

Traffic Impact Analysis to Accompany Project Livable Downtown Baltimore

Baltimore City, Maryland
March 19, 2024

Prepared for:
Project Livable Stakeholder Group
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EXECUTIVE SUMMARY

We have conducted detailed traffic studies using both the Critical Lane Volume (CLV) methodology and the Synchro Capacity and delay methodologies that detail delay per vehicle at each of the 38 intersections that were studied as part of this report (see Appendices D and E).

By adding an eastbound left turn lane along Pratt Street at Calvert Street, the intersection will be improved from Level of Service “F” to Level of Service “C.” The new condition will result in a 21 to 28-second delay per vehicle with the left turn lane.

We recommend two major transportation improvements:

1. A new coordinated signal system
2. A Dynamic Variable Message Sign System to help with wayfinding to reduce cut-throughs

For now, the purpose of this report is to show the potential impact created by making changes to the Downtown street system in accordance with “Project Livable,” principally along Charles Street, Light Street, and Pratt Street.

Overall, the goal will be to discourage using the downtown street system as a “cut-through” and to utilize the other major streets including President Street and MLK Boulevard to bypass Downtown Baltimore (see Appendix G).

It is believed that a 8–14% increase in seconds/vehicle delay, overall in the study area, is deemed acceptable to accomplish the goals and objectives of Project Livable to make Downtown Baltimore a model for other Metropolitan areas throughout the United States.

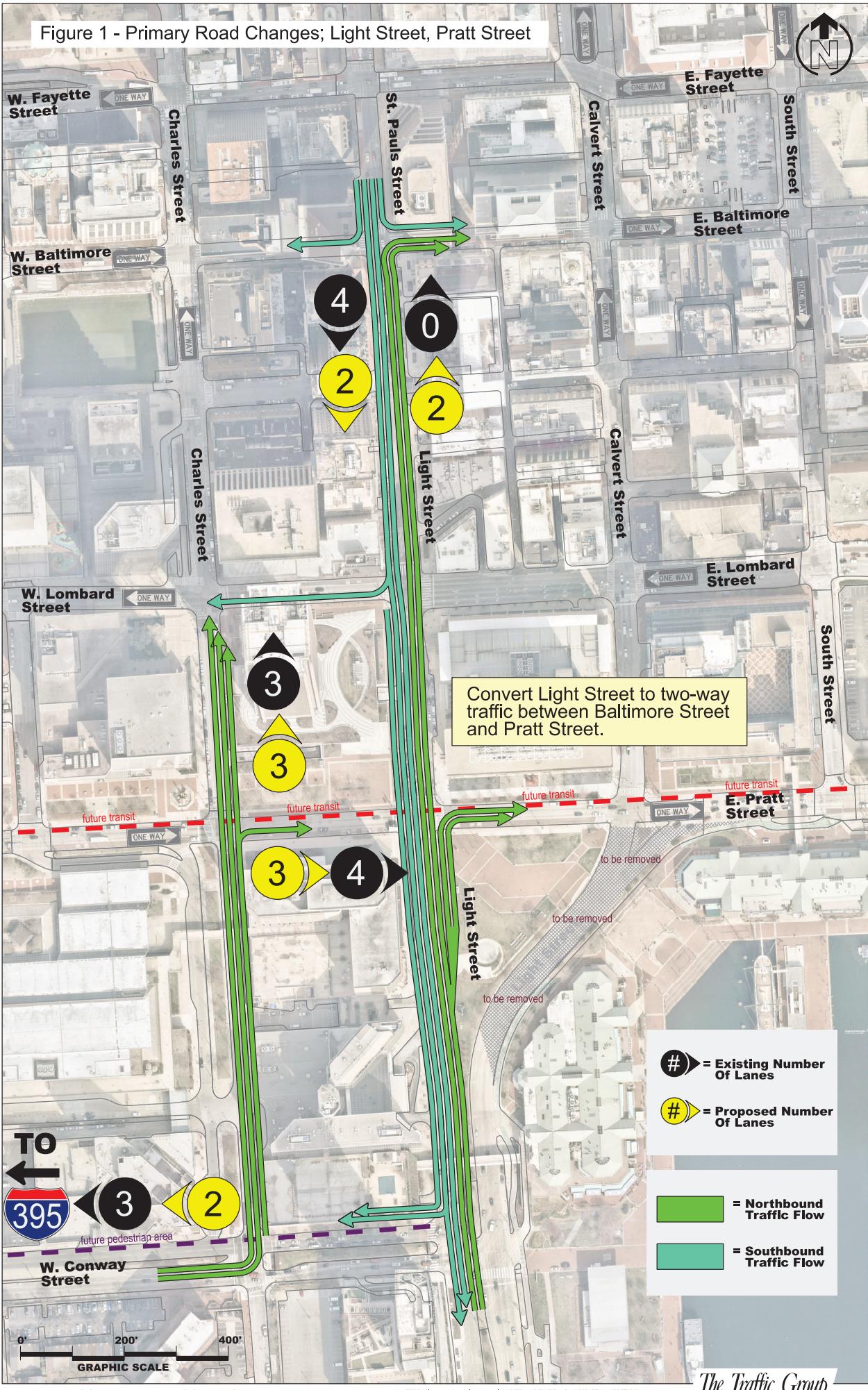
Further, Levels of Service “C” and “D” are considered standard for a city like Baltimore, and it is believed that Level of Service “E” is certainly acceptable for a heavy urban network (see Appendix C).

See Figure 1 for major road changes and Figure 2 for delay/vehicle metric.

Figure 2 – Delay/Vehicle Metric

LOS	Signalized Intersection
A	≤10 sec
B	10–20 sec
C	20–35 sec
D	35–55 sec
E	55–80 sec
F	>80 sec

Figure 1 - Primary Road Changes; Light Street, Pratt Street



INTRODUCTION

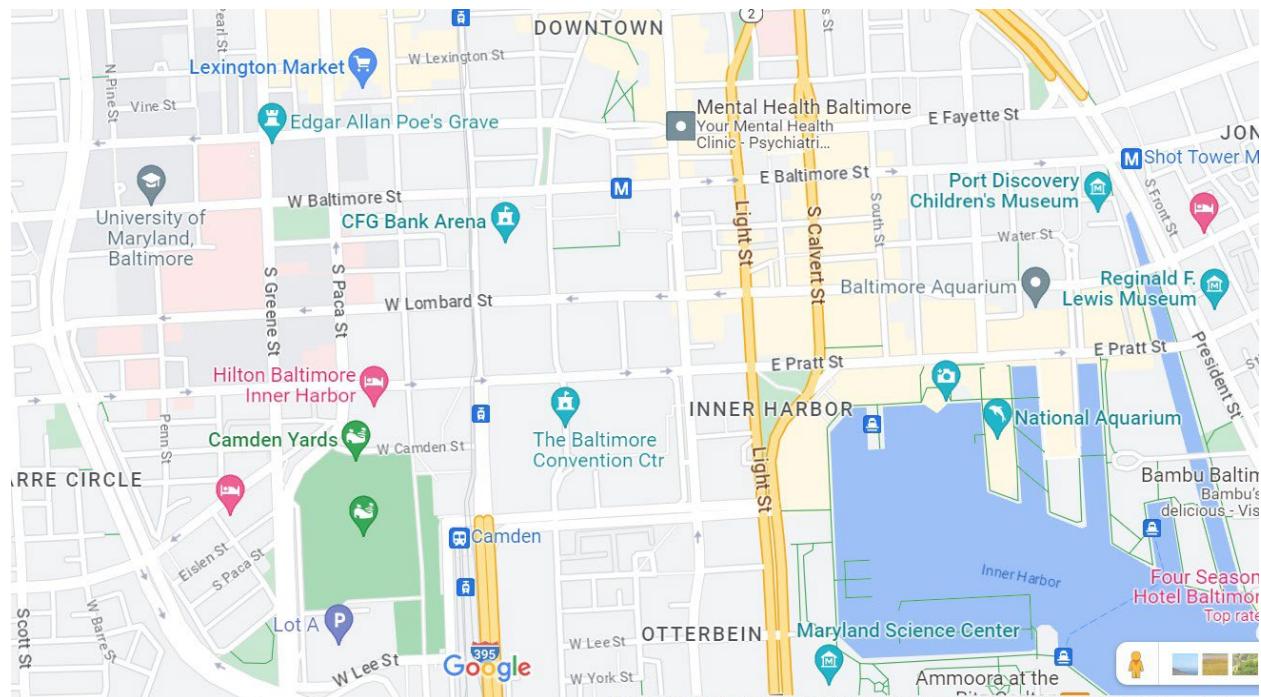
Project Livable for Downtown Baltimore was created as the foundation for Baltimore and that it is, and will remain, the economic engine of the State of Maryland.

The vision of Project Livable is that Downtown Baltimore is and can be the most livable neighborhood in America. The planning pillars for Project Livable are:

- ***To build for equitable economic stability***
- ***Increase sense of security***
- ***Enhance walkability and multimodal mobility***
- ***Embrace connectivity to the waterfront***
- ***Prioritize authenticity and celebrate locality***
- ***Design for resilience***

Figure 3 provides a street map of Downtown Baltimore at the Inner Harbor.

Figure 3 – Downtown Street Map



The scope of work for the Traffic Impact Analysis (TIA) included the following:

1. Conducted a field inspection to collect physical information on the roads and intersection.
2. Conducted intersection turning movement counts (38 intersections) during both the morning and evening peak periods in the Spring and Fall of 2023. (See Figure 1)
3. Conducted intersection capacity analysis at 38 intersections to determine existing levels of service and delay per vehicle at 38 intersections.
4. Utilized the Project Livable concepts for improvements to the downtown streets where pedestrian experience is prioritized coupled with an increase in transit utilization and other forms of micro mobility on the street system, including Pratt Street, Lombard Street, Baltimore Street, Fayette Street, Howard Street, Charles Street, and Light Street as examples.

Pratt Street has been determined to be Downtown's primary Pedestrian District. By redistributing private passenger vehicle traffic from critical areas to the edges of Downtown, it is believed that we can prioritize bikes, scooters, transit, and people in a safe connected network.

Vehicles can be re-routed to the major arterial roads of Baltimore Street and Lombard Street by way of Charles Street, MLK Boulevard, and Greene Street. Sidewalks and the public realm will be well lit, protected from traffic and visibly safe for all who visit at any time.

It is understood that the change in the street system will result in some additional delays, but the overall result will be a minor inconvenience to those using the downtown streets.

Building upon the proposed Red Line Route, it is believed that there can be a transit-focused District that connects all users to their final destinations by way of protected paths and park-like walks through Downtown.

The Maryland Department of Transportation (DOT) indicates that while Maryland's population continues to grow, the number of licensed drivers has decreased from 2019. Maryland has one of the highest rates of working from home, which contributes to lower vehicle miles traveled per capita and lower rates of driving alone to work since 2020.

Fewer Marylanders hold a driver's license, and they are being provided more mobility options, such as transit along Pratt Street. With a modality shift, the DOT needs to involve the public transit, particularly transit services like MTA bus service to meet the new patterns of activity and to serve workers.

The DOT's goal is to increase the use of public transportation, and any other mode other than driving alone. Interestingly, it is possible that more mobility options can also help to reduce auto use.

In 2013, the combined walk, bike, and transit percentage in Maryland was 11.8%.

In 2023 – 10 years later – the combined walk, bike, and transit percentage in Maryland was down to only 6.8%.

In our opinion, it is reasonable to expect that in the foreseeable future with a BRT or light rail line along Pratt Street, transit along Baltimore Street, increased opportunities for biking and walking to work, that the overall percentage could increase back to 12% (similar to 2013) for transit, bike, and walk, including 7% for transit alone.

Figure 4 provides a graphical representation of how Marylanders went to work (by percentage in 2013) versus other metro areas throughout the United States.

Figure 5 details a comparison of modes of transportation to work for Marylanders versus others throughout the United States in 2023.

Figure 6 shows a graph detailing bicycle activity changes from 2019 to 2022. Since 2019, growth in bicycle activity increased 33% between 2019 and 2021.

Figure 4 – How Marylanders Get to Work – 2013

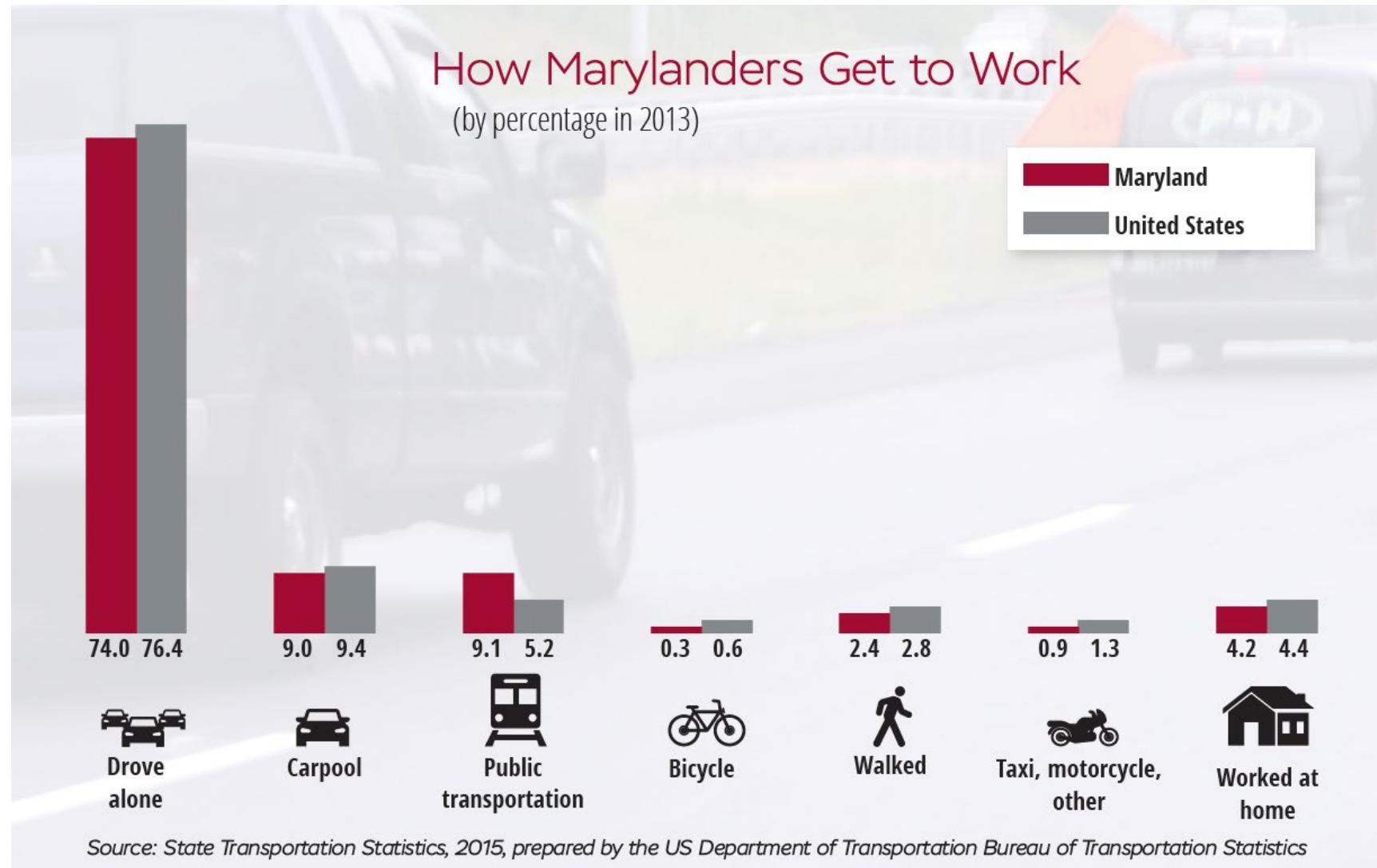


Figure 5 – Mode of Transportation to Work – 2023

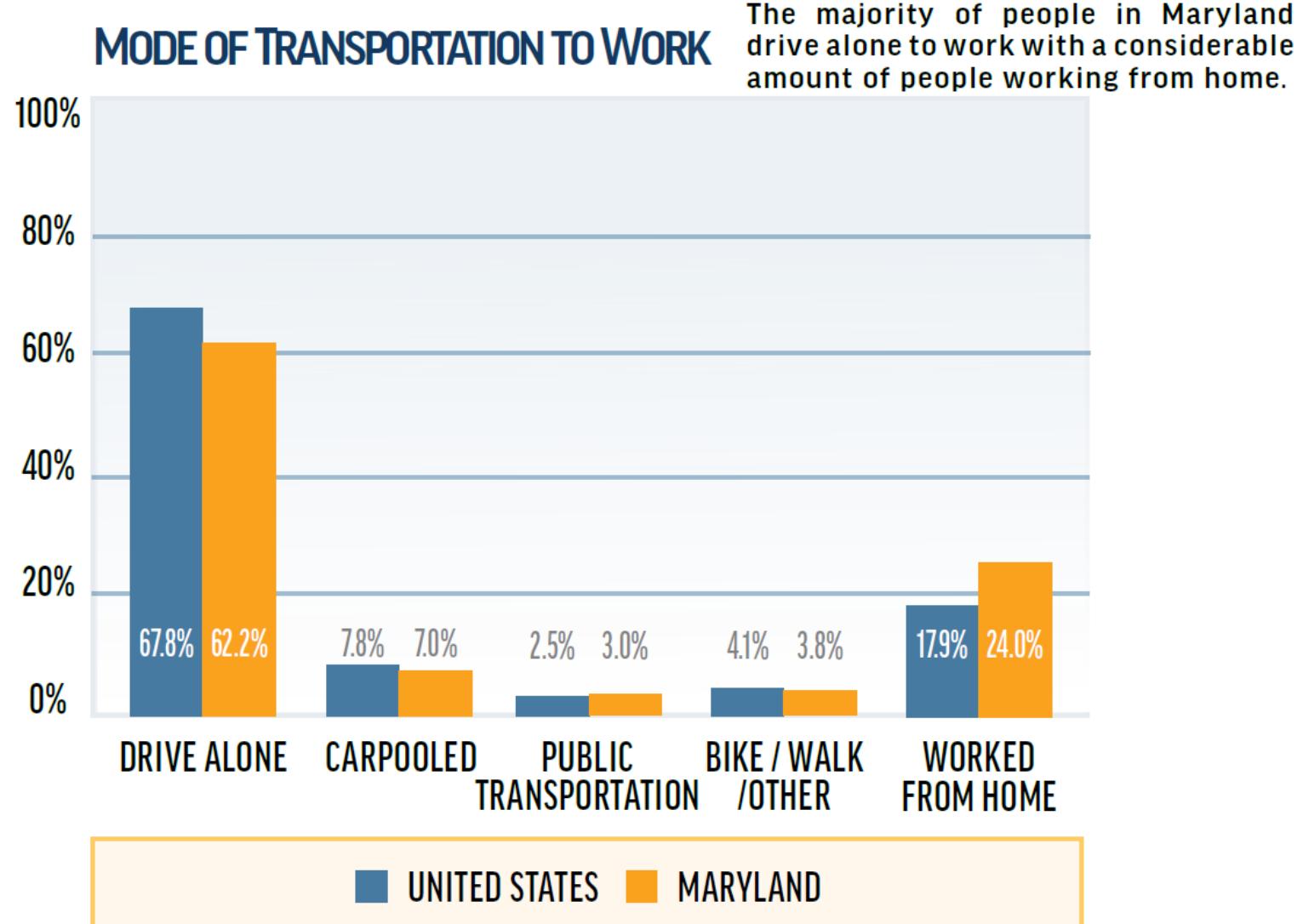
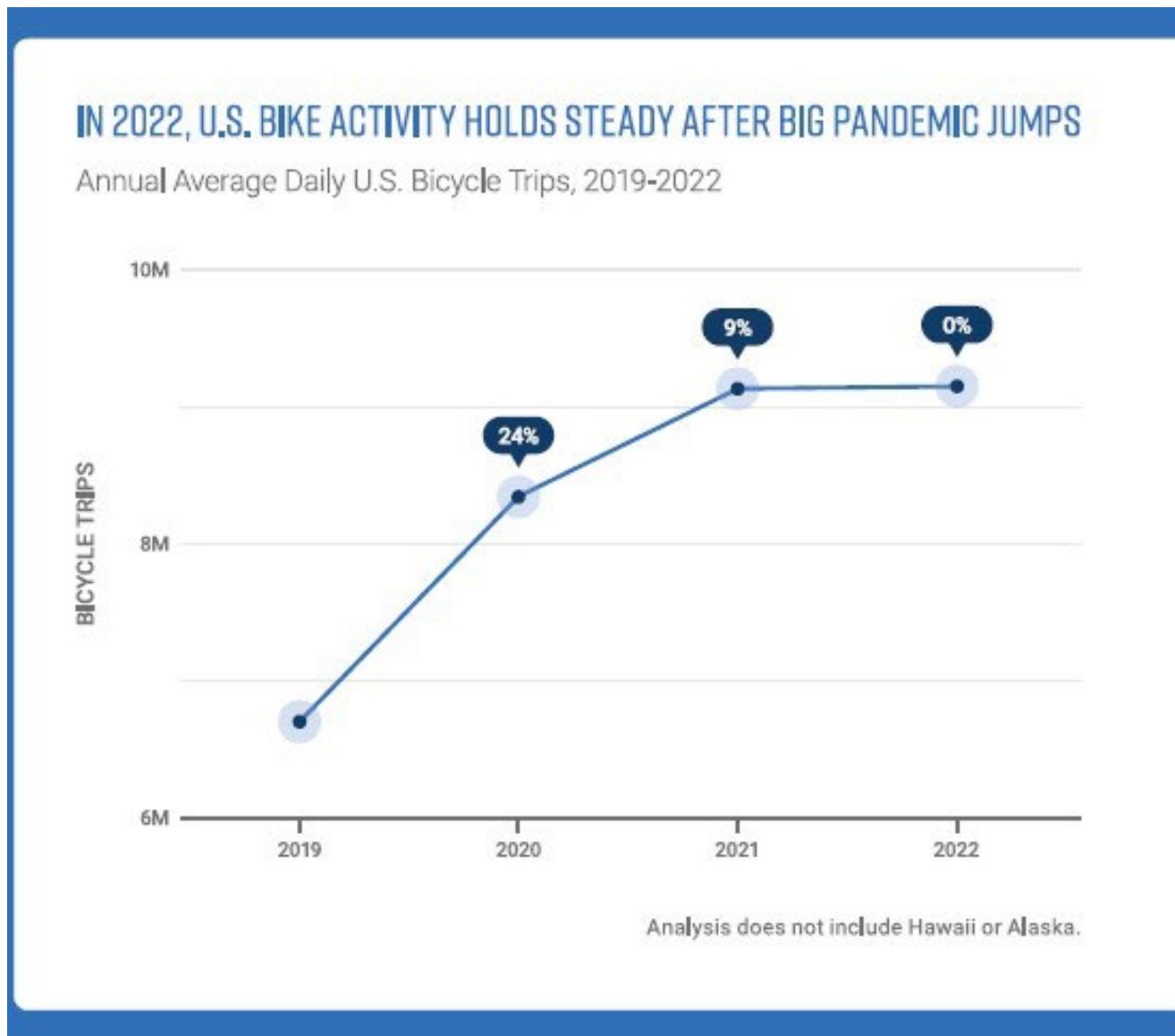


Figure 6 – Bicycle Activity, 2019 to 2022



EXISTING TRAFFIC CONDITIONS

Figure 7 details the locations of the 38 intersections that were studied as part of this report.

Figures 8A and 8B detail existing lane use at all of the intersections that were studied as part of Project Livable for Downtown Baltimore.

Appendix A contains copies of the existing turning movement counts that we used as well as copies of aerial photographs that detail existing traffic conditions at the studied intersections.

Figures 9A and 9B show 2023 existing turning movements at the 38 study locations. Figures 10A and 10B detail the results of the CLV analysis.

TTG conducted intersection turning movement counts along Pratt Street at Gay Street and President Street. As a result of those counts, we determined that 35% of the cars along eastbound Pratt Street proceed south along President Street, 19% of the cars continue east, and 46% of the cars proceed north towards I-83.

It is likely that with the removal of one eastbound thru lane along Pratt Street that some commuters will elect to use Light Street or Charles Street plus Baltimore Street, and it is hopeful that with proper wayfinding plus an educational campaign, some commuters will elect to use MLK Boulevard or other routes to ultimately reach northbound I-83.

It is also expected that over time vehicles that are currently using eastbound Pratt Street to continue east or to proceed south into Inner Harbor East will ultimately use other routes. The goal will be to discourage the use of Pratt Street as a vehicular arterial to make Downtown more livable with fewer cars.

There is no question that some motorists will be inconvenienced as a result of the changes to eastbound Pratt Street and that will result in changes to the other northbound, southbound, eastbound, and westbound streets in Downtown Baltimore. These changes will result in Baltimore becoming an incredibly better place to live, work, and shop.

Study Intersection

Figure 7 – Study Area

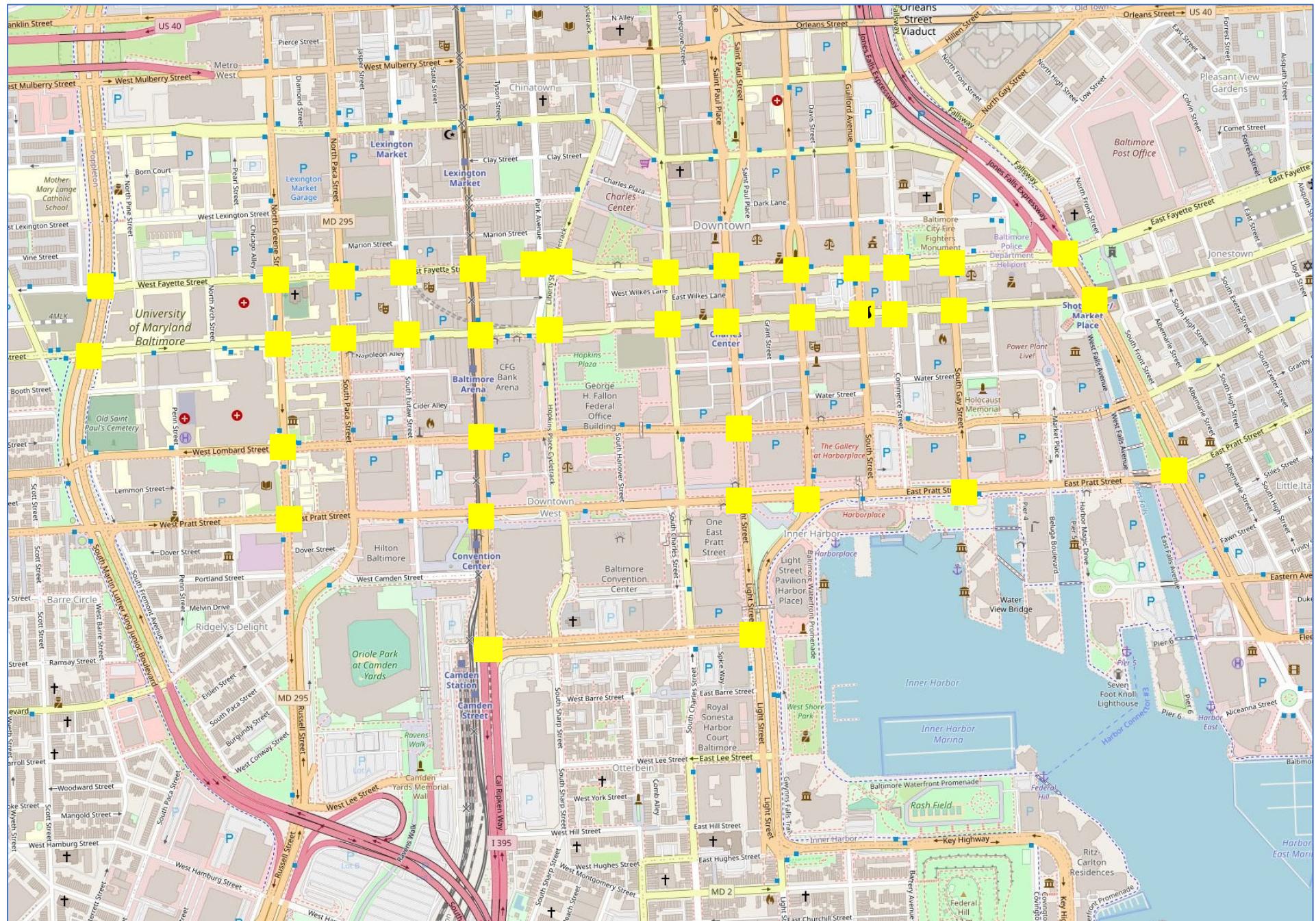


Figure 8A - Existing Intersection Lane Use (Sheet A)

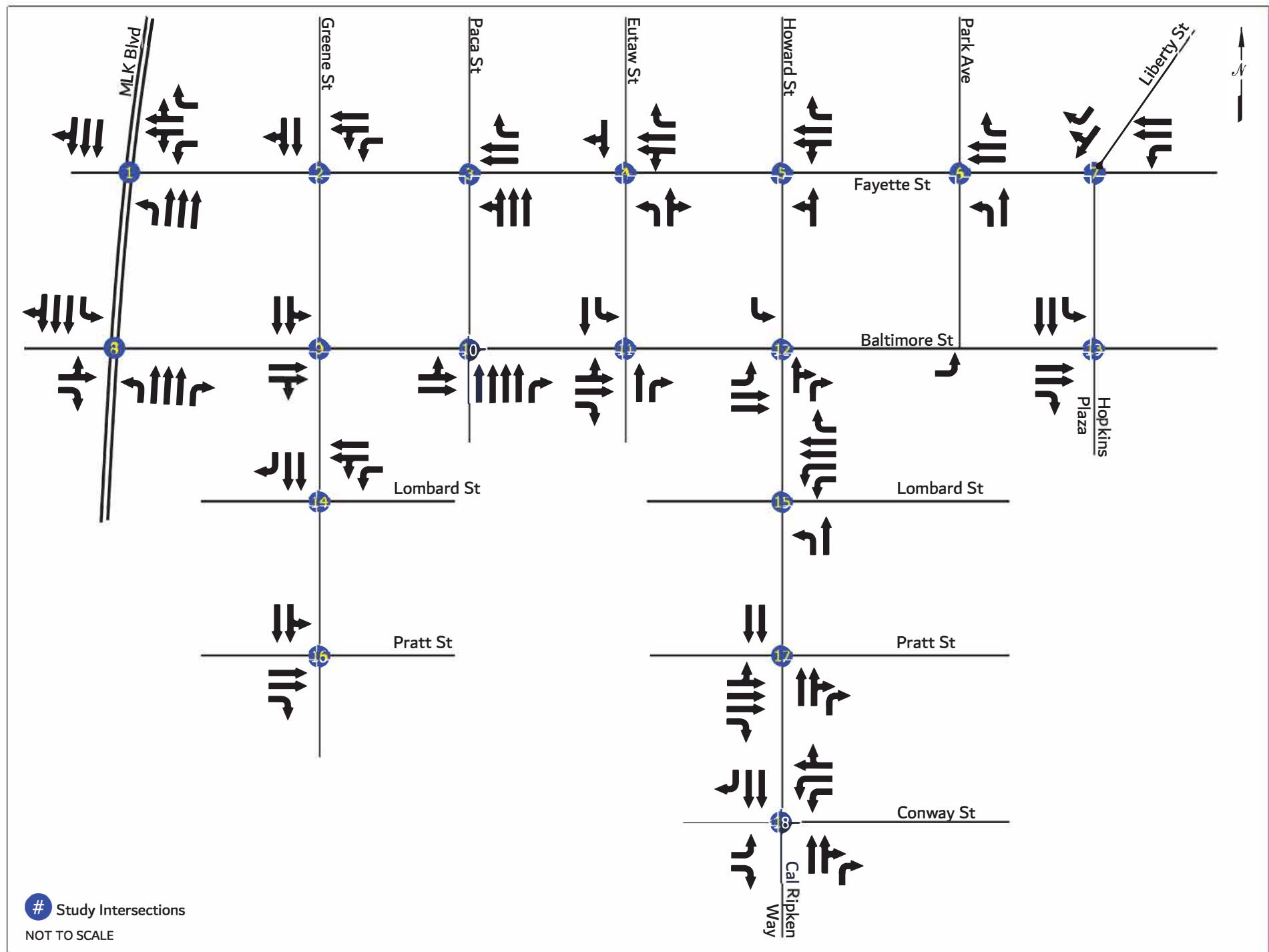


Figure 8B - Existing Intersection Lane Use (Sheet B)

MATCH LINE SEE SHEET A

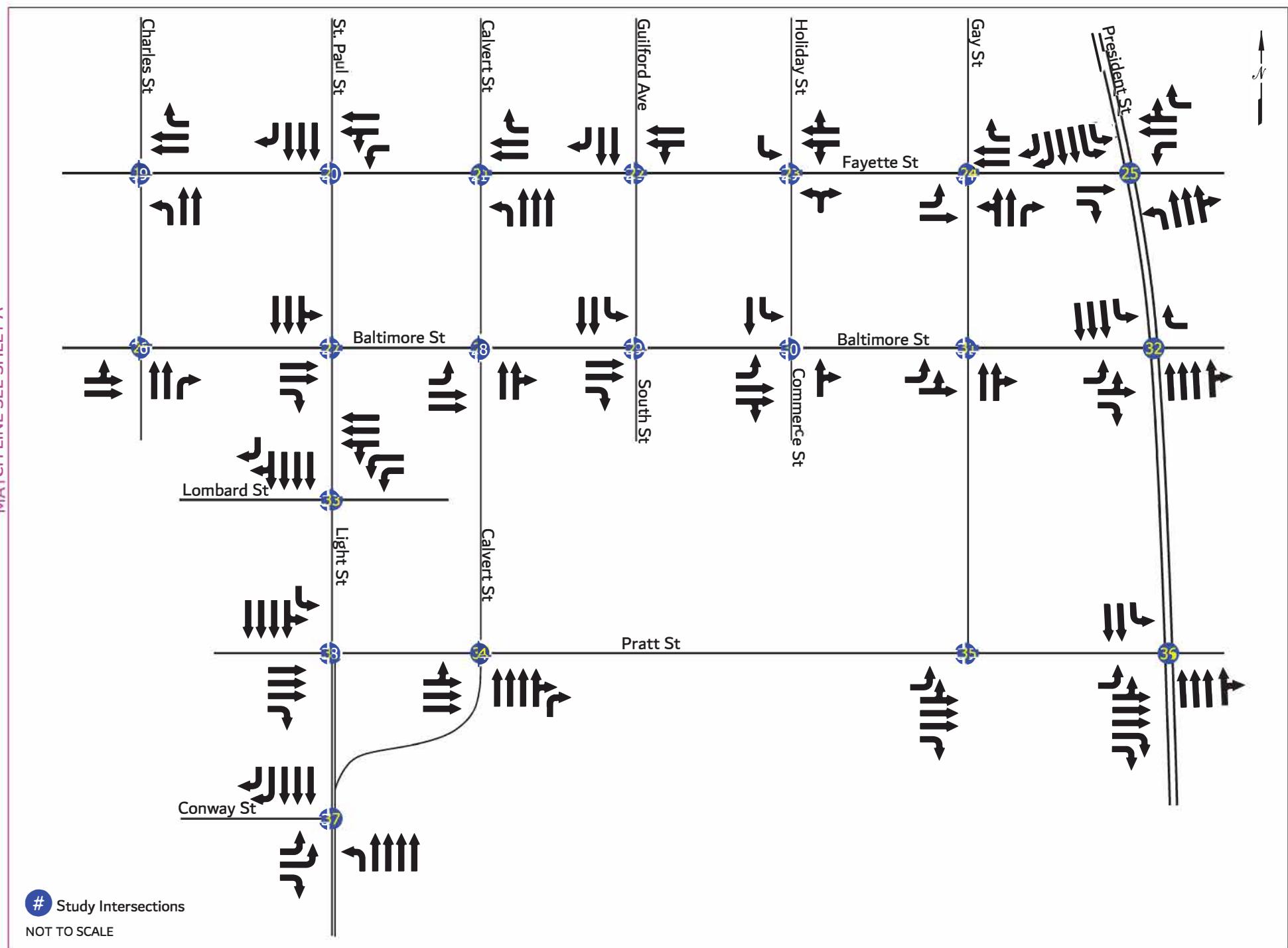


Figure 9A - 2023 Existing Peak Hour Traffic Volumes (Sheet A)

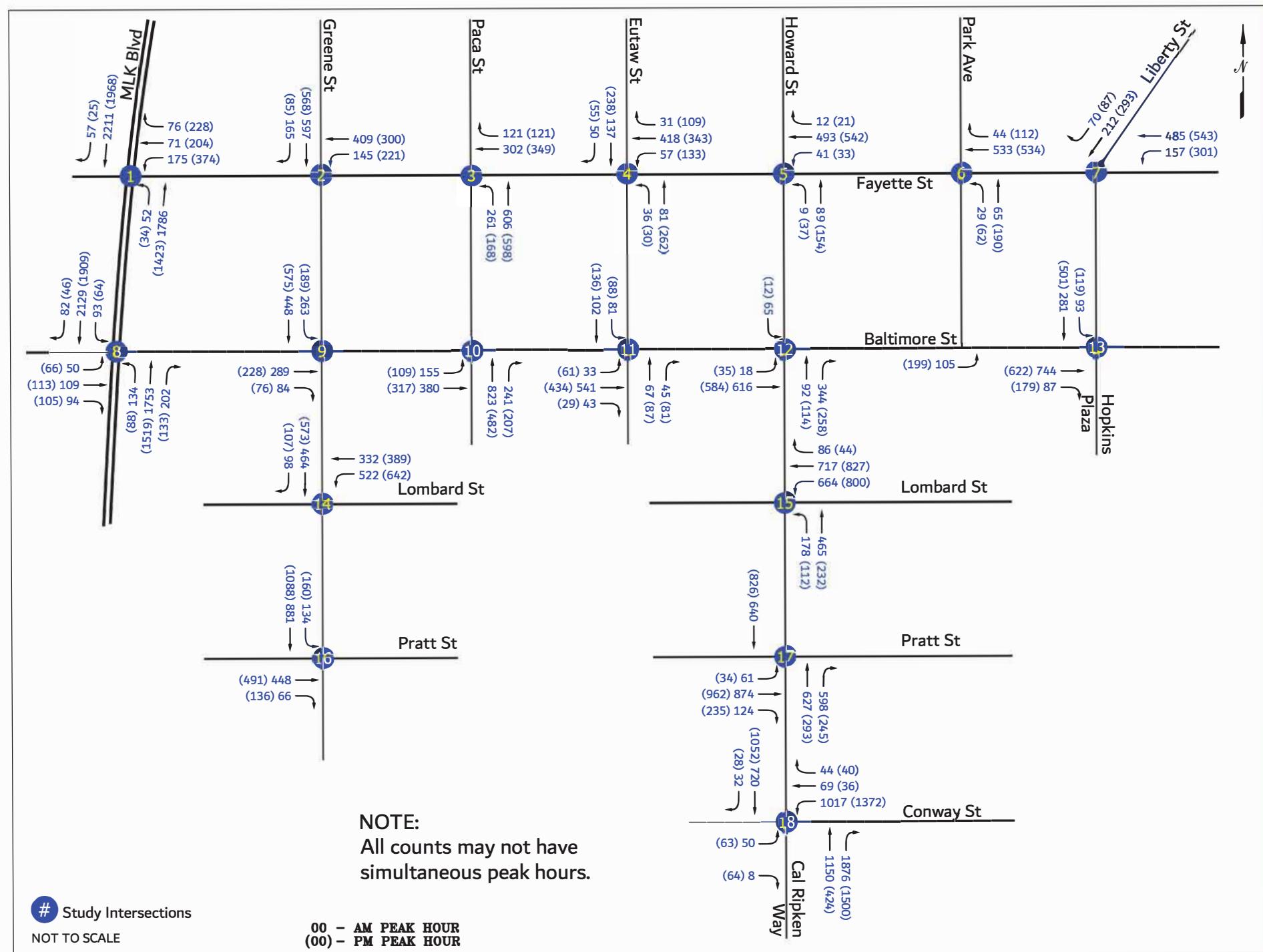


Figure 9B - 2023 Existing Peak Hour Traffic Volumes (Sheet B)

MATCHLINE SEE SHEET A

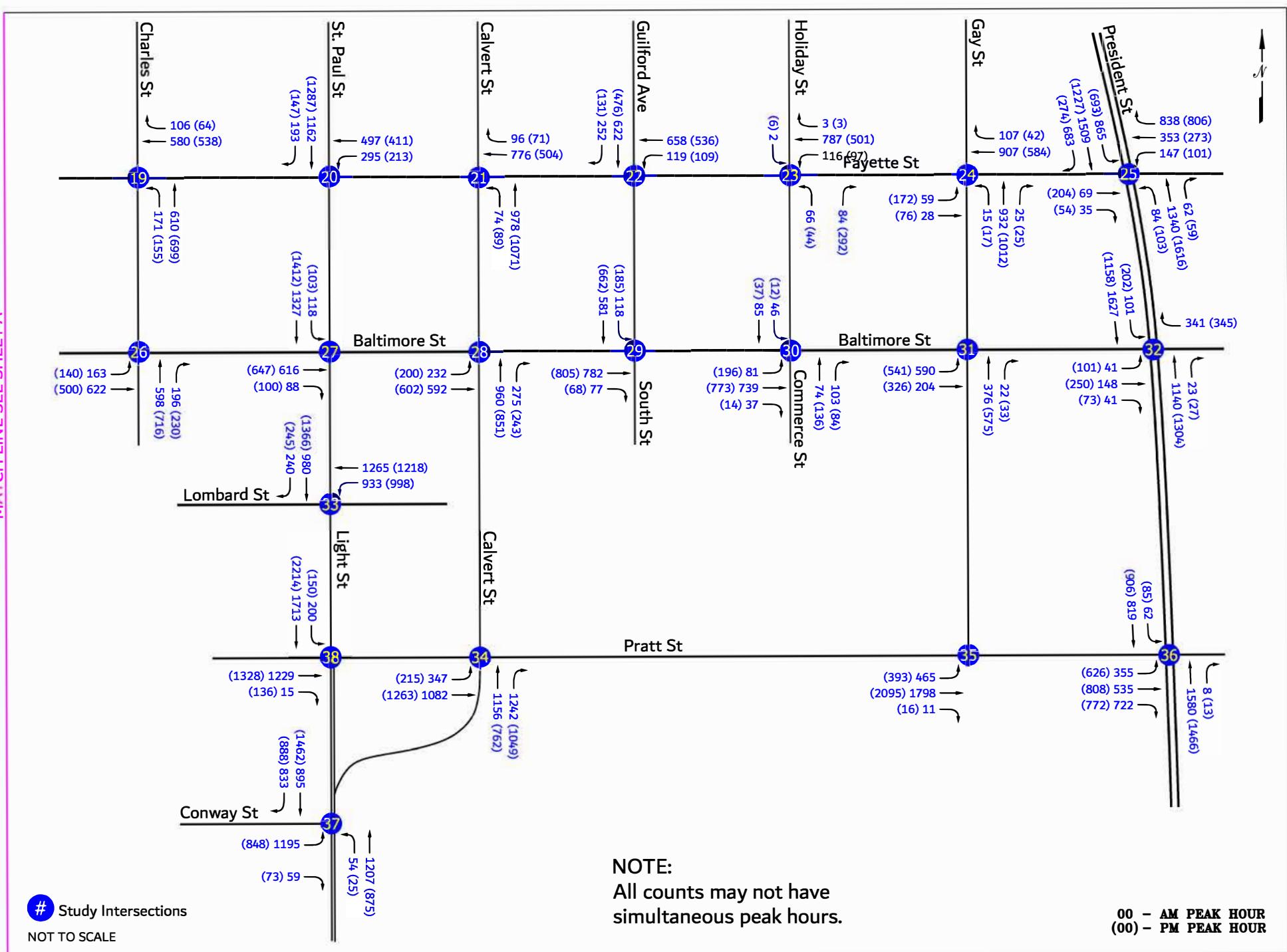


Figure 10A - Intersection CLV Capacity Results for 2023 Existing Traffic (Sheet A)

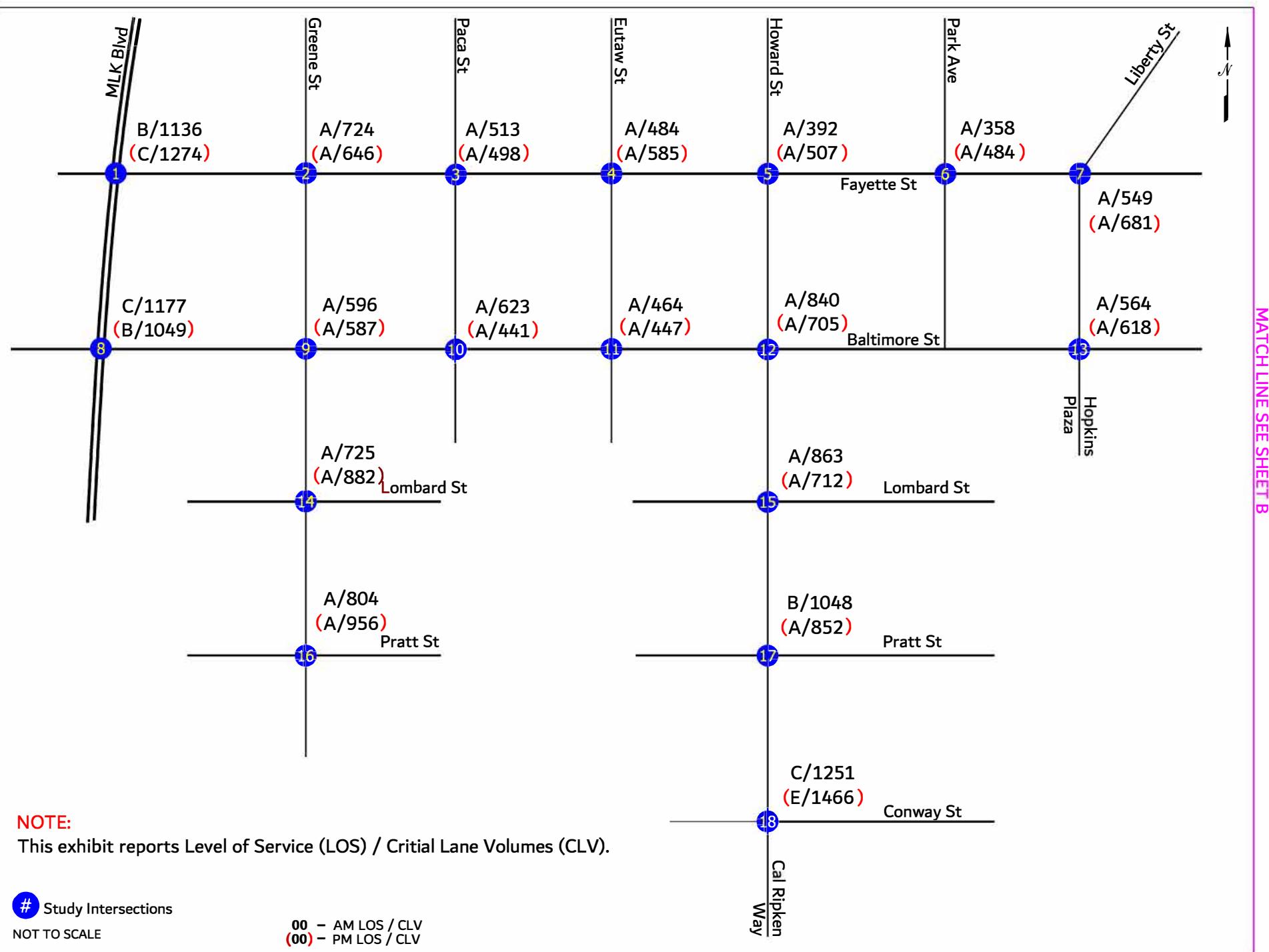
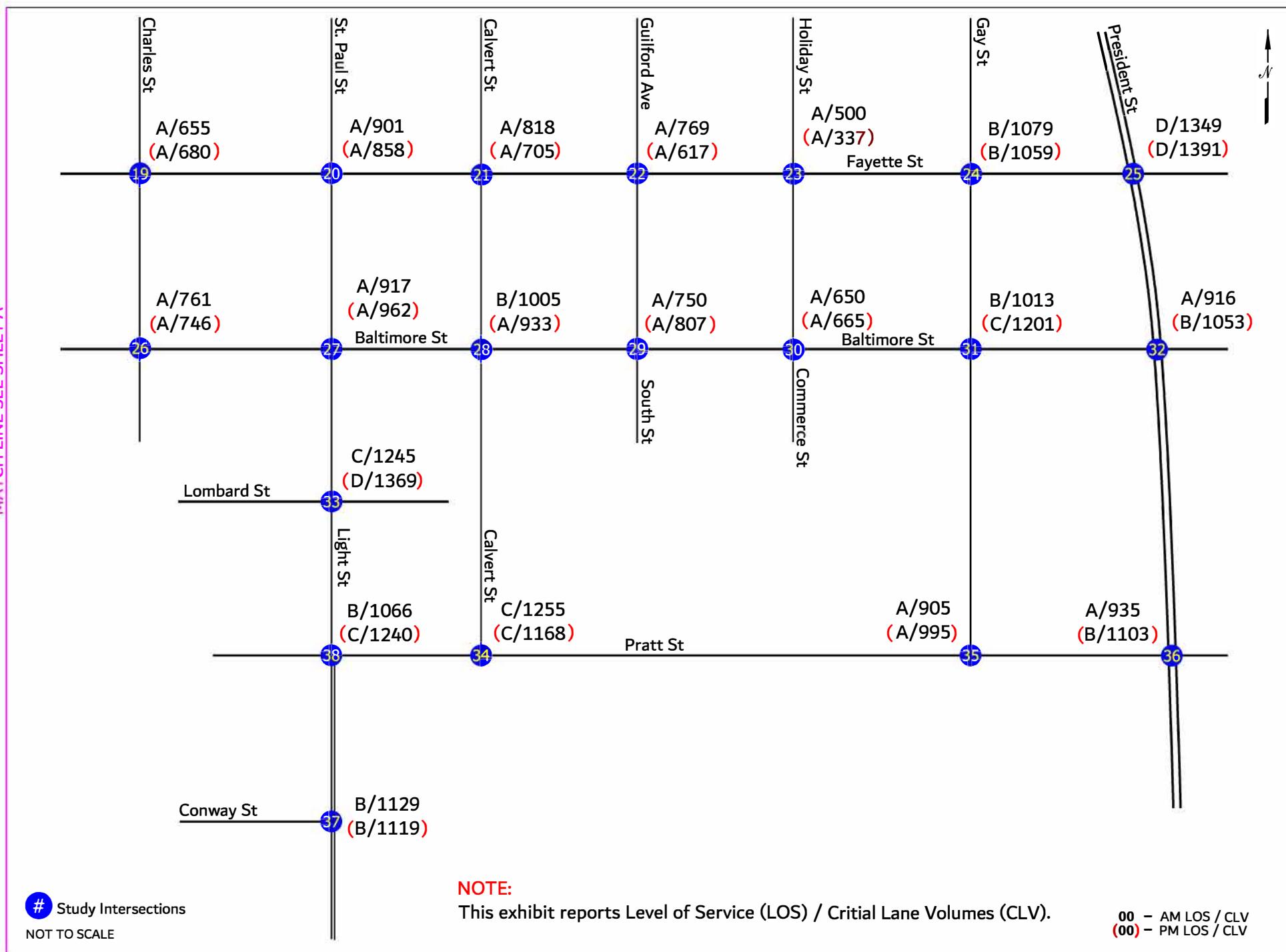


Figure 10B - Intersection CLV Capacity Results for 2023 Existing Traffic (Sheet B)

MATCH LINE SEE SHEET A



PROJECTED CHANGES TO THE DOWNTOWN STREET SYSTEM

Green space is fundamental for a great walkable downtown. The proposed Project Livable plan uses the streets as the foundation, proposing continuous street tree planting of native, resilient, shade trees which create a connective tissue to Downtown's new and enhanced parks and public spaces.

