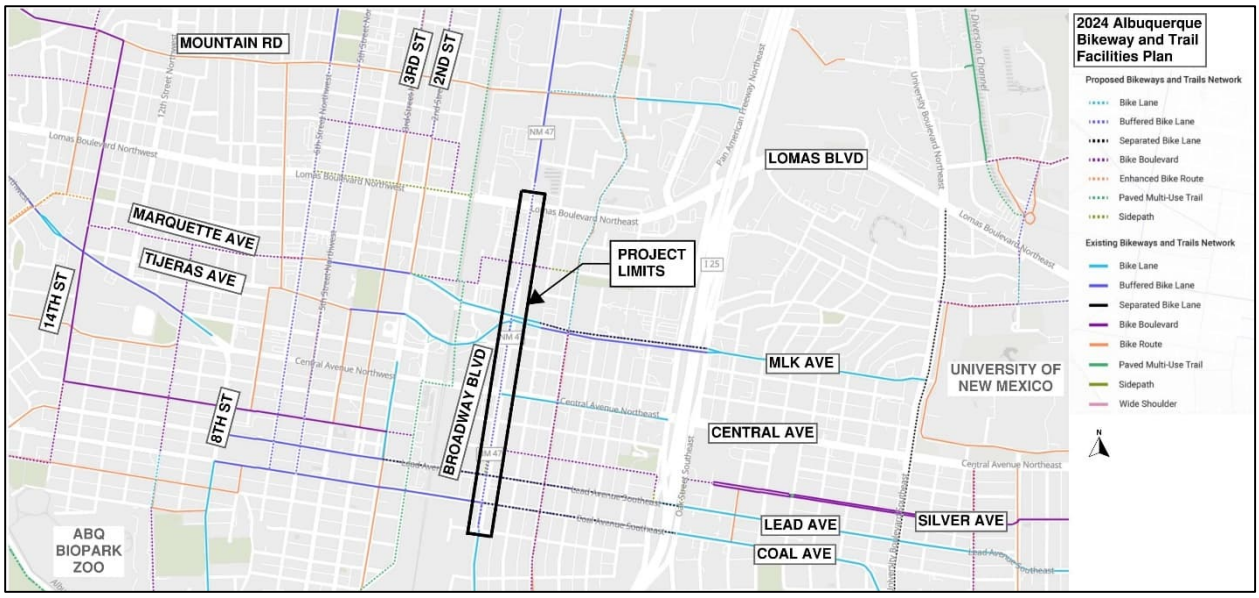



Figure 3. COA 2024 Albuquerque Bikeway and Trail Facilities Plan

Figure 4 displays the COA High Fatal and Injury Network (HFIN) for the Broadway Boulevard corridor and surrounding vicinity. The COA map is a simplified HFIN, identifying corridors where recurring fatal and injury crashes are happening and displaying them in a priority tier system. The corridors are prioritized based on the following six criteria: safety, transportation equity, access to destinations, facility needs, current level of use, and land use. Broadway Boulevard, within the project limits, is categorized as a priority 3 as denoted by the pink segment color. Figure 4 also reveals the vulnerability index within the project area. Darker areas represent a higher level of vulnerability to traffic violence and fewer transportation and mobility options.


Figure 4. COA High Fatal and Injury Network (2015 to 2019) Priority Tiers and Vulnerability Index

Figure 5 presents the Centers and Corridors map, as published in the *Albuquerque & Bernalillo County Comprehensive Plan* as amended by City Council in May 2024. Broadway Boulevard, from Dr. Martin Luther King Jr. Avenue to Gibson Boulevard, is categorized as a Main Street Corridor and a Multi-Modal Corridor. The corridor is also located adjacent to the Downtown designation area. Central Avenue is categorized as a Main Street Corridor and Premium Transit Corridor. Lomas Boulevard is categorized as a Major Transit Corridor. Broadway Boulevard meets the need for multi-modal improvement considerations given the proximity to key center and corridor designations within the project limits.

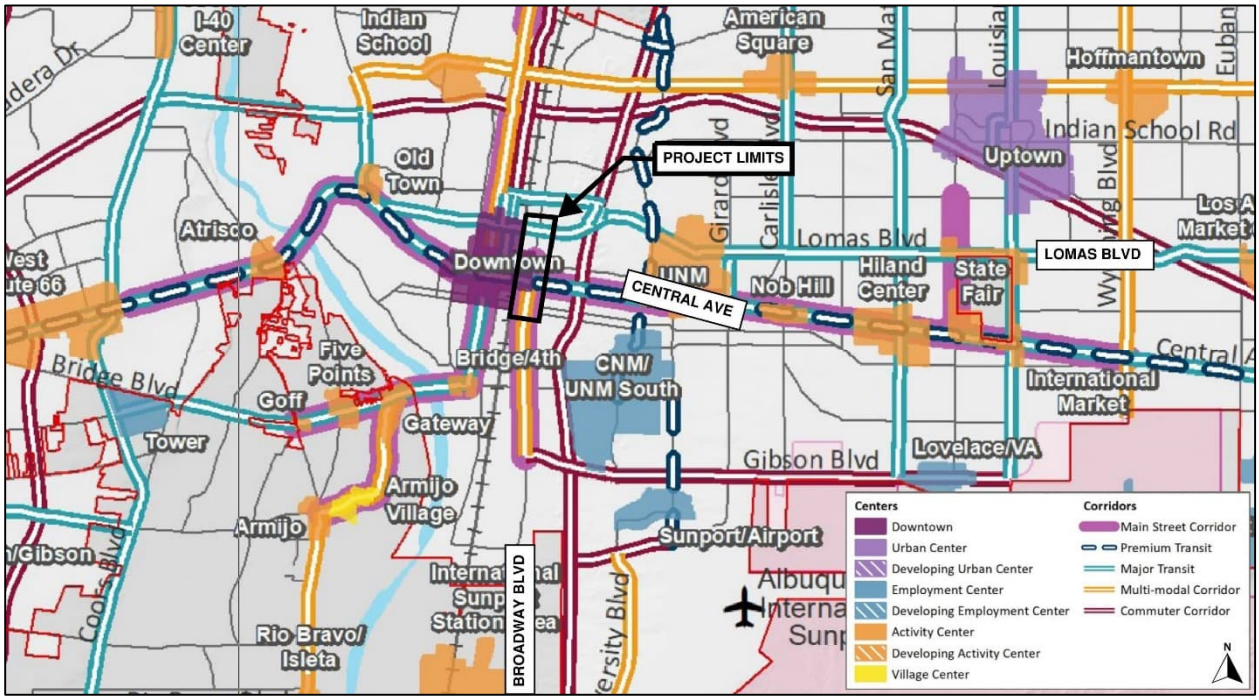



Figure 5. COA Comp Plan Centers and Corridors

## 3.2 Existing Traffic Data

Nine-hour turning movement counts (vehicle, pedestrian, bicycle) were collected at the following five (5) intersections by *All Traffic Data LLC* from 6:30AM to 9:30AM, 11:00AM to 2:00PM, and 3:30PM to 6:30PM on Wednesday, November 1, 2023:

- Lomas Avenue and Broadway Boulevard
- Dr. Martin Luther King Jr. Avenue and Broadway Boulevard
- Central Avenue and Broadway Boulevard
- Lead Avenue and Broadway Boulevard (One-way Westbound)
- Coal Avenue and Broadway Boulevard (One-way Eastbound)

The AM peak hour was identified as 7:30AM to 8:30AM and the PM peak hour was identified as 4:00PM to 5:00PM. A summary of the vehicular peak hour volumes is shown in Table 2. The detailed 15-minute turning movement counts for all hours collected is attached in Appendix A.

At the intersection of Broadway Boulevard and Lomas Avenue, the PM northbound left turn observes a noteworthy high volume of 322 vehicles per hour. The PM northbound left turn at the Lead Avenue intersection also experiences a high turning volume of 228 vehicles per hour.

Table 2: Existing 2023 Vehicle Turning Movement Counts 2023

| Broadway Blvd Cross Street (Vehicles/Hour) | Peak Hour | Cross Street Eastbound | | | Cross Street Westbound | | | Broadway Blvd Northbound | | | Broadway Blvd Southbound | | | Cross Street Northeastbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| Lomas Ave | AM | 170 | 765 | 230 | 146 | 760 | 29 | 191 | 429 | 159 | 89 | 383 | 130 | - | - | - |
| | PM | 92 | 686 | 188 | 238 | 987 | 54 | 322 | 503 | 192 | 59 | 355 | 149 | - | - | - |
| Dr. Martin Luther King Jr. Ave | AM | 0 | 1 | 0 | 119 | 472 | 161 | 47 | 724 | 114 | 75 | 566 | 42 | 26 | 183 | 2 |
| | PM | 0 | 1 | 5 | 136 | 312 | 139 | 18 | 837 | 104 | 72 | 762 | 19 | 38 | 455 | 6 |
| Central Ave | AM | 21 | 150 | 23 | 28 | 197 | 45 | 21 | 842 | 44 | 82 | 567 | 36 | - | - | - |
| | PM | 46 | 206 | 33 | 75 | 306 | 62 | 59 | 847 | 37 | 61 | 844 | 37 | - | - | - |
| Lead Ave | AM | 0 | 0 | 0 | 60 | 640 | 105 | 90 | 863 | 0 | 0 | 490 | 83 | - | - | - |
| | PM | 0 | 0 | 0 | 168 | 825 | 147 | 228 | 795 | 0 | 0 | 822 | 138 | - | - | - |
| Coal Ave | AM | 102 | 557 | 68 | 0 | 0 | 0 | 0 | 859 | 242 | 59 | 502 | 0 | - | - | - |
| | PM | 63 | 604 | 94 | 0 | 0 | 0 | 0 | 961 | 124 | 94 | 889 | 0 | - | - | - |

Note: Counts were collected on Wednesday, November 1, 2023. AM Peak is 7:30-8:30AM and PM Peak is 4:00-5:00PM.

Table 3 presents the heavy truck percentage and peak hour factors associated with the existing 2023 volumes. The highest heavy truck percentages were observed at the Central Avenue intersection in the AM peak, with approach values ranging between 5% to 8%. Heavy truck percentage was higher along Broadway Boulevard in the north to south direction, in comparison to the east to west cross streets.

High peak hour factors (PHF) were observed at Lomas Avenue in the AM peak (0.96) and Central Avenue (0.96), Lead Avenue (0.96), and Coal Avenue (0.98) in the PM peak. PHF values close to 1 indicate constant flow throughout the peak hour. Lower peak hour factors indicate that traffic is heavier during shorter periods of the peak hour.

Table 3: Heavy Truck Percentages and Peak Hour Factors

| Broadway Blvd Cross Street | Peak Hour | PHF | Heavy Truck % | | | | |
|---|---|---|---|---|---|---|---|
| | | | EB | WB | NB | SB | NEB |
| Lomas Ave | AM | 0.96 | 1% | 2% | 4% | 6% | - |
| | PM | 0.92 | 1% | 1% | 4% | 6% | - |
| Dr. Martin Luther King Jr. Ave | AM | 0.92 | 0% | 1% | 5% | 5% | 2% |
| | PM | 0.90 | 1% | 2% | 4% | 3% | 1% |
| Central Ave | AM | 0.93 | 5% | 8% | 6% | 5% | - |
| | PM | 0.96 | 4% | 3% | 4% | 3% | - |
| Lead Ave | AM | 0.93 | 0% | 2% | 6% | 6% | - |
| | PM | 0.96 | 0% | 1% | 3% | 3% | - |
| Coal Ave | AM | 0.93 | 1% | 0% | 7% | 6% | - |
| | PM | 0.98 | 1% | 0% | 4% | 3% | - |

Table 4 displays the bicycle and pedestrian counts for the November 2023 data set. The highest multi-modal presence was observed at the Central Avenue intersection in the PM peak with 14 observed bicyclists and 51 observed pedestrians. Pedestrian presence was higher in the afternoon in comparison to the morning. Pedestrian volumes declined towards the beginning and end of the project limits, Lomas Avenue and Coal Avenue. Although there is a lack of bicycle infrastructure along Broadway Boulevard between Lomas Avenue and Coal Avenue, there is still a presence indicating potential additional latent demand.

Table 4: Existing 2023 Bicycle and Pedestrian Counts

| Broadway Blvd Cross Street (Bike or Ped/Hour) | Peak Hour | Cross Street Eastbound | | Cross Street Westbound | | Broadway Blvd Northbound | | Broadway Blvd Southbound | | Cross Street Northeastbound | | Total per Intersection | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Bike | Ped | Bike | Ped | Bike | Ped | Bike | Ped | Bike | Ped | Bike | Ped |
| Lomas Ave | AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | - | - | 0 | 7 |
| | PM | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 5 | - | - | 0 | 8 |
| Dr. Martin Luther King Jr. Ave | AM | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 10 |
| | PM | 1 | 7 | 0 | 4 | 1 | 3 | 0 | 2 | 0 | 3 | 2 | 19 |
| Central Ave | AM | 0 | 7 | 1 | 4 | 3 | 8 | 0 | 10 | - | - | 4 | 29 |
| | PM | 2 | 13 | 3 | 7 | 2 | 11 | 7 | 20 | - | - | 14 | 51 |
| Lead Ave | AM | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 2 | - | - | 0 | 8 |
| | PM | 1 | 8 | 1 | 4 | 0 | 2 | 1 | 0 | - | - | 3 | 14 |
| Coal Ave | AM | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | - | - | 0 | 6 |
| | PM | 0 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | - | - | 1 | 7 |

Note: Counts were collected on Wednesday, November 1, 2023. AM Peak is 7:30-8:30AM and PM Peak is 4:00-5:00PM.

Speed data along Broadway Boulevard was collected for 24 hours on Tuesday, January 21, 2025. The 85$^{th}$ percentile speed in miles per hour (MPH) is shown in Table 5 at four segment locations within the project limits. As previously mentioned, the posted speed limit along Broadway Boulevard is 30 MPH. The 85$^{th}$ percentile of speed is within 5 MPH of the posted speed for all segment locations except for Broadway Boulevard north of Roma Avenue, which observes a speed of 35 MPH in the northbound direction and 37 MPH in the southbound direction.

Table 5: 2025 Broadway Boulevard Speed Data

| 85th Percentile Speed (MPH) | | |
|---|---|---|
| Broadway Boulevard | Northbound | Southbound |
| South of Gold Ave | 33 | 32 |
| North of Roma Ave | 35 | 37 |
| South of Tijeras Ave | 30 | 31 |
| North of Coal Ave | 31 | 34 |

# 4. Traffic Analysis

This section details the methodology and findings of the traffic analysis.

## 4.1 MRCOG Travel Demand Model

After discussions with the City of Albuquerque, and through their coordination efforts with the Mid-Region Council of Governments (MRCOG), the MRCOG's Metropolitan Transportation Plan (MTP) 2040 travel demand model was incorporated through this planning level assessment, as provided by MRCOG staff.

*"There are applicable near and long-range planning documents including roadway performance requirements that affect the Broadway Blvd corridor and should be part of the project consideration:*

- *MRCOG Functional Classification in the AMPA – designates Broadway Blvd as a Regional Principal Arterial*
- *Long Range Transportation System (LRTS) identifies implementation and retrofitting guidance for identifying and preserving "context sensitive" modal and multi-modal road network strategies and opportunities, connectivity considerations, consideration of adjacent land uses, modal tradeoffs, and various evaluation criteria. Traffic Calming strategies to slow traffic on streets with pedestrian and/or bicycle activity are suggested/highly recommended on minor arterial and collectors. In the case of Broadway Boulevard as a Principal Arterial designation and definition of "Trips on regional principal arterials are primarily for traveling longer distances across the region. Regional principal*

*arterials prioritize passenger vehicles and freight." See: https://www.mrcog-nm.gov/512/Long-Range-Transportation-System-Guide*

- *Albuquerque Traffic Incident Management Plan identifies Broadway Boulevard as part of the Incident Management Plan Network intended to provide "system mobility options" in support of freeway operations, critical detour routing, and network redundancy/resiliency in the frequent event of roadway incidents and closures.*
- *Federal Performance Measures on Roadway System Performance including those to limit and reduce Traffic Congestion while preserving mobility options (23 CFR 490.707(a)). Specifically, the MRMPO has been entrusted under federal authority and by its member agencies to provide unbiased regional multi-modal transportation planning evaluation and analysis.*
- *The Draft Regional Transportation Safety Action Plan with the subsidiary HFIN Network and prioritized listing of Potential Road Diet Candidates stresses that the information and recommendations are supportive in nature and "are planning tools and therefore require further technical evaluation before implementation."*

*Given these inputs, [MRCOG] has conducted the initial level assessment based on the information above. Key observations taken from the information above as well as the output of the regional travel demand model are summarized below:*

- *The modeled analysis shows that this section of Central Avenue is degraded and is approaching capacity in the 2040 Trend conditions. However, with the proposed lane reductions, the travel model indicates that the roadway operates in a degraded manner with LOS of E in each segment over the noted time periods. For a roadway of this functional classification, Regional Principal Arterial, peak-hour operations at LOS E are concerning and would result in increased congestion, potentially contributing to a further degradation in safety. This could include bottlenecks, emergency vehicle delays, increased pollution, and other negative impacts. It should also be noted that the travel model represents a perfect traffic flow scenario with no construction, no crashes, no weather-related impacts, nor any of the real-world conditions that commonly affect traffic and result in less than ideal and hazardous conditions.*
- *Current observed operations on Broadway Blvd* [February 2025] *during construction to repair a sink-hole with lanes reduced to one per direction give a real-life indication of what might be expected in the event of a road diet. Backups are extensive, with spillover extending up stream of the Central Intersection nearly approaching Lomas Blvd. The resulting backups block every intersection including MLK and the numerous side streets. Growth is expected in the corridor, and it is therefore reasonable to presume that this situation would only get worse.*
- *Broadway Blvd is classified as a Regional Principal Arterial with the function is to carry longer regional trips within the metro area. Broadway serves this critical role in daily roadway volumes, and is of utmost importance to regional mobility as part of the larger roadway network system, adding much needed resiliency to the transportation network. Further, this section of Broadway Blvd intersects with a total of 4 Principal Arterials, again, emphasizing the important regional connectivity function.*
- *Broadway Blvd is included in the AMPA's Incident Management Network and is intended serve mobility needs during the frequent interstate disruptions. Reducing the travel lanes severely limits the ability for Broadway to function as designed.*

*The regional travel demand model provides a high-level assessment of traffic demand and traffic-pattern distribution and does not reflect the more operations-level detail of a micro-simulation model. As noted*

*in the LRTS, the RTSAP, specific design-level recommendations such as lane modifications and intersection approach/turn lane capacity should be refined to make a final determination of appropriateness of any safety mitigation strategy. This will ensure that any new design not only serves the intended purpose to improve safety, but also does not interfere or degrade the function of the roadway, since there is a potential with higher level roadways fully integrated into the regional transportation network such as with Broadway Blvd to not be able to safely and adequately accommodate current and anticipated volumes and to not introduce bottlenecks or other design features that will reduce overall safety."*

## 4.2 Traffic Analysis Methodology

The traffic analysis was completed for the AM and PM peak hours on a typical weekday using Synchro 11 software to determine the level of service and queuing at each signalized intersection within the project limits. The following assumptions were made:

- Traffic will be modeled utilizing existing traffic signal timing plans for the base condition.
- A no build configuration will be compared with a proposed road diet configuration. Typical sections for the proposed scenario are included in Appendix B.
- Special events and incidents will not be analyzed.
- ART bus operations at the Central Avenue intersection will be considered in the analysis.
- Signalized intersections will be assumed to incorporate new equipment and optimized timings.

The following scenarios were evaluated:

- Existing 2023 volumes/timing with and without the road diet
- Existing 2023 volumes/timing with and without the road diet plus optimized timing
- Future 2043 volumes/timing with and without the road diet
- Future 2043 volumes with and without the road diet plus optimized timing

A future forecasted year of 2043 was used for the analysis. To determine the annual growth factor for the study area, historical AADT data from 2013-2023 was taken from the New Mexico Department of Transportation (NMDOT) Traffic Count MS2 website. The average annual growth factor resulted in a -2% growth factor. To remain conservative and as agreed upon with the City, a growth factor of 1% was used instead and applied over 20 years to determine the year 2043 volumes.

## 4.3 Timing Optimization

Signal timing plans were provided by the COA which included basic timing, time-of-day schedules, and coordination parameter data. The signal timing for both future scenarios with and without the road diet was optimized to improve delay where possible. When optimizing the signal timings, the following methodology was used, and certain parameters were evaluated:

- The basic timing and coordinated phases were left unchanged. The existing coordinated phases at Lomas Boulevard, Marquette Avenue/MLK Avenue, and Central Avenue are for the eastbound and westbound directions. These are major cross streets, and Central Avenue is a transit priority corridor. As a result, progression along Broadway Boulevard may be interrupted.
- Found optimal cycle lengths that would serve all vehicle and pedestrian demands and basic timing requirements and minimize delay to minor movements.

- Adjusted splits to provide adequate time for all phases as much as possible. For phases with pedestrian movements, the splits were adjusted to meet the minimum pedestrian requirements. For left-turns, a minimum of 10 seconds was utilized based on engineering judgement.
- Adjusted the offsets to maximize the bandwidth and help progression along Broadway Boulevard as much as possible.

Synchro timing reports that show the basic timing and coordination parameters for each intersection are provided in Appendix C.

### 4.4 Capacity

Delays and levels of service (LOS) were evaluated at each of the study intersections for all modeled scenarios. The methodologies and criteria from the 2010 Highway Capacity Manual (HCM) were utilized during this analysis. The signalized intersection LOS, defined in terms of the control delay for each movement, is shown in Table 6.

Table 6: Level of Service Criteria for Signalized Intersections

| *Level of Service* | *Control Delay (sec/veh)* |
|---|---|
| *A* | *≤10* |
| *B* | *10 to 20* |
| *C* | *20 to 35* |
| *D* | *35 to 55* |
| *E* | *55 to 80* |
| *F* | *>80* |

Table 7 shows the proposed cycle length, overall delay and LOS for each intersection throughout all scenarios. The coordinated phases and direction are also provided. Full Synchro reports that include delay details separated by specific movements are provided in Appendix D. According to the COA's *Development Process Manual (DPM) Table 7.2.28*, the acceptable level of service for Main Street Corridors is LOS E or better. Therefore, only LOS F will be identified as unacceptable intersection conditions.

Notable results for each scenario are shown below:

- Existing 2023 No Build – LOS C or D at all intersections in both peaks
- Existing 2023 Build (with road diet) – LOS E at Central and LOS F at Lead in PM, all others at LOS D except Coal in AM at LOS C
- Future 2043 No Build – LOS E at Lomas in PM, all others at LOS C or D
- Future 2043 Build (with road diet) – Almost all at LOS E or LOS F except for Lomas in AM at LOS D and Coal in AM at LOS C

The Central Avenue cycle length was lengthened in all scenarios except for the existing no build scenario, as indicated with the bold text. The cycle lengths were also lengthened in the future 2043 build at all intersections.

Table 7: Intersection Capacity Along Broadway Boulevard for All Scenarios (Optimized)

| Broadway Boulevard Cross Street | Coord Phase(s) | Coord Direction | Cycle Length | | Existing No Build (2023) | | | |
|---|---|---|---|---|---|---|---|---|
| | | | AM | PM | AM | | PM | |
| | | | | | Delay | LOS | Delay | LOS |
| Lomas Blvd | *2,6* | *EB,WB* | *110* | *120* | 39.6 | D | 48.3 | D |
| Dr. Martin Luther King Jr. Ave | *2,6* | *EB,WB* | *110* | *120* | 30.8 | C | 33.9 | C |
| Central Ave | *2,6* | *EB,WB* | *90* | *110* | 32.7 | C | 49.4 | D |
| Lead Ave | *4* | *NB,SB* | *110* | *120* | 20.9 | C | 33.1 | C |
| Coal Ave | *4* | *NB,SB* | *110* | *120* | 28.4 | C | 50.9 | D |

| Broadway Boulevard Cross Street | Coord Phase(s) | Coord Direction | Cycle Length | | Existing Build (2023) | | | |
|---|---|---|---|---|---|---|---|---|
| | | | AM | PM | AM | | PM | |
| | | | | | Delay | LOS | Delay | LOS |
| Lomas Blvd | *2,6* | *EB,WB* | *110* | *120* | 35.1 | D | 43.0 | D |
| Dr. Martin Luther King Jr. Ave | *2,6* | *EB,WB* | 120 | *120* | 40.4 | D | 50.5 | D |
| Central Ave | *2,6* | *EB,WB* | 110 | 120 | 35.1 | D | 75.6 | E |
| Lead Ave | *4* | *NB,SB* | *110* | *120* | 42.3 | D | 119.5 | F |
| Coal Ave | *4* | *NB,SB* | *110* | *120* | 25.3 | C | 49.5 | D |

| Broadway Boulevard Cross Street | Coord Phase(s) | Coord Direction | Cycle Length | | Future No Build (2043) | | | |
|---|---|---|---|---|---|---|---|---|
| | | | AM | PM | AM | | PM | |
| | | | | | Delay | LOS | Delay | LOS |
| Lomas Blvd | *2,6* | *EB,WB* | *110* | *120* | 46.5 | D | 60.1 | E |
| Dr. Martin Luther King Jr. Ave | *2,6* | *EB,WB* | *110* | *120* | 27.5 | C | 35.0 | C |
| Central Ave | *2,6* | *EB,WB* | 110 | 120 | 22.8 | C | 49.5 | D |
| Lead Ave | *4* | *NB,SB* | *110* | *120* | 24.8 | C | 37.8 | D |
| Coal Ave | *4* | *NB,SB* | *110* | *120* | 30.1 | C | 32.4 | C |

| Broadway Boulevard Cross Street | Coord Phase(s) | Coord Direction | Cycle Length | | Future Build (2043) | | | |
|---|---|---|---|---|---|---|---|---|
| | | | AM | PM | AM | | PM | |
| | | | | | Delay | LOS | Delay | LOS |
| Lomas Blvd | *2,6* | *EB,WB* | 120 | 130 | 50.6 | D | 57.5 | E |
| Dr. Martin Luther King Jr. Ave | *2,6* | *EB,WB* | 120 | 130 | 65.3 | E | 105.1 | F |
| Central Ave | *2,6* | *EB,WB* | 120 | 130 | 69.5 | E | 152.7 | F |
| Lead Ave | *4* | *NB,SB* | 120 | 130 | 77.9 | E | 135.7 | F |
| Coal Ave | *4* | *NB,SB* | 120 | 130 | 30.2 | C | 76.6 | E |

Bold text indicates the cycle length differs from the existing. Red text indicates a LOS F.

## 4.5 Queuing

When considering road diets, it is important to evaluate the impact on queueing. According to the Federal Highway Administration (FHWA), a common misconception about road diets is that they cause more congestion due to the decrease in travel lanes for motorists.

The queueing analysis looked at the 95th percentile maximum queue lengths, which is the maximum back of queue using 95th percentile traffic volumes. In many cases, the 95th percentile will not be experienced due to upstream signal metering but is a conservative approach to looking at queueing. Table 8 provides the queue summary at each intersection across all scenarios. The full queuing analysis worksheets are provided in Appendix E.

Table 8: Queue Summary for All Scenarios

| Broadway Boulevard Cross Street | Scenario | AM 95th Queue Lengths (FT) | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Northeastbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| Lomas Blvd | Existing No Build | 121 | 295 | | 121 | 218 | | 266 | 243 | 81 | 79 | 458 | 71 | - | - | - |
| | Existing Build | 127 | 293 | | 134 | 227 | | 166 | 470 | 64 | 76 | 403 | 74 | - | - | - |
| | Future No Build | 236 | 417 | | 209 | 275 | | 312 | 177 | 39 | 93 | 609 | 109 | - | - | - |
| | Future Build | 243 | 469 | | 233 | 321 | | 167 | 498 | 27 | 116 | 614 | 106 | - | - | - |
| Dr. Martin Luther King Jr. Ave | Existing No Build | 0 | 0 | | 197 | 225 | 53 | 55 | 349 | | 58 | 212 | | 48 | 102 | |
| | Existing Build | 0 | 0 | | 212 | 227 | 52 | 62 | 946 | 37 | 173 | 653 | 0 | 53 | 108 | |
| | Future No Build | 0 | 4 | | 253 | 284 | 85 | 13 | 114 | | 90 | 257 | | 56 | 123 | |
| | Future Build | 0 | 5 | | 327 | 302 | 98 | 5 | 478 | 0 | 140 | 696 | 2 | 62 | 130 | |
| Central Ave | Existing No Build | 38 | 152 | | 41 | 179 | | 28 | 416 | | 65 | 238 | | - | - | - |
| | Existing Build | 46 | 212 | | 50 | 251 | | 9 | 251 | 0 | 113 | 484 | 1 | - | - | - |
| | Future No Build | 55 | 249 | | 60 | 299 | | 4 | 148 | | 132 | 315 | | - | - | - |
| | Future Build | 59 | 297 | | 65 | 395 | | 2 | 742 | 0 | 82 | 571 | 6 | - | - | - |
| Lead Ave | Existing No Build | - | - | - | 46 | 217 | 44 | 10 | 425 | - | - | 215 | 45 | - | - | - |
| | Existing Build | - | - | - | 65 | 303 | 64 | 11 | 965 | - | - | 321 | 46 | - | - | - |
| | Future No Build | - | - | - | 70 | 361 | 78 | 11 | 50 | - | - | 316 | 109 | - | - | - |
| | Future Build | - | - | - | 81 | 418 | 93 | 13 | 1349 | - | - | 549 | 78 | - | - | - |
| Coal Ave | Existing No Build | 83 | 200 | 31 | - | - | - | - | 407 | 55 | 42 | 106 | - | - | - | - |
| | Existing Build | 94 | 226 | 35 | - | - | - | - | 344 | 63 | 11 | 320 | - | - | - | - |
| | Future No Build | 112 | 286 | 45 | - | - | - | - | 533 | 119 | 66 | 36 | - | - | - | - |
| | Future Build | 126 | 324 | 54 | - | - | - | - | 473 | 155 | 10 | 669 | - | - | - | - |

| Broadway Boulevard Cross Street | Scenario | PM 95th Queue Lengths (FT) | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Northeastbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| Lomas Blvd | Existing No Build | 67 | 263 | | 290 | 400 | | 471 | 241 | 61 | 47 | 275 | 95 | - | - | - |
| | Existing Build | 69 | 263 | | 309 | 400 | | 258 | 354 | 65 | 46 | 270 | 95 | - | - | - |
| | Future No Build | 99 | 343 | | 492 | 574 | | 565 | 185 | 33 | 54 | 336 | 120 | - | - | - |
| | Future Build | 108 | 399 | | 443 | 559 | | 263 | 384 | 52 | 59 | 434 | 104 | - | - | - |
| Dr. Martin Luther King Jr. Ave | Existing No Build | 0 | 0 | | 265 | 155 | 51 | 32 | 370 | | 86 | 317 | | 76 | 279 | |
| | Existing Build | 0 | 0 | | 233 | 151 | 49 | 3 | 86 | 0 | 159 | 789 | 0 | 93 | 317 | |
| | Future No Build | 0 | 0 | | 296 | 185 | 53 | 6 | 108 | | 119 | 196 | | 119 | 435 | |
| | Future Build | 0 | 0 | | 271 | 205 | 57 | 4 | 809 | 0 | 161 | 1112 | 0 | 96 | 490 | |
| Central Ave | Existing No Build | 70 | 210 | | 110 | 367 | | 57 | 521 | | 56 | 538 | | - | - | - |
| | Existing Build | 95 | 282 | | 129 | 530 | | 15 | 568 | 0 | 38 | 947 | 0 | - | - | - |
| | Future No Build | 121 | 325 | | 168 | 619 | | 57 | 617 | | 79 | 360 | | - | - | - |
| | Future Build | 133 | 452 | | 188 | 777 | | 47 | 837 | 0 | 42 | 1086 | 0 | - | - | - |
| Lead Ave | Existing No Build | - | - | - | 175 | 460 | 100 | 180 | 389 | - | - | 387 | 84 | - | - | - |
| | Existing Build | - | - | - | 175 | 460 | 100 | 250 | 1106 | - | - | 888 | 59 | - | - | - |
| | Future No Build | - | - | - | 207 | 613 | 127 | 222 | 135 | - | - | 531 | 56 | - | - | - |
| | Future Build | - | - | - | 231 | 693 | 149 | 447 | 1403 | - | - | 868 | 7 | - | - | - |
| Coal Ave | Existing No Build | 62 | 252 | 56 | - | - | - | - | 548 | 49 | 54 | 497 | - | - | - | - |
| | Existing Build | 72 | 290 | 65 | - | - | - | - | 395 | 33 | 11 | 112 | - | - | - | - |
| | Future No Build | 86 | 368 | 84 | - | - | - | - | 656 | 55 | 76 | 146 | - | - | - | - |
| | Future Build | 98 | 455 | 100 | - | - | - | - | 528 | 66 | 16 | 850 | - | - | - | - |

## 5. CRASH DATA

One of the main benefits of implementing a road diet is safety. This section provides information on the historical collision data within the project limits from the New Mexico Department of Transportation (NMDOT) state-wide crash database *AASHTOWare Safety*. Crash data was collected between January 1, 2019 to December 31, 2023 (most recent five years) and included key details such as crash severity, time, contributing factor, and location. This information was reviewed to identify trends and possible safety concerns along the corridor. The complete crash summary report is included in Appendix F.

There was a total of 337 reported crashes within the project limits. Of those, 319 crashes were identified to have occurred at one of the signalized intersections. There was one fatality in 2019 at the intersection of Lead Avenue due to driving under the influence and excessive speed. There were 104 crashes that resulted in varying degrees of injury throughout the study period. There were eleven incidents that involved a bicyclist, two incidents that involved a pedestrian, and most of them resulted in an injury.

The primary contributing factor in crashes was driver inattention, which aligns with state-wide data presented in the recent NMDOT 2024 Highway Safety Plan. Only 3% of crashes were attributed to excessive speeding. The main type of collision was front-to-side (also called T-Bone, broadside, or right-angle collisions), which is attributed to driver inattention or red light running. It is important to note that a very high percentage of the reported crashes did not identify a cause or type. Figure 6 and Figure 7 provides a collective summary of the top contributing factor and type of collision along Broadway Boulevard. Figure 8 shows the number of crashes that occurred at each intersection. The most crashes occurred at Lomas Boulevard followed by Central Avenue.

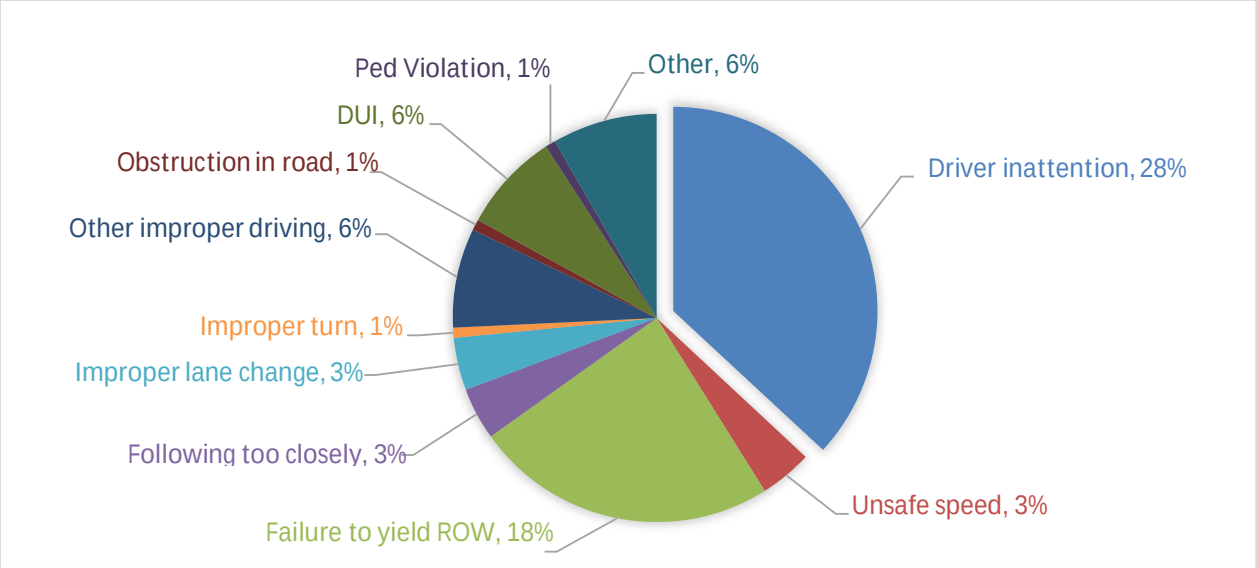



Figure 6. Top Contributing Factor of Crashes

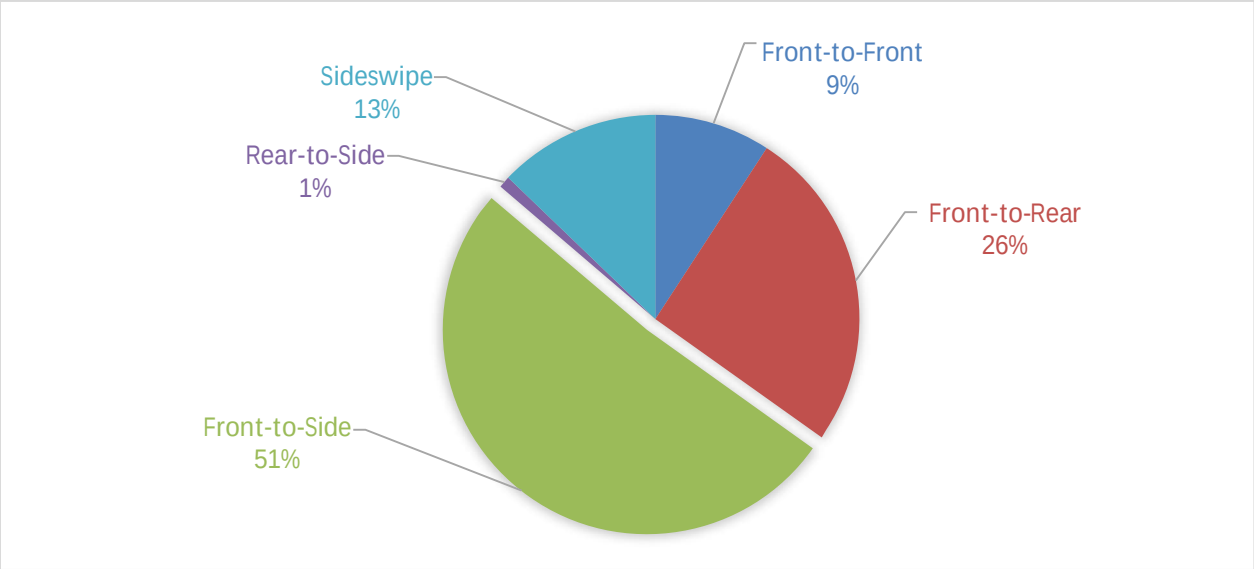



Figure 7. Type of Crash

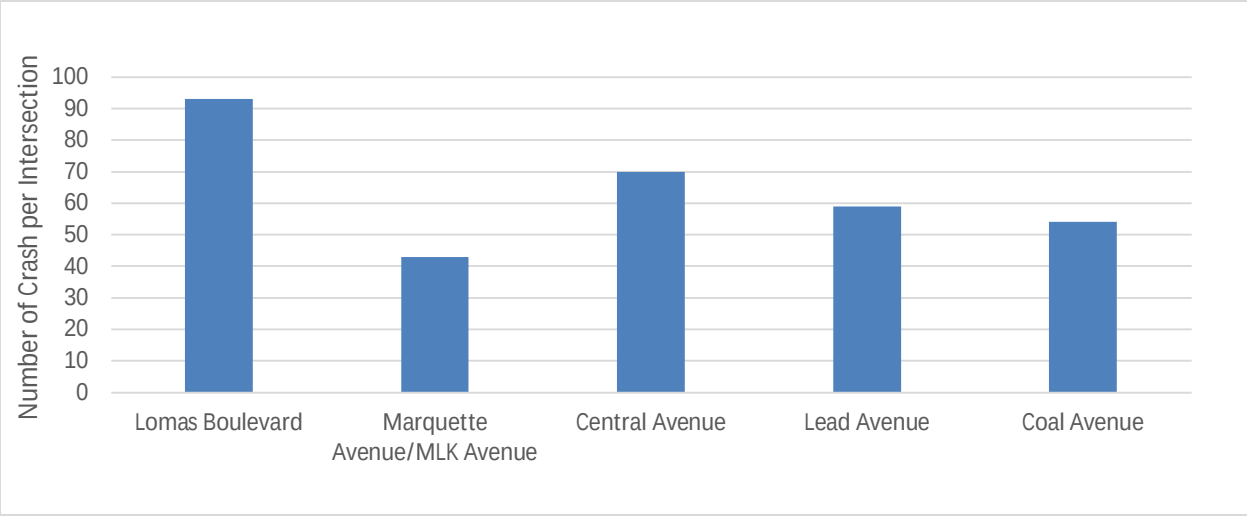



Figure 8. Number of Crashes per Intersection along Broadway Boulevard (2019-2023)

## 6. Pedestrian Crosswalk at Roma Avenue

As requested by the City of Albuquerque, a dedicated pedestrian crossing at the unsignalized intersection of Broadway Boulevard and Roma Avenue was analyzed for feasibility and to determine applicable crossing treatments. As shown in the vicinity map in Figure 9, Roma Avenue is located approximately equidistant from the nearest signalized intersections in each direction. Lomas Boulevard is located approximately 705 feet to the north, and Dr. Martin Luther King Jr. Avenue is located approximately 665 feet to the south.

If the pedestrian crossing at Roma Avenue were to be implemented, there is a possibility for the west leg of the intersection to be closed and only allow side street vehicular traffic out of the east leg near the residential land use. With the closure of the west leg approach, the Roma Avenue crossing would be categorized as a midblock crosswalk. The crossing will thus be treated during this analysis as a midblock crossing.

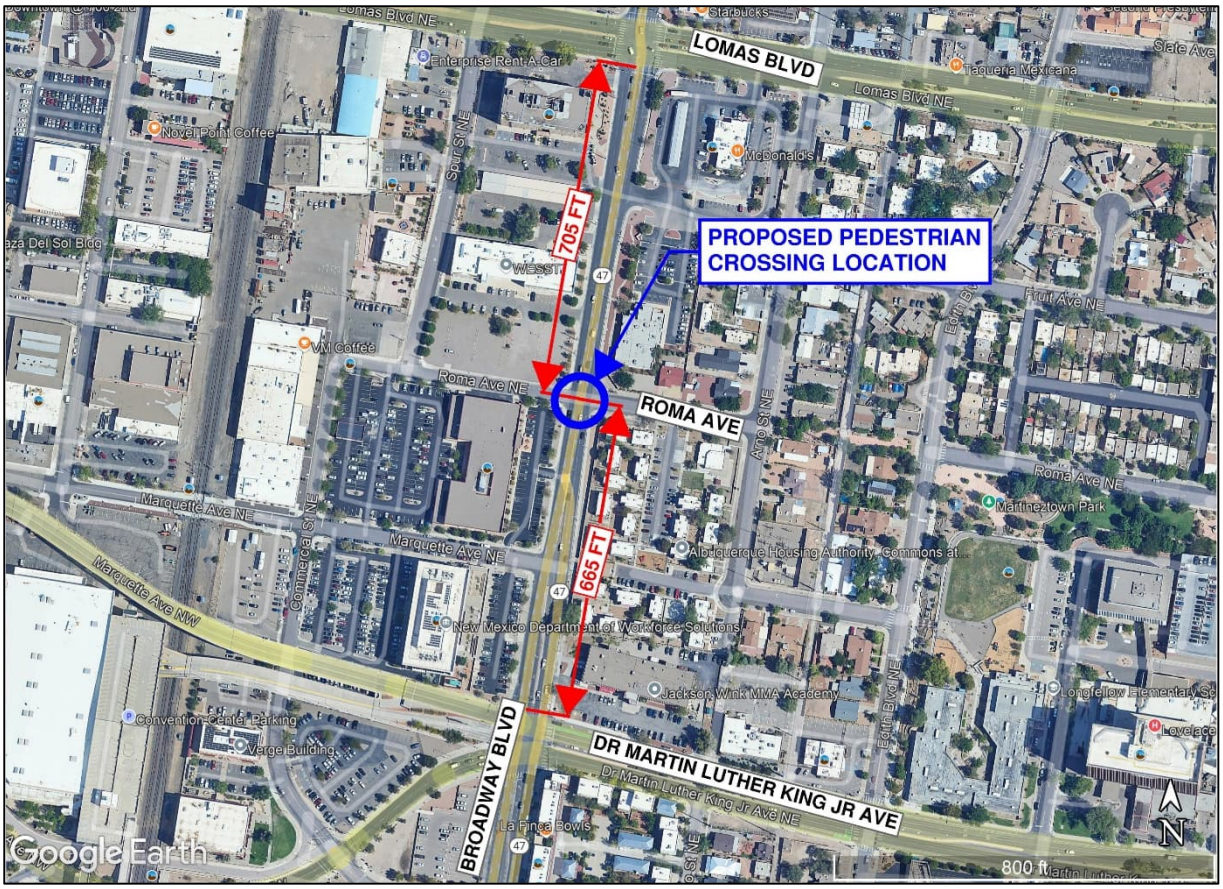



Figure 9. Proposed Pedestrian Crossing at Broadway Boulevard and Roma Avenue

Figure 10 and Figure 11 and show the current street view for the potential pedestrian crossing location in each direction of travel.

Figure 10. Street View of Broadway Boulevard Northbound at Roma Avenue


Figure 11. Street View of Broadway Boulevard Northbound at Roma Avenue

## 6.1 Location Characteristics

As previously mentioned, Broadway Boulevard is classified as a north to south principal arterial with a posted speed limit of 30 mph in both directions within the project limits. The existing typical section at the proposed crossing location consists of two 11-foot through lanes in each direction and no center median. Broadway Boulevard is a major travel way in the downtown Albuquerque area, serving all types of trip purposes. Table 9 details the location characteristics for the following categories: distance to the nearest signalized crosswalks, surrounding land use, existing average daily traffic, peak hour traffic volumes, and stopping sight distance.

Table 9: Broadway Boulevard Crosswalk Location Characteristics

| Location Characteristic | Proposed Crosswalk at Roma Ave<br>Midway Between Lomas Avenue and Dr. Martin Luther King Jr. Avenue |
|---|---|
| Distance to Nearest Signalized Crosswalk | Broadway Blvd/Lomas Ave: 705 ft (0.13-mi) to the north |
| | Broadway Blvd/MLK Ave: 665 ft (0.13-mi) to the south |
| Surrounding Land Use/ Context for Implementing Crosswalk | West of Broadway: Commercial (Restaurants and Office Buildings)<br>East of Broadway: Commercial (Restaurants and Office Buildings), Residential Housing |
| Broadway Boulevard Average Daily Traffic (ADT) | Segment between Lomas Ave and MLK Ave.<br>15,472 vehicles per day in January 2025 |
| Broadway Boulevard 2023 Peak Hour Volumes | Segment between Lomas Ave and MLK Ave<br>Southbound: 759 vph AM and 781 vph PM<br>Northbound: 911 vph AM and 1,014 vph PM<br>Total hourly segment volume: 1,670 vph AM and 1,795 vph PM |
| AASHTO* Stopping Sight Distance (SSD) | Broadway Boulevard at 30 mph:<br>SSD meets minimum 200 feet |

*American Association of State Highway and Transportation Officials (AASHTO) A Policy of Geometric Design of Highways and Streets, Table 3-1: Stopping Sight Distance on Level Roadways

Other noteworthy nearby land uses include the Martinez Town Park (1,000 feet), the Albuquerque Charter Academy (0.3 miles), and the Albuquerque Rail Runner Station (0.5 miles). Quantitative pedestrian crossing demand is not available for the Crosswalk.

## 6.2 Pedestrian Crossing Methodology

The following resources were used to summarize the state-of-the-practice for midblock pedestrian crossings:

- *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* – U.S. Department of Transportation Federal Highway Administration (FHWA)
- *Manual on Uniform Traffic Control Devices for Streets and Highways 2023 Edition* (MUTCD) – U.S. Department of Transportation Federal Highway Administration (FHWA)
- *Bicycle and Trail Crossing Guide* – City of Albuquerque (COA)

## 6.3 *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* (FHWA)

The FHWA *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* was created as part of the Safe Transportation for Every Pedestrian (STEP) program. The purpose of STEP is to help transportation agencies address crashes by promoting countermeasures with known safety benefits at uncontrolled crossing locations.