It is believed that a great city prioritizes pedestrians, cyclists, micro mobility, and mass transit systems. Unified material, furnishings, and landscape pallets stitch Baltimore's existing assets together into one coherent Downtown. By making vehicular movements more organized and efficient, safe pedestrian movements can be supported and connected to connected nodes of activity within the city.

The plan for traffic distribution contemplates prioritizing local traffic on Light and Pratt Streets with inbound traffic primarily rerouted to Charles Street and distributed through Downtown by way of Lombard and Baltimore Streets. This allows for traffic reductions along both Pratt and Light Streets and enables inclusion of transit across the Pratt Street corridor.

See Appendix B for details of the recommended new changes to the streets as part of Project Livable. Overall, projected delays can be reduced by 7% as a result of increased transit mobility (walk, bike, BRT/LRT) (see Appendix F for Red Line alignments).

Figures 11A and 11B detail results of the Synchro analysis showing intersection delays per vehicle.

Figure 12 details the future peak hour traffic volumes at intersection numbers 27, 28, 33, 34, 35, 36, 37, and 38. The traffic volumes at these intersections are revised due to the lane use changes anticipated by Project Livable.

Figure 13 shows the future lane use at the affected intersections noted above, including a two-way Light Street plus eliminating one through lane along Pratt Street.

Figure 14 details the intersection Critical Lane Volume capacity results for the affected intersections.

Figure 15 details the results of the intersection capacity analysis showing the intersection delay per vehicle at the affected intersections noted above on Figure 12. The note at the bottom of Figure 15 details the overall intersection delay per vehicle in seconds. For the affected intersections, the average delay under existing conditions ranges from 28.1 to 30.8 seconds. In the future, the delay increases to 39.5 seconds during the morning peak hour and 41.5 seconds during the evening peak hour on the average.

Figure 11A - Intersection Synchro Capacity Results for 2023 Existing Traffic (Sheet A)

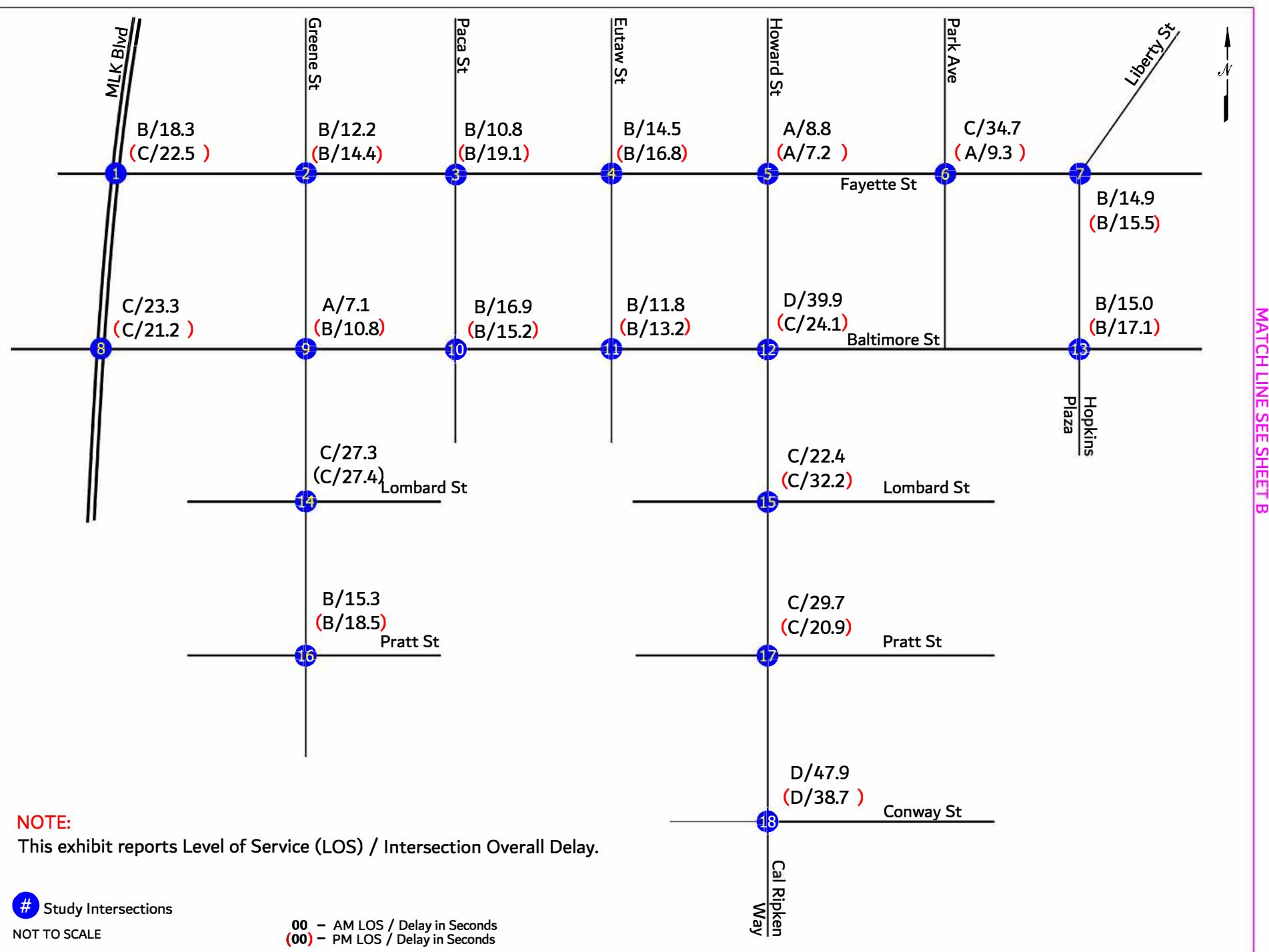


Figure 11B - Intersection Synchro Capacity Results for 2023 Existing Traffic (Sheet B)

MATCH LINE SEE SHEET A

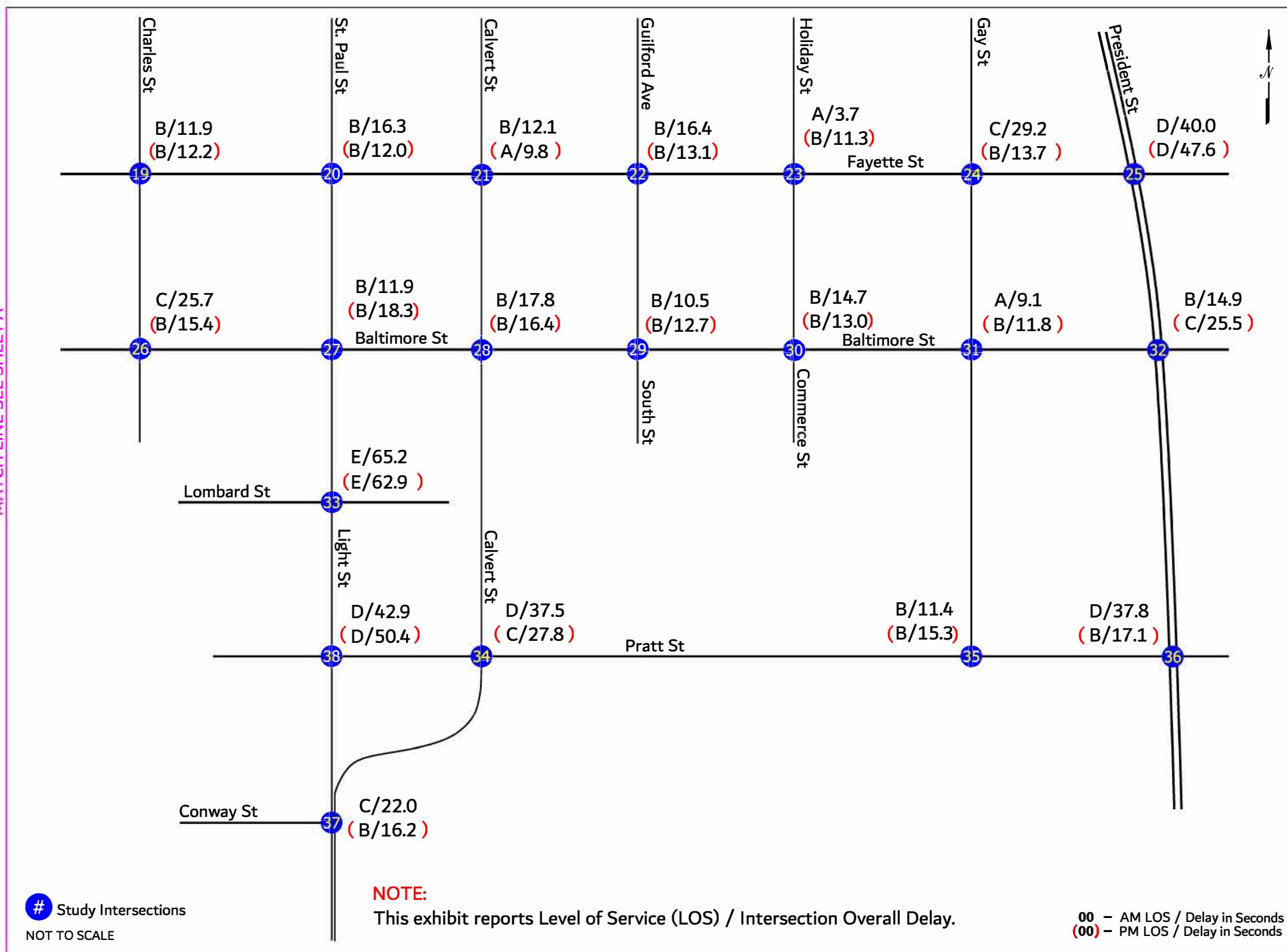


Figure 12 - Future Peak Hour Traffic Volumes at Affected Intersections

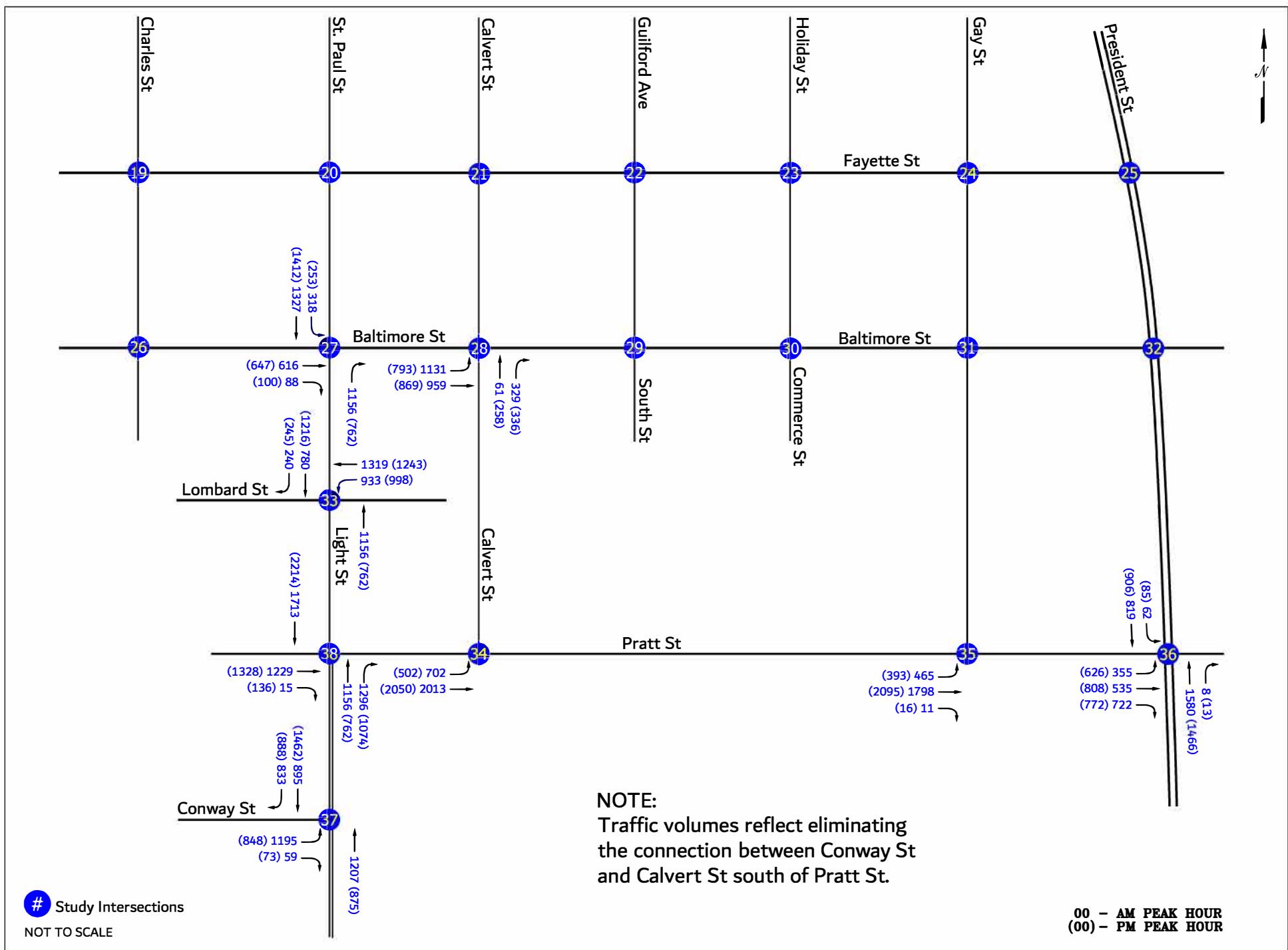


Figure 13 - Future New Lane Use at Affected Intersections

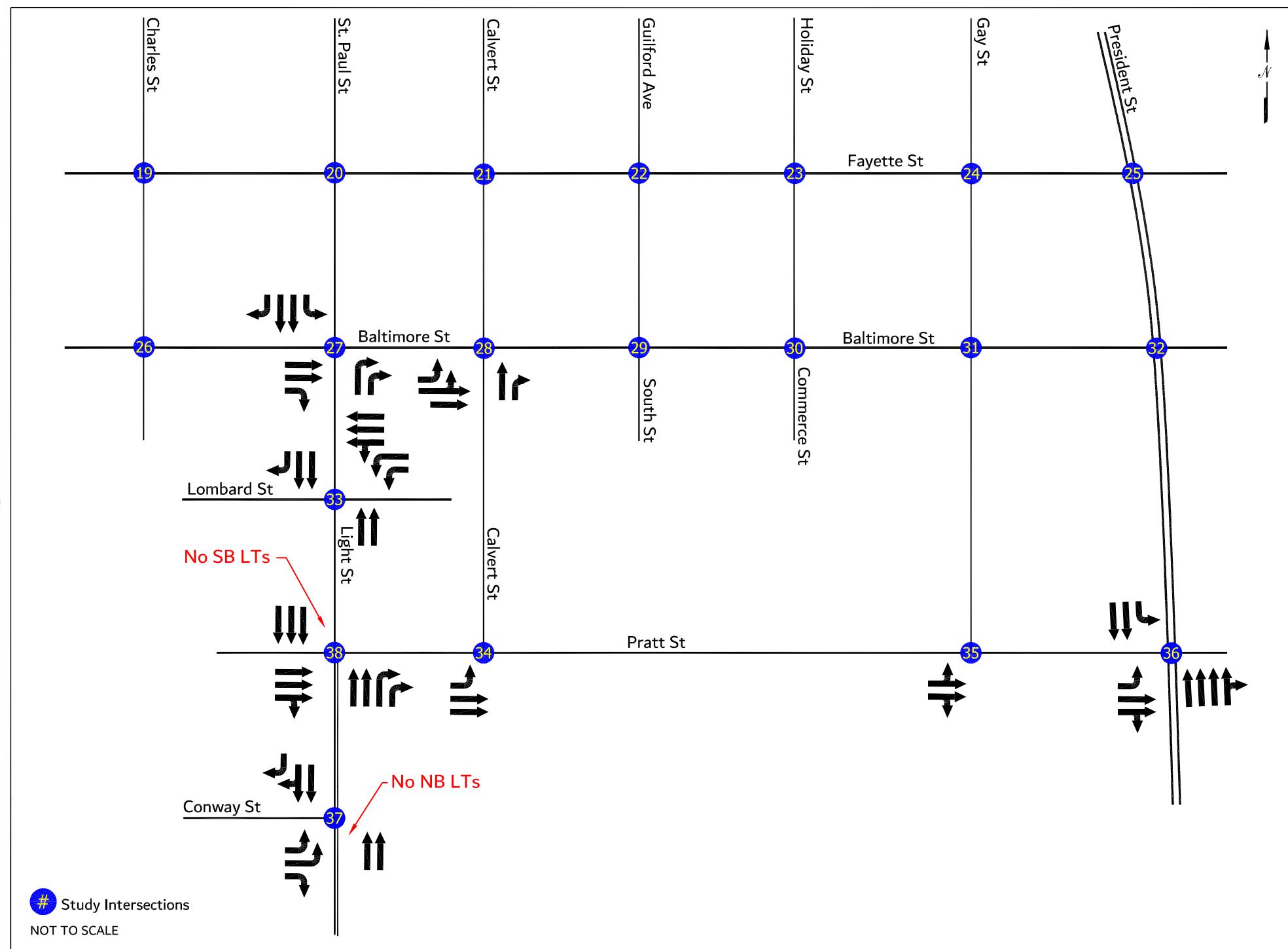


Figure 14 - Intersection CLV Capacity Results for Future Traffic

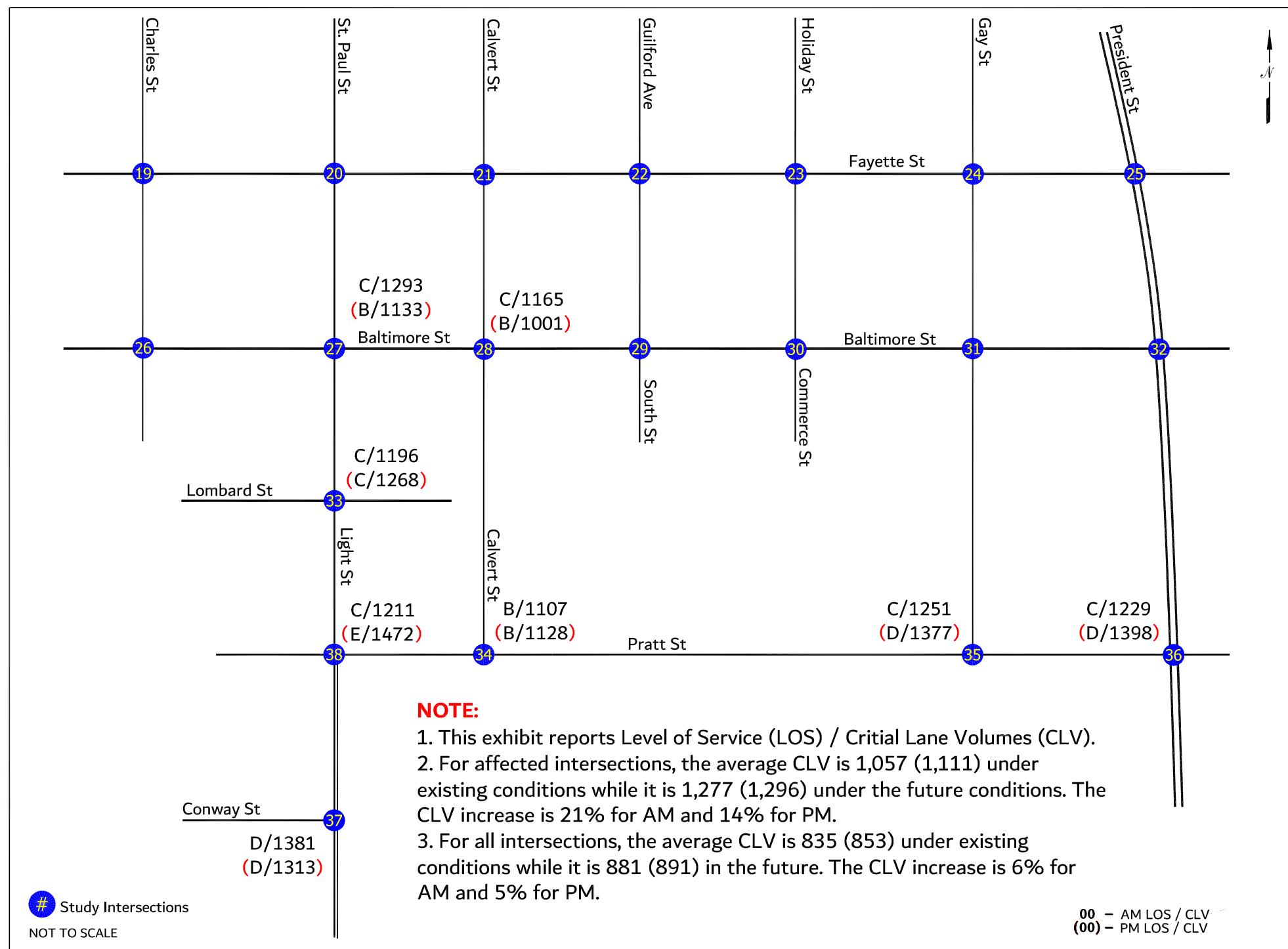
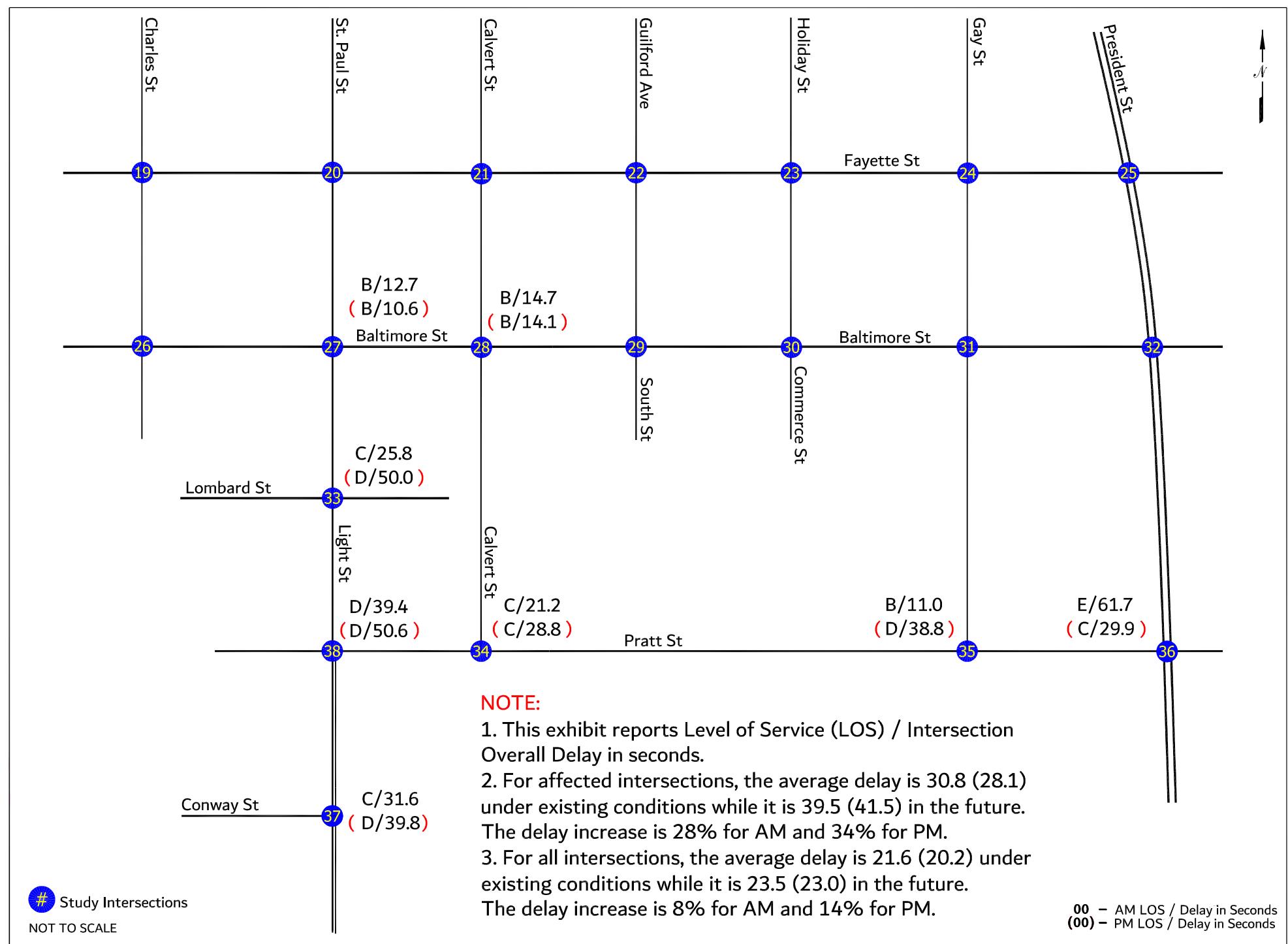


Figure 15 - Intersection SynChro Capacity Results for Future Traffic



RESULTS OF ANALYSIS AND CONCLUSIONS

It is expected that Downtown Baltimore will no longer be a path to “pass through” the City, but will be a means to the end of creating a better livable downtown for businesses, residents, and visitors. Traffic will be guided (through street changes and wayfinding) around Downtown.

As detailed, the changes recommended by Project Livable will result in an overall 8–14% increase in average delay caused by the changes that are recommended in Project Livable.

While this study has not assumed additional mode share as a result of transit and multimodal improvements, nor diversion of traffic based upon “learned behaviors” of drivers as a result of the changes recommended herein, we anticipate level of service and average delays will be further improved yielding a relatively minimal impact to the overall performance of the downtown road network.

Obviously, road changes, pedestrian changes, sidewalks, intersection designs, and traffic signal changes are all things that will need to occur to effectuate Project Livable in Downtown Baltimore.

The Appendix to this report details the traffic volumes at the intersections and the capacity analyses that we utilized for the analysis and our conclusions.

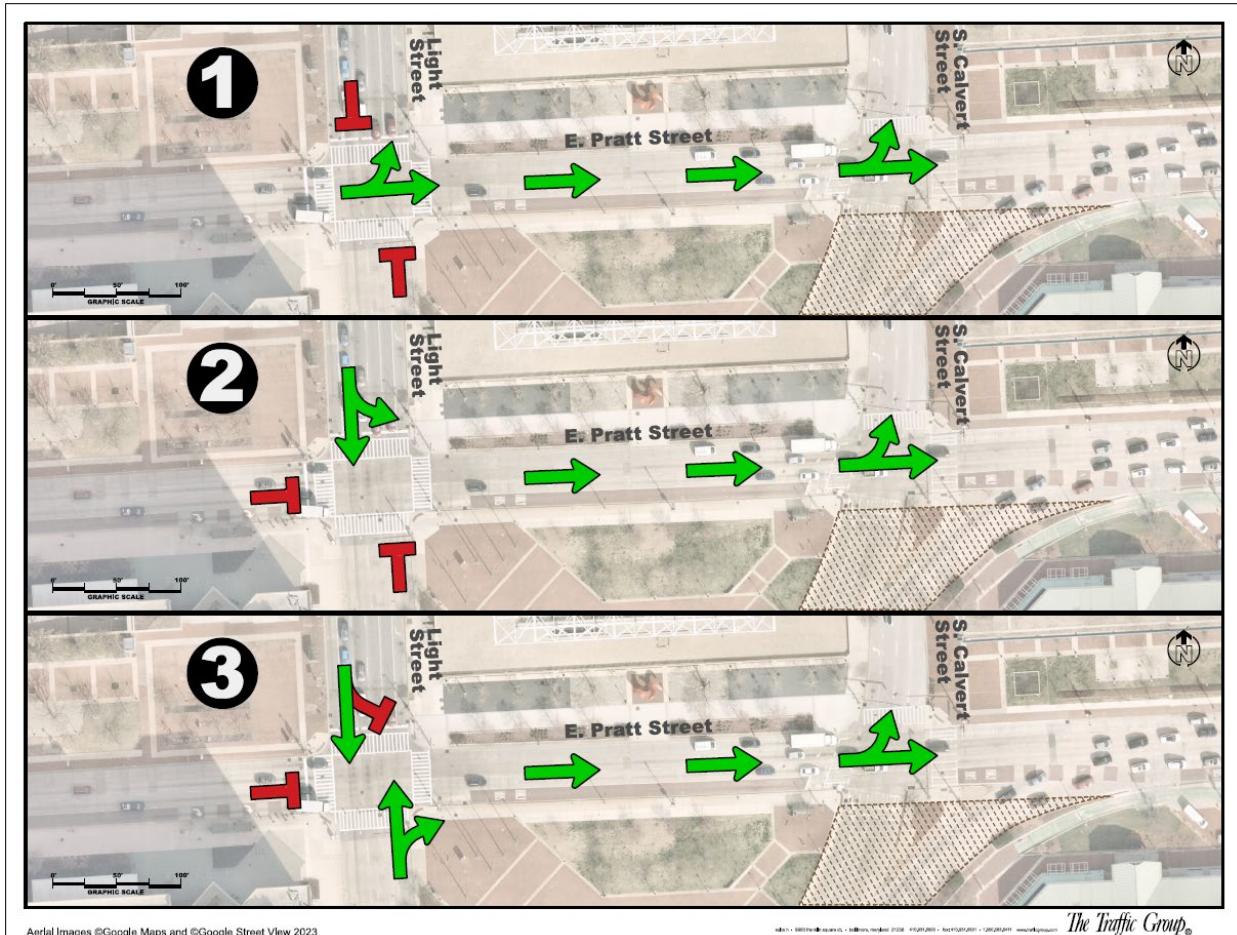
Pratt Street and Light Street – Calvert Street

There are several ways and options to address the realignment of Light Street as a result of removing the McKeldin Square Plaza.

Option A

Construct a three-phase traffic signal to control northbound/southbound Light Street both north and south of Pratt Street, eastbound Pratt Street, and northbound Calvert Street. The phasing diagram below shows how the traffic signal could operate if Option A is selected.

By adding an eastbound left turn lane along Pratt Street at Calvert Street, the intersection will be improved from Level of Service “F” to Level of Service “C.” The new condition will result in a 21 to 28-second delay per vehicle with the left turn lane, which is an improvement to the existing condition.



Pratt Street and President Street

There are two operating options for Pratt Street and President Street as described below.

Option A

Maintain two thru lanes eastbound along Pratt Street continuing east, north, or south without turn lanes.

Option B

Add an eastbound left turn lane along Pratt Street between Miss Shirley's restaurant and President Street.

Signal System

AI technology is now available to allow the collection of traffic data directly from existing traffic controllers that will create data-driven traffic signal intersection timing plans.

As we are aware, traffic signal timing in Downtown Baltimore is often not responsive for the traffic conditions that exist. As part of Project Livable, it is our recommendation that a very hard and deep dive occur into the City of Baltimore traffic signal systems to determine if AI technology can be used to create a more efficient system to move traffic through and around the Downtown area of Baltimore City.

Variable Message Signs

It is our recommendation that a dynamic variable message electronic signing system be installed along the primary north/south and east/west streets in Downtown. A high technology dynamic signing system will assist motorists in selecting the best routes to reach their destination whether north, south, east, or west (based on traffic conditions). This is the same type of system used today on Maryland's Interstate System.

When examining the figures, you will see that all of the intersections in Downtown Baltimore are generally operating at Level of Service "A," "B," or "C" with a few intersections operating at Level of Service "D," and the intersection of Lombard Street and Light Street is operating at Level of Service "D" with an average delay of 50 seconds per vehicle.

Our analysis, using the Synchro analysis process, assumed an optimized signal system for Baltimore. The system today does not appear to be operating in optimum conditions.

The Calvert/Pratt Street intersection could be improved if a dedicated left turn lane is constructed along eastbound Pratt Street between Light Street and Calvert Street.

We did not divert traffic from Light Street to Charles Street for this report.

Overall, there is about a 28–34% increase in delay during the peak hours for the affected intersections. For all 38 intersections combined in the study, the delay increase is 8–14% for the peak hours.

While this study has not assumed additional mode share as a result of transit and multimodal improvements, nor diversion of traffic based upon "learned behaviors" of drivers as a result of the changes recommended herein, we anticipate level of service and average delays will be further improved yielding a relatively minimal impact to the overall performance of the downtown road network.

APPENDIX A

Turning Movement Counts and Intersection Aerials



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: MLK Boulevard

Date: September 19, 2023

Tuesday

and: W Fayette Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	MLK Boulevard		MLK Boulevard	
AM				
7:00 - 7:15	2	1	0	0
7:15 - 7:30	4	0	0	0
7:30 - 7:45	6	1	0	0
7:45 - 8:00	3	1	0	0
8:00 - 8:15	3	0	0	0
8:15 - 8:30	4	0	0	0
8:30 - 8:45	2	0	1	0
8:45 - 9:00	4	1	1	0
TOTALS	28	4	2	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	7	0	1	0
4:30 - 4:45	2	0	1	0
4:45 - 5:00	4	1	1	0
5:00 - 5:15	3	0	0	0
5:15 - 5:30	1	0	3	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	4	1	0	0
6:00 - 6:15	1	0	2	1
6:15 - 6:30	3	1	2	0
6:30 - 6:45	1	0	1	0
6:45 - 7:00	5	0	1	1
TOTALS	31	3	12	2
	EAST LEG		WEST LEG	
	W Fayette Street		W Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	1	1	1	0
7:15 - 7:30	3	0	1	0
7:30 - 7:45	1	0	3	0
7:45 - 8:00	5	0	0	0
8:00 - 8:15	20	0	0	0
TIME	26	0	0	0
8:30 - 8:45	26	0	1	0
8:45 - 9:00	61	0	0	0
TOTALS	143	1	6	0
PM				
4:00 - 4:15	1	1	1	0
4:15 - 4:30	2	0	4	0
4:30 - 4:45	1	0	2	1
4:45 - 5:00	0	0	3	0
5:00 - 5:15	0	0	3	0
5:15 - 5:30	4	0	2	0
5:30 - 5:45	5	0	0	0
5:45 - 6:00	1	0	1	0
6:00 - 6:15	4	0	0	0
6:15 - 6:30	4	0	2	0
6:30 - 6:45	5	0	1	0
6:45 - 7:00	2	0	1	0
TOTALS	29	1	20	1

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: MLK Boulevard

Date: September 19, 2023

Tuesday

and: W Fayette Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: MLK Boulevard					on: MLK Boulevard					on: W Fayette Street					on: W Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	10	462	0	0	472	0	349	7	0	356	26	15	21	0	62	0	0	0	0	0	890	
7:15 - 7:30	7	465	0	0	472	0	399	8	0	407	13	16	32	0	61	1	0	0	0	1	941	
7:30 - 7:45	11	505	0	0	516	0	428	20	0	448	18	13	42	0	73	0	1	0	0	1	1038	
7:45 - 8:00	17	577	0	0	594	0	466	16	0	482	21	20	44	0	85	0	0	0	0	0	1161	
8:00 - 8:15	10	560	0	0	570	0	430	10	0	440	20	19	41	0	80	0	0	0	0	0	1090	
8:15 - 8:30	19	569	0	0	588	0	462	6	0	468	17	19	48	0	84	1	0	0	0	1	1141	
8:30 - 8:45	11	493	0	0	504	0	450	5	1	456	22	10	39	0	71	0	0	0	0	0	1031	
8:45 - 9:00	11	504	0	0	515	0	412	7	0	419	19	12	36	0	67	0	0	0	0	0	1001	
2 Hr Totals	96	4135	0	0	4231	0	3396	79	1	3476	156	124	303	0	583	2	1	0	0	3	8293	
1 Hr Totals																						
7:00 - 8:00	45	2009	0	0	2054	0	1642	51	0	1693	78	64	139	0	281	1	1	0	0	2	4030	
7:15 - 8:15	45	2107	0	0	2152	0	1723	54	0	1777	72	68	159	0	299	1	1	0	0	2	4230	
7:30 - 8:30	57	2211	0	0	2268	0	1786	52	0	1838	76	71	175	0	322	1	1	0	0	2	4430	
7:45 - 8:45	57	2199	0	0	2256	0	1808	37	1	1846	80	68	172	0	320	1	0	0	0	1	4423	
8:00 - 9:00	51	2126	0	0	2177	0	1754	28	1	1783	78	60	164	0	302	1	0	0	0	1	4263	
PEAK HOUR																						
7:30 - 8:30	57	2211	0	0	2268	0	1786	52	0	1838	76	71	175	0	322	1	1	0	0	2	4430	
PM																						
4:00 - 4:15	7	505	0	0	512	0	360	7	0	367	58	40	90	0	188	0	0	0	0	0	1067	
4:15 - 4:30	6	511	0	0	517	0	344	10	0	354	59	60	94	0	213	0	0	0	0	0	1084	
4:30 - 4:45	5	465	0	0	470	0	368	9	0	377	61	51	98	0	210	0	0	0	0	0	1057	
4:45 - 5:00	7	487	0	0	494	0	351	8	0	359	50	53	92	0	195	0	0	0	0	0	1048	
5:00 - 5:15	3	421	0	0	424	0	367	9	2	378	56	50	83	0	189	0	0	0	0	0	991	
5:15 - 5:30	8	470	0	0	478	0	349	14	1	364	50	55	104	0	209	0	0	0	0	0	1051	
5:30 - 5:45	7	492	0	0	499	0	365	9	0	374	39	50	109	0	198	0	0	0	0	0	1071	
5:45 - 6:00	7	445	0	0	452	0	361	7	0	368	38	31	96	0	165	1	0	0	0	1	986	
6:00 - 6:15	5	408	0	0	413	0	298	0	0	298	29	18	74	0	121	0	0	0	0	0	832	
6:15 - 6:30	2	405	0	0	407	0	342	1	1	344	18	25	71	0	114	0	0	0	0	0	865	
6:30 - 6:45	1	377	0	0	378	0	340	9	0	349	17	7	67	0	91	0	0	0	0	0	818	
6:45 - 7:00	8	281	0	0	289	0	355	6	0	361	18	18	55	0	91	0	0	0	0	0	741	
3 Hr Totals	66	5267	0	0	5333	0	4200	89	4	4293	493	458	1033	0	1984	1	0	0	0	1	11611	
1 Hr Totals																						
4:00 - 5:00	25	1968	0	0	1993	0	1423	34	0	1457	228	204	374	0	806	0	0	0	0	0	4256	
4:15 - 5:15	21	1884	0	0	1905	0	1430	36	2	1468	226	214	367	0	807	0	0	0	0	0	4180	
4:30 - 5:30	23	1843	0	0	1866	0	1435	40	3	1478	217	209	377	0	803	0	0	0	0	0	4147	
4:45 - 5:45	25	1870	0	0	1895	0	1432	40	3	1475	195	208	388	0	791	0	0	0	0	0	4161	
5:00 - 6:00	25	1828	0	0	1853	0	1442	39	3	1484	183	186	392	0	761	1	0	0	0	1	4099	
5:15 - 6:15	27	1815	0	0	1842	0	1373	30	1	1404	156	154	383	0	693	1	0	0	0	1	3940	
5:30 - 6:30	21	1750	0	0	1771	0	1366	17	1	1384	124	124	350	0	598	1	0	0	0	1	3754	
5:45 - 6:45	15	1635	0	0	1650	0	1341	17	1	1359	102	81	308	0	491	1	0	0	0	1	3501	
6:00 - 7:00	16	1471	0	0	1487	0	1335	16	1	1352	82	68	267	0	417	0	0	0	0	0	3256	
PEAK HOUR																						
4:00 - 5:00	25	1968	0	0	1993	0	1423	34	0	1457	228	204	374	0	806	0	0	0	0	0	4256	

1. W Fayette Street & MLK Boulevard



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street
and: N Greene Street

Date: September 26, 2023

Tuesday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	N Greene Street		N Greene Street	
AM				
7:00 - 7:15	7	0	21	0
7:15 - 7:30	17	0	35	0
7:30 - 7:45	10	0	22	0
7:45 - 8:00	30	0	44	0
8:00 - 8:15	8	0	38	1
8:15 - 8:30	13	1	25	0
8:30 - 8:45	14	0	23	0
8:45 - 9:00	26	0	39	1
TOTALS	125	1	247	2
PM				
4:00 - 4:15	17	0	46	0
4:15 - 4:30	16	0	27	0
4:30 - 4:45	23	0	27	0
4:45 - 5:00	17	0	25	0
5:00 - 5:15	15	0	12	1
5:15 - 5:30	14	0	20	1
5:30 - 5:45	16	0	17	0
5:45 - 6:00	16	0	16	0
6:00 - 6:15	4	0	11	0
6:15 - 6:30	8	0	13	0
6:30 - 6:45	4	0	2	0
6:45 - 7:00	7	0	16	0
TOTALS	157	0	232	2
	EAST LEG		WEST LEG	
	W Fayette Street		W Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	20	0	29	0
7:15 - 7:30	17	0	40	0
7:30 - 7:45	15	0	40	0
7:45 - 8:00	47	0	59	0
8:00 - 8:15	23	0	39	1
TIME	14	0	16	0
8:30 - 8:45	23	0	17	0
8:45 - 9:00	37	0	34	0
TOTALS	196	0	274	1
PM				
4:00 - 4:15	32	1	52	0
4:15 - 4:30	23	0	42	0
4:30 - 4:45	26	0	52	0
4:45 - 5:00	27	0	27	0
5:00 - 5:15	19	0	15	0
5:15 - 5:30	20	0	18	0
5:30 - 5:45	13	0	9	0
5:45 - 6:00	14	1	18	0
6:00 - 6:15	7	2	12	0
6:15 - 6:30	17	0	9	0
6:30 - 6:45	7	0	6	0
6:45 - 7:00	6	0	10	0
TOTALS	211	4	270	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street

Date: September 26, 2023

Tuesday

and: N Greene Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Greene Street					on: N Greene Street					on: W Fayette Street					on: W Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	27	97	0	0	124	0	0	0	0	0	0	80	36	0	116	0	0	0	0	0	240	
7:15 - 7:30	42	109	0	0	151	0	0	0	0	0	0	81	30	0	111	0	0	0	0	0	262	
7:30 - 7:45	27	111	0	0	138	0	0	0	0	0	0	106	49	0	155	0	0	0	0	0	293	
7:45 - 8:00	39	143	0	0	182	0	0	0	0	0	0	120	50	0	170	0	0	0	0	0	352	
8:00 - 8:15	46	155	0	0	201	0	0	0	0	0	0	90	40	0	130	0	0	0	0	0	331	
8:15 - 8:30	40	163	0	0	203	0	0	0	0	0	0	78	27	0	105	0	0	0	0	0	308	
8:30 - 8:45	40	136	0	0	176	0	0	0	0	0	0	121	28	0	149	0	0	0	0	0	325	
8:45 - 9:00	43	138	0	0	181	0	0	0	0	0	0	107	34	0	141	0	0	0	0	0	322	
2 Hr Totals	304	1052	0	0	1356	0	0	0	0	0	0	783	294	0	1077	0	0	0	0	0	2433	
1 Hr Totals																						
7:00 - 8:00	135	460	0	0	595	0	0	0	0	0	0	387	165	0	552	0	0	0	0	0	1147	
7:15 - 8:15	154	518	0	0	672	0	0	0	0	0	0	397	169	0	566	0	0	0	0	0	1238	
7:30 - 8:30	152	572	0	0	724	0	0	0	0	0	0	394	166	0	560	0	0	0	0	0	1284	
7:45 - 8:45	165	597	0	0	762	0	0	0	0	0	0	409	145	0	554	0	0	0	0	0	1316	
8:00 - 9:00	169	592	0	0	761	0	0	0	0	0	0	396	129	0	525	0	0	0	0	0	1286	
PEAK HOUR																						
7:45 - 8:45	165	597	0	0	762	0	0	0	0	0	0	409	145	0	554	0	0	0	0	0	1316	
PM																						
4:00 - 4:15	20	127	0	0	147	0	0	0	0	0	0	87	53	1	141	0	0	0	0	0	288	
4:15 - 4:30	21	142	0	0	163	0	0	0	0	0	0	72	42	1	115	0	0	0	0	0	278	
4:30 - 4:45	33	135	0	0	168	0	0	0	0	0	0	62	50	0	112	0	0	0	0	0	280	
4:45 - 5:00	12	134	0	0	146	0	0	0	0	0	0	75	51	0	126	0	0	0	0	0	272	
5:00 - 5:15	19	142	0	0	161	0	0	0	0	0	0	79	64	0	143	0	0	0	0	0	304	
5:15 - 5:30	21	157	0	0	178	0	0	0	0	0	0	84	56	0	140	0	0	0	0	0	318	
5:30 - 5:45	9	123	0	0	132	0	0	0	0	0	0	70	47	0	117	0	0	0	0	0	249	
5:45 - 6:00	10	144	0	0	154	0	0	0	0	0	0	70	65	0	135	0	0	0	0	0	289	
6:00 - 6:15	11	141	1	0	153	0	0	0	0	0	0	65	63	0	128	0	0	0	0	0	281	
6:15 - 6:30	9	139	0	0	148	0	0	0	0	0	0	62	70	2	134	0	0	0	0	0	282	
6:30 - 6:45	15	109	0	0	124	0	0	0	0	0	0	68	51	0	119	0	0	0	0	0	243	
6:45 - 7:00	11	85	0	0	96	0	0	0	0	0	0	76	51	0	127	0	0	0	0	0	223	
3 Hr Totals	191	1578	1	0	1770	0	0	0	0	0	0	870	663	4	1537	0	0	0	0	0	3307	
1 Hr Totals																						
4:00 - 5:00	86	538	0	0	624	0	0	0	0	0	0	296	196	2	494	0	0	0	0	0	1118	
4:15 - 5:15	85	553	0	0	638	0	0	0	0	0	0	288	207	1	496	0	0	0	0	0	1134	
4:30 - 5:30	85	568	0	0	653	0	0	0	0	0	0	300	221	0	521	0	0	0	0	0	1174	
4:45 - 5:45	61	556	0	0	617	0	0	0	0	0	0	308	218	0	526	0	0	0	0	0	1143	
5:00 - 6:00	59	566	0	0	625	0	0	0	0	0	0	303	232	0	535	0	0	0	0	0	1160	
5:15 - 6:15	51	565	1	0	617	0	0	0	0	0	0	289	231	0	520	0	0	0	0	0	1137	
5:30 - 6:30	39	547	1	0	587	0	0	0	0	0	0	267	245	2	514	0	0	0	0	0	1101	
5:45 - 6:45	45	533	1	0	579	0	0	0	0	0	0	265	249	2	516	0	0	0	0	0	1095	
6:00 - 7:00	46	474	1	0	521	0	0	0	0	0	0	271	235	2	508	0	0	0	0	0	1029	
PEAK HOUR																						
4:30 - 5:30	85	568	0	0	653	0	0	0	0	0	0	300	221	0	521	0	0	0	0	0	1174	

2. W Fayette Street & N Greene Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street
and: N Paca Street

Date: September 26, 2023

Tuesday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	N Paca Street		N Paca Street	
AM				
7:00 - 7:15	12	0	7	0
7:15 - 7:30	19	0	15	0
7:30 - 7:45	15	0	15	0
7:45 - 8:00	42	0	9	1
8:00 - 8:15	19	0	14	0
8:15 - 8:30	16	1	14	0
8:30 - 8:45	16	0	13	0
8:45 - 9:00	23	0	30	1
TOTALS	162	1	117	2
PM				
4:00 - 4:15	36	0	12	0
4:15 - 4:30	34	0	16	0
4:30 - 4:45	34	0	16	0
4:45 - 5:00	38	1	20	0
5:00 - 5:15	22	0	20	0
5:15 - 5:30	15	0	10	0
5:30 - 5:45	16	0	11	0
5:45 - 6:00	15	0	13	0
6:00 - 6:15	6	1	24	0
6:15 - 6:30	10	0	15	0
6:30 - 6:45	8	2	9	1
6:45 - 7:00	11	0	10	0
TOTALS	245	4	176	1
	EAST LEG		WEST LEG	
	W Fayette Street		W Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	8	0	18	0
7:15 - 7:30	9	0	15	0
7:30 - 7:45	7	1	17	0
7:45 - 8:00	19	0	27	0
8:00 - 8:15	10	0	37	1
TIME	10	1	32	0
8:30 - 8:45	16	0	37	0
8:45 - 9:00	21	0	25	0
TOTALS	100	2	208	1
PM				
4:00 - 4:15	13	0	37	1
4:15 - 4:30	17	0	43	0
4:30 - 4:45	10	1	32	0
4:45 - 5:00	13	0	26	1
5:00 - 5:15	14	0	22	1
5:15 - 5:30	8	1	21	0
5:30 - 5:45	11	0	13	0
5:45 - 6:00	17	0	24	0
6:00 - 6:15	11	2	13	0
6:15 - 6:30	9	0	20	0
6:30 - 6:45	4	1	12	0
6:45 - 7:00	1	0	8	0
TOTALS	128	5	271	3