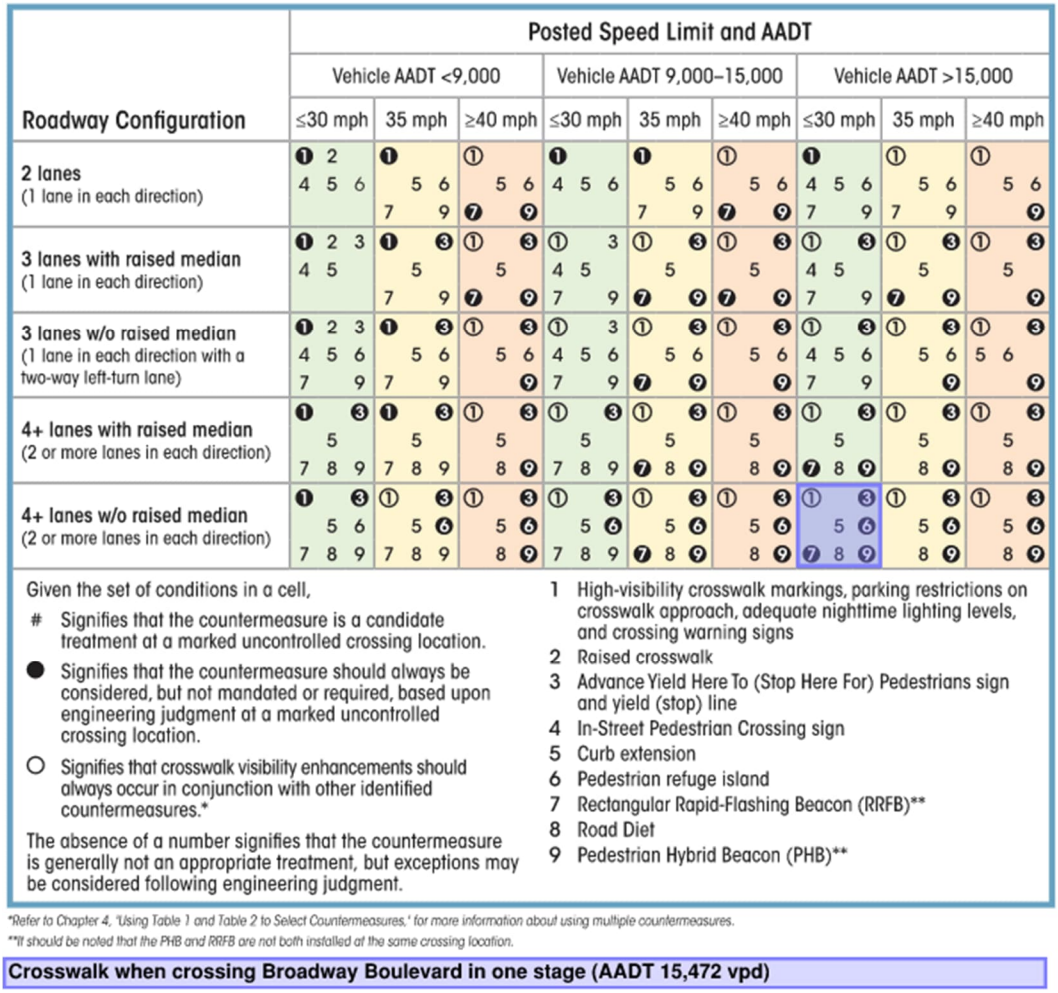
The guide's process for selecting countermeasures at uncontrolled pedestrian crossing locations is the following:

1. Collect data and engage the public
2. Inventory conditions and prioritize locations
3. Analyze crash types and safety issues
4. Select countermeasures
5. Consult design and installation resources
6. Identify opportunities and monitor outcomes

Since the proposed crosswalk location along Broadway Boulevard has already been identified, this guide assessment will begin with Step 4 to evaluate the applicable countermeasures.

The purple box Figure 12 details the suggested pedestrian crash countermeasures based on roadway configuration, posted speed limit and annual average daily traffic (AADT). The FHWA guide defines AADT as two-way volume, and the roadway configuration is based on a one stage crossing (i.e., cross entire roadway width at same time). The Broadway characteristics for this scenario are as follows:

- 4+ Lanes w/o Raised Median
- Speed Limit of 30 MPH
- Vehicle AADT > 15,000



| Roadway Configuration | Posted Speed Limit and AADT | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Vehicle AADT <9,000 | | | Vehicle AADT 9,000–15,000 | | | Vehicle AADT >15,000 | | |
| | ≤30 mph | 35 mph | ≥40 mph | ≤30 mph | 35 mph | ≥40 mph | ≤30 mph | 35 mph | ≥40 mph |
| 2 lanes (1 lane in each direction) | ● 2 4 5 6 | ● 5 6 7 9 | ○ 5 6 ● 9 | ● 4 5 6 | ● 5 6 7 9 | ○ 5 6 ● 9 | ● 4 5 6 7 9 | ○ 5 6 7 9 | ○ 5 6 ● 9 |
| 3 lanes with raised median (1 lane in each direction) | ● 2 3 4 5 | ● ❸ 5 7 9 | ○ ❸ 5 ● 9 | ○ 3 4 5 | ○ ❸ 5 ● 9 | ○ ❸ 5 ● 9 | ○ ❸ 4 5 7 9 | ○ ❸ 5 ● 9 | ○ ❸ 5 ● 9 |
| 3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane) | ● 2 3 4 5 6 7 9 | ● ❸ 5 6 7 9 | ○ ❸ 5 6 ● 9 | ○ 3 4 5 6 7 9 | ○ ❸ 5 6 ● 9 | ○ ❸ 5 6 ● 9 | ○ ❸ 4 5 6 7 9 | ○ ❸ 5 6 ● 9 | ○ ❸ 5 6 ● 9 |
| 4+ lanes with raised median (2 or more lanes in each direction) | ● ❸ 5 7 8 9 | ● ❸ 5 7 8 9 | ○ ❸ 5 8 ● 9 | ○ ❸ 5 7 8 9 | ○ ❸ 5 ● 8 9 | ○ ❸ 5 8 ● 9 | ○ ❸ 5 ● 8 9 | ○ ❸ 5 8 ● 9 | ○ ❸ 5 8 ● 9 |
| 4+ lanes w/o raised median (2 or more lanes in each direction) | ● ❸ 5 6 7 8 9 | ○ ❸ 5 ❻ 7 8 9 | ○ ❸ 5 ❻ 8 ● 9 | ○ ❸ 5 ❻ 7 8 9 | ○ ❸ 5 ❻ ● 8 9 | ○ ❸ 5 ❻ 8 ● 9 | ○ ❸ 5 ❻ ● 8 9 | ○ ❸ 5 ❻ 8 ● 9 | ○ ❸ 5 ❻ 8 ● 9 |

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.
**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

**Crosswalk when crossing Broadway Boulevard in one stage (AADT 15,472 vpd)**

Figure 12. Application of Pedestrian Crash Countermeasures by Roadway Feature (FHWA)

Table 10 presents the applicable FHWA countermeasure summary for the Roma Avenue crosswalk, which is generated from Figure 12.

Table 10: FHWA Countermeasure Summary for Roma Avenue Crosswalk

| Countermeasures for 4+ Lanes W/O Raised Median, 30 MPH, AADT > 15,000 | |
|---|---|
| This countermeasure is a candidate treatment at a marked uncontrolled crossing location. | (5) Curb Extension |
| | (8) Road Diet |
| This countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. | (3) Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line |
| | (6) Pedestrian refuge island |
| | (7) Rectangular Rapid Flashing Beacon (RRFB) |
| | (9) Pedestrian Hybrid Beacon (PHB) |
| Crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures. | (1) High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs |

Curb extensions and/or pedestrian refuge islands are not feasible countermeasures unless a road diet is implemented. RRFBs and PHBs are both countermeasures that are candidate treatments at the Roma Avenue crosswalk location. High-visibility crosswalk markings, adequate nighttime lighting levels, and crossing warning signs should always occur in conjunction with the other identified countermeasures.

According to the FHWA guide, the following safety issues are addressed with the implementation of a RRFB: conflicts at crossing locations, inadequate conspicuity/visibility, drivers not yielding to pedestrians in crosswalks, and insufficient separation from traffic. The following safety issues are addressed with the implementation of a PHB: conflicts at crossing locations, excessive speed, inadequate conspicuity/visibility, and drivers not yielding to pedestrians in crosswalks.

### 6.4 *Manual on Uniform Traffic Control Devices for Streets and Highways (*FWHA)

According to the MUTCD *Section 4F.01: Application of Pedestrian Hybrid Beacons*, a pedestrian hybrid beacon (PHB) is defined as, "*A special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.*" A PHB may be considered at locations where traffic signals are not warranted. The need for a PHB should be considered based on the analysis of the following factors: major-street volumes, speeds, widths, gaps in conjunction with pedestrian volumes, walking speeds, and delay.

Figure 13 displays *Figure 4J-1* in the MUTCD which provides a guideline for the installation of PHBs on low-speed roadways (35 mph or less). A PHB should be considered if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for one hour of an average day falls above the applicable curve for the length of the crosswalk. The 2023 peak hour volume between Lomas Avenue and Dr. Martin Luther King Jr. Avenue (total of both directions) is 1,795 vehicles per hour. The length of the proposed crosswalk is approximately 45 feet therefore, the 45-foot threshold curve in the graph was used for the analysis.

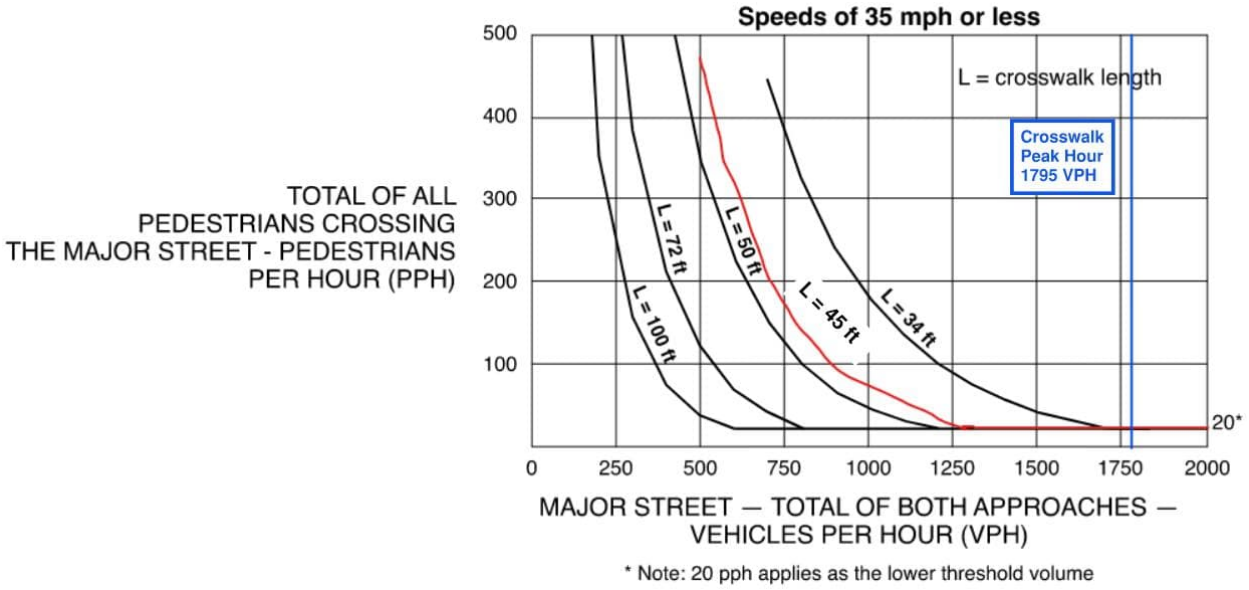



Figure 13. MUTCD's Figure 4J-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

As shown in Figure 13, the peak hour vehicle volume at the proposed Roma Avenue crossing is beyond the upper value shown on the MUTCD graph. Thus, 20 pedestrians per hour is the minimum crossing threshold to determine the need for a pedestrian hybrid beacon. Although existing pedestrian presence does not exceed 20 pedestrians per hour, there is potential for increased pedestrian and bicyclist use at the crossing with the enhanced warning devices provided by designated crossing infrastructure.

## 6.5 *Bicycle and Trail Crossing Guide* (COA)

The City of Albuquerque's *Bicycle and Trail Crossing Guide* provides a three-step decision-making tool on how to apply crossing treatments to specific roadway contexts. Step one determines the appropriateness of a location for a crossing, step two determines the technical feasibility, and step three provides guidance on selecting appropriate treatments. The COA indicates that the MUTCD should be the primary reference for design standards and signage placement, whereas the *Development Process Manual* (DPM) and the *Bicycle and Trail Crossing Guide* should be the primary reference in selecting crossing locations and appropriate treatments.

Figure 14 displays the site selection flowchart to determine appropriateness at Roma Avenue. As identified in the existing conditions section, Broadway Boulevard (for the entirety of the project limits) is highlighted as a concern on the High Fatality and Injury Network. The Roma Avenue crosswalk is appropriate based on its location within an area with identified safety concerns.

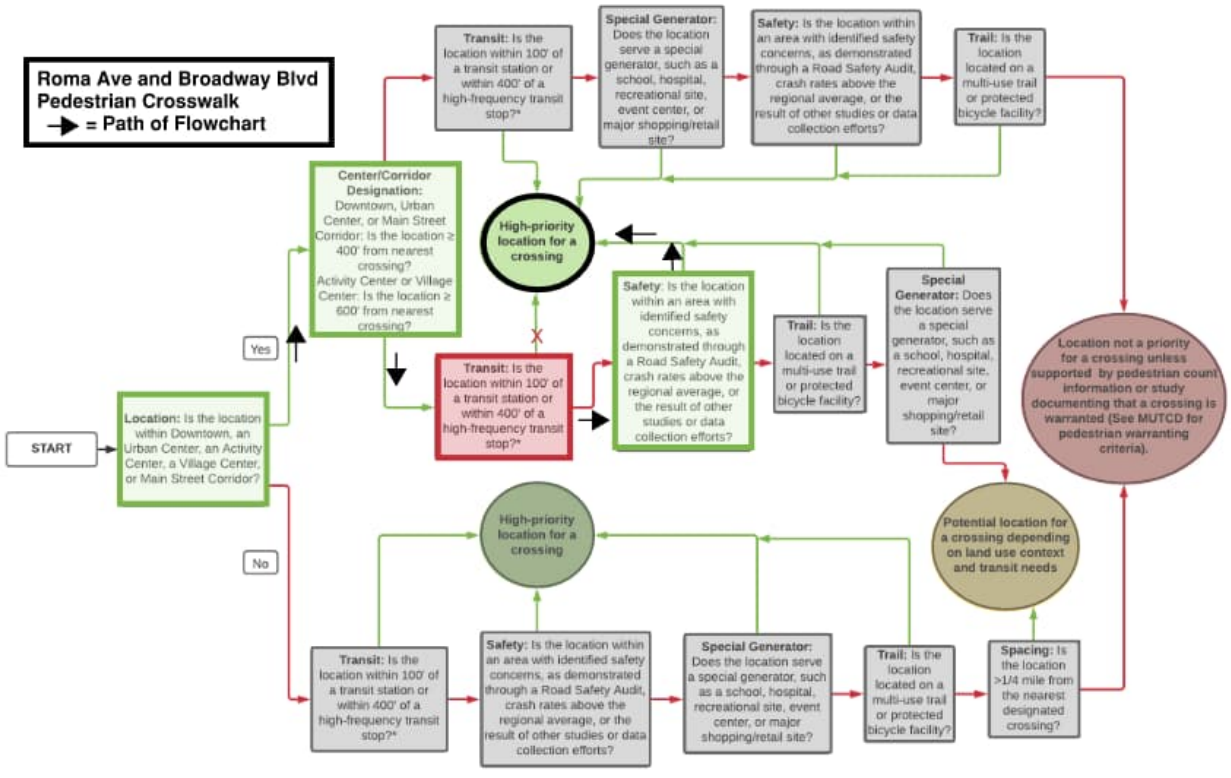



Figure 14. Roma Ave Crosswalk – Site Selection Flowchart (COA)

Figure 15 displays the step two flowchart to determine site feasibility. The Crosswalk meets feasibility requirements based on existing spacing from crossings, yielding requirements, spacing from driveways (given Roma Avenue eastbound is closed off) and sight distance.

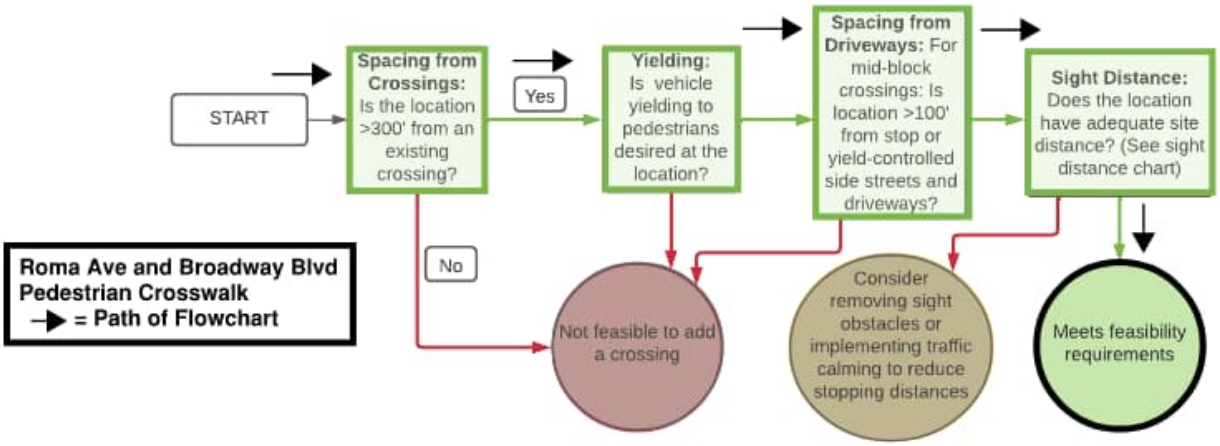



Figure 15. Roma Ave Crosswalk – Site Feasibility Flowchart (COA)

The recommendations in the COA guide are adapted from the FHWA *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*. Figure 16 displays the recommended crossing designs and complimentary treatments based on the adjusted COA selection parameters. A RRFB and a PHB are both recommended treatments that should always be considered. Stop or yield lines would be a complimentary treatment for each.

| | | | Recommended Crossing Designs | | | Complementary Treatments | | |
|---|---|---|---|---|---|---|---|---|
| Number of Crossing Lanes | Speed Limit | ADT Per Crossing Stage | Crosswalk Markings and Signage | RRFB | PHB | Stop or Yield Lines | In-Street Crossing Sign | Raised Crosswalk |
| Four or More Lanes | ≤ 30 mph | <9,000 | X | X | X | X | | |
| | | 9,000 to 15,000 | | X | X | X | | |
| | | >15,000 | | X | X | X | | |
| | 35 mph | <9,000 | | X | X | X | | |
| | | 9,000 to 15,000 | | X | X | X | | |
| | | >15,000 | | | X | X | | |
| | ≥ 40 mph | <9,000 | | | X | X | | |
| | | 9,000 to 15,000 | | | X | X | | |
| | | >15,000 | | | X | X | | |

| | |
|---|---|
| (No markings) | Not an appropriate treatment |
| X | Treatment may be considered |
| X | Treatment *should always* be considered |

Figure 16. Crossing Treatment Selection Matrix (COA)

# 7. CONCLUSION

The purpose of this document is to analyze the expected traffic impacts of a road diet along Broadway Boulevard between Iron Avenue and Lomas Boulevard in Downtown Albuquerque. In conclusion, a road diet would:

- Improve bicycle infrastructure throughout the study segment since minimal bicycle facilities currently exist within this segment. Dedicated bike lanes within the project limits would fill in the missing gap between the existing bike lanes along Broadway Boulevard north of Lomas Boulevard and south of Coal Avenue.
- Enhance pedestrian walkability between Dr. Martin Luther King Jr. Avenue and Lomas Boulevard, including the potential for a midblock crossing at Roma Avenue. From Iron Avenue to Dr. Martin Luther King Jr. Avenue, on-street parking and on-street bike lanes currently provide a buffer between sidewalks and vehicle travel lanes.
- Reduce vehicle capacity and increase delay from Iron Avenue to Lomas Boulevard, primarily during peak travel periods. The ADT along Broadway is within road diet limits but is at the high end of the range and should be implemented with caution.
- Reduce the effectiveness of Broadway Boulevard as a north-to-south incident management route parallel to I-25. Note that the capacity of other north-to-south corridors in the downtown area, including 2nd Street and 3rd Street, have been reduced. If the road diet is limited to striping modifications only, Broadway Boulevard could be retrofitted back to full capacity to accommodate long-term incident management situations, as needed. This requires further evaluation for feasibility and special event traffic management.

Transportation improvements should balance the needs of all travel modes in the context of the intended functional classification of the street, the adjacent land use and associated activity level, and how the street fits within the overall transportation system. The segment of Broadway Boulevard addressed by this study is a principal arterial street on the fringes of the downtown central business district where vehicles, pedestrians and bicyclists compete within this transportation corridor.

Without the road diet, vehicular traffic functions acceptably, pedestrians are accommodated, but bicyclists are not. With a road diet, pedestrians and bicyclists would realize enhanced travel conditions while vehicular traffic performance would deteriorate particularly during peak travel periods and as an incident management route parallel to I-25. The NMDOT is considering improvements along I-25 from Gibson Boulevard through the S-curve, in which Broadway Boulevard would be a key parallel travel route during construction.

The primary benefactor of a road diet would be bicyclists throughout the study segment. From Iron Avenue to Dr. Martin Luther King Jr. Avenue pedestrians are currently separated/buffered from vehicles by on-street parking or a bike lane. However, pedestrian amenities could be improved from Dr. Martin Luther King Jr. Avenue to Lomas Boulevard.

# APPENDICES

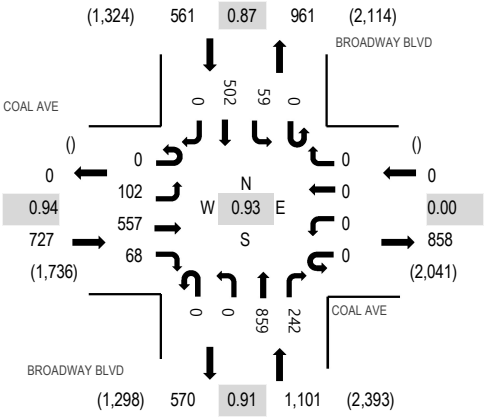
Appendix A: Existing Turning Movement Counts
Appendix B: Existing and Proposed Typical Sections
Appendix C: Synchro Output Timing Reports
Appendix D: Level of Service Results by Movement
Appendix E: Synchro Queuing Reports
Appendix F: Crash Summary Report

# Appendix A: Existing Turning Movement Counts

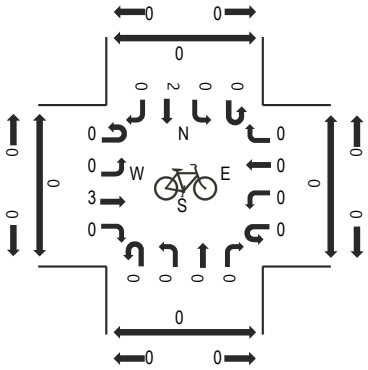
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 1 BROADWAY BLVD & COAL AVE AM
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

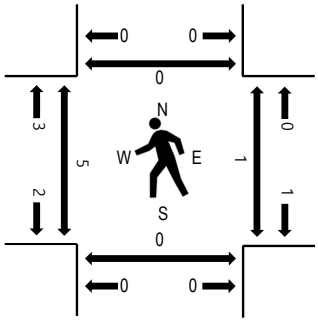
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

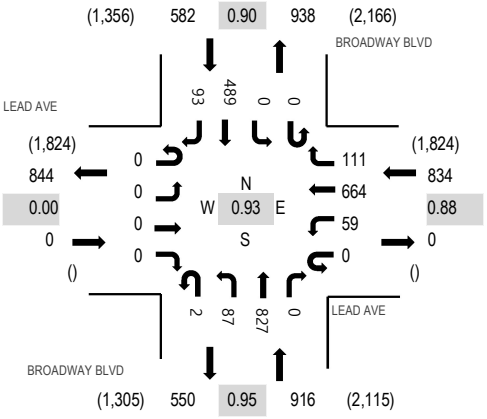
## Traffic Counts - Motorized Vehicles

| Interval Start Time | COAL AVE Eastbound | | | | COAL AVE Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 6:30 AM | 0 | 11 | 59 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 15 | 0 | 8 | 48 | 0 | 220 | 1,325 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 9 | 80 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 13 | 1 | 7 | 54 | 0 | 285 | 1,688 | 0 | 0 | 0 | 1 |
| 7:00 AM | 0 | 7 | 95 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 43 | 0 | 12 | 73 | 0 | 361 | 2,043 | 1 | 1 | 0 | 0 |
| 7:15 AM | 0 | 11 | 126 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 51 | 1 | 23 | 82 | 0 | 459 | 2,225 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 18 | 120 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 80 | 0 | 18 | 106 | 0 | 583 | 2,389 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 24 | 156 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 55 | 0 | 13 | 148 | 0 | 640 | 2,352 | 2 | 0 | 0 | 0 |
| 8:00 AM | 0 | 30 | 130 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 42 | 0 | 14 | 110 | 0 | 543 | 2,216 | 2 | 1 | 0 | 0 |
| 8:15 AM | 0 | 30 | 151 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 65 | 0 | 14 | 138 | 0 | 623 | 2,026 | 1 | 0 | 0 | 0 |
| 8:30 AM | 0 | 27 | 167 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 46 | 3 | 17 | 101 | 0 | 546 | 1,739 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 18 | 130 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 48 | 0 | 22 | 103 | 0 | 504 | | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 15 | 72 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 24 | 0 | 17 | 93 | 0 | 353 | | 0 | 1 | 0 | 2 |
| 9:15 AM | 0 | 12 | 80 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 15 | 1 | 13 | 84 | 0 | 336 | | 1 | 0 | 0 | 0 |
| Count Total | 0 | 212 | 1,366 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 1,896 | 497 | 6 | 178 | 1,140 | 0 | 5,453 | | 7 | 3 | 0 | 3 |
| Peak Hour | 0 | 102 | 557 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 859 | 242 | 0 | 59 | 502 | 0 | 2,389 | | 5 | 1 | 0 | 0 |

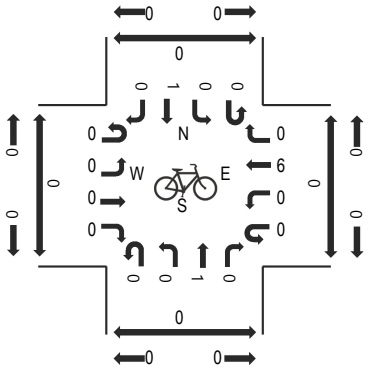
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 BROADWAY BLVD & LEAD AVE AM
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

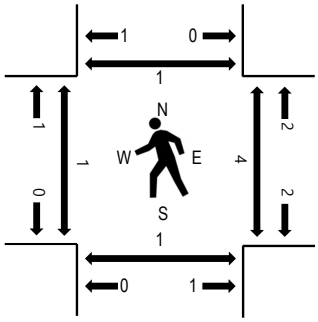
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

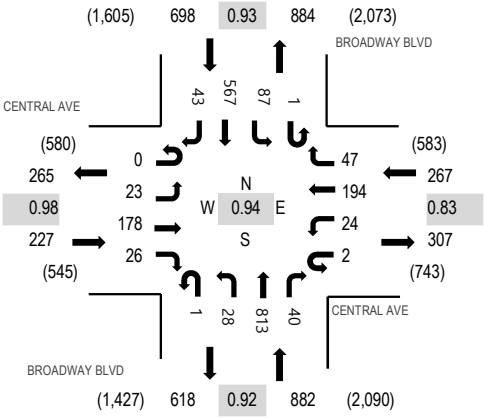
## Traffic Counts - Motorized Vehicles

| Interval Start Time | LEAD AVE Eastbound | | | | LEAD AVE Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 10 | 41 | 5 | 0 | 5 | 73 | 0 | 0 | 0 | 47 | 4 | 185 | 1,131 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 55 | 8 | 0 | 9 | 114 | 0 | 0 | 0 | 52 | 7 | 253 | 1,478 | 0 | 1 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 7 | 74 | 13 | 0 | 8 | 118 | 0 | 0 | 0 | 78 | 9 | 307 | 1,800 | 0 | 1 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 11 | 82 | 15 | 1 | 11 | 157 | 0 | 0 | 0 | 93 | 16 | 386 | 2,092 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 134 | 21 | 0 | 19 | 219 | 0 | 0 | 0 | 110 | 17 | 532 | 2,331 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 23 | 123 | 25 | 0 | 26 | 225 | 0 | 0 | 0 | 134 | 19 | 575 | 2,332 | 1 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 183 | 35 | 1 | 19 | 218 | 0 | 0 | 0 | 113 | 18 | 599 | 2,260 | 0 | 1 | 1 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 13 | 200 | 24 | 1 | 24 | 201 | 0 | 0 | 0 | 133 | 29 | 625 | 2,085 | 0 | 3 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 11 | 158 | 27 | 0 | 18 | 183 | 0 | 0 | 0 | 109 | 27 | 533 | 1,833 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 133 | 31 | 1 | 24 | 170 | 0 | 0 | 0 | 113 | 20 | 503 | | 1 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 9 | 139 | 21 | 0 | 18 | 121 | 0 | 0 | 0 | 100 | 16 | 424 | | 0 | 0 | 1 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 116 | 24 | 0 | 13 | 118 | 0 | 0 | 0 | 82 | 10 | 373 | | 2 | 1 | 0 | 2 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 137 | 1,438 | 249 | 4 | 194 | 1,917 | 0 | 0 | 0 | 1,164 | 192 | 5,295 | | 4 | 7 | 2 | 5 |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 59 | 664 | 111 | 2 | 87 | 827 | 0 | 0 | 0 | 489 | 93 | 2,332 | | 1 | 4 | 1 | 1 |

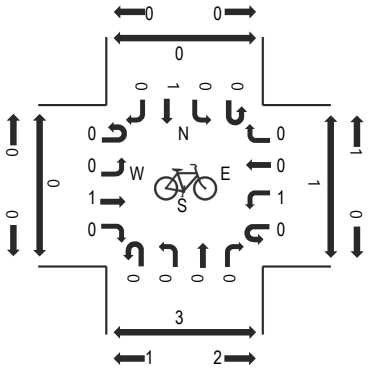
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 3 BROADWAY BLVD & CENTRAL AVE AM
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

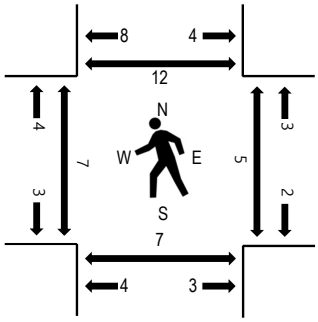
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

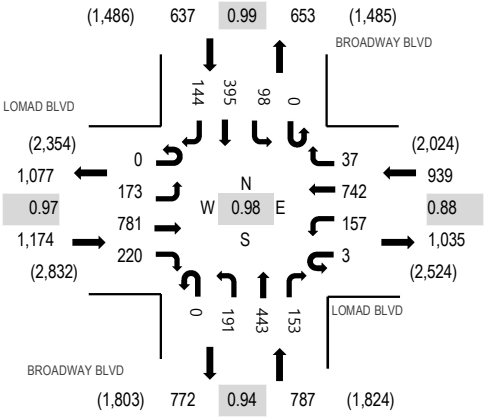
## Traffic Counts - Motorized Vehicles

| Interval Start Time | CENTRAL AVE Eastbound | | | | CENTRAL AVE Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 6:30 AM | 0 | 2 | 17 | 1 | 0 | 3 | 12 | 5 | 0 | 3 | 71 | 4 | 0 | 16 | 48 | 1 | 183 | 1,075 | 0 | 0 | 0 | 2 |
| 6:45 AM | 0 | 3 | 21 | 3 | 0 | 0 | 17 | 3 | 0 | 4 | 107 | 8 | 0 | 7 | 60 | 3 | 236 | 1,346 | 0 | 0 | 1 | 0 |
| 7:00 AM | 0 | 4 | 30 | 1 | 1 | 4 | 17 | 6 | 0 | 3 | 115 | 9 | 0 | 11 | 81 | 8 | 290 | 1,649 | 1 | 2 | 1 | 1 |
| 7:15 AM | 0 | 6 | 24 | 8 | 0 | 1 | 27 | 7 | 0 | 2 | 156 | 9 | 0 | 14 | 107 | 5 | 366 | 1,909 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 2 | 23 | 5 | 0 | 8 | 38 | 9 | 0 | 4 | 217 | 9 | 0 | 18 | 117 | 4 | 454 | 2,056 | 1 | 1 | 2 | 2 |
| 7:45 AM | 0 | 4 | 35 | 6 | 1 | 10 | 58 | 12 | 0 | 1 | 212 | 12 | 0 | 19 | 155 | 14 | 539 | 2,074 | 3 | 0 | 0 | 0 |
| 8:00 AM | 0 | 3 | 46 | 8 | 0 | 2 | 57 | 13 | 0 | 9 | 226 | 11 | 0 | 24 | 142 | 9 | 550 | 2,015 | 0 | 3 | 3 | 6 |
| 8:15 AM | 0 | 12 | 46 | 4 | 1 | 6 | 44 | 11 | 0 | 7 | 187 | 12 | 1 | 20 | 153 | 9 | 513 | 1,846 | 3 | 0 | 3 | 2 |
| 8:30 AM | 0 | 4 | 51 | 8 | 0 | 6 | 35 | 11 | 1 | 11 | 188 | 5 | 0 | 24 | 117 | 11 | 472 | 1,692 | 1 | 2 | 1 | 4 |
| 8:45 AM | 0 | 10 | 45 | 9 | 0 | 6 | 42 | 13 | 0 | 8 | 195 | 10 | 0 | 8 | 117 | 17 | 480 | | 0 | 3 | 3 | 3 |
| 9:00 AM | 0 | 8 | 47 | 8 | 1 | 2 | 39 | 7 | 0 | 2 | 112 | 11 | 0 | 22 | 115 | 7 | 381 | | 1 | 1 | 2 | 4 |
| 9:15 AM | 0 | 1 | 39 | 1 | 0 | 7 | 38 | 3 | 0 | 6 | 126 | 17 | 1 | 15 | 97 | 8 | 359 | | 4 | 3 | 5 | 4 |
| Count Total | 0 | 59 | 424 | 62 | 4 | 55 | 424 | 100 | 1 | 60 | 1,912 | 117 | 2 | 198 | 1,309 | 96 | 4,823 | | 14 | 15 | 21 | 30 |
| Peak Hour | 0 | 23 | 178 | 26 | 2 | 24 | 194 | 47 | 1 | 28 | 813 | 40 | 1 | 87 | 567 | 43 | 2,074 | | 7 | 5 | 7 | 12 |

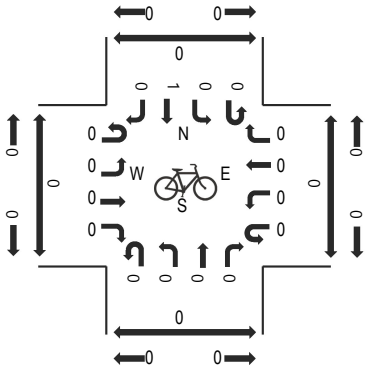
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 4 BROADWAY BLVD & LOMAD BLVD AM
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

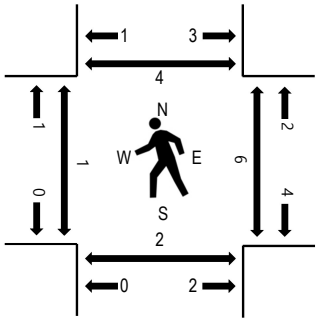
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

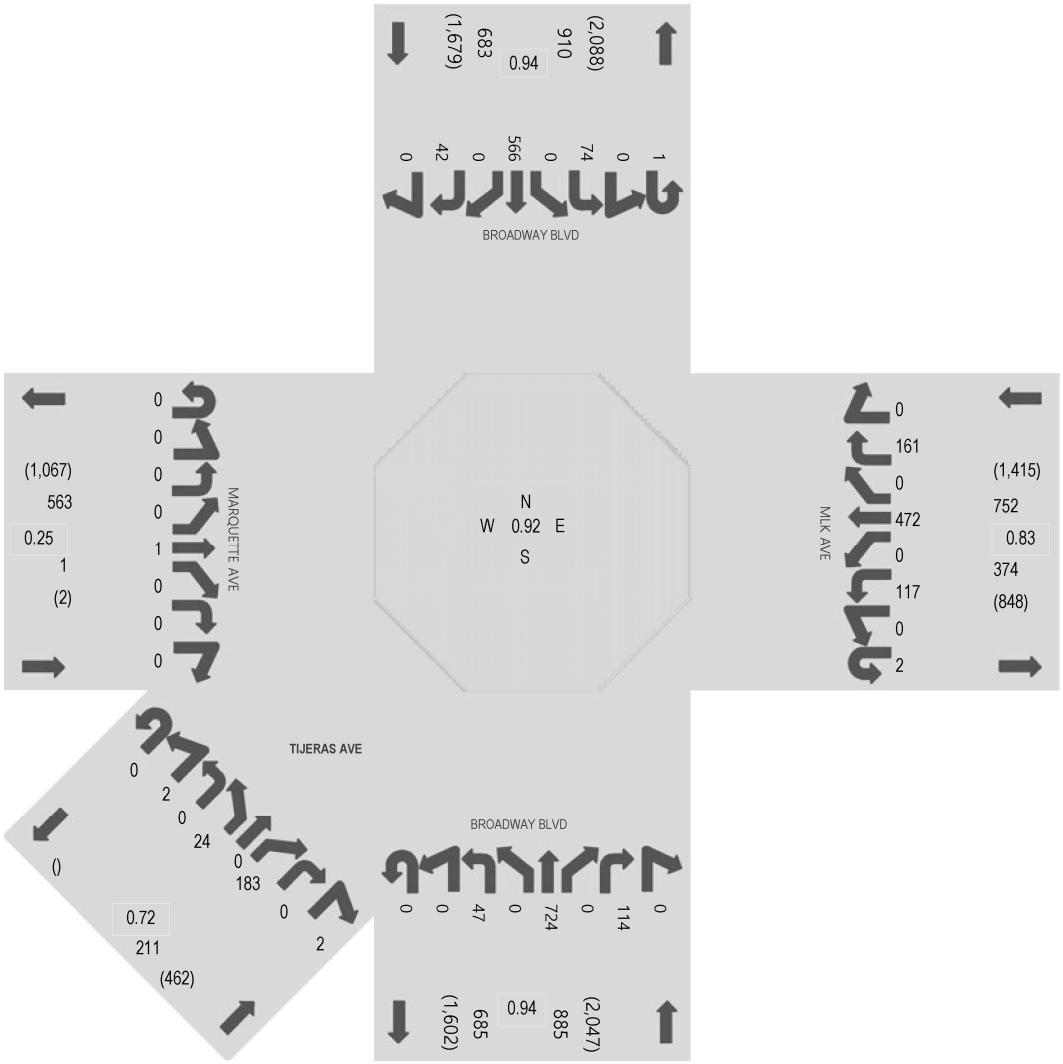
## Traffic Counts - Motorized Vehicles

| Interval Start Time | LOMAD BLVD Eastbound | | | | LOMAD BLVD Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 6:30 AM | 0 | 22 | 89 | 26 | 0 | 8 | 26 | 8 | 0 | 17 | 39 | 10 | 0 | 9 | 51 | 0 | 305 | 1,768 | 0 | 0 | 1 | 0 |
| 6:45 AM | 0 | 19 | 112 | 27 | 0 | 21 | 74 | 7 | 0 | 28 | 52 | 13 | 0 | 11 | 47 | 16 | 427 | 2,236 | 0 | 0 | 1 | 2 |
| 7:00 AM | 0 | 11 | 126 | 20 | 0 | 17 | 68 | 6 | 0 | 26 | 65 | 26 | 0 | 19 | 75 | 12 | 471 | 2,710 | 0 | 0 | 4 | 0 |
| 7:15 AM | 0 | 33 | 147 | 25 | 0 | 24 | 83 | 7 | 0 | 45 | 68 | 21 | 0 | 16 | 75 | 21 | 565 | 3,145 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 38 | 200 | 55 | 0 | 24 | 132 | 3 | 0 | 47 | 106 | 42 | 0 | 18 | 90 | 18 | 773 | 3,481 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 33 | 192 | 71 | 1 | 49 | 210 | 7 | 0 | 51 | 97 | 34 | 0 | 20 | 92 | 44 | 901 | 3,537 | 0 | 2 | 0 | 0 |
| 8:00 AM | 0 | 47 | 195 | 48 | 0 | 35 | 216 | 12 | 0 | 42 | 111 | 40 | 0 | 23 | 108 | 29 | 906 | 3,414 | 0 | 1 | 0 | 1 |
| 8:15 AM | 0 | 52 | 178 | 56 | 2 | 35 | 202 | 7 | 0 | 51 | 115 | 43 | 0 | 28 | 93 | 39 | 901 | 3,185 | 0 | 1 | 0 | 2 |
| 8:30 AM | 0 | 41 | 216 | 45 | 0 | 38 | 114 | 11 | 0 | 47 | 120 | 36 | 0 | 27 | 102 | 32 | 829 | 2,917 | 1 | 2 | 2 | 1 |
| 8:45 AM | 0 | 29 | 182 | 55 | 0 | 32 | 159 | 9 | 0 | 37 | 94 | 39 | 0 | 28 | 81 | 33 | 778 | | 0 | 0 | 3 | 0 |
| 9:00 AM | 1 | 23 | 170 | 53 | 1 | 20 | 165 | 15 | 0 | 39 | 65 | 26 | 0 | 14 | 60 | 25 | 677 | | 0 | 1 | 0 | 0 |
| 9:15 AM | 0 | 29 | 122 | 44 | 0 | 26 | 139 | 11 | 0 | 37 | 73 | 22 | 0 | 26 | 75 | 29 | 633 | | 0 | 2 | 1 | 1 |
| Count Total | 1 | 377 | 1,929 | 525 | 4 | 329 | 1,588 | 103 | 0 | 467 | 1,005 | 352 | 0 | 239 | 949 | 298 | 8,166 | | 1 | 9 | 12 | 7 |
| Peak Hour | 0 | 173 | 781 | 220 | 3 | 157 | 742 | 37 | 0 | 191 | 443 | 153 | 0 | 98 | 395 | 144 | 3,537 | | 1 | 6 | 2 | 4 |

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

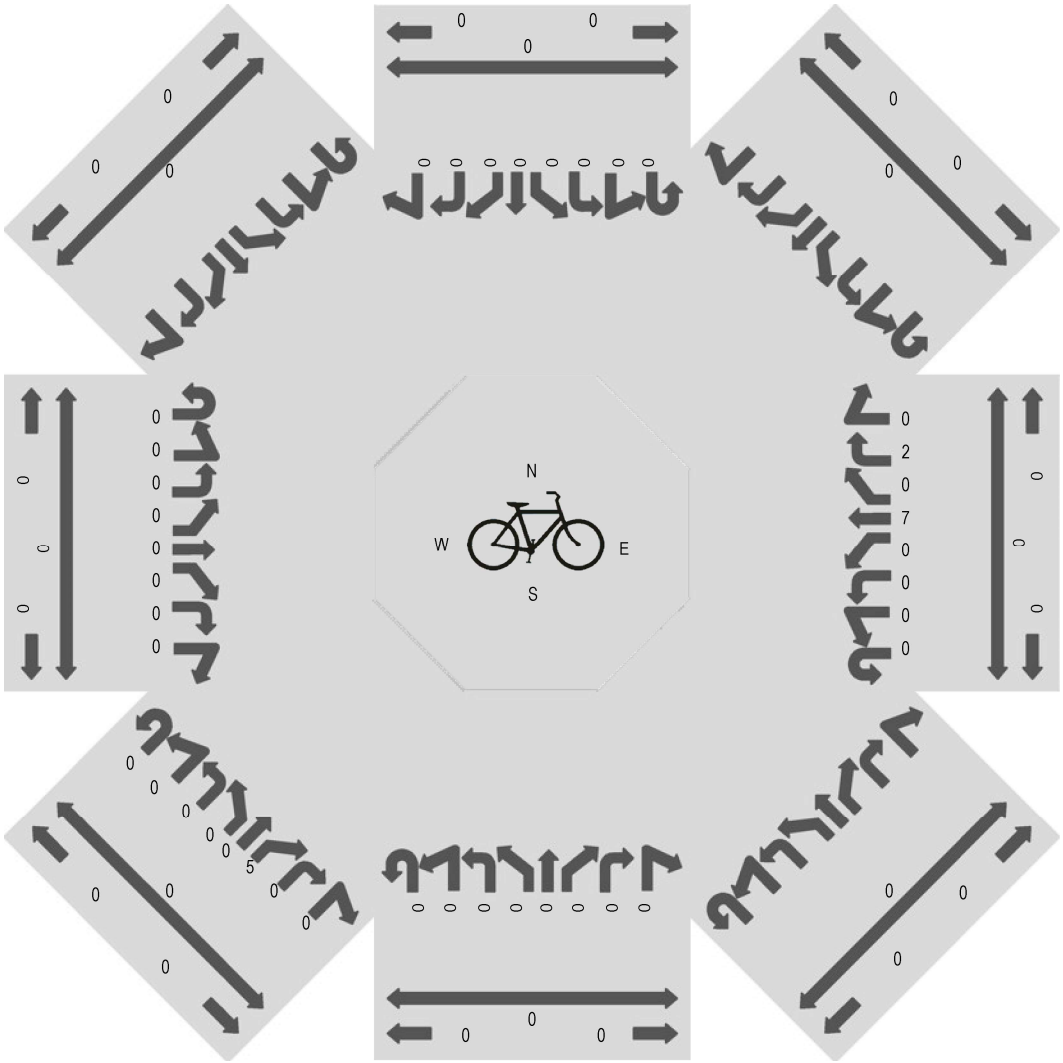
**Location:** 4 BROADWAY BLVD & MLK AVE AM
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

## Peak Hour - All Vehicles

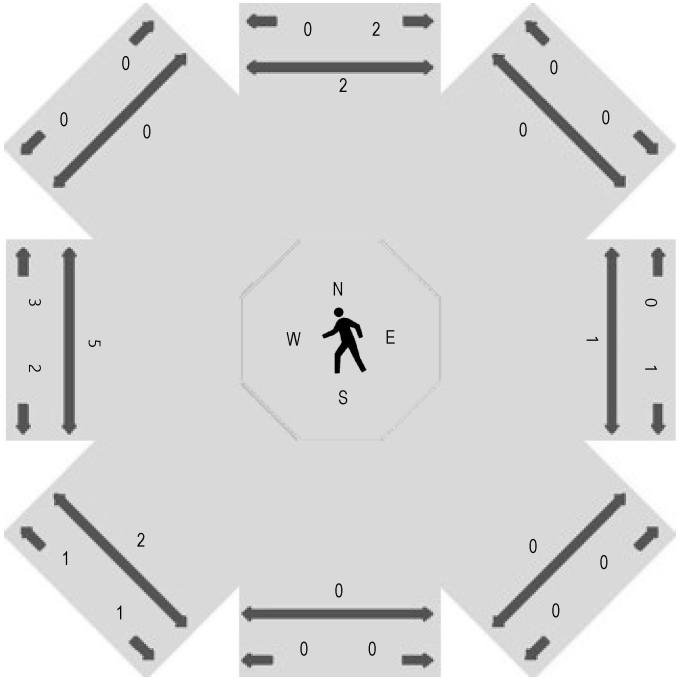



Note: Total study counts contained in parentheses.