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street

Date: September 26, 2023

Tuesday

and: N Paca Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Paca Street					on: N Paca Street					on: W Fayette Street					on: W Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	0	147	49	0	196	14	74	0	0	88	1	0	0	0	1	285	
7:15 - 7:30	0	0	0	0	0	0	141	56	0	197	18	57	0	1	76	0	0	0	0	0	273	
7:30 - 7:45	0	0	0	0	0	0	165	70	0	235	32	80	0	0	112	0	0	0	0	0	347	
7:45 - 8:00	0	0	0	0	0	0	143	79	0	222	33	91	0	0	124	0	0	0	0	0	346	
8:00 - 8:15	0	0	0	0	0	0	161	61	0	222	28	70	0	0	98	0	0	0	0	0	320	
8:15 - 8:30	0	0	0	0	0	0	137	51	0	188	28	61	0	0	89	0	0	0	0	0	277	
8:30 - 8:45	0	0	0	0	0	0	137	58	0	195	38	87	0	0	125	0	0	0	0	0	320	
8:45 - 9:00	0	0	0	0	0	0	135	61	0	196	32	82	1	0	115	0	0	0	0	0	311	
2 Hr Totals	0	0	0	0	0	0	1166	485	0	1651	223	602	1	1	827	1	0	0	0	1	2479	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	0	596	254	0	850	97	302	0	1	400	1	0	0	0	1	1251	
7:15 - 8:15	0	0	0	0	0	0	610	266	0	876	111	298	0	1	410	0	0	0	0	0	1286	
7:30 - 8:30	0	0	0	0	0	0	606	261	0	867	121	302	0	0	423	0	0	0	0	0	1290	
7:45 - 8:45	0	0	0	0	0	0	578	249	0	827	127	309	0	0	436	0	0	0	0	0	1263	
8:00 - 9:00	0	0	0	0	0	0	570	231	0	801	126	300	1	0	427	0	0	0	0	0	1228	
PEAK HOUR																						
7:30 - 8:30	0	0	0	0	0	0	606	261	0	867	121	302	0	0	423	0	0	0	0	0	1290	
PM																						
4:00 - 4:15	0	0	0	0	0	0	131	49	0	180	36	86	0	0	122	0	0	0	0	0	302	
4:15 - 4:30	0	0	0	0	0	0	140	41	0	181	28	75	0	0	103	0	0	0	0	0	284	
4:30 - 4:45	0	0	0	0	0	0	178	49	0	227	26	59	0	0	85	0	0	0	0	0	312	
4:45 - 5:00	0	0	0	0	0	0	130	38	0	168	43	90	0	0	133	0	0	0	0	0	301	
5:00 - 5:15	0	0	0	0	0	0	162	48	0	210	28	92	0	0	120	0	0	0	0	0	330	
5:15 - 5:30	0	0	0	0	0	0	128	33	0	161	24	108	0	0	132	0	0	0	0	0	293	
5:30 - 5:45	0	0	0	0	0	0	113	26	0	139	27	94	0	0	121	0	0	0	0	0	260	
5:45 - 6:00	0	0	0	0	0	0	99	38	0	137	21	105	0	0	126	0	0	0	0	0	263	
6:00 - 6:15	0	0	0	0	0	0	93	39	0	132	20	91	0	0	111	0	0	0	0	0	243	
6:15 - 6:30	0	0	0	0	0	0	97	43	0	140	29	91	0	0	120	0	0	0	0	0	260	
6:30 - 6:45	0	0	0	0	0	0	108	42	0	150	18	78	0	0	96	0	0	0	0	0	246	
6:45 - 7:00	0	0	0	0	0	0	91	50	0	141	28	74	0	0	102	0	0	0	0	0	243	
3 Hr Totals	0	0	0	0	0	0	1470	496	0	1966	328	1043	0	0	1371	0	0	0	0	0	3337	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	0	579	177	0	756	133	310	0	0	443	0	0	0	0	0	1199	
4:15 - 5:15	0	0	0	0	0	0	610	176	0	786	125	316	0	0	441	0	0	0	0	0	1227	
4:30 - 5:30	0	0	0	0	0	0	598	168	0	766	121	349	0	0	470	0	0	0	0	0	1236	
4:45 - 5:45	0	0	0	0	0	0	533	145	0	678	122	384	0	0	506	0	0	0	0	0	1184	
5:00 - 6:00	0	0	0	0	0	0	502	145	0	647	100	399	0	0	499	0	0	0	0	0	1146	
5:15 - 6:15	0	0	0	0	0	0	433	136	0	569	92	398	0	0	490	0	0	0	0	0	1059	
5:30 - 6:30	0	0	0	0	0	0	402	146	0	548	97	381	0	0	478	0	0	0	0	0	1026	
5:45 - 6:45	0	0	0	0	0	0	397	162	0	559	88	365	0	0	453	0	0	0	0	0	1012	
6:00 - 7:00	0	0	0	0	0	0	389	174	0	563	95	334	0	0	429	0	0	0	0	0	992	
PEAK HOUR																						
4:30 - 5:30	0	0	0	0	0	0	598	168	0	766	121	349	0	0	470	0	0	0	0	0	1236	

3. W Fayette Street & N Paca Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street
and: N Eutaw Street

Date: September 19, 2023

Tuesday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	N Eutaw Street		N Eutaw Street	
AM				
7:00 - 7:15	8	0	8	0
7:15 - 7:30	11	0	6	0
7:30 - 7:45	12	0	13	0
7:45 - 8:00	10	1	9	2
8:00 - 8:15	8	0	16	2
8:15 - 8:30	2	0	22	1
8:30 - 8:45	3	0	18	1
8:45 - 9:00	9	0	18	1
TOTALS	63	1	110	7
PM				
4:00 - 4:15	20	0	18	0
4:15 - 4:30	21	2	12	1
4:30 - 4:45	9	2	16	0
4:45 - 5:00	17	0	20	0
5:00 - 5:15	23	0	10	0
5:15 - 5:30	11	2	11	0
5:30 - 5:45	10	0	13	2
5:45 - 6:00	10	0	12	0
6:00 - 6:15	6	1	12	0
6:15 - 6:30	6	1	15	0
6:30 - 6:45	13	1	7	0
6:45 - 7:00	5	0	6	1
TOTALS	151	9	152	4
	EAST LEG		WEST LEG	
	W Fayette Street		W Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	24	0	6	0
7:15 - 7:30	23	1	8	0
7:30 - 7:45	35	0	21	0
7:45 - 8:00	25	0	21	0
8:00 - 8:15	29	0	16	0
TIME	23	0	13	0
8:30 - 8:45	20	0	10	0
8:45 - 9:00	22	0	18	0
TOTALS	201	1	113	0
PM				
4:00 - 4:15	64	0	34	1
4:15 - 4:30	49	0	30	4
4:30 - 4:45	43	0	30	1
4:45 - 5:00	26	0	26	0
5:00 - 5:15	33	0	47	0
5:15 - 5:30	39	0	41	0
5:30 - 5:45	27	3	34	0
5:45 - 6:00	40	0	33	0
6:00 - 6:15	28	0	25	0
6:15 - 6:30	18	2	17	0
6:30 - 6:45	32	0	12	1
6:45 - 7:00	19	0	8	0
TOTALS	418	5	337	7

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street

Date: September 19, 2023

Tuesday

and: N Eutaw Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

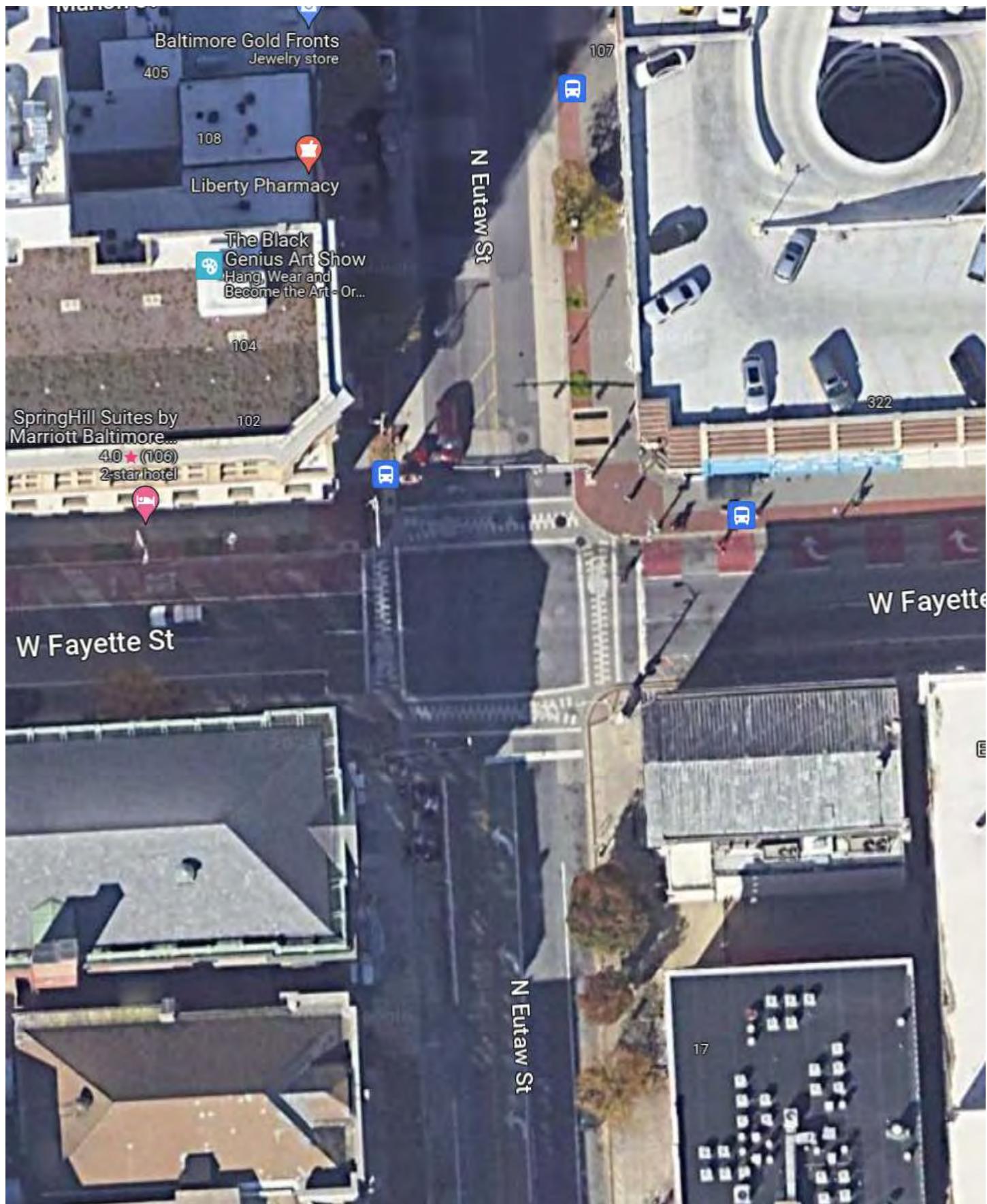
Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Eutaw Street					on: N Eutaw Street					on: W Fayette Street					on: W Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	3	24	0	0	27	0	14	3	0	17	6	81	13	0	100	0	0	0	0	0	144	
7:15 - 7:30	4	23	0	0	27	0	11	4	0	15	8	93	8	0	109	0	0	0	0	0	151	
7:30 - 7:45	11	28	0	0	39	0	15	7	0	22	8	119	22	0	149	0	0	0	0	0	210	
7:45 - 8:00	14	38	0	0	52	0	21	4	0	25	9	95	16	0	120	0	0	0	0	0	197	
8:00 - 8:15	11	33	0	0	44	0	28	13	1	42	8	106	8	0	122	0	0	0	0	0	208	
8:15 - 8:30	14	38	0	0	52	0	17	11	0	28	6	98	11	0	115	0	0	0	0	0	195	
8:30 - 8:45	18	32	0	0	50	0	18	3	0	21	14	64	17	0	95	0	0	0	0	0	166	
8:45 - 9:00	11	42	0	0	53	0	17	4	0	21	2	77	15	0	94	0	0	0	0	0	168	
2 Hr Totals	86	258	0	0	344	0	141	49	1	191	61	733	110	0	904	0	0	0	0	0	1439	
1 Hr Totals																						
7:00 - 8:00	32	113	0	0	145	0	61	18	0	79	31	388	59	0	478	0	0	0	0	0	702	
7:15 - 8:15	40	122	0	0	162	0	75	28	1	104	33	413	54	0	500	0	0	0	0	0	766	
7:30 - 8:30	50	137	0	0	187	0	81	35	1	117	31	418	57	0	506	0	0	0	0	0	810	
7:45 - 8:45	57	141	0	0	198	0	84	31	1	116	37	363	52	0	452	0	0	0	0	0	766	
8:00 - 9:00	54	145	0	0	199	0	80	31	1	112	30	345	51	0	426	0	0	0	0	0	737	
PEAK HOUR																						
7:30 - 8:30	50	137	0	0	187	0	81	35	1	117	31	418	57	0	506	0	0	0	0	0	810	
PM																						
4:00 - 4:15	19	54	0	0	73	0	63	6	0	69	22	80	18	0	120	0	0	0	0	0	262	
4:15 - 4:30	12	70	0	1	83	0	57	5	0	62	19	88	32	0	139	0	0	0	0	0	284	
4:30 - 4:45	22	69	0	0	91	0	57	11	0	68	38	85	26	0	149	0	0	0	0	0	308	
4:45 - 5:00	14	55	0	0	69	0	71	6	0	77	26	90	34	0	150	0	0	0	0	0	296	
5:00 - 5:15	7	44	0	0	51	0	77	7	1	85	26	80	41	0	147	0	0	0	0	0	283	
5:15 - 5:30	7	38	0	1	46	0	70	10	0	80	16	79	31	0	126	0	0	0	0	0	252	
5:30 - 5:45	10	62	0	0	72	0	23	5	0	28	19	84	31	0	134	0	0	0	0	0	234	
5:45 - 6:00	9	59	0	0	68	0	23	3	0	26	18	86	35	0	139	0	0	0	0	0	233	
6:00 - 6:15	15	34	0	0	49	0	22	3	0	25	12	70	29	0	111	0	0	0	0	0	185	
6:15 - 6:30	14	41	0	0	55	0	27	2	3	32	14	64	31	0	109	0	0	0	0	0	196	
6:30 - 6:45	6	44	0	0	50	0	29	8	1	38	15	61	32	0	108	0	0	0	0	0	196	
6:45 - 7:00	12	47	0	0	59	0	34	6	0	40	7	62	15	0	84	0	0	0	0	0	183	
3 Hr Totals	147	617	0	2	766	0	553	72	5	630	232	929	355	0	1516	0	0	0	0	0	2912	
1 Hr Totals																						
4:00 - 5:00	67	248	0	1	316	0	248	28	0	276	105	343	110	0	558	0	0	0	0	0	1150	
4:15 - 5:15	55	238	0	1	294	0	262	29	1	292	109	343	133	0	585	0	0	0	0	0	1171	
4:30 - 5:30	50	206	0	1	257	0	275	34	1	310	106	334	132	0	572	0	0	0	0	0	1139	
4:45 - 5:45	38	199	0	1	238	0	241	28	1	270	87	333	137	0	557	0	0	0	0	0	1065	
5:00 - 6:00	33	203	0	1	237	0	193	25	1	219	79	329	138	0	546	0	0	0	0	0	1002	
5:15 - 6:15	41	193	0	1	235	0	138	21	0	159	65	319	126	0	510	0	0	0	0	0	904	
5:30 - 6:30	48	196	0	0	244	0	95	13	3	111	63	304	126	0	493	0	0	0	0	0	848	
5:45 - 6:45	44	178	0	0	222	0	101	16	4	121	59	281	127	0	467	0	0	0	0	0	810	
6:00 - 7:00	47	166	0	0	213	0	112	19	4	135	48	257	107	0	412	0	0	0	0	0	760	
PEAK HOUR																						
4:15 - 5:15	55	238	0	1	294	0	262	29	1	292	109	343	133	0	585	0	0	0	0	0	1171	

4. W Fayette Street & N Eutaw Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street
and: N Howard Street

Date: September 19, 2023

Tuesday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	N Howard Street		N Howard Street	
AM				
7:00 - 7:15	8	1	19	0
7:15 - 7:30	5	0	12	1
7:30 - 7:45	8	0	20	0
7:45 - 8:00	8	0	19	1
8:00 - 8:15	7	0	21	0
8:15 - 8:30	12	0	16	0
8:30 - 8:45	5	1	19	0
8:45 - 9:00	10	1	29	0
TOTALS	63	3	155	2
PM				
4:00 - 4:15	15	0	28	0
4:15 - 4:30	17	0	21	1
4:30 - 4:45	12	0	18	1
4:45 - 5:00	8	2	20	0
5:00 - 5:15	17	0	25	1
5:15 - 5:30	14	1	22	1
5:30 - 5:45	21	0	23	0
5:45 - 6:00	15	0	22	0
6:00 - 6:15	10	0	11	0
6:15 - 6:30	9	0	24	0
6:30 - 6:45	11	0	16	0
6:45 - 7:00	14	0	18	0
TOTALS	163	3	248	4
	EAST LEG		WEST LEG	
	W Fayette Street		W Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	30	0	13	1
7:15 - 7:30	22	0	9	0
7:30 - 7:45	10	0	17	0
7:45 - 8:00	25	0	9	0
8:00 - 8:15	23	0	15	0
TIME	24	0	14	0
8:30 - 8:45	14	0	23	0
8:45 - 9:00	23	0	13	1
TOTALS	171	0	113	2
PM				
4:00 - 4:15	23	2	32	0
4:15 - 4:30	30	0	29	1
4:30 - 4:45	24	0	27	1
4:45 - 5:00	30	0	22	0
5:00 - 5:15	31	0	18	0
5:15 - 5:30	30	0	28	0
5:30 - 5:45	42	1	24	0
5:45 - 6:00	47	0	16	0
6:00 - 6:15	16	0	16	0
6:15 - 6:30	46	0	24	1
6:30 - 6:45	22	0	18	1
6:45 - 7:00	30	0	17	0
TOTALS	371	3	271	4

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street

Date: September 19, 2023

Tuesday

and: N Howard Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

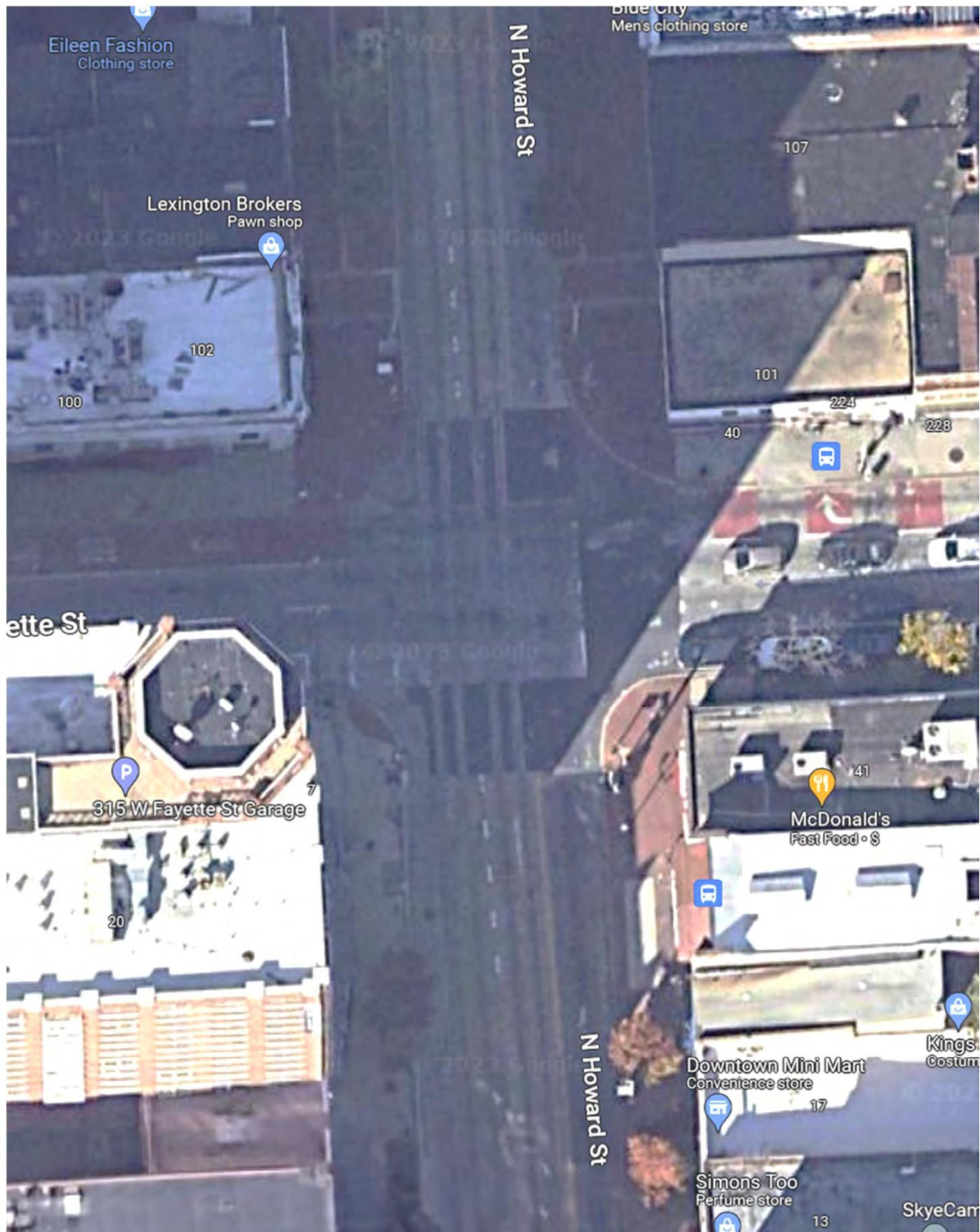
Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Howard Street					on: N Howard Street					on: W Fayette Street					on: W Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	1	0	0	1	0	12	2	0	14	1	103	6	0	110	0	0	0	0	0	125	
7:15 - 7:30	0	2	0	0	2	0	20	3	0	23	2	98	10	0	110	0	0	0	0	0	135	
7:30 - 7:45	0	1	0	0	1	0	19	1	0	20	1	144	5	0	150	0	0	0	0	0	171	
7:45 - 8:00	0	0	0	0	0	0	25	3	0	28	4	115	9	0	128	0	0	0	0	0	156	
8:00 - 8:15	0	2	0	0	2	0	24	3	0	27	3	120	15	0	138	0	0	0	0	0	167	
8:15 - 8:30	0	1	0	0	1	0	21	2	0	23	4	114	12	0	130	0	0	0	0	0	154	
8:30 - 8:45	0	2	0	0	2	0	22	2	1	25	4	90	25	0	119	0	0	0	0	0	146	
8:45 - 9:00	1	1	0	0	2	0	27	4	0	31	4	97	5	0	106	0	0	0	0	0	139	
2 Hr Totals	1	10	0	0	11	0	170	20	1	191	23	881	87	0	991	0	0	0	0	0	1193	
1 Hr Totals																						
7:00 - 8:00	0	4	0	0	4	0	76	9	0	85	8	460	30	0	498	0	0	0	0	0	587	
7:15 - 8:15	0	5	0	0	5	0	88	10	0	98	10	477	39	0	526	0	0	0	0	0	629	
7:30 - 8:30	0	4	0	0	4	0	89	9	0	98	12	493	41	0	546	0	0	0	0	0	648	
7:45 - 8:45	0	5	0	0	5	0	92	10	1	103	15	439	61	0	515	0	0	0	0	0	623	
8:00 - 9:00	1	6	0	0	7	0	94	11	1	106	15	421	57	0	493	0	0	0	0	0	606	
PEAK HOUR																						
7:30 - 8:30	0	4	0	0	4	0	89	9	0	98	12	493	41	0	546	0	0	0	0	0	648	
PM																						
4:00 - 4:15	0	1	0	0	1	0	31	3	0	34	2	118	4	0	124	0	0	0	0	0	159	
4:15 - 4:30	1	2	0	0	3	0	43	3	0	46	5	111	7	0	123	0	0	0	0	0	172	
4:30 - 4:45	0	3	0	0	3	0	33	8	0	41	6	143	11	0	160	0	0	0	0	0	204	
4:45 - 5:00	0	1	0	0	1	0	40	12	0	52	7	137	5	0	149	0	0	0	0	0	202	
5:00 - 5:15	0	1	0	0	1	0	44	11	0	55	3	135	8	0	146	0	0	0	0	0	202	
5:15 - 5:30	0	1	0	0	1	0	37	6	0	43	5	127	9	0	141	0	0	0	0	0	185	
5:30 - 5:45	0	3	0	0	3	0	34	8	1	43	6	122	16	0	144	0	0	0	0	0	190	
5:45 - 6:00	0	1	0	0	1	0	27	16	1	44	3	118	10	0	131	0	0	0	0	0	176	
6:00 - 6:15	0	2	0	0	2	1	36	13	0	50	3	104	15	0	122	0	0	0	0	0	174	
6:15 - 6:30	0	3	0	0	3	0	32	13	0	45	5	103	22	0	130	0	0	0	0	0	178	
6:30 - 6:45	1	2	0	0	3	0	31	7	0	38	4	97	27	0	128	0	0	0	0	0	169	
6:45 - 7:00	0	1	0	0	1	0	24	3	0	27	5	84	34	0	123	0	0	0	0	0	151	
3 Hr Totals	2	21	0	0	23	1	412	103	2	518	54	1399	168	0	1621	0	0	0	0	0	2162	
1 Hr Totals																						
4:00 - 5:00	1	7	0	0	8	0	147	26	0	173	20	509	27	0	556	0	0	0	0	0	737	
4:15 - 5:15	1	7	0	0	8	0	160	34	0	194	21	526	31	0	578	0	0	0	0	0	780	
4:30 - 5:30	0	6	0	0	6	0	154	37	0	191	21	542	33	0	596	0	0	0	0	0	793	
4:45 - 5:45	0	6	0	0	6	0	155	37	1	193	21	521	38	0	580	0	0	0	0	0	779	
5:00 - 6:00	0	6	0	0	6	0	142	41	2	185	17	502	43	0	562	0	0	0	0	0	753	
5:15 - 6:15	0	7	0	0	7	1	134	43	2	180	17	471	50	0	538	0	0	0	0	0	725	
5:30 - 6:30	0	9	0	0	9	1	129	50	2	182	17	447	63	0	527	0	0	0	0	0	718	
5:45 - 6:45	1	8	0	0	9	1	126	49	1	177	15	422	74	0	511	0	0	0	0	0	697	
6:00 - 7:00	1	8	0	0	9	1	123	36	0	160	17	388	98	0	503	0	0	0	0	0	672	
PEAK HOUR																						
4:30 - 5:30	0	6	0	0	6	0	154	37	0	191	21	542	33	0	596	0	0	0	0	0	793	

5. W Fayette Street & N Howard Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street
and: Park Avenue

Date: September 19, 2023

Tuesday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	Park Avenue		Park Avenue	
AM				
7:00 - 7:15	12	0	1	0
7:15 - 7:30	13	0	1	1
7:30 - 7:45	11	0	1	0
7:45 - 8:00	9	1	1	0
8:00 - 8:15	8	1	4	0
8:15 - 8:30	13	0	1	0
8:30 - 8:45	17	2	3	0
8:45 - 9:00	10	1	1	0
TOTALS	93	5	13	1
PM				
4:00 - 4:15	13	0	4	0
4:15 - 4:30	9	0	4	0
4:30 - 4:45	16	1	4	0
4:45 - 5:00	17	0	2	0
5:00 - 5:15	14	0	1	0
5:15 - 5:30	15	0	2	0
5:30 - 5:45	16	1	4	0
5:45 - 6:00	14	2	4	0
6:00 - 6:15	13	0	2	0
6:15 - 6:30	13	1	4	0
6:30 - 6:45	25	0	4	0
6:45 - 7:00	11	0	4	0
TOTALS	176	5	39	0
	EAST LEG		WEST LEG	
	W Fayette Street		W Fayette Street	
Pedestrians	Bicycles	Pedestrians	Bicycles	
AM				
7:00 - 7:15	0	0	4	0
7:15 - 7:30	1	0	6	0
7:30 - 7:45	1	0	3	0
7:45 - 8:00	0	1	6	1
8:00 - 8:15	2	0	7	0
TIME	0	0	8	0
8:30 - 8:45	3	0	9	0
8:45 - 9:00	4	0	8	0
TOTALS	11	1	51	1
PM				
4:00 - 4:15	5	0	16	0
4:15 - 4:30	5	0	16	0
4:30 - 4:45	1	0	17	0
4:45 - 5:00	5	0	16	0
5:00 - 5:15	4	0	10	0
5:15 - 5:30	1	0	9	0
5:30 - 5:45	0	0	10	1
5:45 - 6:00	0	0	13	0
6:00 - 6:15	7	0	27	1
6:15 - 6:30	3	0	21	0
6:30 - 6:45	1	0	39	0
6:45 - 7:00	11	0	42	0
TOTALS	43	0	236	2

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: W Fayette Street

Date: September 19, 2023

Tuesday

and: Park Avenue

Weather: Sunny/Warm

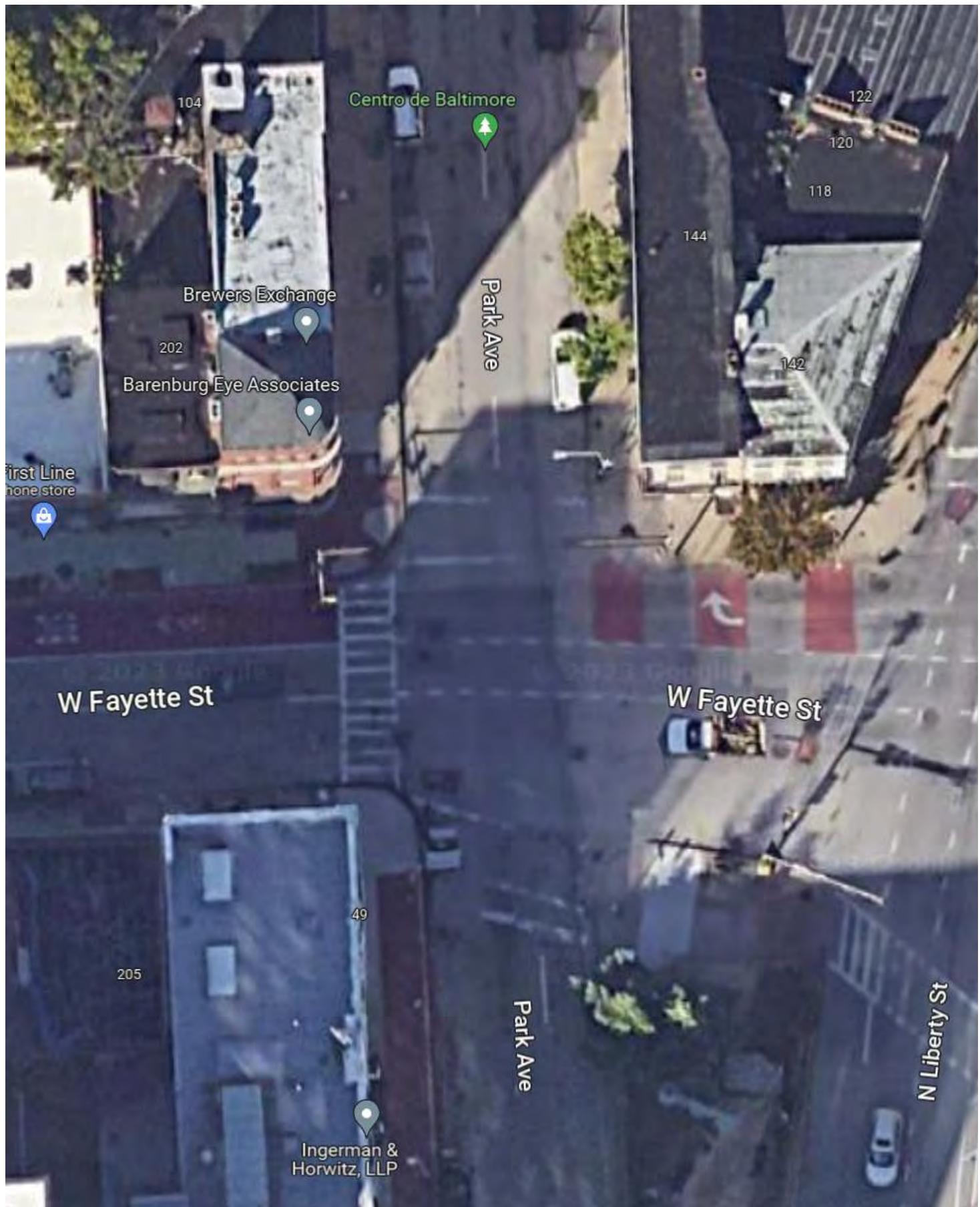
Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Park Avenue					on: Park Avenue					on: W Fayette Street					on: W Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	0	8	9	0	17	7	102	0	0	109	0	0	0	0	0	126	
7:15 - 7:30	0	0	0	0	0	0	16	4	0	20	6	113	0	0	119	0	0	0	0	0	139	
7:30 - 7:45	0	0	0	0	0	0	15	8	0	23	8	161	0	0	169	0	0	0	0	0	192	
7:45 - 8:00	0	0	0	0	0	0	13	7	0	20	12	131	0	0	143	0	0	0	0	0	163	
8:00 - 8:15	0	0	0	0	0	0	19	5	0	24	16	126	0	0	142	0	0	0	0	0	166	
8:15 - 8:30	0	0	0	0	0	0	18	9	0	27	8	115	0	0	123	0	0	0	0	0	150	
8:30 - 8:45	0	0	0	0	0	0	21	4	0	25	13	117	0	0	130	0	0	0	0	0	155	
8:45 - 9:00	0	0	0	0	0	0	22	9	0	31	19	109	0	0	128	0	0	0	0	0	159	
2 Hr Totals	0	0	0	0	0	0	132	55	0	187	89	974	0	0	1063	0	0	0	0	0	1250	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	0	52	28	0	80	33	507	0	0	540	0	0	0	0	0	620	
7:15 - 8:15	0	0	0	0	0	0	63	24	0	87	42	531	0	0	573	0	0	0	0	0	660	
7:30 - 8:30	0	0	0	0	0	0	65	29	0	94	44	533	0	0	577	0	0	0	0	0	671	
7:45 - 8:45	0	0	0	0	0	0	71	25	0	96	49	489	0	0	538	0	0	0	0	0	634	
8:00 - 9:00	0	0	0	0	0	0	80	27	0	107	56	467	0	0	523	0	0	0	0	0	630	
PEAK HOUR																						
7:30 - 8:30	0	0	0	0	0	0	65	29	0	94	44	533	0	0	577	0	0	0	0	0	671	
PM																						
4:00 - 4:15	0	0	0	0	0	0	40	17	0	57	21	112	0	0	133	0	0	0	0	0	190	
4:15 - 4:30	0	0	0	0	0	0	37	11	0	48	29	121	0	0	150	0	0	0	0	0	198	
4:30 - 4:45	0	0	0	0	0	0	47	13	0	60	33	157	0	0	190	0	0	0	0	0	250	
4:45 - 5:00	0	0	0	0	0	0	52	11	0	63	28	131	0	0	159	0	0	0	0	0	222	
5:00 - 5:15	0	0	0	0	0	1	49	21	0	71	27	118	0	0	145	0	0	0	0	0	216	
5:15 - 5:30	0	0	0	0	0	0	41	17	0	58	24	128	0	0	152	0	0	0	0	0	210	
5:30 - 5:45	0	0	0	0	0	0	33	18	0	51	26	129	0	0	155	0	0	0	0	0	206	
5:45 - 6:00	0	0	0	0	0	0	30	17	0	47	20	117	0	0	137	0	0	0	0	0	184	
6:00 - 6:15	0	0	0	0	0	0	24	15	0	39	15	102	0	0	117	0	0	0	0	0	156	
6:15 - 6:30	0	0	0	0	0	0	10	5	0	15	17	129	0	0	146	0	0	0	0	0	161	
6:30 - 6:45	0	0	0	0	0	0	14	8	0	22	27	129	0	0	156	0	0	0	0	0	178	
6:45 - 7:00	0	0	0	0	0	0	6	13	0	19	35	113	0	0	148	0	0	0	0	0	167	
3 Hr Totals	0	0	0	0	0	1	383	166	0	550	302	1486	0	0	1788	0	0	0	0	0	2338	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	0	176	52	0	228	111	521	0	0	632	0	0	0	0	0	860	
4:15 - 5:15	0	0	0	0	0	1	185	56	0	242	117	527	0	0	644	0	0	0	0	0	886	
4:30 - 5:30	0	0	0	0	0	1	189	62	0	252	112	534	0	0	646	0	0	0	0	0	898	
4:45 - 5:45	0	0	0	0	0	1	175	67	0	243	105	506	0	0	611	0	0	0	0	0	854	
5:00 - 6:00	0	0	0	0	0	1	153	73	0	227	97	492	0	0	589	0	0	0	0	0	816	
5:15 - 6:15	0	0	0	0	0	0	128	67	0	195	85	476	0	0	561	0	0	0	0	0	756	
5:30 - 6:30	0	0	0	0	0	0	97	55	0	152	78	477	0	0	555	0	0	0	0	0	707	
5:45 - 6:45	0	0	0	0	0	0	78	45	0	123	79	477	0	0	556	0	0	0	0	0	679	
6:00 - 7:00	0	0	0	0	0	0	54	41	0	95	94	473	0	0	567	0	0	0	0	0	662	
PEAK HOUR																						
4:30 - 5:30	0	0	0	0	0	1	189	62	0	252	112	534	0	0	646	0	0	0	0	0	898	

6. W Fayette Street & Park Avenue



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street
and: N Liberty Street

Date: September 19, 2023

Tuesday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	N Liberty Street		N Liberty Street	
AM				
7:00 - 7:15	8	1	7	0
7:15 - 7:30	10	0	6	1
7:30 - 7:45	11	0	5	0
7:45 - 8:00	7	0	6	1
8:00 - 8:15	5	0	13	2
8:15 - 8:30	9	0	16	0
8:30 - 8:45	19	0	9	0
8:45 - 9:00	9	1	23	0
TOTALS	78	2	85	4
PM				
4:00 - 4:15	7	0	12	0
4:15 - 4:30	8	0	5	0
4:30 - 4:45	18	1	5	0
4:45 - 5:00	11	2	8	0
5:00 - 5:15	5	0	10	0
5:15 - 5:30	14	1	15	0
5:30 - 5:45	10	0	12	0
5:45 - 6:00	14	1	23	0
6:00 - 6:15	6	0	8	1
6:15 - 6:30	12	0	15	0
6:30 - 6:45	13	0	11	0
6:45 - 7:00	7	0	21	0
TOTALS	125	5	145	1
	EAST LEG		WEST LEG	
	W Fayette Street		W Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	2	0	1	0
7:15 - 7:30	3	0	0	0
7:30 - 7:45	7	0	0	0
7:45 - 8:00	4	1	1	1
8:00 - 8:15	4	0	2	0
TIME	9	0	0	0
8:30 - 8:45	3	0	2	0
8:45 - 9:00	11	0	8	0
TOTALS	43	1	14	1
PM				
4:00 - 4:15	6	1	7	0
4:15 - 4:30	8	0	4	0
4:30 - 4:45	5	0	4	0
4:45 - 5:00	8	0	7	0
5:00 - 5:15	3	0	7	0
5:15 - 5:30	6	0	3	0
5:30 - 5:45	13	0	1	0
5:45 - 6:00	9	0	2	0
6:00 - 6:15	13	0	6	0
6:15 - 6:30	16	1	9	0
6:30 - 6:45	31	0	14	0
6:45 - 7:00	33	0	12	0
TOTALS	151	2	76	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: W Fayette Street

Date: September 19, 2023

Tuesday

and: N Liberty Street

Weather: Sunny/Warm

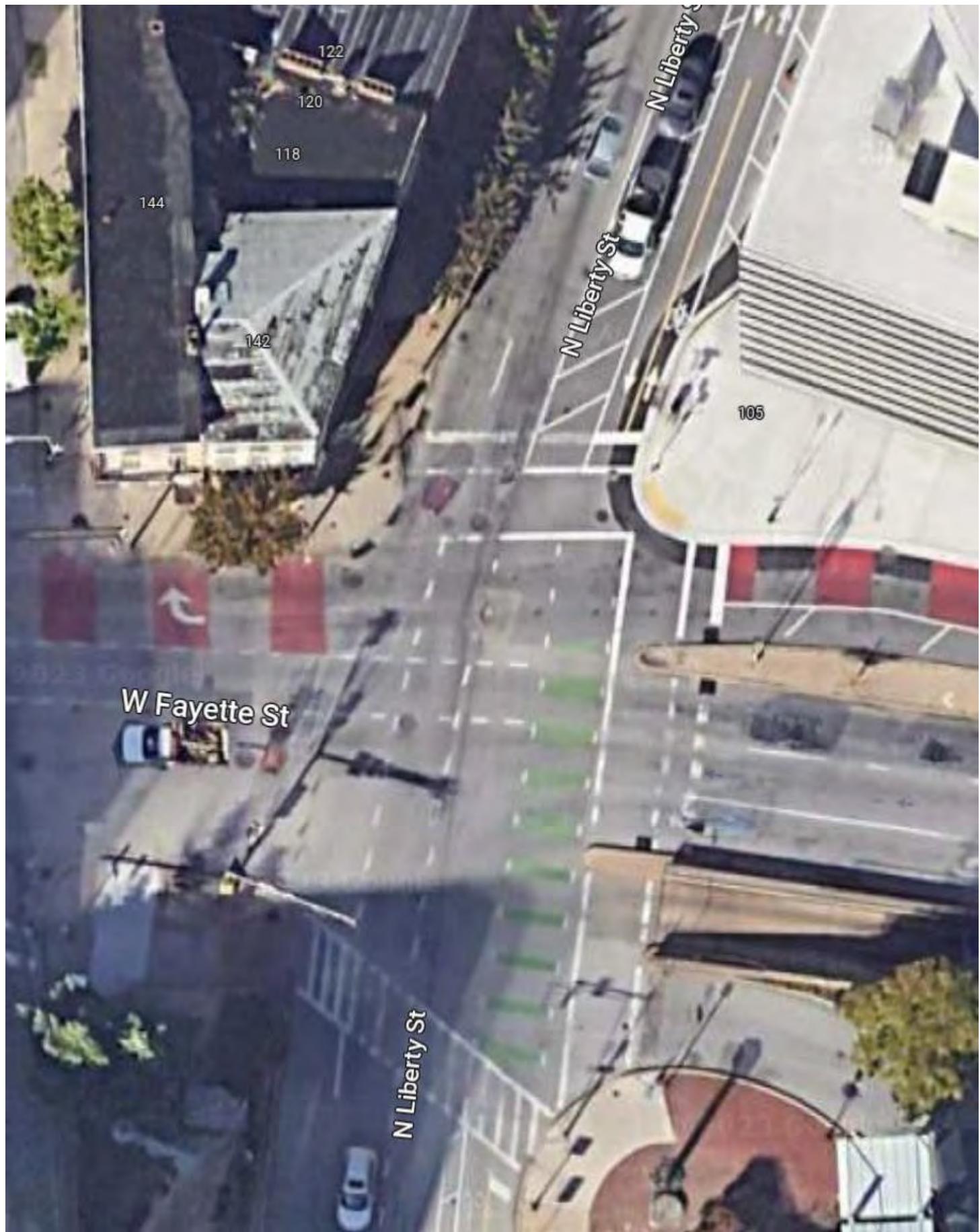
Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Liberty Street					on: N Liberty Street					on: W Fayette Street					on: W Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	12	39	0	0	51	0	0	0	0	0	0	95	14	0	109	0	0	0	0	0	160	
7:15 - 7:30	19	35	0	0	54	0	0	0	0	0	0	96	37	0	133	0	0	0	0	0	187	
7:30 - 7:45	18	49	0	0	67	0	0	0	0	0	0	145	42	0	187	0	0	0	0	0	254	
7:45 - 8:00	21	55	0	0	76	0	0	0	0	0	0	117	30	0	147	0	0	0	0	0	223	
8:00 - 8:15	15	56	0	0	71	0	0	0	0	0	0	121	45	0	166	0	0	0	0	0	237	
8:15 - 8:30	16	52	0	0	68	0	0	0	0	0	0	102	40	0	142	0	0	0	0	0	210	
8:30 - 8:45	12	49	0	0	61	0	0	0	0	0	0	112	49	0	161	0	0	0	0	0	222	
8:45 - 9:00	11	46	0	0	57	0	0	0	0	0	0	116	46	0	162	0	0	0	0	0	219	
2 Hr Totals	124	381	0	0	505	0	0	0	0	0	0	904	303	0	1207	0	0	0	0	0	1712	
1 Hr Totals																						
7:00 - 8:00	70	178	0	0	248	0	0	0	0	0	0	453	123	0	576	0	0	0	0	0	824	
7:15 - 8:15	73	195	0	0	268	0	0	0	0	0	0	479	154	0	633	0	0	0	0	0	901	
7:30 - 8:30	70	212	0	0	282	0	0	0	0	0	0	485	157	0	642	0	0	0	0	0	924	
7:45 - 8:45	64	212	0	0	276	0	0	0	0	0	0	452	164	0	616	0	0	0	0	0	892	
8:00 - 9:00	54	203	0	0	257	0	0	0	0	0	0	451	180	0	631	0	0	0	0	0	888	
PEAK HOUR																						
7:30 - 8:30	70	212	0	0	282	0	0	0	0	0	0	485	157	0	642	0	0	0	0	0	924	
PM																						
4:00 - 4:15	15	76	0	0	91	0	0	0	0	0	0	117	66	0	183	0	0	0	0	0	274	
4:15 - 4:30	20	89	0	0	109	0	0	0	0	0	0	124	70	0	194	0	0	0	0	0	303	
4:30 - 4:45	24	68	0	0	92	0	0	0	0	0	0	164	83	0	247	0	0	0	0	0	339	
4:45 - 5:00	19	72	0	0	91	0	0	0	0	0	0	139	71	0	210	0	0	0	0	0	301	
5:00 - 5:15	24	64	0	0	88	0	0	0	0	0	0	116	77	0	193	1	0	0	0	1	282	
5:15 - 5:30	19	73	0	0	92	0	0	0	0	0	0	132	59	0	191	0	0	0	0	0	283	
5:30 - 5:45	28	72	0	0	100	0	0	0	0	0	0	124	63	0	187	0	0	0	0	0	287	
5:45 - 6:00	19	65	0	0	84	0	0	0	0	0	0	122	63	1	186	1	0	0	0	1	271	
6:00 - 6:15	25	64	0	0	89	0	0	0	0	0	0	97	71	0	168	0	0	0	0	0	257	
6:15 - 6:30	21	53	0	0	74	0	0	0	0	0	0	110	58	0	168	0	0	0	0	0	242	
6:30 - 6:45	20	59	0	0	79	0	0	0	0	0	0	130	60	0	190	0	0	0	0	0	269	
6:45 - 7:00	33	54	0	0	87	0	0	0	0	0	0	114	59	0	173	0	0	0	0	0	260	
3 Hr Totals	267	809	0	0	1076	0	0	0	0	0	0	1489	800	1	2290	2	0	0	0	2	3368	
1 Hr Totals																						
4:00 - 5:00	78	305	0	0	383	0	0	0	0	0	0	544	290	0	834	0	0	0	0	0	1217	
4:15 - 5:15	87	293	0	0	380	0	0	0	0	0	0	543	301	0	844	1	0	0	0	1	1225	
4:30 - 5:30	86	277	0	0	363	0	0	0	0	0	0	551	290	0	841	1	0	0	0	1	1205	
4:45 - 5:45	90	281	0	0	371	0	0	0	0	0	0	511	270	0	781	1	0	0	0	1	1153	
5:00 - 6:00	90	274	0	0	364	0	0	0	0	0	0	494	262	1	757	2	0	0	0	2	1123	
5:15 - 6:15	91	274	0	0	365	0	0	0	0	0	0	475	256	1	732	1	0	0	0	1	1098	
5:30 - 6:30	93	254	0	0	347	0	0	0	0	0	0	453	255	1	709	1	0	0	0	1	1057	
5:45 - 6:45	85	241	0	0	326	0	0	0	0	0	0	459	252	1	712	1	0	0	0	1	1039	
6:00 - 7:00	99	230	0	0	329	0	0	0	0	0	0	451	248	0	699	0	0	0	0	0	1028	
PEAK HOUR																						
4:15 - 5:15	87	293	0	0	380	0	0	0	0	0	0	543	301	0	844	1	0	0	0	1	1225	

7. W Fayette Street & N Liberty Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: MLK Boulevard
and: W Baltimore Street
Location: Baltimore, Maryland

Date: September 20, 2023

Wednesday

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	MLK Boulevard		MLK Boulevard	
AM				
7:00 - 7:15	3	0	17	1
7:15 - 7:30	1	0	7	0
7:30 - 7:45	1	0	12	0
7:45 - 8:00	1	0	36	1
8:00 - 8:15	1	0	21	0
8:15 - 8:30	0	0	14	0
8:30 - 8:45	3	0	21	0
8:45 - 9:00	2	1	26	0
TOTALS	12	1	154	2
PM				
4:00 - 4:15	1	0	6	0
4:15 - 4:30	2	0	16	0
4:30 - 4:45	1	0	15	0
4:45 - 5:00	0	0	8	0
5:00 - 5:15	5	0	6	0
5:15 - 5:30	1	0	5	0
5:30 - 5:45	1	0	19	1
5:45 - 6:00	0	0	4	0
6:00 - 6:15	0	0	9	0
6:15 - 6:30	0	0	12	0
6:30 - 6:45	1	0	8	0
6:45 - 7:00	0	0	5	0
TOTALS	12	0	113	1
	EAST LEG		WEST LEG	
	W Baltimore Street		W Baltimore Street	
Pedestrians	Bicycles	Pedestrians	Bicycles	
AM				
7:00 - 7:15	2	0	1	0
7:15 - 7:30	1	0	3	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	5	0	1	0
8:00 - 8:15	1	0	2	0
TIME	0	0	0	0
8:30 - 8:45	2	0	0	0
8:45 - 9:00	0	0	0	0
TOTALS	11	0	7	0
PM				
4:00 - 4:15	0	0	1	0
4:15 - 4:30	0	0	3	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	1	0	1	0
5:00 - 5:15	3	1	2	0
5:15 - 5:30	4	0	0	0
5:30 - 5:45	8	1	1	0
5:45 - 6:00	2	1	4	0
6:00 - 6:15	3	0	4	0
6:15 - 6:30	0	0	1	0
6:30 - 6:45	2	0	1	0
6:45 - 7:00	0	0	0	0
TOTALS	23	3	18	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: MLK Boulevard

Date: September 20, 2023

Wednesday

and: W Baltimore Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: MLK Boulevard					on: MLK Boulevard					on: W Baltimore Street					on: W Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	12	422	26	0	460	55	332	24	1	412	0	0	0	0	0	6	19	4	0	29	901	
7:15 - 7:30	9	468	20	0	497	39	384	17	0	440	0	0	0	0	0	13	18	5	0	36	973	
7:30 - 7:45	16	496	18	0	530	60	481	29	1	571	0	0	0	0	0	16	28	9	0	53	1154	
7:45 - 8:00	21	542	24	0	587	58	442	36	2	538	0	0	0	0	0	38	31	15	0	84	1209	
8:00 - 8:15	26	540	24	0	590	47	433	35	0	515	0	0	0	0	0	22	22	6	0	50	1155	
8:15 - 8:30	19	551	27	0	597	37	397	30	1	465	0	0	0	0	0	18	28	20	0	66	1128	
8:30 - 8:45	24	501	23	1	549	57	407	34	0	498	0	0	0	0	0	16	29	16	0	61	1108	
8:45 - 9:00	26	458	37	0	521	54	382	38	3	477	0	0	0	0	0	13	27	14	0	54	1052	
2 Hr Totals	153	3978	199	1	4331	407	3258	243	8	3916	0	0	0	0	0	142	202	89	0	433	8680	
1 Hr Totals																						
7:00 - 8:00	58	1928	88	0	2074	212	1639	106	4	1961	0	0	0	0	0	73	96	33	0	202	4237	
7:15 - 8:15	72	2046	86	0	2204	204	1740	117	3	2064	0	0	0	0	0	89	99	35	0	223	4491	
7:30 - 8:30	82	2129	93	0	2304	202	1753	130	4	2089	0	0	0	0	0	94	109	50	0	253	4646	
7:45 - 8:45	90	2134	98	1	2323	199	1679	135	3	2016	0	0	0	0	0	94	110	57	0	261	4600	
8:00 - 9:00	95	2050	111	1	2257	195	1619	137	4	1955	0	0	0	0	0	69	106	56	0	231	4443	
PEAK HOUR																						
7:30 - 8:30	82	2129	93	0	2304	202	1753	130	4	2089	0	0	0	0	0	94	109	50	0	253	4646	
PM																						
4:00 - 4:15	9	470	13	1	493	30	335	10	0	375	0	0	0	0	0	46	25	21	0	92	960	
4:15 - 4:30	8	482	20	0	510	24	344	17	0	385	0	0	0	0	0	33	22	17	0	72	967	
4:30 - 4:45	7	479	16	2	504	34	363	28	0	425	0	0	0	0	0	40	29	13	0	82	1011	
4:45 - 5:00	7	468	21	0	496	27	388	22	0	437	0	0	0	0	0	33	33	19	0	85	1018	
5:00 - 5:15	12	485	13	3	513	38	381	20	0	439	0	0	0	0	0	18	32	19	0	69	1021	
5:15 - 5:30	10	462	12	2	486	37	386	29	0	452	0	0	0	0	0	17	25	12	0	54	992	
5:30 - 5:45	17	494	13	0	524	31	364	17	0	412	0	0	0	0	0	37	23	16	0	76	1012	
5:45 - 6:00	17	437	11	0	465	38	353	15	0	406	0	0	0	0	0	23	26	22	0	71	942	
6:00 - 6:15	14	448	18	0	480	31	325	14	0	370	0	0	0	0	0	28	35	14	0	77	927	
6:15 - 6:30	13	451	11	0	475	30	303	16	4	353	0	0	0	0	0	25	23	17	0	65	893	
6:30 - 6:45	10	388	19	0	417	40	328	12	0	380	0	0	0	0	0	16	26	14	0	56	853	
6:45 - 7:00	11	342	17	0	370	22	351	16	0	389	0	0	0	0	0	14	21	9	0	44	803	
3 Hr Totals	135	5406	184	8	5733	382	4221	216	4	4823	0	0	0	0	0	330	320	193	0	843	11399	
1 Hr Totals																						
4:00 - 5:00	31	1899	70	3	2003	115	1430	77	0	1622	0	0	0	0	0	152	109	70	0	331	3956	
4:15 - 5:15	34	1914	70	5	2023	123	1476	87	0	1686	0	0	0	0	0	124	116	68	0	308	4017	
4:30 - 5:30	36	1894	62	7	1999	136	1518	99	0	1753	0	0	0	0	0	108	119	63	0	290	4042	
4:45 - 5:45	46	1909	59	5	2019	133	1519	88	0	1740	0	0	0	0	0	105	113	66	0	284	4043	
5:00 - 6:00	56	1878	49	5	1988	144	1484	81	0	1709	0	0	0	0	0	95	106	69	0	270	3967	
5:15 - 6:15	58	1841	54	2	1955	137	1428	75	0	1640	0	0	0	0	0	105	109	64	0	278	3873	
5:30 - 6:30	61	1830	53	0	1944	130	1345	62	4	1541	0	0	0	0	0	113	107	69	0	289	3774	
5:45 - 6:45	54	1724	59	0	1837	139	1309	57	4	1509	0	0	0	0	0	92	110	67	0	269	3615	
6:00 - 7:00	48	1629	65	0	1742	123	1307	58	4	1492	0	0	0	0	0	83	105	54	0	242	3476	
PEAK HOUR																						
4:45 - 5:45	46	1909	59	5	2019	133	1519	88	0	1740	0	0	0	0	0	105	113	66	0	284	4043	

8. W Baltimore Street & MLK Boulevard



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Baltimore Street
and: Greene Street
Location: Baltimore, Maryland

Date: September 20, 2023

Wednesday

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	N Greene Street		S Greene Street	
AM				
7:00 - 7:15	33	1	7	0
7:15 - 7:30	39	0	4	0
7:30 - 7:45	56	1	4	0
7:45 - 8:00	135	1	10	0
8:00 - 8:15	94	0	17	0
8:15 - 8:30	65	0	2	0
8:30 - 8:45	69	2	11	0
8:45 - 9:00	90	0	16	0
TOTALS	581	5	71	0
PM				
4:00 - 4:15	67	0	11	0
4:15 - 4:30	71	4	4	1
4:30 - 4:45	76	0	12	0
4:45 - 5:00	76	1	9	0
5:00 - 5:15	80	1	5	0
5:15 - 5:30	37	0	7	0
5:30 - 5:45	37	1	10	0
5:45 - 6:00	37	0	6	0
6:00 - 6:15	33	0	9	0
6:15 - 6:30	45	1	4	0
6:30 - 6:45	25	0	2	0
6:45 - 7:00	21	0	3	0
TOTALS	605	8	82	1
	EAST LEG		WEST LEG	
	W Baltimore Street		W Baltimore Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	42	1	3	0
7:15 - 7:30	29	0	3	0
7:30 - 7:45	52	0	1	0
7:45 - 8:00	83	0	5	0
8:00 - 8:15	62	0	14	0
TIME	65	1	2	0
8:30 - 8:45	84	3	3	0
8:45 - 9:00	78	1	4	0
TOTALS	495	6	35	0
PM				
4:00 - 4:15	70	0	6	0
4:15 - 4:30	67	1	2	0
4:30 - 4:45	76	0	1	0
4:45 - 5:00	56	0	7	0
5:00 - 5:15	90	1	4	0
5:15 - 5:30	40	0	8	0
5:30 - 5:45	44	0	8	0
5:45 - 6:00	47	0	7	0
6:00 - 6:15	43	3	3	0
6:15 - 6:30	57	0	3	0
6:30 - 6:45	31	1	2	0
6:45 - 7:00	23	0	1	0
TOTALS	644	6	52	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: W Baltimore Street

Date: September 20, 2023

Wednesday

and: Greene Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Greene Street					on: S Greene Street					on: W Baltimore Street					on: W Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	94	36	0	130	0	0	0	0	0	0	0	0	0	0	23	75	0	0	98	228	
7:15 - 7:30	0	84	40	0	124	0	0	0	0	0	0	0	0	0	0	19	56	0	0	75	199	
7:30 - 7:45	0	106	55	0	161	0	0	0	0	0	0	0	0	0	0	16	81	0	0	97	258	
7:45 - 8:00	2	112	57	0	171	0	0	0	0	0	0	0	0	0	0	18	80	0	0	98	269	
8:00 - 8:15	1	120	61	0	182	0	0	0	0	0	0	0	0	0	0	20	68	0	0	88	270	
8:15 - 8:30	0	110	76	0	186	0	0	0	0	0	0	0	0	0	0	27	56	0	0	83	269	
8:30 - 8:45	1	102	69	0	172	0	0	0	0	0	0	0	0	0	0	19	85	0	0	104	276	
8:45 - 9:00	2	109	56	0	167	0	0	0	0	0	0	0	0	0	0	22	72	0	0	94	261	
2 Hr Totals	6	837	450	0	1293	0	0	0	0	0	0	0	0	0	0	164	573	0	0	737	2030	
1 Hr Totals																						
7:00 - 8:00	2	396	188	0	586	0	0	0	0	0	0	0	0	0	0	76	292	0	0	368	954	
7:15 - 8:15	3	422	213	0	638	0	0	0	0	0	0	0	0	0	0	73	285	0	0	358	996	
7:30 - 8:30	3	448	249	0	700	0	0	0	0	0	0	0	0	0	0	81	285	0	0	366	1066	
7:45 - 8:45	4	444	263	0	711	0	0	0	0	0	0	0	0	0	0	84	289	0	0	373	1084	
8:00 - 9:00	4	441	262	0	707	0	0	0	0	0	0	0	0	0	0	88	281	0	0	369	1076	
PEAK HOUR																						
7:45 - 8:45	4	444	263	0	711	0	0	0	0	0	0	0	0	0	0	84	289	0	0	373	1084	
PM																						
4:00 - 4:15	0	134	48	0	182	0	0	0	0	0	0	0	0	0	0	22	53	0	0	75	257	
4:15 - 4:30	0	152	50	0	202	0	0	0	0	0	0	0	0	0	0	20	53	0	0	73	275	
4:30 - 4:45	0	145	51	0	196	0	0	0	0	0	0	0	0	0	0	16	59	0	0	75	271	
4:45 - 5:00	0	144	40	0	184	0	0	0	0	0	0	0	0	0	0	18	63	0	0	81	265	
5:00 - 5:15	0	133	40	0	173	0	0	0	0	0	0	0	0	0	0	16	67	0	0	83	256	
5:15 - 5:30	0	146	49	0	195	0	0	0	0	0	0	0	0	0	0	21	59	0	0	80	275	
5:30 - 5:45	0	147	42	0	189	0	0	0	0	0	0	0	0	0	0	27	44	0	0	71	260	
5:45 - 6:00	0	122	30	0	152	0	0	0	0	0	0	0	0	0	0	22	52	0	0	74	226	
6:00 - 6:15	0	99	39	0	138	0	0	0	0	0	0	0	0	0	0	22	61	0	0	83	221	
6:15 - 6:30	0	110	33	0	143	0	0	0	0	0	0	0	0	0	0	9	54	0	0	63	206	
6:30 - 6:45	0	127	31	0	158	0	0	0	0	0	0	0	0	0	0	33	50	0	0	83	241	
6:45 - 7:00	0	108	29	0	137	0	0	0	0	0	0	0	0	0	0	21	35	0	0	56	193	
3 Hr Totals	0	1567	482	0	2049	0	0	0	0	0	0	0	0	0	0	247	650	0	0	897	2946	
1 Hr Totals																						
4:00 - 5:00	0	575	189	0	764	0	0	0	0	0	0	0	0	0	0	76	228	0	0	304	1068	
4:15 - 5:15	0	574	181	0	755	0	0	0	0	0	0	0	0	0	0	70	242	0	0	312	1067	
4:30 - 5:30	0	568	180	0	748	0	0	0	0	0	0	0	0	0	0	71	248	0	0	319	1067	
4:45 - 5:45	0	570	171	0	741	0	0	0	0	0	0	0	0	0	0	82	233	0	0	315	1056	
5:00 - 6:00	0	548	161	0	709	0	0	0	0	0	0	0	0	0	0	86	222	0	0	308	1017	
5:15 - 6:15	0	514	160	0	674	0	0	0	0	0	0	0	0	0	0	92	216	0	0	308	982	
5:30 - 6:30	0	478	144	0	622	0	0	0	0	0	0	0	0	0	0	80	211	0	0	291	913	
5:45 - 6:45	0	458	133	0	591	0	0	0	0	0	0	0	0	0	0	86	217	0	0	303	894	
6:00 - 7:00	0	444	132	0	576	0	0	0	0	0	0	0	0	0	0	85	200	0	0	285	861	
PEAK HOUR																						
4:00 - 5:00	0	575	189	0	764	0	0	0	0	0	0	0	0	0	0	76	228	0	0	304	1068	

9. W Baltimore Street & N Greene Street/S Greene Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Baltimore Street
and: Paca Street
Location: Baltimore, Maryland

Date: September 20, 2023

Wednesday

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	N Paca Street		S Paca Street	
AM				
7:00 - 7:15	28	1	7	0
7:15 - 7:30	26	0	27	0
7:30 - 7:45	39	1	10	0
7:45 - 8:00	84	0	31	0
8:00 - 8:15	68	0	11	0
8:15 - 8:30	51	1	9	0
8:30 - 8:45	61	1	12	2
8:45 - 9:00	64	1	21	0
TOTALS	421	5	128	2
PM				
4:00 - 4:15	66	2	21	0
4:15 - 4:30	69	5	22	0
4:30 - 4:45	66	0	28	0
4:45 - 5:00	54	1	17	0
5:00 - 5:15	51	0	25	1
5:15 - 5:30	53	1	16	0
5:30 - 5:45	51	0	17	2
5:45 - 6:00	35	2	12	0
6:00 - 6:15	36	0	12	0
6:15 - 6:30	69	4	15	0
6:30 - 6:45	38	3	19	0
6:45 - 7:00	27	0	11	0
TOTALS	615	18	215	3
	EAST LEG		WEST LEG	
	W Baltimore Street		W Baltimore Street	
Pedestrians	Bicycles	Pedestrians	Bicycles	
AM				
7:00 - 7:15	27	0	7	0
7:15 - 7:30	30	0	18	0
7:30 - 7:45	25	2	17	0
7:45 - 8:00	64	0	39	1
8:00 - 8:15	58	0	20	0
TIME	34	0	30	1
8:30 - 8:45	47	0	43	4
8:45 - 9:00	46	1	26	1
TOTALS	331	3	200	7
PM				
4:00 - 4:15	38	0	24	0
4:15 - 4:30	45	2	38	3
4:30 - 4:45	32	0	37	0
4:45 - 5:00	36	2	27	2
5:00 - 5:15	53	0	27	1
5:15 - 5:30	39	1	20	1
5:30 - 5:45	31	0	20	2
5:45 - 6:00	26	0	10	1
6:00 - 6:15	20	0	11	0
6:15 - 6:30	25	1	39	2
6:30 - 6:45	19	1	13	2
6:45 - 7:00	19	0	13	0
TOTALS	383	7	279	14

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: W Baltimore Street

Date: September 20, 2023

Wednesday

and: Paca Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

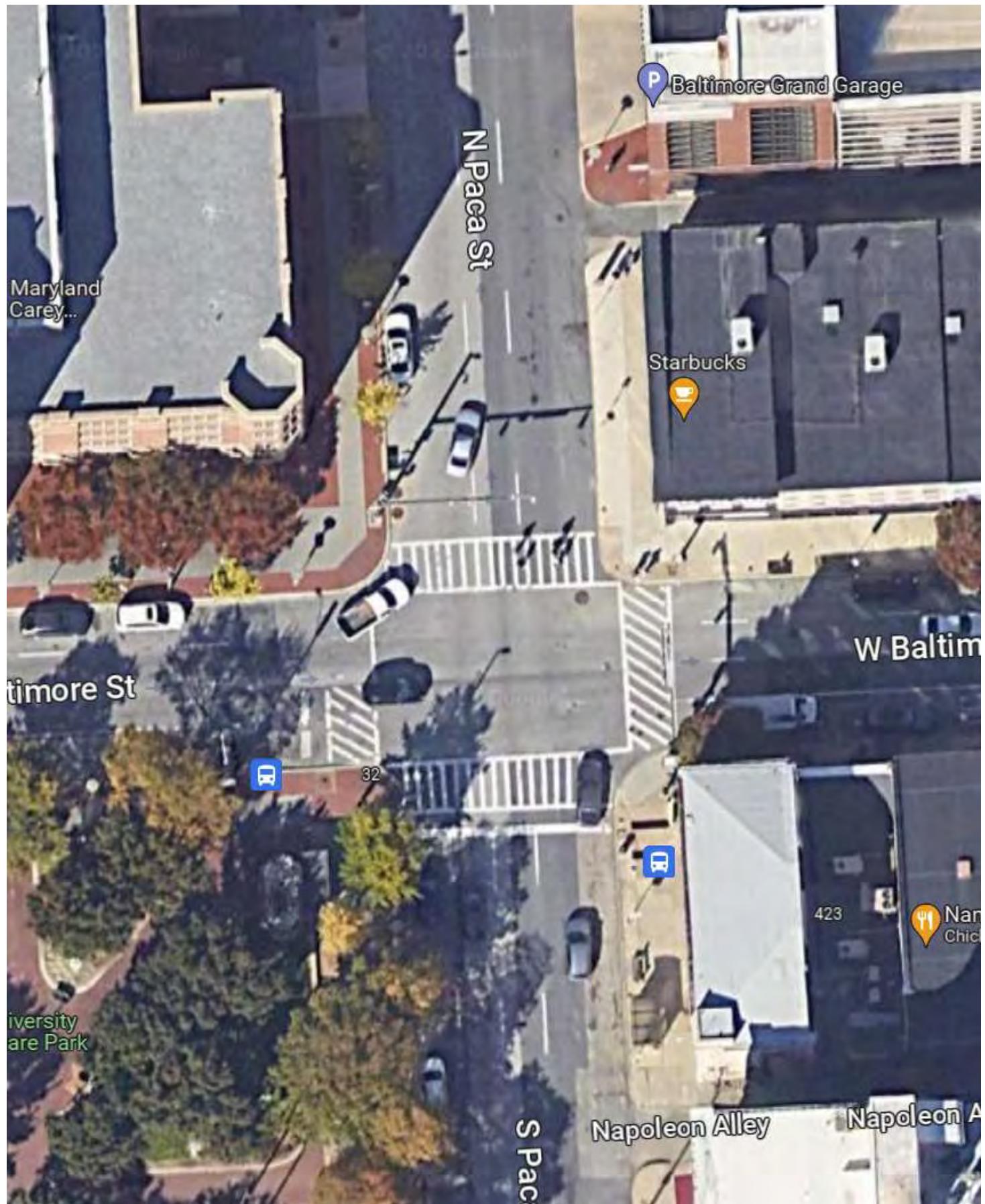
Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Paca Street					on: S Paca Street					on: W Baltimore Street					on: W Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	28	166	0	0	194	0	0	0	0	0	0	56	45	0	101	295	
7:15 - 7:30	0	0	0	0	0	41	198	0	0	239	0	0	0	0	0	0	60	38	0	98	337	
7:30 - 7:45	0	0	0	0	0	45	182	0	0	227	0	0	0	0	0	0	81	55	0	136	363	
7:45 - 8:00	0	0	0	0	0	53	234	0	0	287	0	0	0	0	0	0	90	38	0	128	415	
8:00 - 8:15	0	0	0	0	0	67	201	0	0	268	0	0	0	0	0	0	101	35	0	136	404	
8:15 - 8:30	0	0	0	0	0	59	215	0	0	274	0	0	0	0	0	0	90	40	0	130	404	
8:30 - 8:45	0	0	0	0	0	62	173	0	0	235	0	0	0	0	0	0	99	42	0	141	376	
8:45 - 9:00	0	0	0	0	0	48	158	0	0	206	0	0	0	0	0	0	91	46	0	137	343	
2 Hr Totals	0	0	0	0	0	403	1527	0	0	1930	0	0	0	0	0	0	668	339	0	1007	2937	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	167	780	0	0	947	0	0	0	0	0	0	287	176	0	463	1410	
7:15 - 8:15	0	0	0	0	0	206	815	0	0	1021	0	0	0	0	0	0	332	166	0	498	1519	
7:30 - 8:30	0	0	0	0	0	224	832	0	0	1056	0	0	0	0	0	0	362	168	0	530	1586	
7:45 - 8:45	0	0	0	0	0	241	823	0	0	1064	0	0	0	0	0	0	380	155	0	535	1599	
8:00 - 9:00	0	0	0	0	0	236	747	0	0	983	0	0	0	0	0	0	381	163	0	544	1527	
PEAK HOUR																						
7:45 - 8:45	0	0	0	0	0	241	823	0	0	1064	0	0	0	0	0	0	380	155	0	535	1599	
PM																						
4:00 - 4:15	0	0	0	0	0	45	132	0	0	177	0	0	0	0	0	0	61	38	0	99	276	
4:15 - 4:30	0	0	0	0	0	34	102	0	0	136	0	0	0	0	0	0	86	22	0	108	244	
4:30 - 4:45	0	0	0	0	0	55	160	0	0	215	0	0	0	0	0	0	71	32	0	103	318	
4:45 - 5:00	0	0	0	0	0	47	95	0	0	142	0	0	0	0	0	0	82	24	0	106	248	
5:00 - 5:15	0	0	0	0	0	48	121	0	0	169	0	0	0	0	0	0	79	28	0	107	276	
5:15 - 5:30	0	0	0	0	0	57	106	0	0	163	0	0	0	0	0	0	85	25	0	110	273	
5:30 - 5:45	0	0	0	0	0	78	93	0	0	171	0	0	0	0	0	0	67	18	0	85	256	
5:45 - 6:00	0	0	0	0	0	33	113	0	0	146	0	0	0	0	0	0	52	25	0	77	223	
6:00 - 6:15	0	0	0	0	0	24	99	0	0	123	0	0	0	0	0	0	70	28	0	98	221	
6:15 - 6:30	0	0	0	0	0	34	112	0	0	146	0	0	0	0	0	0	63	21	0	84	230	
6:30 - 6:45	0	0	0	0	0	40	106	0	0	146	0	0	0	0	0	0	58	15	0	73	219	
6:45 - 7:00	0	0	0	0	0	34	81	0	0	115	0	0	0	0	0	0	55	11	0	66	181	
3 Hr Totals	0	0	0	0	0	529	1320	0	0	1849	0	0	0	0	0	0	829	287	0	1116	2965	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	181	489	0	0	670	0	0	0	0	0	0	300	116	0	416	1086	
4:15 - 5:15	0	0	0	0	0	184	478	0	0	662	0	0	0	0	0	0	318	106	0	424	1086	
4:30 - 5:30	0	0	0	0	0	207	482	0	0	689	0	0	0	0	0	0	317	109	0	426	1115	
4:45 - 5:45	0	0	0	0	0	230	415	0	0	645	0	0	0	0	0	0	313	95	0	408	1053	
5:00 - 6:00	0	0	0	0	0	216	433	0	0	649	0	0	0	0	0	0	283	96	0	379	1028	
5:15 - 6:15	0	0	0	0	0	192	411	0	0	603	0	0	0	0	0	0	274	96	0	370	973	
5:30 - 6:30	0	0	0	0	0	169	417	0	0	586	0	0	0	0	0	0	252	92	0	344	930	
5:45 - 6:45	0	0	0	0	0	131	430	0	0	561	0	0	0	0	0	0	243	89	0	332	893	
6:00 - 7:00	0	0	0	0	0	132	398	0	0	530	0	0	0	0	0	0	246	75	0	321	851	
PEAK HOUR																						
4:30 - 5:30	0	0	0	0	0	207	482	0	0	689	0	0	0	0	0	0	317	109	0	426	1115	

10. W Baltimore Street & N Paca Street/S Paca Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Baltimore Street
and: Eutaw Street

Date: September 20, 2023

Wednesday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	N Eutaw Street	S Eutaw Street		
AM				
7:00 - 7:15	10	0	7	0
7:15 - 7:30	21	0	12	0
7:30 - 7:45	13	1	13	0
7:45 - 8:00	18	1	22	0
8:00 - 8:15	24	0	8	0
8:15 - 8:30	22	0	7	0
8:30 - 8:45	20	1	19	1
8:45 - 9:00	40	0	17	0
TOTALS	168	3	105	1
PM				
4:00 - 4:15	19	0	11	0
4:15 - 4:30	31	3	15	0
4:30 - 4:45	13	1	25	0
4:45 - 5:00	20	1	22	1
5:00 - 5:15	31	0	27	1
5:15 - 5:30	31	0	15	1
5:30 - 5:45	35	0	13	1
5:45 - 6:00	23	0	17	1
6:00 - 6:15	16	1	10	0
6:15 - 6:30	30	0	8	0
6:30 - 6:45	15	0	17	0
6:45 - 7:00	23	0	10	0
TOTALS	287	6	190	5
	EAST LEG		WEST LEG	
	W Baltimore Street		W Baltimore Street	
Pedestrians	Bicycles	Pedestrians	Bicycles	
AM				
7:00 - 7:15	19	0	5	0
7:15 - 7:30	14	1	10	0
7:30 - 7:45	28	0	15	0
7:45 - 8:00	21	0	13	0
8:00 - 8:15	30	2	9	0
TIME	30	0	10	0
8:30 - 8:45	20	0	10	0
8:45 - 9:00	34	0	11	1
TOTALS	196	3	83	1
PM				
4:00 - 4:15	26	0	19	0
4:15 - 4:30	32	0	13	1
4:30 - 4:45	24	2	26	0
4:45 - 5:00	19	0	22	0
5:00 - 5:15	15	2	19	0
5:15 - 5:30	22	1	19	1
5:30 - 5:45	15	3	20	0
5:45 - 6:00	25	0	26	0
6:00 - 6:15	22	0	23	0
6:15 - 6:30	24	3	9	0
6:30 - 6:45	19	0	14	0
6:45 - 7:00	18	0	21	0
TOTALS	261	11	231	2

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: W Baltimore Street

Date: September 20, 2023

Wednesday

and: Eutaw Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Eutaw Street					on: S Eutaw Street					on: W Baltimore Street					on: W Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	18	9	0	27	2	9	0	0	11	0	0	0	0	0	5	71	4	0	80	118	
7:15 - 7:30	0	22	8	0	30	15	10	0	0	25	0	0	0	0	0	3	95	1	0	99	154	
7:30 - 7:45	0	33	12	0	45	10	21	0	0	31	0	0	0	0	0	6	110	6	0	122	198	
7:45 - 8:00	0	33	14	0	47	13	18	0	0	31	0	0	0	0	0	10	123	10	0	143	221	
8:00 - 8:15	0	24	24	2	50	10	18	0	0	28	0	0	0	0	0	12	138	5	0	155	233	
8:15 - 8:30	0	26	23	0	49	15	20	0	0	35	0	0	0	0	0	12	133	8	0	153	237	
8:30 - 8:45	0	19	18	0	37	7	11	0	0	18	0	0	0	0	0	9	147	10	0	166	221	
8:45 - 9:00	0	29	25	0	54	12	20	0	0	32	0	0	0	0	0	12	113	9	0	134	220	
2 Hr Totals	0	204	133	2	339	84	127	0	0	211	0	0	0	0	0	69	930	53	0	1052	1602	
1 Hr Totals																						
7:00 - 8:00	0	106	43	0	149	40	58	0	0	98	0	0	0	0	0	24	399	21	0	444	691	
7:15 - 8:15	0	112	58	2	172	48	67	0	0	115	0	0	0	0	0	31	466	22	0	519	806	
7:30 - 8:30	0	116	73	2	191	48	77	0	0	125	0	0	0	0	0	40	504	29	0	573	889	
7:45 - 8:45	0	102	79	2	183	45	67	0	0	112	0	0	0	0	0	43	541	33	0	617	912	
8:00 - 9:00	0	98	90	2	190	44	69	0	0	113	0	0	0	0	0	45	531	32	0	608	911	
PEAK HOUR																						
7:45 - 8:45	0	102	79	2	183	45	67	0	0	112	0	0	0	0	0	43	541	33	0	617	912	
PM																						
4:00 - 4:15	0	39	24	0	63	20	20	0	0	40	0	0	0	0	0	11	84	6	0	101	204	
4:15 - 4:30	0	42	26	0	68	5	24	0	0	29	0	0	0	0	0	10	101	8	0	119	216	
4:30 - 4:45	0	34	25	0	59	24	23	0	0	47	0	0	0	0	0	9	110	15	0	134	240	
4:45 - 5:00	0	32	18	0	50	13	22	0	0	35	0	0	0	0	0	9	97	19	0	125	210	
5:00 - 5:15	0	33	19	0	52	27	22	0	1	50	0	0	0	0	0	2	114	8	0	124	226	
5:15 - 5:30	0	37	26	0	63	17	20	0	0	37	0	0	0	0	0	9	113	19	0	141	241	
5:30 - 5:45	0	34	11	0	45	14	16	0	0	30	0	0	0	0	0	7	124	15	0	146	221	
5:45 - 6:00	0	28	18	0	46	14	14	0	0	28	0	0	0	0	0	3	71	14	0	88	162	
6:00 - 6:15	0	28	20	0	48	10	14	0	0	24	0	0	0	0	0	8	63	11	0	82	154	
6:15 - 6:30	0	30	17	0	47	10	19	0	0	29	0	0	0	0	0	7	80	14	0	101	177	
6:30 - 6:45	0	24	13	0	37	8	16	0	0	24	0	0	0	0	0	6	75	10	0	91	152	
6:45 - 7:00	0	34	21	0	55	10	22	0	0	32	0	0	0	0	0	5	69	9	0	83	170	
3 Hr Totals	0	395	238	0	633	172	232	0	1	405	0	0	0	0	0	86	1101	148	0	1335	2373	
1 Hr Totals																						
4:00 - 5:00	0	147	93	0	240	62	89	0	0	151	0	0	0	0	0	39	392	48	0	479	870	
4:15 - 5:15	0	141	88	0	229	69	91	0	1	161	0	0	0	0	0	30	422	50	0	502	892	
4:30 - 5:30	0	136	88	0	224	81	87	0	1	169	0	0	0	0	0	29	434	61	0	524	917	
4:45 - 5:45	0	136	74	0	210	71	80	0	1	152	0	0	0	0	0	27	448	61	0	536	898	
5:00 - 6:00	0	132	74	0	206	72	72	0	1	145	0	0	0	0	0	21	422	56	0	499	850	
5:15 - 6:15	0	127	75	0	202	55	64	0	0	119	0	0	0	0	0	27	371	59	0	457	778	
5:30 - 6:30	0	120	66	0	186	48	63	0	0	111	0	0	0	0	0	25	338	54	0	417	714	
5:45 - 6:45	0	110	68	0	178	42	63	0	0	105	0	0	0	0	0	24	289	49	0	362	645	
6:00 - 7:00	0	116	71	0	187	38	71	0	0	109	0	0	0	0	0	26	287	44	0	357	653	
PEAK HOUR																						
4:30 - 5:30	0	136	88	0	224	81	87	0	1	169	0	0	0	0	0	29	434	61	0	524	917	

11. W Baltimore Street & N Eutaw Street/S Eutaw Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Baltimore Street

Date: September 20, 2023

Wednesday

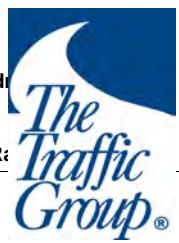
and: Howard Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating:



TIME	NORTH LEG		SOUTH LEG	
	N Howard Street		S Howard Street	
AM				
7:00 - 7:15	6	0	19	2
7:15 - 7:30	20	0	21	0
7:30 - 7:45	15	1	32	0
7:45 - 8:00	28	0	29	0
8:00 - 8:15	37	0	22	0
8:15 - 8:30	28	0	12	0
8:30 - 8:45	27	0	10	0
8:45 - 9:00	37	0	25	0
TOTALS	198	1	170	2
PM				
4:00 - 4:15	17	0	32	0
4:15 - 4:30	45	0	37	1
4:30 - 4:45	26	0	38	2
4:45 - 5:00	31	0	27	1
5:00 - 5:15	32	0	62	0
5:15 - 5:30	30	0	36	0
5:30 - 5:45	37	1	39	0
5:45 - 6:00	23	0	28	0
6:00 - 6:15	27	0	20	1
6:15 - 6:30	25	1	28	0
6:30 - 6:45	25	0	35	1
6:45 - 7:00	27	0	17	1
TOTALS	345	2	399	7
	EAST LEG		WEST LEG	
	W Baltimore Street		W Baltimore Street	
Pedestrians	Bicycles	Pedestrians	Bicycles	
AM				
7:00 - 7:15	8	0	16	0
7:15 - 7:30	16	0	23	0
7:30 - 7:45	10	0	33	1
7:45 - 8:00	7	0	32	0
8:00 - 8:15	13	2	36	0
TIME	14	0	23	1
8:30 - 8:45	11	0	24	0
8:45 - 9:00	8	0	27	0
TOTALS	87	2	214	2
PM				
4:00 - 4:15	29	0	38	2
4:15 - 4:30	34	0	44	1
4:30 - 4:45	33	0	30	0
4:45 - 5:00	29	0	41	1
5:00 - 5:15	29	0	39	0
5:15 - 5:30	20	0	25	1
5:30 - 5:45	30	1	23	0
5:45 - 6:00	18	0	18	0
6:00 - 6:15	16	0	33	1
6:15 - 6:30	22	1	36	1
6:30 - 6:45	19	1	24	1
6:45 - 7:00	25	0	20	0
TOTALS	304	3	371	8

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: W Baltimore Street

Date: September 20, 2023

Wednesday

and: Howard Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

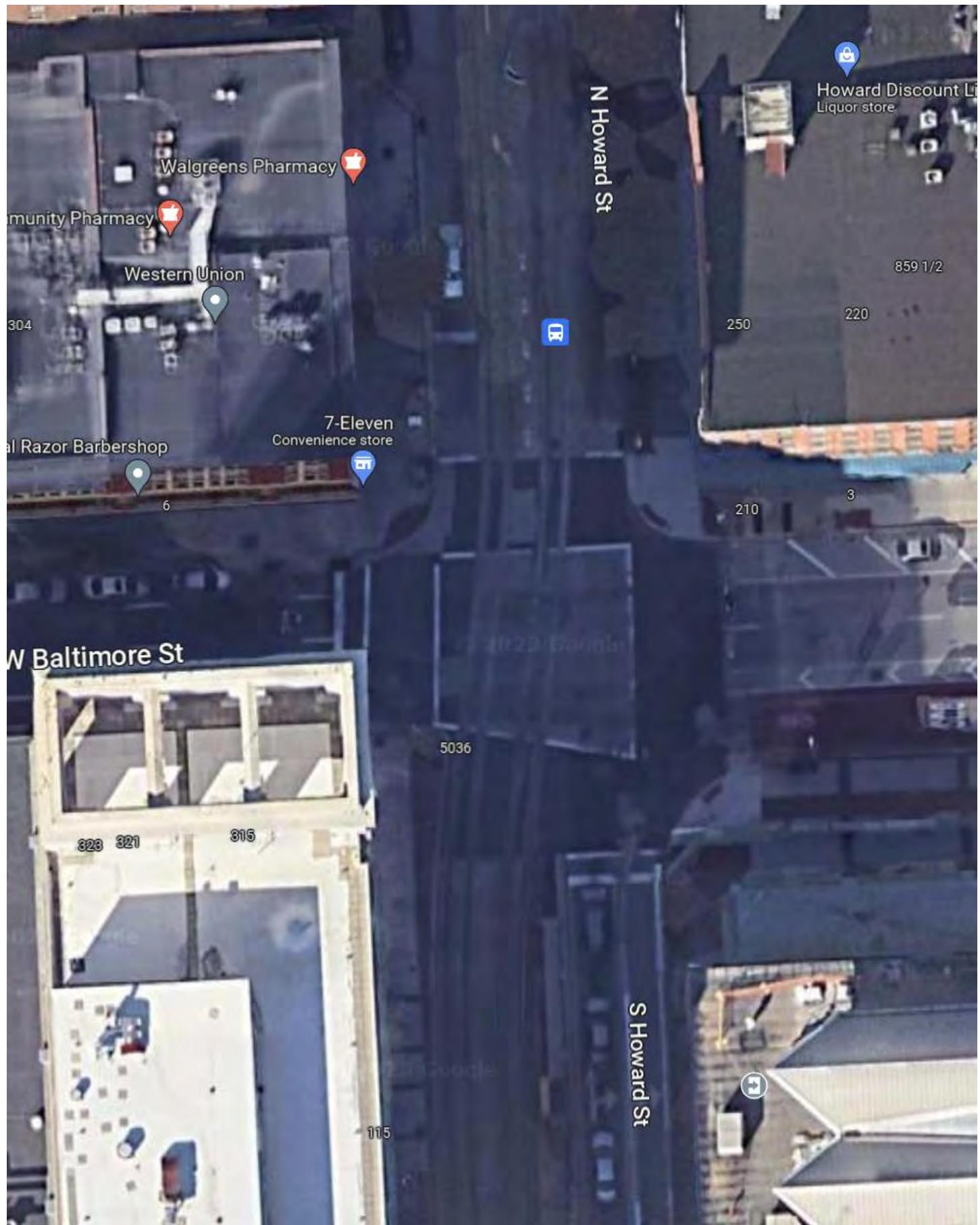
Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Howard Street					on: S Howard Street					on: W Baltimore Street					on: W Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	1	9	0	10	54	11	0	0	65	0	0	0	1	1	0	87	2	0	89	165	
7:15 - 7:30	0	2	15	0	17	73	23	0	0	96	0	0	0	0	0	0	111	2	0	113	226	
7:30 - 7:45	0	1	15	0	16	101	19	0	0	120	0	0	0	0	0	0	129	5	0	134	270	
7:45 - 8:00	0	2	15	0	17	78	17	0	0	95	0	0	0	0	0	0	148	2	0	150	262	
8:00 - 8:15	0	2	15	0	17	81	17	0	0	98	0	0	0	0	0	0	173	3	0	176	291	
8:15 - 8:30	0	1	15	0	16	98	24	0	0	122	0	0	0	0	0	0	140	7	0	147	285	
8:30 - 8:45	0	1	19	0	20	77	25	0	0	102	0	0	0	0	0	1	164	2	0	167	289	
8:45 - 9:00	0	2	16	0	18	88	26	0	0	114	0	0	0	0	0	0	138	6	0	144	276	
2 Hr Totals	0	12	119	0	131	650	162	0	0	812	0	0	0	1	1	1	1090	29	0	1120	2064	
1 Hr Totals																						
7:00 - 8:00	0	6	54	0	60	306	70	0	0	376	0	0	0	1	1	0	475	11	0	486	923	
7:15 - 8:15	0	7	60	0	67	333	76	0	0	409	0	0	0	0	0	0	561	12	0	573	1049	
7:30 - 8:30	0	6	60	0	66	358	77	0	0	435	0	0	0	0	0	0	590	17	0	607	1108	
7:45 - 8:45	0	6	64	0	70	334	83	0	0	417	0	0	0	0	0	1	625	14	0	640	1127	
8:00 - 9:00	0	6	65	0	71	344	92	0	0	436	0	0	0	0	0	1	615	18	0	634	1141	
PEAK HOUR																						
8:00 - 9:00	0	6	65	0	71	344	92	0	0	436	0	0	0	0	0	1	615	18	0	634	1141	
PM																						
4:00 - 4:15	0	2	7	0	9	75	18	0	0	93	0	0	0	0	0	0	117	6	0	123	225	
4:15 - 4:30	0	1	3	0	4	70	29	0	0	99	0	0	0	0	0	0	124	10	0	134	237	
4:30 - 4:45	0	2	4	0	6	61	39	0	0	100	0	0	0	0	0	0	135	11	0	146	252	
4:45 - 5:00	0	2	1	0	3	64	26	0	0	90	0	0	0	0	0	0	129	9	0	138	231	
5:00 - 5:15	0	2	3	0	5	68	27	0	0	95	0	0	0	0	0	0	156	9	0	165	265	
5:15 - 5:30	0	1	6	0	7	58	34	0	0	92	0	0	0	0	0	0	150	6	0	156	255	
5:30 - 5:45	0	1	2	0	3	68	27	0	0	95	0	0	0	0	0	0	149	11	0	160	258	
5:45 - 6:00	0	1	1	0	2	56	22	0	0	78	0	0	0	0	0	0	97	7	0	104	184	
6:00 - 6:15	0	1	1	0	2	41	26	0	0	67	0	0	0	0	0	0	90	3	0	93	162	
6:15 - 6:30	0	1	4	0	5	45	21	0	0	66	0	0	0	0	0	0	99	5	0	104	175	
6:30 - 6:45	0	3	7	0	10	45	23	0	0	68	0	0	0	0	0	0	95	4	0	99	177	
6:45 - 7:00	0	0	2	0	2	48	17	0	0	65	0	0	0	0	0	0	100	4	0	104	171	
3 Hr Totals	0	17	41	0	58	699	309	0	0	1008	0	0	0	0	0	0	1441	85	0	1526	2592	
1 Hr Totals																						
4:00 - 5:00	0	7	15	0	22	270	112	0	0	382	0	0	0	0	0	0	505	36	0	541	945	
4:15 - 5:15	0	7	11	0	18	263	121	0	0	384	0	0	0	0	0	0	544	39	0	583	985	
4:30 - 5:30	0	7	14	0	21	251	126	0	0	377	0	0	0	0	0	0	570	35	0	605	1003	
4:45 - 5:45	0	6	12	0	18	258	114	0	0	372	0	0	0	0	0	0	584	35	0	619	1009	
5:00 - 6:00	0	5	12	0	17	250	110	0	0	360	0	0	0	0	0	0	552	33	0	585	962	
5:15 - 6:15	0	4	10	0	14	223	109	0	0	332	0	0	0	0	0	0	486	27	0	513	859	
5:30 - 6:30	0	4	8	0	12	210	96	0	0	306	0	0	0	0	0	0	435	26	0	461	779	
5:45 - 6:45	0	6	13	0	19	187	92	0	0	279	0	0	0	0	0	0	381	19	0	400	698	
6:00 - 7:00	0	5	14	0	19	179	87	0	0	266	0	0	0	0	0	0	384	16	0	400	685	
PEAK HOUR																						
4:45 - 5:45	0	6	12	0	18	258	114	0	0	372	0	0	0	0	0	0	584	35	0	619	1009	

12. W Baltimore Street & N Howard Street/S Howard Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: W Baltimore Street

Counted by: VCU

Date: September 20, 2023

Wednesday

and: Park Avenue-N Liberty Street - Hopkins Plaza

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG			SOUTH LEG
	Park Avenue/N Liberty Street		Hopkins Plaza	
AM				
7:00 - 7:15	17	0	14	2
7:15 - 7:30	19	0	14	1
7:30 - 7:45	23	1	32	0
7:45 - 8:00	25	1	25	0
8:00 - 8:15	30	0	20	1
8:15 - 8:30	31	0	16	0
8:30 - 8:45	28	0	20	1
8:45 - 9:00	46	1	21	0
TOTALS	219	3	162	5
PM				
4:00 - 4:15	24	1	24	4
4:15 - 4:30	45	2	51	2
4:30 - 4:45	30	1	39	2
4:45 - 5:00	30	1	39	0
5:00 - 5:15	38	1	45	1
5:15 - 5:30	28	1	27	1
5:30 - 5:45	34	1	26	3
5:45 - 6:00	16	1	32	0
6:00 - 6:15	15	0	32	2
6:15 - 6:30	18	1	33	1
6:30 - 6:45	26	1	39	1
6:45 - 7:00	13	1	21	3
TOTALS	317	12	408	20

	EAST LEG		WEST LEG	
	W Baltimore Street		W Baltimore Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	5	3	0	0
7:15 - 7:30	13	4	1	0
7:30 - 7:45	9	5	1	0
7:45 - 8:00	16	10	0	0
8:00 - 8:15	18	5	2	0
8:15 - 8:30	13	6	4	0
8:30 - 8:45	7	12	1	0
8:45 - 9:00	16	5	2	0
TOTALS	97	50	11	0
PM				
4:00 - 4:15	17	8	5	0
4:15 - 4:30	18	6	2	0
4:30 - 4:45	16	3	6	0
4:45 - 5:00	32	6	7	0
5:00 - 5:15	12	5	13	0
5:15 - 5:30	16	5	2	0
5:30 - 5:45	19	6	4	0
5:45 - 6:00	13	7	2	0
6:00 - 6:15	17	6	0	0
6:15 - 6:30	14	11	5	0
6:30 - 6:45	14	8	1	0
6:45 - 7:00	11	7	3	0
TOTALS	199	78	50	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: W Baltimore Street

Date: September 20, 2023

Wednesday

and: Park Avenue-N Liberty Street - Hopkins Plaza

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Park Avenue/N Liberty Street					on: Hopkins Plaza					on: W Baltimore Street					on: W Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	45	10	0	55	0	0	0	0	0	0	0	0	0	0	18	104	18	0	140	195	
7:15 - 7:30	0	57	18	0	75	0	0	0	0	0	0	0	0	0	0	20	128	23	0	171	246	
7:30 - 7:45	0	83	15	0	98	0	0	0	0	0	0	0	0	0	0	20	165	15	0	200	298	
7:45 - 8:00	0	86	17	0	103	0	0	0	0	0	0	0	0	0	0	28	156	15	0	199	302	
8:00 - 8:15	0	88	17	0	105	0	0	0	0	0	0	0	0	0	0	16	209	30	0	255	360	
8:15 - 8:30	0	53	27	0	80	0	0	0	0	0	0	0	0	0	0	17	185	27	0	229	309	
8:30 - 8:45	0	69	29	0	98	0	0	0	0	0	0	0	0	0	0	29	181	22	0	232	330	
8:45 - 9:00	0	71	20	0	91	0	0	0	0	0	0	0	0	0	0	25	169	26	0	220	311	
2 Hr Totals	0	552	153	0	705	0	0	0	0	0	0	0	0	0	0	173	1297	176	0	1646	2351	
1 Hr Totals																						
7:00 - 8:00	0	271	60	0	331	0	0	0	0	0	0	0	0	0	0	86	553	71	0	710	1041	
7:15 - 8:15	0	314	67	0	381	0	0	0	0	0	0	0	0	0	0	84	658	83	0	825	1206	
7:30 - 8:30	0	310	76	0	386	0	0	0	0	0	0	0	0	0	0	81	715	87	0	883	1269	
7:45 - 8:45	0	296	90	0	386	0	0	0	0	0	0	0	0	0	0	90	731	94	0	915	1301	
8:00 - 9:00	0	281	93	0	374	0	0	0	0	0	0	0	0	0	0	87	744	105	0	936	1310	
PEAK HOUR																						
8:00 - 9:00	0	281	93	0	374	0	0	0	0	0	0	0	0	0	0	87	744	105	0	936	1310	
PM																						
4:00 - 4:15	0	118	45	0	163	0	0	0	0	0	0	0	0	0	0	42	177	43	0	262	425	
4:15 - 4:30	0	105	26	0	131	0	0	0	0	0	0	0	0	0	0	49	151	46	0	246	377	
4:30 - 4:45	0	116	31	0	147	0	0	0	0	0	0	0	0	0	0	47	157	56	0	260	407	
4:45 - 5:00	0	108	32	0	140	0	0	0	0	0	0	0	0	0	0	48	137	52	0	237	377	
5:00 - 5:15	0	121	34	0	155	0	0	0	0	0	0	0	0	0	0	46	173	60	0	279	434	
5:15 - 5:30	0	156	22	0	178	0	0	0	0	0	0	0	0	0	0	38	155	31	0	224	402	
5:30 - 5:45	0	99	16	0	115	0	0	0	0	0	0	0	0	0	0	35	152	73	0	260	375	
5:45 - 6:00	0	82	19	0	101	0	0	0	0	0	0	0	0	0	0	32	121	22	0	175	276	
6:00 - 6:15	0	80	27	0	107	0	0	0	0	0	0	0	0	0	0	19	105	18	0	142	249	
6:15 - 6:30	0	82	17	0	99	0	0	0	0	0	0	0	0	0	0	22	127	19	0	168	267	
6:30 - 6:45	0	67	29	0	96	0	0	0	0	0	0	1	0	0	0	14	128	12	0	154	251	
6:45 - 7:00	0	52	20	0	72	0	0	0	0	0	0	0	0	0	0	15	120	18	0	153	225	
3 Hr Totals	0	1186	318	0	1504	0	0	0	0	0	0	1	0	0	0	1	407	1703	450	0	2560	4065
1 Hr Totals																						
4:00 - 5:00	0	447	134	0	581	0	0	0	0	0	0	0	0	0	0	186	622	197	0	1005	1586	
4:15 - 5:15	0	450	123	0	573	0	0	0	0	0	0	0	0	0	0	190	618	214	0	1022	1595	
4:30 - 5:30	0	501	119	0	620	0	0	0	0	0	0	0	0	0	0	179	622	199	0	1000	1620	
4:45 - 5:45	0	484	104	0	588	0	0	0	0	0	0	0	0	0	0	167	617	216	0	1000	1588	
5:00 - 6:00	0	458	91	0	549	0	0	0	0	0	0	0	0	0	0	151	601	186	0	938	1487	
5:15 - 6:15	0	417	84	0	501	0	0	0	0	0	0	0	0	0	0	124	533	144	0	801	1302	
5:30 - 6:30	0	343	79	0	422	0	0	0	0	0	0	0	0	0	0	108	505	132	0	745	1167	
5:45 - 6:45	0	311	92	0	403	0	0	0	0	0	0	1	0	0	0	87	481	71	0	639	1043	
6:00 - 7:00	0	281	93	0	374	0	0	0	0	0	0	1	0	0	0	70	480	67	0	617	992	
PEAK HOUR																						
4:30 - 5:30	0	501	119	0	620	0	0	0	0	0	0	0	0	0	0	179	622	199	0	1000	1620	

13. W Baltimore Street & Park Avenue/N Liberty Street/Hopkins Plaza



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Lombard Street
and: Greene Street
Location: Baltimore, Maryland