Peak Hour - Bicycles




Peak Hour - Pedestrians



# Traffic Counts - Motorized Vehicles

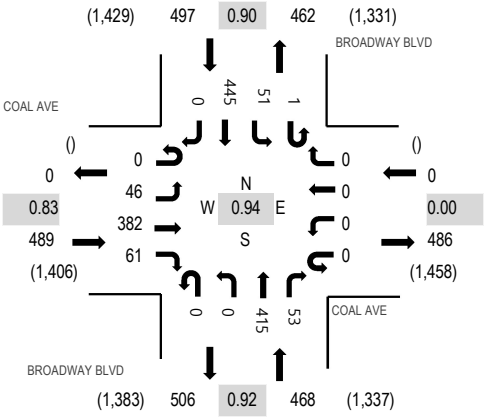
| Interval Start Time | Westbound | | | | | | | | Northwestbound | | | | | | | | Northbound | | | | | | | | Northeastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR |
| 6:30 AM | 1 | 0 | 3 | 0 | 16 | 0 | 18 | 0 | | | | | | | | | 0 | 0 | 4 | 0 | 69 | 0 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 16 | 0 | 0 |
| 6:45 AM | 0 | 0 | 2 | 0 | 39 | 0 | 12 | 0 | | | | | | | | | 0 | 0 | 2 | 0 | 95 | 0 | 19 | 0 | 0 | 0 | 0 | 2 | 0 | 15 | 0 | 0 |
| 7:00 AM | 0 | 0 | 5 | 0 | 32 | 0 | 24 | 0 | | | | | | | | | 0 | 0 | 4 | 0 | 109 | 0 | 19 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 0 |
| 7:15 AM | 0 | 0 | 12 | 0 | 51 | 0 | 19 | 0 | | | | | | | | | 0 | 0 | 6 | 0 | 139 | 0 | 23 | 0 | 0 | 0 | 0 | 4 | 0 | 38 | 0 | 2 |
| 7:30 AM | 1 | 0 | 22 | 0 | 93 | 0 | 38 | 0 | | | | | | | | | 0 | 0 | 11 | 0 | 193 | 0 | 31 | 0 | 0 | 0 | 0 | 6 | 0 | 30 | 0 | 0 |
| 7:45 AM | 0 | 0 | 55 | 0 | 110 | 0 | 41 | 0 | | | | | | | | | 0 | 0 | 18 | 0 | 173 | 0 | 26 | 0 | 0 | 0 | 0 | 6 | 0 | 70 | 0 | 0 |
| 8:00 AM | 1 | 0 | 27 | 0 | 147 | 0 | 52 | 0 | | | | | | | | | 0 | 0 | 13 | 0 | 174 | 0 | 37 | 0 | 0 | 0 | 0 | 5 | 0 | 51 | 0 | 2 |
| 8:15 AM | 0 | 0 | 13 | 0 | 122 | 0 | 30 | 0 | | | | | | | | | 0 | 0 | 5 | 0 | 184 | 0 | 20 | 0 | 0 | 2 | 0 | 7 | 0 | 32 | 0 | 0 |
| 8:30 AM | 0 | 0 | 6 | 0 | 79 | 0 | 24 | 0 | | | | | | | | | 0 | 0 | 7 | 0 | 166 | 0 | 27 | 0 | 0 | 0 | 0 | 7 | 0 | 35 | 0 | 1 |
| 8:45 AM | 0 | 0 | 16 | 0 | 72 | 0 | 28 | 0 | | | | | | | | | 0 | 0 | 14 | 0 | 174 | 0 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 39 | 0 | 1 |
| 9:00 AM | 0 | 0 | 16 | 0 | 66 | 0 | 30 | 0 | | | | | | | | | 0 | 0 | 7 | 0 | 108 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 31 | 0 | 0 |
| 9:15 AM | 0 | 0 | 15 | 0 | 56 | 0 | 21 | 0 | | | | | | | | | 0 | 0 | 7 | 0 | 114 | 0 | 11 | 0 | 0 | 3 | 0 | 6 | 0 | 33 | 0 | 0 |
| Count Total | 3 | 0 | 192 | 0 | 883 | 0 | 337 | 0 | | | | | | | | | 0 | 0 | 98 | 0 | 1,698 | 0 | 251 | 0 | 0 | 5 | 0 | 50 | 0 | 401 | 0 | 6 |
| Peak Hour | 2 | 0 | 117 | 0 | 472 | 0 | 161 | 0 | | | | | | | | | 0 | 0 | 47 | 0 | 724 | 0 | 114 | 0 | 0 | 2 | 0 | 24 | 0 | 183 | 0 | 2 |

| Interval Start Time | Eastbound | | | | | | | | Southeastbound | | | | | | | | Southbound | | | | | | | | Southwestbound | | | | | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 11 | 0 | 68 | 0 | 5 | 0 | | | | | | | | | 223 | 1,214 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 9 | 0 | 68 | 0 | 3 | 0 | | | | | | | | | 266 | 1,560 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 9 | 0 | 95 | 0 | 3 | 0 | | | | | | | | | 313 | 1,979 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 13 | 0 | 96 | 0 | 9 | 0 | | | | | | | | | 412 | 2,342 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 16 | 0 | 122 | 0 | 6 | 0 | | | | | | | | | 569 | 2,532 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 19 | 0 | 149 | 0 | 18 | 0 | | | | | | | | | 685 | 2,478 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 21 | 0 | 140 | 0 | 6 | 0 | | | | | | | | | 676 | 2,315 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 18 | 0 | 155 | 0 | 12 | 0 | | | | | | | | | 602 | 2,051 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 19 | 0 | 138 | 0 | 6 | 0 | | | | | | | | | 515 | 1,859 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 21 | 0 | 131 | 0 | 4 | 0 | | | | | | | | | 522 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 17 | 0 | 124 | 0 | 3 | 0 | | | | | | | | | 412 | |
| 9:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 19 | 0 | 118 | 0 | 6 | 0 | | | | | | | | | 410 | |
| Count Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 2 | 0 | 192 | 0 | 1,404 | 0 | 81 | 0 | | | | | | | | | 5,605 | |
| Peak Hour | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 74 | 0 | 566 | 0 | 42 | 0 | | | | | | | | | 2,532 | |

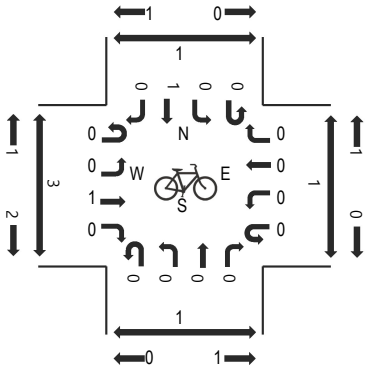
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 1 BROADWAY BLVD & COAL AVE Noon
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 01:00 PM - 02:00 PM
**Peak 15-Minutes:** 01:45 PM - 02:00 PM

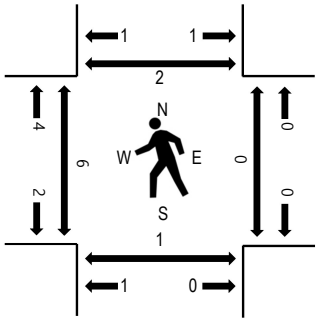
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

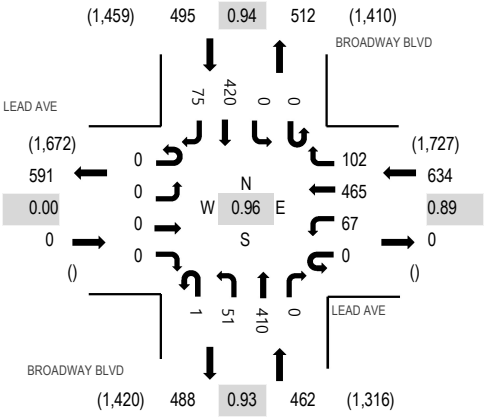
## Traffic Counts - Motorized Vehicles

| Interval Start Time | COAL AVE Eastbound | | | | COAL AVE Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 11:00 AM | 0 | 8 | 74 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 14 | 1 | 11 | 104 | 0 | 335 | 1,339 | 5 | 0 | 0 | 0 |
| 11:15 AM | 0 | 10 | 85 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 13 | 0 | 16 | 108 | 0 | 314 | 1,338 | 1 | 0 | 0 | 0 |
| 11:30 AM | 0 | 9 | 97 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 11 | 0 | 15 | 99 | 0 | 322 | 1,368 | 2 | 2 | 0 | 2 |
| 11:45 AM | 0 | 19 | 117 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 10 | 2 | 28 | 84 | 0 | 368 | 1,399 | 5 | 1 | 1 | 0 |
| 12:00 PM | 0 | 8 | 96 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 11 | 0 | 13 | 92 | 0 | 334 | 1,379 | 1 | 0 | 1 | 0 |
| 12:15 PM | 0 | 13 | 88 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 13 | 1 | 16 | 99 | 0 | 344 | 1,412 | 4 | 1 | 0 | 0 |
| 12:30 PM | 0 | 8 | 87 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 12 | 1 | 17 | 120 | 0 | 353 | 1,398 | 2 | 1 | 0 | 0 |
| 12:45 PM | 0 | 17 | 95 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 13 | 0 | 20 | 85 | 0 | 348 | 1,416 | 1 | 0 | 0 | 1 |
| 1:00 PM | 0 | 14 | 104 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 10 | 0 | 16 | 114 | 0 | 367 | 1,454 | 1 | 0 | 1 | 1 |
| 1:15 PM | 0 | 10 | 82 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 14 | 1 | 9 | 100 | 0 | 330 | | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 11 | 106 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 12 | 0 | 12 | 107 | 0 | 371 | | 5 | 0 | 0 | 1 |
| 1:45 PM | 0 | 11 | 90 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 17 | 0 | 14 | 124 | 0 | 386 | | 0 | 0 | 0 | 0 |
| Count Total | 0 | 138 | 1,121 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 1,187 | 150 | 6 | 187 | 1,236 | 0 | 4,172 | | 27 | 5 | 3 | 5 |
| Peak Hour | 0 | 46 | 382 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 415 | 53 | 1 | 51 | 445 | 0 | 1,454 | | 6 | 0 | 1 | 2 |

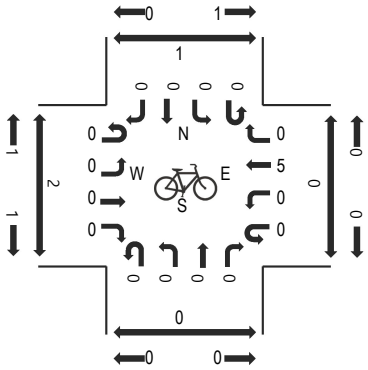
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 BROADWAY BLVD & LEAD AVE Noon
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 01:00 PM - 02:00 PM
**Peak 15-Minutes:** 01:45 PM - 02:00 PM

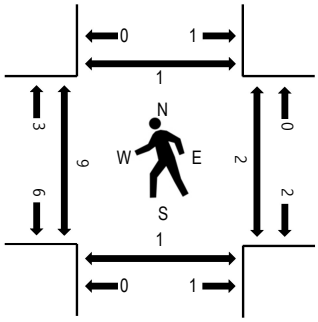
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

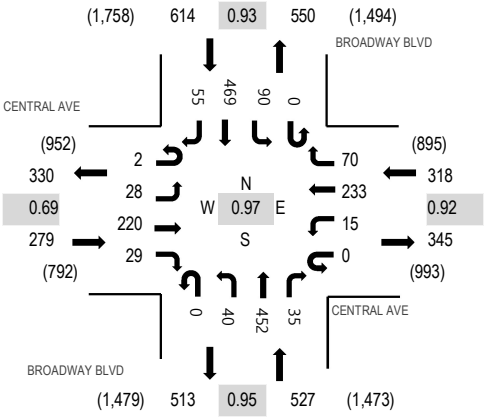
## Traffic Counts - Motorized Vehicles

| Interval Start Time | LEAD AVE Eastbound | | | | LEAD AVE Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 15 | 92 | 22 | 1 | 11 | 103 | 0 | 0 | 0 | 99 | 25 | 368 | 1,434 | 4 | 1 | 1 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 15 | 138 | 11 | 1 | 8 | 74 | 0 | 0 | 0 | 105 | 21 | 373 | 1,434 | 0 | 0 | 2 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 20 | 83 | 18 | 1 | 16 | 79 | 0 | 0 | 0 | 100 | 14 | 331 | 1,403 | 3 | 1 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 10 | 102 | 19 | 1 | 21 | 93 | 0 | 0 | 0 | 101 | 15 | 362 | 1,428 | 1 | 0 | 0 | 1 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 102 | 27 | 0 | 15 | 102 | 0 | 0 | 0 | 97 | 16 | 368 | 1,477 | 3 | 0 | 1 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 18 | 85 | 19 | 0 | 8 | 96 | 0 | 0 | 0 | 94 | 22 | 342 | 1,496 | 1 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 18 | 109 | 13 | 1 | 5 | 91 | 0 | 0 | 0 | 110 | 9 | 356 | 1,550 | 1 | 1 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 13 | 110 | 25 | 0 | 21 | 106 | 0 | 0 | 0 | 103 | 33 | 411 | 1,589 | 1 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 16 | 104 | 21 | 1 | 13 | 98 | 0 | 0 | 0 | 115 | 19 | 387 | 1,591 | 4 | 0 | 1 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 15 | 129 | 27 | 0 | 15 | 97 | 0 | 0 | 0 | 92 | 21 | 396 | | 4 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 15 | 109 | 20 | 0 | 12 | 108 | 0 | 0 | 0 | 108 | 23 | 395 | | 0 | 1 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 21 | 123 | 34 | 0 | 11 | 107 | 0 | 0 | 0 | 105 | 12 | 413 | | 1 | 1 | 0 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 185 | 1,286 | 256 | 6 | 156 | 1,154 | 0 | 0 | 0 | 1,229 | 230 | 4,502 | | 23 | 5 | 5 | 4 |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 67 | 465 | 102 | 1 | 51 | 410 | 0 | 0 | 0 | 420 | 75 | 1,591 | | 9 | 2 | 1 | 1 |

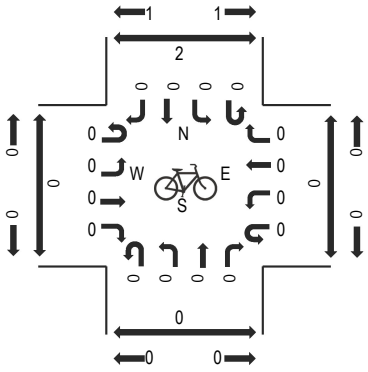
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 3 BROADWAY BLVD & CENTRAL AVE Noon
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 01:00 PM - 02:00 PM
**Peak 15-Minutes:** 01:30 PM - 01:45 PM

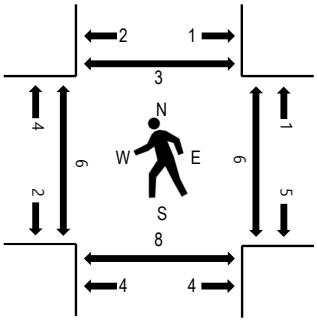
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

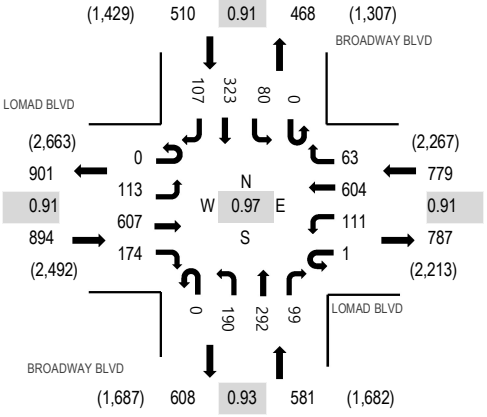
## Traffic Counts - Motorized Vehicles

| Interval Start Time | CENTRAL AVE Eastbound | | | | CENTRAL AVE Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 11:00 AM | 0 | 9 | 39 | 4 | 0 | 1 | 52 | 6 | 0 | 10 | 100 | 12 | 0 | 27 | 115 | 9 | 384 | 1,495 | 1 | 0 | 2 | 1 |
| 11:15 AM | 1 | 8 | 49 | 3 | 0 | 5 | 60 | 9 | 0 | 11 | 88 | 6 | 0 | 21 | 116 | 14 | 391 | 1,564 | 1 | 1 | 1 | 7 |
| 11:30 AM | 0 | 10 | 43 | 6 | 1 | 4 | 61 | 10 | 0 | 16 | 65 | 10 | 1 | 22 | 92 | 8 | 349 | 1,581 | 4 | 0 | 5 | 3 |
| 11:45 AM | 0 | 5 | 44 | 4 | 0 | 6 | 50 | 13 | 0 | 5 | 92 | 15 | 1 | 17 | 106 | 13 | 371 | 1,640 | 4 | 2 | 7 | 4 |
| 12:00 PM | 0 | 15 | 82 | 7 | 0 | 3 | 56 | 13 | 0 | 13 | 110 | 13 | 0 | 23 | 106 | 12 | 453 | 1,685 | 6 | 3 | 9 | 4 |
| 12:15 PM | 0 | 5 | 49 | 18 | 1 | 1 | 56 | 15 | 0 | 9 | 104 | 9 | 0 | 21 | 111 | 9 | 408 | 1,667 | 0 | 3 | 1 | 1 |
| 12:30 PM | 0 | 10 | 43 | 4 | 0 | 6 | 64 | 17 | 0 | 12 | 100 | 6 | 0 | 24 | 116 | 6 | 408 | 1,675 | 2 | 4 | 2 | 3 |
| 12:45 PM | 0 | 5 | 46 | 4 | 0 | 2 | 53 | 12 | 0 | 10 | 121 | 9 | 0 | 16 | 126 | 12 | 416 | 1,715 | 1 | 4 | 1 | 5 |
| 1:00 PM | 1 | 5 | 48 | 8 | 0 | 2 | 64 | 17 | 0 | 10 | 102 | 13 | 0 | 24 | 127 | 14 | 435 | 1,738 | 2 | 1 | 5 | 1 |
| 1:15 PM | 0 | 8 | 63 | 6 | 0 | 4 | 58 | 21 | 0 | 8 | 117 | 2 | 0 | 14 | 106 | 9 | 416 | | 2 | 3 | 1 | 1 |
| 1:30 PM | 0 | 9 | 57 | 8 | 0 | 6 | 57 | 13 | 0 | 9 | 119 | 11 | 0 | 21 | 118 | 20 | 448 | | 1 | 2 | 1 | 0 |
| 1:45 PM | 1 | 6 | 52 | 7 | 0 | 3 | 54 | 19 | 0 | 13 | 114 | 9 | 0 | 31 | 118 | 12 | 439 | | 1 | 0 | 1 | 1 |
| Count Total | 3 | 95 | 615 | 79 | 2 | 43 | 685 | 165 | 0 | 126 | 1,232 | 115 | 2 | 261 | 1,357 | 138 | 4,918 | | 25 | 23 | 36 | 31 |
| Peak Hour | 2 | 28 | 220 | 29 | 0 | 15 | 233 | 70 | 0 | 40 | 452 | 35 | 0 | 90 | 469 | 55 | 1,738 | | 6 | 6 | 8 | 3 |

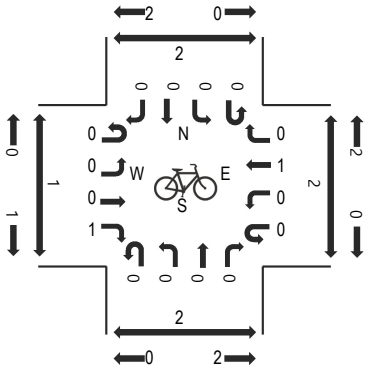
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 4 BROADWAY BLVD & LOMAD BLVD Noon
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 12:00 PM - 01:00 PM
**Peak 15-Minutes:** 12:00 PM - 12:15 PM

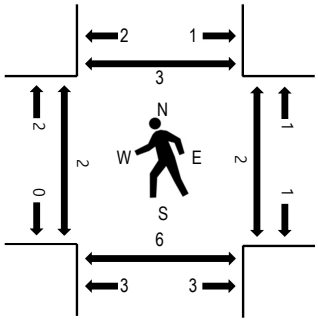
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

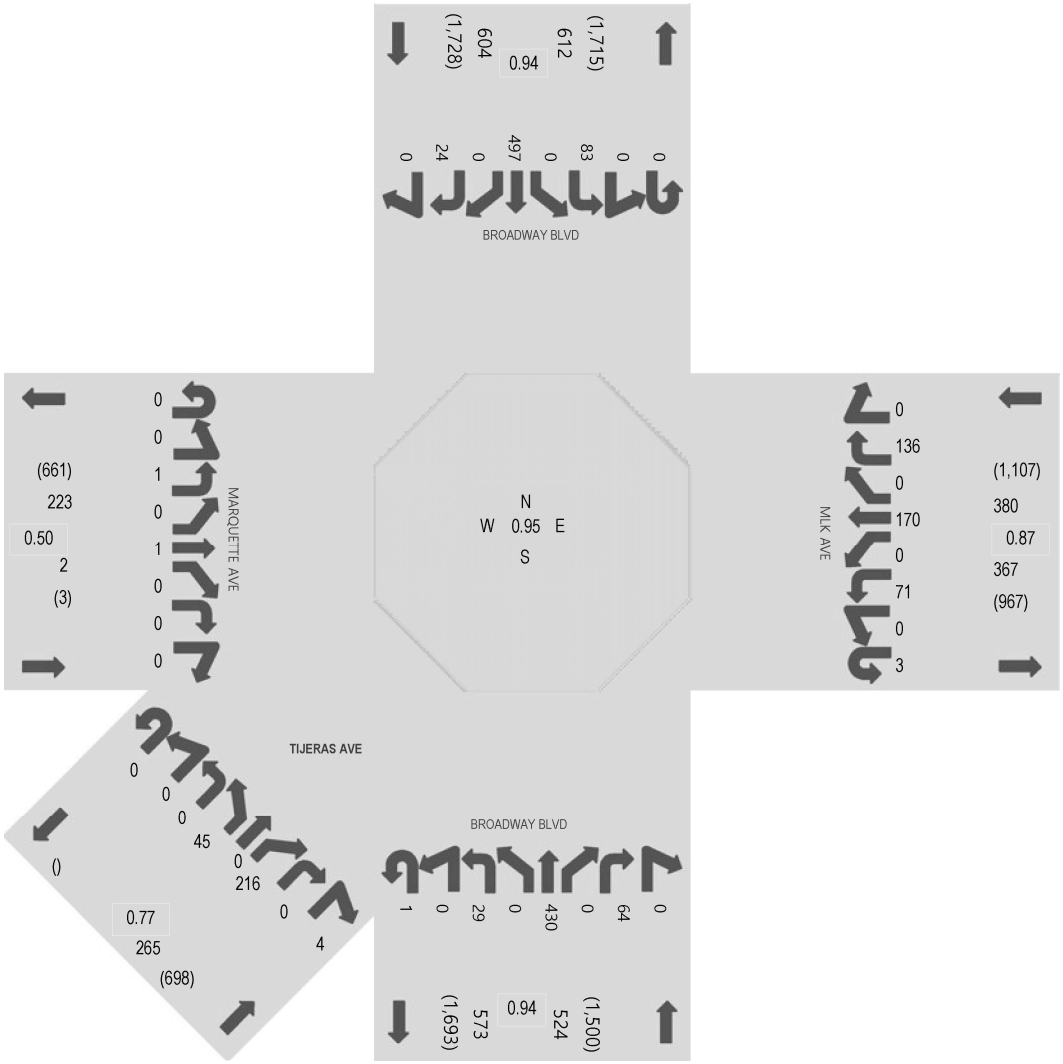
## Traffic Counts - Motorized Vehicles

| Interval Start Time | LOMAD BLVD Eastbound | | | | LOMAD BLVD Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 11:00 AM | 0 | 21 | 123 | 46 | 0 | 33 | 123 | 14 | 0 | 38 | 61 | 22 | 0 | 21 | 61 | 33 | 596 | 2,409 | 1 | 0 | 0 | 0 |
| 11:15 AM | 0 | 24 | 149 | 37 | 0 | 25 | 115 | 13 | 0 | 35 | 67 | 21 | 0 | 16 | 72 | 26 | 600 | 2,525 | 0 | 1 | 0 | 0 |
| 11:30 AM | 0 | 21 | 135 | 46 | 0 | 19 | 155 | 10 | 0 | 38 | 61 | 14 | 0 | 18 | 57 | 30 | 604 | 2,584 | 0 | 4 | 1 | 2 |
| 11:45 AM | 0 | 14 | 126 | 40 | 0 | 27 | 130 | 18 | 0 | 45 | 74 | 27 | 0 | 26 | 60 | 22 | 609 | 2,666 | 0 | 1 | 2 | 0 |
| 12:00 PM | 0 | 38 | 162 | 46 | 0 | 35 | 142 | 13 | 0 | 50 | 78 | 26 | 0 | 24 | 70 | 28 | 712 | 2,764 | 1 | 0 | 0 | 0 |
| 12:15 PM | 0 | 25 | 136 | 47 | 1 | 25 | 168 | 20 | 0 | 42 | 66 | 24 | 0 | 17 | 70 | 18 | 659 | 2,706 | 1 | 0 | 3 | 1 |
| 12:30 PM | 0 | 28 | 151 | 37 | 0 | 29 | 144 | 14 | 0 | 50 | 65 | 29 | 0 | 20 | 84 | 35 | 686 | 2,729 | 0 | 1 | 2 | 1 |
| 12:45 PM | 0 | 22 | 158 | 44 | 0 | 22 | 150 | 16 | 0 | 48 | 83 | 20 | 0 | 19 | 99 | 26 | 707 | 2,716 | 0 | 1 | 1 | 1 |
| 1:00 PM | 1 | 24 | 136 | 56 | 0 | 24 | 140 | 13 | 0 | 49 | 69 | 27 | 0 | 17 | 61 | 37 | 654 | 2,697 | 1 | 4 | 1 | 3 |
| 1:15 PM | 0 | 17 | 128 | 41 | 1 | 34 | 171 | 15 | 0 | 47 | 86 | 18 | 0 | 20 | 70 | 34 | 682 | | 1 | 2 | 2 | 5 |
| 1:30 PM | 0 | 17 | 139 | 52 | 0 | 23 | 169 | 8 | 0 | 42 | 75 | 24 | 0 | 27 | 72 | 25 | 673 | | 1 | 1 | 0 | 0 |
| 1:45 PM | 0 | 18 | 149 | 38 | 0 | 29 | 161 | 18 | 0 | 61 | 81 | 19 | 0 | 23 | 56 | 35 | 688 | | 0 | 1 | 4 | 1 |
| Count Total | 1 | 269 | 1,692 | 530 | 2 | 325 | 1,768 | 172 | 0 | 545 | 866 | 271 | 0 | 248 | 832 | 349 | 7,870 | | 6 | 16 | 16 | 14 |
| Peak Hour | 0 | 113 | 607 | 174 | 1 | 111 | 604 | 63 | 0 | 190 | 292 | 99 | 0 | 80 | 323 | 107 | 2,764 | | 2 | 2 | 6 | 3 |

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

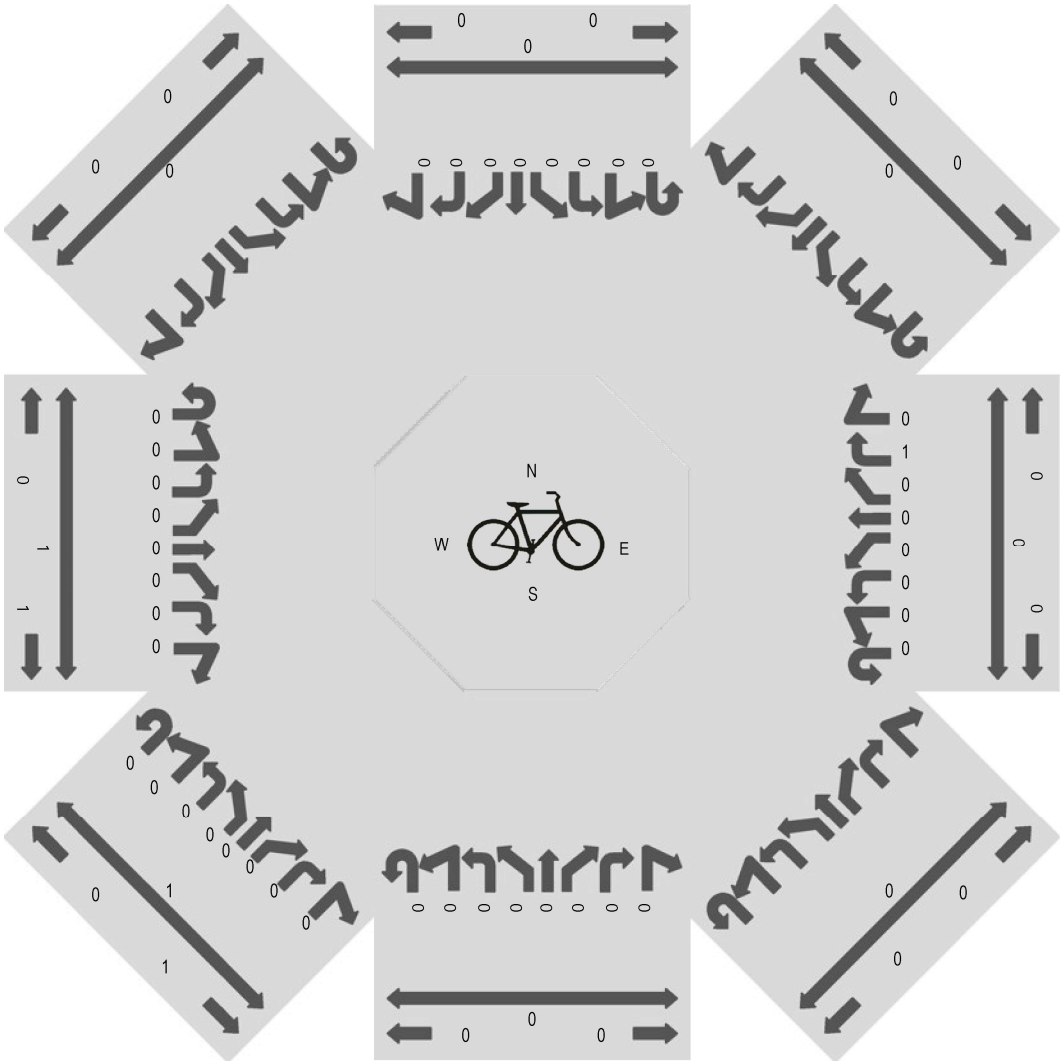
**Location:** 4 BROADWAY BLVD & MLK AVE Noon
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 12:00 PM - 01:00 PM
**Peak 15-Minutes:** 12:45 PM - 01:00 PM

## Peak Hour - All Vehicles

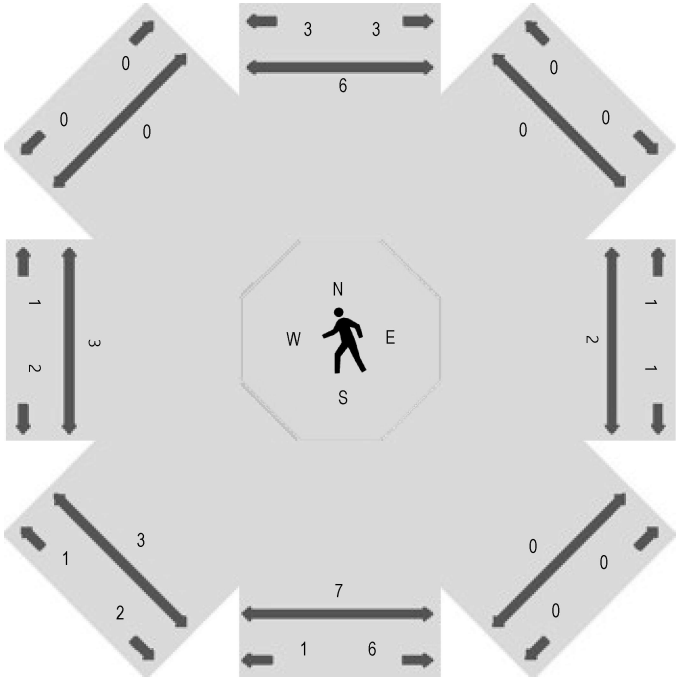



Note: Total study counts contained in parentheses.

Peak Hour - Bicycles




Peak Hour - Pedestrians



# Traffic Counts - Motorized Vehicles

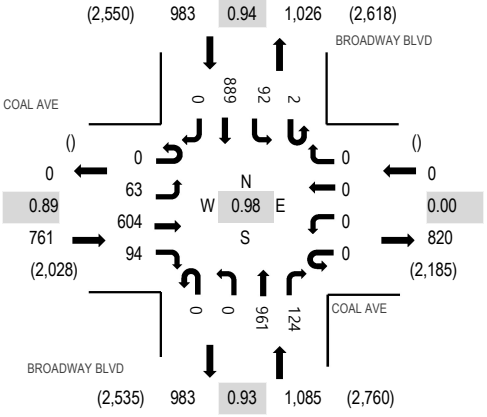
| Interval Start Time | Westbound | | | | | | | | Northwestbound | | | | | | | | Northbound | | | | | | | | Northeastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR |
| 11:00 AM | 0 | 0 | 13 | 0 | 49 | 0 | 19 | 0 | | | | | | | | | 0 | 0 | 5 | 0 | 95 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 44 | 0 | 0 |
| 11:15 AM | 0 | 0 | 23 | 0 | 45 | 0 | 32 | 0 | | | | | | | | | 0 | 0 | 3 | 0 | 86 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 48 | 0 | 3 |
| 11:30 AM | 0 | 0 | 17 | 0 | 48 | 0 | 30 | 0 | | | | | | | | | 0 | 0 | 4 | 0 | 75 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 44 | 0 | 1 |
| 11:45 AM | 1 | 0 | 20 | 0 | 37 | 0 | 30 | 0 | | | | | | | | | 0 | 0 | 5 | 0 | 98 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 57 | 0 | 3 |
| 12:00 PM | 1 | 0 | 10 | 0 | 40 | 0 | 29 | 0 | | | | | | | | | 0 | 0 | 12 | 0 | 115 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 68 | 0 | 0 |
| 12:15 PM | 1 | 0 | 15 | 0 | 37 | 0 | 40 | 0 | | | | | | | | | 1 | 0 | 5 | 0 | 99 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 46 | 0 | 1 |
| 12:30 PM | 1 | 0 | 20 | 0 | 37 | 0 | 33 | 0 | | | | | | | | | 0 | 0 | 5 | 0 | 103 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 58 | 0 | 1 |
| 12:45 PM | 0 | 0 | 26 | 0 | 56 | 0 | 34 | 0 | | | | | | | | | 0 | 0 | 7 | 0 | 113 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 44 | 0 | 2 |
| 1:00 PM | 0 | 0 | 21 | 0 | 45 | 0 | 38 | 0 | | | | | | | | | 0 | 0 | 2 | 0 | 107 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 33 | 0 | 2 |
| 1:15 PM | 1 | 0 | 14 | 0 | 48 | 0 | 22 | 0 | | | | | | | | | 0 | 0 | 5 | 0 | 129 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 44 | 0 | 0 |
| 1:30 PM | 0 | 0 | 17 | 0 | 36 | 0 | 21 | 0 | | | | | | | | | 1 | 0 | 7 | 0 | 123 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 46 | 0 | 3 |
| 1:45 PM | 1 | 0 | 24 | 0 | 52 | 0 | 23 | 0 | | | | | | | | | 1 | 0 | 3 | 0 | 115 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 48 | 0 | 1 |
| Count Total | 6 | 0 | 220 | 0 | 530 | 0 | 351 | 0 | | | | | | | | | 3 | 0 | 63 | 0 | 1,258 | 0 | 176 | 0 | 0 | 1 | 0 | 100 | 0 | 580 | 0 | 17 | |
| Peak Hour | 3 | 0 | 71 | 0 | 170 | 0 | 136 | 0 | | | | | | | | | 1 | 0 | 29 | 0 | 430 | 0 | 64 | 0 | 0 | 0 | 0 | 45 | 0 | 216 | 0 | 4 | |

| Interval Start Time | Eastbound | | | | | | | | Southeastbound | | | | | | | | Southbound | | | | | | | | Southwestbound | | | | | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 2 | 0 | 16 | 0 | 120 | 0 | 5 | 0 | | | | | | | | | 392 | 1,574 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 0 | 0 | 16 | 0 | 122 | 0 | 7 | 0 | | | | | | | | | 402 | 1,647 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 21 | 0 | 101 | 0 | 4 | 0 | | | | | | | | | 368 | 1,642 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 17 | 0 | 114 | 0 | 8 | 0 | | | | | | | | | 412 | 1,721 |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 14 | 0 | 125 | 0 | 7 | 0 | | | | | | | | | 465 | 1,775 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 22 | 0 | 110 | 0 | 2 | 0 | | | | | | | | | 397 | 1,730 |
| 12:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 24 | 0 | 132 | 0 | 5 | 0 | | | | | | | | | 447 | 1,755 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 23 | 0 | 130 | 0 | 10 | 0 | | | | | | | | | 466 | 1,732 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 14 | 0 | 131 | 0 | 6 | 0 | | | | | | | | | 420 | 1,687 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 12 | 0 | 117 | 0 | 6 | 0 | | | | | | | | | 422 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 14 | 0 | 134 | 0 | 2 | 0 | | | | | | | | | 424 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 11 | 0 | 116 | 0 | 5 | 0 | | | | | | | | | 421 | |
| Count Total | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | | | | | | | | | 5 | 0 | 204 | 0 | 1,452 | 0 | 67 | 0 | | | | | | | | | 5,036 | |
| Peak Hour | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 83 | 0 | 497 | 0 | 24 | 0 | | | | | | | | | 1,775 | |

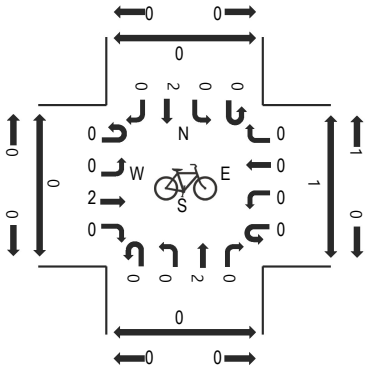
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 1 BROADWAY BLVD & COAL AVE PM
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 04:00 PM - 05:00 PM
**Peak 15-Minutes:** 04:45 PM - 05:00 PM

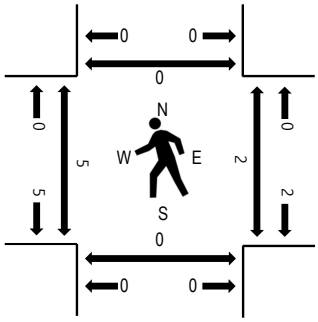
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

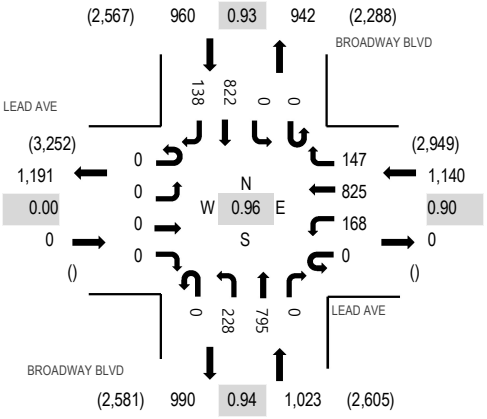
## Traffic Counts - Motorized Vehicles

| Interval Start Time | COAL AVE Eastbound | | | | COAL AVE Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 3:30 PM | 0 | 20 | 140 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 30 | 0 | 25 | 195 | 0 | 599 | 2,694 | 0 | 0 | 1 | 0 |
| 3:45 PM | 0 | 18 | 129 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 251 | 34 | 0 | 21 | 212 | 0 | 685 | 2,791 | 1 | 0 | 1 | 1 |
| 4:00 PM | 0 | 19 | 142 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 42 | 0 | 31 | 231 | 0 | 705 | 2,829 | 1 | 0 | 0 | 0 |
| 4:15 PM | 0 | 11 | 140 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 251 | 32 | 0 | 18 | 231 | 0 | 705 | 2,815 | 3 | 0 | 0 | 0 |
| 4:30 PM | 0 | 18 | 169 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 19 | 1 | 25 | 203 | 0 | 696 | 2,775 | 1 | 2 | 0 | 0 |
| 4:45 PM | 0 | 15 | 153 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 31 | 1 | 18 | 224 | 0 | 723 | 2,667 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 11 | 190 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 234 | 19 | 1 | 29 | 181 | 0 | 691 | 2,478 | 1 | 2 | 0 | 1 |
| 5:15 PM | 0 | 15 | 130 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 28 | 0 | 19 | 231 | 0 | 665 | 2,230 | 3 | 5 | 0 | 3 |
| 5:30 PM | 0 | 7 | 139 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 24 | 0 | 21 | 182 | 0 | 588 | 1,869 | 1 | 1 | 1 | 0 |
| 5:45 PM | 0 | 15 | 102 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 18 | 0 | 7 | 212 | 0 | 534 | | 1 | 0 | 0 | 0 |
| 6:00 PM | 0 | 11 | 125 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 20 | 1 | 17 | 112 | 0 | 443 | | 4 | 0 | 0 | 1 |
| 6:15 PM | 0 | 5 | 72 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 14 | 0 | 12 | 89 | 0 | 304 | | 1 | 1 | 0 | 0 |
| Count Total | 0 | 165 | 1,631 | 232 | 0 | 0 | 0 | 0 | 0 | 0 | 2,449 | 311 | 4 | 243 | 2,303 | 0 | 7,338 | | 17 | 11 | 3 | 6 |
| Peak Hour | 0 | 63 | 604 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 961 | 124 | 2 | 92 | 889 | 0 | 2,829 | | 5 | 2 | 0 | 0 |

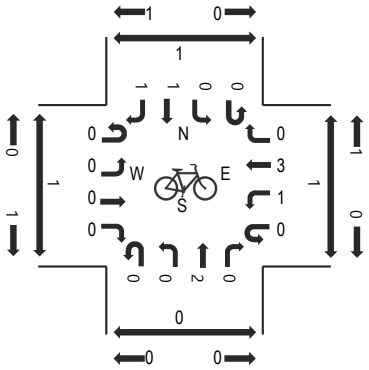
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 BROADWAY BLVD & LEAD AVE PM
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 04:00 PM - 05:00 PM
**Peak 15-Minutes:** 04:30 PM - 04:45 PM

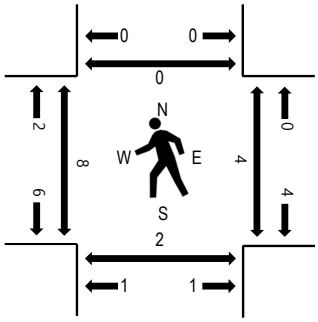
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

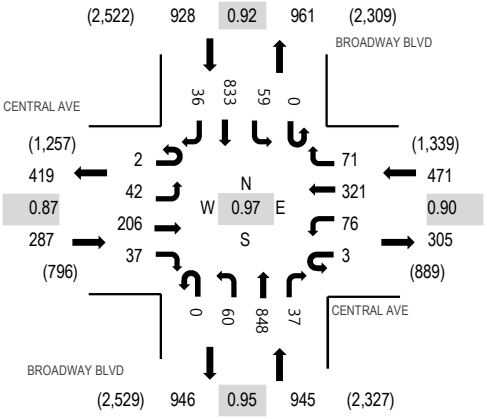
## Traffic Counts - Motorized Vehicles

| Interval Start Time | LEAD AVE Eastbound | | | | LEAD AVE Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 30 | 144 | 28 | 0 | 25 | 149 | 0 | 0 | 0 | 180 | 22 | 578 | 2,857 | 0 | 0 | 1 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 45 | 147 | 36 | 1 | 39 | 232 | 0 | 0 | 0 | 200 | 41 | 741 | 3,094 | 0 | 1 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 36 | 177 | 44 | 0 | 50 | 190 | 0 | 0 | 0 | 234 | 31 | 762 | 3,123 | 3 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 55 | 214 | 46 | 0 | 62 | 184 | 0 | 0 | 0 | 186 | 29 | 776 | 3,103 | 2 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 39 | 213 | 26 | 0 | 54 | 222 | 0 | 0 | 0 | 211 | 50 | 815 | 3,065 | 2 | 4 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 38 | 221 | 31 | 0 | 62 | 199 | 0 | 0 | 0 | 191 | 28 | 770 | 2,934 | 1 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 37 | 187 | 29 | 1 | 69 | 186 | 0 | 0 | 0 | 191 | 42 | 742 | 2,755 | 3 | 2 | 1 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 50 | 226 | 30 | 0 | 56 | 167 | 0 | 0 | 0 | 178 | 31 | 738 | 2,526 | 2 | 4 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 33 | 184 | 11 | 0 | 68 | 157 | 0 | 0 | 0 | 195 | 36 | 684 | 2,199 | 0 | 1 | 2 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 38 | 174 | 19 | 0 | 61 | 96 | 0 | 0 | 0 | 160 | 43 | 591 | | 1 | 0 | 2 | 1 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 14 | 129 | 13 | 0 | 61 | 115 | 0 | 0 | 0 | 142 | 39 | 513 | | 2 | 1 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 16 | 168 | 21 | 0 | 42 | 57 | 0 | 0 | 0 | 80 | 27 | 411 | | 1 | 1 | 0 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 431 | 2,184 | 334 | 2 | 649 | 1,954 | 0 | 0 | 0 | 2,148 | 419 | 8,121 | | 17 | 14 | 8 | 3 |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 168 | 825 | 147 | 0 | 228 | 795 | 0 | 0 | 0 | 822 | 138 | 3,123 | | 8 | 4 | 2 | 0 |

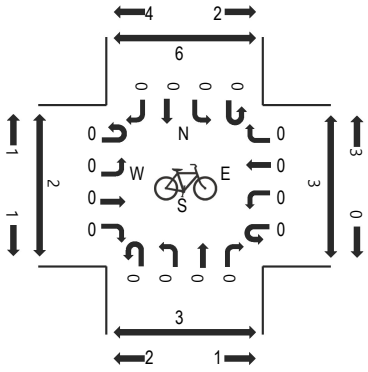
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 3 BROADWAY BLVD & CENTRAL AVE PM
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 03:45 PM - 04:45 PM
**Peak 15-Minutes:** 04:30 PM - 04:45 PM

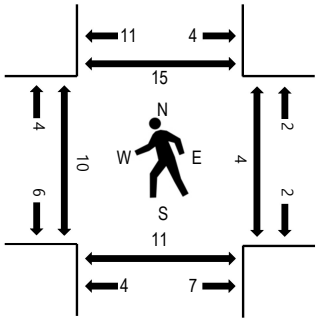
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

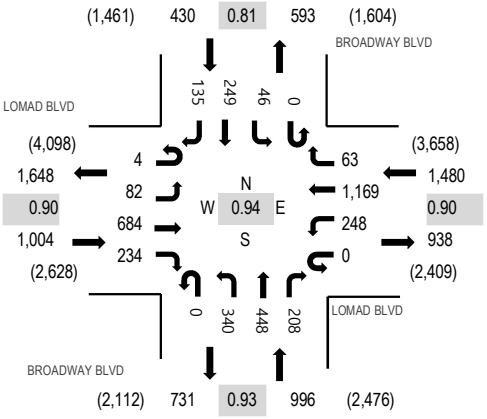
## Traffic Counts - Motorized Vehicles

| Interval Start Time | CENTRAL AVE Eastbound | | | | CENTRAL AVE Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 3:30 PM | 1 | 15 | 51 | 8 | 0 | 19 | 78 | 17 | 0 | 10 | 174 | 11 | 0 | 25 | 184 | 10 | 603 | 2,557 | 1 | 1 | 0 | 2 |
| 3:45 PM | 0 | 7 | 49 | 17 | 0 | 17 | 88 | 17 | 0 | 14 | 203 | 9 | 0 | 18 | 190 | 10 | 639 | 2,631 | 0 | 0 | 2 | 1 |
| 4:00 PM | 0 | 13 | 44 | 10 | 1 | 18 | 72 | 15 | 0 | 12 | 208 | 10 | 0 | 16 | 232 | 9 | 660 | 2,613 | 2 | 1 | 1 | 7 |
| 4:15 PM | 0 | 13 | 58 | 6 | 0 | 21 | 71 | 20 | 0 | 15 | 216 | 8 | 0 | 11 | 205 | 11 | 655 | 2,596 | 4 | 2 | 4 | 3 |
| 4:30 PM | 2 | 9 | 55 | 4 | 2 | 20 | 90 | 19 | 0 | 19 | 221 | 10 | 0 | 14 | 206 | 6 | 677 | 2,549 | 4 | 1 | 4 | 4 |
| 4:45 PM | 0 | 9 | 49 | 13 | 0 | 13 | 73 | 8 | 0 | 13 | 202 | 9 | 1 | 19 | 201 | 11 | 621 | 2,416 | 3 | 3 | 2 | 6 |
| 5:00 PM | 0 | 5 | 78 | 5 | 0 | 18 | 80 | 19 | 0 | 18 | 203 | 9 | 0 | 10 | 186 | 12 | 643 | 2,311 | 0 | 3 | 3 | 2 |
| 5:15 PM | 1 | 2 | 47 | 10 | 0 | 16 | 96 | 20 | 0 | 20 | 170 | 10 | 0 | 16 | 193 | 7 | 608 | 2,138 | 4 | 3 | 3 | 6 |
| 5:30 PM | 0 | 8 | 34 | 6 | 1 | 20 | 60 | 6 | 0 | 9 | 162 | 8 | 0 | 17 | 199 | 14 | 544 | 1,878 | 2 | 0 | 3 | 2 |
| 5:45 PM | 0 | 4 | 43 | 13 | 0 | 14 | 62 | 15 | 2 | 20 | 103 | 15 | 0 | 14 | 204 | 7 | 516 | | 6 | 1 | 5 | 1 |
| 6:00 PM | 1 | 6 | 44 | 5 | 1 | 14 | 109 | 14 | 0 | 16 | 103 | 8 | 0 | 7 | 131 | 11 | 470 | | 0 | 1 | 1 | 1 |
| 6:15 PM | 0 | 4 | 43 | 4 | 0 | 7 | 76 | 12 | 0 | 14 | 66 | 7 | 0 | 8 | 98 | 9 | 348 | | 2 | 5 | 6 | 0 |
| Count Total | 5 | 95 | 595 | 101 | 5 | 197 | 955 | 182 | 2 | 180 | 2,031 | 114 | 1 | 175 | 2,229 | 117 | 6,984 | | 28 | 21 | 34 | 35 |
| Peak Hour | 2 | 42 | 206 | 37 | 3 | 76 | 321 | 71 | 0 | 60 | 848 | 37 | 0 | 59 | 833 | 36 | 2,631 | | 10 | 4 | 11 | 15 |

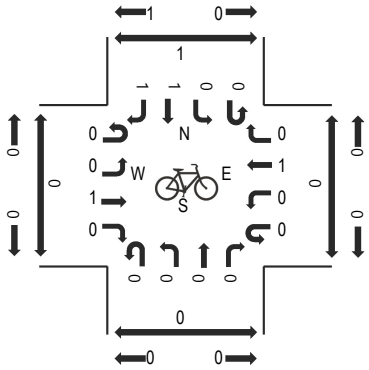
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 4 BROADWAY BLVD & LOMAD BLVD PM
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 04:30 PM - 04:45 PM

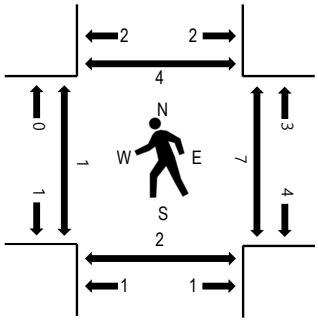
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

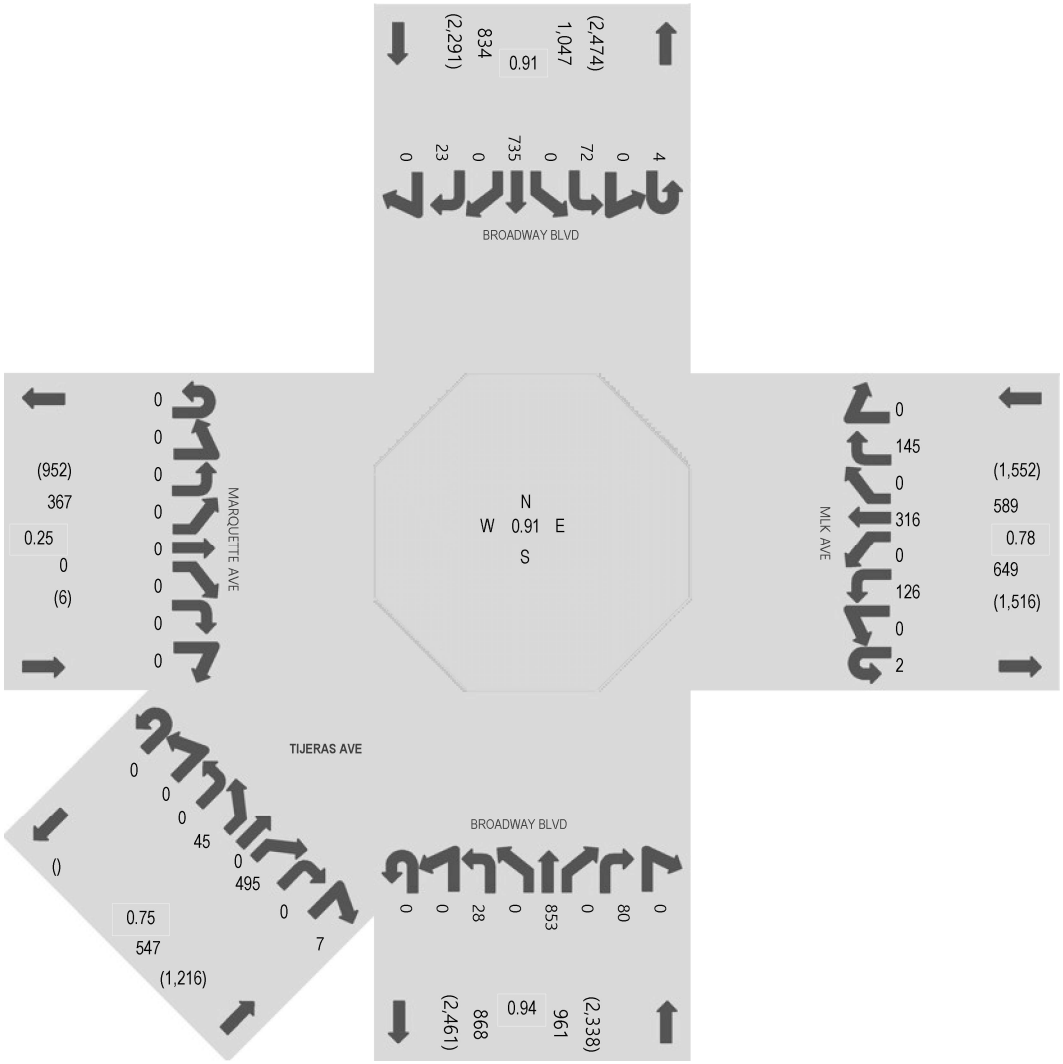
## Traffic Counts - Motorized Vehicles

| Interval Start Time | LOMAD BLVD Eastbound | | | | LOMAD BLVD Westbound | | | | BROADWAY BLVD Northbound | | | | BROADWAY BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 3:30 PM | 0 | 38 | 168 | 52 | 1 | 50 | 197 | 17 | 0 | 57 | 102 | 37 | 0 | 22 | 95 | 29 | 865 | 3,557 | 0 | 0 | 2 | 0 |
| 3:45 PM | 0 | 29 | 147 | 41 | 0 | 46 | 164 | 14 | 0 | 68 | 140 | 43 | 0 | 26 | 115 | 52 | 885 | 3,732 | 0 | 0 | 1 | 2 |
| 4:00 PM | 0 | 33 | 190 | 40 | 0 | 60 | 213 | 14 | 0 | 73 | 111 | 36 | 0 | 18 | 98 | 33 | 919 | 3,825 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 26 | 147 | 45 | 0 | 53 | 198 | 13 | 0 | 90 | 134 | 48 | 0 | 15 | 78 | 41 | 888 | 3,906 | 0 | 0 | 0 | 1 |
| 4:30 PM | 2 | 18 | 201 | 58 | 0 | 58 | 303 | 13 | 0 | 75 | 117 | 56 | 0 | 14 | 89 | 36 | 1,040 | 3,910 | 0 | 1 | 0 | 0 |
| 4:45 PM | 0 | 13 | 148 | 45 | 0 | 67 | 273 | 14 | 0 | 84 | 141 | 52 | 0 | 12 | 90 | 39 | 978 | 3,752 | 1 | 1 | 0 | 2 |
| 5:00 PM | 2 | 28 | 187 | 55 | 0 | 59 | 325 | 16 | 0 | 76 | 91 | 62 | 0 | 12 | 53 | 34 | 1,000 | 3,522 | 0 | 2 | 0 | 1 |
| 5:15 PM | 0 | 23 | 148 | 76 | 0 | 64 | 268 | 20 | 0 | 105 | 99 | 38 | 0 | 8 | 17 | 26 | 892 | 3,133 | 0 | 3 | 2 | 1 |
| 5:30 PM | 0 | 27 | 134 | 69 | 1 | 79 | 321 | 23 | 0 | 65 | 64 | 29 | 0 | 11 | 34 | 25 | 882 | 2,756 | 0 | 1 | 1 | 0 |
| 5:45 PM | 0 | 12 | 113 | 46 | 0 | 53 | 237 | 10 | 0 | 57 | 69 | 12 | 0 | 10 | 96 | 33 | 748 | | 0 | 0 | 1 | 0 |
| 6:00 PM | 0 | 10 | 86 | 34 | 0 | 36 | 189 | 7 | 0 | 62 | 52 | 25 | 0 | 14 | 62 | 34 | 611 | | 0 | 1 | 2 | 1 |
| 6:15 PM | 0 | 9 | 109 | 19 | 0 | 26 | 146 | 10 | 0 | 45 | 47 | 14 | 0 | 15 | 54 | 21 | 515 | | 1 | 1 | 0 | 0 |
| Count Total | 4 | 266 | 1,778 | 580 | 2 | 651 | 2,834 | 171 | 0 | 857 | 1,167 | 452 | 0 | 177 | 881 | 403 | 10,223 | | 2 | 10 | 9 | 10 |
| Peak Hour | 4 | 82 | 684 | 234 | 0 | 248 | 1,169 | 63 | 0 | 340 | 448 | 208 | 0 | 46 | 249 | 135 | 3,910 | | 1 | 7 | 2 | 4 |

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

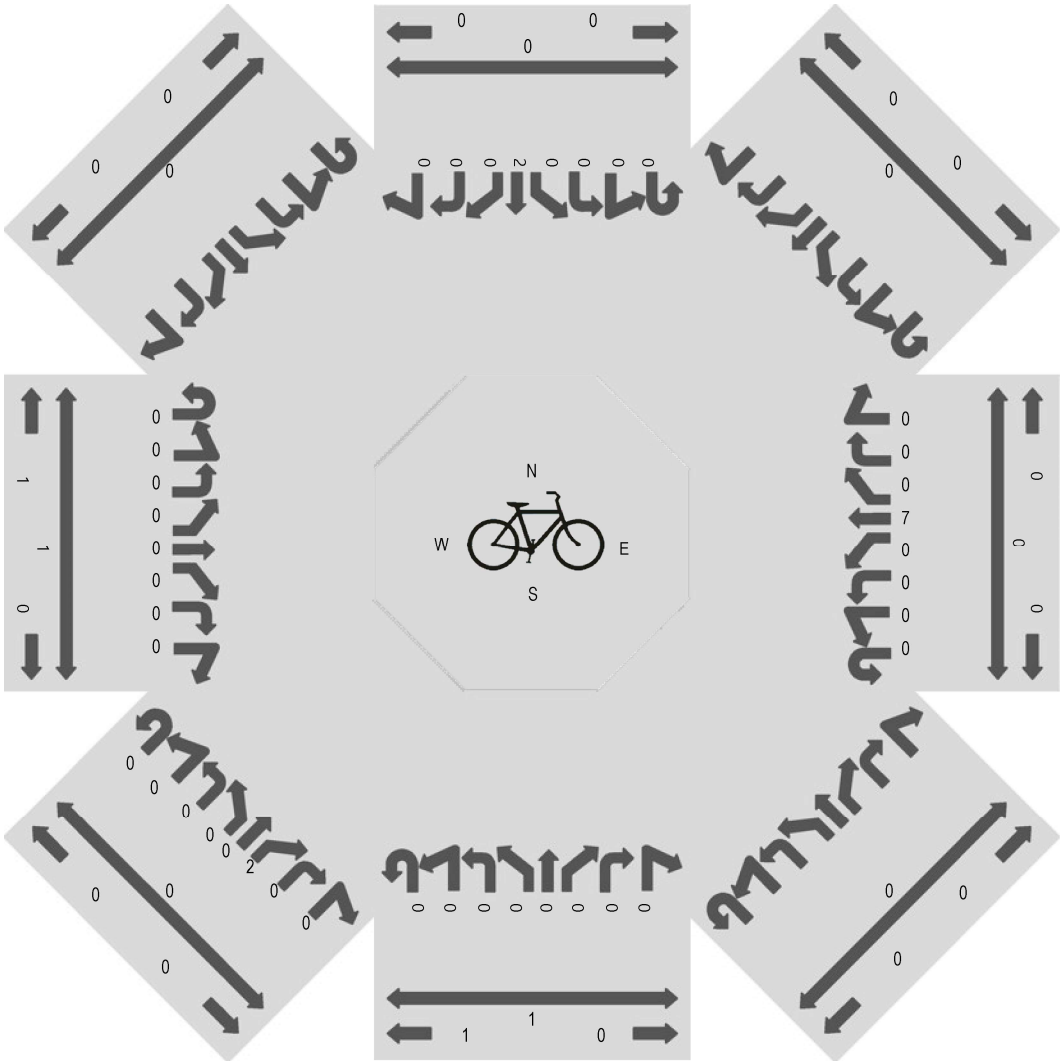
**Location:** 4 BROADWAY BLVD & MLK AVE PM
**Date:** Wednesday, November 1, 2023
**Peak Hour:** 04:15 PM - 05:15 PM
**Peak 15-Minutes:** 04:30 PM - 04:45 PM

## Peak Hour - All Vehicles

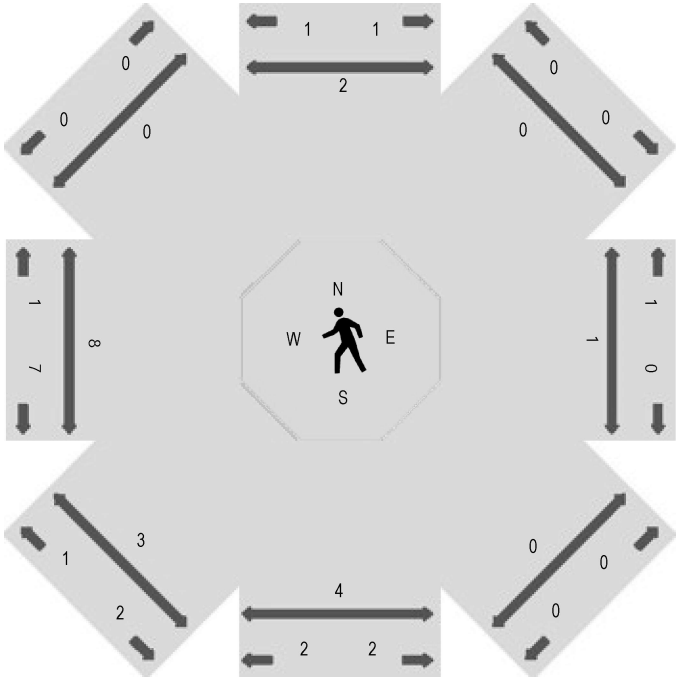



Note: Total study counts contained in parentheses.

Peak Hour - Bicycles




Peak Hour - Pedestrians



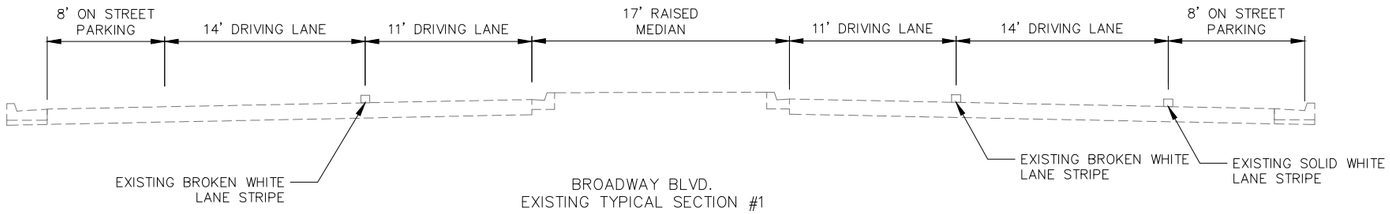
# Traffic Counts - Motorized Vehicles

| Interval Start Time | Westbound | | | | | | | | Northwestbound | | | | | | | | Northbound | | | | | | | | Northeastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR |
| 3:30 PM | 1 | 0 | 39 | 0 | 67 | 0 | 37 | 0 | | | | | | | | | 1 | 0 | 7 | 0 | 172 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 104 | 0 | 0 |
| 3:45 PM | 0 | 0 | 41 | 0 | 60 | 0 | 24 | 0 | | | | | | | | | 0 | 0 | 5 | 0 | 205 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 67 | 0 | 1 |
| 4:00 PM | 0 | 0 | 41 | 0 | 69 | 0 | 30 | 0 | | | | | | | | | 0 | 0 | 2 | 0 | 180 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 123 | 0 | 2 |
| 4:15 PM | 0 | 0 | 32 | 0 | 61 | 0 | 27 | 0 | | | | | | | | | 0 | 0 | 4 | 0 | 230 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 94 | 0 | 1 |
| 4:30 PM | 0 | 0 | 28 | 0 | 110 | 0 | 56 | 0 | | | | | | | | | 0 | 0 | 8 | 0 | 219 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 135 | 0 | 2 |
| 4:45 PM | 0 | 0 | 35 | 0 | 72 | 0 | 26 | 0 | | | | | | | | | 0 | 0 | 4 | 0 | 208 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 103 | 0 | 1 |
| 5:00 PM | 2 | 0 | 31 | 0 | 73 | 0 | 36 | 0 | | | | | | | | | 0 | 0 | 12 | 0 | 196 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 163 | 0 | 3 |
| 5:15 PM | 0 | 0 | 35 | 0 | 80 | 0 | 25 | 0 | | | | | | | | | 2 | 0 | 8 | 0 | 194 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 105 | 0 | 2 |
| 5:30 PM | 0 | 0 | 38 | 0 | 67 | 0 | 16 | 0 | | | | | | | | | 0 | 0 | 8 | 0 | 132 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 68 | 0 | 1 |
| 5:45 PM | 1 | 0 | 31 | 0 | 72 | 0 | 26 | 0 | | | | | | | | | 0 | 0 | 8 | 0 | 106 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 58 | 0 | 2 |
| 6:00 PM | 0 | 0 | 31 | 0 | 44 | 0 | 27 | 0 | | | | | | | | | 0 | 0 | 5 | 0 | 107 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 48 | 0 | 0 |
| 6:15 PM | 0 | 0 | 12 | 0 | 35 | 0 | 14 | 0 | | | | | | | | | 0 | 0 | 4 | 0 | 77 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 35 | 0 | 0 |
| Count Total | 4 | 0 | 394 | 0 | 810 | 0 | 344 | 0 | | | | | | | | | 3 | 0 | 75 | 0 | 2,026 | 0 | 234 | 0 | 0 | 1 | 0 | 0 | 97 | 0 | 1,103 | 0 | 15 |
| Peak Hour | 2 | 0 | 126 | 0 | 316 | 0 | 145 | 0 | | | | | | | | | 0 | 0 | 28 | 0 | 853 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 495 | 0 | 7 |

| Interval Start Time | Eastbound | | | | | | | | Southeastbound | | | | | | | | Southbound | | | | | | | | Southwestbound | | | | | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 24 | 0 | 176 | 0 | 5 | 0 | | | | | | | | | 663 | 2,726 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 12 | 0 | 202 | 0 | 4 | 0 | | | | | | | | | 669 | 2,869 |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | | | | | | | | | 0 | 0 | 18 | 0 | 191 | 0 | 6 | 0 | | | | | | | | | 719 | 2,904 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 18 | 0 | 180 | 0 | 0 | 0 | | | | | | | | | 675 | 2,931 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 15 | 0 | 180 | 0 | 8 | 0 | | | | | | | | | 806 | 2,909 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 18 | 0 | 211 | 0 | 5 | 0 | | | | | | | | | 704 | 2,628 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 21 | 0 | 164 | 0 | 10 | 0 | | | | | | | | | 746 | 2,445 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 13 | 0 | 167 | 0 | 8 | 0 | | | | | | | | | 653 | 2,114 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 8 | 0 | 161 | 0 | 4 | 0 | | | | | | | | | 525 | 1,768 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 11 | 0 | 184 | 0 | 8 | 0 | | | | | | | | | 521 | |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 12 | 0 | 123 | 0 | 5 | 0 | | | | | | | | | 415 | |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 4 | 0 | 105 | 0 | 3 | 0 | | | | | | | | | 307 | |
| Count Total | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | | | | | | | | | 7 | 0 | 174 | 0 | 2,044 | 0 | 66 | 0 | | | | | | | | | 7,403 | |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 4 | 0 | 72 | 0 | 735 | 0 | 23 | 0 | | | | | | | | | 2,931 | |

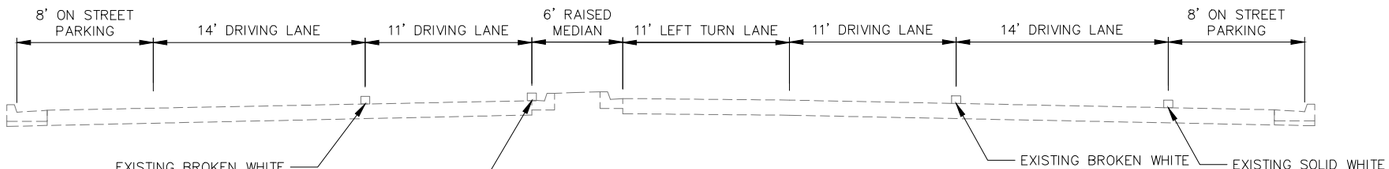
# Appendix B: Existing and Proposed Typical Sections

**Appendix B - Existing and Proposed Typical Sections**
**Broadway Boulevard Road Diet Traffic Analysis**




BROADWAY BLVD.
EXISTING TYPICAL SECTION #1

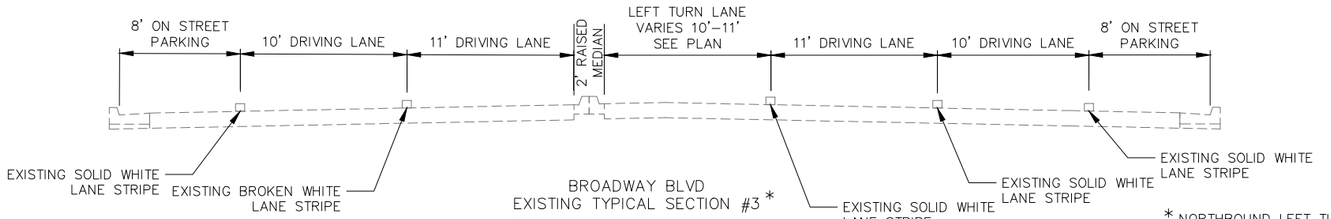
COAL AVE. TO GOLD AVE.
MAJOR INTERSECTION APPROACHES
N.T.S.




BROADWAY BLVD.
EXISTING TYPICAL SECTION #2 *

COAL AVE. TO GOLD AVE.
MIDBLOCK
N.T.S.

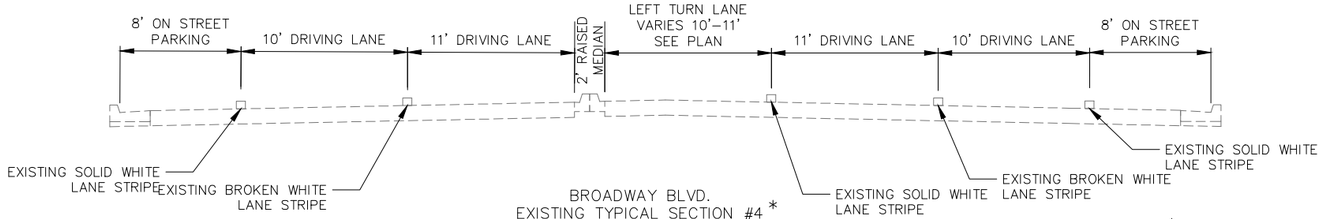
* NORTHBOUND LEFT TURN LANE SHOWN, MIRROR SECTION FOR SOUTHBOUND.




BROADWAY BLVD
EXISTING TYPICAL SECTION #3 *

GOLD AVE. TO TIJERAS AVE.
MAJOR INTERSECTION APPROACHES
N.T.S.

* NORTHBOUND LEFT TURN LANE SHOWN, MIRROR SECTION FOR SOUTHBOUND.

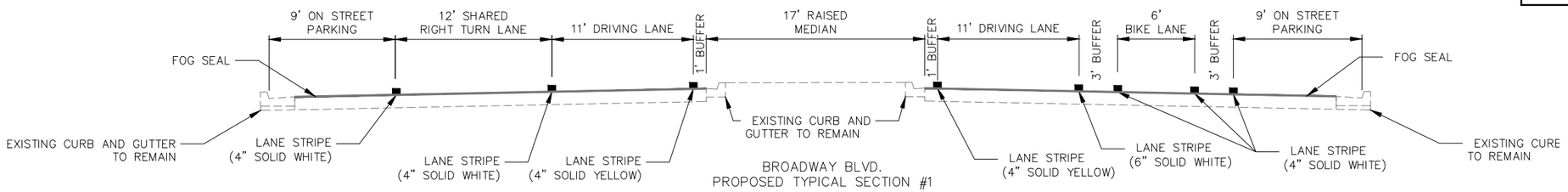



BROADWAY BLVD.
EXISTING TYPICAL SECTION #4 *

GOLD AVE. TO TIJERAS AVE.
MIDBLOCK
N.T.S.

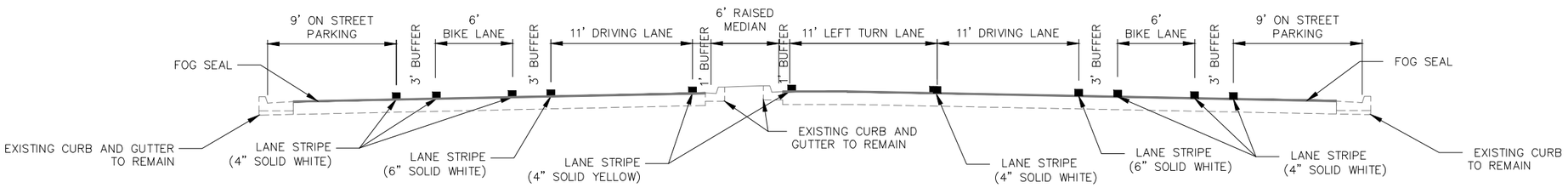
* NORTHBOUND LEFT TURN LANE SHOWN, MIRROR SECTION FOR SOUTHBOUND.

**Appendix B - Existing and Proposed Typical Sections**
**Broadway Boulevard Road Diet Traffic Analysis**




BROADWAY BLVD.
PROPOSED TYPICAL SECTION #1

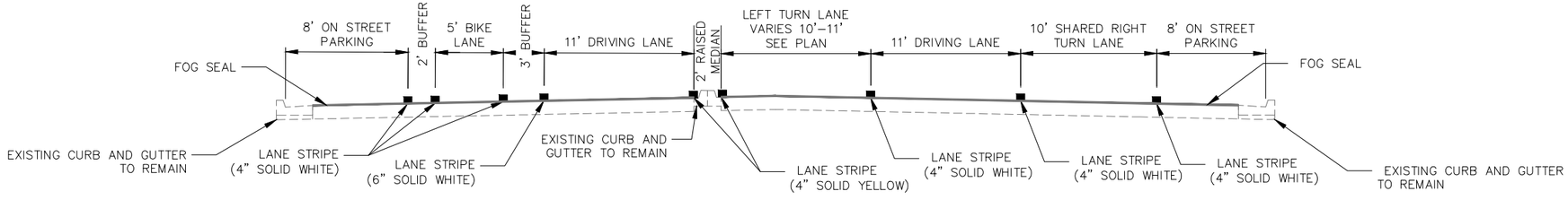
COAL AVE. TO GOLD AVE.
MAJOR INTERSECTION APPROACHES
N.T.S.




BROADWAY BLVD.
PROPOSED TYPICAL SECTION #2 *

COAL AVE. TO GOLD AVE.
MIDBLOCK
N.T.S.

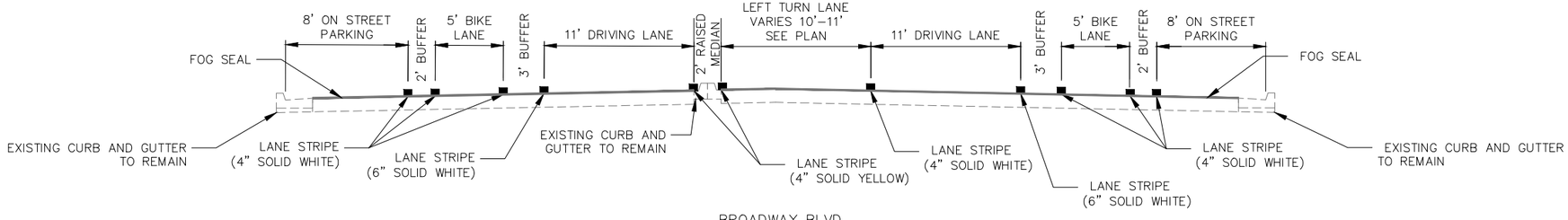
* NORTHBOUND LEFT TURN LANE SHOWN, MIRROR SECTION FOR SOUTHBOUND.




BROADWAY BLVD
PROPOSED TYPICAL SECTION #3 *

GOLD AVE. TO TIJERAS AVE.
MAJOR INTERSECTION APPROACHES
N.T.S.

* NORTHBOUND LEFT TURN LANE SHOWN, MIRROR SECTION FOR SOUTHBOUND.

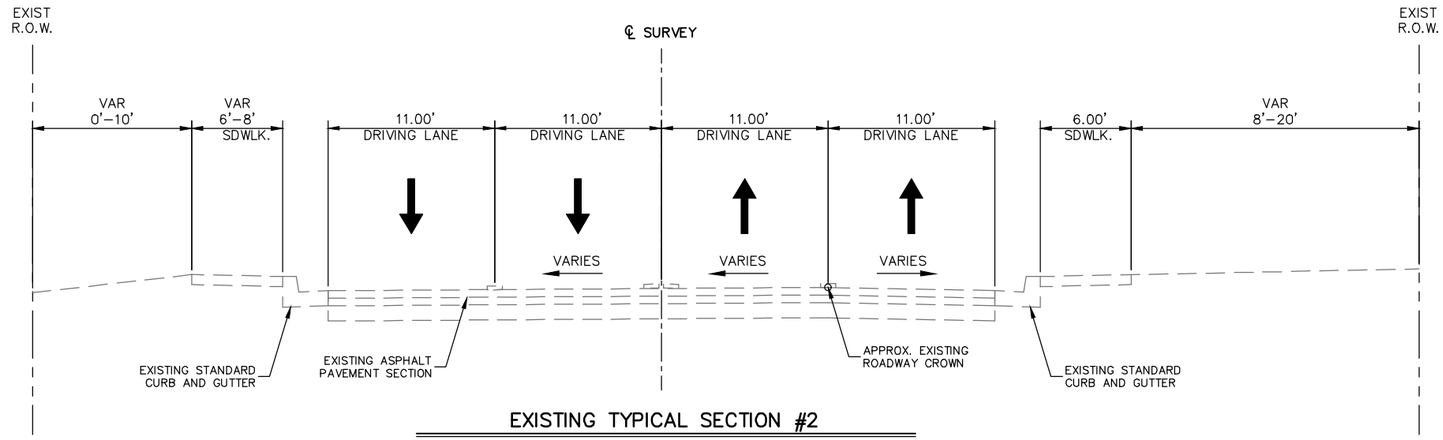



BROADWAY BLVD.
PROPOSED TYPICAL SECTION #4 *

GOLD AVE. TO TIJERAS AVE.
MIDBLOCK
N.T.S.

* NORTHBOUND LEFT TURN LANE SHOWN, MIRROR SECTION FOR SOUTHBOUND.

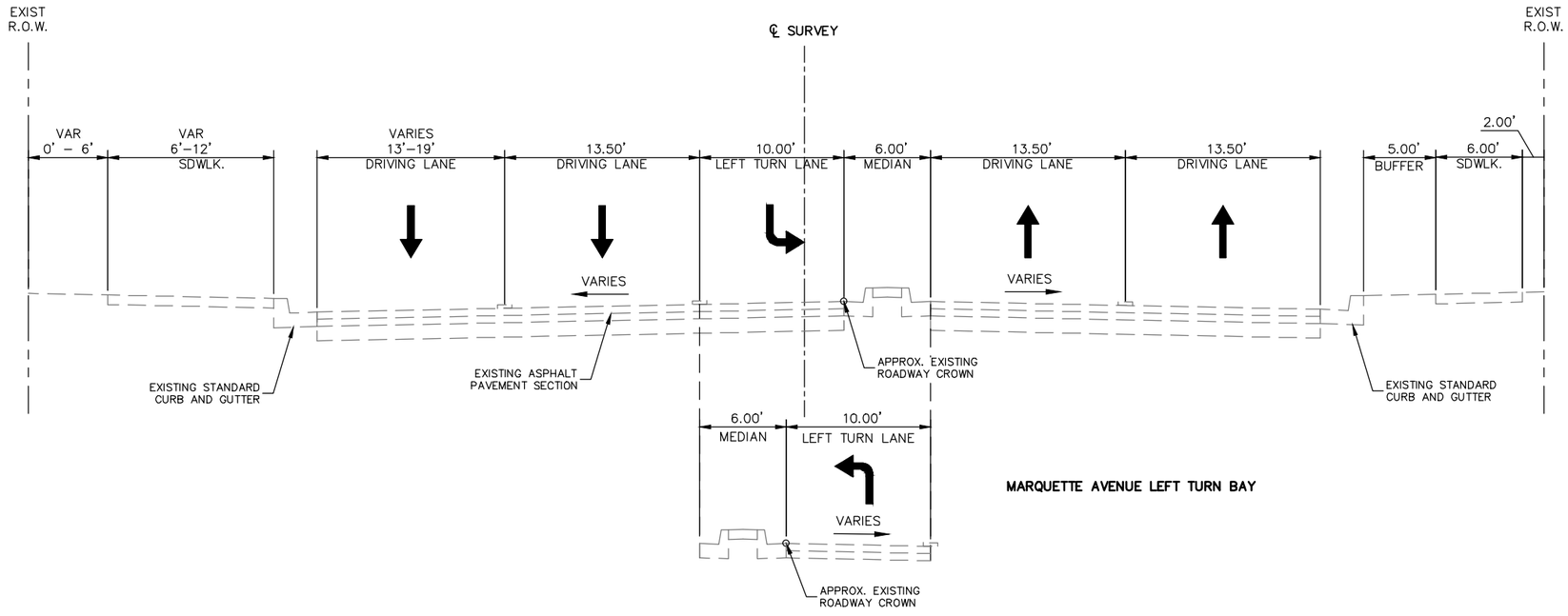
**Appendix B - Existing and Proposed Typical Sections**
**Broadway Boulevard Road Diet Traffic Analysis**




## EXISTING TYPICAL SECTION #2

MARQUETTE AVENUE TO MCDONALD'S ENTRANCE

(LOOKING NORTH)



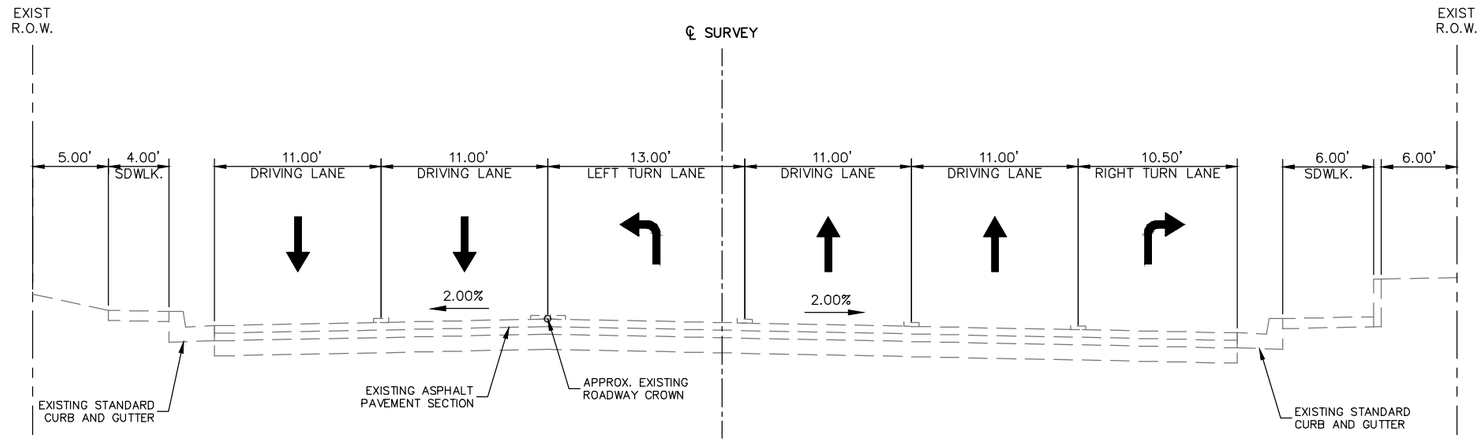

**MARQUETTE AVENUE LEFT TURN BAY**

## EXISTING TYPICAL SECTION #1

DR. MARTIN LUTHER KING JR. AVENUE TO MARQUETTE AVENUE

(LOOKING NORTH)

**Appendix B - Existing and Proposed Typical Sections**
**Broadway Boulevard Road Diet Traffic Analysis**

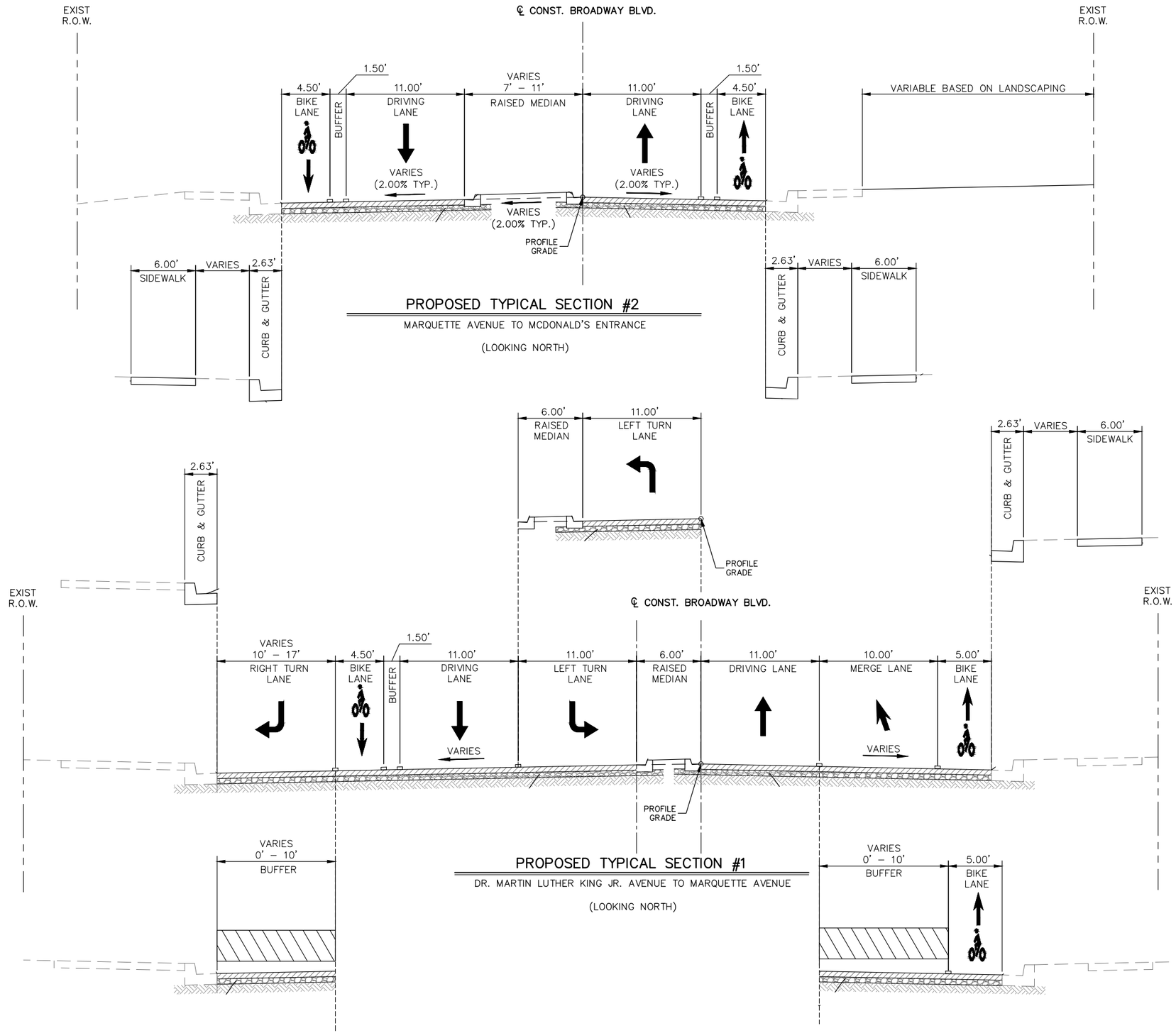



## EXISTING TYPICAL SECTION #3

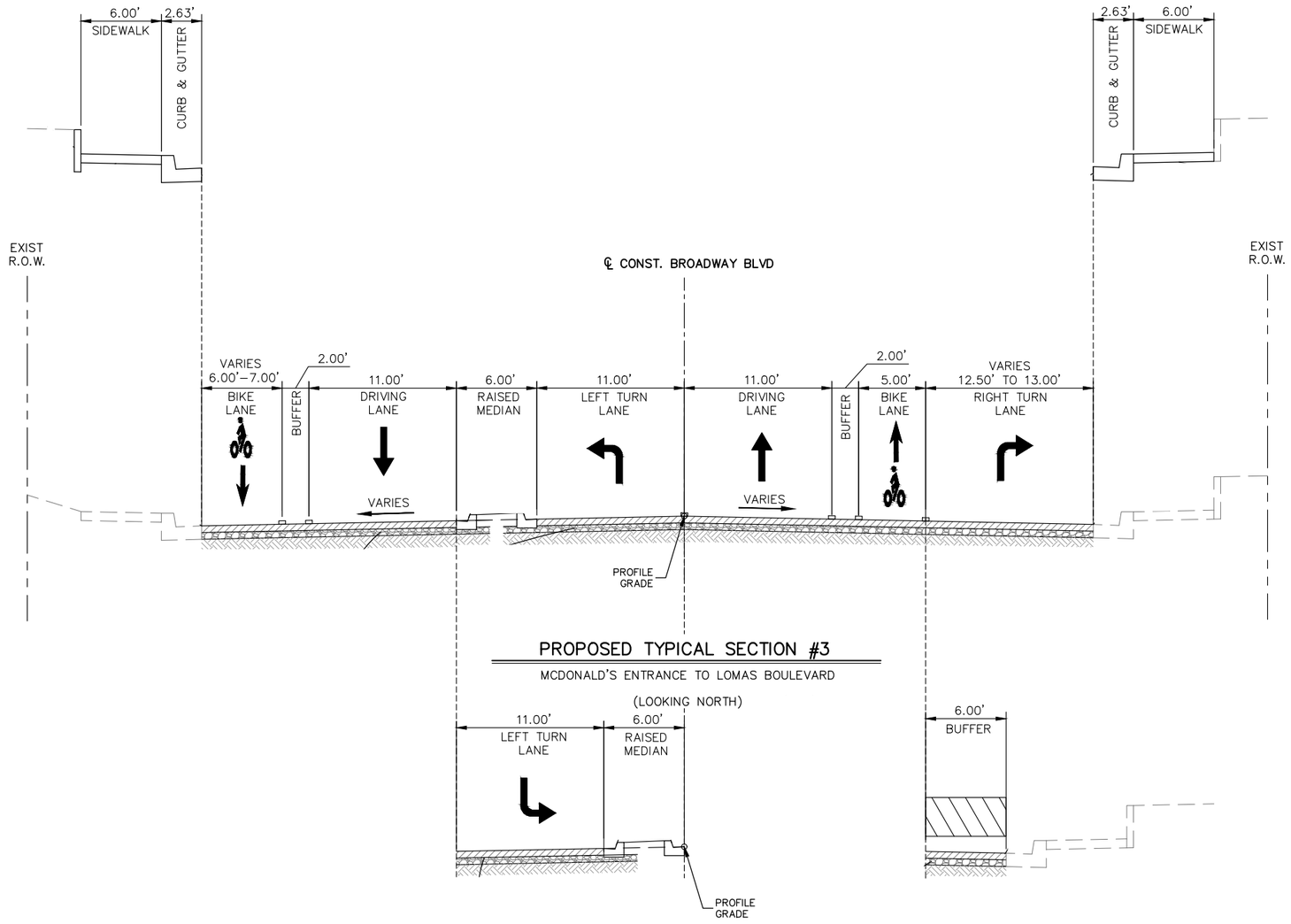
MCDONALD'S ENTRANCE TO LOMAS BOULEVARD

(LOOKING NORTH)

**Appendix B - Existing and Proposed Typical Sections**
**Broadway Boulevard Road Diet Traffic Analysis**



**Appendix B - Existing and Proposed Typical Sections**
**Broadway Boulevard Road Diet Traffic Analysis**




## PROPOSED TYPICAL SECTION #3

MCDONALD'S ENTRANCE TO LOMAS BOULEVARD

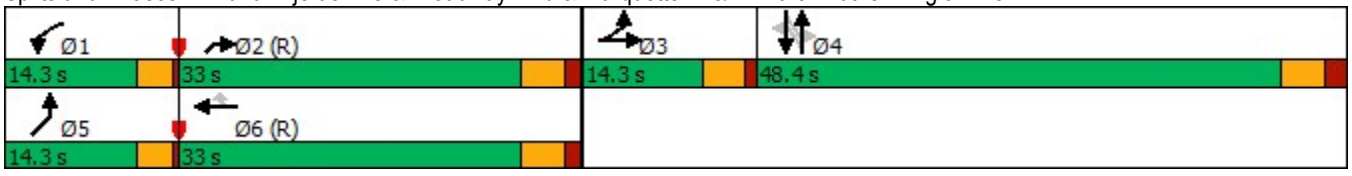
(LOOKING NORTH)

# Appendix C: Synchro Output Timing Reports

| Lane Group | EBT | WBL2 | WBT | WBR | NBL | NBT | SBL | SBT | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 119 | 472 | 161 | 47 | 724 | 75 | 566 | 26 | 183 |
| Future Volume (vph) | 1 | 119 | 472 | 161 | 47 | 724 | 75 | 566 | 26 | 183 |
| Turn Type | NA | Prot | NA | Perm | Perm | NA | Perm | NA | Prot | Prot |
| Protected Phases | 3 | 1 | 6 | | | 4 | | 4 | 5 | 2 |
| Permitted Phases | | | | 6 | 4 | | 4 | | | |
| Detector Phase | 3 | 1 | 6 | 6 | 4 | 4 | 4 | 4 | 5 | 2 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 20.0 |
| Minimum Split (s) | 20.5 | 8.0 | 37.0 | 37.0 | 52.5 | 52.5 | 52.5 | 52.5 | 20.0 | 37.0 |
| Total Split (s) | 14.3 | 14.3 | 33.0 | 33.0 | 48.4 | 48.4 | 48.4 | 48.4 | 14.3 | 33.0 |
| Total Split (%) | 13.0% | 13.0% | 30.0% | 30.0% | 44.0% | 44.0% | 44.0% | 44.0% | 13.0% | 30.0% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.0 | 3.5 |
| All-Red Time (s) | 1.0 | 0.5 | 1.5 | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 0.5 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 3.5 | 5.0 | 5.0 | 5.5 | 5.5 | 5.5 | 5.5 | 3.5 | 5.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | Lag | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | C-Max | C-Max | None | None | None | None | None | C-Max |
| Act Effct Green (s) | 8.0 | 12.1 | 44.0 | 44.0 | 45.7 | 45.7 | 45.7 | 45.7 | 7.5 | 35.6 |
| Actuated g/C Ratio | 0.07 | 0.11 | 0.40 | 0.40 | 0.42 | 0.42 | 0.42 | 0.42 | 0.07 | 0.32 |
| v/c Ratio | 0.00 | 0.74 | 0.40 | 0.26 | 0.23 | 0.70 | 0.62 | 0.50 | 0.26 | 0.25 |
| Control Delay | 47.0 | 72.5 | 28.5 | 5.9 | 22.5 | 28.8 | 44.3 | 31.4 | 53.8 | 31.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.0 | 72.5 | 28.5 | 5.9 | 22.5 | 28.8 | 44.3 | 31.4 | 53.8 | 31.0 |
| LOS | D | E | C | A | C | C | D | C | D | C |
| Approach Delay | 47.0 | | 30.6 | | | 28.4 | | 32.9 | 33.8 | |
| Approach LOS | D | | C | | | C | | C | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 22 (20%), Referenced to phase 2:NER and 6:WBT, Start of Green | |
| Natural Cycle: 130 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.74 | |
| Intersection Signal Delay: 30.7 | Intersection LOS: C |
| Intersection Capacity Utilization 81.6% | ICU Level of Service D |
| Analysis Period (min) 15 | |

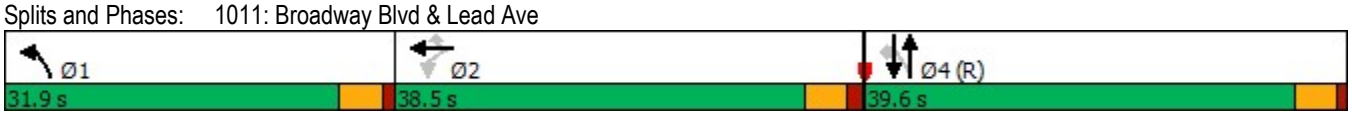
Splits and Phases: 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave



| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 59 | 664 | 111 | 89 | 827 | 489 | 93 |
| Future Volume (vph) | 59 | 664 | 111 | 89 | 827 | 489 | 93 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | NA | Perm |
| Protected Phases | | 2 | | 1 | 4 | 4 | |
| Permitted Phases | 2 | | 2 | 4 | | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 4 | 4 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 8.0 | 25.5 | 25.5 | 25.5 |
| Total Split (s) | 38.5 | 38.5 | 38.5 | 31.9 | 39.6 | 39.6 | 39.6 |
| Total Split (%) | 35.0% | 35.0% | 35.0% | 29.0% | 36.0% | 36.0% | 36.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | Max | Max | Max | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 55.2 | 55.2 | 55.2 | 40.8 | 35.1 | 35.1 | 35.1 |
| Actuated g/C Ratio | 0.50 | 0.50 | 0.50 | 0.37 | 0.32 | 0.32 | 0.32 |
| v/c Ratio | 0.08 | 0.45 | 0.16 | 0.37 | 0.88 | 0.52 | 0.20 |
| Control Delay | 14.7 | 18.8 | 6.0 | 9.9 | 18.9 | 32.9 | 8.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 |
| Total Delay | 14.7 | 18.8 | 6.0 | 9.9 | 26.6 | 32.9 | 8.6 |
| LOS | B | B | A | A | C | C | A |
| Approach Delay | | 16.8 | | | 25.0 | 29.0 | |
| Approach LOS | | B | | | C | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 106.7 (97%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.88 | |
| Intersection Signal Delay: 23.1 | Intersection LOS: C |
| Intersection Capacity Utilization 59.6% | ICU Level of Service B |
| Analysis Period (min) 15 | |