Counted by: VCU
Date: July 13, 2023
Weather: Sunny/Warm
Entered by: SN

Thursday
Star Rating: 4



TIME	NORTH LEG Greene Street		SOUTH LEG Greene Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	64	0	31	0
6:45 - 7:00	138	0	53	0
7:00 - 7:15	88	1	54	0
7:15 - 7:30	82	0	38	0
7:30 - 7:45	138	0	65	0
7:45 - 8:00	139	0	61	0
8:00 - 8:15	71	0	38	0
8:15 - 8:30	78	0	35	1
8:30 - 8:45	79	0	32	0
8:45 - 9:00	78	1	34	0
9:00 - 9:15	72	0	35	0
9:15 - 9:30	80	0	22	0
TOTALS	1107	2	498	1
PM				
4:00 - 4:15	91	0	48	0
4:15 - 4:30	79	0	41	0
4:30 - 4:45	118	0	45	0
4:45 - 5:00	82	0	34	0
5:00 - 5:15	86	0	30	0
5:15 - 5:30	73	1	19	0
5:30 - 5:45	66	0	26	1
5:45 - 6:00	52	0	27	0
6:00 - 6:15	55	1	21	0
6:15 - 6:30	70	0	29	0
6:30 - 6:45	91	0	40	0
6:45 - 7:00	79	0	34	0
TOTALS	942	2	394	1
	EAST LEG Lombard Street		WEST LEG Lombard Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	16	0	109	0
6:45 - 7:00	24	0	143	1
7:00 - 7:15	27	0	102	0
7:15 - 7:30	39	0	73	0
7:30 - 7:45	59	0	117	0
7:45 - 8:00	57	2	139	1
8:00 - 8:15	35	0	80	1
8:15 - 8:30	34	0	60	1
8:30 - 8:45	37	0	59	2
8:45 - 9:00	36	0	52	1
9:00 - 9:15	33	0	82	0
9:15 - 9:30	30	0	56	0
TOTALS	427	2	1072	7
PM				
4:00 - 4:15	39	0	64	0
4:15 - 4:30	30	0	61	0
4:30 - 4:45	61	0	63	1
4:45 - 5:00	35	0	32	2
5:00 - 5:15	31	1	76	1
5:15 - 5:30	23	1	35	2
5:30 - 5:45	28	0	55	1
5:45 - 6:00	16	1	43	0
6:00 - 6:15	26	0	45	0
6:15 - 6:30	30	0	71	0
6:30 - 6:45	43	0	76	0
6:45 - 7:00	26	0	92	0
TOTALS	388	3	713	7

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU



Intersection of: Lombard Street

Date: July 13, 2023

Thursday

and: Greene Street

Weather: Sunny/Warm

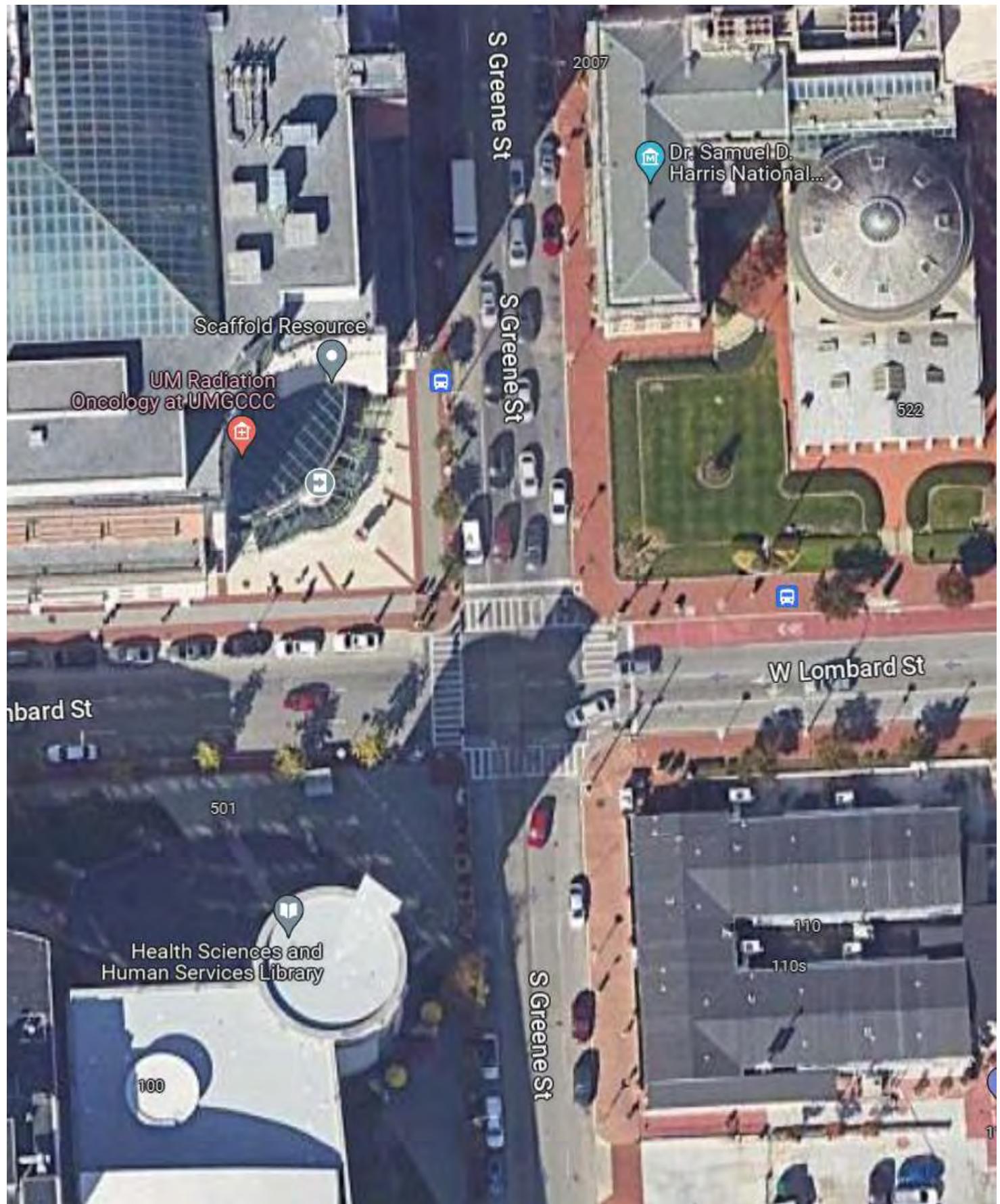
Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W
	on: Greene Street					on: Greene Street					on: Lombard Street					on: Lombard Street					
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	
AM																					
6:30 - 6:45	31	70	0	0	101	0	0	0	0	0	0	72	73	0	145	0	0	0	0	0	246
6:45 - 7:00	30	83	0	0	113	0	0	0	0	0	0	80	101	0	181	0	0	0	0	0	294
7:00 - 7:15	30	99	0	0	129	0	0	0	0	0	0	62	74	0	136	0	0	0	0	0	265
7:15 - 7:30	28	79	0	0	107	0	0	0	0	0	0	61	78	0	139	0	0	0	0	0	246
7:30 - 7:45	24	93	0	0	117	0	0	0	0	0	0	80	86	0	166	0	0	0	0	0	283
7:45 - 8:00	23	121	0	0	144	0	0	0	0	0	2	86	125	0	213	0	0	0	0	0	357
8:00 - 8:15	20	129	0	0	149	0	0	0	0	0	0	83	130	0	213	0	0	0	0	0	362
8:15 - 8:30	25	116	0	0	141	0	0	0	0	0	0	76	118	0	194	0	0	0	0	0	335
8:30 - 8:45	30	98	0	0	128	0	0	0	0	0	0	85	149	0	234	0	0	0	0	0	362
8:45 - 9:00	29	94	0	0	123	0	0	0	0	0	0	105	119	0	224	0	0	0	0	0	347
9:00 - 9:15	21	82	0	0	103	0	0	0	0	0	0	88	135	0	223	0	0	0	0	0	326
9:15 - 9:30	20	94	0	0	114	0	0	0	0	0	0	102	105	0	207	0	0	0	0	0	321
3 Hr Totals	311	1158	0	0	1469	0	0	0	0	0	2	980	1293	0	2275	0	0	0	0	0	3744
1 Hr Totals																					
6:30 - 7:30	119	331	0	0	450	0	0	0	0	0	0	275	326	0	601	0	0	0	0	0	1051
6:45 - 7:45	112	354	0	0	466	0	0	0	0	0	0	283	339	0	622	0	0	0	0	0	1088
7:00 - 8:00	105	392	0	0	497	0	0	0	0	0	2	289	363	0	654	0	0	0	0	0	1151
7:15 - 8:15	95	422	0	0	517	0	0	0	0	0	2	310	419	0	731	0	0	0	0	0	1248
7:30 - 8:30	92	459	0	0	551	0	0	0	0	0	2	325	459	0	786	0	0	0	0	0	1337
7:45 - 8:45	98	464	0	0	562	0	0	0	0	0	2	330	522	0	854	0	0	0	0	0	1416
8:00 - 9:00	104	437	0	0	541	0	0	0	0	0	0	349	516	0	865	0	0	0	0	0	1406
8:15 - 9:15	105	390	0	0	495	0	0	0	0	0	0	354	521	0	875	0	0	0	0	0	1370
8:30 - 9:30	100	368	0	0	468	0	0	0	0	0	0	380	508	0	888	0	0	0	0	0	1356
PEAK HOUR																					
7:45 - 8:45	98	464	0	0	562	0	0	0	0	0	2	330	522	0	854	0	0	0	0	0	1416
PM																					
4:00 - 4:15	29	137	0	0	166	0	0	0	0	0	0	103	122	0	225	1	0	0	0	1	392
4:15 - 4:30	26	155	0	0	181	0	0	0	0	0	0	75	151	0	226	0	0	0	0	0	407
4:30 - 4:45	19	146	0	0	165	0	0	0	0	0	0	93	172	0	265	0	0	0	0	0	430
4:45 - 5:00	36	151	0	0	187	0	0	0	0	0	0	111	155	0	266	0	0	0	0	0	453
5:00 - 5:15	29	125	0	0	154	0	0	0	0	0	0	87	156	0	243	0	0	0	0	0	397
5:15 - 5:30	23	151	0	0	174	0	0	0	0	0	0	98	159	0	257	0	0	0	0	0	431
5:30 - 5:45	31	141	0	0	172	0	0	0	0	0	0	80	165	0	245	0	0	0	0	0	417
5:45 - 6:00	19	113	0	0	132	0	0	0	0	0	0	82	129	0	211	0	0	0	0	0	343
6:00 - 6:15	18	116	0	0	134	0	0	0	0	0	0	92	94	0	186	0	0	0	0	0	320
6:15 - 6:30	17	117	0	0	134	0	0	0	0	0	0	77	123	0	200	0	0	0	0	0	334
6:30 - 6:45	25	105	0	0	130	0	0	0	0	0	0	99	110	0	209	0	0	0	0	0	339
6:45 - 7:00	15	102	0	0	117	0	0	0	0	0	0	76	106	0	182	0	0	0	0	0	299
3 Hr Totals	287	1559	0	0	1846	0	0	0	0	0	0	1073	1642	0	2715	1	0	0	0	1	4562
1 Hr Totals																					
4:00 - 5:00	110	589	0	0	699	0	0	0	0	0	0	382	600	0	982	1	0	0	0	1	1682
4:15 - 5:15	110	577	0	0	687	0	0	0	0	0	0	366	634	0	1000	0	0	0	0	0	1687
4:30 - 5:30	107	573	0	0	680	0	0	0	0	0	0	389	642	0	1031	0	0	0	0	0	1711
4:45 - 5:45	119	568	0	0	687	0	0	0	0	0	0	376	635	0	1011	0	0	0	0	0	1698
5:00 - 6:00	102	530	0	0	632	0	0	0	0	0	0	347	609	0	956	0	0	0	0	0	1588
5:15 - 6:15	91	521	0	0	612	0	0	0	0	0	0	352	547	0	899	0	0	0	0	0	1511
5:30 - 6:30	85	487	0	0	572	0	0	0	0	0	0	331	511	0	842	0	0	0	0	0	1414
5:45 - 6:45	79	451	0	0	530	0	0	0	0	0	0	350	456	0	806	0	0	0	0	0	1336
6:00 - 7:00	75	440	0	0	515	0	0	0	0	0	0	344	433	0	777	0	0	0	0	0	1292
PEAK HOUR																					
4:30 - 5:30	107	573	0	0	680	0	0	0	0	0	0	389	642	0	1031	0	0	0	0	0	1711

14. Lombard Street & Greene Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Howard Street
and: Lombard Street

Location: Baltimore, Maryland

Counted by: VCU

Date: April 26, 2023

Weather: Sunny/Warm

Wednesday



Entered by: SN

Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	Howard Street		Howard Street	
AM				
7:00 - 7:15	12	0	4	0
7:15 - 7:30	15	0	1	0
7:30 - 7:45	19	0	3	0
7:45 - 8:00	15	0	5	0
8:00 - 8:15	27	1	4	0
8:15 - 8:30	18	0	6	0
8:30 - 8:45	22	0	5	0
8:45 - 9:00	29	0	18	1
TOTALS	157	1	46	1
PM				
4:00 - 4:15	56	0	14	0
4:15 - 4:30	41	0	14	1
4:30 - 4:45	37	0	17	0
4:45 - 5:00	27	1	9	0
5:00 - 5:15	23	0	2	1
5:15 - 5:30	35	0	9	0
5:30 - 5:45	20	0	8	1
5:45 - 6:00	21	0	11	0
6:00 - 6:15	14	0	8	0
6:15 - 6:30	24	1	6	1
6:30 - 6:45	37	0	6	0
6:45 - 7:00	27	0	4	0
TOTALS	362	2	108	4

	EAST LEG		WEST LEG	
	Lombard Street		Lombard Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	7	1	12	1
7:15 - 7:30	15	1	18	1
7:30 - 7:45	8	0	14	0
7:45 - 8:00	15	0	16	0
8:00 - 8:15	11	1	10	0
8:15 - 8:30	14	0	17	2
8:30 - 8:45	13	1	12	0
8:45 - 9:00	15	0	13	0
TOTALS	98	4	112	4
PM				
4:00 - 4:15	30	2	75	0
4:15 - 4:30	23	0	30	0
4:30 - 4:45	20	1	39	0
4:45 - 5:00	21	0	33	0
5:00 - 5:15	14	0	24	0
5:15 - 5:30	33	0	45	0
5:30 - 5:45	23	0	27	2
5:45 - 6:00	12	0	24	1
6:00 - 6:15	12	0	19	0
6:15 - 6:30	15	0	16	0
6:30 - 6:45	9	0	16	0
6:45 - 7:00	13	0	13	0
TOTALS	225	3	361	3

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Howard Street

Date: April 26, 2023

Wednesday

and: Lombard Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

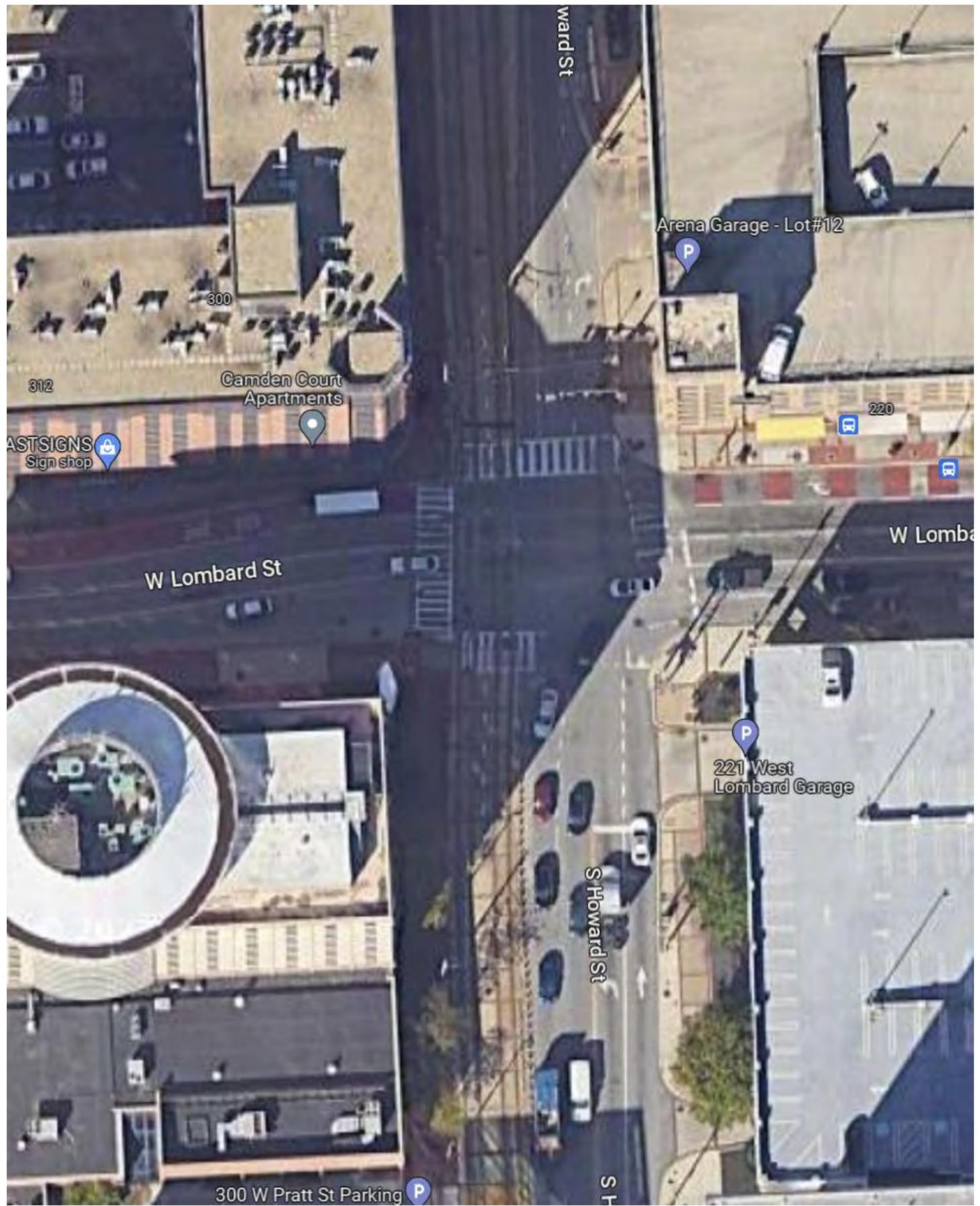
Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Howard Street					on: Howard Street					on: Lombard Street					on: Lombard Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	1	0	0	1	0	69	36	0	105	22	138	132	0	292	0	0	1	0	1	399	
7:15 - 7:30	0	2	0	0	2	0	93	42	0	135	16	167	140	0	323	0	0	0	0	0	460	
7:30 - 7:45	0	2	0	0	2	0	99	56	0	155	22	160	158	0	340	0	0	0	0	0	497	
7:45 - 8:00	0	1	0	0	1	0	102	50	0	152	20	203	189	0	412	0	0	0	0	0	565	
8:00 - 8:15	0	2	0	0	2	0	131	43	0	174	20	183	169	0	372	0	0	0	0	0	548	
8:15 - 8:30	1	2	0	0	3	0	133	29	0	162	24	171	148	0	343	0	0	0	0	0	508	
8:30 - 8:45	0	1	0	0	1	0	93	49	0	142	24	159	145	0	328	0	0	0	0	0	471	
8:45 - 9:00	0	2	0	0	2	0	127	44	0	171	17	146	116	0	279	0	0	0	0	0	452	
2 Hr Totals	1	13	0	0	14	0	847	349	0	1196	165	1327	1197	0	2689	0	0	1	0	1	3900	
1 Hr Totals																						
7:00 - 8:00	0	6	0	0	6	0	363	184	0	547	80	668	619	0	1367	0	0	1	0	1	1921	
7:15 - 8:15	0	7	0	0	7	0	425	191	0	616	78	713	656	0	1447	0	0	0	0	0	2070	
7:30 - 8:30	1	7	0	0	8	0	465	178	0	643	86	717	664	0	1467	0	0	0	0	0	2118	
7:45 - 8:45	1	6	0	0	7	0	459	171	0	630	88	716	651	0	1455	0	0	0	0	0	2092	
8:00 - 9:00	1	7	0	0	8	0	484	165	0	649	85	659	578	0	1322	0	0	0	0	0	1979	
PEAK HOUR																						
7:30 - 8:30	1	7	0	0	8	0	465	178	0	643	86	717	664	0	1467	0	0	0	0	0	2118	
PM																						
4:00 - 4:15	0	2	0	0	2	0	33	33	0	66	27	209	112	0	348	0	0	0	0	0	416	
4:15 - 4:30	0	0	0	0	0	0	59	38	0	97	18	222	116	0	356	0	0	0	0	0	453	
4:30 - 4:45	0	0	0	0	0	0	63	28	0	91	13	241	177	0	431	0	0	0	0	0	522	
4:45 - 5:00	0	1	0	0	1	0	63	29	0	92	13	206	192	0	411	0	0	0	0	0	504	
5:00 - 5:15	0	2	0	0	2	0	58	24	0	82	14	185	201	0	400	0	0	0	0	0	484	
5:15 - 5:30	0	0	0	0	0	0	48	31	0	79	4	195	230	0	429	0	0	0	0	0	508	
5:30 - 5:45	0	1	0	0	1	0	41	23	0	64	12	194	196	0	402	0	0	0	0	0	467	
5:45 - 6:00	0	2	0	0	2	0	46	29	0	75	7	196	143	0	346	0	0	0	0	0	423	
6:00 - 6:15	0	1	0	0	1	0	39	30	0	69	9	173	157	0	339	0	0	0	0	0	409	
6:15 - 6:30	0	1	0	0	1	0	69	38	0	107	18	169	148	0	335	0	0	0	0	0	443	
6:30 - 6:45	0	1	0	0	1	0	31	29	0	60	9	167	122	0	298	0	0	0	0	0	359	
6:45 - 7:00	0	1	0	0	1	0	32	31	0	63	7	158	131	0	296	0	0	0	0	0	360	
3 Hr Totals	0	12	0	0	12	0	582	363	0	945	151	2315	1925	0	4391	0	0	0	0	0	5348	
1 Hr Totals																						
4:00 - 5:00	0	3	0	0	3	0	218	128	0	346	71	878	597	0	1546	0	0	0	0	0	1895	
4:15 - 5:15	0	3	0	0	3	0	243	119	0	362	58	854	686	0	1598	0	0	0	0	0	1963	
4:30 - 5:30	0	3	0	0	3	0	232	112	0	344	44	827	800	0	1671	0	0	0	0	0	2018	
4:45 - 5:45	0	4	0	0	4	0	210	107	0	317	43	780	819	0	1642	0	0	0	0	0	1963	
5:00 - 6:00	0	5	0	0	5	0	193	107	0	300	37	770	770	0	1577	0	0	0	0	0	1882	
5:15 - 6:15	0	4	0	0	4	0	174	113	0	287	32	758	726	0	1516	0	0	0	0	0	1807	
5:30 - 6:30	0	5	0	0	5	0	195	120	0	315	46	732	644	0	1422	0	0	0	0	0	1742	
5:45 - 6:45	0	5	0	0	5	0	185	126	0	311	43	705	570	0	1318	0	0	0	0	0	1634	
6:00 - 7:00	0	4	0	0	4	0	171	128	0	299	43	667	558	0	1268	0	0	0	0	0	1571	
PEAK HOUR																						
4:30 - 5:30	0	3	0	0	3	0	232	112	0	344	44	827	800	0	1671	0	0	0	0	0	2018	

15. Lombard Street & Howard Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Pratt Street
and: Greene Street
Location: Baltimore, Maryland

Counted by: VCU
Date: July 13, 2023
Weather: Sunny/Warm
Entered by: SN

Thursday
Star Rating: 4



TIME	NORTH LEG Greene Street		SOUTH LEG Greene Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	6	0	6	0
6:45 - 7:00	17	0	4	0
7:00 - 7:15	8	1	5	2
7:15 - 7:30	11	0	5	1
7:30 - 7:45	16	0	9	0
7:45 - 8:00	21	1	14	1
8:00 - 8:15	16	1	10	2
8:15 - 8:30	8	1	6	0
8:30 - 8:45	19	0	5	0
8:45 - 9:00	16	2	6	0
9:00 - 9:15	13	1	7	0
9:15 - 9:30	9	2	8	0
TOTALS	160	9	85	6
PM				
4:00 - 4:15	13	0	6	1
4:15 - 4:30	17	1	10	0
4:30 - 4:45	13	1	6	0
4:45 - 5:00	12	2	6	1
5:00 - 5:15	10	1	14	1
5:15 - 5:30	14	1	6	3
5:30 - 5:45	17	2	5	0
5:45 - 6:00	12	0	11	1
6:00 - 6:15	7	1	3	0
6:15 - 6:30	16	3	5	0
6:30 - 6:45	12	0	5	0
6:45 - 7:00	11	0	6	1
TOTALS	154	12	83	8
	EAST LEG Pratt Street		WEST LEG Pratt Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	1	0	12	0
6:45 - 7:00	7	0	13	1
7:00 - 7:15	2	0	16	1
7:15 - 7:30	4	0	21	0
7:30 - 7:45	13	0	15	0
7:45 - 8:00	8	1	12	1
8:00 - 8:15	5	1	7	1
8:15 - 8:30	6	1	9	0
8:30 - 8:45	9	1	12	0
8:45 - 9:00	5	0	10	0
9:00 - 9:15	6	1	12	1
9:15 - 9:30	7	0	13	0
TOTALS	73	5	152	5
	EAST LEG Pratt Street		WEST LEG Pratt Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
PM				
4:00 - 4:15	14	0	15	1
4:15 - 4:30	12	0	24	0
4:30 - 4:45	13	0	19	0
4:45 - 5:00	3	0	12	3
5:00 - 5:15	11	0	15	1
5:15 - 5:30	15	1	7	3
5:30 - 5:45	5	0	6	1
5:45 - 6:00	13	0	14	0
6:00 - 6:15	9	0	9	0
6:15 - 6:30	12	0	10	0
6:30 - 6:45	7	0	8	0
6:45 - 7:00	15	0	7	0
TOTALS	129	1	146	9

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU



Intersection of: Pratt Street

and: Greene Street

Location: Baltimore, Maryland

Date: July 13, 2023

Thursday

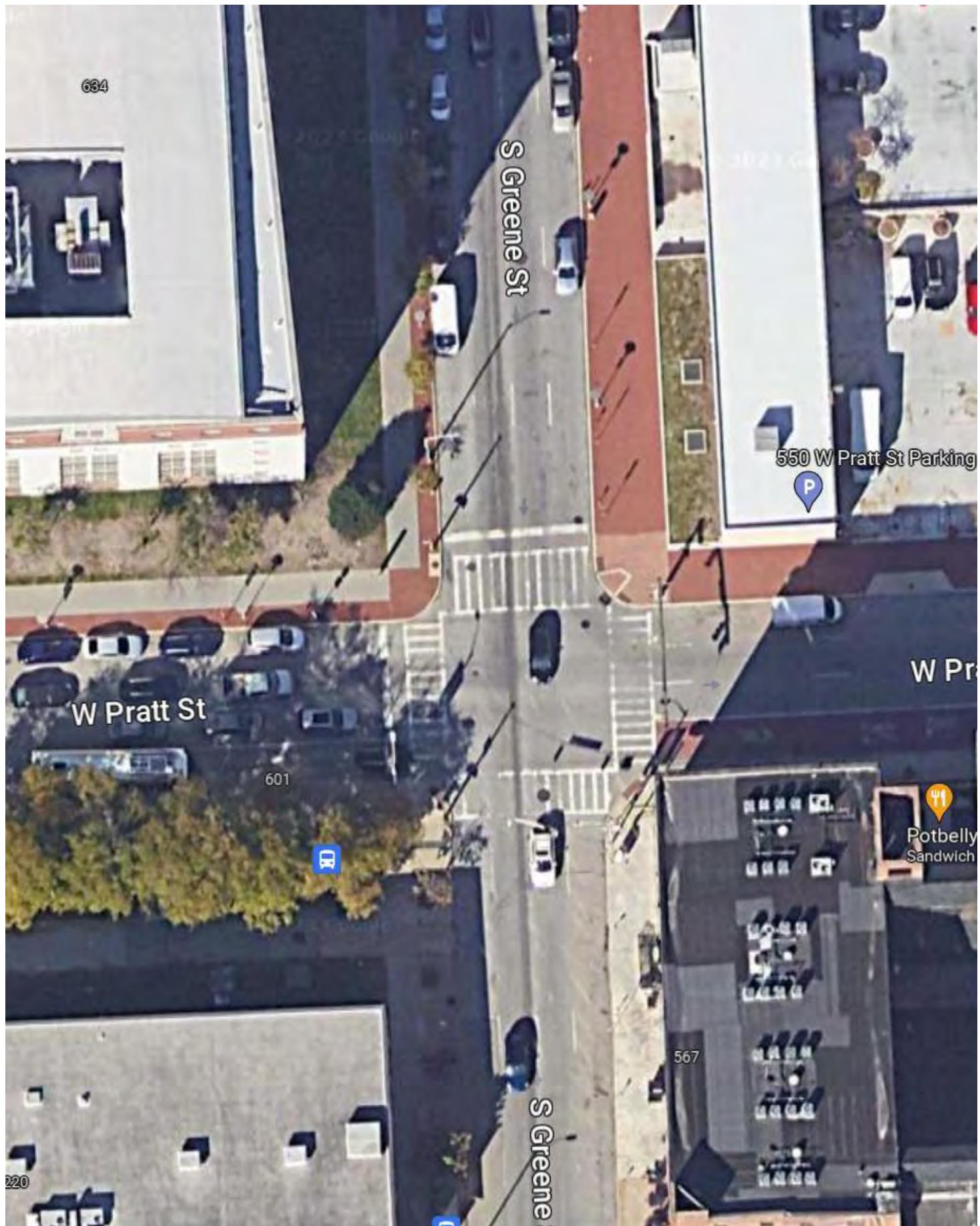
Weather: Sunny/Warm

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Greene Street					on: Greene Street					on: Pratt Street					on: Pratt Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
6:30 - 6:45	0	107	19	0	126	0	0	0	0	0	0	0	0	0	0	8	83	0	0	91	217	
6:45 - 7:00	0	140	20	0	160	0	0	0	0	0	0	0	0	0	0	7	79	0	0	86	246	
7:00 - 7:15	0	151	28	0	179	0	0	0	0	0	0	0	0	0	0	7	84	0	0	91	270	
7:15 - 7:30	0	136	23	0	159	0	0	0	0	0	0	0	0	0	0	8	74	0	0	82	241	
7:30 - 7:45	0	170	25	0	195	0	0	0	0	0	0	0	0	0	0	16	101	0	0	117	312	
7:45 - 8:00	0	221	38	0	259	0	0	0	0	0	0	0	0	0	0	17	123	0	0	140	399	
8:00 - 8:15	0	228	38	0	266	0	0	0	0	0	0	0	0	0	0	19	116	0	0	135	401	
8:15 - 8:30	0	219	30	0	249	0	0	0	0	0	0	0	0	0	0	17	111	0	0	128	377	
8:30 - 8:45	0	213	28	0	241	0	0	0	0	0	0	0	0	0	0	13	98	0	0	111	352	
8:45 - 9:00	0	172	22	0	194	0	0	0	0	0	0	0	0	0	0	16	141	0	0	157	351	
9:00 - 9:15	0	190	27	0	217	0	0	0	0	0	0	0	0	0	0	19	106	0	0	125	342	
9:15 - 9:30	0	166	24	0	190	0	0	0	0	0	0	0	0	0	0	11	103	0	0	114	304	
3 Hr Totals	0	2113	322	0	2435	0	0	0	0	0	0	0	0	0	0	158	1219	0	0	1377	3812	
1 Hr Totals																						
6:30 - 7:30	0	534	90	0	624	0	0	0	0	0	0	0	0	0	0	30	320	0	0	350	974	
6:45 - 7:45	0	597	96	0	693	0	0	0	0	0	0	0	0	0	0	38	338	0	0	376	1069	
7:00 - 8:00	0	678	114	0	792	0	0	0	0	0	0	0	0	0	0	48	382	0	0	430	1222	
7:15 - 8:15	0	755	124	0	879	0	0	0	0	0	0	0	0	0	0	60	414	0	0	474	1353	
7:30 - 8:30	0	838	131	0	969	0	0	0	0	0	0	0	0	0	0	69	451	0	0	520	1489	
7:45 - 8:45	0	881	134	0	1015	0	0	0	0	0	0	0	0	0	0	66	448	0	0	514	1529	
8:00 - 9:00	0	832	118	0	950	0	0	0	0	0	0	0	0	0	0	65	466	0	0	531	1481	
8:15 - 9:15	0	794	107	0	901	0	0	0	0	0	0	0	0	0	0	65	456	0	0	521	1422	
8:30 - 9:30	0	741	101	0	842	0	0	0	0	0	0	0	0	0	0	59	448	0	0	507	1349	
PEAK HOUR																						
7:45 - 8:45	0	881	134	0	1015	0	0	0	0	0	0	0	0	0	0	66	448	0	0	514	1529	
PM																						
4:00 - 4:15	0	236	43	0	279	0	0	0	0	0	0	0	0	0	0	17	114	0	0	131	410	
4:15 - 4:30	0	269	44	0	313	0	0	0	0	0	0	0	0	0	0	45	120	0	0	165	478	
4:30 - 4:45	0	285	37	0	322	0	0	0	0	0	0	0	0	0	0	31	116	0	0	147	469	
4:45 - 5:00	0	276	44	0	320	0	0	0	0	0	0	0	0	0	0	34	120	0	0	154	474	
5:00 - 5:15	0	258	35	0	293	0	0	0	0	0	0	0	0	0	0	26	135	0	0	161	454	
5:15 - 5:30	0	293	37	0	330	0	0	0	0	0	0	0	0	0	0	36	109	0	0	145	475	
5:30 - 5:45	0	278	31	0	309	0	0	0	0	0	0	0	0	0	0	28	108	0	0	136	445	
5:45 - 6:00	0	225	28	0	253	0	0	0	0	0	0	0	0	0	0	22	97	0	0	119	372	
6:00 - 6:15	0	174	32	0	206	0	0	0	0	0	0	0	0	0	0	29	113	0	0	142	348	
6:15 - 6:30	0	197	30	0	227	0	0	0	0	0	0	0	0	0	0	34	96	0	1	131	358	
6:30 - 6:45	0	182	26	0	208	0	0	0	0	0	0	0	0	0	0	13	110	0	0	123	331	
6:45 - 7:00	0	171	40	0	211	0	0	0	0	0	0	0	0	0	0	25	113	0	0	138	349	
3 Hr Totals	0	2844	427	0	3271	0	0	0	0	0	0	0	0	0	0	340	1351	0	1	1692	4963	
1 Hr Totals																						
4:00 - 5:00	0	1066	168	0	1234	0	0	0	0	0	0	0	0	0	0	127	470	0	0	597	1831	
4:15 - 5:15	0	1088	160	0	1248	0	0	0	0	0	0	0	0	0	0	136	491	0	0	627	1875	
4:30 - 5:30	0	1112	153	0	1265	0	0	0	0	0	0	0	0	0	0	127	480	0	0	607	1872	
4:45 - 5:45	0	1105	147	0	1252	0	0	0	0	0	0	0	0	0	0	124	472	0	0	596	1848	
5:00 - 6:00	0	1054	131	0	1185	0	0	0	0	0	0	0	0	0	0	112	449	0	0	561	1746	
5:15 - 6:15	0	970	128	0	1098	0	0	0	0	0	0	0	0	0	0	115	427	0	0	542	1640	
5:30 - 6:30	0	874	121	0	995	0	0	0	0	0	0	0	0	0	0	113	414	0	1	528	1523	
5:45 - 6:45	0	778	116	0	894	0	0	0	0	0	0	0	0	0	0	98	416	0	1	515	1409	
6:00 - 7:00	0	724	128	0	852	0	0	0	0	0	0	0	0	0	0	101	432	0	1	534	1386	
PEAK HOUR																						
4:15 - 5:15	0	1088	160	0	1248	0	0	0	0	0	0	0	0	0	0	136	491	0	0	627	1875	

16. Pratt Street & Greene Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Howard Street

and: Pratt Street

Location: Baltimore, Maryland

Counted by: VCU

Date: April 26, 2023

Wednesday

Weather: Sunny/Warm

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	Howard Street		Howard Street	
AM				
7:00 - 7:15	9	0	11	0
7:15 - 7:30	13	0	12	5
7:30 - 7:45	16	0	15	0
7:45 - 8:00	13	0	17	2
8:00 - 8:15	11	1	33	0
8:15 - 8:30	13	0	24	0
8:30 - 8:45	19	0	21	0
8:45 - 9:00	14	0	26	0
TOTALS	108	1	159	7
PM				
4:00 - 4:15	46	0	144	0
4:15 - 4:30	24	0	77	2
4:30 - 4:45	28	0	34	0
4:45 - 5:00	28	0	49	0
5:00 - 5:15	18	2	63	2
5:15 - 5:30	20	1	64	0
5:30 - 5:45	14	2	63	0
5:45 - 6:00	17	0	60	0
6:00 - 6:15	56	1	44	4
6:15 - 6:30	34	0	27	1
6:30 - 6:45	23	0	56	3
6:45 - 7:00	16	0	28	1
TOTALS	324	6	709	13

	EAST LEG		WEST LEG	
	Pratt Street		Pratt Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	2	0	20	0
7:15 - 7:30	8	1	32	0
7:30 - 7:45	7	0	22	0
7:45 - 8:00	6	0	39	1
8:00 - 8:15	14	0	20	0
8:15 - 8:30	10	0	22	0
8:30 - 8:45	6	0	28	0
8:45 - 9:00	16	0	19	0
TOTALS	69	1	202	1
PM				
4:00 - 4:15	53	2	73	0
4:15 - 4:30	16	0	49	0
4:30 - 4:45	2	0	73	0
4:45 - 5:00	9	0	43	0
5:00 - 5:15	11	0	49	3
5:15 - 5:30	21	0	46	0
5:30 - 5:45	26	1	39	0
5:45 - 6:00	4	2	26	0
6:00 - 6:15	3	1	23	0
6:15 - 6:30	5	1	31	0
6:30 - 6:45	2	0	21	0
6:45 - 7:00	2	0	19	1
TOTALS	154	7	492	4

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Howard Street

Date: April 26, 2023

Wednesday

and: Pratt Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

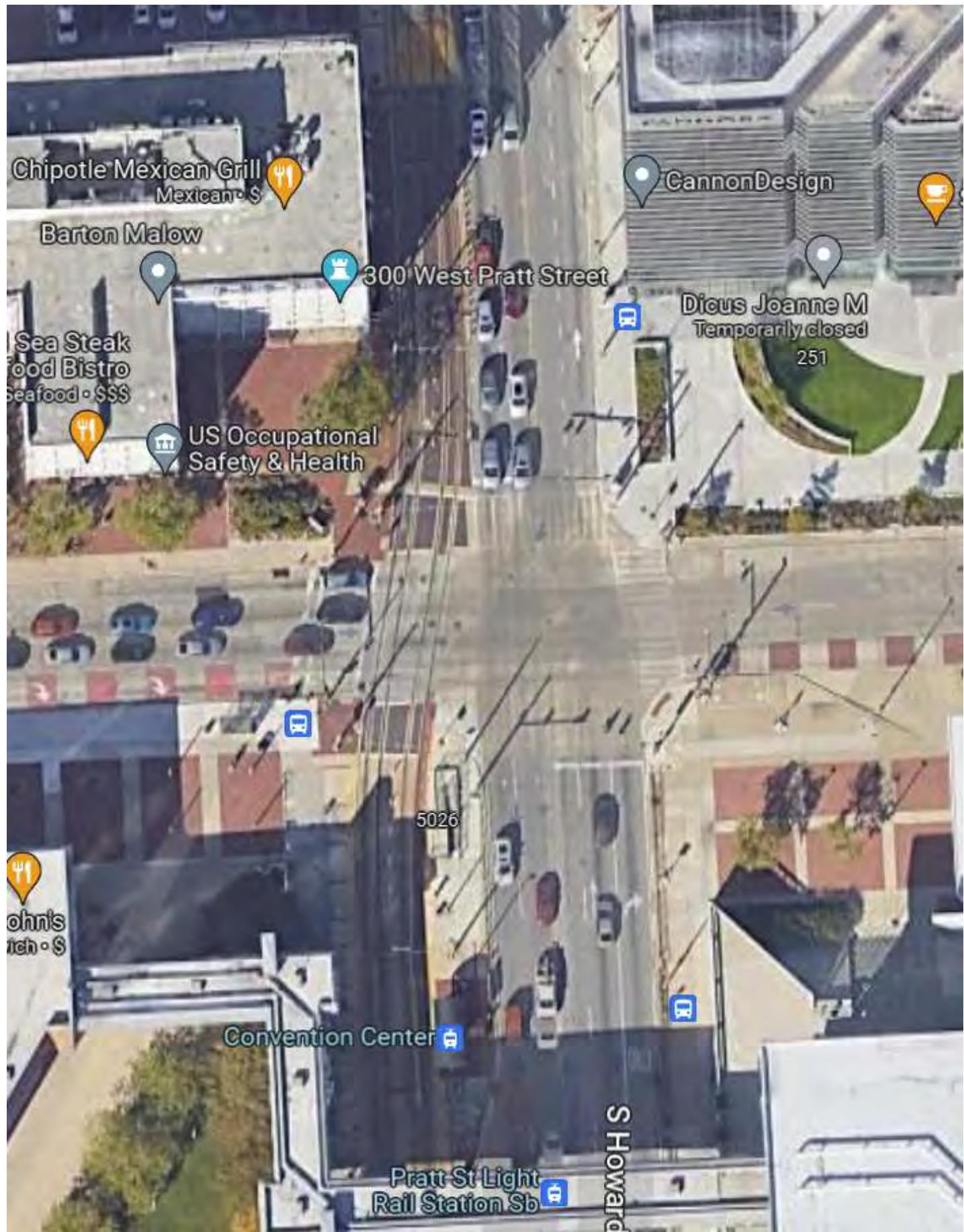
Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Howard Street					on: Howard Street					on: Pratt Street					on: Pratt Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	130	0	0	130	127	99	0	0	226	0	0	0	0	0	27	192	14	0	233	589	
7:15 - 7:30	0	117	0	0	117	166	123	0	0	289	0	0	0	0	0	12	226	16	0	254	660	
7:30 - 7:45	0	184	0	0	184	168	151	0	0	319	0	0	0	0	0	34	214	13	0	261	764	
7:45 - 8:00	0	182	0	0	182	142	143	0	0	285	0	0	0	0	0	31	214	13	0	258	725	
8:00 - 8:15	0	138	0	0	138	132	171	0	0	303	0	0	0	0	0	28	218	20	0	266	707	
8:15 - 8:30	0	136	0	0	136	156	162	0	0	318	0	0	0	0	0	31	228	15	0	274	728	
8:30 - 8:45	0	105	0	0	105	157	140	0	0	297	0	0	0	0	0	20	264	14	0	298	700	
8:45 - 9:00	0	126	0	0	126	153	180	0	0	333	0	0	0	0	0	23	243	21	0	287	746	
2 Hr Totals	0	1118	0	0	1118	1201	1169	0	0	2370	0	0	0	0	0	206	1799	126	0	2131	5619	
1 Hr Totals																						
7:00 - 8:00	0	613	0	0	613	603	516	0	0	1119	0	0	0	0	0	104	846	56	0	1006	2738	
7:15 - 8:15	0	621	0	0	621	608	588	0	0	1196	0	0	0	0	0	105	872	62	0	1039	2856	
7:30 - 8:30	0	640	0	0	640	598	627	0	0	1225	0	0	0	0	0	124	874	61	0	1059	2924	
7:45 - 8:45	0	561	0	0	561	587	616	0	0	1203	0	0	0	0	0	110	924	62	0	1096	2860	
8:00 - 9:00	0	505	0	0	505	598	653	0	0	1251	0	0	0	0	0	102	953	70	0	1125	2881	
PEAK HOUR																						
7:30 - 8:30	0	640	0	0	640	598	627	0	0	1225	0	0	0	0	0	124	874	61	0	1059	2924	
PM																						
4:00 - 4:15	0	115	0	0	115	75	35	0	0	110	0	0	0	0	0	39	291	22	0	352	577	
4:15 - 4:30	0	124	0	0	124	91	58	0	0	149	0	0	0	0	0	57	230	24	0	311	584	
4:30 - 4:45	0	182	0	0	182	62	70	0	0	132	0	0	0	0	0	65	238	12	0	315	629	
4:45 - 5:00	0	202	0	0	202	57	83	0	0	140	0	0	0	0	0	60	277	8	0	345	687	
5:00 - 5:15	0	208	1	0	209	70	75	0	0	145	0	0	0	0	0	59	219	5	0	283	637	
5:15 - 5:30	0	233	0	0	233	56	65	0	0	121	0	0	0	0	0	51	228	9	0	288	642	
5:30 - 5:45	0	205	0	0	205	54	58	0	0	112	0	0	0	0	0	36	223	9	0	268	585	
5:45 - 6:00	0	140	0	0	140	63	61	0	0	124	0	0	0	0	0	47	283	9	0	339	603	
6:00 - 6:15	0	141	0	0	141	35	66	0	0	101	0	0	0	0	0	39	263	8	0	310	552	
6:15 - 6:30	0	143	1	0	144	48	80	0	0	128	0	0	0	0	0	33	233	12	0	278	550	
6:30 - 6:45	0	118	2	0	120	62	62	0	0	124	0	0	0	0	0	28	205	4	0	237	481	
6:45 - 7:00	0	125	0	0	125	58	53	0	0	111	0	0	0	0	0	33	220	5	0	258	494	
3 Hr Totals	0	1936	4	0	1940	731	766	0	0	1497	0	0	0	0	0	547	2910	127	0	3584	7021	
1 Hr Totals																						
4:00 - 5:00	0	623	0	0	623	285	246	0	0	531	0	0	0	0	0	221	1036	66	0	1323	2477	
4:15 - 5:15	0	716	1	0	717	280	286	0	0	566	0	0	0	0	0	241	964	49	0	1254	2537	
4:30 - 5:30	0	825	1	0	826	245	293	0	0	538	0	0	0	0	0	235	962	34	0	1231	2595	
4:45 - 5:45	0	848	1	0	849	237	281	0	0	518	0	0	0	0	0	206	947	31	0	1184	2551	
5:00 - 6:00	0	786	1	0	787	243	259	0	0	502	0	0	0	0	0	193	953	32	0	1178	2467	
5:15 - 6:15	0	719	0	0	719	208	250	0	0	458	0	0	0	0	0	173	997	35	0	1205	2382	
5:30 - 6:30	0	629	1	0	630	200	265	0	0	465	0	0	0	0	0	155	1002	38	0	1195	2290	
5:45 - 6:45	0	542	3	0	545	208	269	0	0	477	0	0	0	0	0	147	984	33	0	1164	2186	
6:00 - 7:00	0	527	3	0	530	203	261	0	0	464	0	0	0	0	0	133	921	29	0	1083	2077	
PEAK HOUR																						
4:30 - 5:30	0	825	1	0	826	245	293	0	0	538	0	0	0	0	0	235	962	34	0	1231	2595	

17. Pratt Street & Howard Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Conway Street
and: Howard Street - Cal Ripken Way
Location: Baltimore, Maryland

Counted by: VCU
Date: July 13, 2023
Weather: Sunny/Warm
Entered by: SN

Thursday
Star Rating: 4



TIME	NORTH LEG Howard Street		SOUTH LEG Cal Ripken Way	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	4	1	0	0
6:45 - 7:00	9	0	0	0
7:00 - 7:15	10	0	0	0
7:15 - 7:30	1	0	0	0
7:30 - 7:45	8	0	0	0
7:45 - 8:00	17	1	0	0
8:00 - 8:15	2	0	0	0
8:15 - 8:30	6	0	0	0
8:30 - 8:45	8	0	0	0
8:45 - 9:00	8	0	0	0
9:00 - 9:15	5	0	0	0
9:15 - 9:30	3	0	0	1
TOTALS	81	2	0	1
PM				
4:00 - 4:15	3	0	0	0
4:15 - 4:30	9	0	1	0
4:30 - 4:45	6	0	0	0
4:45 - 5:00	13	0	1	0
5:00 - 5:15	11	0	0	0
5:15 - 5:30	12	4	0	0
5:30 - 5:45	8	1	0	0
5:45 - 6:00	11	0	0	0
6:00 - 6:15	24	2	0	0
6:15 - 6:30	9	1	0	0
6:30 - 6:45	23	1	0	0
6:45 - 7:00	6	1	1	0
TOTALS	135	10	3	0
	EAST LEG Conway Street		WEST LEG Conway Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	1	1	0
6:45 - 7:00	0	0	6	0
7:00 - 7:15	0	0	9	1
7:15 - 7:30	0	0	2	1
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	21	2
8:00 - 8:15	0	0	12	0
8:15 - 8:30	0	0	3	0
8:30 - 8:45	0	0	4	0
8:45 - 9:00	0	0	22	0
9:00 - 9:15	0	0	4	0
9:15 - 9:30	0	0	13	0
TOTALS	0	1	97	4
PM				
4:00 - 4:15	0	0	7	0
4:15 - 4:30	0	0	5	0
4:30 - 4:45	0	0	8	0
4:45 - 5:00	0	0	8	0
5:00 - 5:15	1	0	25	1
5:15 - 5:30	0	0	15	0
5:30 - 5:45	0	0	5	1
5:45 - 6:00	0	0	3	0
6:00 - 6:15	0	0	11	0
6:15 - 6:30	3	0	1	0
6:30 - 6:45	3	0	15	0
6:45 - 7:00	0	0	3	0
TOTALS	7	0	106	2