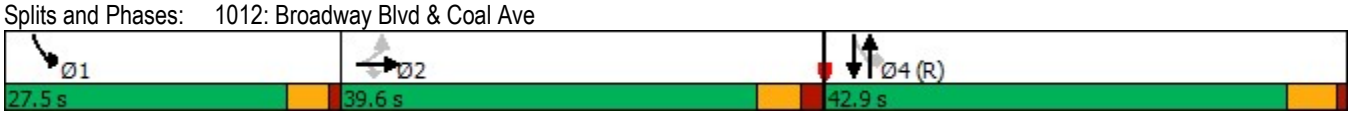
Splits and Phases: 1011: Broadway Blvd & Lead Ave



| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 102 | 557 | 68 | 859 | 242 | 59 | 502 |
| Future Volume (vph) | 102 | 557 | 68 | 859 | 242 | 59 | 502 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | 4 | | 1 | 4 |
| Permitted Phases | 2 | | 2 | | 4 | 4 | |
| Detector Phase | 2 | 2 | 2 | 4 | 4 | 1 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 |
| Minimum Split (s) | 41.5 | 41.5 | 41.5 | 25.0 | 25.0 | 8.0 | 25.0 |
| Total Split (s) | 39.6 | 39.6 | 39.6 | 42.9 | 42.9 | 27.5 | 42.9 |
| Total Split (%) | 36.0% | 36.0% | 36.0% | 39.0% | 39.0% | 25.0% | 39.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 4.0 | 4.0 | 3.5 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.0 | 5.0 | 4.5 | 5.0 |
| Lead/Lag | Lag | Lag | Lag | | | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | Yes | |
| Recall Mode | Max | Max | Max | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 52.8 | 52.8 | 52.8 | 37.9 | 37.9 | 44.7 | 37.9 |
| Actuated g/C Ratio | 0.48 | 0.48 | 0.48 | 0.34 | 0.34 | 0.41 | 0.34 |
| v/c Ratio | 0.15 | 0.40 | 0.10 | 0.85 | 0.40 | 0.40 | 0.50 |
| Control Delay | 17.8 | 20.1 | 5.9 | 42.4 | 5.1 | 18.0 | 17.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | 0.1 |
| Total Delay | 17.8 | 20.1 | 5.9 | 55.3 | 5.1 | 18.0 | 17.8 |
| LOS | B | C | A | E | A | B | B |
| Approach Delay | | 18.4 | | 44.2 | | | 17.8 |
| Approach LOS | | B | | D | | | B |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 93.5 (85%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.85 | |
| Intersection Signal Delay: 30.2 | Intersection LOS: C |
| Intersection Capacity Utilization 59.6% | ICU Level of Service B |
| Analysis Period (min) 15 | |

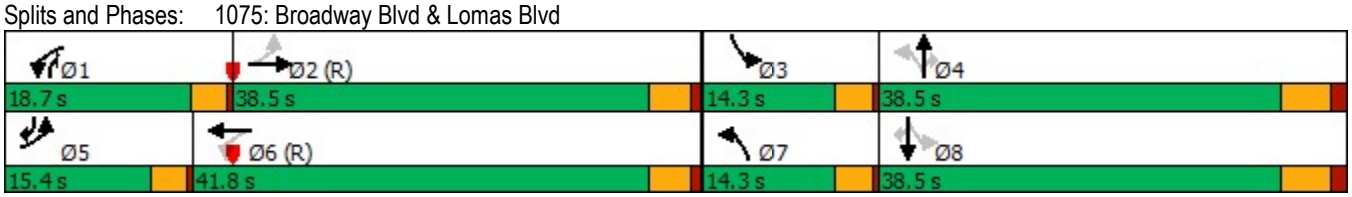
Splits and Phases: 1012: Broadway Blvd & Coal Ave



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 173 | 781 | 160 | 742 | 191 | 443 | 153 | 98 | 395 | 144 |
| Future Volume (vph) | 173 | 781 | 160 | 742 | 191 | 443 | 153 | 98 | 395 | 144 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 18.0 | 3.0 | 18.0 | 3.0 | 12.0 | 3.0 | 3.0 | 12.0 | 3.0 |
| Minimum Split (s) | 8.0 | 30.5 | 8.0 | 30.5 | 8.0 | 38.5 | 8.0 | 8.0 | 34.5 | 8.0 |
| Total Split (s) | 15.4 | 38.5 | 18.7 | 41.8 | 14.3 | 38.5 | 18.7 | 14.3 | 38.5 | 15.4 |
| Total Split (%) | 14.0% | 35.0% | 17.0% | 38.0% | 13.0% | 35.0% | 17.0% | 13.0% | 35.0% | 14.0% |
| Yellow Time (s) | 3.0 | 3.5 | 3.0 | 3.5 | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 |
| All-Red Time (s) | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.5 | 0.5 | 0.5 | 1.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 5.5 | 3.5 | 3.5 | 5.5 | 3.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 51.0 | 39.0 | 53.6 | 40.3 | 45.0 | 32.3 | 50.1 | 42.3 | 30.9 | 47.4 |
| Actuated g/C Ratio | 0.46 | 0.35 | 0.49 | 0.37 | 0.41 | 0.29 | 0.46 | 0.38 | 0.28 | 0.43 |
| v/c Ratio | 0.60 | 0.67 | 0.65 | 0.51 | 0.82 | 0.52 | 0.22 | 0.32 | 0.91 | 0.24 |
| Control Delay | 25.1 | 31.7 | 28.6 | 28.9 | 66.4 | 57.2 | 8.5 | 21.4 | 63.0 | 9.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.1 | 31.7 | 28.6 | 28.9 | 66.4 | 57.2 | 8.5 | 21.4 | 63.0 | 9.8 |
| LOS | C | C | C | C | E | E | A | C | E | A |
| Approach Delay | | 30.7 | | 28.8 | | 50.0 | | | 44.6 | |
| Approach LOS | | C | | C | | D | | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 4.4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | |
| Natural Cycle: 85 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.91 | |
| Intersection Signal Delay: 37.0 | Intersection LOS: D |
| Intersection Capacity Utilization 81.9% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 1075: Broadway Blvd & Lomas Blvd



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 23 | 178 | 24 | 194 | 29 | 813 | 88 | 567 |
| Future Volume (vph) | 23 | 178 | 24 | 194 | 29 | 813 | 88 | 567 |
| Turn Type | Prot | NA | Prot | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Permitted Phases | | | | | 4 | | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 4.0 | 12.0 | 4.0 | 12.0 | 4.0 | 8.0 | 4.0 | 8.0 |
| Minimum Split (s) | 8.0 | 31.0 | 8.0 | 28.0 | 9.0 | 27.5 | 9.0 | 28.5 |
| Total Split (s) | 12.6 | 35.1 | 12.6 | 35.1 | 11.7 | 30.6 | 11.7 | 30.6 |
| Total Split (%) | 14.0% | 39.0% | 14.0% | 39.0% | 13.0% | 34.0% | 13.0% | 34.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 1.0 | 1.5 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 4.5 | 5.0 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None |
| Act Effct Green (s) | 6.9 | 39.8 | 7.0 | 39.8 | 32.1 | 27.5 | 33.4 | 29.8 |
| Actuated g/C Ratio | 0.08 | 0.44 | 0.08 | 0.44 | 0.36 | 0.31 | 0.37 | 0.33 |
| v/c Ratio | 0.20 | 0.30 | 0.23 | 0.36 | 0.13 | 0.96 | 0.52 | 0.63 |
| Control Delay | 42.4 | 19.1 | 42.8 | 19.5 | 17.2 | 52.8 | 27.6 | 29.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.4 | 19.1 | 42.8 | 19.5 | 17.2 | 52.8 | 27.6 | 29.3 |
| LOS | D | B | D | B | B | D | C | C |
| Approach Delay | | 21.4 | | 21.7 | | 51.6 | | 29.0 |
| Approach LOS | | C | | C | | D | | C |

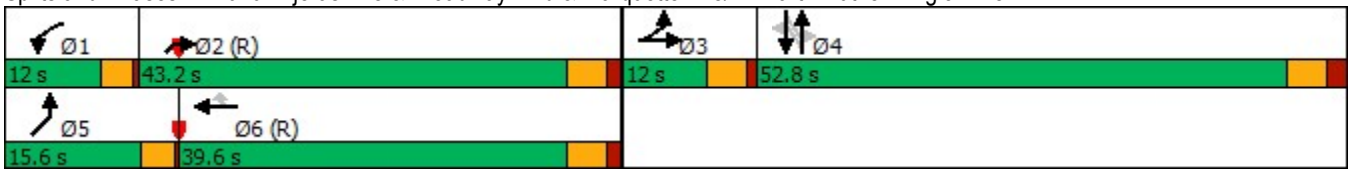
| Intersection Summary | |
|---|---|
| Cycle Length: 90 | |
| Actuated Cycle Length: 90 | |
| Offset: 28.8 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.96 | |
| Intersection Signal Delay: 36.9 | Intersection LOS: D |
| Intersection Capacity Utilization 64.2% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 1125: Broadway Blvd & Central Ave

| Lane Group | WBL2 | WBT | WBR | NBL | NBT | SBL | SBT | NEL | NER | Ø3 |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 128 | 316 | 145 | 28 | 853 | 76 | 735 | 45 | 495 | |
| Future Volume (vph) | 128 | 316 | 145 | 28 | 853 | 76 | 735 | 45 | 495 | |
| Turn Type | Prot | NA | Perm | Perm | NA | Perm | NA | Prot | Prot | |
| Protected Phases | 1 | 6 | | | 4 | | 4 | 5 | 2 | 3 |
| Permitted Phases | | | 6 | 4 | | 4 | | | | |
| Detector Phase | 1 | 6 | 6 | 4 | 4 | 4 | 4 | 5 | 2 | |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 20.0 | 8.0 |
| Minimum Split (s) | 8.0 | 37.0 | 37.0 | 52.5 | 52.5 | 52.5 | 52.5 | 20.0 | 37.0 | 20.5 |
| Total Split (s) | 12.0 | 39.6 | 39.6 | 52.8 | 52.8 | 52.8 | 52.8 | 15.6 | 43.2 | 12.0 |
| Total Split (%) | 10.0% | 33.0% | 33.0% | 44.0% | 44.0% | 44.0% | 44.0% | 13.0% | 36.0% | 10% |
| Yellow Time (s) | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.0 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 1.5 | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 0.5 | 1.5 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 5.0 | 5.0 | 5.5 | 5.5 | 5.5 | 5.5 | 3.5 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None | C-Max | None |
| Act Effct Green (s) | 10.0 | 41.1 | 41.1 | 57.8 | 57.8 | 57.8 | 57.8 | 9.0 | 38.2 | |
| Actuated g/C Ratio | 0.08 | 0.34 | 0.34 | 0.48 | 0.48 | 0.48 | 0.48 | 0.08 | 0.32 | |
| v/c Ratio | 1.05 | 0.31 | 0.27 | 0.14 | 0.67 | 0.57 | 0.54 | 0.42 | 0.68 | |
| Control Delay | 145.2 | 31.8 | 6.1 | 18.9 | 25.9 | 39.6 | 24.6 | 62.6 | 40.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 145.2 | 31.8 | 6.1 | 18.9 | 25.9 | 39.6 | 24.6 | 62.6 | 40.9 | |
| LOS | F | C | A | B | C | D | C | E | D | |
| Approach Delay | | 50.1 | | | 25.7 | | 26.0 | 42.7 | | |
| Approach LOS | | D | | | C | | C | D | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 24 (20%), Referenced to phase 2:NER and 6:WBT, Start of Green | |
| Natural Cycle: 130 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.05 | |
| Intersection Signal Delay: 33.9 | Intersection LOS: C |
| Intersection Capacity Utilization 79.8% | ICU Level of Service D |
| Analysis Period (min) 15 | |

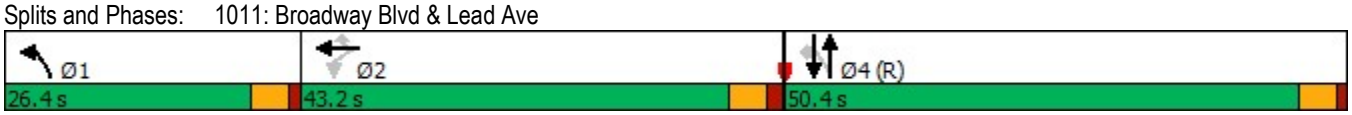
Splits and Phases: 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave



| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 168 | 825 | 147 | 228 | 795 | 822 | 138 |
| Future Volume (vph) | 168 | 825 | 147 | 228 | 795 | 822 | 138 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | NA | Perm |
| Protected Phases | | 2 | | 1 | 4 | 4 | |
| Permitted Phases | 2 | | 2 | 4 | | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 4 | 4 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 8.0 | 25.5 | 25.5 | 25.5 |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 26.4 | 50.4 | 50.4 | 50.4 |
| Total Split (%) | 36.0% | 36.0% | 36.0% | 22.0% | 42.0% | 42.0% | 42.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | Max | Max | Max | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 44.8 | 44.8 | 44.8 | 61.2 | 45.9 | 45.9 | 45.9 |
| Actuated g/C Ratio | 0.37 | 0.37 | 0.37 | 0.51 | 0.38 | 0.38 | 0.38 |
| v/c Ratio | 0.31 | 0.76 | 0.27 | 0.80 | 0.71 | 0.73 | 0.25 |
| Control Delay | 30.0 | 38.8 | 15.2 | 55.1 | 23.8 | 36.2 | 13.5 |
| Queue Delay | 26.3 | 0.0 | 0.0 | 1.7 | 51.4 | 50.8 | 0.0 |
| Total Delay | 56.3 | 38.8 | 15.2 | 56.8 | 75.2 | 86.9 | 13.5 |
| LOS | E | D | B | E | E | F | B |
| Approach Delay | | 38.4 | | | 71.1 | 76.4 | |
| Approach LOS | | D | | | E | E | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 116.4 (97%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.80 | |
| Intersection Signal Delay: 60.8 | Intersection LOS: E |
| Intersection Capacity Utilization 76.3% | ICU Level of Service D |
| Analysis Period (min) 15 | |

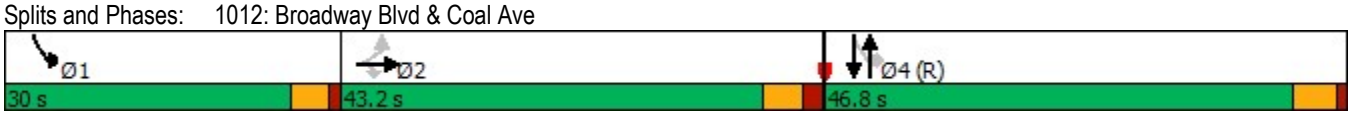
Splits and Phases: 1011: Broadway Blvd & Lead Ave



| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 63 | 604 | 94 | 961 | 124 | 92 | 889 |
| Future Volume (vph) | 63 | 604 | 94 | 961 | 124 | 92 | 889 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | 4 | | 1 | 4 |
| Permitted Phases | 2 | | 2 | | 4 | 4 | |
| Detector Phase | 2 | 2 | 2 | 4 | 4 | 1 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 |
| Minimum Split (s) | 41.5 | 41.5 | 41.5 | 25.0 | 25.0 | 8.0 | 25.0 |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 46.8 | 46.8 | 30.0 | 46.8 |
| Total Split (%) | 36.0% | 36.0% | 36.0% | 39.0% | 39.0% | 25.0% | 39.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 4.0 | 4.0 | 3.5 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.0 | 5.0 | 4.5 | 5.0 |
| Lead/Lag | Lag | Lag | Lag | | | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | Yes | |
| Recall Mode | Max | Max | Max | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 54.2 | 54.2 | 54.2 | 41.8 | 41.8 | 51.3 | 41.8 |
| Actuated g/C Ratio | 0.45 | 0.45 | 0.45 | 0.35 | 0.35 | 0.43 | 0.35 |
| v/c Ratio | 0.09 | 0.46 | 0.15 | 0.94 | 0.23 | 0.57 | 0.87 |
| Control Delay | 20.5 | 24.6 | 10.4 | 54.6 | 6.9 | 51.5 | 74.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 45.2 | 0.0 | 0.0 | 48.8 |
| Total Delay | 20.5 | 24.6 | 10.4 | 99.9 | 6.9 | 51.5 | 123.3 |
| LOS | C | C | B | F | A | D | F |
| Approach Delay | | 22.5 | | 89.2 | | | 116.6 |
| Approach LOS | | C | | F | | | F |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 82.8 (69%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.94 | |
| Intersection Signal Delay: 80.8 | Intersection LOS: F |
| Intersection Capacity Utilization 76.3% | ICU Level of Service D |
| Analysis Period (min) 15 | |

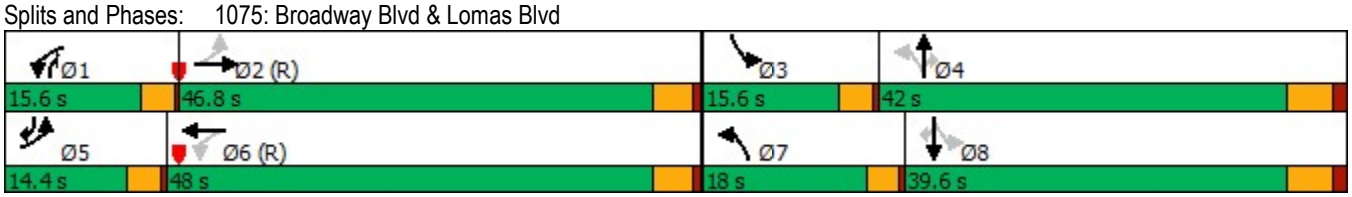
Splits and Phases: 1012: Broadway Blvd & Coal Ave



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 86 | 684 | 248 | 1169 | 340 | 448 | 208 | 46 | 249 | 135 |
| Future Volume (vph) | 86 | 684 | 248 | 1169 | 340 | 448 | 208 | 46 | 249 | 135 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 18.0 | 3.0 | 18.0 | 3.0 | 12.0 | 3.0 | 3.0 | 12.0 | 3.0 |
| Minimum Split (s) | 8.0 | 30.5 | 8.0 | 30.5 | 8.0 | 38.5 | 8.0 | 8.0 | 34.5 | 8.0 |
| Total Split (s) | 14.4 | 46.8 | 15.6 | 48.0 | 18.0 | 42.0 | 15.6 | 15.6 | 39.6 | 14.4 |
| Total Split (%) | 12.0% | 39.0% | 13.0% | 40.0% | 15.0% | 35.0% | 13.0% | 13.0% | 33.0% | 12.0% |
| Yellow Time (s) | 3.0 | 3.5 | 3.0 | 3.5 | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 |
| All-Red Time (s) | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.5 | 0.5 | 0.5 | 1.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 5.5 | 3.5 | 3.5 | 5.5 | 3.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 54.9 | 45.0 | 67.9 | 54.9 | 44.6 | 33.1 | 57.5 | 34.5 | 24.6 | 39.1 |
| Actuated g/C Ratio | 0.46 | 0.38 | 0.57 | 0.46 | 0.37 | 0.28 | 0.48 | 0.29 | 0.20 | 0.33 |
| v/c Ratio | 0.44 | 0.59 | 0.74 | 0.64 | 1.18 | 0.55 | 0.28 | 0.18 | 0.79 | 0.30 |
| Control Delay | 20.8 | 29.6 | 31.2 | 28.1 | 153.1 | 64.4 | 6.5 | 24.3 | 61.0 | 20.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.8 | 29.6 | 31.2 | 28.1 | 153.1 | 64.4 | 6.5 | 24.3 | 61.0 | 20.3 |
| LOS | C | C | C | C | F | E | A | C | E | C |
| Approach Delay | | 28.9 | | 28.6 | | 82.6 | | | 44.3 | |
| Approach LOS | | C | | C | | F | | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 4.8 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | |
| Natural Cycle: 85 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.18 | |
| Intersection Signal Delay: 44.2 | Intersection LOS: D |
| Intersection Capacity Utilization 86.2% | ICU Level of Service E |
| Analysis Period (min) 15 | |

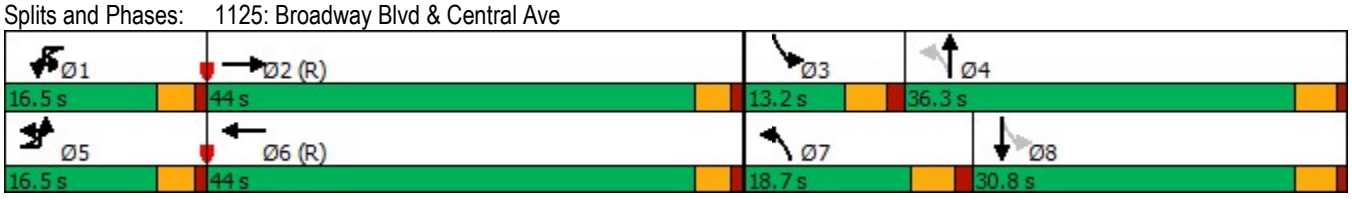
Splits and Phases: 1075: Broadway Blvd & Lomas Blvd



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 44 | 206 | 76 | 321 | 60 | 848 | 59 | 833 |
| Future Volume (vph) | 44 | 206 | 76 | 321 | 60 | 848 | 59 | 833 |
| Turn Type | Prot | NA | Prot | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Permitted Phases | | | | | 4 | | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 4.0 | 12.0 | 4.0 | 12.0 | 4.0 | 8.0 | 4.0 | 8.0 |
| Minimum Split (s) | 8.0 | 31.0 | 8.0 | 28.0 | 9.0 | 27.5 | 9.0 | 28.5 |
| Total Split (s) | 16.5 | 44.0 | 16.5 | 44.0 | 18.7 | 36.3 | 13.2 | 30.8 |
| Total Split (%) | 15.0% | 40.0% | 15.0% | 40.0% | 17.0% | 33.0% | 12.0% | 28.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 1.0 | 1.5 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 4.5 | 5.0 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None |
| Act Effct Green (s) | 8.7 | 44.2 | 10.5 | 45.7 | 41.3 | 34.7 | 39.7 | 33.9 |
| Actuated g/C Ratio | 0.08 | 0.40 | 0.10 | 0.42 | 0.38 | 0.32 | 0.36 | 0.31 |
| v/c Ratio | 0.38 | 0.40 | 0.57 | 0.62 | 0.37 | 0.96 | 0.39 | 0.97 |
| Control Delay | 55.8 | 26.3 | 61.9 | 31.0 | 26.5 | 59.0 | 27.7 | 60.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 55.8 | 26.3 | 61.9 | 31.0 | 26.5 | 59.0 | 27.7 | 60.7 |
| LOS | E | C | E | C | C | E | C | E |
| Approach Delay | | 30.8 | | 36.2 | | 57.0 | | 58.6 |
| Approach LOS | | C | | D | | E | | E |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 100.1 (91%), Referenced to phase 2:EBT and 6:WBT, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.97 | |
| Intersection Signal Delay: 51.0 | Intersection LOS: D |
| Intersection Capacity Utilization 72.5% | ICU Level of Service C |
| Analysis Period (min) 15 | |

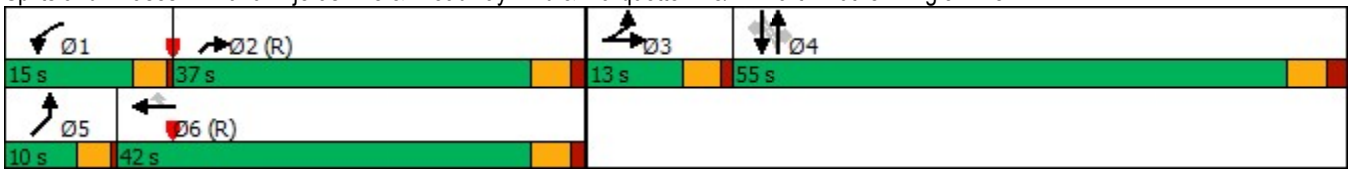
Splits and Phases: 1125: Broadway Blvd & Central Ave



| Lane Group | EBT | WBL2 | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 119 | 472 | 161 | 47 | 724 | 114 | 75 | 566 | 42 | 26 | 183 |
| Future Volume (vph) | 1 | 119 | 472 | 161 | 47 | 724 | 114 | 75 | 566 | 42 | 26 | 183 |
| Turn Type | NA | Prot | NA | Perm | Perm | NA | Perm | Perm | NA | Perm | Prot | Prot |
| Protected Phases | 3 | 1 | 6 | | | 4 | | | 4 | | 5 | 2 |
| Permitted Phases | | | | 6 | 4 | | 4 | 4 | | 4 | | |
| Detector Phase | 3 | 1 | 6 | 6 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 20.0 |
| Minimum Split (s) | 12.5 | 6.5 | 37.0 | 37.0 | 52.5 | 52.5 | 52.5 | 52.5 | 52.5 | 52.5 | 6.5 | 37.0 |
| Total Split (s) | 13.0 | 15.0 | 42.0 | 42.0 | 55.0 | 55.0 | 55.0 | 55.0 | 55.0 | 55.0 | 10.0 | 37.0 |
| Total Split (%) | 10.8% | 12.5% | 35.0% | 35.0% | 45.8% | 45.8% | 45.8% | 45.8% | 45.8% | 45.8% | 8.3% | 30.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.0 | 3.5 |
| All-Red Time (s) | 1.0 | 0.5 | 1.5 | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.5 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 3.5 | 5.0 | 5.0 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 3.5 | 5.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | Lag | Lag | Lag | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | C-Max | C-Max | None | None | None | None | None | None | None | C-Max |
| Act Effct Green (s) | 8.0 | 11.3 | 41.0 | 41.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 6.3 | 32.2 |
| Actuated g/C Ratio | 0.07 | 0.09 | 0.34 | 0.34 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.05 | 0.27 |
| v/c Ratio | 0.00 | 0.86 | 0.47 | 0.29 | 0.25 | 0.94 | 0.16 | 0.85 | 0.73 | 0.06 | 0.34 | 0.30 |
| Control Delay | 52.0 | 97.7 | 33.7 | 5.9 | 23.2 | 49.1 | 4.0 | 89.2 | 31.2 | 0.1 | 66.0 | 36.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.0 | 97.7 | 33.7 | 5.9 | 23.2 | 49.1 | 4.0 | 89.2 | 31.2 | 0.1 | 66.0 | 36.5 |
| LOS | D | F | C | A | C | D | A | F | C | A | E | D |
| Approach Delay | 52.0 | | 37.8 | | | 41.9 | | | 35.7 | | 40.1 | |
| Approach LOS | D | | D | | | D | | | D | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 22 (18%), Referenced to phase 2:NER and 6:WBT, Start of Green | |
| Natural Cycle: 140 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.94 | |
| Intersection Signal Delay: 38.9 | Intersection LOS: D |
| Intersection Capacity Utilization 97.7% | ICU Level of Service F |
| Analysis Period (min) 15 | |

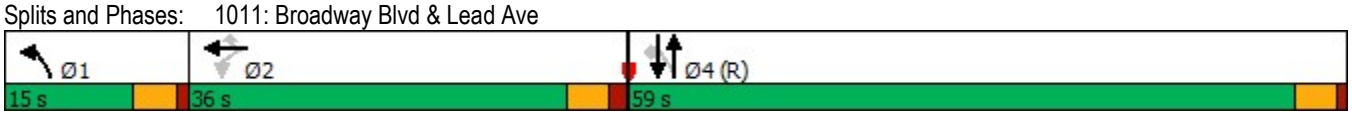
Splits and Phases: 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave



| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 59 | 664 | 111 | 89 | 827 | 489 | 93 |
| Future Volume (vph) | 59 | 664 | 111 | 89 | 827 | 489 | 93 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | NA | Perm |
| Protected Phases | | 2 | | 1 | 4 | 4 | |
| Permitted Phases | 2 | | 2 | 4 | | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 4 | 4 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 8.0 | 25.5 | 25.5 | 25.5 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 15.0 | 59.0 | 59.0 | 59.0 |
| Total Split (%) | 32.7% | 32.7% | 32.7% | 13.6% | 53.6% | 53.6% | 53.6% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | Max | Max | Max | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 35.8 | 35.8 | 35.8 | 60.2 | 54.5 | 54.5 | 54.5 |
| Actuated g/C Ratio | 0.33 | 0.33 | 0.33 | 0.55 | 0.50 | 0.50 | 0.50 |
| v/c Ratio | 0.12 | 0.70 | 0.23 | 0.29 | 1.08 | 0.64 | 0.14 |
| Control Delay | 27.1 | 36.7 | 11.8 | 4.7 | 69.5 | 26.1 | 12.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 |
| Total Delay | 27.1 | 36.7 | 11.8 | 4.7 | 69.5 | 26.9 | 12.7 |
| LOS | C | D | B | A | E | C | B |
| Approach Delay | | 32.7 | | | 63.2 | 24.7 | |
| Approach LOS | | C | | | E | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 91.7 (83%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 100 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.08 | |
| Intersection Signal Delay: 42.7 | Intersection LOS: D |
| Intersection Capacity Utilization 76.7% | ICU Level of Service D |
| Analysis Period (min) 15 | |

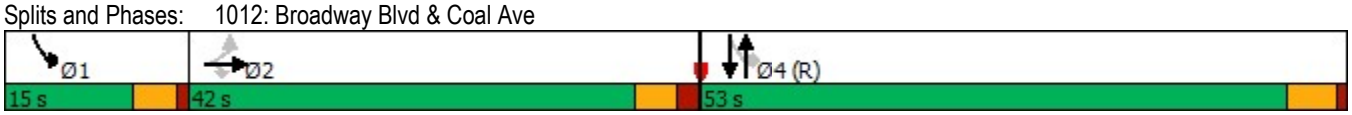
Splits and Phases: 1011: Broadway Blvd & Lead Ave



| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 102 | 557 | 68 | 859 | 242 | 59 | 502 |
| Future Volume (vph) | 102 | 557 | 68 | 859 | 242 | 59 | 502 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | 4 | | 1 | 4 |
| Permitted Phases | 2 | | 2 | | 4 | 4 | |
| Detector Phase | 2 | 2 | 2 | 4 | 4 | 1 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 |
| Minimum Split (s) | 41.5 | 41.5 | 41.5 | 25.0 | 25.0 | 8.0 | 25.0 |
| Total Split (s) | 42.0 | 42.0 | 42.0 | 53.0 | 53.0 | 15.0 | 53.0 |
| Total Split (%) | 38.2% | 38.2% | 38.2% | 48.2% | 48.2% | 13.6% | 48.2% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 4.0 | 4.0 | 3.5 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.0 | 5.0 | 4.5 | 5.0 |
| Lead/Lag | Lag | Lag | Lag | | | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | Yes | |
| Recall Mode | Max | Max | Max | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 43.4 | 43.4 | 43.4 | 48.0 | 48.0 | 54.1 | 48.0 |
| Actuated g/C Ratio | 0.39 | 0.39 | 0.39 | 0.44 | 0.44 | 0.49 | 0.44 |
| v/c Ratio | 0.18 | 0.48 | 0.12 | 0.67 | 0.35 | 0.29 | 0.75 |
| Control Delay | 23.7 | 27.2 | 7.6 | 27.7 | 5.2 | 8.3 | 24.1 |
| Queue Delay | 0.1 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.6 |
| Total Delay | 23.8 | 27.2 | 7.6 | 28.2 | 5.2 | 8.3 | 24.8 |
| LOS | C | C | A | C | A | A | C |
| Approach Delay | | 24.9 | | 23.1 | | | 23.0 |
| Approach LOS | | C | | C | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 93.5 (85%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.75 | |
| Intersection Signal Delay: 23.6 | Intersection LOS: C |
| Intersection Capacity Utilization 76.7% | ICU Level of Service D |
| Analysis Period (min) 15 | |

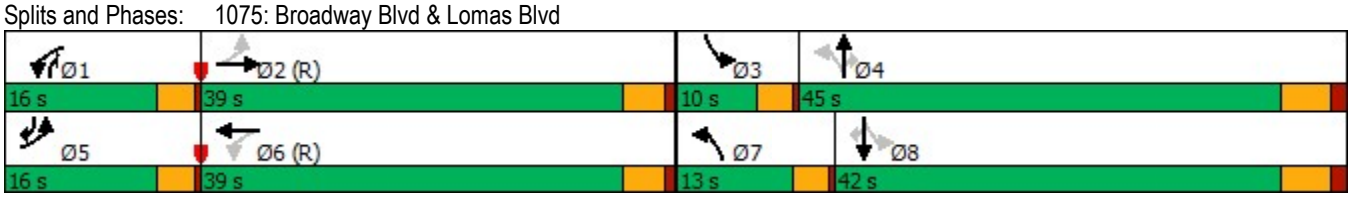
Splits and Phases: 1012: Broadway Blvd & Coal Ave



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 173 | 781 | 160 | 742 | 191 | 443 | 153 | 98 | 395 | 144 |
| Future Volume (vph) | 173 | 781 | 160 | 742 | 191 | 443 | 153 | 98 | 395 | 144 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 18.0 | 3.0 | 18.0 | 3.0 | 12.0 | 3.0 | 3.0 | 12.0 | 3.0 |
| Minimum Split (s) | 8.0 | 30.5 | 8.0 | 30.5 | 8.0 | 38.5 | 8.0 | 8.0 | 34.5 | 8.0 |
| Total Split (s) | 16.0 | 39.0 | 16.0 | 39.0 | 13.0 | 45.0 | 16.0 | 10.0 | 42.0 | 16.0 |
| Total Split (%) | 14.5% | 35.5% | 14.5% | 35.5% | 11.8% | 40.9% | 14.5% | 9.1% | 38.2% | 14.5% |
| Yellow Time (s) | 3.0 | 3.5 | 3.0 | 3.5 | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 |
| All-Red Time (s) | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.5 | 0.5 | 0.5 | 1.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 5.5 | 3.5 | 3.5 | 5.5 | 3.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 52.0 | 39.6 | 51.9 | 39.6 | 47.0 | 35.5 | 52.4 | 41.0 | 32.5 | 49.4 |
| Actuated g/C Ratio | 0.47 | 0.36 | 0.47 | 0.36 | 0.43 | 0.32 | 0.48 | 0.37 | 0.30 | 0.45 |
| v/c Ratio | 0.60 | 0.66 | 0.67 | 0.52 | 0.83 | 0.89 | 0.23 | 0.53 | 0.87 | 0.23 |
| Control Delay | 25.2 | 31.2 | 31.6 | 30.0 | 48.3 | 54.9 | 7.9 | 28.4 | 54.6 | 10.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.2 | 31.2 | 31.6 | 30.0 | 48.3 | 54.9 | 7.9 | 28.4 | 54.6 | 10.7 |
| LOS | C | C | C | C | D | D | A | C | D | B |
| Approach Delay | | 30.3 | | 30.2 | | 44.2 | | | 40.6 | |
| Approach LOS | | C | | C | | D | | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 4.4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | |
| Natural Cycle: 85 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.89 | |
| Intersection Signal Delay: 35.2 | Intersection LOS: D |
| Intersection Capacity Utilization 81.9% | ICU Level of Service D |
| Analysis Period (min) 15 | |

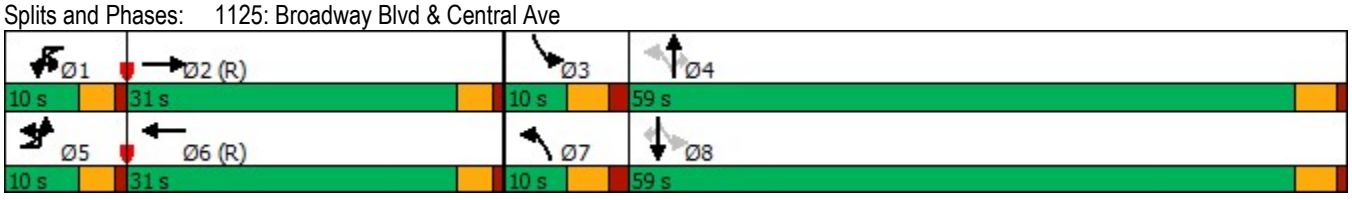
Splits and Phases: 1075: Broadway Blvd & Lomas Blvd



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 23 | 178 | 24 | 194 | 29 | 813 | 40 | 88 | 567 | 43 |
| Future Volume (vph) | 23 | 178 | 24 | 194 | 29 | 813 | 40 | 88 | 567 | 43 |
| Turn Type | Prot | NA | Prot | NA | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 4 | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 12.0 | 4.0 | 12.0 | 4.0 | 8.0 | 8.0 | 4.0 | 8.0 | 8.0 |
| Minimum Split (s) | 8.0 | 31.0 | 8.0 | 28.0 | 9.0 | 27.5 | 27.5 | 9.0 | 28.5 | 28.5 |
| Total Split (s) | 10.0 | 31.0 | 10.0 | 31.0 | 10.0 | 59.0 | 59.0 | 10.0 | 59.0 | 59.0 |
| Total Split (%) | 9.1% | 28.2% | 9.1% | 28.2% | 9.1% | 53.6% | 53.6% | 9.1% | 53.6% | 53.6% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 1.0 | 1.0 | 1.5 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 4.5 | 4.5 | 5.0 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 5.9 | 31.0 | 5.9 | 31.0 | 59.0 | 54.5 | 54.5 | 61.0 | 58.5 | 58.5 |
| Actuated g/C Ratio | 0.05 | 0.28 | 0.05 | 0.28 | 0.54 | 0.50 | 0.50 | 0.55 | 0.53 | 0.53 |
| v/c Ratio | 0.29 | 0.47 | 0.33 | 0.56 | 0.11 | 1.07 | 0.06 | 0.74 | 0.69 | 0.06 |
| Control Delay | 59.3 | 37.2 | 60.9 | 39.3 | 12.1 | 57.9 | 0.8 | 50.1 | 25.3 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 59.3 | 37.2 | 60.9 | 39.3 | 12.1 | 57.9 | 0.8 | 50.1 | 25.3 | 0.2 |
| LOS | E | D | E | D | B | E | A | D | C | A |
| Approach Delay | | 39.5 | | 41.4 | | 53.8 | | | 26.9 | |
| Approach LOS | | D | | D | | D | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 58.8 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Green | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.07 | |
| Intersection Signal Delay: 41.6 | Intersection LOS: D |
| Intersection Capacity Utilization 85.4% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 1125: Broadway Blvd & Central Ave



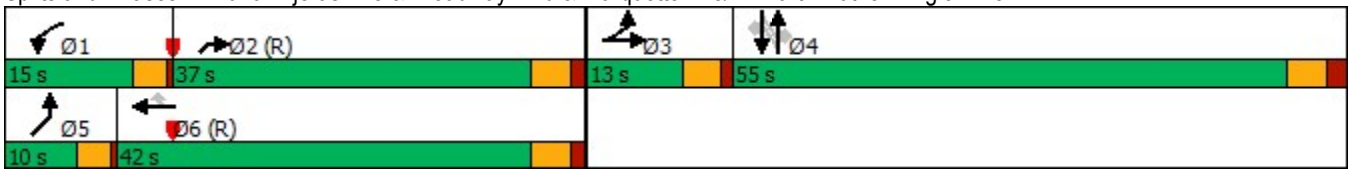
# Timings
## 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave

05/15/2025

| Lane Group | WBL2 | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL | NER | Ø3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 128 | 316 | 145 | 28 | 853 | 80 | 76 | 735 | 23 | 45 | 495 | |
| Future Volume (vph) | 128 | 316 | 145 | 28 | 853 | 80 | 76 | 735 | 23 | 45 | 495 | |
| Turn Type | Prot | NA | Perm | Perm | NA | Perm | Perm | NA | Perm | Prot | Prot | |
| Protected Phases | 1 | 6 | | | 4 | | | 4 | | 5 | 2 | 3 |
| Permitted Phases | | | 6 | 4 | | 4 | 4 | | 4 | | | |
| Detector Phase | 1 | 6 | 6 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 20.0 | 8.0 |
| Minimum Split (s) | 6.5 | 37.0 | 37.0 | 52.5 | 52.5 | 52.5 | 52.5 | 52.5 | 52.5 | 6.5 | 37.0 | 12.5 |
| Total Split (s) | 15.0 | 42.0 | 42.0 | 55.0 | 55.0 | 55.0 | 55.0 | 55.0 | 55.0 | 10.0 | 37.0 | 13.0 |
| Total Split (%) | 12.5% | 35.0% | 35.0% | 45.8% | 45.8% | 45.8% | 45.8% | 45.8% | 45.8% | 8.3% | 30.8% | 11% |
| Yellow Time (s) | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.0 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 1.5 | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.5 | 1.5 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 5.0 | 5.0 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 3.5 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lag | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None | None | None | C-Max | None |
| Act Effct Green (s) | 11.5 | 39.0 | 39.0 | 62.5 | 62.5 | 62.5 | 62.5 | 62.5 | 62.5 | 6.3 | 32.0 | |
| Actuated g/C Ratio | 0.10 | 0.32 | 0.32 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.05 | 0.27 | |
| v/c Ratio | 0.91 | 0.33 | 0.28 | 0.27 | 1.06 | 0.11 | 1.51 | 0.92 | 0.03 | 0.58 | 0.82 | |
| Control Delay | 107.5 | 32.4 | 6.0 | 5.2 | 43.1 | 0.0 | 317.6 | 41.2 | 0.0 | 82.7 | 52.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 107.5 | 32.4 | 6.0 | 5.2 | 43.1 | 0.0 | 317.6 | 41.2 | 0.0 | 82.7 | 52.5 | |
| LOS | F | C | A | A | D | A | F | D | A | F | D | |
| Approach Delay | | 42.2 | | | 38.4 | | | 65.3 | | 55.0 | | |
| Approach LOS | | D | | | D | | | E | | D | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 24 (20%), Referenced to phase 2:NER and 6:WBT, Start of Green | |
| Natural Cycle: 150 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.51 | |
| Intersection Signal Delay: 49.9 | Intersection LOS: D |
| Intersection Capacity Utilization 100.6% | ICU Level of Service G |
| Analysis Period (min) 15 | |

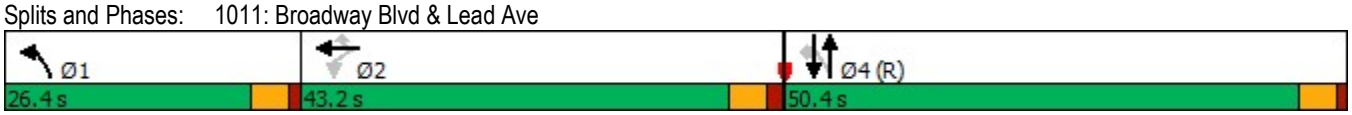
Splits and Phases: 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave



| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 168 | 825 | 147 | 228 | 795 | 822 | 138 |
| Future Volume (vph) | 168 | 825 | 147 | 228 | 795 | 822 | 138 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | NA | Perm |
| Protected Phases | | 2 | | 1 | 4 | 4 | |
| Permitted Phases | 2 | | 2 | 4 | | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 4 | 4 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 8.0 | 25.5 | 25.5 | 25.5 |
| Total Split (s) | 43.2 | 43.2 | 43.2 | 26.4 | 50.4 | 50.4 | 50.4 |
| Total Split (%) | 36.0% | 36.0% | 36.0% | 22.0% | 42.0% | 42.0% | 42.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | Max | Max | Max | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 41.8 | 41.8 | 41.8 | 64.2 | 45.9 | 45.9 | 45.9 |
| Actuated g/C Ratio | 0.35 | 0.35 | 0.35 | 0.54 | 0.38 | 0.38 | 0.38 |
| v/c Ratio | 0.33 | 0.81 | 0.29 | 0.83 | 1.35 | 1.39 | 0.26 |
| Control Delay | 32.0 | 43.2 | 16.1 | 46.6 | 184.7 | 206.7 | 12.2 |
| Queue Delay | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 |
| Total Delay | 32.1 | 43.2 | 16.1 | 46.6 | 184.7 | 207.2 | 12.2 |
| LOS | C | D | B | D | F | F | B |
| Approach Delay | | 38.0 | | | 153.9 | 179.2 | |
| Approach LOS | | D | | | F | F | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 107.4 (90%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.39 | |
| Intersection Signal Delay: 119.4 | Intersection LOS: F |
| Intersection Capacity Utilization 99.1% | ICU Level of Service F |
| Analysis Period (min) 15 | |

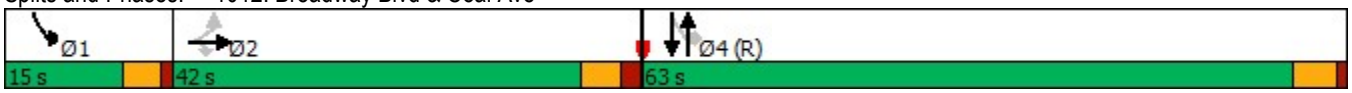
Splits and Phases: 1011: Broadway Blvd & Lead Ave



| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 63 | 604 | 94 | 961 | 124 | 92 | 889 |
| Future Volume (vph) | 63 | 604 | 94 | 961 | 124 | 92 | 889 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | 4 | | 1 | 4 |
| Permitted Phases | 2 | | 2 | | 4 | 4 | |
| Detector Phase | 2 | 2 | 2 | 4 | 4 | 1 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 |
| Minimum Split (s) | 41.5 | 41.5 | 41.5 | 25.0 | 25.0 | 8.0 | 25.0 |
| Total Split (s) | 42.0 | 42.0 | 42.0 | 63.0 | 63.0 | 15.0 | 63.0 |
| Total Split (%) | 35.0% | 35.0% | 35.0% | 52.5% | 52.5% | 12.5% | 52.5% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 4.0 | 4.0 | 3.5 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.0 | 5.0 | 4.5 | 5.0 |
| Lead/Lag | Lag | Lag | Lag | | | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | Yes | |
| Recall Mode | Max | Max | Max | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 40.9 | 40.9 | 40.9 | 58.0 | 58.0 | 64.6 | 58.0 |
| Actuated g/C Ratio | 0.34 | 0.34 | 0.34 | 0.48 | 0.48 | 0.54 | 0.48 |
| v/c Ratio | 0.13 | 0.60 | 0.19 | 0.68 | 0.18 | 0.46 | 1.19 |
| Control Delay | 28.4 | 35.8 | 14.2 | 26.6 | 3.4 | 6.9 | 102.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.4 |
| Total Delay | 28.4 | 35.8 | 14.2 | 27.1 | 3.4 | 6.9 | 103.0 |
| LOS | C | D | B | C | A | A | F |
| Approach Delay | | 32.6 | | 24.4 | | | 94.0 |
| Approach LOS | | C | | C | | | F |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 102.8 (86%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 120 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.19 | |
| Intersection Signal Delay: 50.8 | Intersection LOS: D |
| Intersection Capacity Utilization 99.1% | ICU Level of Service F |
| Analysis Period (min) 15 | |

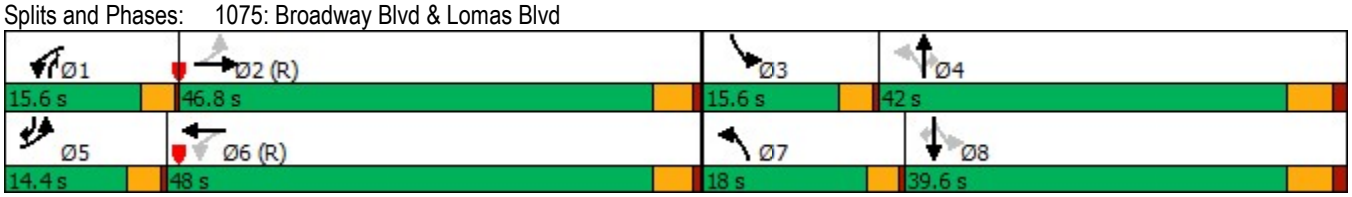
Splits and Phases: 1012: Broadway Blvd & Coal Ave



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 86 | 684 | 248 | 1169 | 340 | 448 | 208 | 46 | 249 | 135 |
| Future Volume (vph) | 86 | 684 | 248 | 1169 | 340 | 448 | 208 | 46 | 249 | 135 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 18.0 | 3.0 | 18.0 | 3.0 | 12.0 | 3.0 | 3.0 | 12.0 | 3.0 |
| Minimum Split (s) | 8.0 | 30.5 | 8.0 | 30.5 | 8.0 | 38.5 | 8.0 | 8.0 | 34.5 | 8.0 |
| Total Split (s) | 14.4 | 46.8 | 15.6 | 48.0 | 18.0 | 42.0 | 15.6 | 15.6 | 39.6 | 14.4 |
| Total Split (%) | 12.0% | 39.0% | 13.0% | 40.0% | 15.0% | 35.0% | 13.0% | 13.0% | 33.0% | 12.0% |
| Yellow Time (s) | 3.0 | 3.5 | 3.0 | 3.5 | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 |
| All-Red Time (s) | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.5 | 0.5 | 0.5 | 1.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 5.5 | 3.5 | 3.5 | 5.5 | 3.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 54.1 | 44.1 | 61.9 | 49.4 | 50.2 | 38.8 | 58.5 | 39.8 | 30.2 | 44.6 |
| Actuated g/C Ratio | 0.45 | 0.37 | 0.52 | 0.41 | 0.42 | 0.32 | 0.49 | 0.33 | 0.25 | 0.37 |
| v/c Ratio | 0.48 | 0.60 | 0.90 | 0.72 | 1.01 | 0.90 | 0.30 | 0.25 | 0.64 | 0.26 |
| Control Delay | 25.1 | 30.3 | 54.9 | 33.3 | 74.6 | 64.7 | 16.5 | 22.5 | 46.8 | 17.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.1 | 30.3 | 54.9 | 33.3 | 74.6 | 64.7 | 16.5 | 22.5 | 46.8 | 17.5 |
| LOS | C | C | D | C | E | E | B | C | D | B |
| Approach Delay | | 29.9 | | 36.9 | | 58.0 | | | 35.0 | |
| Approach LOS | | C | | D | | E | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 4.8 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | |
| Natural Cycle: 85 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.01 | |
| Intersection Signal Delay: 40.3 | Intersection LOS: D |
| Intersection Capacity Utilization 86.2% | ICU Level of Service E |
| Analysis Period (min) 15 | |