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU



Intersection of: Conway Street

Date: July 13, 2023

Thursday

and: Howard Street - Cal Ripken Way

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Howard Street					on: Cal Ripken Way					on: Conway Street					on: Conway Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
6:30 - 6:45	4	84	0	1	89	433	197	0	0	630	9	9	198	0	216	2	0	9	0	11	946	
6:45 - 7:00	5	95	0	0	100	403	209	0	1	613	5	12	227	0	244	1	0	4	0	5	962	
7:00 - 7:15	2	89	0	0	91	397	187	0	0	584	11	14	227	0	252	4	0	8	0	12	939	
7:15 - 7:30	1	147	0	0	148	454	221	0	0	675	6	18	246	0	270	0	0	2	0	2	1095	
7:30 - 7:45	5	129	0	0	134	450	226	0	0	676	11	13	221	0	245	2	0	5	0	7	1062	
7:45 - 8:00	7	144	0	0	151	440	230	0	0	670	12	22	224	0	258	2	0	10	0	12	1091	
8:00 - 8:15	24	114	0	1	139	438	216	0	0	654	10	17	207	0	234	2	0	16	0	18	1045	
8:15 - 8:30	30	91	0	0	121	413	221	0	0	634	13	26	174	0	213	1	0	24	0	25	993	
8:30 - 8:45	12	92	0	0	104	427	204	0	0	631	20	28	207	0	255	3	0	20	0	23	1013	
8:45 - 9:00	16	53	0	0	69	449	254	0	0	703	10	35	168	0	213	7	0	6	1	14	999	
9:00 - 9:15	9	69	0	0	78	459	206	0	1	666	16	28	143	0	187	3	0	13	0	16	947	
9:15 - 9:30	10	84	0	0	94	445	157	0	0	602	9	7	197	0	213	7	0	7	0	14	923	
3 Hr Totals	125	1191	0	2	1318	5208	2528	0	2	7738	132	229	2439	0	2800	34	0	124	1	159	12015	
1 Hr Totals																						
6:30 - 7:30	12	415	0	1	428	1687	814	0	1	2502	31	53	898	0	982	7	0	23	0	30	3942	
6:45 - 7:45	13	460	0	0	473	1704	843	0	1	2548	33	57	921	0	1011	7	0	19	0	26	4058	
7:00 - 8:00	15	509	0	0	524	1741	864	0	0	2605	40	67	918	0	1025	8	0	25	0	33	4187	
7:15 - 8:15	37	534	0	1	572	1782	893	0	0	2675	39	70	898	0	1007	6	0	33	0	39	4293	
7:30 - 8:30	66	478	0	1	545	1741	893	0	0	2634	46	78	826	0	950	7	0	55	0	62	4191	
7:45 - 8:45	73	441	0	1	515	1718	871	0	0	2589	55	93	812	0	960	8	0	70	0	78	4142	
8:00 - 9:00	82	350	0	1	433	1727	895	0	0	2622	53	106	756	0	915	13	0	66	1	80	4050	
8:15 - 9:15	67	305	0	0	372	1748	885	0	1	2634	59	117	692	0	868	14	0	63	1	78	3952	
8:30 - 9:30	47	298	0	0	345	1780	821	0	1	2602	55	98	715	0	868	20	0	46	1	67	3882	
PEAK HOUR																						
7:15 - 8:15	37	534	0	1	572	1782	893	0	0	2675	39	70	898	0	1007	6	0	33	0	39	4293	
PM																						
4:00 - 4:15	3	200	0	1	204	299	140	0	0	439	11	9	357	0	377	21	0	4	0	25	1045	
4:15 - 4:30	8	230	0	0	238	332	103	0	0	435	8	4	379	0	391	29	0	16	0	45	1109	
4:30 - 4:45	10	223	0	0	233	373	116	2	0	491	7	8	331	0	346	24	0	8	1	33	1103	
4:45 - 5:00	12	235	0	0	247	332	151	0	1	484	12	0	252	0	264	30	0	6	3	39	1034	
5:00 - 5:15	6	232	0	0	238	339	107	0	0	446	8	7	349	0	364	39	0	13	0	52	1100	
5:15 - 5:30	2	269	0	0	271	339	117	1	0	457	15	7	406	0	428	28	0	10	0	38	1194	
5:30 - 5:45	7	227	0	0	234	320	90	0	0	410	10	9	381	0	400	13	0	10	0	23	1067	
5:45 - 6:00	3	184	0	0	187	385	117	0	1	503	11	10	382	0	403	8	0	11	0	19	1112	
6:00 - 6:15	5	212	0	1	218	314	138	0	0	452	7	6	391	0	404	9	0	8	0	17	1091	
6:15 - 6:30	3	151	0	1	155	362	133	0	0	495	7	1	371	0	379	15	0	2	0	17	1046	
6:30 - 6:45	4	134	0	2	140	336	140	1	1	478	20	5	334	0	359	4	0	6	0	10	987	
6:45 - 7:00	2	121	0	0	123	291	135	0	0	426	13	6	297	0	316	3	0	3	0	6	871	
3 Hr Totals	65	2418	0	5	2488	4022	1487	4	3	5516	129	72	4230	0	4431	223	0	97	4	324	12759	
1 Hr Totals																						
4:00 - 5:00	33	888	0	1	922	1336	510	2	1	1849	38	21	1319	0	1378	104	0	34	4	142	4291	
4:15 - 5:15	36	920	0	0	956	1376	477	2	1	1856	35	19	1311	0	1365	122	0	43	4	169	4346	
4:30 - 5:30	30	959	0	0	989	1383	491	3	1	1878	42	22	1338	0	1402	121	0	37	4	162	4431	
4:45 - 5:45	27	963	0	0	990	1330	465	1	1	1797	45	23	1388	0	1456	110	0	39	3	152	4395	
5:00 - 6:00	18	912	0	0	930	1383	431	1	1	1816	44	33	1518	0	1595	88	0	44	0	132	4473	
5:15 - 6:15	17	892	0	1	910	1358	462	1	1	1822	43	32	1560	0	1635	58	0	39	0	97	4464	
5:30 - 6:30	18	774	0	2	794	1381	478	0	1	1860	35	26	1525	0	1586	45	0	31	0	76	4316	
5:45 - 6:45	15	681	0	4	700	1397	528	1	2	1928	45	22	1478	0	1545	36	0	27	0	63	4236	
6:00 - 7:00	14	618	0	4	636	1303	546	1	1	1851	47	18	1393	0	1458	31	0	19	0	50	3995	
PEAK HOUR																						
5:00 - 6:00	18	912	0	0	930	1383	431	1	1	1816	44	33	1518	0	1595	88	0	44	0	132	4473	

18. Conway Street & Howard Street/Cal Ripken Way



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: Fayette Street

Date: September 19, 2023

Tuesday

and: Charles Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	Charles Street		Charles Street	
AM				
7:00 - 7:15	6	1	19	0
7:15 - 7:30	15	2	13	0
7:30 - 7:45	21	0	18	0
7:45 - 8:00	23	0	23	1
8:00 - 8:15	21	0	33	1
8:15 - 8:30	17	1	24	0
8:30 - 8:45	32	0	22	0
8:45 - 9:00	12	1	28	0
TOTALS	147	5	180	2
PM				
4:00 - 4:15	15	2	19	0
4:15 - 4:30	14	0	22	1
4:30 - 4:45	32	0	34	0
4:45 - 5:00	32	1	21	0
5:00 - 5:15	18	0	21	0
5:15 - 5:30	26	0	17	0
5:30 - 5:45	17	0	21	1
5:45 - 6:00	10	1	14	0
6:00 - 6:15	21	0	12	1
6:15 - 6:30	10	1	14	1
6:30 - 6:45	15	0	39	0
6:45 - 7:00	20	1	20	0
TOTALS	230	6	254	4
	EAST LEG		WEST LEG	
	W Fayette Street		E Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	21	0	18	0
7:15 - 7:30	15	1	25	0
7:30 - 7:45	21	0	29	0
7:45 - 8:00	50	1	31	2
8:00 - 8:15	46	1	41	1
TIME	35	0	34	0
8:30 - 8:45	44	0	33	0
8:45 - 9:00	48	2	30	0
TOTALS	280	5	241	3
PM				
4:00 - 4:15	52	0	42	0
4:15 - 4:30	34	0	24	1
4:30 - 4:45	55	1	38	1
4:45 - 5:00	27	0	45	1
5:00 - 5:15	46	2	73	0
5:15 - 5:30	42	0	42	0
5:30 - 5:45	36	0	29	0
5:45 - 6:00	43	1	18	1
6:00 - 6:15	44	0	47	1
6:15 - 6:30	39	0	19	1
6:30 - 6:45	56	0	47	0
6:45 - 7:00	37	1	23	0
TOTALS	511	5	447	6

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU



Intersection of: Fayette Street

Date: September 19, 2023

Tuesday

and: Charles Street

Weather: Sunny/Warm

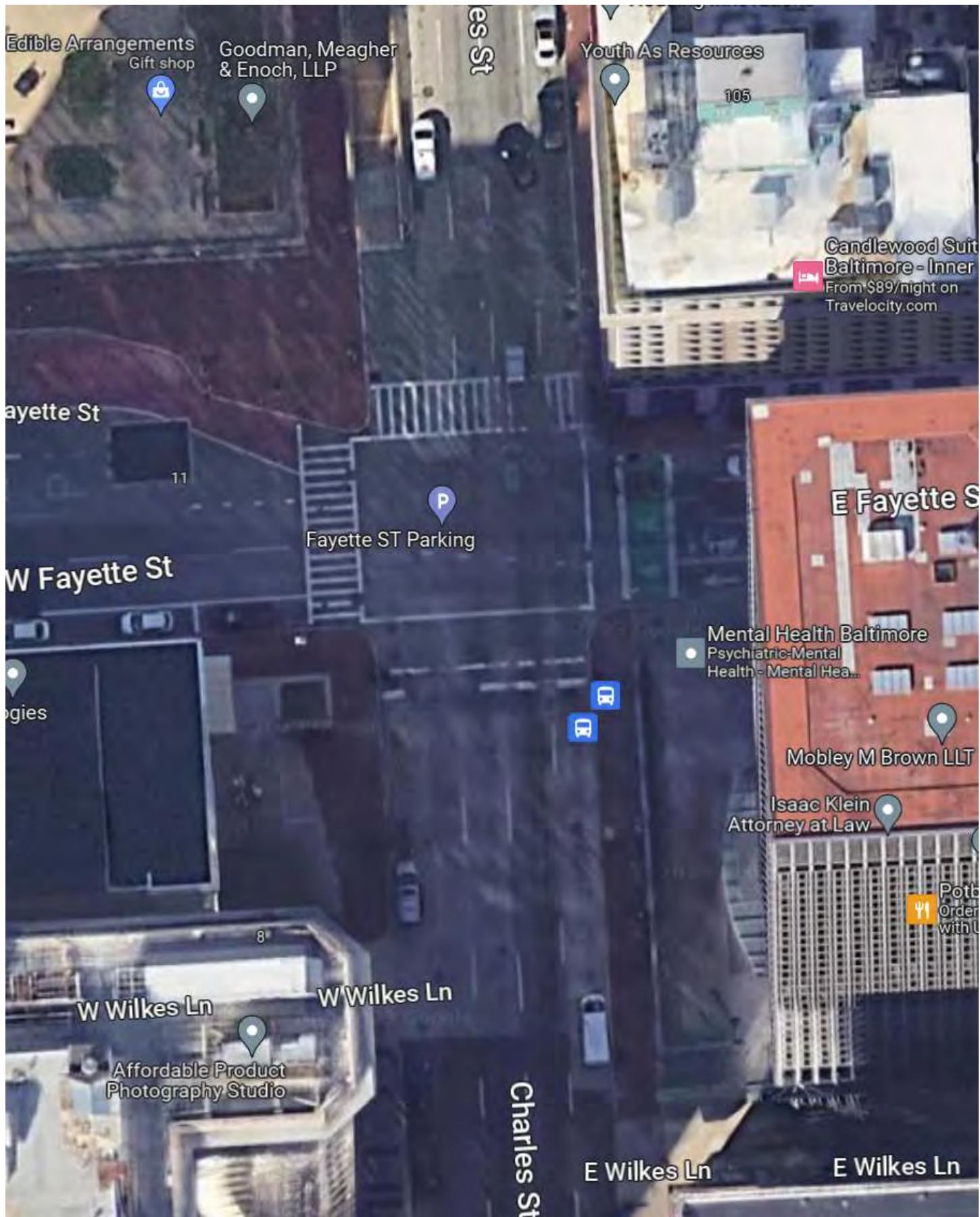
Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Charles Street					on: Charles Street					on: W Fayette Street					on: E Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	0	86	13	0	99	5	118	0	0	123	0	0	0	0	0	222	
7:15 - 7:30	0	0	0	0	0	0	105	18	0	123	11	130	0	0	141	0	0	0	0	0	264	
7:30 - 7:45	0	0	0	0	0	0	133	23	0	156	26	175	0	0	201	0	0	0	0	0	357	
7:45 - 8:00	0	0	0	0	0	0	131	39	0	170	29	134	0	0	163	0	0	0	0	0	333	
8:00 - 8:15	0	0	0	0	0	0	153	46	0	199	31	154	0	0	185	0	0	0	0	0	384	
8:15 - 8:30	0	0	0	0	0	0	147	45	0	192	23	141	0	0	164	0	0	0	0	0	356	
8:30 - 8:45	0	0	0	0	0	0	168	35	0	203	25	149	0	0	174	0	0	0	0	0	377	
8:45 - 9:00	0	0	0	0	0	0	142	45	0	187	27	136	0	0	163	0	0	0	0	0	350	
2 Hr Totals	0	0	0	0	0	0	1065	264	0	1329	177	1137	0	0	1314	0	0	0	0	0	2643	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	0	455	93	0	548	71	557	0	0	628	0	0	0	0	0	1176	
7:15 - 8:15	0	0	0	0	0	0	522	126	0	648	97	593	0	0	690	0	0	0	0	0	1338	
7:30 - 8:30	0	0	0	0	0	0	564	153	0	717	109	604	0	0	713	0	0	0	0	0	1430	
7:45 - 8:45	0	0	0	0	0	0	599	165	0	764	108	578	0	0	686	0	0	0	0	0	1450	
8:00 - 9:00	0	0	0	0	0	0	610	171	0	781	106	580	0	0	686	0	0	0	0	0	1467	
PEAK HOUR																						
8:00 - 9:00	0	0	0	0	0	0	610	171	0	781	106	580	0	0	686	0	0	0	0	0	1467	
PM																						
4:00 - 4:15	0	0	0	0	0	0	169	38	0	207	12	113	0	0	125	0	0	0	0	0	332	
4:15 - 4:30	0	0	0	0	0	0	191	30	0	221	14	133	0	0	147	0	0	0	0	0	368	
4:30 - 4:45	0	0	0	0	0	0	179	54	0	233	16	146	0	0	162	0	0	0	0	0	395	
4:45 - 5:00	0	0	0	0	0	0	171	25	0	196	22	142	0	0	164	0	0	0	0	0	360	
5:00 - 5:15	0	0	0	0	0	0	158	46	0	204	12	117	0	0	129	0	0	0	0	0	333	
5:15 - 5:30	0	0	0	0	0	0	174	41	0	215	22	117	0	0	139	0	0	0	0	0	354	
5:30 - 5:45	0	0	0	0	0	0	203	30	0	233	19	123	0	0	142	0	0	0	0	0	375	
5:45 - 6:00	0	0	0	0	0	0	152	41	0	193	26	128	0	0	154	0	0	0	0	0	347	
6:00 - 6:15	0	0	0	0	0	0	167	34	0	201	21	116	0	0	137	0	0	0	0	0	338	
6:15 - 6:30	0	0	0	0	0	0	158	44	0	202	19	120	0	0	139	0	0	0	0	0	341	
6:30 - 6:45	0	0	0	0	0	0	118	41	0	159	17	142	0	0	159	0	0	0	0	0	318	
6:45 - 7:00	0	0	0	0	0	0	103	54	0	157	22	132	0	0	154	0	0	0	0	0	311	
3 Hr Totals	0	0	0	0	0	0	1943	478	0	2421	222	1529	0	0	1751	0	0	0	0	0	4172	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	0	710	147	0	857	64	534	0	0	598	0	0	0	0	0	1455	
4:15 - 5:15	0	0	0	0	0	0	699	155	0	854	64	538	0	0	602	0	0	0	0	0	1456	
4:30 - 5:30	0	0	0	0	0	0	682	166	0	848	72	522	0	0	594	0	0	0	0	0	1442	
4:45 - 5:45	0	0	0	0	0	0	706	142	0	848	75	499	0	0	574	0	0	0	0	0	1422	
5:00 - 6:00	0	0	0	0	0	0	687	158	0	845	79	485	0	0	564	0	0	0	0	0	1409	
5:15 - 6:15	0	0	0	0	0	0	696	146	0	842	88	484	0	0	572	0	0	0	0	0	1414	
5:30 - 6:30	0	0	0	0	0	0	680	149	0	829	85	487	0	0	572	0	0	0	0	0	1401	
5:45 - 6:45	0	0	0	0	0	0	595	160	0	755	83	506	0	0	589	0	0	0	0	0	1344	
6:00 - 7:00	0	0	0	0	0	0	546	173	0	719	79	510	0	0	589	0	0	0	0	0	1308	
PEAK HOUR																						
4:15 - 5:15	0	0	0	0	0	0	699	155	0	854	64	538	0	0	602	0	0	0	0	0	1456	

19. W Fayette Street/E Fayette Street & Charles Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: E Fayette Street

Date: September 19, 2023

Tuesday

and: St Paul Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	St Paul Street		St Paul Street	
AM				
7:00 - 7:15	27	0	34	0
7:15 - 7:30	40	0	18	0
7:30 - 7:45	24	1	34	0
7:45 - 8:00	26	0	30	0
8:00 - 8:15	26	0	42	0
8:15 - 8:30	37	0	34	1
8:30 - 8:45	28	0	34	0
8:45 - 9:00	16	1	30	0
TOTALS	224	2	256	1
PM				
4:00 - 4:15	19	0	34	0
4:15 - 4:30	24	0	27	0
4:30 - 4:45	27	0	60	0
4:45 - 5:00	12	0	30	0
5:00 - 5:15	24	2	28	0
5:15 - 5:30	23	0	14	0
5:30 - 5:45	31	1	24	0
5:45 - 6:00	14	0	27	0
6:00 - 6:15	19	1	39	0
6:15 - 6:30	17	0	30	0
6:30 - 6:45	10	0	15	0
6:45 - 7:00	10	1	18	2
TOTALS	230	5	346	2
	EAST LEG		WEST LEG	
	E Fayette Street		E Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	43	0	27	0
7:15 - 7:30	35	0	32	0
7:30 - 7:45	55	1	17	3
7:45 - 8:00	47	0	20	0
8:00 - 8:15	23	0	37	0
TIME	29	0	35	0
8:30 - 8:45	28	0	31	0
8:45 - 9:00	25	1	23	0
TOTALS	285	2	222	3
PM				
4:00 - 4:15	15	0	37	0
4:15 - 4:30	43	0	28	0
4:30 - 4:45	34	1	38	0
4:45 - 5:00	19	0	33	0
5:00 - 5:15	35	0	36	0
5:15 - 5:30	17	0	23	0
5:30 - 5:45	25	0	36	1
5:45 - 6:00	17	0	28	0
6:00 - 6:15	21	1	28	1
6:15 - 6:30	14	0	29	2
6:30 - 6:45	14	1	24	1
6:45 - 7:00	7	1	22	1
TOTALS	261	4	362	6

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: E Fayette Street

Date: September 19, 2023

Tuesday

and: St Paul Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: St Paul Street					on: St Paul Street					on: E Fayette Street					on: E Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	36	180	0	0	216	0	0	0	0	0	0	84	75	0	159	0	0	0	0	0	375	
7:15 - 7:30	34	229	0	0	263	0	0	0	0	0	0	101	80	0	181	0	0	0	0	0	444	
7:30 - 7:45	38	275	0	0	313	0	0	0	0	0	0	152	70	0	222	0	0	0	0	0	535	
7:45 - 8:00	45	276	0	0	321	0	0	0	0	0	0	113	83	0	196	0	0	0	0	0	517	
8:00 - 8:15	62	312	0	0	374	0	0	0	0	0	0	126	71	0	197	0	0	0	0	0	571	
8:15 - 8:30	48	299	0	0	347	0	0	0	0	0	0	106	71	0	177	0	0	0	0	0	524	
8:30 - 8:45	46	254	0	0	300	0	0	0	0	0	0	115	48	0	163	0	0	0	0	0	463	
8:45 - 9:00	38	246	0	0	284	0	0	0	0	0	0	119	72	0	191	0	0	0	0	0	475	
2 Hr Totals	347	2071	0	0	2418	0	0	0	0	0	0	916	570	0	1486	0	0	0	0	0	3904	
1 Hr Totals																						
7:00 - 8:00	153	960	0	0	1113	0	0	0	0	0	0	450	308	0	758	0	0	0	0	0	1871	
7:15 - 8:15	179	1092	0	0	1271	0	0	0	0	0	0	492	304	0	796	0	0	0	0	0	2067	
7:30 - 8:30	193	1162	0	0	1355	0	0	0	0	0	0	497	295	0	792	0	0	0	0	0	2147	
7:45 - 8:45	201	1141	0	0	1342	0	0	0	0	0	0	460	273	0	733	0	0	0	0	0	2075	
8:00 - 9:00	194	1111	0	0	1305	0	0	0	0	0	0	466	262	0	728	0	0	0	0	0	2033	
PEAK HOUR																						
7:30 - 8:30	193	1162	0	0	1355	0	0	0	0	0	0	497	295	0	792	0	0	0	0	0	2147	
PM																						
4:00 - 4:15	26	284	0	0	310	0	0	0	0	0	0	93	55	0	148	0	0	0	0	0	458	
4:15 - 4:30	36	337	0	0	373	0	0	0	0	0	0	101	49	0	150	0	0	0	0	0	523	
4:30 - 4:45	43	329	0	0	372	0	0	0	0	0	0	111	57	0	168	0	0	0	0	0	540	
4:45 - 5:00	42	337	0	0	379	0	0	0	0	0	0	106	52	0	158	0	0	0	0	0	537	
5:00 - 5:15	33	284	0	0	317	0	0	0	0	0	0	78	62	0	140	0	0	0	0	0	457	
5:15 - 5:30	42	298	0	0	340	0	0	0	0	0	0	86	48	0	134	0	0	0	0	0	474	
5:30 - 5:45	35	297	0	0	332	0	0	0	0	0	0	104	60	0	164	0	0	0	0	0	496	
5:45 - 6:00	54	257	0	0	311	0	0	0	0	0	0	96	63	0	159	0	0	0	0	0	470	
6:00 - 6:15	38	283	0	0	321	0	0	0	0	0	0	104	61	0	165	0	0	0	0	0	486	
6:15 - 6:30	39	249	0	0	288	0	0	0	0	0	0	97	89	0	186	0	0	0	0	0	474	
6:30 - 6:45	44	259	0	0	303	0	0	0	0	0	0	112	82	0	194	0	0	0	0	0	497	
6:45 - 7:00	32	246	0	0	278	0	0	0	0	0	0	114	69	0	183	0	0	0	0	0	461	
3 Hr Totals	464	3460	0	0	3924	0	0	0	0	0	0	1202	747	0	1949	0	0	0	0	0	5873	
1 Hr Totals																						
4:00 - 5:00	147	1287	0	0	1434	0	0	0	0	0	0	411	213	0	624	0	0	0	0	0	2058	
4:15 - 5:15	154	1287	0	0	1441	0	0	0	0	0	0	396	220	0	616	0	0	0	0	0	2057	
4:30 - 5:30	160	1248	0	0	1408	0	0	0	0	0	0	381	219	0	600	0	0	0	0	0	2008	
4:45 - 5:45	152	1216	0	0	1368	0	0	0	0	0	0	374	222	0	596	0	0	0	0	0	1964	
5:00 - 6:00	164	1136	0	0	1300	0	0	0	0	0	0	364	233	0	597	0	0	0	0	0	1897	
5:15 - 6:15	169	1135	0	0	1304	0	0	0	0	0	0	390	232	0	622	0	0	0	0	0	1926	
5:30 - 6:30	166	1086	0	0	1252	0	0	0	0	0	0	401	273	0	674	0	0	0	0	0	1926	
5:45 - 6:45	175	1048	0	0	1223	0	0	0	0	0	0	409	295	0	704	0	0	0	0	0	1927	
6:00 - 7:00	153	1037	0	0	1190	0	0	0	0	0	0	427	301	0	728	0	0	0	0	0	1918	
PEAK HOUR																						
4:00 - 5:00	147	1287	0	0	1434	0	0	0	0	0	0	411	213	0	624	0	0	0	0	0	2058	

20. E Fayette Street & St Paul Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: E Fayette Street

Date: September 19, 2023

Tuesday

and: N Calvert Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	N Calvert Street		N Calvert Street	
AM				
7:00 - 7:15	11	0	11	0
7:15 - 7:30	11	1	17	0
7:30 - 7:45	29	0	28	0
7:45 - 8:00	32	0	22	0
8:00 - 8:15	28	0	21	0
8:15 - 8:30	34	0	27	0
8:30 - 8:45	32	0	28	0
8:45 - 9:00	18	0	18	0
TOTALS	195	1	172	0
PM				
4:00 - 4:15	18	0	30	0
4:15 - 4:30	17	1	13	0
4:30 - 4:45	12	0	43	1
4:45 - 5:00	6	1	16	0
5:00 - 5:15	18	0	26	0
5:15 - 5:30	12	0	17	0
5:30 - 5:45	17	0	18	0
5:45 - 6:00	10	1	17	0
6:00 - 6:15	10	0	8	0
6:15 - 6:30	2	0	14	0
6:30 - 6:45	6	0	6	0
6:45 - 7:00	3	0	10	0
TOTALS	131	3	218	1
	EAST LEG		WEST LEG	
	E Fayette Street		E Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	14	0	8	0
7:15 - 7:30	19	1	8	1
7:30 - 7:45	9	0	24	0
7:45 - 8:00	23	0	28	0
8:00 - 8:15	17	0	34	1
TIME	28	0	25	0
8:30 - 8:45	26	1	17	0
8:45 - 9:00	23	0	18	0
TOTALS	159	2	162	2
PM				
4:00 - 4:15	19	1	10	0
4:15 - 4:30	25	2	11	0
4:30 - 4:45	31	0	15	0
4:45 - 5:00	6	0	23	0
5:00 - 5:15	15	0	11	1
5:15 - 5:30	9	1	8	0
5:30 - 5:45	32	0	13	0
5:45 - 6:00	15	0	9	0
6:00 - 6:15	14	0	5	1
6:15 - 6:30	15	0	14	0
6:30 - 6:45	4	0	9	0
6:45 - 7:00	8	0	8	0
TOTALS	193	4	136	2

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: E Fayette Street

Date: September 19, 2023

Tuesday

and: N Calvert Street

Weather: Sunny/Warm

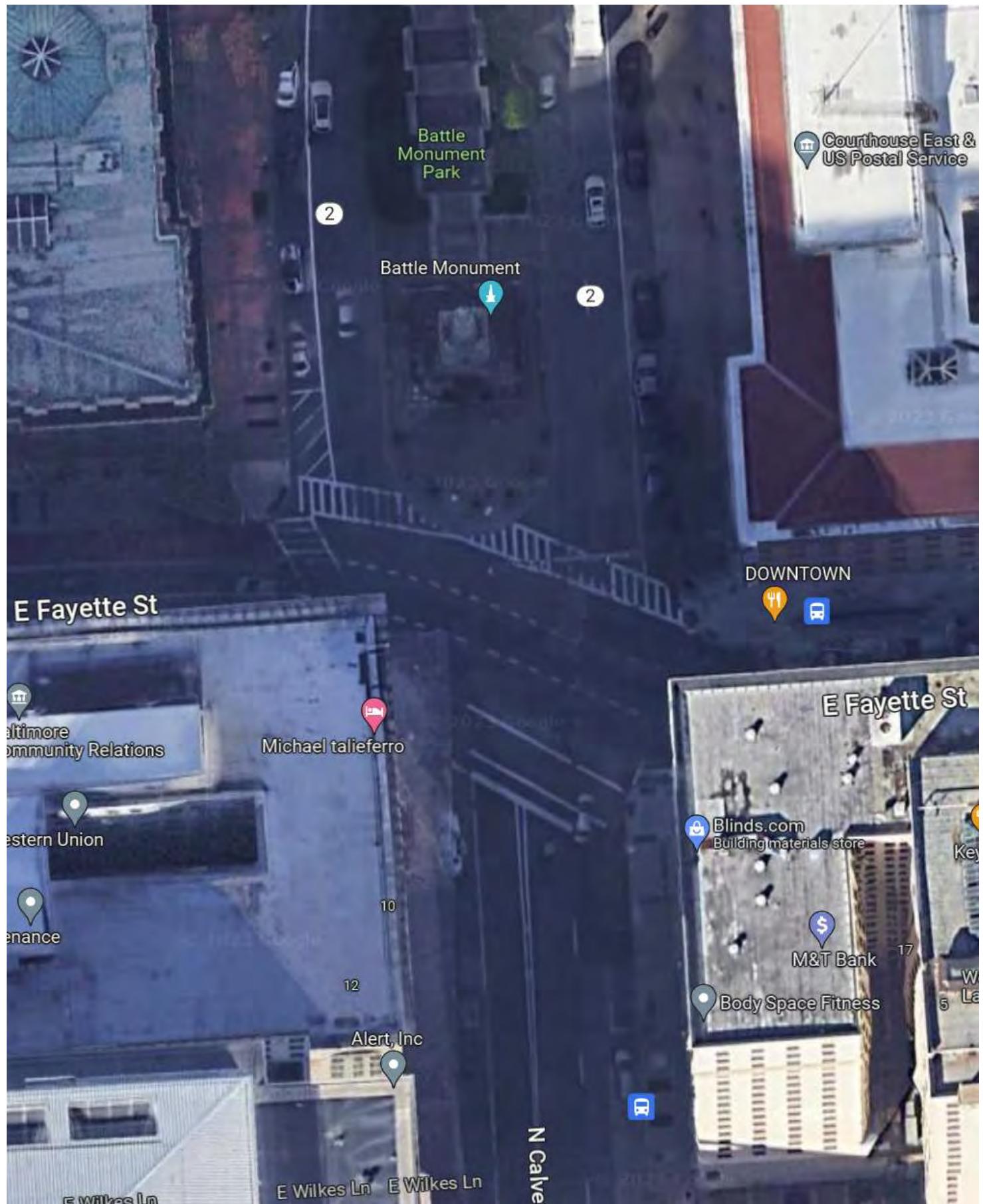
Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Calvert Street					on: N Calvert Street					on: E Fayette Street					on: E Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	0	193	11	0	204	18	161	0	0	179	0	0	0	0	0	383	
7:15 - 7:30	0	0	0	0	0	0	231	23	0	254	19	177	0	0	196	0	0	0	0	0	450	
7:30 - 7:45	0	0	0	0	0	0	257	17	0	274	19	227	0	0	246	0	0	0	0	0	520	
7:45 - 8:00	0	0	0	0	0	0	241	18	0	259	24	192	0	0	216	0	0	0	0	0	475	
8:00 - 8:15	0	0	0	0	0	0	249	16	0	265	34	180	0	0	214	0	0	0	0	0	479	
8:15 - 8:30	0	0	0	0	0	0	238	17	0	255	24	169	0	0	193	0	0	0	0	0	448	
8:30 - 8:45	0	0	0	0	0	0	276	27	0	303	23	158	0	0	181	0	0	0	0	0	484	
8:45 - 9:00	0	0	0	0	0	0	221	33	0	254	22	194	0	0	216	0	0	0	0	0	470	
2 Hr Totals	0	0	0	0	0	0	1906	162	0	2068	183	1458	0	0	1641	0	0	0	0	0	3709	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	0	922	69	0	991	80	757	0	0	837	0	0	0	0	0	1828	
7:15 - 8:15	0	0	0	0	0	0	978	74	0	1052	96	776	0	0	872	0	0	0	0	0	1924	
7:30 - 8:30	0	0	0	0	0	0	985	68	0	1053	101	768	0	0	869	0	0	0	0	0	1922	
7:45 - 8:45	0	0	0	0	0	0	1004	78	0	1082	105	699	0	0	804	0	0	0	0	0	1886	
8:00 - 9:00	0	0	0	0	0	0	984	93	0	1077	103	701	0	0	804	0	0	0	0	0	1881	
PEAK HOUR																						
7:15 - 8:15	0	0	0	0	0	0	978	74	0	1052	96	776	0	0	872	0	0	0	0	0	1924	
PM																						
4:00 - 4:15	0	0	0	0	0	0	230	21	0	251	24	130	0	0	154	0	0	0	0	0	405	
4:15 - 4:30	0	0	0	0	0	0	271	16	0	287	17	120	0	0	137	0	0	0	0	0	424	
4:30 - 4:45	0	0	0	0	0	0	263	18	0	281	26	146	0	0	172	0	0	0	0	0	453	
4:45 - 5:00	0	0	0	0	0	0	273	18	0	291	12	147	0	0	159	0	0	0	0	0	450	
5:00 - 5:15	0	0	0	0	0	0	262	28	0	290	16	98	0	0	114	0	0	0	0	0	404	
5:15 - 5:30	0	0	0	0	0	0	273	25	0	298	17	113	0	0	130	0	0	0	0	0	428	
5:30 - 5:45	0	0	0	0	0	0	256	22	0	278	11	128	0	0	139	0	0	0	0	0	417	
5:45 - 6:00	0	0	0	0	0	0	171	16	0	187	19	128	0	0	147	0	0	0	0	0	334	
6:00 - 6:15	0	0	0	0	0	0	167	17	0	184	14	140	0	0	154	0	0	0	0	0	338	
6:15 - 6:30	0	0	0	0	0	0	178	20	0	198	15	158	0	0	173	0	0	0	0	0	371	
6:30 - 6:45	0	0	0	0	0	0	149	19	0	168	11	163	0	0	174	0	0	0	0	0	342	
6:45 - 7:00	0	0	0	0	0	0	142	33	0	175	9	152	0	0	161	0	0	0	0	0	336	
3 Hr Totals	0	0	0	0	0	0	2635	253	0	2888	191	1623	0	0	1814	0	0	0	0	0	4702	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	0	1037	73	0	1110	79	543	0	0	622	0	0	0	0	0	1732	
4:15 - 5:15	0	0	0	0	0	0	1069	80	0	1149	71	511	0	0	582	0	0	0	0	0	1731	
4:30 - 5:30	0	0	0	0	0	0	1071	89	0	1160	71	504	0	0	575	0	0	0	0	0	1735	
4:45 - 5:45	0	0	0	0	0	0	1064	93	0	1157	56	486	0	0	542	0	0	0	0	0	1699	
5:00 - 6:00	0	0	0	0	0	0	962	91	0	1053	63	467	0	0	530	0	0	0	0	0	1583	
5:15 - 6:15	0	0	0	0	0	0	867	80	0	947	61	509	0	0	570	0	0	0	0	0	1517	
5:30 - 6:30	0	0	0	0	0	0	772	75	0	847	59	554	0	0	613	0	0	0	0	0	1460	
5:45 - 6:45	0	0	0	0	0	0	665	72	0	737	59	589	0	0	648	0	0	0	0	0	1385	
6:00 - 7:00	0	0	0	0	0	0	636	89	0	725	49	613	0	0	662	0	0	0	0	0	1387	
PEAK HOUR																						
4:30 - 5:30	0	0	0	0	0	0	1071	89	0	1160	71	504	0	0	575	0	0	0	0	0	1735	

21. E Fayette Street & N Calvert Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: E Fayette Street

Date: September 19, 2023

Tuesday

and: Guilford Avenue

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	Guilford Avenue		Guilford Avenue	
AM				
7:00 - 7:15	7	0	3	0
7:15 - 7:30	6	0	10	0
7:30 - 7:45	17	1	20	1
7:45 - 8:00	16	1	18	0
8:00 - 8:15	13	0	14	0
8:15 - 8:30	17	0	24	0
8:30 - 8:45	22	1	20	0
8:45 - 9:00	9	1	16	1
TOTALS	107	4	125	2
PM				
4:00 - 4:15	2	0	16	0
4:15 - 4:30	5	1	16	1
4:30 - 4:45	13	0	44	0
4:45 - 5:00	5	1	7	0
5:00 - 5:15	5	0	17	0
5:15 - 5:30	13	0	10	0
5:30 - 5:45	10	0	7	0
5:45 - 6:00	5	0	14	1
6:00 - 6:15	6	0	15	0
6:15 - 6:30	2	0	9	0
6:30 - 6:45	4	1	8	0
6:45 - 7:00	4	0	10	0
TOTALS	74	3	173	2
	EAST LEG		WEST LEG	
	E Fayette Street		E Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	1	1	1	0
7:15 - 7:30	6	0	7	0
7:30 - 7:45	13	0	11	1
7:45 - 8:00	3	0	9	0
8:00 - 8:15	6	0	17	0
TIME	13	1	17	1
8:30 - 8:45	6	0	11	0
8:45 - 9:00	8	0	11	1
TOTALS	56	2	84	3
PM				
4:00 - 4:15	6	0	13	2
4:15 - 4:30	4	0	18	0
4:30 - 4:45	10	1	27	0
4:45 - 5:00	5	0	2	1
5:00 - 5:15	5	0	14	1
5:15 - 5:30	4	0	4	0
5:30 - 5:45	6	0	10	0
5:45 - 6:00	0	0	4	0
6:00 - 6:15	2	0	7	1
6:15 - 6:30	1	0	1	0
6:30 - 6:45	5	0	9	0
6:45 - 7:00	4	0	6	0
TOTALS	52	1	115	5

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: E Fayette Street

Date: September 19, 2023

Tuesday

and: Guilford Avenue

Weather: Sunny/Warm

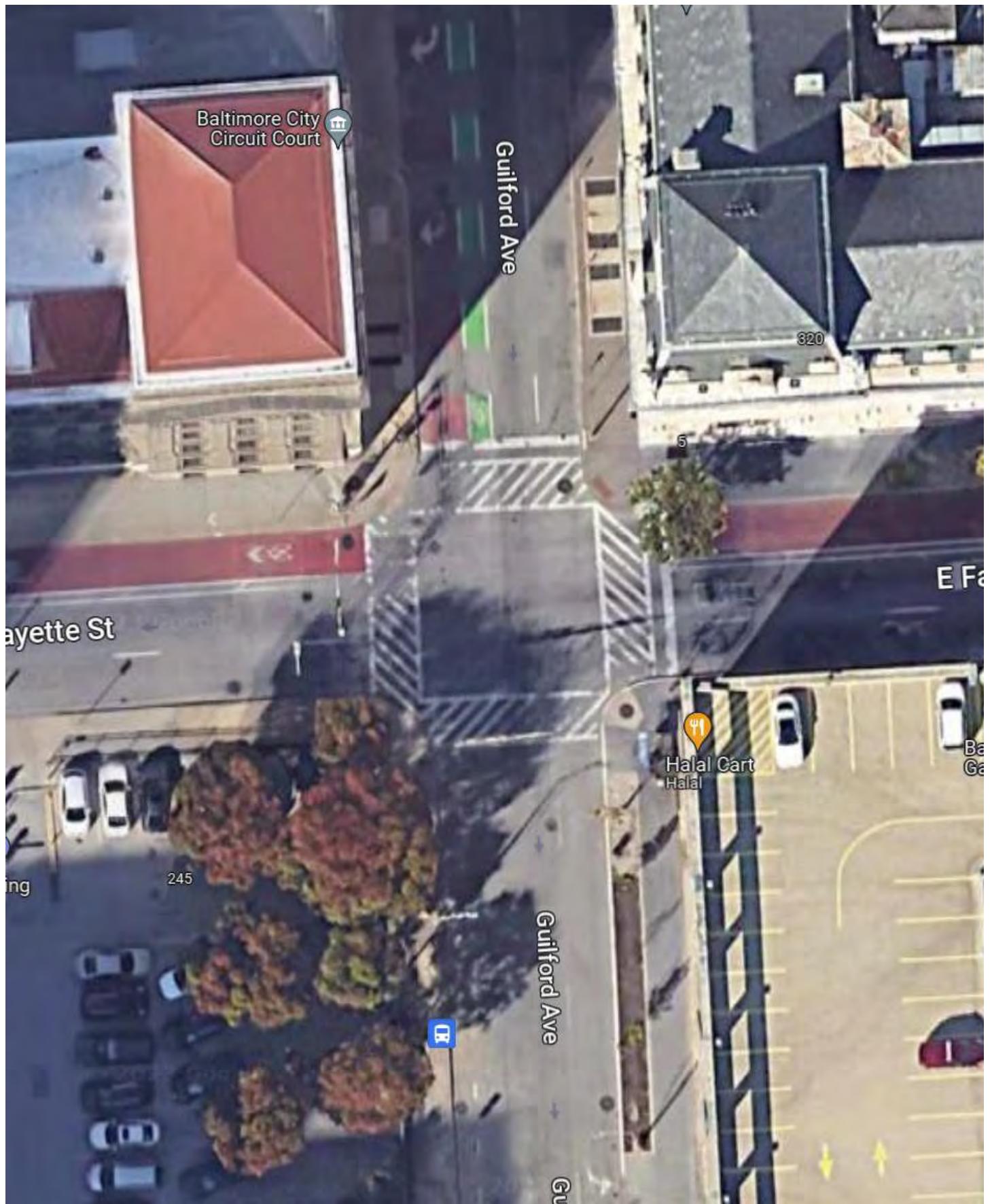
Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Guilford Avenue					on: Guilford Avenue					on: E Fayette Street					on: E Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	41	120	0	0	161	0	0	0	0	0	0	147	14	0	161	0	0	0	0	0	322	
7:15 - 7:30	50	120	0	0	170	0	0	0	0	0	0	139	23	0	162	0	0	0	0	0	332	
7:30 - 7:45	55	152	0	0	207	0	0	0	0	0	0	188	32	0	220	0	0	0	0	0	427	
7:45 - 8:00	72	149	0	0	221	0	0	0	0	0	0	175	29	0	204	0	0	0	0	0	425	
8:00 - 8:15	61	145	0	0	206	0	0	0	0	0	0	152	31	0	183	0	0	0	0	0	389	
8:15 - 8:30	64	176	0	0	240	0	0	0	0	0	0	143	27	0	170	0	0	0	0	0	410	
8:30 - 8:45	56	127	0	0	183	0	0	0	0	0	0	122	24	0	146	0	0	0	0	0	329	
8:45 - 9:00	69	128	0	0	197	0	0	0	0	0	0	150	39	0	189	0	0	0	0	0	386	
2 Hr Totals	468	1117	0	0	1585	0	0	0	0	0	0	1216	219	0	1435	0	0	0	0	0	3020	
1 Hr Totals																						
7:00 - 8:00	218	541	0	0	759	0	0	0	0	0	0	649	98	0	747	0	0	0	0	0	1506	
7:15 - 8:15	238	566	0	0	804	0	0	0	0	0	0	654	115	0	769	0	0	0	0	0	1573	
7:30 - 8:30	252	622	0	0	874	0	0	0	0	0	0	658	119	0	777	0	0	0	0	0	1651	
7:45 - 8:45	253	597	0	0	850	0	0	0	0	0	0	592	111	0	703	0	0	0	0	0	1553	
8:00 - 9:00	250	576	0	0	826	0	0	0	0	0	0	567	121	0	688	0	0	0	0	0	1514	
PEAK HOUR																						
7:30 - 8:30	252	622	0	0	874	0	0	0	0	0	0	658	119	0	777	0	0	0	0	0	1651	
PM																						
4:00 - 4:15	39	127	0	0	166	0	0	0	0	0	0	95	23	0	118	0	0	0	0	0	284	
4:15 - 4:30	37	114	0	0	151	0	0	0	0	0	0	107	28	0	135	0	0	0	0	0	286	
4:30 - 4:45	31	157	0	0	188	0	0	0	0	0	0	127	19	0	146	0	0	0	0	0	334	
4:45 - 5:00	34	151	0	0	185	0	0	0	0	0	0	133	9	0	142	0	0	0	0	0	327	
5:00 - 5:15	27	122	0	0	149	0	0	0	0	0	0	108	19	0	127	0	0	0	0	0	276	
5:15 - 5:30	21	153	0	0	174	0	0	0	0	0	0	107	29	0	136	0	0	0	0	0	310	
5:30 - 5:45	22	128	0	0	150	0	0	0	0	0	0	99	34	0	133	0	0	0	0	0	283	
5:45 - 6:00	35	132	0	0	167	0	0	0	0	0	0	121	27	0	148	0	0	0	0	0	315	
6:00 - 6:15	31	114	0	0	145	0	0	0	0	0	0	132	25	0	157	0	0	0	0	0	302	
6:15 - 6:30	34	109	0	0	143	0	0	0	0	0	0	134	31	0	165	0	0	0	0	0	308	
6:30 - 6:45	31	121	0	0	152	0	0	0	0	0	0	149	26	0	175	0	0	0	0	0	327	
6:45 - 7:00	38	130	0	0	168	0	0	0	0	0	0	128	17	0	145	0	0	0	0	0	313	
3 Hr Totals	380	1558	0	0	1938	0	0	0	0	0	0	1440	287	0	1727	0	0	0	0	0	3665	
1 Hr Totals																						
4:00 - 5:00	141	549	0	0	690	0	0	0	0	0	0	462	79	0	541	0	0	0	0	0	1231	
4:15 - 5:15	129	544	0	0	673	0	0	0	0	0	0	475	75	0	550	0	0	0	0	0	1223	
4:30 - 5:30	113	583	0	0	696	0	0	0	0	0	0	475	76	0	551	0	0	0	0	0	1247	
4:45 - 5:45	104	554	0	0	658	0	0	0	0	0	0	447	91	0	538	0	0	0	0	0	1196	
5:00 - 6:00	105	535	0	0	640	0	0	0	0	0	0	435	109	0	544	0	0	0	0	0	1184	
5:15 - 6:15	109	527	0	0	636	0	0	0	0	0	0	459	115	0	574	0	0	0	0	0	1210	
5:30 - 6:30	122	483	0	0	605	0	0	0	0	0	0	486	117	0	603	0	0	0	0	0	1208	
5:45 - 6:45	131	476	0	0	607	0	0	0	0	0	0	536	109	0	645	0	0	0	0	0	1252	
6:00 - 7:00	134	474	0	0	608	0	0	0	0	0	0	543	99	0	642	0	0	0	0	0	1250	
PEAK HOUR																						
5:45 - 6:45	131	476	0	0	607	0	0	0	0	0	0	536	109	0	645	0	0	0	0	0	1252	

22. E Fayette Street & Guilford Avenue



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: E Fayette Street

Date: September 19, 2023

Tuesday

and: Holiday Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	Holiday Street	Holiday Street	Holiday Street	Holiday Street
AM				
7:00 - 7:15	5	0	4	0
7:15 - 7:30	3	1	7	0
7:30 - 7:45	9	0	24	0
7:45 - 8:00	8	1	20	0
8:00 - 8:15	7	2	23	0
8:15 - 8:30	8	0	35	0
8:30 - 8:45	13	0	28	0
8:45 - 9:00	2	0	29	2
TOTALS	55	4	170	2
PM				
4:00 - 4:15	3	0	23	0
4:15 - 4:30	7	0	26	1
4:30 - 4:45	5	0	35	1
4:45 - 5:00	8	0	20	0
5:00 - 5:15	7	0	19	0
5:15 - 5:30	11	0	16	0
5:30 - 5:45	5	0	11	0
5:45 - 6:00	3	0	15	1
6:00 - 6:15	8	0	15	0
6:15 - 6:30	0	0	11	0
6:30 - 6:45	3	1	7	0
6:45 - 7:00	1	0	14	0
TOTALS	61	1	212	3
	EAST LEG		WEST LEG	
	E Fayette Street		E Fayette Street	
Pedestrians	Bicycles	Pedestrians	Bicycles	
AM				
7:00 - 7:15	2	0	0	0
7:15 - 7:30	4	0	0	0
7:30 - 7:45	10	0	1	0
7:45 - 8:00	13	0	2	0
8:00 - 8:15	21	0	0	1
TIME	10	2	4	0
8:30 - 8:45	9	1	3	0
8:45 - 9:00	10	0	2	0
TOTALS	79	3	12	1
PM				
4:00 - 4:15	7	0	9	0
4:15 - 4:30	9	0	9	0
4:30 - 4:45	10	0	7	0
4:45 - 5:00	9	1	7	0
5:00 - 5:15	13	1	6	0
5:15 - 5:30	12	0	8	0
5:30 - 5:45	2	0	1	0
5:45 - 6:00	3	2	1	0
6:00 - 6:15	2	0	1	0
6:15 - 6:30	6	1	0	0
6:30 - 6:45	8	0	1	0
6:45 - 7:00	7	1	0	0
TOTALS	88	6	50	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: E Fayette Street

Date: September 19, 2023

Tuesday

and: Holiday Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Holiday Street					on: Holiday Street					on: E Fayette Street					on: E Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	16	1	5	0	22	1	158	26	0	185	0	0	0	0	0	207	
7:15 - 7:30	1	0	1	0	2	16	1	9	0	26	1	175	17	0	193	0	0	0	0	0	221	
7:30 - 7:45	0	0	0	0	0	25	0	13	0	38	0	209	15	0	224	0	0	0	0	0	262	
7:45 - 8:00	0	0	0	0	0	20	0	15	0	35	1	186	37	0	224	0	0	0	0	0	259	
8:00 - 8:15	0	0	0	0	0	21	0	19	0	40	0	200	44	0	244	0	0	0	0	0	284	
8:15 - 8:30	0	0	1	1	2	18	0	18	1	37	2	192	20	0	214	0	0	0	0	0	253	
8:30 - 8:45	0	0	0	0	0	29	2	22	0	53	2	160	43	0	205	0	0	0	0	0	258	
8:45 - 9:00	0	0	0	0	0	25	0	11	0	36	1	202	27	0	230	0	0	0	0	0	266	
2 Hr Totals	1	0	2	1	4	170	4	112	1	287	8	1482	229	0	1719	0	0	0	0	0	2010	
1 Hr Totals																						
7:00 - 8:00	1	0	1	0	2	77	2	42	0	121	3	728	95	0	826	0	0	0	0	0	949	
7:15 - 8:15	1	0	1	0	2	82	1	56	0	139	2	770	113	0	885	0	0	0	0	0	1026	
7:30 - 8:30	0	0	1	1	2	84	0	65	1	150	3	787	116	0	906	0	0	0	0	0	1058	
7:45 - 8:45	0	0	1	1	2	88	2	74	1	165	5	738	144	0	887	0	0	0	0	0	1054	
8:00 - 9:00	0	0	1	1	2	93	2	70	1	166	5	754	134	0	893	0	0	0	0	0	1061	
PEAK HOUR																						
7:30 - 8:30	0	0	1	1	2	84	0	65	1	150	3	787	116	0	906	0	0	0	0	0	1058	
PM																						
4:00 - 4:15	0	0	1	0	1	59	0	8	0	67	1	119	15	0	135	0	0	0	0	0	203	
4:15 - 4:30	1	0	1	0	2	69	1	10	0	80	0	125	13	0	138	0	0	0	0	0	220	
4:30 - 4:45	0	0	5	0	5	66	0	13	0	79	3	120	22	0	145	0	0	0	0	0	229	
4:45 - 5:00	0	0	1	0	1	76	0	12	0	88	0	138	21	1	160	0	0	0	0	0	249	
5:00 - 5:15	0	0	0	0	0	87	0	14	0	101	0	123	19	0	142	0	0	0	0	0	243	
5:15 - 5:30	0	0	0	0	0	63	0	5	0	68	0	120	34	0	154	0	0	0	0	0	222	
5:30 - 5:45	0	0	1	0	1	52	1	10	0	63	0	118	21	0	139	0	0	0	0	0	203	
5:45 - 6:00	1	0	0	0	1	40	0	8	0	48	0	139	21	0	160	0	0	0	0	0	209	
6:00 - 6:15	0	0	0	0	0	42	0	9	0	51	0	151	24	0	175	0	0	0	0	0	226	
6:15 - 6:30	0	0	0	0	0	38	0	4	0	42	0	165	16	0	181	0	0	0	0	0	223	
6:30 - 6:45	0	0	0	0	0	16	0	6	0	22	0	164	11	0	175	0	0	0	0	0	197	
6:45 - 7:00	0	0	0	0	0	16	0	5	0	21	0	143	23	0	166	0	0	0	0	0	187	
3 Hr Totals	2	0	9	0	11	624	2	104	0	730	4	1625	240	1	1870	0	0	0	0	0	2611	
1 Hr Totals																						
4:00 - 5:00	1	0	8	0	9	270	1	43	0	314	4	502	71	1	578	0	0	0	0	0	901	
4:15 - 5:15	1	0	7	0	8	298	1	49	0	348	3	506	75	1	585	0	0	0	0	0	941	
4:30 - 5:30	0	0	6	0	6	292	0	44	0	336	3	501	96	1	601	0	0	0	0	0	943	
4:45 - 5:45	0	0	2	0	2	278	1	41	0	320	0	499	95	1	595	0	0	0	0	0	917	
5:00 - 6:00	1	0	1	0	2	242	1	37	0	280	0	500	95	0	595	0	0	0	0	0	877	
5:15 - 6:15	1	0	1	0	2	197	1	32	0	230	0	528	100	0	628	0	0	0	0	0	860	
5:30 - 6:30	1	0	1	0	2	172	1	31	0	204	0	573	82	0	655	0	0	0	0	0	861	
5:45 - 6:45	1	0	0	0	1	136	0	27	0	163	0	619	72	0	691	0	0	0	0	0	855	
6:00 - 7:00	0	0	0	0	0	112	0	24	0	136	0	623	74	0	697	0	0	0	0	0	833	
PEAK HOUR																						
4:30 - 5:30	0	0	6	0	6	292	0	44	0	336	3	501	96	1	601	0	0	0	0	0	943	