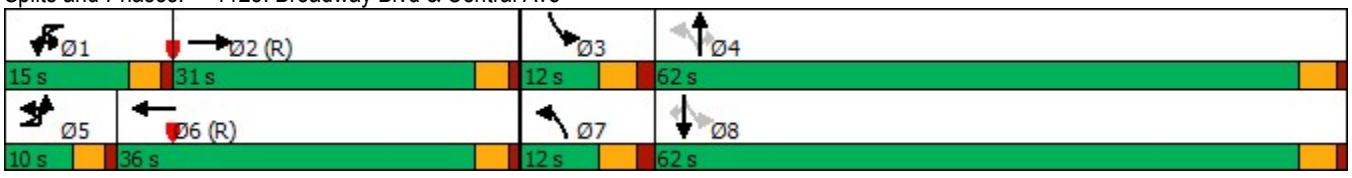
Splits and Phases: 1075: Broadway Blvd & Lomas Blvd



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 44 | 206 | 76 | 321 | 60 | 848 | 37 | 59 | 833 | 36 |
| Future Volume (vph) | 44 | 206 | 76 | 321 | 60 | 848 | 37 | 59 | 833 | 36 |
| Turn Type | Prot | NA | Prot | NA | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 4 | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 12.0 | 4.0 | 12.0 | 4.0 | 8.0 | 8.0 | 4.0 | 8.0 | 8.0 |
| Minimum Split (s) | 8.0 | 31.0 | 8.0 | 28.0 | 9.0 | 27.5 | 27.5 | 9.0 | 28.5 | 28.5 |
| Total Split (s) | 10.0 | 31.0 | 15.0 | 36.0 | 12.0 | 62.0 | 62.0 | 12.0 | 62.0 | 62.0 |
| Total Split (%) | 8.3% | 25.8% | 12.5% | 30.0% | 10.0% | 51.7% | 51.7% | 10.0% | 51.7% | 51.7% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 1.0 | 1.0 | 1.5 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 4.5 | 4.5 | 5.0 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 6.0 | 28.0 | 10.0 | 34.0 | 65.0 | 59.9 | 59.9 | 65.0 | 59.9 | 59.9 |
| Actuated g/C Ratio | 0.05 | 0.23 | 0.08 | 0.28 | 0.54 | 0.50 | 0.50 | 0.54 | 0.50 | 0.50 |
| v/c Ratio | 0.62 | 0.68 | 0.65 | 0.91 | 0.45 | 1.10 | 0.06 | 0.45 | 1.08 | 0.06 |
| Control Delay | 87.4 | 51.4 | 75.5 | 66.4 | 12.4 | 79.9 | 1.4 | 27.0 | 85.9 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 87.4 | 51.4 | 75.5 | 66.4 | 12.4 | 79.9 | 1.4 | 27.0 | 85.9 | 0.3 |
| LOS | F | D | E | E | B | E | A | C | F | A |
| Approach Delay | | 56.9 | | 67.9 | | 72.6 | | | 78.9 | |
| Approach LOS | | E | | E | | E | | | E | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green | |
| Natural Cycle: 140 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.10 | |
| Intersection Signal Delay: 72.3 | Intersection LOS: E |
| Intersection Capacity Utilization 92.7% | ICU Level of Service F |
| Analysis Period (min) 15 | |

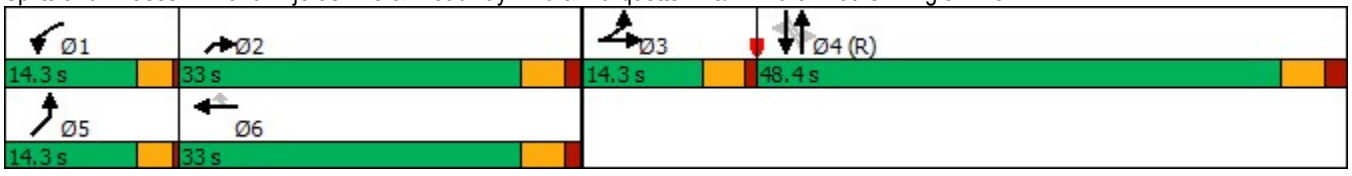
Splits and Phases: 1125: Broadway Blvd & Central Ave



| Lane Group | EBT | WBL2 | WBT | WBR | NBL | NBT | SBL | SBT | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 146 | 576 | 197 | 58 | 884 | 92 | 691 | 32 | 224 |
| Future Volume (vph) | 2 | 146 | 576 | 197 | 58 | 884 | 92 | 691 | 32 | 224 |
| Turn Type | NA | Prot | NA | Perm | Perm | NA | Perm | NA | Prot | Prot |
| Protected Phases | 3 | 1 | 6 | | | 4 | | 4 | 5 | 2 |
| Permitted Phases | | | | 6 | 4 | | 4 | | | |
| Detector Phase | 3 | 1 | 6 | 6 | 4 | 4 | 4 | 4 | 5 | 2 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 20.0 |
| Minimum Split (s) | 12.5 | 6.5 | 37.0 | 37.0 | 52.5 | 52.5 | 52.5 | 52.5 | 6.5 | 37.0 |
| Total Split (s) | 14.3 | 14.3 | 33.0 | 33.0 | 48.4 | 48.4 | 48.4 | 48.4 | 14.3 | 33.0 |
| Total Split (%) | 13.0% | 13.0% | 30.0% | 30.0% | 44.0% | 44.0% | 44.0% | 44.0% | 13.0% | 30.0% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.0 | 3.5 |
| All-Red Time (s) | 1.0 | 0.5 | 1.5 | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 0.5 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 3.5 | 5.0 | 5.0 | 5.5 | 5.5 | 5.5 | 5.5 | 3.5 | 5.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | Lag | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | C-Max | C-Max | C-Max | None | Max |
| Act Effct Green (s) | 8.0 | 10.8 | 34.7 | 34.7 | 54.7 | 54.7 | 54.7 | 54.7 | 7.9 | 28.0 |
| Actuated g/C Ratio | 0.07 | 0.10 | 0.32 | 0.32 | 0.50 | 0.50 | 0.50 | 0.50 | 0.07 | 0.25 |
| v/c Ratio | 0.01 | 1.02 | 0.62 | 0.38 | 0.30 | 0.71 | 0.89 | 0.52 | 0.31 | 0.39 |
| Control Delay | 47.5 | 127.2 | 36.8 | 9.9 | 10.7 | 9.6 | 57.5 | 16.5 | 54.7 | 36.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.5 | 127.2 | 36.8 | 9.9 | 10.7 | 9.6 | 57.5 | 16.5 | 54.7 | 36.0 |
| LOS | D | F | D | A | B | A | E | B | D | D |
| Approach Delay | 47.5 | | 45.4 | | | 9.7 | | 21.0 | 38.4 | |
| Approach LOS | D | | D | | | A | | C | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 30 (27%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 130 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.02 | |
| Intersection Signal Delay: 25.8 | Intersection LOS: C |
| Intersection Capacity Utilization 90.6% | ICU Level of Service E |
| Analysis Period (min) 15 | |

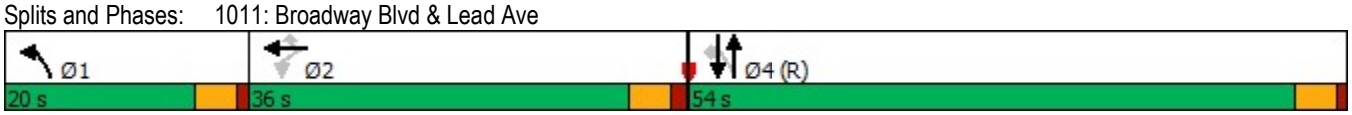
Splits and Phases: 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave



| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 72 | 811 | 136 | 109 | 1009 | 597 | 114 |
| Future Volume (vph) | 72 | 811 | 136 | 109 | 1009 | 597 | 114 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | NA | Perm |
| Protected Phases | | 2 | | 1 | 4 | 4 | |
| Permitted Phases | 2 | | 2 | 4 | | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 4 | 4 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 8.0 | 25.5 | 25.5 | 25.5 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 20.0 | 54.0 | 54.0 | 54.0 |
| Total Split (%) | 32.7% | 32.7% | 32.7% | 18.2% | 49.1% | 49.1% | 49.1% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | Max | Max | Max | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 40.7 | 40.7 | 40.7 | 55.3 | 49.5 | 49.5 | 49.5 |
| Actuated g/C Ratio | 0.37 | 0.37 | 0.37 | 0.50 | 0.45 | 0.45 | 0.45 |
| v/c Ratio | 0.13 | 0.75 | 0.26 | 0.36 | 0.77 | 0.45 | 0.18 |
| Control Delay | 23.9 | 35.1 | 12.6 | 5.0 | 5.9 | 37.3 | 21.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 |
| Total Delay | 23.9 | 35.1 | 12.6 | 5.0 | 6.6 | 37.3 | 21.7 |
| LOS | C | D | B | A | A | D | C |
| Approach Delay | | 31.3 | | | 6.4 | 34.8 | |
| Approach LOS | | C | | | A | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 93 (85%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.77 | |
| Intersection Signal Delay: 22.4 | Intersection LOS: C |
| Intersection Capacity Utilization 70.0% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 1011: Broadway Blvd & Lead Ave



| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 125 | 680 | 83 | 1048 | 296 | 72 | 613 |
| Future Volume (vph) | 125 | 680 | 83 | 1048 | 296 | 72 | 613 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | 4 | | 1 | 4 |
| Permitted Phases | 2 | | 2 | | 4 | 4 | |
| Detector Phase | 2 | 2 | 2 | 4 | 4 | 1 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 |
| Minimum Split (s) | 41.5 | 41.5 | 41.5 | 25.0 | 25.0 | 8.0 | 25.0 |
| Total Split (s) | 42.0 | 42.0 | 42.0 | 48.0 | 48.0 | 20.0 | 48.0 |
| Total Split (%) | 38.2% | 38.2% | 38.2% | 43.6% | 43.6% | 18.2% | 43.6% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 4.0 | 4.0 | 3.5 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.0 | 5.0 | 4.5 | 5.0 |
| Lead/Lag | Lag | Lag | Lag | | | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | Yes | |
| Recall Mode | Max | Max | Max | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 46.7 | 46.7 | 46.7 | 43.0 | 43.0 | 50.8 | 43.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.39 | 0.39 | 0.46 | 0.39 |
| v/c Ratio | 0.20 | 0.55 | 0.14 | 0.91 | 0.46 | 0.46 | 0.53 |
| Control Delay | 22.5 | 26.6 | 9.0 | 44.2 | 9.8 | 25.4 | 12.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| Total Delay | 22.5 | 26.6 | 9.0 | 44.2 | 9.8 | 25.4 | 12.5 |
| LOS | C | C | A | D | A | C | B |
| Approach Delay | | 24.4 | | 36.7 | | | 13.8 |
| Approach LOS | | C | | D | | | B |

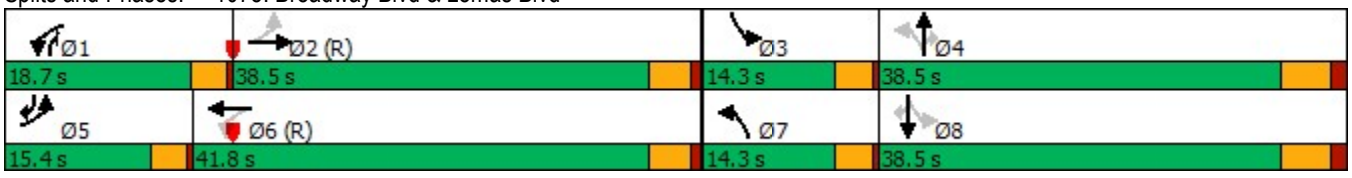
| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 91 (83%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.91 | |
| Intersection Signal Delay: 27.6 | Intersection LOS: C |
| Intersection Capacity Utilization 70.0% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 1012: Broadway Blvd & Coal Ave

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 212 | 953 | 196 | 906 | 234 | 541 | 187 | 120 | 482 | 176 |
| Future Volume (vph) | 212 | 953 | 196 | 906 | 234 | 541 | 187 | 120 | 482 | 176 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 18.0 | 3.0 | 18.0 | 3.0 | 12.0 | 3.0 | 3.0 | 12.0 | 3.0 |
| Minimum Split (s) | 8.0 | 30.5 | 8.0 | 30.5 | 8.0 | 38.5 | 8.0 | 8.0 | 34.5 | 8.0 |
| Total Split (s) | 15.4 | 38.5 | 18.7 | 41.8 | 14.3 | 38.5 | 18.7 | 14.3 | 38.5 | 15.4 |
| Total Split (%) | 14.0% | 35.0% | 17.0% | 38.0% | 13.0% | 35.0% | 17.0% | 13.0% | 35.0% | 14.0% |
| Yellow Time (s) | 3.0 | 3.5 | 3.0 | 3.5 | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 |
| All-Red Time (s) | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.5 | 0.5 | 0.5 | 1.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 5.5 | 3.5 | 3.5 | 5.5 | 3.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 48.3 | 35.4 | 52.1 | 37.3 | 46.8 | 34.0 | 53.3 | 44.8 | 33.0 | 50.4 |
| Actuated g/C Ratio | 0.44 | 0.32 | 0.47 | 0.34 | 0.43 | 0.31 | 0.48 | 0.41 | 0.30 | 0.46 |
| v/c Ratio | 0.87 | 0.90 | 0.81 | 0.67 | 1.15 | 0.60 | 0.27 | 0.42 | 1.04 | 0.28 |
| Control Delay | 52.7 | 44.0 | 48.2 | 33.4 | 135.8 | 16.1 | 2.9 | 22.9 | 90.5 | 14.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.7 | 44.0 | 48.2 | 33.4 | 135.8 | 16.1 | 2.9 | 22.9 | 90.5 | 14.7 |
| LOS | D | D | D | C | F | B | A | C | F | B |
| Approach Delay | | 45.3 | | 35.9 | | 42.6 | | | 63.0 | |
| Approach LOS | | D | | D | | D | | | E | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 23 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | |
| Natural Cycle: 85 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.15 | |
| Intersection Signal Delay: 45.4 | Intersection LOS: D |
| Intersection Capacity Utilization 96.8% | ICU Level of Service F |
| Analysis Period (min) 15 | |

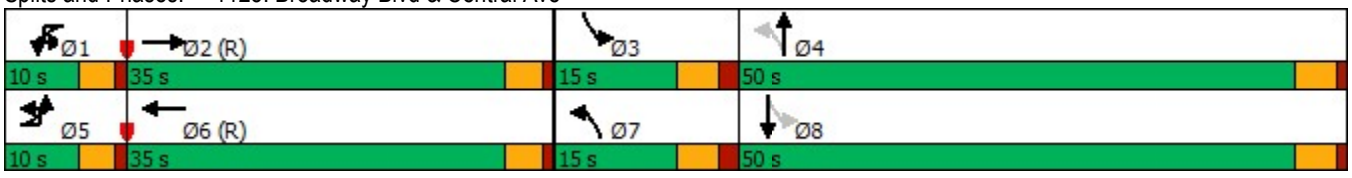
Splits and Phases: 1075: Broadway Blvd & Lomas Blvd



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 29 | 218 | 30 | 237 | 36 | 992 | 108 | 692 |
| Future Volume (vph) | 29 | 218 | 30 | 237 | 36 | 992 | 108 | 692 |
| Turn Type | Prot | NA | Prot | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Permitted Phases | | | | | 4 | | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 4.0 | 12.0 | 4.0 | 12.0 | 4.0 | 8.0 | 4.0 | 8.0 |
| Minimum Split (s) | 8.0 | 31.0 | 8.0 | 28.0 | 9.0 | 27.5 | 9.0 | 28.5 |
| Total Split (s) | 10.0 | 35.0 | 10.0 | 35.0 | 15.0 | 50.0 | 15.0 | 50.0 |
| Total Split (%) | 9.1% | 31.8% | 9.1% | 31.8% | 13.6% | 45.5% | 13.6% | 45.5% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 1.0 | 1.5 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 4.5 | 5.0 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None |
| Act Effct Green (s) | 6.0 | 37.4 | 6.0 | 37.4 | 50.4 | 44.1 | 56.0 | 50.7 |
| Actuated g/C Ratio | 0.05 | 0.34 | 0.05 | 0.34 | 0.46 | 0.40 | 0.51 | 0.46 |
| v/c Ratio | 0.37 | 0.48 | 0.41 | 0.57 | 0.14 | 0.89 | 0.59 | 0.56 |
| Control Delay | 62.6 | 33.7 | 64.9 | 35.9 | 3.4 | 14.1 | 42.3 | 25.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 62.6 | 33.7 | 64.9 | 35.9 | 3.4 | 14.1 | 42.3 | 25.4 |
| LOS | E | C | E | D | A | B | D | C |
| Approach Delay | | 36.8 | | 38.8 | | 13.7 | | 27.5 |
| Approach LOS | | D | | D | | B | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 72 (65%), Referenced to phase 2:EBT and 6:WBT, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.89 | |
| Intersection Signal Delay: 24.2 | Intersection LOS: C |
| Intersection Capacity Utilization 74.5% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 1125: Broadway Blvd & Central Ave



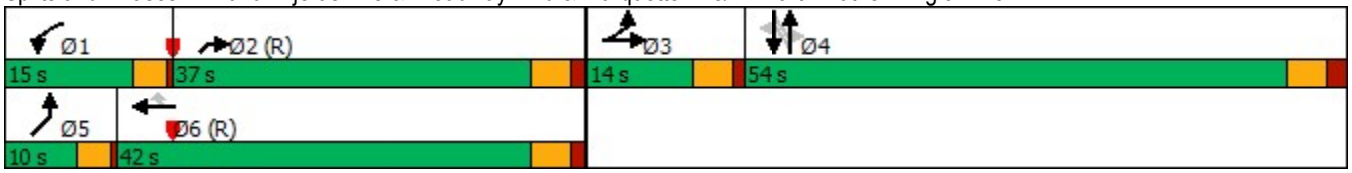
# Timings
## 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave

05/15/2025

| Lane Group | WBL2 | WBT | WBR | NBL | NBT | SBL | SBT | NEL | NER | Ø3 |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 157 | 386 | 177 | 35 | 1041 | 93 | 897 | 55 | 604 | |
| Future Volume (vph) | 157 | 386 | 177 | 35 | 1041 | 93 | 897 | 55 | 604 | |
| Turn Type | Prot | NA | Perm | Perm | NA | Perm | NA | Prot | Prot | |
| Protected Phases | 1 | 6 | | | 4 | | 4 | 5 | 2 | 3 |
| Permitted Phases | | | 6 | 4 | | 4 | | | | |
| Detector Phase | 1 | 6 | 6 | 4 | 4 | 4 | 4 | 5 | 2 | |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 20.0 | 8.0 |
| Minimum Split (s) | 8.0 | 37.0 | 37.0 | 52.5 | 52.5 | 52.5 | 52.5 | 6.5 | 37.0 | 12.5 |
| Total Split (s) | 15.0 | 42.0 | 42.0 | 54.0 | 54.0 | 54.0 | 54.0 | 10.0 | 37.0 | 14.0 |
| Total Split (%) | 12.5% | 35.0% | 35.0% | 45.0% | 45.0% | 45.0% | 45.0% | 8.3% | 30.8% | 12% |
| Yellow Time (s) | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.0 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 1.5 | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 0.5 | 1.5 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 5.0 | 5.0 | 5.5 | 5.5 | 5.5 | 5.5 | 3.5 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None | C-Max | None |
| Act Effct Green (s) | 11.5 | 39.0 | 39.0 | 62.5 | 62.5 | 62.5 | 62.5 | 6.5 | 32.0 | |
| Actuated g/C Ratio | 0.10 | 0.32 | 0.32 | 0.52 | 0.52 | 0.52 | 0.52 | 0.05 | 0.27 | |
| v/c Ratio | 1.12 | 0.41 | 0.32 | 0.22 | 0.75 | 0.91 | 0.61 | 0.70 | 1.00 | |
| Control Delay | 159.5 | 33.6 | 5.8 | 7.9 | 7.8 | 72.9 | 14.3 | 94.3 | 78.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 159.5 | 33.6 | 5.8 | 7.9 | 7.8 | 72.9 | 14.3 | 94.3 | 78.8 | |
| LOS | F | C | A | A | A | E | B | F | E | |
| Approach Delay | | 54.3 | | | 7.8 | | 19.6 | 80.0 | | |
| Approach LOS | | D | | | A | | B | F | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 83 (69%), Referenced to phase 2:NER and 6:WBT, Start of Green | |
| Natural Cycle: 140 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.13 | |
| Intersection Signal Delay: 34.0 | Intersection LOS: C |
| Intersection Capacity Utilization 92.3% | ICU Level of Service F |
| Analysis Period (min) 15 | |

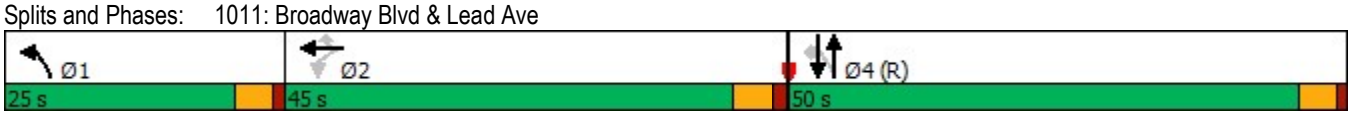
Splits and Phases: 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave



| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 205 | 1007 | 180 | 279 | 970 | 1003 | 169 |
| Future Volume (vph) | 205 | 1007 | 180 | 279 | 970 | 1003 | 169 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | NA | Perm |
| Protected Phases | | 2 | | 1 | 4 | 4 | |
| Permitted Phases | 2 | | 2 | 4 | | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 4 | 4 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 8.0 | 25.5 | 25.5 | 25.5 |
| Total Split (s) | 45.0 | 45.0 | 45.0 | 25.0 | 50.0 | 50.0 | 50.0 |
| Total Split (%) | 37.5% | 37.5% | 37.5% | 20.8% | 41.7% | 41.7% | 41.7% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | Max | Max | Max | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 40.5 | 40.5 | 40.5 | 65.5 | 45.5 | 45.5 | 45.5 |
| Actuated g/C Ratio | 0.34 | 0.34 | 0.34 | 0.55 | 0.38 | 0.38 | 0.38 |
| v/c Ratio | 0.42 | 1.02 | 0.36 | 0.94 | 0.87 | 0.90 | 0.32 |
| Control Delay | 33.8 | 72.4 | 18.8 | 47.8 | 20.6 | 26.9 | 6.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 1.5 | 0.0 |
| Total Delay | 33.8 | 72.4 | 18.8 | 47.8 | 27.1 | 28.4 | 6.8 |
| LOS | C | E | B | D | C | C | A |
| Approach Delay | | 59.7 | | | 31.7 | 25.3 | |
| Approach LOS | | E | | | C | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 41 (34%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.02 | |
| Intersection Signal Delay: 40.0 | Intersection LOS: D |
| Intersection Capacity Utilization 90.6% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 1011: Broadway Blvd & Lead Ave



| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 77 | 737 | 115 | 1173 | 152 | 113 | 1085 |
| Future Volume (vph) | 77 | 737 | 115 | 1173 | 152 | 113 | 1085 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | 4 | | 1 | 4 |
| Permitted Phases | 2 | | 2 | | 4 | 4 | |
| Detector Phase | 2 | 2 | 2 | 4 | 4 | 1 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 |
| Minimum Split (s) | 41.5 | 41.5 | 41.5 | 25.0 | 25.0 | 8.0 | 25.0 |
| Total Split (s) | 45.0 | 45.0 | 45.0 | 55.0 | 55.0 | 20.0 | 55.0 |
| Total Split (%) | 37.5% | 37.5% | 37.5% | 45.8% | 45.8% | 16.7% | 45.8% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 4.0 | 4.0 | 3.5 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.0 | 5.0 | 4.5 | 5.0 |
| Lead/Lag | Lag | Lag | Lag | | | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | Yes | |
| Recall Mode | Max | Max | Max | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 44.6 | 44.6 | 44.6 | 50.0 | 50.0 | 60.9 | 50.0 |
| Actuated g/C Ratio | 0.37 | 0.37 | 0.37 | 0.42 | 0.42 | 0.51 | 0.42 |
| v/c Ratio | 0.14 | 0.68 | 0.22 | 0.96 | 0.24 | 0.63 | 0.89 |
| Control Delay | 27.2 | 35.9 | 16.0 | 51.4 | 6.3 | 31.3 | 14.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 2.3 |
| Total Delay | 27.2 | 35.9 | 16.0 | 57.1 | 6.3 | 31.3 | 16.6 |
| LOS | C | D | B | E | A | C | B |
| Approach Delay | | 32.7 | | 51.2 | | | 18.0 |
| Approach LOS | | C | | D | | | B |

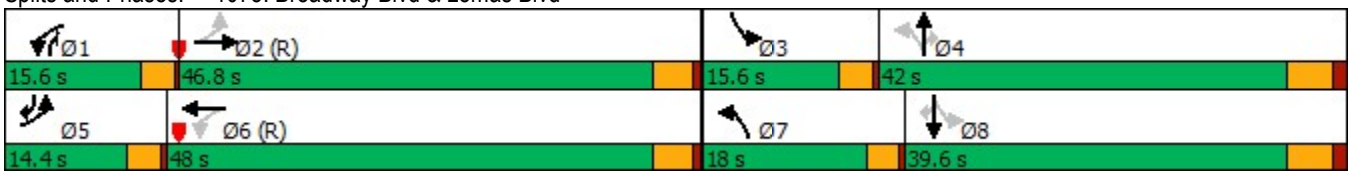
| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 40 (33%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.96 | |
| Intersection Signal Delay: 34.7 | Intersection LOS: C |
| Intersection Capacity Utilization 90.6% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 1012: Broadway Blvd & Coal Ave

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 105 | 835 | 303 | 1427 | 415 | 547 | 254 | 57 | 304 | 165 |
| Future Volume (vph) | 105 | 835 | 303 | 1427 | 415 | 547 | 254 | 57 | 304 | 165 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 18.0 | 3.0 | 18.0 | 3.0 | 12.0 | 3.0 | 3.0 | 12.0 | 3.0 |
| Minimum Split (s) | 8.0 | 30.5 | 8.0 | 30.5 | 8.0 | 38.5 | 8.0 | 8.0 | 34.5 | 8.0 |
| Total Split (s) | 14.4 | 46.8 | 15.6 | 48.0 | 18.0 | 42.0 | 15.6 | 15.6 | 39.6 | 14.4 |
| Total Split (%) | 12.0% | 39.0% | 13.0% | 40.0% | 15.0% | 35.0% | 13.0% | 13.0% | 33.0% | 12.0% |
| Yellow Time (s) | 3.0 | 3.5 | 3.0 | 3.5 | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 |
| All-Red Time (s) | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.5 | 0.5 | 0.5 | 1.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 5.5 | 3.5 | 3.5 | 5.5 | 3.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 52.8 | 42.3 | 64.2 | 51.0 | 48.0 | 36.1 | 59.7 | 38.4 | 28.0 | 43.0 |
| Actuated g/C Ratio | 0.44 | 0.35 | 0.54 | 0.42 | 0.40 | 0.30 | 0.50 | 0.32 | 0.23 | 0.36 |
| v/c Ratio | 0.62 | 0.76 | 1.09 | 0.85 | 1.48 | 0.62 | 0.34 | 0.24 | 0.84 | 0.33 |
| Control Delay | 34.4 | 35.7 | 109.1 | 37.2 | 255.9 | 22.1 | 2.2 | 23.4 | 62.8 | 20.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.4 | 35.7 | 109.1 | 37.2 | 255.9 | 22.1 | 2.2 | 23.4 | 62.8 | 20.9 |
| LOS | C | D | F | D | F | C | A | C | E | C |
| Approach Delay | | 35.6 | | 49.2 | | 97.7 | | | 45.4 | |
| Approach LOS | | D | | D | | F | | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 113 (94%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | |
| Natural Cycle: 125 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.48 | |
| Intersection Signal Delay: 57.6 | Intersection LOS: E |
| Intersection Capacity Utilization 102.0% | ICU Level of Service G |
| Analysis Period (min) 15 | |

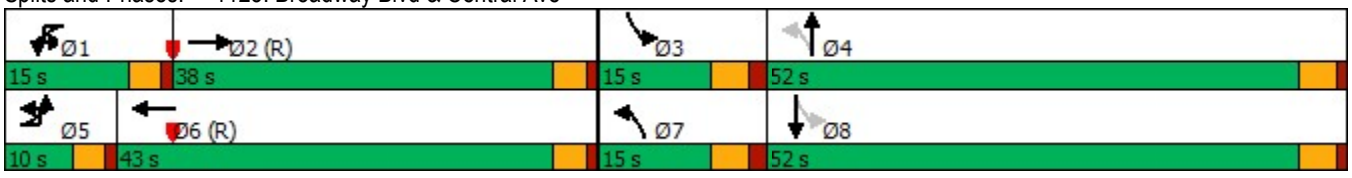
Splits and Phases: 1075: Broadway Blvd & Lomas Blvd



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 54 | 252 | 93 | 392 | 74 | 1035 | 72 | 1017 |
| Future Volume (vph) | 54 | 252 | 93 | 392 | 74 | 1035 | 72 | 1017 |
| Turn Type | Prot | NA | Prot | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Permitted Phases | | | | | 4 | | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 4.0 | 12.0 | 4.0 | 12.0 | 4.0 | 8.0 | 4.0 | 8.0 |
| Minimum Split (s) | 8.0 | 31.0 | 8.0 | 28.0 | 9.0 | 27.5 | 9.0 | 28.5 |
| Total Split (s) | 10.0 | 38.0 | 15.0 | 43.0 | 15.0 | 52.0 | 15.0 | 52.0 |
| Total Split (%) | 8.3% | 31.7% | 12.5% | 35.8% | 12.5% | 43.3% | 12.5% | 43.3% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 1.0 | 1.5 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 4.5 | 5.0 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None |
| Act Effct Green (s) | 6.1 | 37.9 | 10.5 | 44.4 | 54.6 | 48.0 | 54.5 | 48.0 |
| Actuated g/C Ratio | 0.05 | 0.32 | 0.09 | 0.37 | 0.46 | 0.40 | 0.45 | 0.40 |
| v/c Ratio | 0.73 | 0.62 | 0.76 | 0.86 | 0.48 | 0.93 | 0.48 | 0.91 |
| Control Delay | 101.1 | 41.9 | 84.9 | 51.5 | 22.0 | 51.0 | 38.7 | 45.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 101.1 | 41.9 | 84.9 | 51.5 | 22.0 | 51.0 | 38.7 | 45.1 |
| LOS | F | D | F | D | C | D | D | D |
| Approach Delay | | 51.0 | | 57.1 | | 49.2 | | 44.7 |
| Approach LOS | | D | | E | | D | | D |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 63 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.93 | |
| Intersection Signal Delay: 49.2 | Intersection LOS: D |
| Intersection Capacity Utilization 84.6% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 1125: Broadway Blvd & Central Ave



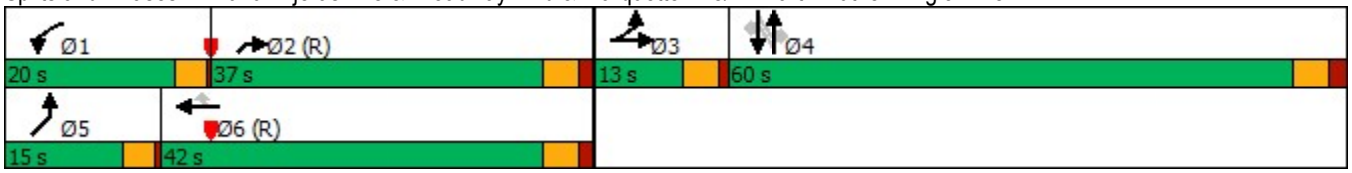
# Timings
## 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave

05/15/2025

| Lane Group | WBL2 | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL | NER | Ø3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 157 | 386 | 177 | 35 | 1041 | 98 | 93 | 897 | 29 | 55 | 604 | |
| Future Volume (vph) | 157 | 386 | 177 | 35 | 1041 | 98 | 93 | 897 | 29 | 55 | 604 | |
| Turn Type | Prot | NA | Perm | Perm | NA | Perm | Perm | NA | Perm | Prot | Prot | |
| Protected Phases | 1 | 6 | | | 4 | | | 4 | | 5 | 2 | 3 |
| Permitted Phases | | | 6 | 4 | | 4 | 4 | | 4 | | | |
| Detector Phase | 1 | 6 | 6 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 20.0 | 8.0 |
| Minimum Split (s) | 6.5 | 37.0 | 37.0 | 52.5 | 52.5 | 52.5 | 52.5 | 52.5 | 52.5 | 6.5 | 37.0 | 12.5 |
| Total Split (s) | 20.0 | 42.0 | 42.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 15.0 | 37.0 | 13.0 |
| Total Split (%) | 15.4% | 32.3% | 32.3% | 46.2% | 46.2% | 46.2% | 46.2% | 46.2% | 46.2% | 11.5% | 28.5% | 10% |
| Yellow Time (s) | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.0 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 1.5 | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.5 | 1.5 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 5.0 | 5.0 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 3.5 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lag | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | None | None | None | None | None | None | C-Max | None |
| Act Effct Green (s) | 16.0 | 40.8 | 40.8 | 67.5 | 67.5 | 67.5 | 67.5 | 67.5 | 67.5 | 9.6 | 32.5 | |
| Actuated g/C Ratio | 0.12 | 0.31 | 0.31 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.07 | 0.25 | |
| v/c Ratio | 0.88 | 0.42 | 0.33 | 0.75 | 1.30 | 0.13 | 1.98 | 1.12 | 0.04 | 0.51 | 1.06 | |
| Control Delay | 94.5 | 37.9 | 6.4 | 25.4 | 153.6 | 0.1 | 498.8 | 85.8 | 0.1 | 72.9 | 100.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 94.5 | 37.9 | 6.4 | 25.4 | 153.6 | 0.1 | 498.8 | 85.8 | 0.1 | 72.9 | 100.3 | |
| LOS | F | D | A | C | F | A | F | F | A | E | F | |
| Approach Delay | | 42.5 | | | 136.9 | | | 121.0 | | 98.1 | | |
| Approach LOS | | D | | | F | | | F | | F | | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 123 (95%), Referenced to phase 2:NER and 6:WBT, Start of Green | |
| Natural Cycle: 150 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.98 | |
| Intersection Signal Delay: 106.1 | Intersection LOS: F |
| Intersection Capacity Utilization 117.7% | ICU Level of Service H |
| Analysis Period (min) 15 | |

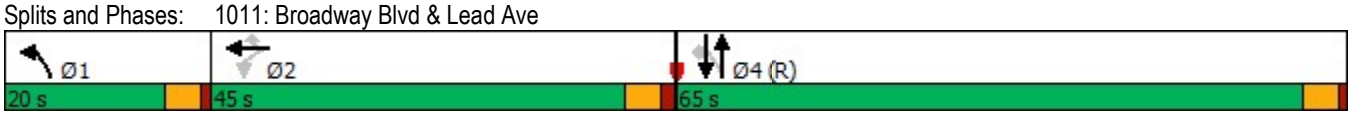
Splits and Phases: 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave



| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 205 | 1007 | 180 | 279 | 970 | 1003 | 169 |
| Future Volume (vph) | 205 | 1007 | 180 | 279 | 970 | 1003 | 169 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | NA | Perm |
| Protected Phases | | 2 | | 1 | 4 | 4 | |
| Permitted Phases | 2 | | 2 | 4 | | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 4 | 4 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 8.0 | 25.5 | 25.5 | 25.5 |
| Total Split (s) | 45.0 | 45.0 | 45.0 | 20.0 | 65.0 | 65.0 | 65.0 |
| Total Split (%) | 34.6% | 34.6% | 34.6% | 15.4% | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | Max | Max | Max | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 40.0 | 40.0 | 40.0 | 76.0 | 60.5 | 60.5 | 60.5 |
| Actuated g/C Ratio | 0.31 | 0.31 | 0.31 | 0.58 | 0.47 | 0.47 | 0.47 |
| v/c Ratio | 0.46 | 1.12 | 0.40 | 1.26 | 1.35 | 1.40 | 0.27 |
| Control Delay | 39.9 | 108.3 | 24.0 | 165.4 | 183.8 | 201.0 | 5.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 |
| Total Delay | 39.9 | 108.3 | 24.0 | 165.4 | 183.8 | 202.5 | 5.1 |
| LOS | D | F | C | F | F | F | A |
| Approach Delay | | 87.3 | | | 179.7 | 173.9 | |
| Approach LOS | | F | | | F | F | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 36 (28%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 130 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.40 | |
| Intersection Signal Delay: 144.2 | Intersection LOS: F |
| Intersection Capacity Utilization 118.4% | ICU Level of Service H |
| Analysis Period (min) 15 | |

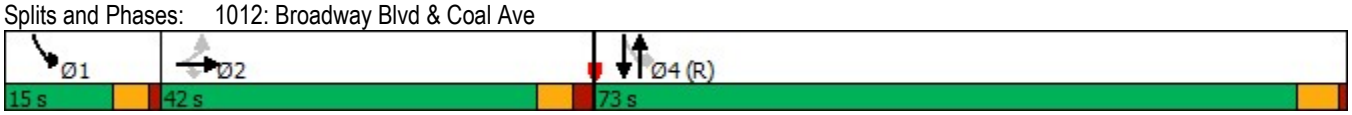
Splits and Phases: 1011: Broadway Blvd & Lead Ave



| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 77 | 737 | 115 | 1173 | 152 | 113 | 1085 |
| Future Volume (vph) | 77 | 737 | 115 | 1173 | 152 | 113 | 1085 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | 4 | | 1 | 4 |
| Permitted Phases | 2 | | 2 | | 4 | 4 | |
| Detector Phase | 2 | 2 | 2 | 4 | 4 | 1 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 |
| Minimum Split (s) | 41.5 | 41.5 | 41.5 | 25.0 | 25.0 | 8.0 | 25.0 |
| Total Split (s) | 42.0 | 42.0 | 42.0 | 73.0 | 73.0 | 15.0 | 73.0 |
| Total Split (%) | 32.3% | 32.3% | 32.3% | 56.2% | 56.2% | 11.5% | 56.2% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 4.0 | 4.0 | 3.5 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.0 | 5.0 | 4.5 | 5.0 |
| Lead/Lag | Lag | Lag | Lag | | | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | Yes | |
| Recall Mode | Max | Max | Max | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 39.4 | 39.4 | 39.4 | 68.0 | 68.0 | 76.1 | 68.0 |
| Actuated g/C Ratio | 0.30 | 0.30 | 0.30 | 0.52 | 0.52 | 0.59 | 0.52 |
| v/c Ratio | 0.17 | 0.83 | 0.27 | 0.77 | 0.21 | 0.63 | 1.35 |
| Control Delay | 35.4 | 51.2 | 21.4 | 28.5 | 7.5 | 20.8 | 172.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.5 |
| Total Delay | 35.4 | 51.2 | 21.4 | 29.1 | 7.5 | 20.8 | 173.0 |
| LOS | D | D | C | C | A | C | F |
| Approach Delay | | 46.2 | | 26.6 | | | 158.6 |
| Approach LOS | | D | | C | | | F |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 38 (29%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 150 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.35 | |
| Intersection Signal Delay: 77.7 | Intersection LOS: E |
| Intersection Capacity Utilization 118.4% | ICU Level of Service H |
| Analysis Period (min) 15 | |

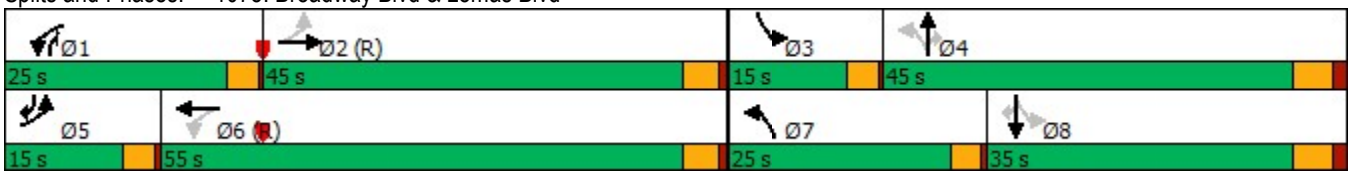
Splits and Phases: 1012: Broadway Blvd & Coal Ave



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 105 | 835 | 303 | 1427 | 415 | 547 | 254 | 57 | 304 | 165 |
| Future Volume (vph) | 105 | 835 | 303 | 1427 | 415 | 547 | 254 | 57 | 304 | 165 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 18.0 | 3.0 | 18.0 | 3.0 | 12.0 | 3.0 | 3.0 | 12.0 | 3.0 |
| Minimum Split (s) | 8.0 | 30.5 | 8.0 | 30.5 | 8.0 | 38.5 | 8.0 | 8.0 | 34.5 | 8.0 |
| Total Split (s) | 15.0 | 45.0 | 25.0 | 55.0 | 25.0 | 45.0 | 25.0 | 15.0 | 35.0 | 15.0 |
| Total Split (%) | 11.5% | 34.6% | 19.2% | 42.3% | 19.2% | 34.6% | 19.2% | 11.5% | 26.9% | 11.5% |
| Yellow Time (s) | 3.0 | 3.5 | 3.0 | 3.5 | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 |
| All-Red Time (s) | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.5 | 0.5 | 0.5 | 1.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 5.5 | 3.5 | 3.5 | 5.5 | 3.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 51.4 | 40.5 | 66.5 | 52.1 | 56.5 | 44.4 | 71.4 | 40.0 | 29.5 | 44.9 |
| Actuated g/C Ratio | 0.40 | 0.31 | 0.51 | 0.40 | 0.43 | 0.34 | 0.55 | 0.31 | 0.23 | 0.35 |
| v/c Ratio | 0.65 | 0.86 | 1.04 | 0.90 | 1.24 | 1.04 | 0.33 | 0.39 | 0.87 | 0.32 |
| Control Delay | 42.0 | 46.9 | 98.9 | 44.2 | 137.9 | 47.8 | 4.6 | 30.7 | 71.5 | 15.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.0 | 46.9 | 98.9 | 44.2 | 137.9 | 47.8 | 4.6 | 30.7 | 71.5 | 15.0 |
| LOS | D | D | F | D | F | D | A | C | E | B |
| Approach Delay | | 46.4 | | 53.4 | | 69.5 | | | 49.4 | |
| Approach LOS | | D | | D | | E | | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 32 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | |
| Natural Cycle: 115 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.24 | |
| Intersection Signal Delay: 55.3 | Intersection LOS: E |
| Intersection Capacity Utilization 102.0% | ICU Level of Service G |
| Analysis Period (min) 15 | |

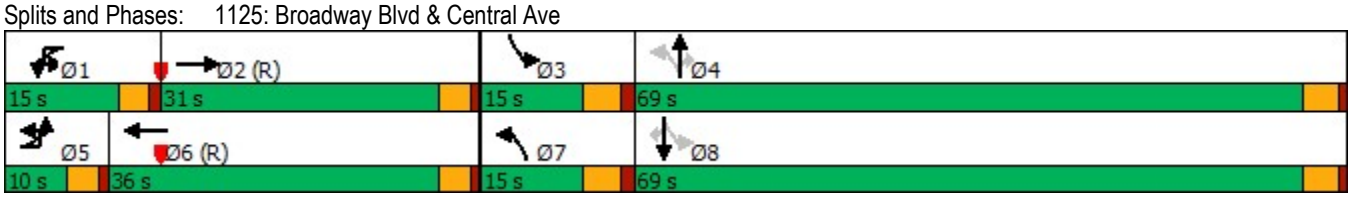
Splits and Phases: 1075: Broadway Blvd & Lomas Blvd



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 54 | 252 | 93 | 392 | 74 | 1035 | 46 | 72 | 1017 | 44 |
| Future Volume (vph) | 54 | 252 | 93 | 392 | 74 | 1035 | 46 | 72 | 1017 | 44 |
| Turn Type | Prot | NA | Prot | NA | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 4 | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 12.0 | 4.0 | 12.0 | 4.0 | 8.0 | 8.0 | 4.0 | 8.0 | 8.0 |
| Minimum Split (s) | 8.0 | 31.0 | 8.0 | 28.0 | 9.0 | 27.5 | 27.5 | 9.0 | 28.5 | 28.5 |
| Total Split (s) | 10.0 | 31.0 | 15.0 | 36.0 | 15.0 | 69.0 | 69.0 | 15.0 | 69.0 | 69.0 |
| Total Split (%) | 7.7% | 23.8% | 11.5% | 27.7% | 11.5% | 53.1% | 53.1% | 11.5% | 53.1% | 53.1% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 1.0 | 1.0 | 1.5 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 4.5 | 4.5 | 5.0 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 6.0 | 27.3 | 10.7 | 32.0 | 75.1 | 68.6 | 68.6 | 73.9 | 66.3 | 66.3 |
| Actuated g/C Ratio | 0.05 | 0.21 | 0.08 | 0.25 | 0.58 | 0.53 | 0.53 | 0.57 | 0.51 | 0.51 |
| v/c Ratio | 0.81 | 0.93 | 0.81 | 1.28 | 0.53 | 1.27 | 0.07 | 0.52 | 1.29 | 0.07 |
| Control Delay | 122.2 | 83.3 | 98.4 | 183.3 | 27.7 | 161.0 | 3.6 | 25.4 | 167.5 | 1.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 122.2 | 83.3 | 98.4 | 183.3 | 27.7 | 161.0 | 3.6 | 25.4 | 167.5 | 1.8 |
| LOS | F | F | F | F | C | F | A | C | F | A |
| Approach Delay | | 89.3 | | 169.0 | | 146.2 | | | 152.0 | |
| Approach LOS | | F | | F | | F | | | F | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 96 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Green | |
| Natural Cycle: 150 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.29 | |
| Intersection Signal Delay: 146.1 | Intersection LOS: F |
| Intersection Capacity Utilization 110.9% | ICU Level of Service H |
| Analysis Period (min) 15 | |

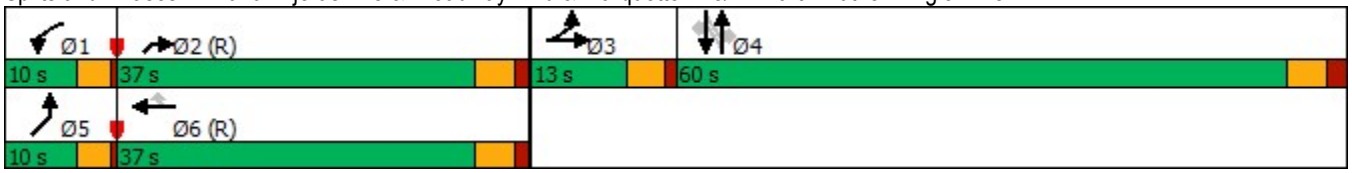
Splits and Phases: 1125: Broadway Blvd & Central Ave



| Lane Group | EBT | WBL2 | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 146 | 576 | 197 | 58 | 884 | 140 | 92 | 691 | 52 | 32 | 224 |
| Future Volume (vph) | 2 | 146 | 576 | 197 | 58 | 884 | 140 | 92 | 691 | 52 | 32 | 224 |
| Turn Type | NA | Prot | NA | Perm | Perm | NA | Perm | Perm | NA | Perm | Prot | Prot |
| Protected Phases | 3 | 1 | 6 | | | 4 | | | 4 | | 5 | 2 |
| Permitted Phases | | | | 6 | 4 | | 4 | 4 | | 4 | | |
| Detector Phase | 3 | 1 | 6 | 6 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 20.0 |
| Minimum Split (s) | 12.5 | 6.5 | 37.0 | 37.0 | 52.5 | 52.5 | 52.5 | 52.5 | 52.5 | 52.5 | 6.5 | 37.0 |
| Total Split (s) | 13.0 | 10.0 | 37.0 | 37.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 10.0 | 37.0 |
| Total Split (%) | 10.8% | 8.3% | 30.8% | 30.8% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 8.3% | 30.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.0 | 3.5 |
| All-Red Time (s) | 1.0 | 0.5 | 1.5 | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.5 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 3.5 | 5.0 | 5.0 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 3.5 | 5.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | Lag | Lag | Lag | Lag | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | C-Max | C-Max | None | None | None | None | None | None | None | C-Max |
| Act Effct Green (s) | 8.0 | 6.5 | 36.0 | 36.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 6.3 | 32.0 |
| Actuated g/C Ratio | 0.07 | 0.05 | 0.30 | 0.30 | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 | 0.05 | 0.27 |
| v/c Ratio | 0.01 | 1.85 | 0.66 | 0.39 | 0.38 | 1.06 | 0.19 | 1.79 | 0.83 | 0.07 | 0.42 | 0.37 |
| Control Delay | 52.5 | 454.6 | 41.5 | 12.0 | 5.0 | 40.2 | 0.2 | 406.1 | 24.5 | 2.1 | 70.4 | 37.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.5 | 454.6 | 41.5 | 12.0 | 5.0 | 40.2 | 0.2 | 406.1 | 24.5 | 2.1 | 70.4 | 37.7 |
| LOS | D | F | D | B | A | D | A | F | C | A | E | D |
| Approach Delay | 52.5 | | 100.9 | | | 33.1 | | | 65.1 | | 41.8 | |
| Approach LOS | D | | F | | | C | | | E | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 28 (23%), Referenced to phase 2:NER and 6:WBT, Start of Green | |
| Natural Cycle: 150 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.85 | |
| Intersection Signal Delay: 62.6 | Intersection LOS: E |
| Intersection Capacity Utilization 110.2% | ICU Level of Service H |
| Analysis Period (min) 15 | |

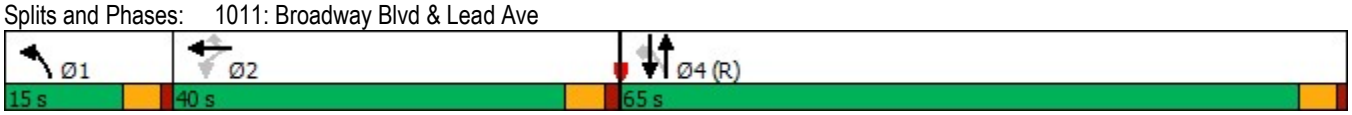
Splits and Phases: 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave



| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 72 | 811 | 136 | 109 | 1009 | 597 | 114 |
| Future Volume (vph) | 72 | 811 | 136 | 109 | 1009 | 597 | 114 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | NA | Perm |
| Protected Phases | | 2 | | 1 | 4 | 4 | |
| Permitted Phases | 2 | | 2 | 4 | | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 4 | 4 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 | 8.0 | 8.0 |
| Minimum Split (s) | 36.0 | 36.0 | 36.0 | 8.0 | 25.5 | 25.5 | 25.5 |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 15.0 | 65.0 | 65.0 | 65.0 |
| Total Split (%) | 33.3% | 33.3% | 33.3% | 12.5% | 54.2% | 54.2% | 54.2% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | |
| Recall Mode | Max | Max | Max | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 39.7 | 39.7 | 39.7 | 66.3 | 60.5 | 60.5 | 60.5 |
| Actuated g/C Ratio | 0.33 | 0.33 | 0.33 | 0.55 | 0.50 | 0.50 | 0.50 |
| v/c Ratio | 0.15 | 0.84 | 0.28 | 0.45 | 1.30 | 0.77 | 0.17 |
| Control Delay | 29.4 | 45.7 | 16.2 | 8.0 | 157.2 | 38.5 | 19.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Total Delay | 29.4 | 45.7 | 16.2 | 8.0 | 157.2 | 40.5 | 19.0 |
| LOS | C | D | B | A | F | D | B |
| Approach Delay | | 40.6 | | | 142.7 | 37.0 | |
| Approach LOS | | D | | | F | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 23 (19%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 130 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.30 | |
| Intersection Signal Delay: 79.8 | Intersection LOS: E |
| Intersection Capacity Utilization 91.8% | ICU Level of Service F |
| Analysis Period (min) 15 | |

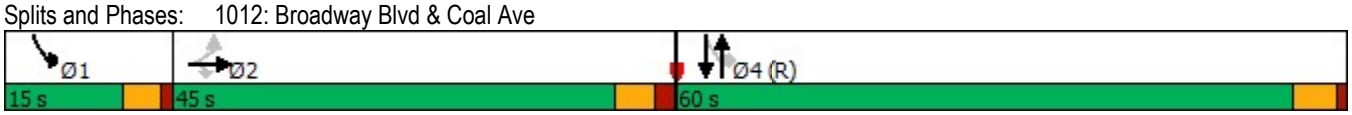
Splits and Phases: 1011: Broadway Blvd & Lead Ave



| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 125 | 680 | 83 | 1048 | 296 | 72 | 613 |
| Future Volume (vph) | 125 | 680 | 83 | 1048 | 296 | 72 | 613 |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA |
| Protected Phases | | 2 | | 4 | | 1 | 4 |
| Permitted Phases | 2 | | 2 | | 4 | 4 | |
| Detector Phase | 2 | 2 | 2 | 4 | 4 | 1 | 4 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 3.0 | 8.0 |
| Minimum Split (s) | 41.5 | 41.5 | 41.5 | 25.0 | 25.0 | 7.5 | 25.0 |
| Total Split (s) | 45.0 | 45.0 | 45.0 | 60.0 | 60.0 | 15.0 | 60.0 |
| Total Split (%) | 37.5% | 37.5% | 37.5% | 50.0% | 50.0% | 12.5% | 50.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 4.0 | 4.0 | 3.5 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.0 | 5.0 | 4.5 | 5.0 |
| Lead/Lag | Lag | Lag | Lag | | | Lead | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | Yes | |
| Recall Mode | Max | Max | Max | C-Max | C-Max | None | C-Max |
| Act Effct Green (s) | 45.8 | 45.8 | 45.8 | 55.0 | 55.0 | 61.7 | 55.0 |
| Actuated g/C Ratio | 0.38 | 0.38 | 0.38 | 0.46 | 0.46 | 0.51 | 0.46 |
| v/c Ratio | 0.22 | 0.61 | 0.16 | 0.78 | 0.44 | 0.44 | 0.87 |
| Control Delay | 27.6 | 33.3 | 11.7 | 32.1 | 12.7 | 13.5 | 30.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 2.7 |
| Total Delay | 27.6 | 33.3 | 11.7 | 32.8 | 12.7 | 13.5 | 32.7 |
| LOS | C | C | B | C | B | B | C |
| Approach Delay | | 30.5 | | 28.3 | | | 30.7 |
| Approach LOS | | C | | C | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 23 (19%), Referenced to phase 4:NBSB, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.87 | |
| Intersection Signal Delay: 29.5 | Intersection LOS: C |
| Intersection Capacity Utilization 91.8% | ICU Level of Service F |
| Analysis Period (min) 15 | |

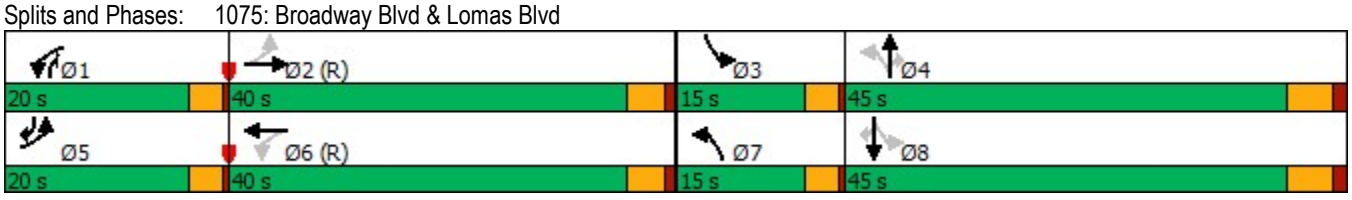
Splits and Phases: 1012: Broadway Blvd & Coal Ave



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 212 | 953 | 196 | 906 | 234 | 541 | 187 | 120 | 482 | 176 |
| Future Volume (vph) | 212 | 953 | 196 | 906 | 234 | 541 | 187 | 120 | 482 | 176 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Permitted Phases | 2 | | 6 | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 1 | 3 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 18.0 | 3.0 | 18.0 | 3.0 | 12.0 | 3.0 | 3.0 | 12.0 | 3.0 |
| Minimum Split (s) | 8.0 | 30.5 | 8.0 | 30.5 | 8.0 | 38.5 | 8.0 | 8.0 | 34.5 | 8.0 |
| Total Split (s) | 20.0 | 40.0 | 20.0 | 40.0 | 15.0 | 45.0 | 20.0 | 15.0 | 45.0 | 20.0 |
| Total Split (%) | 16.7% | 33.3% | 16.7% | 33.3% | 12.5% | 37.5% | 16.7% | 12.5% | 37.5% | 16.7% |
| Yellow Time (s) | 3.0 | 3.5 | 3.0 | 3.5 | 3.0 | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 |
| All-Red Time (s) | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.5 | 0.5 | 0.5 | 1.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 5.5 | 3.5 | 3.5 | 5.5 | 3.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 53.3 | 37.0 | 52.7 | 36.7 | 54.2 | 40.8 | 61.2 | 51.7 | 39.5 | 60.3 |
| Actuated g/C Ratio | 0.44 | 0.31 | 0.44 | 0.31 | 0.45 | 0.34 | 0.51 | 0.43 | 0.33 | 0.50 |
| v/c Ratio | 0.84 | 0.94 | 0.83 | 0.74 | 1.09 | 1.03 | 0.27 | 0.67 | 0.95 | 0.26 |
| Control Delay | 51.7 | 53.1 | 55.0 | 41.3 | 91.6 | 56.0 | 4.1 | 39.4 | 68.0 | 13.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.7 | 53.1 | 55.0 | 41.3 | 91.6 | 56.0 | 4.1 | 39.4 | 68.0 | 13.6 |
| LOS | D | D | E | D | F | E | A | D | E | B |
| Approach Delay | | 52.9 | | 43.7 | | 54.6 | | | 51.3 | |
| Approach LOS | | D | | D | | D | | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 72 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | |
| Natural Cycle: 85 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.09 | |
| Intersection Signal Delay: 50.5 | Intersection LOS: D |
| Intersection Capacity Utilization 96.8% | ICU Level of Service F |
| Analysis Period (min) 15 | |

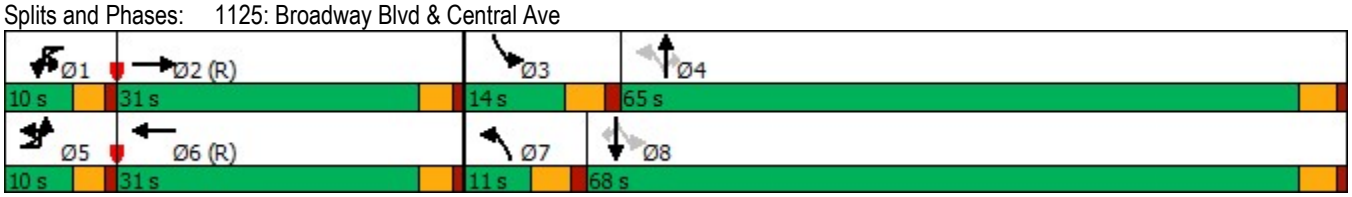
Splits and Phases: 1075: Broadway Blvd & Lomas Blvd



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 29 | 218 | 30 | 237 | 36 | 992 | 49 | 108 | 692 | 53 |
| Future Volume (vph) | 29 | 218 | 30 | 237 | 36 | 992 | 49 | 108 | 692 | 53 |
| Turn Type | Prot | NA | Prot | NA | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | | | 4 | | 4 | 8 | | 8 |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 4 | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 12.0 | 4.0 | 12.0 | 4.0 | 8.0 | 8.0 | 4.0 | 8.0 | 8.0 |
| Minimum Split (s) | 8.0 | 31.0 | 8.0 | 28.0 | 9.0 | 27.5 | 27.5 | 9.0 | 28.5 | 28.5 |
| Total Split (s) | 10.0 | 31.0 | 10.0 | 31.0 | 11.0 | 65.0 | 65.0 | 14.0 | 68.0 | 68.0 |
| Total Split (%) | 8.3% | 25.8% | 8.3% | 25.8% | 9.2% | 54.2% | 54.2% | 11.7% | 56.7% | 56.7% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.5 | 1.0 | 1.0 | 1.5 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 4.5 | 4.5 | 5.0 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | None | C-Max | None | None | None | None | None | None |
| Act Effct Green (s) | 5.9 | 31.0 | 5.9 | 31.0 | 66.4 | 61.0 | 61.0 | 72.8 | 67.9 | 67.9 |
| Actuated g/C Ratio | 0.05 | 0.26 | 0.05 | 0.26 | 0.55 | 0.51 | 0.51 | 0.61 | 0.57 | 0.57 |
| v/c Ratio | 0.41 | 0.63 | 0.46 | 0.75 | 0.15 | 1.27 | 0.08 | 0.71 | 0.79 | 0.08 |
| Control Delay | 71.2 | 47.7 | 74.6 | 53.4 | 2.3 | 135.1 | 0.0 | 34.1 | 32.1 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 71.2 | 47.7 | 74.6 | 53.4 | 2.3 | 135.1 | 0.0 | 34.1 | 32.1 | 6.6 |
| LOS | E | D | E | D | A | F | A | C | C | A |
| Approach Delay | | 50.1 | | 55.5 | | 124.5 | | | 30.7 | |
| Approach LOS | | D | | E | | F | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 5 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green | |
| Natural Cycle: 150 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.27 | |
| Intersection Signal Delay: 75.9 | Intersection LOS: E |
| Intersection Capacity Utilization 100.4% | ICU Level of Service G |
| Analysis Period (min) 15 | |

Splits and Phases: 1125: Broadway Blvd & Central Ave



# Appendix D: Level of Service Results by Movement

| Broadway Boulevard Cross Street | Existing 2023 AM Peak Build | | Cross Street | | | | | | Broadway Blvd | | | | | | Ramp | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Northeastbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| Lomas Ave | Volume (vph) | | 173 | 781 | 220 | 160 | 742 | 37 | 191 | 443 | 153 | 98 | 395 | 144 | N/A | N/A | N/A |
| | Movement | LOS | C | C | - | C | C | - | D | D | B | C | D | C | N/A | N/A | N/A |
| | | Delay (s) | 22 | 31.6 | - | 26.6 | 28.8 | - | 48.4 | 52.3 | 19.9 | 29.5 | 51.4 | 21.9 | N/A | N/A | N/A |
| | Approach | LOS | C | | | C | | | D | | | D | | | N/A | | |
| | | Delay (s) | 30.2 | | | 28.5 | | | 45.1 | | | 41.3 | | | N/A | | |
| Dr. Martin Luther King Jr. Ave | Volume (vph) | | 0 | 1 | 0 | 119 | 472 | 161 | 47 | 724 | 114 | 75 | 566 | 42 | 26 | 183 | 2 |
| | Movement | LOS | - | E | - | F | D | C | B | D | B | E | C | 0 | E | D | |
| | | Delay (s) | - | 58.7 | - | 89.3 | 37.2 | 31.1 | 18.4 | 46.1 | 15.7 | 71.6 | 30.3 | 0 | 68.7 | 39.4 | |
| | Approach | LOS | E | | | D | | | D | | | C | | | D | | |
| | | Delay (s) | 58.7 | | | 44.1 | | | 40.7 | | | 34.9 | | | 43 | | |
| Central Ave | Volume (vph) | | 23 | 178 | 26 | 26 | 194 | 47 | 29 | 813 | 40 | 88 | 567 | 43 | N/A | N/A | N/A |
| | Movement | LOS | E | D | - | E | D | - | B | D | - | D | C | - | N/A | N/A | N/A |
| | | Delay (s) | 59.1 | 40.6 | - | 62.7 | 44 | - | 16.4 | 41.5 | - | 40.6 | 21.4 | - | N/A | N/A | N/A |
| | Approach | LOS | D | | | D | | | D | | | C | | | N/A | | |
| | | Delay (s) | 42.4 | | | 45.8 | | | 39.4 | | | 23.3 | | | N/A | | |
| Lead Ave | Volume (vph) | | - | - | - | 59 | 664 | 111 | 89 | 827 | - | - | 489 | 93 | N/A | N/A | N/A |
| | Movement | LOS | - | - | - | C | D | C | A | E | - | - | C | C | N/A | N/A | N/A |
| | | Delay (s) | - | - | - | 26.6 | 36.3 | 26.9 | 6.3 | 65.8 | - | - | 25.4 | 28.1 | N/A | N/A | N/A |
| | Approach | LOS | - | | | C | | | E | | | C | | | N/A | | |
| | | Delay (s) | - | | | 34.3 | | | 60 | | | 25.8 | | | N/A | | |
| Coal Ave | Volume (vph) | | 102 | 557 | 68 | - | - | - | - | 859 | 242 | 59 | 502 | - | N/A | N/A | N/A |
| | Movement | LOS | C | C | C | - | - | - | - | C | C | B | C | - | N/A | N/A | N/A |
| | | Delay (s) | 22.3 | 26.2 | 20.9 | - | - | - | - | 28.3 | 20.6 | 10.6 | 24.6 | - | N/A | N/A | N/A |
| | Approach | LOS | C | | | - | | | C | | | C | | | N/A | | |
| | | Delay (s) | 25.2 | | | - | | | 26.6 | | | 23.1 | | | N/A | | |

| Broadway Boulevard Cross Street | Existing 2023 PM Peak Build | | Cross Street | | | | | | Broadway Blvd | | | | | | Ramp | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Northeastbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| Lomas Ave | Volume (vph) | | 86 | 684 | 234 | 248 | 1169 | 63 | 340 | 448 | 208 | 46 | 249 | 135 | N/A | N/A | N/A |
| | Movement | LOS | C | C | 0 | D | C | 0 | F | E | D | C | D | C | N/A | N/A | N/A |
| | | Delay (s) | 23.9 | 32.7 | 0 | 49.8 | 32.4 | 0 | 89.1 | 64 | 41.5 | 31.5 | 42.5 | 29.5 | N/A | N/A | N/A |
| | Approach | LOS | C | | | D | | | E | | | D | | | N/A | | |
| | | Delay (s) | 31.9 | | | 35.3 | | | 67.9 | | | 37.3 | | | N/A | | |
| Dr. Martin Luther King Jr. Ave | Volume (vph) | | 0 | 0 | 0 | 128 | 316 | 145 | 28 | 853 | 80 | 76 | 735 | 23 | 45 | 495 | 7 |
| | Movement | LOS | - | 0 | - | F | C | C | A | D | A | F | D | 0 | F | D | |
| | | Delay (s) | - | 0 | - | 101.9 | 32.1 | 29.3 | 4.2 | 38.8 | 0.2 | 319.3 | 43.8 | 0 | 85.6 | 51.9 | |
| | Approach | LOS | A | | | D | | | C | | | E | | | D | | |
| | | Delay (s) | 0 | | | 46.6 | | | 34.6 | | | 69 | | | 54.7 | | |
| Central Ave | Volume (vph) | | 44 | 206 | 37 | 79 | 321 | 71 | 60 | 848 | 37 | 59 | 833 | 36 | N/A | N/A | N/A |
| | Movement | LOS | F | D | 0 | E | F | 0 | D | F | B | D | F | B | N/A | N/A | N/A |
| | | Delay (s) | 98.2 | 53.5 | 0 | 64.3 | 213.6 | 0 | 36.3 | 167.6 | 14.8 | 38.3 | 163.7 | 15.4 | N/A | N/A | N/A |
| | Approach | LOS | E | | | E | | | E | | | F | | | N/A | | |
| | | Delay (s) | 60.4 | | | 75.2 | | | 74.3 | | | 82 | | | N/A | | |
| Lead Ave | Volume (vph) | | - | - | - | 168 | 825 | 147 | 228 | 795 | 0 | 0 | 822 | 138 | N/A | N/A | N/A |
| | Movement | LOS | - | - | - | C | D | C | D | F | 0 | 0 | F | B | N/A | N/A | N/A |
| | | Delay (s) | - | - | - | 30.4 | 41.9 | 28.5 | 45.6 | 180.3 | 0 | 0 | 210.4 | 19.6 | N/A | N/A | N/A |
| | Approach | LOS | - | | | D | | | F | | | F | | | N/A | | |
| | | Delay (s) | - | | | 38.4 | | | 150.3 | | | 183 | | | N/A | | |
| Coal Ave | Volume (vph) | | 63 | 604 | 94 | 0 | 0 | *0* | 0 | 961 | 124 | 92 | 889 | 0 | N/A | N/A | N/A |
| | Movement | LOS | C | D | C | 0 | 0 | *0* | 0 | C | B | B | F | 0 | N/A | N/A | N/A |
| | | Delay (s) | 27.7 | 35.4 | 27.8 | 0 | 0 | *0* | 0 | 26.3 | 17.1 | 10.4 | 96.7 | 0 | N/A | N/A | N/A |
| | Approach | LOS | C | | | A | | | C | | | F | | | N/A | | |
| | | Delay (s) | 33.8 | | | 0 | | | 25.2 | | | 88.6 | | | N/A | | |

| Broadway Boulevard Cross Street | Future 2043 AM Peak No Build | | Cross Street | | | | | | Broadway Blvd | | | | | | Ramp | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Northeastbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| Lomas Ave | Volume (vph) | | 212 | 953 | 269 | 196 | 906 | 46 | 234 | 541 | 187 | 120 | 482 | 176 | N/A | N/A | N/A |
| | Movement | LOS | D | D | - | D | C | - | F | B | A | C | F | C | N/A | N/A | N/A |
| | | Delay (s) | 48.9 | 45.1 | - | 44.3 | 33.4 | - | 151.3 | 14.5 | 6.5 | 23.9 | 90.6 | 22 | N/A | N/A | N/A |
| | Approach | LOS | D | | | D | | | D | | | E | | | N/A | | |
| | | Delay (s) | 45.6 | | | 35.3 | | | 46.2 | | | 64.8 | | | N/A | | |
| Dr. Martin Luther King Jr. Ave | Volume (vph) | | 0 | 2 | 0 | 146 | 576 | 197 | 58 | 884 | 140 | 92 | 691 | 52 | 32 | 224 | 3 |
| | Movement | LOS | - | D | - | F | C | C | B | B | - | E | B | - | D | C | - |
| | | Delay (s) | - | 53.8 | - | 126.8 | 33.3 | 27.8 | 11.1 | 11 | - | 73 | 18.6 | - | 54.7 | 34.3 | - |
| | Approach | LOS | D | | | D | | | B | | | C | | | D | | |
| | | Delay (s) | 53.8 | | | 47 | | | 11 | | | 24.6 | | | 36.8 | | |
| Central Ave | Volume (vph) | | 29 | 218 | 32 | 33 | 237 | 58 | 36 | 992 | 49 | 108 | 692 | 53 | N/A | N/A | N/A |
| | Movement | LOS | E | D | - | F | D | - | A | A | - | D | C | - | N/A | N/A | N/A |
| | | Delay (s) | 72.2 | 35.6 | - | 85.6 | 38.7 | - | 3.9 | 9.9 | - | 39.9 | 23.9 | - | N/A | N/A | N/A |
| | Approach | LOS | D | | | D | | | A | | | C | | | N/A | | |
| | | Delay (s) | 39.4 | | | 43.4 | | | 9.7 | | | 25.9 | | | N/A | | |
| Lead Ave | Volume (vph) | | - | - | - | 72 | 811 | 136 | 109 | 1009 | - | - | 597 | 114 | N/A | N/A | N/A |
| | Movement | LOS | - | - | - | C | C | C | A | A | - | - | D | F | N/A | N/A | N/A |
| | | Delay (s) | - | - | - | 23.4 | 34.6 | 24.2 | 5.3 | 5.8 | - | - | 36.9 | 80 | N/A | N/A | N/A |
| | Approach | LOS | - | | | C | | | A | | | D | | | N/A | | |
| | | Delay (s) | - | | | 32.4 | | | 5.8 | | | 43.8 | | | N/A | | |
| Coal Ave | Volume (vph) | | 125 | 680 | 83 | - | - | - | - | 1048 | 296 | 72 | 613 | - | N/A | N/A | N/A |
| | Movement | LOS | C | C | B | - | - | - | - | D | C | C | B | - | N/A | N/A | N/A |
| | | Delay (s) | 20.6 | 25.3 | 19.2 | - | - | - | - | 46.9 | 25.7 | 27.6 | 12.6 | - | N/A | N/A | N/A |
| | Approach | LOS | C | | | - | | | D | | | B | | | N/A | | |
| | | Delay (s) | 24.1 | | | - | | | 42.3 | | | 14.2 | | | N/A | | |

| Broadway Boulevard Cross Street | Future 2043 PM Peak No Build | | Cross Street | | | | | | Broadway Blvd | | | | | | Ramp | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Northeastbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| Lomas Ave | Volume (vph) | | 105 | 835 | 286 | 303 | 1427 | 77 | 415 | 547 | 254 | 57 | 304 | 165 | N/A | N/A | N/A |
| | Movement | LOS | C | D | - | F | D | - | F | C | A | C | E | C | N/A | N/A | N/A |
| | | Delay (s) | 30.9 | 38.7 | - | 113.3 | 37 | - | 274.6 | 20.7 | 4.8 | 31.3 | 55.8 | 31.5 | N/A | N/A | N/A |
| | Approach | LOS | D | | | D | | | F | | | D | | | N/A | | |
| | | Delay (s) | 38 | | | 49.8 | | | 104 | | | 45.5 | | | N/A | | |
| Dr. Martin Luther King Jr. Ave | Volume (vph) | | 0 | 0 | 0 | 157 | 386 | 177 | 35 | 1041 | 98 | 93 | 897 | 29 | 55 | 604 | 9 |
| | Movement | LOS | - | 0 | - | F | C | C | A | A | - | E | B | - | F | E | - |
| | | Delay (s) | - | 0 | - | 164.8 | 33.3 | 29.7 | 6.4 | 7.2 | - | 61.4 | 13.4 | - | 121.4 | 78.4 | - |
| | Approach | LOS | A | | | E | | | A | | | B | | | F | | |
| | | Delay (s) | 0 | | | 61.1 | | | 7.2 | | | 17.8 | | | 82 | | |
| Central Ave | Volume (vph) | | 54 | 252 | 46 | 97 | 392 | 87 | 74 | 1035 | 46 | 72 | 1017 | 44 | N/A | N/A | N/A |
| | Movement | LOS | F | D | - | E | D | - | C | D | - | D | D | - | N/A | N/A | N/A |
| | | Delay (s) | 147.5 | 41.7 | - | 74.1 | 54.7 | - | 23.8 | 50.2 | - | 45.7 | 43.4 | - | N/A | N/A | N/A |
| | Approach | LOS | E | | | E | | | D | | | D | | | N/A | | |
| | | Delay (s) | 58 | | | 57.9 | | | 48.5 | | | 43.6 | | | N/A | | |
| Lead Ave | Volume (vph) | | - | - | - | 205 | 1007 | 180 | 279 | 970 | - | - | 1003 | 169 | N/A | N/A | N/A |
| | Movement | LOS | - | - | - | C | E | C | D | B | - | - | C | A | N/A | N/A | N/A |
| | | Delay (s) | - | - | - | 33 | 72.2 | 30.7 | 43.9 | 19.9 | - | - | 26 | 9.6 | N/A | N/A | N/A |
| | Approach | LOS | - | | | E | | | C | | | C | | | N/A | | |
| | | Delay (s) | - | | | 61.1 | | | 25.3 | | | 23.7 | | | N/A | | |
| Coal Ave | Volume (vph) | | 77 | 737 | 115 | - | - | - | - | 1173 | 152 | 113 | 1085 | - | N/A | N/A | N/A |
| | Movement | LOS | C | C | C | - | - | - | - | D | C | C | B | - | N/A | N/A | N/A |
| | | Delay (s) | 25.5 | 34.8 | 25.9 | - | - | - | - | 51 | 22.2 | 31.6 | 13.4 | - | N/A | N/A | N/A |
| | Approach | LOS | C | | | - | | | D | | | B | | | N/A | | |
| | | Delay (s) | 32.9 | | | - | | | 47.7 | | | 15.1 | | | N/A | | |

| Broadway Boulevard Cross Street | Future 2043 AM Peak Build | | Cross Street | | | | | | Broadway Blvd | | | | | | Ramp | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Northeastbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| Lomas Ave | Volume (vph) | | 212 | 953 | 269 | 196 | 906 | 46 | 234 | 541 | 187 | 120 | 482 | 176 | N/A | N/A | N/A |
| | Movement | LOS | D | D | - | D | D | - | F | D | A | D | E | C | N/A | N/A | N/A |
| | | Delay (s) | 45.8 | 54.6 | - | 50.5 | 41 | - | 101.5 | 52.6 | 7.6 | 36.9 | 65.8 | 20.3 | N/A | N/A | N/A |
| | Approach | LOS | D | | | D | | | E | | | D | | | N/A | | |
| | | Delay (s) | 53.3 | | | 42.6 | | | 55.7 | | | 51.1 | | | N/A | | |
| Dr. Martin Luther King Jr. Ave | Volume (vph) | | 0 | 2 | 0 | 146 | 576 | 197 | 58 | 884 | 140 | 92 | 691 | 52 | 32 | 224 | 3 |
| | Movement | LOS | - | E | - | F | D | D | A | D | - | F | C | - | F | D | |
| | | Delay (s) | - | 58.9 | - | 479.9 | 47.7 | 36.9 | 3.6 | 35 | - | 418.1 | 21.6 | - | 89.4 | 40.9 | |
| | Approach | LOS | E | | | F | | | C | | | E | | | D | | |
| | | Delay (s) | 58.9 | | | 114.2 | | | 28.9 | | | 64.5 | | | 46.9 | | |
| Central Ave | Volume (vph) | | 29 | 218 | 32 | 33 | 237 | 58 | 36 | 992 | 49 | 108 | 692 | 53 | N/A | N/A | N/A |
| | Movement | LOS | F | D | - | F | E | - | A | F | - | D | C | - | N/A | N/A | N/A |
| | | Delay (s) | 91.3 | 53.7 | - | 110.1 | 64.9 | - | 3.7 | 109.5 | - | 40.5 | 28.8 | - | N/A | N/A | N/A |
| | Approach | LOS | E | | | E | | | F | | | C | | | N/A | | |
| | | Delay (s) | 57.6 | | | 69.5 | | | 101 | | | 33.6 | | | N/A | | |
| Lead Ave | Volume (vph) | | - | - | - | 72 | 811 | 136 | 109 | 1009 | - | - | 597 | 114 | N/A | N/A | N/A |
| | Movement | LOS | - | - | - | C | D | C | A | F | - | - | D | C | N/A | N/A | N/A |
| | | Delay (s) | - | - | - | 28.8 | 45.1 | 29.8 | 9.2 | 150.5 | - | - | 37.3 | 34.1 | N/A | N/A | N/A |
| | Approach | LOS | - | | | D | | | F | | | D | | | N/A | | |
| | | Delay (s) | - | | | 41.9 | | | 136.7 | | | 36.8 | | | N/A | | |
| Coal Ave | Volume (vph) | | 125 | 680 | 83 | - | - | - | - | 1048 | 296 | 72 | 613 | - | N/A | N/A | N/A |
| | Movement | LOS | C | C | C | - | - | - | - | C | C | B | C | - | N/A | N/A | N/A |
| | | Delay (s) | 25.9 | 32.1 | 24.2 | - | - | - | - | 32.8 | 23.3 | 14.4 | 30.7 | - | N/A | N/A | N/A |
| | Approach | LOS | C | | | - | | | C | | | C | | | N/A | | |
| | | Delay (s) | 30.5 | | | - | | | 30.7 | | | 28.9 | | | N/A | | |

| Broadway Boulevard Cross Street | Future 2043 PM Peak Build | | Cross Street | | | | | | Broadway Blvd | | | | | | Ramp | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Northeastbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| Lomas Ave | Volume (vph) | | 105 | 835 | 286 | 303 | 1427 | 77 | 415 | 547 | 254 | 57 | 304 | 165 | N/A | N/A | N/A |
| | Movement | LOS | D | D | 0 | F | D | 0 | F | D | A | D | E | C | N/A | N/A | N/A |
| | | Delay (s) | 38.8 | 50.5 | 0 | 103.4 | 45.4 | 0 | 146.6 | 44 | 9.5 | 38.5 | 63.4 | 34 | N/A | N/A | N/A |
| | Approach | LOS | D | | | E | | | E | | | D | | | N/A | | |
| | | Delay (s) | 49.5 | | | 55.1 | | | 71.8 | | | 51.5 | | | N/A | | |
| Dr. Martin Luther King Jr. Ave | Volume (vph) | | 0 | 0 | 0 | 157 | 386 | 177 | 35 | 1041 | 98 | 93 | 897 | 29 | 55 | 604 | 9 |
| | Movement | LOS | - | 0 | - | F | D | C | B | F | - | F | F | - | E | F | |
| | | Delay (s) | - | 0 | - | 88 | 37.2 | 33.1 | 12.2 | 147.4 | - | 498.4 | 83.7 | - | 67.5 | 102.9 | |
| | Approach | LOS | A | | | D | | | F | | | F | | | F | | |
| | | Delay (s) | 0 | | | 47.3 | | | 131.1 | | | 119.3 | | | 99.9 | | |
| Central Ave | Volume (vph) | | 54 | 252 | 46 | 97 | 392 | 87 | 74 | 1035 | 46 | 72 | 1017 | 44 | N/A | N/A | N/A |
| | Movement | LOS | F | F | - | F | F | - | D | F | - | D | F | - | N/A | N/A | N/A |
| | | Delay (s) | 107.5 | 92.6 | - | 87.2 | 213.6 | - | 36.3 | 167.6 | - | 38.3 | 163.7 | - | N/A | N/A | N/A |
| | Approach | LOS | F | | | F | | | F | | | F | | | N/A | | |
| | | Delay (s) | 94.9 | | | 192.4 | | | 153.1 | | | 150 | | | N/A | | |
| Lead Ave | Volume (vph) | | - | - | - | 205 | 1007 | 180 | 279 | 970 | - | - | 1003 | 169 | N/A | N/A | N/A |
| | Movement | LOS | - | - | - | D | F | D | F | F | - | - | F | A | N/A | N/A | N/A |
| | | Delay (s) | - | - | - | 44.9 | 181.5 | 41.4 | 174.7 | 129.7 | - | - | 142.6 | 3.1 | N/A | N/A | N/A |
| | Approach | LOS | - | | | F | | | F | | | F | | | N/A | | |
| | | Delay (s) | - | | | 143.2 | | | 139.8 | | | 122.4 | | | N/A | | |
| Coal Ave | Volume (vph) | | 77 | 737 | 115 | - | - | - | - | 1173 | 152 | 113 | 1085 | - | N/A | N/A | N/A |
| | Movement | LOS | C | D | C | - | - | - | - | C | B | C | F | - | N/A | N/A | N/A |
| | | Delay (s) | 34.1 | 50.4 | 34.7 | - | - | - | - | 28.1 | 16.6 | 25 | 168.1 | - | N/A | N/A | N/A |
| | Approach | LOS | D | | | - | | | C | | | F | | | N/A | | |
| | | Delay (s) | 47.1 | | | - | | | 26.8 | | | 154.6 | | | N/A | | |

# Appendix E: Synchro Queuing Reports

| Lane Group | EBT | WBL2 | WBT | WBR | NBL | NBT | SBL | SBT | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1 | 129 | 513 | 175 | 51 | 911 | 82 | 661 | 28 | 201 |
| v/c Ratio | 0.00 | 0.74 | 0.40 | 0.26 | 0.23 | 0.70 | 0.62 | 0.50 | 0.26 | 0.25 |
| Control Delay | 47.0 | 72.5 | 28.5 | 5.9 | 22.5 | 28.8 | 44.3 | 31.4 | 53.8 | 31.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.0 | 72.5 | 28.5 | 5.9 | 22.5 | 28.8 | 44.3 | 31.4 | 53.8 | 31.0 |
| Queue Length 50th (ft) | 0 | 86 | 145 | 0 | 21 | 248 | 45 | 187 | 19 | 63 |
| Queue Length 95th (ft) | 3 | #197 | 225 | 53 | 55 | 349 | m58 | m212 | 48 | 102 |
| Internal Link Dist (ft) | 587 | | 684 | | | 910 | | 1398 | 631 | |
| Turn Bay Length (ft) | | 130 | | 130 | 90 | | 100 | | 65 | |
| Base Capacity (vph) | 283 | 178 | 1274 | 675 | 227 | 1360 | 138 | 1362 | 156 | 812 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.00 | 0.72 | 0.40 | 0.26 | 0.22 | 0.67 | 0.59 | 0.49 | 0.18 | 0.25 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 64 | 722 | 121 | 97 | 899 | 532 | 101 |
| v/c Ratio | 0.08 | 0.45 | 0.16 | 0.37 | 0.88 | 0.52 | 0.20 |
| Control Delay | 14.7 | 18.8 | 6.0 | 9.9 | 18.9 | 32.9 | 8.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 |
| Total Delay | 14.7 | 18.8 | 6.0 | 9.9 | 26.6 | 32.9 | 8.6 |
| Queue Length 50th (ft) | 23 | 166 | 13 | 8 | 210 | 161 | 7 |
| Queue Length 95th (ft) | 46 | 217 | 44 | m10 | m#425 | 215 | 45 |
| Internal Link Dist (ft) | | 1042 | | | 281 | 1014 | |
| Turn Bay Length (ft) | 115 | | 115 | 80 | | | 100 |
| Base Capacity (vph) | 799 | 1597 | 756 | 575 | 1016 | 1016 | 513 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 95 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.08 | 0.45 | 0.16 | 0.17 | 0.98 | 0.52 | 0.20 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 111 | 605 | 74 | 934 | 263 | 64 | 546 |
| v/c Ratio | 0.15 | 0.40 | 0.10 | 0.85 | 0.40 | 0.40 | 0.50 |
| Control Delay | 17.8 | 20.1 | 5.9 | 42.4 | 5.1 | 18.0 | 17.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | 0.1 |
| Total Delay | 17.8 | 20.1 | 5.9 | 55.3 | 5.1 | 18.0 | 17.8 |
| Queue Length 50th (ft) | 44 | 143 | 4 | 319 | 0 | 9 | 55 |
| Queue Length 95th (ft) | 83 | 200 | 31 | #407 | 55 | m42 | 106 |
| Internal Link Dist (ft) | | 799 | | 752 | | | 281 |
| Turn Bay Length (ft) | | | 70 | | | 85 | |
| Base Capacity (vph) | 764 | 1528 | 717 | 1097 | 663 | 403 | 1097 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| Spillback Cap Reductn | 0 | 0 | 0 | 161 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.40 | 0.10 | 1.00 | 0.40 | 0.16 | 0.52 |

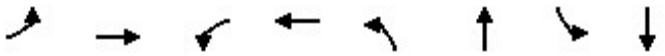
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 188 | 1088 | 174 | 847 | 208 | 482 | 166 | 107 | 429 | 157 |
| v/c Ratio | 0.60 | 0.67 | 0.65 | 0.51 | 0.82 | 0.52 | 0.22 | 0.32 | 0.91 | 0.24 |
| Control Delay | 25.1 | 31.7 | 28.6 | 28.9 | 66.4 | 57.2 | 8.5 | 21.4 | 63.0 | 9.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.1 | 31.7 | 28.6 | 28.9 | 66.4 | 57.2 | 8.5 | 21.4 | 63.0 | 9.8 |
| Queue Length 50th (ft) | 75 | 230 | 68 | 175 | 141 | 177 | 0 | 44 | 284 | 30 |
| Queue Length 95th (ft) | 121 | 295 | 121 | 218 | #266 | 243 | m81 | 79 | #458 | 71 |
| Internal Link Dist (ft) | | 1327 | | 1388 | | 1398 | | | 541 | |
| Turn Bay Length (ft) | 120 | | 85 | | 160 | | 90 | 135 | | 135 |
| Base Capacity (vph) | 324 | 1613 | 309 | 1670 | 253 | 961 | 771 | 350 | 502 | 672 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.58 | 0.67 | 0.56 | 0.51 | 0.82 | 0.50 | 0.22 | 0.31 | 0.85 | 0.23 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 25 | 221 | 28 | 262 | 32 | 927 | 96 | 663 |
| v/c Ratio | 0.20 | 0.30 | 0.23 | 0.36 | 0.13 | 0.96 | 0.52 | 0.63 |
| Control Delay | 42.4 | 19.1 | 42.8 | 19.5 | 17.2 | 52.8 | 27.6 | 29.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.4 | 19.1 | 42.8 | 19.5 | 17.2 | 52.8 | 27.6 | 29.3 |
| Queue Length 50th (ft) | 14 | 68 | 15 | 82 | 11 | ~278 | 33 | 174 |
| Queue Length 95th (ft) | 38 | 152 | 41 | 179 | 28 | #416 | 65 | 238 |
| Internal Link Dist (ft) | | 961 | | 1020 | | 1014 | | 910 |
| Turn Bay Length (ft) | 125 | | 120 | | 160 | | 120 | |
| Base Capacity (vph) | 152 | 731 | 152 | 728 | 251 | 968 | 185 | 1050 |
| 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 | 0.16 | 0.30 | 0.18 | 0.36 | 0.13 | 0.96 | 0.52 | 0.63 |

Intersection Summary

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

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

| Lane Group | WBL2 | WBT | WBR | NBL | NBT | SBL | SBT | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 139 | 343 | 158 | 30 | 1014 | 83 | 824 | 49 | 546 |
| v/c Ratio | 1.05 | 0.31 | 0.27 | 0.14 | 0.67 | 0.57 | 0.54 | 0.42 | 0.68 |
| Control Delay | 145.2 | 31.8 | 6.1 | 18.9 | 25.9 | 39.6 | 24.6 | 62.6 | 40.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 145.2 | 31.8 | 6.1 | 18.9 | 25.9 | 39.6 | 24.6 | 62.6 | 40.9 |
| Queue Length 50th (ft) | ~133 | 107 | 0 | 12 | 296 | 45 | 232 | 37 | 208 |
| Queue Length 95th (ft) | #265 | 155 | 51 | 32 | 370 | m86 | 317 | 76 | 279 |
| Internal Link Dist (ft) | | 684 | | | 910 | | 1398 | 631 | |
| Turn Bay Length (ft) | 130 | | 130 | 90 | | 100 | | 65 | |
| Base Capacity (vph) | 133 | 1090 | 591 | 207 | 1518 | 145 | 1525 | 160 | 798 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.05 | 0.31 | 0.27 | 0.14 | 0.67 | 0.57 | 0.54 | 0.31 | 0.68 |

Intersection Summary

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

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

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

| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 183 | 897 | 160 | 248 | 864 | 893 | 150 |
| v/c Ratio | 0.31 | 0.76 | 0.27 | 0.80 | 0.71 | 0.73 | 0.25 |
| Control Delay | 30.0 | 38.8 | 15.2 | 55.1 | 23.8 | 36.2 | 13.5 |
| Queue Delay | 26.3 | 0.0 | 0.0 | 1.7 | 51.4 | 50.8 | 0.0 |
| Total Delay | 56.3 | 38.8 | 15.2 | 56.8 | 75.2 | 86.9 | 13.5 |
| Queue Length 50th (ft) | 100 | 318 | 39 | 172 | 364 | 308 | 36 |
| Queue Length 95th (ft) | 175 | #460 | 100 | m180 | m389 | 387 | 84 |
| Internal Link Dist (ft) | | 1042 | | | 281 | 1014 | |
| Turn Bay Length (ft) | 115 | | 115 | 80 | | | 100 |
| Base Capacity (vph) | 594 | 1187 | 584 | 398 | 1218 | 1218 | 593 |
| Starvation Cap Reductn | 0 | 0 | 0 | 54 | 539 | 0 | 0 |
| Spillback Cap Reductn | 403 | 0 | 0 | 0 | 0 | 482 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.96 | 0.76 | 0.27 | 0.72 | 1.27 | 1.21 | 0.25 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 68 | 657 | 102 | 1045 | 135 | 100 | 966 |
| v/c Ratio | 0.09 | 0.46 | 0.15 | 0.94 | 0.23 | 0.57 | 0.87 |
| Control Delay | 20.5 | 24.6 | 10.4 | 54.6 | 6.9 | 51.5 | 74.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 45.2 | 0.0 | 0.0 | 48.8 |
| Total Delay | 20.5 | 24.6 | 10.4 | 99.9 | 6.9 | 51.5 | 123.3 |
| Queue Length 50th (ft) | 29 | 180 | 18 | 410 | 6 | 47 | 420 |
| Queue Length 95th (ft) | 62 | 252 | 56 | #548 | 49 | m54 | #497 |
| Internal Link Dist (ft) | | 799 | | 752 | | | 281 |
| Turn Bay Length (ft) | | | 70 | | | 85 | |
| Base Capacity (vph) | 719 | 1438 | 675 | 1109 | 577 | 395 | 1109 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 362 |
| Spillback Cap Reductn | 0 | 0 | 0 | 326 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.46 | 0.15 | 1.33 | 0.23 | 0.25 | 1.29 |

Intersection Summary

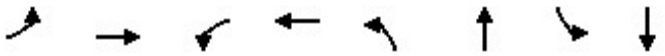
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 93 | 997 | 270 | 1339 | 370 | 487 | 226 | 50 | 271 | 147 |
| v/c Ratio | 0.44 | 0.59 | 0.74 | 0.64 | 1.18 | 0.55 | 0.28 | 0.18 | 0.79 | 0.30 |
| Control Delay | 20.8 | 29.6 | 31.2 | 28.1 | 153.1 | 64.4 | 6.5 | 24.3 | 61.0 | 20.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.8 | 29.6 | 31.2 | 28.1 | 153.1 | 64.4 | 6.5 | 24.3 | 61.0 | 20.3 |
| Queue Length 50th (ft) | 31 | 213 | 103 | 282 | ~349 | 208 | 0 | 25 | 201 | 57 |
| Queue Length 95th (ft) | 67 | 263 | #290 | 400 | #471 | 241 | 61 | 47 | 275 | 95 |
| Internal Link Dist (ft) | | 1327 | | 1388 | | 1398 | | | 541 | |
| Turn Bay Length (ft) | 120 | | 85 | | 160 | | 90 | 135 | | 135 |
| Base Capacity (vph) | 243 | 1700 | 367 | 2081 | 314 | 971 | 798 | 329 | 476 | 520 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.38 | 0.59 | 0.74 | 0.64 | 1.18 | 0.50 | 0.28 | 0.15 | 0.57 | 0.28 |

Intersection Summary

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

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



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 48 | 264 | 86 | 426 | 65 | 962 | 64 | 944 |
| v/c Ratio | 0.38 | 0.40 | 0.57 | 0.62 | 0.37 | 0.96 | 0.39 | 0.97 |
| Control Delay | 55.8 | 26.3 | 61.9 | 31.0 | 26.5 | 59.0 | 27.7 | 60.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 55.8 | 26.3 | 61.9 | 31.0 | 26.5 | 59.0 | 27.7 | 60.7 |
| Queue Length 50th (ft) | 33 | 132 | 59 | 234 | 28 | ~389 | 28 | ~375 |
| Queue Length 95th (ft) | 70 | 210 | 110 | 367 | 57 | #521 | 56 | #538 |
| Internal Link Dist (ft) | | 961 | | 1020 | | 1014 | | 910 |
| Turn Bay Length (ft) | 125 | | 120 | | 160 | | 120 | |
| Base Capacity (vph) | 181 | 663 | 181 | 683 | 252 | 1000 | 176 | 977 |
| 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 | 0.27 | 0.40 | 0.48 | 0.62 | 0.26 | 0.96 | 0.36 | 0.97 |

Intersection Summary

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

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

## 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave

05/07/2025

| Lane Group | EBT | WBL2 | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1 | 129 | 513 | 175 | 51 | 787 | 124 | 82 | 615 | 46 | 28 | 201 |
| v/c Ratio | 0.00 | 0.86 | 0.47 | 0.29 | 0.25 | 0.94 | 0.16 | 0.85 | 0.73 | 0.06 | 0.34 | 0.30 |
| Control Delay | 52.0 | 97.7 | 33.7 | 5.9 | 23.2 | 49.1 | 4.0 | 89.2 | 31.2 | 0.1 | 66.0 | 36.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.0 | 97.7 | 33.7 | 5.9 | 23.2 | 49.1 | 4.0 | 89.2 | 31.2 | 0.1 | 66.0 | 36.5 |
| Queue Length 50th (ft) | 0 | 100 | 172 | 1 | 21 | 531 | 0 | 51 | 347 | 0 | 21 | 70 |
| Queue Length 95th (ft) | 3 | #212 | 227 | 52 | 62 | #946 | 37 | #173 | #653 | 0 | 53 | 108 |
| Internal Link Dist (ft) | 587 | | 684 | | | 182 | | | 155 | | 631 | |
| Turn Bay Length (ft) | | 130 | | 130 | 90 | | 50 | 100 | | 100 | 65 | |
| Base Capacity (vph) | 225 | 152 | 1088 | 601 | 206 | 837 | 774 | 97 | 837 | 774 | 86 | 671 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.00 | 0.85 | 0.47 | 0.29 | 0.25 | 0.94 | 0.16 | 0.85 | 0.73 | 0.06 | 0.33 | 0.30 |