23. E Fayette Street & Holiday Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Fayette Street
and: N Gay Street

Date: September 19, 2023

Tuesday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	N Gay Street		N Gay Street	
AM				
7:00 - 7:15	3	0	5	0
7:15 - 7:30	4	0	3	0
7:30 - 7:45	7	1	11	0
7:45 - 8:00	8	0	18	1
8:00 - 8:15	10	3	15	0
8:15 - 8:30	17	1	41	0
8:30 - 8:45	9	0	26	0
8:45 - 9:00	9	0	27	1
TOTALS	67	5	146	2
PM				
4:00 - 4:15	5	0	18	0
4:15 - 4:30	12	0	19	0
4:30 - 4:45	17	0	36	0
4:45 - 5:00	10	0	12	0
5:00 - 5:15	3	0	11	0
5:15 - 5:30	12	0	6	0
5:30 - 5:45	5	0	5	0
5:45 - 6:00	0	0	4	1
6:00 - 6:15	3	0	10	1
6:15 - 6:30	4	0	12	0
6:30 - 6:45	3	0	3	0
6:45 - 7:00	3	0	5	1
TOTALS	77	0	141	3
	EAST LEG		WEST LEG	
	W Fayette Street		W Fayette Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	16	0	1	0
7:15 - 7:30	7	0	6	0
7:30 - 7:45	7	0	6	0
7:45 - 8:00	13	0	4	1
8:00 - 8:15	13	1	18	3
TIME	24	0	21	1
8:30 - 8:45	17	2	26	1
8:45 - 9:00	26	0	12	1
TOTALS	123	3	94	7
PM				
4:00 - 4:15	20	1	14	0
4:15 - 4:30	25	1	33	1
4:30 - 4:45	33	2	35	1
4:45 - 5:00	24	0	14	1
5:00 - 5:15	23	1	11	1
5:15 - 5:30	9	0	9	0
5:30 - 5:45	5	2	4	0
5:45 - 6:00	15	0	4	0
6:00 - 6:15	5	1	6	1
6:15 - 6:30	5	0	6	0
6:30 - 6:45	4	0	5	1
6:45 - 7:00	5	0	5	0
TOTALS	173	8	146	6

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: W Fayette Street

Date: September 19, 2023

Tuesday

and: N Gay Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Gay Street					on: N Gay Street					on: W Fayette Street					on: W Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	10	206	0	0	216	31	191	0	0	222	0	2	8	0	10	448	
7:15 - 7:30	0	0	0	0	0	5	270	1	0	276	17	188	0	0	205	0	5	14	0	19	500	
7:30 - 7:45	0	0	0	0	0	3	250	4	0	257	15	220	0	0	235	0	12	12	0	24	516	
7:45 - 8:00	0	0	0	0	0	8	221	7	0	236	27	249	0	0	276	0	6	16	0	22	534	
8:00 - 8:15	0	0	0	0	0	12	231	2	0	245	24	227	0	0	251	0	5	15	0	20	516	
8:15 - 8:30	0	0	0	0	0	2	230	2	0	234	41	211	0	0	252	0	5	16	0	21	507	
8:30 - 8:45	0	0	0	0	0	4	232	5	0	241	23	196	0	0	219	0	9	23	0	32	492	
8:45 - 9:00	0	0	0	0	0	7	221	3	0	231	25	235	0	0	260	0	8	17	0	25	516	
2 Hr Totals	0	0	0	0	0	51	1861	24	0	1936	203	1717	0	0	1920	0	52	121	0	173	4029	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	26	947	12	0	985	90	848	0	0	938	0	25	50	0	75	1998	
7:15 - 8:15	0	0	0	0	0	28	972	14	0	1014	83	884	0	0	967	0	28	57	0	85	2066	
7:30 - 8:30	0	0	0	0	0	25	932	15	0	972	107	907	0	0	1014	0	28	59	0	87	2073	
7:45 - 8:45	0	0	0	0	0	26	914	16	0	956	115	883	0	0	998	0	25	70	0	95	2049	
8:00 - 9:00	0	0	0	0	0	25	914	12	0	951	113	869	0	0	982	0	27	71	0	98	2031	
PEAK HOUR																						
7:30 - 8:30	0	0	0	0	0	25	932	15	0	972	107	907	0	0	1014	0	28	59	0	87	2073	
PM																						
4:00 - 4:15	0	0	0	0	0	20	232	3	0	255	12	134	0	0	146	0	14	48	0	62	463	
4:15 - 4:30	0	0	0	0	0	12	227	7	0	246	0	140	0	0	140	0	19	50	0	69	455	
4:30 - 4:45	0	0	0	0	0	11	218	8	0	237	15	134	0	0	149	0	19	61	0	80	466	
4:45 - 5:00	0	0	0	0	0	11	227	7	0	245	5	155	0	0	160	0	13	62	0	75	480	
5:00 - 5:15	0	0	0	0	0	5	236	4	0	245	11	148	0	1	160	0	26	61	0	87	492	
5:15 - 5:30	0	0	0	0	0	8	244	7	0	259	14	140	0	0	154	0	28	38	0	66	479	
5:30 - 5:45	0	0	0	0	0	6	264	4	0	274	9	135	0	0	144	0	11	43	0	54	472	
5:45 - 6:00	0	0	0	0	0	6	268	2	0	276	8	161	0	0	169	0	11	30	0	41	486	
6:00 - 6:15	0	0	0	0	0	12	247	5	0	264	11	173	0	0	184	0	8	32	0	40	488	
6:15 - 6:30	0	0	0	0	0	8	222	5	0	235	5	177	0	0	182	0	9	25	0	34	451	
6:30 - 6:45	0	0	0	0	0	11	196	11	0	218	9	163	0	0	172	0	5	12	0	17	407	
6:45 - 7:00	0	0	0	0	0	13	152	5	0	170	7	162	0	0	169	0	2	17	0	19	358	
3 Hr Totals	0	0	0	0	0	123	2733	68	0	2924	106	1822	0	1	1929	0	165	479	0	644	5497	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	54	904	25	0	983	32	563	0	0	595	0	65	221	0	286	1864	
4:15 - 5:15	0	0	0	0	0	39	908	26	0	973	31	577	0	1	609	0	77	234	0	311	1893	
4:30 - 5:30	0	0	0	0	0	35	925	26	0	986	45	577	0	1	623	0	86	222	0	308	1917	
4:45 - 5:45	0	0	0	0	0	30	971	22	0	1023	39	578	0	1	618	0	78	204	0	282	1923	
5:00 - 6:00	0	0	0	0	0	25	1012	17	0	1054	42	584	0	1	627	0	76	172	0	248	1929	
5:15 - 6:15	0	0	0	0	0	32	1023	18	0	1073	42	609	0	0	651	0	58	143	0	201	1925	
5:30 - 6:30	0	0	0	0	0	32	1001	16	0	1049	33	646	0	0	679	0	39	130	0	169	1897	
5:45 - 6:45	0	0	0	0	0	37	933	23	0	993	33	674	0	0	707	0	33	99	0	132	1832	
6:00 - 7:00	0	0	0	0	0	44	817	26	0	887	32	675	0	0	707	0	24	86	0	110	1704	
PEAK HOUR																						
5:00 - 6:00	0	0	0	0	0	25	1012	17	0	1054	42	584	0	1	627	0	76	172	0	248	1929	

24. W Fayette Street & N Gay Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: E Fayette Street

Date: September 21, 2023

Thursday

and: Jones Falls Expressway - President Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	Jones Falls Expressway		President Street	
AM				
7:00 - 7:15	5	1	0	0
7:15 - 7:30	4	0	0	0
7:30 - 7:45	3	0	0	0
7:45 - 8:00	3	1	0	0
8:00 - 8:15	6	2	0	0
8:15 - 8:30	4	0	0	0
8:30 - 8:45	2	0	0	0
8:45 - 9:00	3	0	0	0
TOTALS	30	4	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	5	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	3	0	0	0
5:45 - 6:00	2	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
TOTALS	10	0	0	0

	EAST LEG		WEST LEG	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	3	2	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	1	1	0	0
7:45 - 8:00	6	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	4	0	0	0
8:45 - 9:00	1	0	1	0
TOTALS	15	3	1	0
PM				
4:00 - 4:15	0	0	3	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	1	0
4:45 - 5:00	0	0	1	0
5:00 - 5:15	6	0	1	1
5:15 - 5:30	5	0	2	0
5:30 - 5:45	0	0	0	2
5:45 - 6:00	5	0	5	0
6:00 - 6:15	1	3	1	0
6:15 - 6:30	4	1	2	0
6:30 - 6:45	1	1	2	0
6:45 - 7:00	4	3	1	0
TOTALS	26	8	19	3

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU



Intersection of: E Fayette Street

Date: September 21, 2023

Thursday

and: Jones Falls Expressway - President Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Jones Falls Expressway					on: President Street					on: E Fayette Street					on: E Fayette Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	100	274	171	0	545	11	251	17	0	279	113	86	52	0	251	2	17	0	0	19	1094	
7:15 - 7:30	126	327	222	0	675	12	326	12	0	350	209	58	30	0	297	2	25	0	0	27	1349	
7:30 - 7:45	174	349	194	0	717	14	334	17	0	365	228	75	36	0	339	9	18	1	0	28	1449	
7:45 - 8:00	192	386	244	1	823	13	328	22	1	364	233	94	42	0	369	7	17	0	0	24	1580	
8:00 - 8:15	154	406	199	0	759	21	350	18	0	389	181	85	32	0	298	11	14	0	0	25	1471	
8:15 - 8:30	163	368	226	1	758	14	328	26	0	368	196	99	37	0	332	8	19	0	0	27	1485	
8:30 - 8:45	164	418	191	0	773	11	295	28	0	334	193	85	28	0	306	10	10	0	0	20	1433	
8:45 - 9:00	168	353	185	2	708	15	296	28	0	339	146	86	35	0	267	13	27	0	0	40	1354	
2 Hr Totals	1241	2881	1632	4	5758	111	2508	168	1	2788	1499	668	292	0	2459	62	147	1	0	210	11215	
1 Hr Totals																						
7:00 - 8:00	592	1336	831	1	2760	50	1239	68	1	1358	783	313	160	0	1256	20	77	1	0	98	5472	
7:15 - 8:15	646	1468	859	1	2974	60	1338	69	1	1468	851	312	140	0	1303	29	74	1	0	104	5849	
7:30 - 8:30	683	1509	863	2	3057	62	1340	83	1	1486	838	353	147	0	1338	35	68	1	0	104	5985	
7:45 - 8:45	673	1578	860	2	3113	59	1301	94	1	1455	803	363	139	0	1305	36	60	0	0	96	5969	
8:00 - 9:00	649	1545	801	3	2998	61	1269	100	0	1430	716	355	132	0	1203	42	70	0	0	112	5743	
PEAK HOUR																						
7:30 - 8:30	683	1509	863	2	3057	62	1340	83	1	1486	838	353	147	0	1338	35	68	1	0	104	5985	
PM																						
4:00 - 4:15	71	300	140	0	511	12	441	23	1	477	195	62	22	0	279	10	41	0	0	51	1318	
4:15 - 4:30	75	325	192	0	592	10	355	31	0	396	168	76	35	0	279	17	50	1	0	68	1335	
4:30 - 4:45	65	291	160	0	516	23	449	20	2	494	198	73	19	0	290	15	61	0	0	76	1376	
4:45 - 5:00	63	311	200	1	575	14	371	26	0	411	245	62	25	0	332	12	50	1	0	63	1381	
5:00 - 5:15	51	287	172	0	510	20	387	20	1	428	242	50	16	0	308	8	45	0	0	53	1299	
5:15 - 5:30	61	340	193	0	594	14	348	22	0	384	191	51	24	0	266	10	56	0	0	66	1310	
5:30 - 5:45	82	316	185	0	583	17	434	23	1	475	175	65	23	0	263	6	41	0	0	47	1368	
5:45 - 6:00	85	329	218	0	632	14	276	20	3	313	180	77	22	0	279	6	36	0	0	42	1266	
6:00 - 6:15	79	303	167	0	549	25	336	32	0	393	163	47	23	0	233	10	32	0	0	42	1217	
6:15 - 6:30	71	307	187	0	565	15	308	16	0	339	140	47	35	0	222	6	36	0	0	42	1168	
6:30 - 6:45	64	244	182	0	490	12	336	12	0	360	141	56	22	0	219	5	30	0	1	36	1105	
6:45 - 7:00	70	278	159	0	507	12	259	16	0	287	102	53	34	0	189	6	17	0	0	23	1006	
3 Hr Totals	837	3631	2155	1	6624	188	4300	261	8	4757	2140	719	300	0	3159	111	495	2	1	609	15149	
1 Hr Totals																						
4:00 - 5:00	274	1227	692	1	2194	59	1616	100	3	1778	806	273	101	0	1180	54	202	2	0	258	5410	
4:15 - 5:15	254	1214	724	1	2193	67	1562	97	3	1729	853	261	95	0	1209	52	206	2	0	260	5391	
4:30 - 5:30	240	1229	725	1	2195	71	1555	88	3	1717	876	236	84	0	1196	45	212	1	0	258	5366	
4:45 - 5:45	257	1254	750	1	2262	65	1540	91	2	1698	853	228	88	0	1169	36	192	1	0	229	5358	
5:00 - 6:00	279	1272	768	0	2319	65	1445	85	5	1600	788	243	85	0	1116	30	178	0	0	208	5243	
5:15 - 6:15	307	1288	763	0	2358	70	1394	97	4	1565	709	240	92	0	1041	32	165	0	0	197	5161	
5:30 - 6:30	317	1255	757	0	2329	71	1354	91	4	1520	658	236	103	0	997	28	145	0	0	173	5019	
5:45 - 6:45	299	1183	754	0	2236	66	1256	80	3	1405	624	227	102	0	953	27	134	0	1	162	4756	
6:00 - 7:00	284	1132	695	0	2111	64	1239	76	0	1379	546	203	114	0	863	27	115	0	1	143	4496	
PEAK HOUR																						
4:00 - 5:00	274	1227	692	1	2194	59	1616	100	3	1778	806	273	101	0	1180	54	202	2	0	258	5410	

25. E Fayette Street & Jones Falls Expressway/President Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: Baltimore Street

Date: September 20, 2023

Wednesday

and: Charles Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	Charles Street	Charles Street	Charles Street	Charles Street
AM				
7:00 - 7:15	19	0	27	1
7:15 - 7:30	24	0	20	0
7:30 - 7:45	35	0	28	0
7:45 - 8:00	37	0	26	1
8:00 - 8:15	38	0	29	1
8:15 - 8:30	36	1	24	0
8:30 - 8:45	32	0	21	2
8:45 - 9:00	25	2	27	3
TOTALS	246	3	202	8
PM				
4:00 - 4:15	26	1	23	0
4:15 - 4:30	37	1	32	0
4:30 - 4:45	47	0	46	1
4:45 - 5:00	42	0	29	0
5:00 - 5:15	42	0	51	3
5:15 - 5:30	33	1	42	0
5:30 - 5:45	34	1	22	1
5:45 - 6:00	51	2	30	0
6:00 - 6:15	28	0	27	0
6:15 - 6:30	25	0	36	0
6:30 - 6:45	42	0	40	0
6:45 - 7:00	31	0	28	0
TOTALS	438	6	406	5

	EAST LEG		WEST LEG	
	E Baltimore Street	Bicycles	W Baltimore Street	Bicycles
AM				
7:00 - 7:15	19	0	30	0
7:15 - 7:30	29	0	23	0
7:30 - 7:45	30	0	35	0
7:45 - 8:00	28	0	41	1
8:00 - 8:15	26	2	46	0
8:15 - 8:30	28	0	24	0
8:30 - 8:45	27	1	38	0
8:45 - 9:00	32	1	40	0
TOTALS	219	4	277	1
PM				
4:00 - 4:15	35	0	33	0
4:15 - 4:30	38	1	47	0
4:30 - 4:45	49	1	32	0
4:45 - 5:00	45	1	38	0
5:00 - 5:15	52	4	60	0
5:15 - 5:30	45	2	57	1
5:30 - 5:45	54	0	37	0
5:45 - 6:00	51	2	53	0
6:00 - 6:15	39	1	37	1
6:15 - 6:30	38	2	50	0
6:30 - 6:45	40	0	20	0
6:45 - 7:00	55	1	30	1
TOTALS	541	15	494	3

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Baltimore Street

Date: September 20, 2023

Wednesday

and: Charles Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

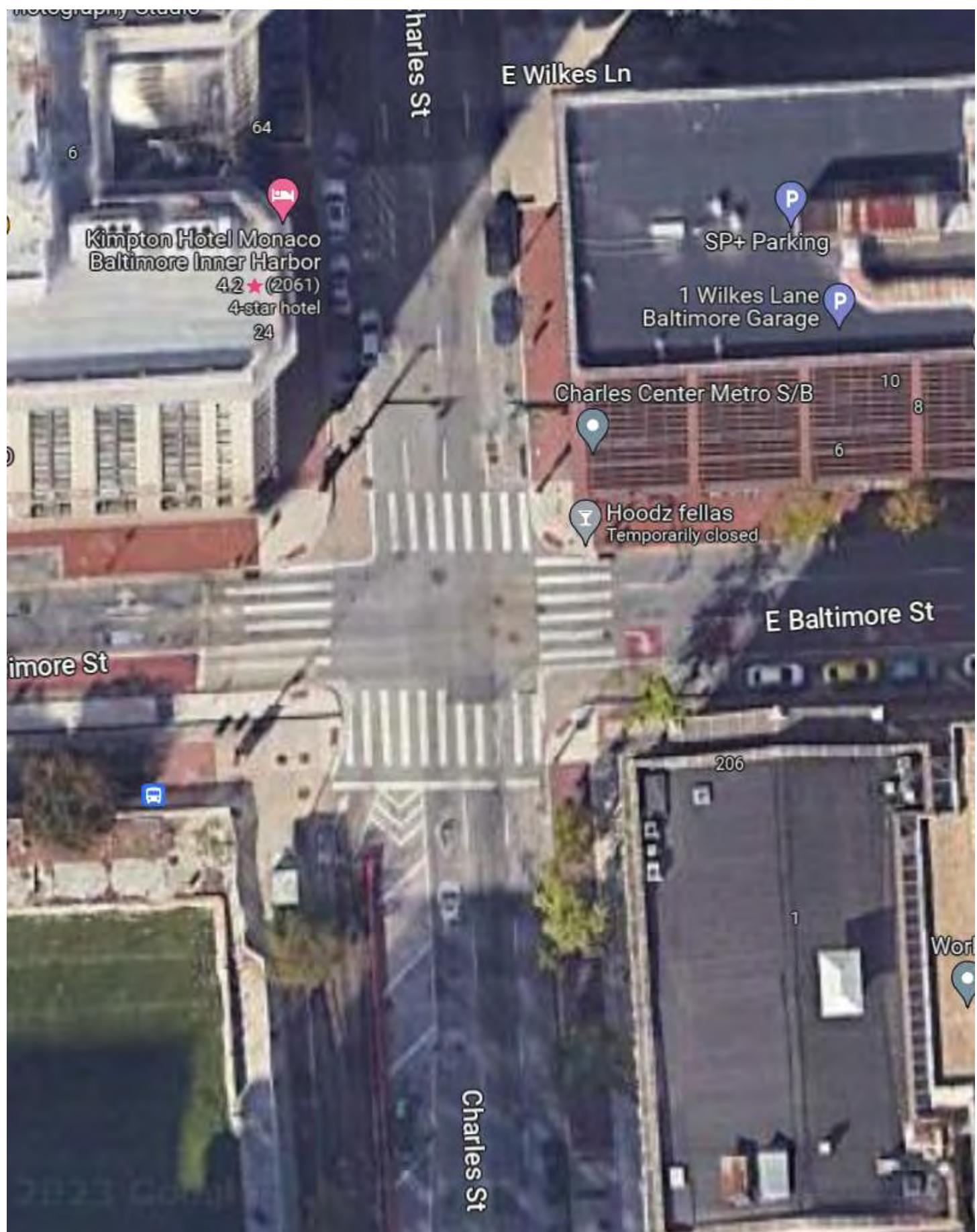
Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Charles Street					on: Charles Street					on: E Baltimore Street					on: W Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	28	105	0	0	133	0	0	0	0	0	0	69	21	0	90	223	
7:15 - 7:30	0	0	0	0	0	18	101	0	0	119	0	0	0	0	0	0	103	27	0	130	249	
7:30 - 7:45	0	0	0	0	0	36	127	0	0	163	0	0	0	0	0	0	137	30	0	167	330	
7:45 - 8:00	0	0	0	0	0	40	126	0	0	166	0	0	0	0	0	0	140	20	0	160	326	
8:00 - 8:15	0	0	0	0	0	49	164	0	0	213	0	0	0	0	0	0	151	34	0	185	398	
8:15 - 8:30	0	0	0	0	0	46	154	0	0	200	0	0	0	0	0	0	176	41	0	217	417	
8:30 - 8:45	0	0	0	0	0	46	144	0	0	190	0	0	0	0	0	0	145	50	0	195	385	
8:45 - 9:00	0	0	0	0	0	55	136	0	0	191	0	0	0	0	0	0	150	38	0	188	379	
2 Hr Totals	0	0	0	0	0	318	1057	0	0	1375	0	0	0	0	0	0	1071	261	0	1332	2707	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	122	459	0	0	581	0	0	0	0	0	0	449	98	0	547	1128	
7:15 - 8:15	0	0	0	0	0	143	518	0	0	661	0	0	0	0	0	0	531	111	0	642	1303	
7:30 - 8:30	0	0	0	0	0	171	571	0	0	742	0	0	0	0	0	0	604	125	0	729	1471	
7:45 - 8:45	0	0	0	0	0	181	588	0	0	769	0	0	0	0	0	0	612	145	0	757	1526	
8:00 - 9:00	0	0	0	0	0	196	598	0	0	794	0	0	0	0	0	0	622	163	0	785	1579	
PEAK HOUR																						
8:00 - 9:00	0	0	0	0	0	196	598	0	0	794	0	0	0	0	0	0	622	163	0	785	1579	
PM																						
4:00 - 4:15	0	0	0	0	0	39	148	0	0	187	0	0	0	0	0	0	121	25	0	146	333	
4:15 - 4:30	0	0	0	0	0	50	155	0	0	205	0	0	0	0	0	0	125	32	0	157	362	
4:30 - 4:45	0	0	0	0	0	48	197	0	0	245	0	0	0	0	0	0	115	32	0	147	392	
4:45 - 5:00	0	0	0	0	0	53	166	0	0	219	0	0	0	0	0	0	129	38	0	167	386	
5:00 - 5:15	0	0	0	0	0	67	186	0	0	253	0	0	0	0	0	0	131	36	0	167	420	
5:15 - 5:30	0	0	0	0	0	62	167	0	0	229	0	0	0	0	0	0	125	34	0	159	388	
5:30 - 5:45	0	0	0	0	0	66	153	0	0	219	0	0	0	0	0	0	136	24	0	160	379	
5:45 - 6:00	0	0	0	0	0	48	167	0	0	215	0	0	0	0	0	0	134	27	0	161	376	
6:00 - 6:15	0	0	0	0	0	43	172	0	0	215	0	0	0	0	0	0	97	38	0	135	350	
6:15 - 6:30	0	0	0	0	0	43	130	0	0	173	0	0	0	0	0	0	91	24	0	115	288	
6:30 - 6:45	0	0	0	0	0	36	143	0	0	179	0	0	0	0	0	0	92	27	0	119	298	
6:45 - 7:00	0	0	0	0	0	23	105	0	0	128	0	0	0	0	0	0	119	14	0	133	261	
3 Hr Totals	0	0	0	0	0	578	1889	0	0	2467	0	0	0	0	0	0	1415	351	0	1766	4233	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	190	666	0	0	856	0	0	0	0	0	0	490	127	0	617	1473	
4:15 - 5:15	0	0	0	0	0	218	704	0	0	922	0	0	0	0	0	0	500	138	0	638	1560	
4:30 - 5:30	0	0	0	0	0	230	716	0	0	946	0	0	0	0	0	0	500	140	0	640	1586	
4:45 - 5:45	0	0	0	0	0	248	672	0	0	920	0	0	0	0	0	0	521	132	0	653	1573	
5:00 - 6:00	0	0	0	0	0	243	673	0	0	916	0	0	0	0	0	0	526	121	0	647	1563	
5:15 - 6:15	0	0	0	0	0	219	659	0	0	878	0	0	0	0	0	0	492	123	0	615	1493	
5:30 - 6:30	0	0	0	0	0	200	622	0	0	822	0	0	0	0	0	0	458	113	0	571	1393	
5:45 - 6:45	0	0	0	0	0	170	612	0	0	782	0	0	0	0	0	0	414	116	0	530	1312	
6:00 - 7:00	0	0	0	0	0	145	550	0	0	695	0	0	0	0	0	0	399	103	0	502	1197	
PEAK HOUR																						
4:30 - 5:30	0	0	0	0	0	230	716	0	0	946	0	0	0	0	0	0	500	140	0	640	1586	

26. E Baltimore Street/W Baltimore Street & Charles Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY				
Intersection of: E Baltimore Street and: St Paul Street - Light Street Location: Baltimore, Maryland		Counted by: VCU Date: September 26, 2023 Weather: Sunny/Warm Entered by: SN	Tuesday	The Traffic Group®
TIME	NORTH LEG St Paul Street		SOUTH LEG Light Street	
AM				
7:00 - 7:15	10	0	4	0
7:15 - 7:30	25	1	4	0
7:30 - 7:45	17	0	5	0
7:45 - 8:00	24	0	12	0
8:00 - 8:15	34	0	12	0
8:15 - 8:30	26	0	10	1
8:30 - 8:45	36	0	7	0
8:45 - 9:00	42	2	6	0
TOTALS	214	3	60	1
PM				
4:00 - 4:15	28	2	12	1
4:15 - 4:30	25	1	18	0
4:30 - 4:45	53	0	22	1
4:45 - 5:00	39	0	23	0
5:00 - 5:15	23	0	2	0
5:15 - 5:30	19	1	1	0
5:30 - 5:45	25	0	7	0
5:45 - 6:00	19	0	11	0
6:00 - 6:15	17	3	15	1
6:15 - 6:30	15	1	12	0
6:30 - 6:45	6	0	14	0
6:45 - 7:00	4	0	21	0
TOTALS	273	8	158	3
	EAST LEG E Baltimore Street		WEST LEG E Baltimore Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	7	0	19	0
7:15 - 7:30	12	0	20	0
7:30 - 7:45	9	1	15	1
7:45 - 8:00	9	0	31	0
8:00 - 8:15	9	1	27	0
8:15 - 8:30	16	0	30	0
8:30 - 8:45	11	0	48	0
8:45 - 9:00	7	1	33	0
TOTALS	80	3	223	1
PM				
4:00 - 4:15	17	0	28	1
4:15 - 4:30	12	3	34	1
4:30 - 4:45	15	1	44	1
4:45 - 5:00	8	1	31	1
5:00 - 5:15	12	0	27	0
5:15 - 5:30	8	1	28	1
5:30 - 5:45	17	0	27	0
5:45 - 6:00	13	1	34	0
6:00 - 6:15	8	1	23	0
6:15 - 6:30	10	0	20	0
6:30 - 6:45	5	0	13	1
6:45 - 7:00	2	0	17	0
TOTALS	127	8	326	6

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: E Baltimore Street

Date: September 26, 2023

Tuesday

and: St Paul Street - Light Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: St Paul Street					on: Light Street					on: E Baltimore Street					on: E Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	273	12	0	285	0	0	0	0	0	0	0	0	0	0	13	89	0	0	102	387	
7:15 - 7:30	0	288	24	0	312	0	0	0	0	0	0	0	0	0	0	15	113	0	0	128	440	
7:30 - 7:45	0	299	28	0	327	0	0	0	0	0	0	0	0	0	0	16	136	0	0	152	479	
7:45 - 8:00	0	358	27	0	385	0	0	0	0	0	0	0	0	0	0	16	143	0	0	159	544	
8:00 - 8:15	0	334	30	0	364	0	0	0	0	0	0	0	0	0	0	25	159	0	0	184	548	
8:15 - 8:30	0	338	28	0	366	0	0	0	0	0	0	0	0	0	0	26	164	0	0	190	556	
8:30 - 8:45	0	297	33	0	330	0	0	0	0	0	0	0	0	0	0	21	150	0	0	171	501	
8:45 - 9:00	0	287	43	0	330	0	0	0	0	0	0	0	0	0	0	16	153	0	0	169	499	
2 Hr Totals	0	2474	225	0	2699	0	0	0	0	0	0	0	0	0	0	148	1107	0	0	1255	3954	
1 Hr Totals																						
7:00 - 8:00	0	1218	91	0	1309	0	0	0	0	0	0	0	0	0	0	60	481	0	0	541	1850	
7:15 - 8:15	0	1279	109	0	1388	0	0	0	0	0	0	0	0	0	0	72	551	0	0	623	2011	
7:30 - 8:30	0	1329	113	0	1442	0	0	0	0	0	0	0	0	0	0	83	602	0	0	685	2127	
7:45 - 8:45	0	1327	118	0	1445	0	0	0	0	0	0	0	0	0	0	88	616	0	0	704	2149	
8:00 - 9:00	0	1256	134	0	1390	0	0	0	0	0	0	0	0	0	0	88	626	0	0	714	2104	
PEAK HOUR																						
7:45 - 8:45	0	1327	118	0	1445	0	0	0	0	0	0	0	0	0	0	88	616	0	0	704	2149	
PM																						
4:00 - 4:15	0	362	30	0	392	0	0	0	0	0	0	0	0	0	0	15	154	0	0	169	561	
4:15 - 4:30	0	373	27	0	400	0	0	0	0	0	0	0	0	0	0	17	135	0	0	152	552	
4:30 - 4:45	0	346	19	0	365	0	0	0	0	0	0	0	0	0	0	16	151	0	0	167	532	
4:45 - 5:00	0	378	27	0	405	0	0	0	0	0	0	0	0	0	0	24	161	0	0	185	590	
5:00 - 5:15	0	336	29	0	365	0	0	0	0	0	0	0	0	0	0	32	156	0	0	188	553	
5:15 - 5:30	0	333	25	0	358	0	0	0	0	0	0	0	0	0	0	16	172	0	0	188	546	
5:30 - 5:45	0	365	22	0	387	0	0	0	0	0	0	0	0	0	0	28	158	0	0	186	573	
5:45 - 6:00	0	377	10	0	387	0	0	0	0	0	0	0	0	0	0	27	127	0	0	154	541	
6:00 - 6:15	0	340	17	0	357	0	0	0	0	0	0	0	0	0	0	25	119	0	0	144	501	
6:15 - 6:30	0	340	16	0	356	0	0	0	0	0	0	0	0	0	0	22	114	0	0	136	492	
6:30 - 6:45	0	331	13	0	344	0	0	0	0	0	0	0	0	0	0	18	108	0	0	126	470	
6:45 - 7:00	0	311	20	0	331	0	0	0	0	0	0	0	0	0	0	18	111	0	0	129	460	
3 Hr Totals	0	4192	255	0	4447	0	0	0	0	0	0	0	0	0	0	258	1666	0	0	1924	6371	
1 Hr Totals																						
4:00 - 5:00	0	1459	103	0	1562	0	0	0	0	0	0	0	0	0	0	72	601	0	0	673	2235	
4:15 - 5:15	0	1433	102	0	1535	0	0	0	0	0	0	0	0	0	0	89	603	0	0	692	2227	
4:30 - 5:30	0	1393	100	0	1493	0	0	0	0	0	0	0	0	0	0	88	640	0	0	728	2221	
4:45 - 5:45	0	1412	103	0	1515	0	0	0	0	0	0	0	0	0	0	100	647	0	0	747	2262	
5:00 - 6:00	0	1411	86	0	1497	0	0	0	0	0	0	0	0	0	0	103	613	0	0	716	2213	
5:15 - 6:15	0	1415	74	0	1489	0	0	0	0	0	0	0	0	0	0	96	576	0	0	672	2161	
5:30 - 6:30	0	1422	65	0	1487	0	0	0	0	0	0	0	0	0	0	102	518	0	0	620	2107	
5:45 - 6:45	0	1388	56	0	1444	0	0	0	0	0	0	0	0	0	0	92	468	0	0	560	2004	
6:00 - 7:00	0	1322	66	0	1388	0	0	0	0	0	0	0	0	0	0	83	452	0	0	535	1923	
PEAK HOUR																						
4:45 - 5:45	0	1412	103	0	1515	0	0	0	0	0	0	0	0	0	0	100	647	0	0	747	2262	

27. E Baltimore Street & St Paul Street/Light Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: E Baltimore Street

Date: September 20, 2023

Wednesday

and: Calvert Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	N Calvert Street		S Calvert Street	
AM				
7:00 - 7:15	14	0	6	2
7:15 - 7:30	6	0	4	0
7:30 - 7:45	16	0	15	0
7:45 - 8:00	5	0	13	0
8:00 - 8:15	24	0	11	1
8:15 - 8:30	21	0	14	0
8:30 - 8:45	28	1	5	0
8:45 - 9:00	14	0	7	0
TOTALS	128	1	75	3
PM				
4:00 - 4:15	27	2	24	0
4:15 - 4:30	23	1	19	1
4:30 - 4:45	31	1	22	1
4:45 - 5:00	21	0	20	0
5:00 - 5:15	23	0	23	1
5:15 - 5:30	13	0	20	1
5:30 - 5:45	20	0	14	0
5:45 - 6:00	21	0	12	0
6:00 - 6:15	16	0	19	2
6:15 - 6:30	12	1	9	0
6:30 - 6:45	12	1	21	0
6:45 - 7:00	6	0	24	3
TOTALS	225	6	227	9

	EAST LEG		WEST LEG	
	E Baltimore Street		E Baltimore Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	3	0	6	1
7:15 - 7:30	9	0	8	0
7:30 - 7:45	14	0	12	0
7:45 - 8:00	18	0	10	0
8:00 - 8:15	12	0	12	0
8:15 - 8:30	14	0	23	0
8:30 - 8:45	11	1	4	0
8:45 - 9:00	16	0	17	0
TOTALS	97	1	92	1
PM				
4:00 - 4:15	23	1	22	2
4:15 - 4:30	19	0	17	1
4:30 - 4:45	15	0	16	0
4:45 - 5:00	18	0	11	0
5:00 - 5:15	21	0	20	0
5:15 - 5:30	19	0	19	0
5:30 - 5:45	10	0	10	1
5:45 - 6:00	15	0	10	2
6:00 - 6:15	14	0	15	0
6:15 - 6:30	3	0	6	0
6:30 - 6:45	8	0	15	0
6:45 - 7:00	6	1	9	0
TOTALS	171	2	170	6

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Intersection of: E Baltimore Street

Counted by: VCU

and: Calvert Street

Date: September 20, 2023

Wednesday

Location: Baltimore, Maryland

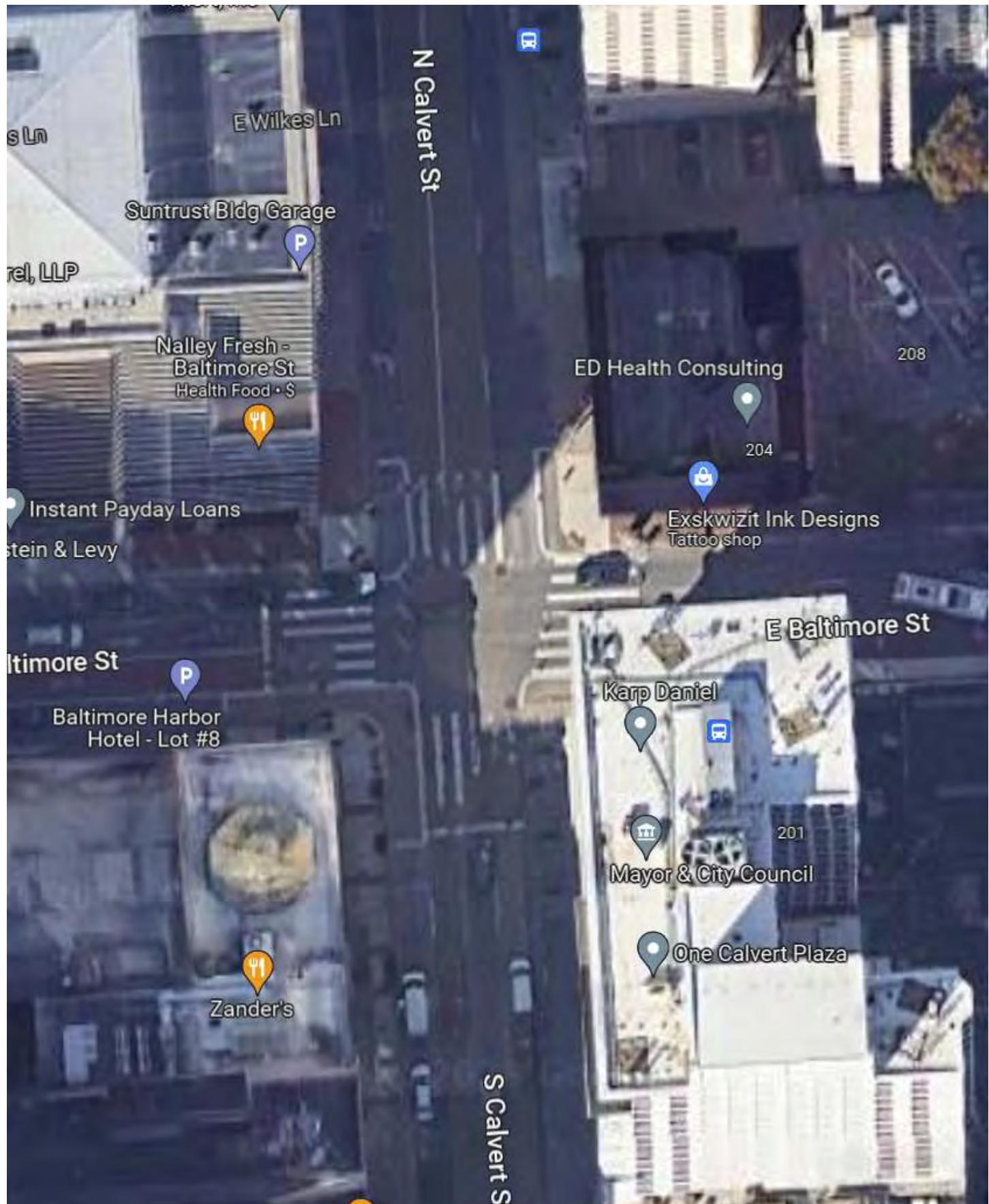
Weather: Sunny/Warm

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Calvert Street					on: S Calvert Street					on: E Baltimore Street					on: E Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	60	218	0	0	278	0	0	0	0	0	0	90	24	0	114	392	
7:15 - 7:30	0	0	0	0	0	71	222	0	0	293	0	0	0	0	0	0	95	43	0	138	431	
7:30 - 7:45	0	0	0	0	0	83	245	0	0	328	0	0	0	0	0	0	133	46	0	179	507	
7:45 - 8:00	0	0	0	0	0	64	262	0	0	326	0	0	0	0	0	0	147	56	0	203	529	
8:00 - 8:15	0	0	0	0	0	70	245	0	0	315	0	0	0	0	0	0	154	55	0	209	524	
8:15 - 8:30	0	0	0	0	0	58	208	0	0	266	0	0	0	0	0	0	158	75	0	233	499	
8:30 - 8:45	0	0	0	0	0	70	197	0	0	267	0	0	0	0	0	0	132	61	0	193	460	
8:45 - 9:00	0	0	0	0	0	93	199	0	0	292	0	0	0	0	0	0	145	57	0	202	494	
2 Hr Totals	0	0	0	0	0	569	1796	0	0	2365	0	0	0	0	0	0	1054	417	0	1471	3836	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	278	947	0	0	1225	0	0	0	0	0	0	465	169	0	634	1859	
7:15 - 8:15	0	0	0	0	0	288	974	0	0	1262	0	0	0	0	0	0	529	200	0	729	1991	
7:30 - 8:30	0	0	0	0	0	275	960	0	0	1235	0	0	0	0	0	0	592	232	0	824	2059	
7:45 - 8:45	0	0	0	0	0	262	912	0	0	1174	0	0	0	0	0	0	591	247	0	838	2012	
8:00 - 9:00	0	0	0	0	0	291	849	0	0	1140	0	0	0	0	0	0	589	248	0	837	1977	
PEAK HOUR																						
7:30 - 8:30	0	0	0	0	0	275	960	0	0	1235	0	0	0	0	0	0	592	232	0	824	2059	
PM																						
4:00 - 4:15	0	0	0	0	0	68	202	0	0	270	0	0	0	0	0	0	160	27	0	187	457	
4:15 - 4:30	0	0	0	0	0	57	213	0	0	270	0	0	0	0	0	0	138	35	0	173	443	
4:30 - 4:45	0	0	0	0	0	47	223	0	0	270	0	0	0	0	0	0	152	56	0	208	478	
4:45 - 5:00	0	0	0	0	0	62	202	0	0	264	0	0	0	0	0	0	152	56	0	208	472	
5:00 - 5:15	0	0	0	0	0	55	205	0	0	260	0	0	0	0	0	0	144	33	0	177	437	
5:15 - 5:30	0	0	0	0	0	79	221	0	0	300	0	0	0	0	0	0	154	55	0	209	509	
5:30 - 5:45	0	0	0	0	0	67	210	0	0	277	0	0	0	0	0	0	135	60	0	195	472	
5:45 - 6:00	0	0	0	0	0	73	166	0	0	239	0	0	0	0	0	0	139	28	0	167	406	
6:00 - 6:15	0	0	0	0	0	78	150	0	0	228	0	0	0	0	0	0	117	23	0	140	368	
6:15 - 6:30	0	0	0	0	0	73	179	0	0	252	0	0	0	0	0	0	119	20	0	139	391	
6:30 - 6:45	0	0	0	0	0	64	159	0	0	223	0	0	0	0	0	0	118	20	0	138	361	
6:45 - 7:00	0	0	0	0	0	63	144	0	0	207	0	0	0	0	0	0	111	15	0	126	333	
3 Hr Totals	0	0	0	0	0	786	2274	0	0	3060	0	0	0	0	0	0	1639	428	0	2067	5127	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	234	840	0	0	1074	0	0	0	0	0	0	602	174	0	776	1850	
4:15 - 5:15	0	0	0	0	0	221	843	0	0	1064	0	0	0	0	0	0	586	180	0	766	1830	
4:30 - 5:30	0	0	0	0	0	243	851	0	0	1094	0	0	0	0	0	0	602	200	0	802	1896	
4:45 - 5:45	0	0	0	0	0	263	838	0	0	1101	0	0	0	0	0	0	585	204	0	789	1890	
5:00 - 6:00	0	0	0	0	0	274	802	0	0	1076	0	0	0	0	0	0	572	176	0	748	1824	
5:15 - 6:15	0	0	0	0	0	297	747	0	0	1044	0	0	0	0	0	0	545	166	0	711	1755	
5:30 - 6:30	0	0	0	0	0	291	705	0	0	996	0	0	0	0	0	0	510	131	0	641	1637	
5:45 - 6:45	0	0	0	0	0	288	654	0	0	942	0	0	0	0	0	0	493	91	0	584	1526	
6:00 - 7:00	0	0	0	0	0	278	632	0	0	910	0	0	0	0	0	0	465	78	0	543	1453	
PEAK HOUR																						
4:30 - 5:30	0	0	0	0	0	243	851	0	0	1094	0	0	0	0	0	0	602	200	0	802	1896	

28. E Baltimore Street & N Calvert Street/S Calvert Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY				
Intersection of: E Baltimore Street and: Guilford Avenue - South Street Location: Baltimore, Maryland		Counted by: VCU Date: September 20, 2023 Weather: Sunny/Warm Entered by: SN Star Rating: 4		
TIME	NORTH LEG Guilford Avenue		SOUTH LEG South Street	
	AM			
7:00 - 7:15	7	0	4	1
7:15 - 7:30	8	0	5	0
7:30 - 7:45	12	1	7	0
7:45 - 8:00	14	0	7	0
8:00 - 8:15	15	0	7	1
8:15 - 8:30	19	1	12	0
8:30 - 8:45	20	0	8	0
8:45 - 9:00	10	0	9	0
TOTALS	105	2	59	2
PM				
4:00 - 4:15	18	2	15	0
4:15 - 4:30	12	0	14	0
4:30 - 4:45	27	1	31	1
4:45 - 5:00	9	0	15	0
5:00 - 5:15	12	0	23	0
5:15 - 5:30	10	0	15	1
5:30 - 5:45	15	0	9	0
5:45 - 6:00	16	0	15	3
6:00 - 6:15	16	0	5	3
6:15 - 6:30	8	1	10	0
6:30 - 6:45	10	0	9	0
6:45 - 7:00	6	1	18	2
TOTALS	159	5	179	10
	EAST LEG E Baltimore Street		WEST LEG E Baltimore Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	9	0	1	0
7:15 - 7:30	4	0	5	0
7:30 - 7:45	12	0	12	1
7:45 - 8:00	11	0	3	1
8:00 - 8:15	11	0	7	1
8:15 - 8:30	8	0	9	1
8:30 - 8:45	15	0	17	0
8:45 - 9:00	12	0	9	0
TOTALS	82	0	63	4
PM				
4:00 - 4:15	16	0	7	0
4:15 - 4:30	21	0	7	1
4:30 - 4:45	18	0	17	0
4:45 - 5:00	11	2	8	0
5:00 - 5:15	13	2	15	1
5:15 - 5:30	8	0	7	1
5:30 - 5:45	12	2	9	2
5:45 - 6:00	11	0	6	0
6:00 - 6:15	9	0	6	1
6:15 - 6:30	8	0	5	0
6:30 - 6:45	3	1	6	0
6:45 - 7:00	5	0	8	1
TOTALS	135	7	101	7



TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: E Baltimore Street

Date: September 20, 2023

Wednesday

and: Guilford Avenue - South Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