Intersection Summary

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

| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 64 | 722 | 121 | 97 | 899 | 532 | 101 |
| v/c Ratio | 0.12 | 0.70 | 0.23 | 0.29 | 1.08 | 0.64 | 0.14 |
| Control Delay | 27.1 | 36.7 | 11.8 | 4.7 | 69.5 | 26.1 | 12.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 |
| Total Delay | 27.1 | 36.7 | 11.8 | 4.7 | 69.5 | 26.9 | 12.7 |
| Queue Length 50th (ft) | 32 | 232 | 20 | 7 | ~718 | 207 | 18 |
| Queue Length 95th (ft) | 65 | 303 | 64 | m11 | #965 | 321 | m46 |
| Internal Link Dist (ft) | | 1042 | | | 281 | 1014 | |
| Turn Bay Length (ft) | 115 | | 115 | 80 | | | 50 |
| Base Capacity (vph) | 518 | 1035 | 518 | 405 | 830 | 830 | 738 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 99 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.12 | 0.70 | 0.23 | 0.24 | 1.08 | 0.73 | 0.14 |

Intersection Summary

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

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

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

| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 111 | 605 | 74 | 934 | 263 | 64 | 546 |
| v/c Ratio | 0.18 | 0.48 | 0.12 | 0.67 | 0.35 | 0.29 | 0.75 |
| Control Delay | 23.7 | 27.2 | 7.6 | 27.7 | 5.2 | 8.3 | 24.1 |
| Queue Delay | 0.1 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.6 |
| Total Delay | 23.8 | 27.2 | 7.6 | 28.2 | 5.2 | 8.3 | 24.8 |
| Queue Length 50th (ft) | 52 | 171 | 4 | 271 | 13 | 8 | 284 |
| Queue Length 95th (ft) | 94 | 226 | 35 | 344 | 63 | m11 | 320 |
| Internal Link Dist (ft) | | 799 | | 752 | | | 281 |
| Turn Bay Length (ft) | | | 70 | | | 85 | |
| Base Capacity (vph) | 627 | 1255 | 600 | 1389 | 751 | 288 | 731 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Spillback Cap Reductn | 89 | 0 | 0 | 132 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.48 | 0.12 | 0.74 | 0.35 | 0.22 | 0.79 |

Intersection Summary

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 188 | 1088 | 174 | 847 | 208 | 482 | 166 | 107 | 429 | 157 |
| v/c Ratio | 0.60 | 0.66 | 0.67 | 0.52 | 0.83 | 0.89 | 0.23 | 0.53 | 0.87 | 0.23 |
| Control Delay | 25.2 | 31.2 | 31.6 | 30.0 | 48.3 | 54.9 | 7.9 | 28.4 | 54.6 | 10.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.2 | 31.2 | 31.6 | 30.0 | 48.3 | 54.9 | 7.9 | 28.4 | 54.6 | 10.7 |
| Queue Length 50th (ft) | 75 | 234 | 69 | 179 | 90 | 311 | 28 | 43 | 277 | 36 |
| Queue Length 95th (ft) | 127 | 293 | #134 | 227 | #166 | #470 | 64 | 76 | #403 | 74 |
| Internal Link Dist (ft) | | 1327 | | 1388 | | 1163 | | | 541 | |
| Turn Bay Length (ft) | 120 | | 85 | | 100 | | 100 | 135 | | 135 |
| Base Capacity (vph) | 330 | 1637 | 275 | 1640 | 251 | 601 | 738 | 203 | 556 | 689 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.57 | 0.66 | 0.63 | 0.52 | 0.83 | 0.80 | 0.22 | 0.53 | 0.77 | 0.23 |

Intersection Summary

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 25 | 221 | 28 | 262 | 32 | 884 | 43 | 96 | 616 | 47 |
| v/c Ratio | 0.29 | 0.47 | 0.33 | 0.56 | 0.11 | 1.07 | 0.06 | 0.74 | 0.69 | 0.06 |
| Control Delay | 59.3 | 37.2 | 60.9 | 39.3 | 12.1 | 57.9 | 0.8 | 50.1 | 25.3 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 59.3 | 37.2 | 60.9 | 39.3 | 12.1 | 57.9 | 0.8 | 50.1 | 25.3 | 0.2 |
| Queue Length 50th (ft) | 17 | 133 | 19 | 160 | 8 | ~672 | 0 | 28 | 335 | 0 |
| Queue Length 95th (ft) | 46 | 212 | 50 | 251 | m9 | m#251 | m0 | #113 | 484 | 1 |
| Internal Link Dist (ft) | | 961 | | 1020 | | 1014 | | | 647 | |
| Turn Bay Length (ft) | 125 | | 120 | | 160 | | 50 | 120 | | 50 |
| Base Capacity (vph) | 86 | 468 | 86 | 466 | 299 | 830 | 685 | 130 | 891 | 728 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.47 | 0.33 | 0.56 | 0.11 | 1.07 | 0.06 | 0.74 | 0.69 | 0.06 |

Intersection Summary

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

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

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

| Lane Group | WBL2 | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 139 | 343 | 158 | 30 | 927 | 87 | 83 | 799 | 25 | 49 | 546 |
| v/c Ratio | 0.91 | 0.33 | 0.28 | 0.27 | 1.06 | 0.11 | 1.51 | 0.92 | 0.03 | 0.58 | 0.82 |
| Control Delay | 107.5 | 32.4 | 6.0 | 5.2 | 43.1 | 0.0 | 317.6 | 41.2 | 0.0 | 82.7 | 52.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 107.5 | 32.4 | 6.0 | 5.2 | 43.1 | 0.0 | 317.6 | 41.2 | 0.0 | 82.7 | 52.5 |
| Queue Length 50th (ft) | 108 | 108 | 0 | 3 | ~777 | 0 | ~91 | 468 | 0 | 38 | 226 |
| Queue Length 95th (ft) | #233 | 151 | 49 | m3 | m86 | m0 | m#159 | m#789 | m0 | #93 | #317 |
| Internal Link Dist (ft) | | 684 | | | 182 | | | 155 | | 631 | |
| Turn Bay Length (ft) | 130 | | 130 | 90 | | 50 | 100 | | 100 | 65 | |
| Base Capacity (vph) | 152 | 1035 | 569 | 112 | 872 | 801 | 55 | 872 | 801 | 86 | 668 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.91 | 0.33 | 0.28 | 0.27 | 1.06 | 0.11 | 1.51 | 0.92 | 0.03 | 0.57 | 0.82 |

Intersection Summary

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

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

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

| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 183 | 897 | 160 | 248 | 864 | 893 | 150 |
| v/c Ratio | 0.33 | 0.81 | 0.29 | 0.83 | 1.35 | 1.39 | 0.26 |
| Control Delay | 32.0 | 43.2 | 16.1 | 46.6 | 184.7 | 206.7 | 12.2 |
| Queue Delay | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 |
| Total Delay | 32.1 | 43.2 | 16.1 | 46.6 | 184.7 | 207.2 | 12.2 |
| Queue Length 50th (ft) | 106 | 336 | 41 | 155 | ~886 | ~950 | 59 |
| Queue Length 95th (ft) | 175 | #460 | 100 | #250 | #1106 | m#888 | m59 |
| Internal Link Dist (ft) | | 1042 | | | 281 | 1014 | |
| Turn Bay Length (ft) | 115 | | 115 | 80 | | | 50 |
| Base Capacity (vph) | 554 | 1108 | 550 | 346 | 641 | 641 | 581 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 39 | 0 | 0 | 0 | 0 | 43 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.36 | 0.81 | 0.29 | 0.72 | 1.35 | 1.49 | 0.26 |

Intersection Summary

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

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

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

| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 68 | 657 | 102 | 1045 | 135 | 100 | 966 |
| v/c Ratio | 0.13 | 0.60 | 0.19 | 0.68 | 0.18 | 0.46 | 1.19 |
| Control Delay | 28.4 | 35.8 | 14.2 | 26.6 | 3.4 | 6.9 | 102.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.4 |
| Total Delay | 28.4 | 35.8 | 14.2 | 27.1 | 3.4 | 6.9 | 103.0 |
| Queue Length 50th (ft) | 36 | 220 | 22 | 318 | 0 | 13 | ~878 |
| Queue Length 95th (ft) | 72 | 290 | 65 | 395 | 33 | m11 | m112 |
| Internal Link Dist (ft) | | 799 | | 752 | | | 281 |
| Turn Bay Length (ft) | | | 70 | | | 85 | |
| Base Capacity (vph) | 543 | 1086 | 524 | 1539 | 758 | 277 | 810 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Spillback Cap Reductn | 0 | 0 | 0 | 164 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.60 | 0.19 | 0.76 | 0.18 | 0.36 | 1.27 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 93 | 997 | 270 | 1339 | 370 | 487 | 226 | 50 | 271 | 147 |
| v/c Ratio | 0.48 | 0.60 | 0.90 | 0.72 | 1.01 | 0.90 | 0.30 | 0.25 | 0.64 | 0.26 |
| Control Delay | 25.1 | 30.3 | 54.9 | 33.3 | 74.6 | 64.7 | 16.5 | 22.5 | 46.8 | 17.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.1 | 30.3 | 54.9 | 33.3 | 74.6 | 64.7 | 16.5 | 22.5 | 46.8 | 17.5 |
| Queue Length 50th (ft) | 38 | 215 | ~126 | 330 | 254 | 350 | 67 | 22 | 179 | 50 |
| Queue Length 95th (ft) | 69 | 263 | #309 | 400 | m258 | m354 | m65 | 46 | 270 | 95 |
| Internal Link Dist (ft) | | 1327 | | 1388 | | 1163 | | | 541 | |
| Turn Bay Length (ft) | 120 | | 85 | | 100 | | 100 | 135 | | 135 |
| Base Capacity (vph) | 219 | 1669 | 299 | 1872 | 368 | 548 | 760 | 261 | 476 | 580 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.42 | 0.60 | 0.90 | 0.72 | 1.01 | 0.89 | 0.30 | 0.19 | 0.57 | 0.25 |

Intersection Summary

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

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

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 48 | 264 | 86 | 426 | 65 | 922 | 40 | 64 | 905 | 39 |
| v/c Ratio | 0.62 | 0.68 | 0.65 | 0.91 | 0.45 | 1.10 | 0.06 | 0.45 | 1.08 | 0.06 |
| Control Delay | 87.4 | 51.4 | 75.5 | 66.4 | 12.4 | 79.9 | 1.4 | 27.0 | 85.9 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 87.4 | 51.4 | 75.5 | 66.4 | 12.4 | 79.9 | 1.4 | 27.0 | 85.9 | 0.3 |
| Queue Length 50th (ft) | 37 | 185 | 65 | 321 | 17 | ~865 | 0 | 32 | ~798 | 0 |
| Queue Length 95th (ft) | #95 | 282 | #129 | #530 | m15 | m568 | m0 | m38 | m#947 | m0 |
| Internal Link Dist (ft) | | 961 | | 1020 | | 1014 | | | 647 | |
| Turn Bay Length (ft) | 125 | | 120 | | 160 | | 50 | 120 | | 50 |
| Base Capacity (vph) | 79 | 387 | 146 | 468 | 147 | 837 | 704 | 147 | 837 | 704 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.68 | 0.59 | 0.91 | 0.44 | 1.10 | 0.06 | 0.44 | 1.08 | 0.06 |

Intersection Summary

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

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

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

| Lane Group | EBT | WBL2 | WBT | WBR | NBL | NBT | SBL | SBT | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2 | 159 | 626 | 214 | 63 | 1113 | 100 | 808 | 35 | 246 |
| v/c Ratio | 0.01 | 1.02 | 0.62 | 0.38 | 0.30 | 0.71 | 0.89 | 0.52 | 0.31 | 0.39 |
| Control Delay | 47.5 | 127.2 | 36.8 | 9.9 | 10.7 | 9.6 | 57.5 | 16.5 | 54.7 | 36.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.5 | 127.2 | 36.8 | 9.9 | 10.7 | 9.6 | 57.5 | 16.5 | 54.7 | 36.0 |
| Queue Length 50th (ft) | 0 | ~116 | 207 | 19 | 6 | 60 | 63 | 190 | 24 | 81 |
| Queue Length 95th (ft) | 4 | #253 | 284 | 85 | m13 | #114 | m#90 | m257 | 56 | 123 |
| Internal Link Dist (ft) | 587 | | 684 | | | 910 | | 1398 | 631 | |
| Turn Bay Length (ft) | | 130 | | 130 | 90 | | 100 | | 65 | |
| Base Capacity (vph) | 283 | 156 | 1004 | 570 | 212 | 1561 | 112 | 1566 | 156 | 638 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.01 | 1.02 | 0.62 | 0.38 | 0.30 | 0.71 | 0.89 | 0.52 | 0.22 | 0.39 |

Intersection Summary

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

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

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

| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 78 | 882 | 148 | 118 | 1097 | 649 | 124 |
| v/c Ratio | 0.13 | 0.75 | 0.26 | 0.36 | 0.77 | 0.45 | 0.18 |
| Control Delay | 23.9 | 35.1 | 12.6 | 5.0 | 5.9 | 37.3 | 21.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 |
| Total Delay | 23.9 | 35.1 | 12.6 | 5.0 | 6.6 | 37.3 | 21.7 |
| Queue Length 50th (ft) | 36 | 282 | 31 | 9 | 46 | 257 | 47 |
| Queue Length 95th (ft) | 70 | 361 | 78 | m11 | m50 | 316 | 109 |
| Internal Link Dist (ft) | | 1042 | | | 281 | 1014 | |
| Turn Bay Length (ft) | 115 | | 115 | 80 | | | 100 |
| Base Capacity (vph) | 589 | 1177 | 578 | 470 | 1433 | 1433 | 700 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 106 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.75 | 0.26 | 0.25 | 0.83 | 0.45 | 0.18 |

Intersection Summary

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

| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 136 | 739 | 90 | 1139 | 322 | 78 | 666 |
| v/c Ratio | 0.20 | 0.55 | 0.14 | 0.91 | 0.46 | 0.46 | 0.53 |
| Control Delay | 22.5 | 26.6 | 9.0 | 44.2 | 9.8 | 25.4 | 12.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| Total Delay | 22.5 | 26.6 | 9.0 | 44.2 | 9.8 | 25.4 | 12.5 |
| Queue Length 50th (ft) | 60 | 205 | 11 | 395 | 44 | 23 | 30 |
| Queue Length 95th (ft) | 112 | 286 | 45 | #533 | 119 | 66 | 36 |
| Internal Link Dist (ft) | | 799 | | 752 | | | 281 |
| Turn Bay Length (ft) | | | 70 | | | 85 | |
| Base Capacity (vph) | 675 | 1350 | 641 | 1245 | 694 | 287 | 1245 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.20 | 0.55 | 0.14 | 0.91 | 0.46 | 0.27 | 0.58 |

Intersection Summary

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

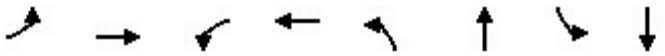
| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 230 | 1328 | 213 | 1035 | 254 | 588 | 203 | 130 | 524 | 191 |
| v/c Ratio | 0.87 | 0.90 | 0.81 | 0.67 | 1.15 | 0.60 | 0.27 | 0.42 | 1.04 | 0.28 |
| Control Delay | 52.7 | 44.0 | 48.2 | 33.4 | 135.8 | 16.1 | 2.9 | 22.9 | 90.5 | 14.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.7 | 44.0 | 48.2 | 33.4 | 135.8 | 16.1 | 2.9 | 22.9 | 90.5 | 14.7 |
| Queue Length 50th (ft) | 94 | 319 | 97 | 225 | ~157 | 123 | 9 | 54 | ~402 | 58 |
| Queue Length 95th (ft) | #236 | #417 | #209 | 275 | m#312 | 177 | m39 | 93 | #609 | 109 |
| Internal Link Dist (ft) | | 1327 | | 1388 | | 1398 | | | 541 | |
| Turn Bay Length (ft) | 120 | | 85 | | 160 | | 90 | 135 | | 135 |
| Base Capacity (vph) | 265 | 1469 | 282 | 1546 | 221 | 984 | 770 | 321 | 502 | 680 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.87 | 0.90 | 0.76 | 0.67 | 1.15 | 0.60 | 0.26 | 0.40 | 1.04 | 0.28 |

Intersection Summary

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

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

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



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 32 | 272 | 36 | 321 | 39 | 1131 | 117 | 810 |
| v/c Ratio | 0.37 | 0.48 | 0.41 | 0.57 | 0.14 | 0.89 | 0.59 | 0.56 |
| Control Delay | 62.6 | 33.7 | 64.9 | 35.9 | 3.4 | 14.1 | 42.3 | 25.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 62.6 | 33.7 | 64.9 | 35.9 | 3.4 | 14.1 | 42.3 | 25.4 |
| Queue Length 50th (ft) | 22 | 161 | 25 | 195 | 2 | 83 | 61 | 142 |
| Queue Length 95th (ft) | 55 | 249 | 60 | 299 | m4 | 148 | m132 | m315 |
| Internal Link Dist (ft) | | 961 | | 1020 | | 1014 | | 910 |
| Turn Bay Length (ft) | 125 | | 120 | | 160 | | 120 | |
| Base Capacity (vph) | 88 | 563 | 88 | 560 | 328 | 1314 | 211 | 1455 |
| 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 | 0.36 | 0.48 | 0.41 | 0.57 | 0.12 | 0.86 | 0.55 | 0.56 |

Intersection Summary

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

| Lane Group | EBT | WBL2 | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 2 | 159 | 626 | 214 | 63 | 961 | 152 | 100 | 751 | 57 | 35 | 246 |
| v/c Ratio | 0.01 | 1.85 | 0.66 | 0.39 | 0.38 | 1.06 | 0.19 | 1.79 | 0.83 | 0.07 | 0.42 | 0.37 |
| Control Delay | 52.5 | 454.6 | 41.5 | 12.0 | 5.0 | 40.2 | 0.2 | 406.1 | 24.5 | 2.1 | 70.4 | 37.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.5 | 454.6 | 41.5 | 12.0 | 5.0 | 40.2 | 0.2 | 406.1 | 24.5 | 2.1 | 70.4 | 37.7 |
| Queue Length 50th (ft) | 1 | ~187 | 233 | 29 | 5 | ~119 | 1 | ~106 | 465 | 1 | 27 | 88 |
| Queue Length 95th (ft) | 5 | #327 | 302 | 98 | m5 | m#478 | m0 | m#140 | m#696 | m2 | 62 | 130 |
| Internal Link Dist (ft) | 587 | | 684 | | | 182 | | | 155 | | 631 | |
| Turn Bay Length (ft) | | 130 | | 130 | 90 | | 50 | 100 | | 100 | 65 | |
| Base Capacity (vph) | 225 | 86 | 955 | 543 | 165 | 907 | 813 | 56 | 907 | 813 | 86 | 668 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.01 | 1.85 | 0.66 | 0.39 | 0.38 | 1.06 | 0.19 | 1.79 | 0.83 | 0.07 | 0.41 | 0.37 |

Intersection Summary

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

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

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

| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 78 | 882 | 148 | 118 | 1097 | 649 | 124 |
| v/c Ratio | 0.15 | 0.84 | 0.28 | 0.45 | 1.30 | 0.77 | 0.17 |
| Control Delay | 29.4 | 45.7 | 16.2 | 8.0 | 157.2 | 38.5 | 19.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Total Delay | 29.4 | 45.7 | 16.2 | 8.0 | 157.2 | 40.5 | 19.0 |
| Queue Length 50th (ft) | 42 | 331 | 39 | 10 | ~1098 | 434 | 51 |
| Queue Length 95th (ft) | 81 | 418 | 93 | m13 | #1349 | 549 | m78 |
| Internal Link Dist (ft) | | 1042 | | | 281 | 1014 | |
| Turn Bay Length (ft) | 115 | | 115 | 80 | | | 50 |
| Base Capacity (vph) | 526 | 1053 | 522 | 322 | 844 | 844 | 747 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 88 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.84 | 0.28 | 0.37 | 1.30 | 0.86 | 0.17 |

Intersection Summary

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

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

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

| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 136 | 739 | 90 | 1139 | 322 | 78 | 666 |
| v/c Ratio | 0.22 | 0.61 | 0.16 | 0.78 | 0.44 | 0.44 | 0.87 |
| Control Delay | 27.6 | 33.3 | 11.7 | 32.1 | 12.7 | 13.5 | 30.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 2.7 |
| Total Delay | 27.6 | 33.3 | 11.7 | 32.8 | 12.7 | 13.5 | 32.7 |
| Queue Length 50th (ft) | 72 | 245 | 15 | 382 | 78 | 10 | 162 |
| Queue Length 95th (ft) | 126 | 324 | 54 | 473 | 155 | m10 | #669 |
| Internal Link Dist (ft) | | 799 | | 752 | | | 281 |
| Turn Bay Length (ft) | | | 70 | | | 85 | |
| Base Capacity (vph) | 608 | 1215 | 580 | 1459 | 738 | 233 | 768 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Spillback Cap Reductn | 0 | 0 | 0 | 99 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.22 | 0.61 | 0.16 | 0.84 | 0.44 | 0.33 | 0.92 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 230 | 1328 | 213 | 1035 | 254 | 588 | 203 | 130 | 524 | 191 |
| v/c Ratio | 0.84 | 0.94 | 0.83 | 0.74 | 1.09 | 1.03 | 0.27 | 0.67 | 0.95 | 0.26 |
| Control Delay | 51.7 | 53.1 | 55.0 | 41.3 | 91.6 | 56.0 | 4.1 | 39.4 | 68.0 | 13.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.7 | 53.1 | 55.0 | 41.3 | 91.6 | 56.0 | 4.1 | 39.4 | 68.0 | 13.6 |
| Queue Length 50th (ft) | 115 | 360 | 113 | 265 | ~152 | ~495 | 43 | 57 | 395 | 59 |
| Queue Length 95th (ft) | #243 | #469 | #233 | 321 | m#167 | m#498 | m27 | 116 | #614 | 106 |
| Internal Link Dist (ft) | | 1327 | | 1388 | | 1163 | | | 541 | |
| Turn Bay Length (ft) | 120 | | 85 | | 100 | | 100 | 135 | | 135 |
| Base Capacity (vph) | 290 | 1406 | 276 | 1394 | 234 | 569 | 783 | 211 | 551 | 752 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.79 | 0.94 | 0.77 | 0.74 | 1.09 | 1.03 | 0.26 | 0.62 | 0.95 | 0.25 |

Intersection Summary

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

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

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 32 | 272 | 36 | 321 | 39 | 1078 | 53 | 117 | 752 | 58 |
| v/c Ratio | 0.41 | 0.63 | 0.46 | 0.75 | 0.15 | 1.27 | 0.08 | 0.71 | 0.79 | 0.08 |
| Control Delay | 71.2 | 47.7 | 74.6 | 53.4 | 2.3 | 135.1 | 0.0 | 34.1 | 32.1 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 71.2 | 47.7 | 74.6 | 53.4 | 2.3 | 135.1 | 0.0 | 34.1 | 32.1 | 6.6 |
| Queue Length 50th (ft) | 25 | 192 | 28 | 235 | 2 | ~1069 | 0 | 65 | 406 | 1 |
| Queue Length 95th (ft) | 59 | #297 | #65 | #395 | m2 | m#742 | m0 | m82 | m571 | m6 |
| Internal Link Dist (ft) | | 961 | | 1020 | | 1014 | | | 647 | |
| Turn Bay Length (ft) | 125 | | 120 | | 160 | | 50 | 120 | | 50 |
| Base Capacity (vph) | 79 | 429 | 79 | 427 | 258 | 851 | 696 | 172 | 948 | 765 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.41 | 0.63 | 0.46 | 0.75 | 0.15 | 1.27 | 0.08 | 0.68 | 0.79 | 0.08 |

Intersection Summary

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

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

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

| Lane Group | WBL2 | WBT | WBR | NBL | NBT | SBL | SBT | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 171 | 420 | 192 | 38 | 1239 | 101 | 1007 | 60 | 667 |
| v/c Ratio | 1.12 | 0.41 | 0.32 | 0.22 | 0.75 | 0.91 | 0.61 | 0.70 | 1.00 |
| Control Delay | 159.5 | 33.6 | 5.8 | 7.9 | 7.8 | 72.9 | 14.3 | 94.3 | 78.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 159.5 | 33.6 | 5.8 | 7.9 | 7.8 | 72.9 | 14.3 | 94.3 | 78.8 |
| Queue Length 50th (ft) | ~153 | 136 | 0 | 4 | 66 | 67 | 226 | 47 | 294 |
| Queue Length 95th (ft) | #296 | 185 | 53 | m6 | m108 | m#119 | m196 | #119 | #435 |
| Internal Link Dist (ft) | | 684 | | | 910 | | 1398 | 631 | |
| Turn Bay Length (ft) | 130 | | 130 | 90 | | 100 | | 65 | |
| Base Capacity (vph) | 152 | 1035 | 592 | 174 | 1642 | 111 | 1650 | 86 | 668 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.13 | 0.41 | 0.32 | 0.22 | 0.75 | 0.91 | 0.61 | 0.70 | 1.00 |

Intersection Summary

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

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

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

| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 223 | 1095 | 196 | 303 | 1054 | 1090 | 184 |
| v/c Ratio | 0.42 | 1.02 | 0.36 | 0.94 | 0.87 | 0.90 | 0.32 |
| Control Delay | 33.8 | 72.4 | 18.8 | 47.8 | 20.6 | 26.9 | 6.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 1.5 | 0.0 |
| Total Delay | 33.8 | 72.4 | 18.8 | 47.8 | 27.1 | 28.4 | 6.8 |
| Queue Length 50th (ft) | 133 | ~478 | 61 | 206 | 116 | 438 | 56 |
| Queue Length 95th (ft) | 207 | #613 | 127 | m222 | m135 | m#531 | m56 |
| Internal Link Dist (ft) | | 1042 | | | 281 | 1014 | |
| Turn Bay Length (ft) | 115 | | 115 | 80 | | | 100 |
| Base Capacity (vph) | 537 | 1073 | 537 | 328 | 1207 | 1207 | 578 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 120 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 37 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.42 | 1.02 | 0.36 | 0.92 | 0.97 | 0.93 | 0.32 |

Intersection Summary

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

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

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

| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 84 | 801 | 125 | 1275 | 165 | 123 | 1179 |
| v/c Ratio | 0.14 | 0.68 | 0.22 | 0.96 | 0.24 | 0.63 | 0.89 |
| Control Delay | 27.2 | 35.9 | 16.0 | 51.4 | 6.3 | 31.3 | 14.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 2.3 |
| Total Delay | 27.2 | 35.9 | 16.0 | 57.1 | 6.3 | 31.3 | 16.6 |
| Queue Length 50th (ft) | 43 | 271 | 33 | 497 | 12 | 56 | 88 |
| Queue Length 95th (ft) | 86 | 368 | 84 | #656 | 55 | m76 | m146 |
| Internal Link Dist (ft) | | 799 | | 752 | | | 281 |
| Turn Bay Length (ft) | | | 70 | | | 85 | |
| Base Capacity (vph) | 592 | 1184 | 566 | 1327 | 674 | 262 | 1327 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Spillback Cap Reductn | 0 | 0 | 0 | 46 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.68 | 0.22 | 1.00 | 0.24 | 0.47 | 0.94 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

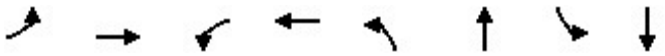
| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 114 | 1219 | 329 | 1635 | 451 | 595 | 276 | 62 | 330 | 179 |
| v/c Ratio | 0.62 | 0.76 | 1.09 | 0.85 | 1.48 | 0.62 | 0.34 | 0.24 | 0.84 | 0.33 |
| Control Delay | 34.4 | 35.7 | 109.1 | 37.2 | 255.9 | 22.1 | 2.2 | 23.4 | 62.8 | 20.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.4 | 35.7 | 109.1 | 37.2 | 255.9 | 22.1 | 2.2 | 23.4 | 62.8 | 20.9 |
| Queue Length 50th (ft) | 43 | 285 | ~241 | 414 | ~376 | 124 | 0 | 29 | 243 | 72 |
| Queue Length 95th (ft) | 99 | 343 | #492 | #574 | #565 | 185 | m33 | 54 | 336 | 120 |
| Internal Link Dist (ft) | | 1327 | | 1388 | | 1398 | | | 541 | |
| Turn Bay Length (ft) | 120 | | 85 | | 160 | | 90 | 135 | | 135 |
| Base Capacity (vph) | 204 | 1603 | 303 | 1933 | 305 | 988 | 806 | 309 | 476 | 558 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.56 | 0.76 | 1.09 | 0.85 | 1.48 | 0.60 | 0.34 | 0.20 | 0.69 | 0.32 |

Intersection Summary

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

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

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



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 59 | 324 | 105 | 521 | 80 | 1175 | 78 | 1153 |
| v/c Ratio | 0.73 | 0.62 | 0.76 | 0.86 | 0.48 | 0.93 | 0.48 | 0.91 |
| Control Delay | 101.1 | 41.9 | 84.9 | 51.5 | 22.0 | 51.0 | 38.7 | 45.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 101.1 | 41.9 | 84.9 | 51.5 | 22.0 | 51.0 | 38.7 | 45.1 |
| Queue Length 50th (ft) | 46 | 218 | 80 | 390 | 46 | 507 | 41 | 275 |
| Queue Length 95th (ft) | #121 | 325 | #168 | #619 | m57 | #617 | m79 | m#360 |
| Internal Link Dist (ft) | | 961 | | 1020 | | 1014 | | 910 |
| Turn Bay Length (ft) | 125 | | 120 | | 160 | | 120 | |
| Base Capacity (vph) | 81 | 522 | 146 | 609 | 185 | 1280 | 185 | 1278 |
| 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 | 0.73 | 0.62 | 0.72 | 0.86 | 0.43 | 0.92 | 0.42 | 0.90 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

# Queues
## 1010: Tijeras Ave & Broadway Blvd & Marquette Ave/Dr Martin Luther King Jr Ave

05/07/2025

| Lane Group | WBL2 | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 171 | 420 | 192 | 38 | 1132 | 107 | 101 | 975 | 32 | 60 | 667 |
| v/c Ratio | 0.88 | 0.42 | 0.33 | 0.75 | 1.30 | 0.13 | 1.98 | 1.12 | 0.04 | 0.51 | 1.06 |
| Control Delay | 94.5 | 37.9 | 6.4 | 25.4 | 153.6 | 0.1 | 498.8 | 85.8 | 0.1 | 72.9 | 100.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 94.5 | 37.9 | 6.4 | 25.4 | 153.6 | 0.1 | 498.8 | 85.8 | 0.1 | 72.9 | 100.3 |
| Queue Length 50th (ft) | 143 | 151 | 0 | 5 | ~1208 | 1 | ~134 | ~943 | 0 | 49 | ~356 |
| Queue Length 95th (ft) | #271 | 205 | 57 | m4 | m#809 | m0 | m#161 | m#1112 | m0 | 96 | #490 |
| Internal Link Dist (ft) | | 684 | | | 182 | | | 155 | | 631 | |
| Turn Bay Length (ft) | 130 | | 130 | 90 | | 50 | 100 | | 100 | 65 | |
| Base Capacity (vph) | 202 | 1000 | 579 | 51 | 870 | 794 | 51 | 870 | 794 | 140 | 627 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.85 | 0.42 | 0.33 | 0.75 | 1.30 | 0.13 | 1.98 | 1.12 | 0.04 | 0.43 | 1.06 |

Intersection Summary

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

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

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

| Lane Group | WBL | WBT | WBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 223 | 1095 | 196 | 303 | 1054 | 1090 | 184 |
| v/c Ratio | 0.46 | 1.12 | 0.40 | 1.26 | 1.35 | 1.40 | 0.27 |
| Control Delay | 39.9 | 108.3 | 24.0 | 165.4 | 183.8 | 201.0 | 5.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 |
| Total Delay | 39.9 | 108.3 | 24.0 | 165.4 | 183.8 | 202.5 | 5.1 |
| Queue Length 50th (ft) | 151 | ~557 | 78 | ~280 | ~1174 | ~1214 | 6 |
| Queue Length 95th (ft) | 231 | #693 | 149 | m#447 | #1403 | m#868 | m7 |
| Internal Link Dist (ft) | | 1042 | | | 281 | 1014 | |
| Turn Bay Length (ft) | 115 | | 115 | 80 | | | 50 |
| Base Capacity (vph) | 490 | 980 | 491 | 241 | 779 | 779 | 692 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 154 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.46 | 1.12 | 0.40 | 1.26 | 1.35 | 1.74 | 0.27 |

Intersection Summary

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

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

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

| Lane Group | EBL | EBT | EBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 84 | 801 | 125 | 1275 | 165 | 123 | 1179 |
| v/c Ratio | 0.17 | 0.83 | 0.27 | 0.77 | 0.21 | 0.63 | 1.35 |
| Control Delay | 35.4 | 51.2 | 21.4 | 28.5 | 7.5 | 20.8 | 172.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.5 |
| Total Delay | 35.4 | 51.2 | 21.4 | 29.1 | 7.5 | 20.8 | 173.0 |
| Queue Length 50th (ft) | 52 | 328 | 43 | 435 | 27 | 20 | ~1301 |
| Queue Length 95th (ft) | 98 | #455 | 100 | 528 | 66 | m16 | m#850 |
| Internal Link Dist (ft) | | 799 | | 752 | | | 281 |
| Turn Bay Length (ft) | | | 70 | | | 85 | |
| Base Capacity (vph) | 482 | 964 | 470 | 1666 | 792 | 230 | 876 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Spillback Cap Reductn | 0 | 0 | 0 | 118 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.83 | 0.27 | 0.82 | 0.21 | 0.53 | 1.47 |

Intersection Summary

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

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

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 114 | 1219 | 329 | 1635 | 451 | 595 | 276 | 62 | 330 | 179 |
| v/c Ratio | 0.65 | 0.86 | 1.04 | 0.90 | 1.24 | 1.04 | 0.33 | 0.39 | 0.87 | 0.32 |
| Control Delay | 42.0 | 46.9 | 98.9 | 44.2 | 137.9 | 47.8 | 4.6 | 30.7 | 71.5 | 15.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.0 | 46.9 | 98.9 | 44.2 | 137.9 | 47.8 | 4.6 | 30.7 | 71.5 | 15.0 |
| Queue Length 50th (ft) | 49 | 336 | ~251 | 468 | ~377 | ~555 | 61 | 30 | 270 | 45 |
| Queue Length 95th (ft) | 108 | 399 | #443 | #559 | m#263 | m384 | m52 | 59 | #434 | 104 |
| Internal Link Dist (ft) | | 1327 | | 1388 | | 1163 | | | 541 | |
| Turn Bay Length (ft) | 120 | | 85 | | 100 | | 100 | 135 | | 135 |
| Base Capacity (vph) | 194 | 1419 | 316 | 1823 | 363 | 572 | 841 | 194 | 380 | 574 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.59 | 0.86 | 1.04 | 0.90 | 1.24 | 1.04 | 0.33 | 0.32 | 0.87 | 0.31 |

Intersection Summary

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

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

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 59 | 324 | 105 | 521 | 80 | 1125 | 50 | 78 | 1105 | 48 |
| v/c Ratio | 0.81 | 0.93 | 0.81 | 1.28 | 0.53 | 1.27 | 0.07 | 0.52 | 1.29 | 0.07 |
| Control Delay | 122.2 | 83.3 | 98.4 | 183.3 | 27.7 | 161.0 | 3.6 | 25.4 | 167.5 | 1.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 122.2 | 83.3 | 98.4 | 183.3 | 27.7 | 161.0 | 3.6 | 25.4 | 167.5 | 1.8 |
| Queue Length 50th (ft) | 50 | 267 | 88 | ~553 | 53 | ~1204 | 0 | 42 | ~1175 | 0 |
| Queue Length 95th (ft) | #133 | #452 | #188 | #777 | m47 | m#837 | m0 | m42 | m#1086 | m0 |
| Internal Link Dist (ft) | | 961 | | 1020 | | 1014 | | | 647 | |
| Turn Bay Length (ft) | 125 | | 120 | | 160 | | 50 | 120 | | 50 |
| Base Capacity (vph) | 73 | 348 | 134 | 407 | 171 | 883 | 731 | 172 | 854 | 711 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.93 | 0.78 | 1.28 | 0.47 | 1.27 | 0.07 | 0.45 | 1.29 | 0.07 |

Intersection Summary

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

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

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

# Appendix F: Crash Summary Report

CRASH SUMMARY REPORT

# Broadway Blvd Crashes (Lomas Blvd to Coal Ave)

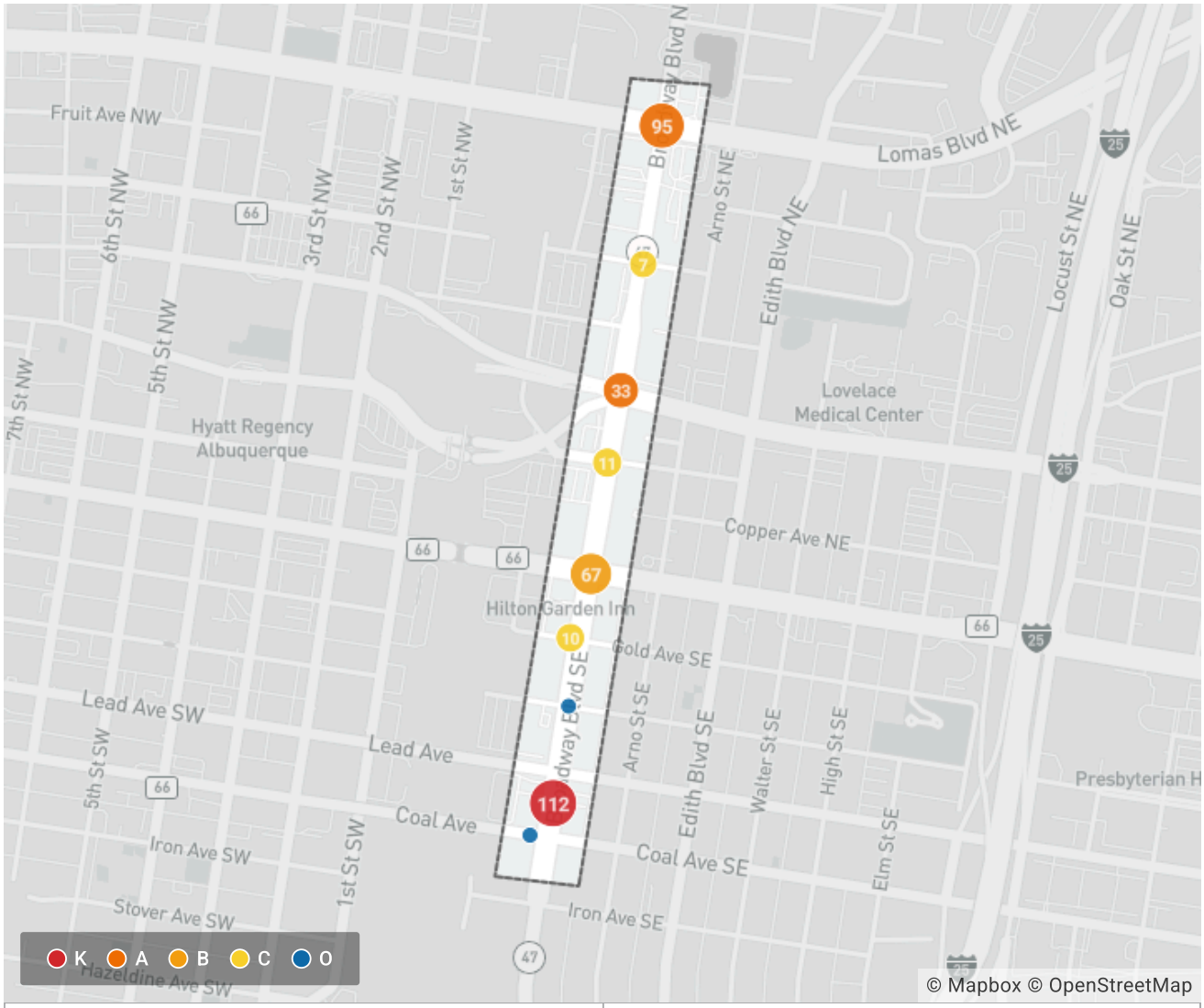
Created on April 16, 2025

Created by Risa Lujan

Data extents: January 1, 2019 to December 31, 2023

## Applied Filters

Shape: Polygon




| Total Crashes | 337 | Fatal Crashes | 1 |
|---|---|---|---|

| New Mexico Summary | | Crash |
|---|---|---|
| Total Crashes | 337 | 100.00% |
| Intersection Involved | 125 | 37.09% |

| | | |
|---|---|---|
| Alcohol Involved | 20 | 5.93% |
| Pedalcycle Involved | 11 | 3.26% |
| Commercial Motor Vehicle Involved | 9 | 2.67% |
| Work Zone Involved | 5 | 1.48% |
| Pedestrian Involved | 2 | 0.59% |

| KABCO Crash Severity | | Crash |
|---|---|---|
| (O) Property-Damage Only | 227 | 67.36% |
| (C) Possible Injury | 82 | 24.33% |
| (B) Suspected Minor Injury | 24 | 7.12% |
| (A) Suspected Serious Injury | 3 | 0.89% |
| (K) Fatal Injury | 1 | 0.30% |

| Crash Date (Year) | | Crash |
|---|---|---|
| 2023 | 64 | 18.99% |
| 2022 | 64 | 18.99% |
| 2021 | 44 | 13.06% |
| 2020 | 67 | 19.88% |
| 2019 | 98 | 29.08% |
| + 6 more | 0 | 0% |

| Crash Classification | | Crash |
|---|---|---|
| Other Vehicle | 126 | 37.39% |
| Parked Vehicle | 8 | 2.37% |
| Pedalcyclist | 7 | 2.08% |
| Fixed Object | 6 | 1.78% |
| Other (Non-Collision) | 3 | 0.89% |
| Other (Object) | 2 | 0.59% |
| Overturn/Rollover | 2 | 0.59% |
| Pedestrian | 2 | 0.59% |
| Vehicle on Other Road | 2 | 0.59% |
| Rollover | 1 | 0.30% |
| Animal<br>Invalid Code<br>Railroad Train | 0 | 0.00% |

| First Harmful Event - Analysis | | Crash |
|---|---|---|
| MV in Transport | 231 | 68.55% |
| Not Available | 39 | 11.57% |

| | | |
|---|---|---|
| Pedalcycle | 11 | 3.26% |
| Parked MV | 8 | 2.37% |
| Curb | 5 | 1.48% |
| Median | 3 | 0.89% |
| Overturn/Rollover | 3 | 0.89% |
| Fell/Jumped from MV | 2 | 0.59% |
| Other Non-Collision | 2 | 0.59% |
| Pedestrian | 2 | 0.59% |
| Traffic Signal Support | 2 | 0.59% |
| Unknown | 2 | 0.59% |
| Bridge Pier or Support | 1 | 0.30% |
| Bridge Rail | 1 | 0.30% |
| Other Fixed Object | 1 | 0.30% |
| Other Non-fixed Object | 1 | 0.30% |
| Struck by Falling, Shifting Cargo or Anything Set in Motion by MV | 1 | 0.30% |
| Traffic Sign Support | 1 | 0.30% |
| Wall or Building | 1 | 0.30% |
| Antelope | 0 | 0.00% |
| Bear | | |
| Bird - Buzzard | | |
| Bird - Eagle, Hawk, Owl | | |
| Bird - Other | | |
| Bridge Overhead Structure | | |
| Cargo/Equipment Loss or Shift | | |
| Cattle Guard | | |
| Cattle/Cow | | |
| Cougar | | |
| Culvert | | |
| Deer | | |
| Ditch | | |
| Elk | | |
| Embankment | | |
| Fence | | |
| Fire Hydrant | | |
| Fire/Explosion | | |
| Guardrail End | | |
| Guardrail Face | | |
| Horse | | |
| Immersion, Full or Partial | | |
| Impact Attenuator/Crash Cushion | | |
| Invalid Code | | |
| Jackknife | | |
| Mailbox | | |
| Other Animal (Type Unknown) | | |
| Other Large Domestic Animal | | |
| Other Large Game Animal | | |
| Other Non-Motorist | | |
| Other Post, Pole or Support | | |

Other Vegetation
Railway Vehicle
Sheep/Goat
Small Domestic Animal
Small Game Animal
Thrown or Falling Object
Traffic Barrier, Cable
Traffic Barrier, Concrete
Traffic Barrier, Other
Tree (standing)
Utility Box
Utility Pole/Light Support
Work Zone/Maintenance Equipment

| First Harmful Event - Location | | Crash |
|---|---|---|
| On Roadway | 105 | 31.16% |
| Not Available | 98 | 29.08% |
| On Shoulder | 3 | 0.89% |
| On Median | 2 | 0.59% |
| In Parking Lane/Zone | 1 | 0.30% |
| Outside Trafficway | 1 | 0.30% |
| + 7 more | 0 | 0% |

| First Harmful Event - Manner of Impact | | Crash |
|---|---|---|
| Not Available | 98 | 29.08% |
| Front-to-Side | 56 | 16.62% |
| Front-to-Rear | 29 | 8.61% |
| Sideswipe | 14 | 4.15% |
| Front-to-Front | 10 | 2.97% |
| Rear-to-Side | 2 | 0.59% |
| + 4 more | 0 | 0% |

| Injury Severity | | Person |
|---|---|---|
| No Apparent Injury (O) | 700 | 80.83% |
| Possible Injury (C) | 133 | 15.36% |
| Suspected Minor Injury (B) | 29 | 3.35% |
| Suspected Serious Injury (A) | 3 | 0.35% |
| Fatal Injury (K) | 1 | 0.12% |

| Contributing Factors | | Vehicle |
|---|---|---|
| Other, No Driver Error | 191 | 35.05% |
| Driver Inattention | 164 | 30.09% |
| Failed to Yield Right of Way | 46 | 8.44% |

| | | |
|---|---|---|
| Disregarded Traffic Signal | 43 | 7.89% |
| Other Improper Driving | 39 | 7.16% |
| Under the Influence of Alcohol | 19 | 3.49% |
| Following too Closely | 16 | 2.94% |
| Avoid No Contact Vehicle | 13 | 2.39% |
| Improper Lane Change | 11 | 2.02% |
| Made Improper Turn | 11 | 2.02% |
| Excessive Speed | 10 | 1.83% |
| Speed too Fast for Conditions | 9 | 1.65% |
| Driver Distracted by Other Activity | 8 | 1.47% |
| Inadequate Brakes | 8 | 1.47% |
| Avoid No Contact Other | 3 | 0.55% |
| Cell Phone | 3 | 0.55% |
| Defective Steering | 3 | 0.55% |
| Improper Overtaking | 3 | 0.55% |
| Other Mechanical Defect | 3 | 0.55% |
| Defective Tires | 2 | 0.37% |
| Driver Distracted by Passenger | 2 | 0.37% |
| Obstruction in Road | 2 | 0.37% |
| Pedestrian Error | 2 | 0.37% |
| Under the Influence of Drugs | 2 | 0.37% |
| Drove Left of Center | 1 | 0.18% |
| Failed to Yield for Emergency Vehicle | 1 | 0.18% |
| Improper Backing | 1 | 0.18% |
| Low Visibility Due to Glare | 1 | 0.18% |
| Other Visual Obstruction(s) | 1 | 0.18% |
| Weather Conditions | 1 | 0.18% |
| Animal(s) in Roadway | 0 | 0.00% |
| Backup - Prior Crash | | |
| Backup - Prior Incident | | |
| Coupling Device (Hitch, Chains) | | |
| Debris | | |
| Driver Distracted by Talking on Cell Phone | | |
| Driver Distracted by Talking on Hands-Free Device | | |
| Driverless Moving Vehicle | | |
| Exhaust System | | |
| Failed to Yield for Police Vehicle | | |
| High-Speed Pursuit | | |
| Lights (Head, Signal, Tail) | | |
| Low Visibility Due to Smoke | | |
| Mirrors | | |
| Passed a Stop Sign | | |
| Road Defect | | |

Road Surface Conditions
Suspension
Texting
Traffic Congestion
Traffic Control Missing
Vehicle Skidded Before Braking
Wheels
Windows/Windshield
Wipers

| Driver Actions | | Vehicle |
|---|---|---|
| Going Straight | 362 | 66.42% |
| Left Turn | 54 | 9.91% |
| Stopped for Sign or Signal | 48 | 8.81% |
| Parked | 20 | 3.67% |
| Right Turn | 20 | 3.67% |
| Stopped for Traffic | 12 | 2.20% |
| Slowing | 11 | 2.02% |
| Changing Lanes | 9 | 1.65% |
| Other | 9 | 1.65% |
| Ran Red Light | 8 | 1.47% |
| Backing | 5 | 0.92% |
| Start in Traffic Lane | 4 | 0.73% |
| Stopped in Traffic | 3 | 0.55% |
| U-Turn | 3 | 0.55% |
| Wrong Way | 3 | 0.55% |
| Entering Traffic Lane | 2 | 0.37% |
| Over-Correcting/Over-Steering | 2 | 0.37% |
| Overtaking or Passing | 2 | 0.37% |
| Start from Park | 2 | 0.37% |
| Unknown | 2 | 0.37% |
| Leaving Traffic Lane | 1 | 0.18% |
| Operated MV in Reckless or Aggressive Manner | 1 | 0.18% |
| Negotiating a Curve | 0 | 0.00% |