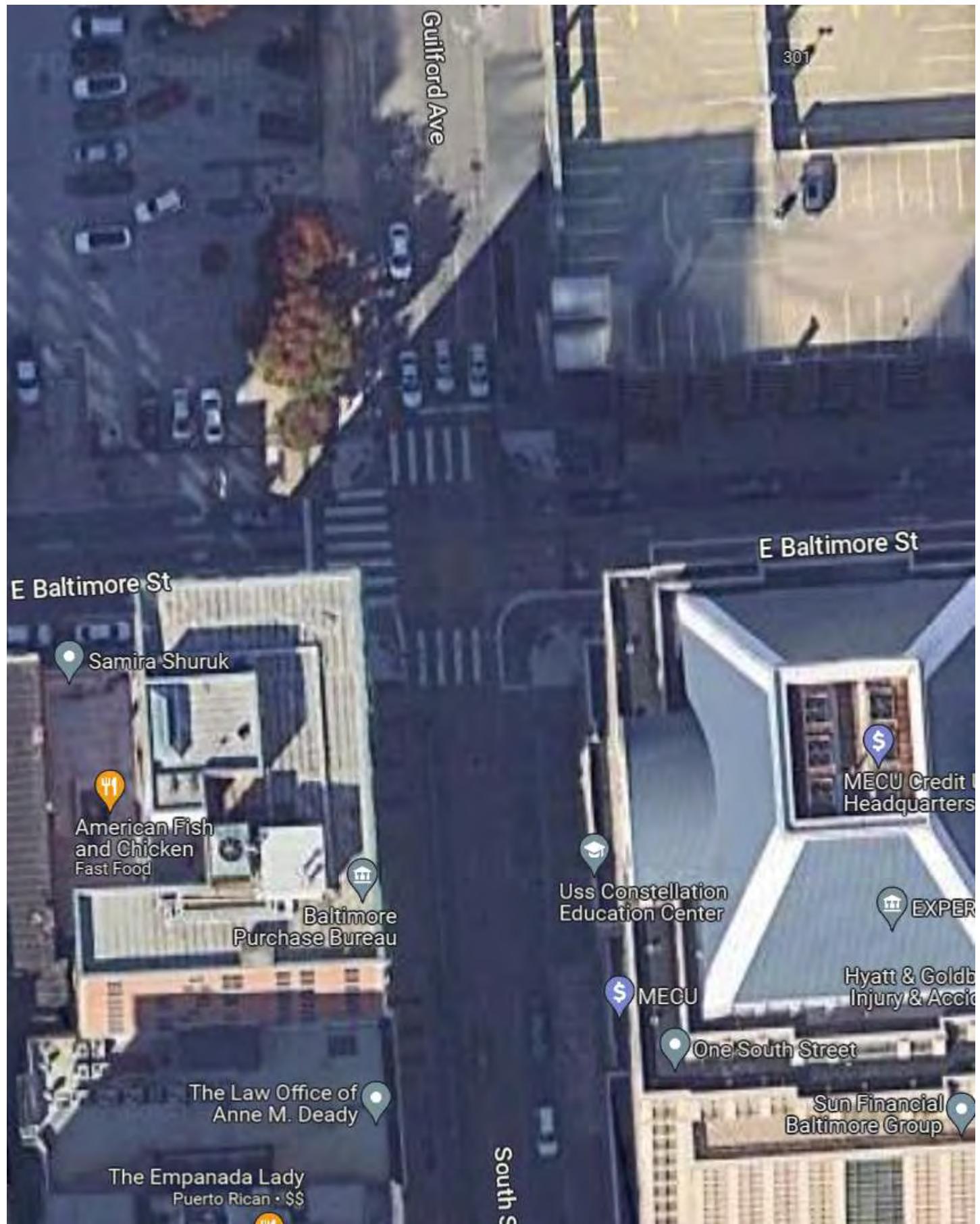
Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Guilford Avenue					on: South Street					on: E Baltimore Street					on: E Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	105	8	0	113	0	0	0	0	0	0	0	0	0	0	9	137	0	0	146	259	
7:15 - 7:30	0	118	12	0	130	0	0	0	0	0	0	0	0	0	0	8	155	0	0	163	293	
7:30 - 7:45	0	131	29	0	160	0	0	0	0	0	0	0	0	0	0	18	191	0	0	209	369	
7:45 - 8:00	0	143	33	0	176	0	0	1	0	1	0	0	0	1	1	18	201	0	0	219	397	
8:00 - 8:15	0	160	34	0	194	0	0	0	0	0	0	0	0	0	0	16	200	0	0	216	410	
8:15 - 8:30	0	147	22	0	169	0	0	0	0	0	0	0	0	0	0	25	190	0	0	215	384	
8:30 - 8:45	0	141	28	0	169	0	0	0	0	0	0	0	0	0	0	15	168	0	0	183	352	
8:45 - 9:00	0	158	23	0	181	0	0	0	0	0	0	0	0	0	0	19	210	0	0	229	410	
2 Hr Totals	0	1103	189	0	1292	0	0	1	0	1	0	0	0	1	1	128	1452	0	0	1580	2874	
1 Hr Totals																						
7:00 - 8:00	0	497	82	0	579	0	0	1	0	1	0	0	0	1	1	53	684	0	0	737	1318	
7:15 - 8:15	0	552	108	0	660	0	0	1	0	1	0	0	0	1	1	60	747	0	0	807	1469	
7:30 - 8:30	0	581	118	0	699	0	0	1	0	1	0	0	0	1	1	77	782	0	0	859	1560	
7:45 - 8:45	0	591	117	0	708	0	0	1	0	1	0	0	0	1	1	74	759	0	0	833	1543	
8:00 - 9:00	0	606	107	0	713	0	0	0	0	0	0	0	0	0	0	75	768	0	0	843	1556	
PEAK HOUR																						
7:30 - 8:30	0	581	118	0	699	0	0	1	0	1	0	0	0	1	1	77	782	0	0	859	1560	
PM																						
4:00 - 4:15	0	148	47	0	195	0	0	0	0	0	0	0	0	0	0	11	193	0	0	204	399	
4:15 - 4:30	0	166	42	0	208	0	0	0	0	0	0	0	0	0	0	9	183	0	0	192	400	
4:30 - 4:45	0	166	47	0	213	0	0	0	0	0	0	0	0	0	0	14	197	0	0	211	424	
4:45 - 5:00	0	153	56	0	209	0	0	0	0	0	0	0	0	0	0	9	204	0	0	213	422	
5:00 - 5:15	0	155	43	0	198	0	0	0	1	1	0	0	0	0	0	21	191	0	0	212	411	
5:15 - 5:30	0	188	39	0	227	0	0	0	0	0	0	0	0	0	0	24	213	0	0	237	464	
5:30 - 5:45	0	167	32	0	199	0	0	0	0	0	0	0	0	0	0	20	176	0	0	196	395	
5:45 - 6:00	0	154	22	0	176	0	0	0	0	0	0	0	0	0	0	23	196	0	0	219	395	
6:00 - 6:15	0	179	25	0	204	0	0	0	0	0	0	0	0	0	0	10	199	0	0	209	413	
6:15 - 6:30	0	154	27	0	181	0	0	0	0	0	0	0	0	0	0	8	214	0	0	222	403	
6:30 - 6:45	0	105	17	0	122	0	0	0	0	0	0	0	0	0	0	8	177	0	0	185	307	
6:45 - 7:00	0	109	16	0	125	0	0	0	0	0	0	0	0	0	0	14	182	0	0	196	321	
3 Hr Totals	0	1844	413	0	2257	0	0	0	1	1	0	0	0	0	0	171	2325	0	0	2496	4754	
1 Hr Totals																						
4:00 - 5:00	0	633	192	0	825	0	0	0	0	0	0	0	0	0	0	43	777	0	0	820	1645	
4:15 - 5:15	0	640	188	0	828	0	0	0	1	1	0	0	0	0	0	53	775	0	0	828	1657	
4:30 - 5:30	0	662	185	0	847	0	0	0	1	1	0	0	0	0	0	68	805	0	0	873	1721	
4:45 - 5:45	0	663	170	0	833	0	0	0	1	1	0	0	0	0	0	74	784	0	0	858	1692	
5:00 - 6:00	0	664	136	0	800	0	0	0	1	1	0	0	0	0	0	88	776	0	0	864	1665	
5:15 - 6:15	0	688	118	0	806	0	0	0	0	0	0	0	0	0	0	77	784	0	0	861	1667	
5:30 - 6:30	0	654	106	0	760	0	0	0	0	0	0	0	0	0	0	61	785	0	0	846	1606	
5:45 - 6:45	0	592	91	0	683	0	0	0	0	0	0	0	0	0	0	49	786	0	0	835	1518	
6:00 - 7:00	0	547	85	0	632	0	0	0	0	0	0	0	0	0	0	40	772	0	0	812	1444	
PEAK HOUR																						
4:30 - 5:30	0	662	185	0	847	0	0	0	1	1	0	0	0	0	0	68	805	0	0	873	1721	

29. E Baltimore Street & Guilford Avenue/South Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: E Baltimore Street

Date: September 20, 2023

Wednesday

and: Holiday Street - Commerce Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	Holiday Street		Commerce Street	
AM				
7:00 - 7:15	6	0	2	0
7:15 - 7:30	1	0	2	0
7:30 - 7:45	3	1	4	0
7:45 - 8:00	10	0	1	0
8:00 - 8:15	5	0	5	0
8:15 - 8:30	7	1	4	0
8:30 - 8:45	4	0	6	0
8:45 - 9:00	5	0	1	0
TOTALS	41	2	25	0
PM				
4:00 - 4:15	9	1	15	0
4:15 - 4:30	10	0	17	0
4:30 - 4:45	21	2	13	0
4:45 - 5:00	7	0	21	1
5:00 - 5:15	5	0	18	0
5:15 - 5:30	7	0	10	2
5:30 - 5:45	13	1	9	0
5:45 - 6:00	11	0	15	2
6:00 - 6:15	9	0	3	2
6:15 - 6:30	7	0	4	0
6:30 - 6:45	11	0	9	0
6:45 - 7:00	4	0	23	0
TOTALS	114	4	157	7

	EAST LEG		WEST LEG	
	E Baltimore Street		E Baltimore Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	1	0	0	0
7:15 - 7:30	4	0	0	0
7:30 - 7:45	6	0	4	0
7:45 - 8:00	6	0	6	1
8:00 - 8:15	11	0	0	0
8:15 - 8:30	6	0	6	1
8:30 - 8:45	7	0	9	0
8:45 - 9:00	9	0	9	0
TOTALS	50	0	34	2
PM				
4:00 - 4:15	2	0	6	1
4:15 - 4:30	5	0	5	0
4:30 - 4:45	3	0	10	0
4:45 - 5:00	4	0	2	1
5:00 - 5:15	5	0	6	0
5:15 - 5:30	8	0	2	0
5:30 - 5:45	13	0	2	1
5:45 - 6:00	3	0	5	0
6:00 - 6:15	2	0	2	0
6:15 - 6:30	1	0	6	1
6:30 - 6:45	3	0	2	0
6:45 - 7:00	4	0	1	0
TOTALS	53	0	49	4

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: E Baltimore Street

Date: September 20, 2023

Wednesday

and: Holiday Street - Commerce Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

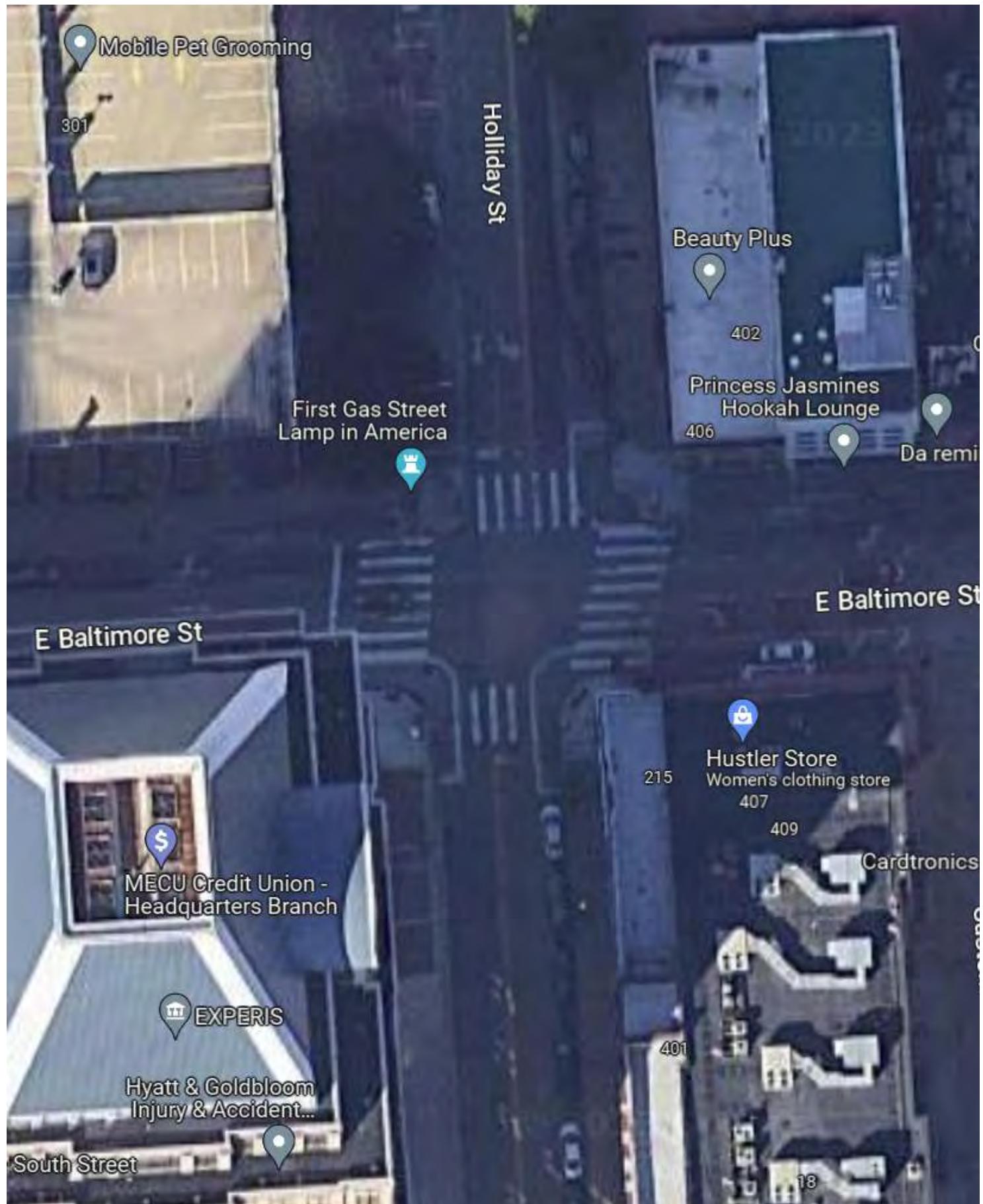
Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Holiday Street					on: Commerce Street					on: E Baltimore Street					on: E Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	8	9	0	17	8	10	0	0	18	0	0	0	0	0	6	122	12	0	140	175	
7:15 - 7:30	0	14	8	0	22	15	12	0	0	27	0	0	0	0	0	6	150	10	0	166	215	
7:30 - 7:45	0	17	9	0	26	9	7	0	0	16	0	0	0	0	0	8	193	20	0	221	263	
7:45 - 8:00	0	21	13	0	34	17	25	0	0	42	0	0	0	0	0	13	186	26	0	225	301	
8:00 - 8:15	0	25	15	0	40	22	17	0	0	39	0	0	0	0	0	14	193	24	0	231	310	
8:15 - 8:30	0	21	7	0	28	36	13	0	0	49	0	0	0	0	0	7	178	13	0	198	275	
8:30 - 8:45	0	21	15	0	36	25	21	0	0	46	0	0	0	0	0	10	165	19	0	194	276	
8:45 - 9:00	0	18	9	0	27	20	23	0	0	43	0	0	0	0	0	6	203	25	0	234	304	
2 Hr Totals	0	145	85	0	230	152	128	0	0	280	0	0	0	0	0	70	1390	149	0	1609	2119	
1 Hr Totals																						
7:00 - 8:00	0	60	39	0	99	49	54	0	0	103	0	0	0	0	0	33	651	68	0	752	954	
7:15 - 8:15	0	77	45	0	122	63	61	0	0	124	0	0	0	0	0	41	722	80	0	843	1089	
7:30 - 8:30	0	84	44	0	128	84	62	0	0	146	0	0	0	0	0	42	750	83	0	875	1149	
7:45 - 8:45	0	88	50	0	138	100	76	0	0	176	0	0	0	0	0	44	722	82	0	848	1162	
8:00 - 9:00	0	85	46	0	131	103	74	0	0	177	0	0	0	0	0	37	739	81	0	857	1165	
PEAK HOUR																						
8:00 - 9:00	0	85	46	0	131	103	74	0	0	177	0	0	0	0	0	37	739	81	0	857	1165	
PM																						
4:00 - 4:15	0	11	5	0	16	19	27	0	0	46	0	0	0	0	0	7	203	41	0	251	313	
4:15 - 4:30	0	13	5	0	18	26	34	0	0	60	0	0	0	0	0	6	162	42	0	210	288	
4:30 - 4:45	0	7	7	0	14	21	31	0	0	52	0	0	0	0	0	4	189	46	0	239	305	
4:45 - 5:00	0	7	2	0	9	26	29	0	0	55	0	0	0	0	0	2	190	54	0	246	310	
5:00 - 5:15	0	7	3	0	10	14	31	0	0	45	0	0	0	0	0	2	178	59	0	239	294	
5:15 - 5:30	0	16	0	0	16	23	45	0	0	68	0	0	0	0	0	6	216	37	0	259	343	
5:30 - 5:45	0	16	5	0	21	17	20	0	0	37	0	0	0	0	0	3	180	30	0	213	271	
5:45 - 6:00	0	24	9	0	33	12	19	0	0	31	0	0	0	0	0	6	188	26	0	220	284	
6:00 - 6:15	0	30	13	0	43	24	13	0	0	37	0	0	0	0	0	4	181	25	0	210	290	
6:15 - 6:30	0	19	12	0	31	11	16	0	0	27	0	0	0	0	0	6	197	19	0	222	280	
6:30 - 6:45	0	7	9	0	16	18	19	0	0	37	0	0	0	0	0	0	171	19	0	190	243	
6:45 - 7:00	0	12	8	0	20	7	21	0	0	28	0	0	0	0	0	3	165	16	0	184	232	
3 Hr Totals	0	169	78	0	247	218	305	0	0	523	0	0	0	0	0	49	2220	414	0	2683	3453	
1 Hr Totals																						
4:00 - 5:00	0	38	19	0	57	92	121	0	0	213	0	0	0	0	0	19	744	183	0	946	1216	
4:15 - 5:15	0	34	17	0	51	87	125	0	0	212	0	0	0	0	0	14	719	201	0	934	1197	
4:30 - 5:30	0	37	12	0	49	84	136	0	0	220	0	0	0	0	0	14	773	196	0	983	1252	
4:45 - 5:45	0	46	10	0	56	80	125	0	0	205	0	0	0	0	0	13	764	180	0	957	1218	
5:00 - 6:00	0	63	17	0	80	66	115	0	0	181	0	0	0	0	0	17	762	152	0	931	1192	
5:15 - 6:15	0	86	27	0	113	76	97	0	0	173	0	0	0	0	0	19	765	118	0	902	1188	
5:30 - 6:30	0	89	39	0	128	64	68	0	0	132	0	0	0	0	0	19	746	100	0	865	1125	
5:45 - 6:45	0	80	43	0	123	65	67	0	0	132	0	0	0	0	0	16	737	89	0	842	1097	
6:00 - 7:00	0	68	42	0	110	60	69	0	0	129	0	0	0	0	0	13	714	79	0	806	1045	
PEAK HOUR																						
4:30 - 5:30	0	37	12	0	49	84	136	0	0	220	0	0	0	0	0	14	773	196	0	983	1252	

30. E Baltimore Street & Holiday Street/Commerce Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: E Baltimore Street

Date: September 20, 2023

Wednesday

and: Gay Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	N Gay Street		S Gay Street	
AM				
7:00 - 7:15	0	0	9	0
7:15 - 7:30	0	0	9	0
7:30 - 7:45	2	0	8	0
7:45 - 8:00	3	0	4	0
8:00 - 8:15	5	0	11	1
8:15 - 8:30	7	0	11	0
8:30 - 8:45	2	1	7	0
8:45 - 9:00	7	0	11	0
TOTALS	26	1	70	1
PM				
4:00 - 4:15	5	1	10	0
4:15 - 4:30	6	0	15	0
4:30 - 4:45	14	0	25	1
4:45 - 5:00	7	0	17	1
5:00 - 5:15	1	0	16	0
5:15 - 5:30	7	0	17	0
5:30 - 5:45	6	0	13	0
5:45 - 6:00	6	0	10	1
6:00 - 6:15	5	1	4	1
6:15 - 6:30	9	4	10	0
6:30 - 6:45	7	0	14	0
6:45 - 7:00	5	0	23	0
TOTALS	78	6	174	4

	EAST LEG		WEST LEG	
	E Baltimore Street		E Baltimore Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	5	0	9	0
7:15 - 7:30	4	0	3	1
7:30 - 7:45	7	0	3	0
7:45 - 8:00	6	0	5	0
8:00 - 8:15	9	1	4	5
8:15 - 8:30	22	0	9	0
8:30 - 8:45	15	0	7	0
8:45 - 9:00	11	0	8	0
TOTALS	79	1	48	6
PM				
4:00 - 4:15	13	0	10	0
4:15 - 4:30	8	0	13	3
4:30 - 4:45	16	1	12	0
4:45 - 5:00	7	0	8	0
5:00 - 5:15	9	0	10	0
5:15 - 5:30	14	0	6	0
5:30 - 5:45	4	0	6	0
5:45 - 6:00	5	0	3	0
6:00 - 6:15	12	0	12	2
6:15 - 6:30	8	1	9	0
6:30 - 6:45	4	0	7	0
6:45 - 7:00	8	1	11	1
TOTALS	108	3	107	6

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Intersection of: E Baltimore Street

Counted by: VCU

and: Gay Street

Date: September 20, 2023

Wednesday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: N Gay Street					on: S Gay Street					on: E Baltimore Street					on: E Baltimore Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	5	124	0	0	129	0	0	0	0	0	0	37	107	0	144	273	
7:15 - 7:30	0	0	0	0	0	6	116	0	0	122	0	0	0	0	0	0	45	124	0	169	291	
7:30 - 7:45	0	0	0	0	0	2	89	0	0	91	0	0	0	0	0	0	46	161	0	207	298	
7:45 - 8:00	0	0	0	0	0	8	89	0	0	97	0	0	0	0	0	0	53	151	0	204	301	
8:00 - 8:15	0	0	0	0	0	6	82	0	0	88	0	0	0	0	0	0	60	154	0	214	302	
8:15 - 8:30	0	0	0	0	0	3	84	0	0	87	0	0	0	0	0	0	48	151	0	199	286	
8:30 - 8:45	0	0	0	0	0	8	93	0	0	101	0	0	0	0	0	0	48	150	0	198	299	
8:45 - 9:00	0	0	0	0	0	6	63	0	0	69	0	0	0	0	0	0	58	172	0	230	299	
2 Hr Totals	0	0	0	0	0	44	740	0	0	784	0	0	0	0	0	0	395	1170	0	1565	2349	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	21	418	0	0	439	0	0	0	0	0	0	181	543	0	724	1163	
7:15 - 8:15	0	0	0	0	0	22	376	0	0	398	0	0	0	0	0	0	204	590	0	794	1192	
7:30 - 8:30	0	0	0	0	0	19	344	0	0	363	0	0	0	0	0	0	207	617	0	824	1187	
7:45 - 8:45	0	0	0	0	0	25	348	0	0	373	0	0	0	0	0	0	209	606	0	815	1188	
8:00 - 9:00	0	0	0	0	0	23	322	0	0	345	0	0	0	0	0	0	214	627	0	841	1186	
PEAK HOUR																						
7:15 - 8:15	0	0	0	0	0	22	376	0	0	398	0	0	0	0	0	0	204	590	0	794	1192	
PM																						
4:00 - 4:15	0	0	0	0	0	14	104	0	0	118	0	0	0	0	0	0	65	154	0	219	337	
4:15 - 4:30	0	0	0	0	0	17	109	0	0	126	0	0	0	0	0	0	77	132	0	209	335	
4:30 - 4:45	0	0	0	0	0	12	100	0	0	112	0	0	0	0	0	0	73	139	0	212	324	
4:45 - 5:00	0	0	0	0	0	12	105	0	0	117	0	0	0	0	0	0	88	127	0	215	332	
5:00 - 5:15	0	0	0	0	0	6	106	0	0	112	0	0	0	0	0	0	77	116	0	193	305	
5:15 - 5:30	0	0	0	0	0	11	133	0	0	144	0	0	0	0	0	0	100	135	0	235	379	
5:30 - 5:45	0	0	0	0	0	11	146	0	0	157	0	0	0	0	0	0	91	133	0	224	381	
5:45 - 6:00	0	0	0	0	0	5	139	0	0	144	0	0	0	0	0	0	64	144	0	208	352	
6:00 - 6:15	0	0	0	0	0	9	122	0	0	131	0	0	0	0	0	0	84	129	0	213	344	
6:15 - 6:30	0	0	0	0	0	8	168	0	0	176	0	0	0	0	0	0	87	135	0	222	398	
6:30 - 6:45	0	0	0	0	0	9	164	0	0	173	0	0	0	0	0	0	66	127	0	193	366	
6:45 - 7:00	0	0	0	0	0	11	139	0	0	150	0	0	0	0	0	0	71	110	0	181	331	
3 Hr Totals	0	0	0	0	0	125	1535	0	0	1660	0	0	0	0	0	0	943	1581	0	2524	4184	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	55	418	0	0	473	0	0	0	0	0	0	303	552	0	855	1328	
4:15 - 5:15	0	0	0	0	0	47	420	0	0	467	0	0	0	0	0	0	315	514	0	829	1296	
4:30 - 5:30	0	0	0	0	0	41	444	0	0	485	0	0	0	0	0	0	338	517	0	855	1340	
4:45 - 5:45	0	0	0	0	0	40	490	0	0	530	0	0	0	0	0	0	356	511	0	867	1397	
5:00 - 6:00	0	0	0	0	0	33	524	0	0	557	0	0	0	0	0	0	332	528	0	860	1417	
5:15 - 6:15	0	0	0	0	0	36	540	0	0	576	0	0	0	0	0	0	339	541	0	880	1456	
5:30 - 6:30	0	0	0	0	0	33	575	0	0	608	0	0	0	0	0	0	326	541	0	867	1475	
5:45 - 6:45	0	0	0	0	0	31	593	0	0	624	0	0	0	0	0	0	301	535	0	836	1460	
6:00 - 7:00	0	0	0	0	0	37	593	0	0	630	0	0	0	0	0	0	308	501	0	809	1439	
PEAK HOUR																						
5:30 - 6:30	0	0	0	0	0	33	575	0	0	608	0	0	0	0	0	0	326	541	0	867	1475	

31. E Baltimore Street & N Gay Street/S Gay Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Date: September 21, 2023

Thursday

Intersection of: E Baltimore Street

Weather: Sunny/Warm

and: President Street

Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4



TIME	NORTH LEG		SOUTH LEG	
	President Street		President Street	
AM				
7:00 - 7:15	2	0	10	0
7:15 - 7:30	1	0	11	0
7:30 - 7:45	4	0	9	0
7:45 - 8:00	6	0	4	2
8:00 - 8:15	6	0	12	1
8:15 - 8:30	3	1	11	0
8:30 - 8:45	5	1	14	1
8:45 - 9:00	7	0	10	3
TOTALS	34	2	81	7
PM				
4:00 - 4:15	2	0	19	0
4:15 - 4:30	3	0	12	0
4:30 - 4:45	5	0	7	0
4:45 - 5:00	1	1	9	0
5:00 - 5:15	9	0	10	0
5:15 - 5:30	6	0	12	1
5:30 - 5:45	0	0	4	1
5:45 - 6:00	7	2	7	0
6:00 - 6:15	5	0	11	0
6:15 - 6:30	2	0	14	0
6:30 - 6:45	2	2	13	4
6:45 - 7:00	1	0	17	2
TOTALS	43	5	135	8

	EAST LEG		WEST LEG	
	E Baltimore Street		E Baltimore Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	16	2	3	0
7:15 - 7:30	8	0	2	0
7:30 - 7:45	15	1	0	0
7:45 - 8:00	3	0	0	0
8:00 - 8:15	0	0	4	1
8:15 - 8:30	0	0	5	0
8:30 - 8:45	0	0	2	0
8:45 - 9:00	0	0	2	0
TOTALS	42	3	18	1
PM				
4:00 - 4:15	6	0	3	0
4:15 - 4:30	9	3	2	1
4:30 - 4:45	14	0	1	0
4:45 - 5:00	6	1	3	0
5:00 - 5:15	2	1	3	1
5:15 - 5:30	4	0	7	0
5:30 - 5:45	2	0	2	0
5:45 - 6:00	7	1	0	0
6:00 - 6:15	2	0	5	0
6:15 - 6:30	2	1	3	0
6:30 - 6:45	6	0	2	0
6:45 - 7:00	3	1	1	0
TOTALS	63	8	32	2

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: E Baltimore Street
and: President Street
Location: Baltimore, Maryland

Date: September 21, 2023

Thursday

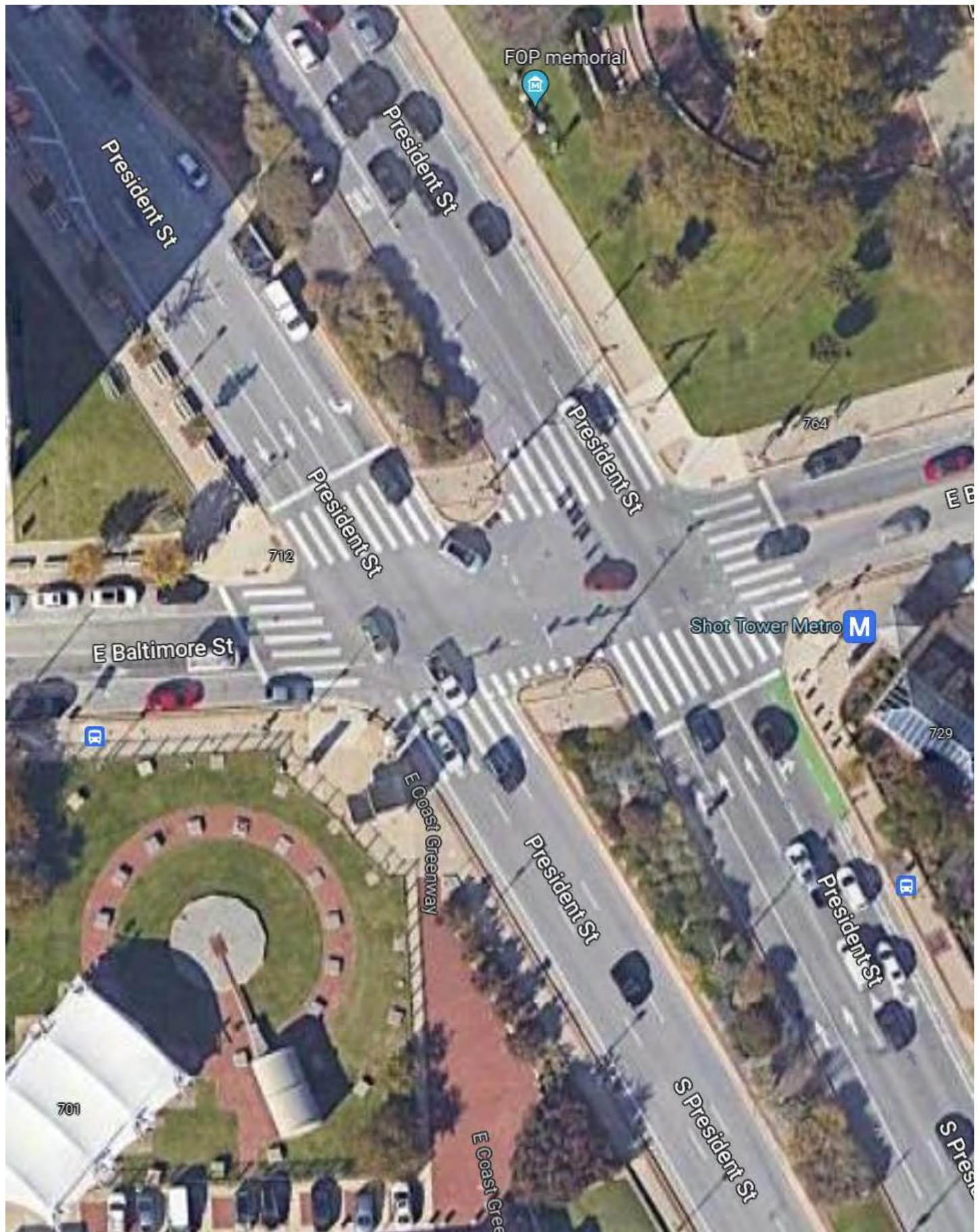
Weather: Sunny/Warm

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S - E + W
	on: President Street					on: President Street					on: E Baltimore Street					on: E Baltimore Street					
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	
AM																					
7:00 - 7:15	0	328	26	1	355	13	228	0	0	241	50	0	0	0	50	7	13	8	0	28	674
7:15 - 7:30	0	323	19	0	342	5	302	0	0	307	70	0	0	0	70	11	27	7	0	45	764
7:30 - 7:45	0	399	22	0	421	8	272	0	0	280	88	0	0	0	88	10	34	5	0	49	838
7:45 - 8:00	0	412	17	0	429	2	304	0	0	306	85	0	0	0	85	12	35	11	0	58	878
8:00 - 8:15	0	404	30	0	434	8	258	0	0	266	88	0	1	0	89	5	44	12	3	64	853
8:15 - 8:30	0	412	31	1	444	5	306	0	0	311	79	0	0	0	79	14	35	10	0	59	893
8:30 - 8:45	0	398	19	0	417	6	268	0	0	274	64	0	0	0	64	14	32	13	0	59	814
8:45 - 9:00	0	409	24	3	436	5	249	0	0	254	80	0	0	0	80	14	19	8	0	41	811
2 Hr Totals	0	3085	188	5	3278	52	2187	0	0	2239	604	0	1	0	605	87	239	74	3	403	6525
1 Hr Totals																					
7:00 - 8:00	0	1462	84	1	1547	28	1106	0	0	1134	293	0	0	0	293	40	109	31	0	180	3154
7:15 - 8:15	0	1538	88	0	1626	23	1136	0	0	1159	331	0	1	0	332	38	140	35	3	216	3333
7:30 - 8:30	0	1627	100	1	1728	23	1140	0	0	1163	340	0	1	0	341	41	148	38	3	230	3462
7:45 - 8:45	0	1626	97	1	1724	21	1136	0	0	1157	316	0	1	0	317	45	146	46	3	240	3438
8:00 - 9:00	0	1623	104	4	1731	24	1081	0	0	1105	311	0	1	0	312	47	130	43	3	223	3371
PEAK HOUR																					
7:30 - 8:30	0	1627	100	1	1728	23	1140	0	0	1163	340	0	1	0	341	41	148	38	3	230	3462
PM																					
4:00 - 4:15	0	309	45	2	356	3	315	0	0	318	82	0	1	0	83	14	45	21	0	80	837
4:15 - 4:30	0	307	41	1	349	6	307	0	0	313	79	0	0	0	79	18	67	24	0	109	850
4:30 - 4:45	0	286	47	1	334	6	333	0	0	339	86	0	0	0	86	22	55	19	0	96	855
4:45 - 5:00	0	281	43	5	329	12	333	0	0	345	79	0	0	0	79	10	61	34	0	105	858
5:00 - 5:15	0	279	52	0	331	3	329	0	0	332	75	0	0	0	75	16	64	23	0	103	841
5:15 - 5:30	0	287	50	3	340	5	323	0	0	328	90	0	0	0	90	24	68	24	0	116	874
5:30 - 5:45	0	311	48	1	360	7	319	0	0	326	101	0	0	0	101	23	57	20	0	100	887
5:45 - 6:00	0	285	58	0	343	16	264	0	0	280	66	0	0	0	66	14	67	15	0	96	785
6:00 - 6:15	0	320	27	0	347	10	300	0	0	310	75	0	0	0	75	26	42	15	0	83	815
6:15 - 6:30	0	276	39	1	316	4	286	0	0	290	62	0	0	0	62	24	57	13	0	94	762
6:30 - 6:45	0	257	46	1	304	7	260	0	0	267	55	0	0	0	55	13	40	11	0	64	690
6:45 - 7:00	0	258	28	0	286	10	235	0	0	245	59	0	0	0	59	17	42	4	1	64	654
3 Hr Totals	0	3456	524	15	3995	89	3604	0	0	3693	909	0	1	0	910	221	665	223	1	1110	9708
1 Hr Totals																					
4:00 - 5:00	0	1183	176	9	1368	27	1288	0	0	1315	326	0	1	0	327	64	228	98	0	390	3400
4:15 - 5:15	0	1153	183	7	1343	27	1302	0	0	1329	319	0	0	0	319	66	247	100	0	413	3404
4:30 - 5:30	0	1133	192	9	1334	26	1318	0	0	1344	330	0	0	0	330	72	248	100	0	420	3428
4:45 - 5:45	0	1158	193	9	1360	27	1304	0	0	1331	345	0	0	0	345	73	250	101	0	424	3460
5:00 - 6:00	0	1162	208	4	1374	31	1235	0	0	1266	332	0	0	0	332	77	256	82	0	415	3387
5:15 - 6:15	0	1203	183	4	1390	38	1206	0	0	1244	332	0	0	0	332	87	234	74	0	395	3361
5:30 - 6:30	0	1192	172	2	1366	37	1169	0	0	1206	304	0	0	0	304	87	223	63	0	373	3249
5:45 - 6:45	0	1138	170	2	1310	37	1110	0	0	1147	258	0	0	0	258	77	206	54	0	337	3052
6:00 - 7:00	0	1111	140	2	1253	31	1081	0	0	1112	251	0	0	0	251	80	181	43	1	305	2921
PEAK HOUR																					
4:45 - 5:45	0	1158	193	9	1360	27	1304	0	0	1331	345	0	0	0	345	73	250	101	0	424	3460

32. E Baltimore Street & President Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Lombard Street
and: Light Street
Location: Baltimore, Maryland

Counted by: VCU
Date: July 13, 2023
Weather: Sunny/Warm
Entered by: SN

Thursday
Star Rating: 4



TIME	NORTH LEG Light Street		SOUTH LEG Light Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	3	0	0	0
6:45 - 7:00	25	0	1	0
7:00 - 7:15	12	0	3	0
7:15 - 7:30	17	1	0	0
7:30 - 7:45	19	0	0	0
7:45 - 8:00	16	0	4	0
8:00 - 8:15	21	2	1	0
8:15 - 8:30	20	1	2	0
8:30 - 8:45	31	0	8	0
8:45 - 9:00	20	1	2	3
9:00 - 9:15	31	0	5	0
9:15 - 9:30	28	0	6	0
TOTALS	243	5	32	3
PM				
4:00 - 4:15	25	0	5	2
4:15 - 4:30	33	1	7	1
4:30 - 4:45	45	0	6	0
4:45 - 5:00	27	0	8	2
5:00 - 5:15	26	3	10	0
5:15 - 5:30	17	2	0	0
5:30 - 5:45	28	1	5	0
5:45 - 6:00	39	0	4	1
6:00 - 6:15	21	0	10	0
6:15 - 6:30	17	0	9	0
6:30 - 6:45	22	3	3	0
6:45 - 7:00	30	1	1	0
TOTALS	330	11	68	6
EAST LEG Lombard Street		WEST LEG Lombard Street		
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	9	0	1	0
6:45 - 7:00	14	0	5	0
7:00 - 7:15	17	0	2	0
7:15 - 7:30	14	0	0	0
7:30 - 7:45	29	1	4	0
7:45 - 8:00	22	5	5	0
8:00 - 8:15	37	0	5	0
8:15 - 8:30	23	0	3	0
8:30 - 8:45	38	1	6	6
8:45 - 9:00	17	2	10	0
9:00 - 9:15	35	0	7	2
9:15 - 9:30	23	0	6	1
TOTALS	278	9	54	9
PM				
4:00 - 4:15	21	0	8	0
4:15 - 4:30	54	1	11	1
4:30 - 4:45	33	1	25	1
4:45 - 5:00	43	1	26	2
5:00 - 5:15	32	2	14	1
5:15 - 5:30	20	3	11	0
5:30 - 5:45	26	3	18	4
5:45 - 6:00	28	1	6	0
6:00 - 6:15	26	0	9	0
6:15 - 6:30	28	1	7	3
6:30 - 6:45	31	1	16	0
6:45 - 7:00	32	1	3	0
TOTALS	374	15	154	12

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU



Intersection of: Lombard Street

Date: July 13, 2023

Thursday

and: Light Street

Weather: Sunny/Warm

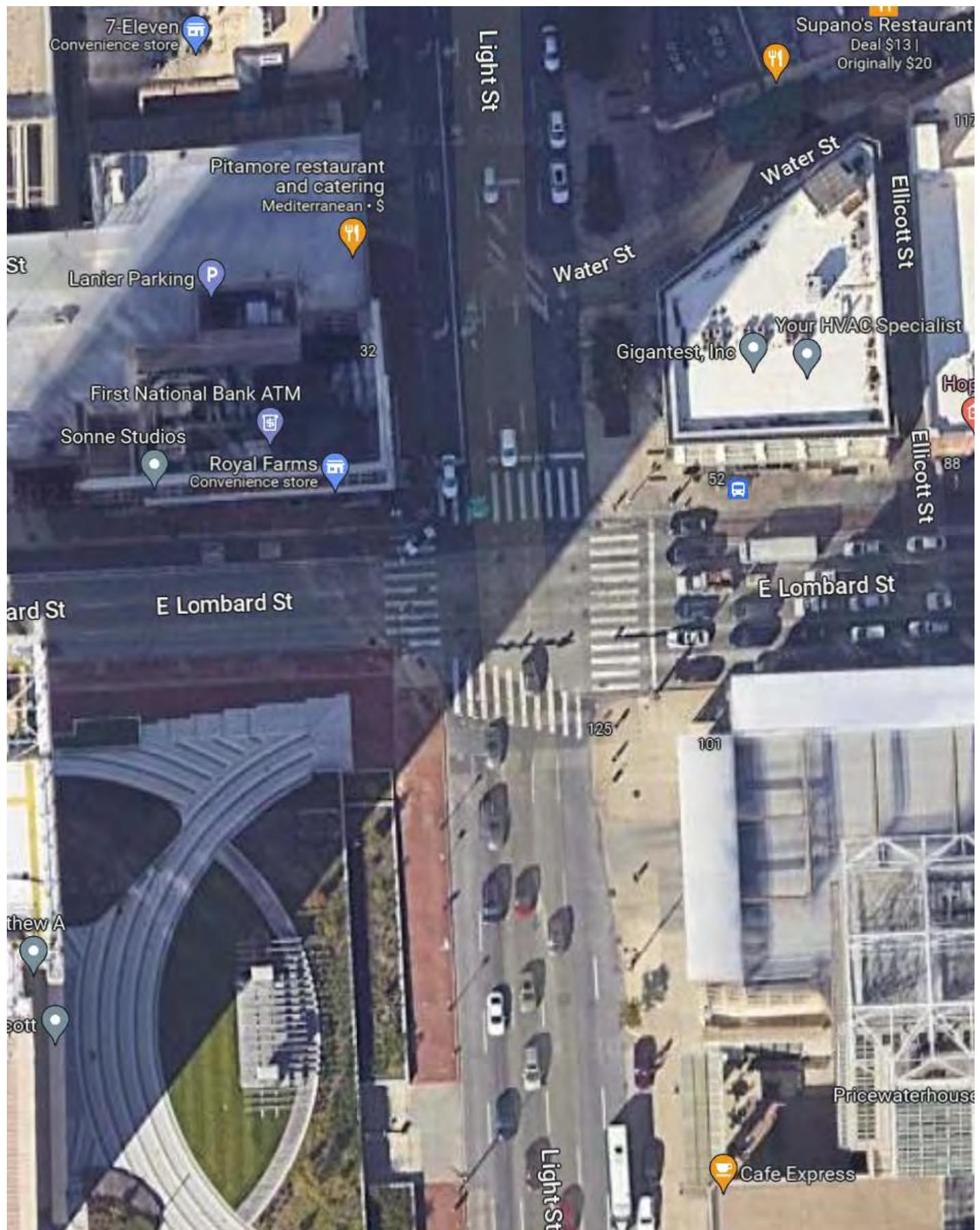
Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W
	on: Light Street					on: Light Street					on: Lombard Street					on: Lombard Street					
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	
AM																					
6:30 - 6:45	24	143	0	0	167	0	0	0	0	0	0	206	34	0	240	0	0	0	0	0	407
6:45 - 7:00	35	134	0	0	169	0	0	0	0	0	0	235	130	0	365	0	0	0	0	0	534
7:00 - 7:15	23	176	0	0	199	0	0	0	0	0	0	203	204	0	407	0	0	0	0	0	606
7:15 - 7:30	36	170	0	0	206	0	0	0	0	0	0	234	191	0	425	0	0	0	0	0	631
7:30 - 7:45	46	199	0	0	245	0	0	0	0	0	0	281	205	0	486	0	0	0	0	0	731
7:45 - 8:00	68	275	0	0	343	0	0	0	0	0	0	297	218	0	515	0	0	0	0	0	858
8:00 - 8:15	57	213	0	0	270	0	0	0	0	0	0	301	192	0	493	0	0	0	0	0	763
8:15 - 8:30	53	255	0	0	308	0	0	0	0	0	0	344	209	0	553	0	0	0	0	0	861
8:30 - 8:45	62	237	0	0	299	0	0	0	0	0	0	323	314	0	637	0	0	0	0	0	936
8:45 - 9:00	70	241	0	0	311	0	0	0	0	0	0	296	203	0	499	0	0	0	0	0	810
9:00 - 9:15	63	234	0	0	297	0	0	0	0	0	0	280	215	0	495	0	0	0	0	0	792
9:15 - 9:30	57	225	0	0	282	0	0	0	0	0	0	245	194	0	439	0	0	0	0	0	721
3 Hr Totals	594	2502	0	0	3096	0	0	0	0	0	0	3245	2309	0	5554	0	0	0	0	0	8650
1 Hr Totals																					
6:30 - 7:30	118	623	0	0	741	0	0	0	0	0	0	878	559	0	1437	0	0	0	0	0	2178
6:45 - 7:45	140	679	0	0	819	0	0	0	0	0	0	953	730	0	1683	0	0	0	0	0	2502
7:00 - 8:00	173	820	0	0	993	0	0	0	0	0	0	1015	818	0	1833	0	0	0	0	0	2826
7:15 - 8:15	207	857	0	0	1064	0	0	0	0	0	0	1113	806	0	1919	0	0	0	0	0	2983
7:30 - 8:30	224	942	0	0	1166	0	0	0	0	0	0	1223	824	0	2047	0	0	0	0	0	3213
7:45 - 8:45	240	980	0	0	1220	0	0	0	0	0	0	1265	933	0	2198	0	0	0	0	0	3418
8:00 - 9:00	242	946	0	0	1188	0	0	0	0	0	0	1264	918	0	2182	0	0	0	0	0	3370
8:15 - 9:15	248	967	0	0	1215	0	0	0	0	0	0	1243	941	0	2184	0	0	0	0	0	3399
8:30 - 9:30	252	937	0	0	1189	0	0	0	0	0	0	1144	926	0	2070	0	0	0	0	0	3259
PEAK HOUR																					
7:45 - 8:45	240	980	0	0	1220	0	0	0	0	0	0	1265	933	0	2198	0	0	0	0	0	3418
PM																					
4:00 - 4:15	49	361	0	0	410	0	0	0	0	0	0	287	243	0	530	0	0	0	0	0	940
4:15 - 4:30	56	315	0	0	371	0	0	0	0	0	0	296	267	0	563	0	0	0	0	0	934
4:30 - 4:45	72	337	0	0	409	0	0	0	0	0	0	312	253	0	565	0	0	0	0	0	974
4:45 - 5:00	68	353	0	0	421	0	0	0	1	1	0	323	235	0	558	0	0	0	0	0	980
5:00 - 5:15	48	332	0	0	380	0	0	0	0	0	0	299	230	0	529	1	0	0	0	1	910
5:15 - 5:30	52	345	0	0	397	0	0	0	0	0	0	303	222	0	525	0	0	0	0	0	922
5:30 - 5:45	44	318	0	0	362	0	0	0	0	0	0	284	259	0	543	0	0	0	0	0	905
5:45 - 6:00	27	349	0	0	376	0	0	0	0	0	0	271	232	0	503	0	0	0	0	0	879
6:00 - 6:15	33	353	0	0	386	0	0	0	0	0	0	275	256	0	531	0	0	0	0	0	917
6:15 - 6:30	24	274	0	0	298	0	0	0	0	0	0	235	277	0	512	0	0	0	0	0	810
6:30 - 6:45	42	274	0	0	316	0	0	0	0	0	0	252	270	0	522	1	0	0	0	1	839
6:45 - 7:00	30	268	0	0	298	0	0	0	0	0	0	211	238	0	449	0	0	0	0	0	747
3 Hr Totals	545	3879	0	0	4424	0	0	0	1	1	0	3348	2982	0	6330	2	0	0	0	2	10757
1 Hr Totals																					
4:00 - 5:00	245	1366	0	0	1611	0	0	0	1	1	0	1218	998	0	2216	0	0	0	0	0	3828
4:15 - 5:15	244	1337	0	0	1581	0	0	0	1	1	0	1230	985	0	2215	1	0	0	0	1	3798
4:30 - 5:30	240	1367	0	0	1607	0	0	0	1	1	0	1237	940	0	2177	1	0	0	0	1	3786
4:45 - 5:45	212	1348	0	0	1560	0	0	0	1	1	0	1209	946	0	2155	1	0	0	0	1	3717
5:00 - 6:00	171	1344	0	0	1515	0	0	0	0	0	0	1157	943	0	2100	1	0	0	0	1	3616
5:15 - 6:15	156	1365	0	0	1521	0	0	0	0	0	0	1133	969	0	2102	0	0	0	0	0	3623
5:30 - 6:30	128	1294	0	0	1422	0	0	0	0	0	0	1065	1024	0	2089	0	0	0	0	0	3511
5:45 - 6:45	126	1250	0	0	1376	0	0	0	0	0	0	1033	1035	0	2068	1	0	0	0	1	3445
6:00 - 7:00	129	1169	0	0	1298	0	0	0	0	0	0	973	1041	0	2014	1	0	0	0	1	3313
PEAK HOUR																					
4:00 - 5:00	245	1366	0	0	1611	0	0	0	1	1	0	1218	998	0	2216	0	0	0	0	0	3828

33. Lombard Street & Light Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: Pratt Street
and: Calvert Street - Light Street
Location: Baltimore, Maryland

Date: April 26, 2023
Weather: Sunny/Warm
Entered by: SN

Wednesday



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	Calvert Street		Light Street	
AM				
7:00 - 7:15	13	1	5	0
7:15 - 7:30	17	0	7	1
7:30 - 7:45	22	1	17	0
7:45 - 8:00	27	2	14	2
8:00 - 8:15	29	1	15	5
8:15 - 8:30	26	1	19	6
8:30 - 8:45	30	0	8	3
8:45 - 9:00	25	1	22	0
TOTALS	189	7	107	17
PM				
4:00 - 4:15	75	9	125	0
4:15 - 4:30	54	4	50	2
4:30 - 4:45	33	2	13	3
4:45 - 5:00	33	5	76	6
5:00 - 5:15	43	3	23	0
5:15 - 5:30	93	1	44	0
5:30 - 5:45	44	1	43	1
5:45 - 6:00	54	2	43	0
6:00 - 6:15	34	1	35	1
6:15 - 6:30	36	1	26	0
6:30 - 6:45	43	1	19	3
6:45 - 7:00	38	3	27	3
TOTALS	580	33	524	19
	EAST LEG		WEST LEG	
	Pratt Street		Pratt Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	2	0	0	0
7:15 - 7:30	6	0	3	0
7:30 - 7:45	14	1	0	0
7:45 - 8:00	19	2	2	1
8:00 - 8:15	10	2	3	0
TIME	4	0	0	2
8:30 - 8:45	5	0	4	0
8:45 - 9:00	16	0	5	0
TOTALS	76	5	17	3
PM				
4:00 - 4:15	32	0	13	0
4:15 - 4:30	23	0	13	2
4:30 - 4:45	18	0	10	0
4:45 - 5:00	28	0	9	0
5:00 - 5:15	39	0	14	0
5:15 - 5:30	19	0	9	0
5:30 - 5:45	12	2	7	0
5:45 - 6:00	20	0	16	0
6:00 - 6:15	16	0	10	0
6:15 - 6:30	30	0	6	0
6:30 - 6:45	18	0	1	0
6:45 - 7:00	26	1	5	0
TOTALS	281	3	113	2

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: Pratt Street

Date: April 26, 2023

Wednesday

and: Calvert Street - Light Street

Weather: Sunny/Warm

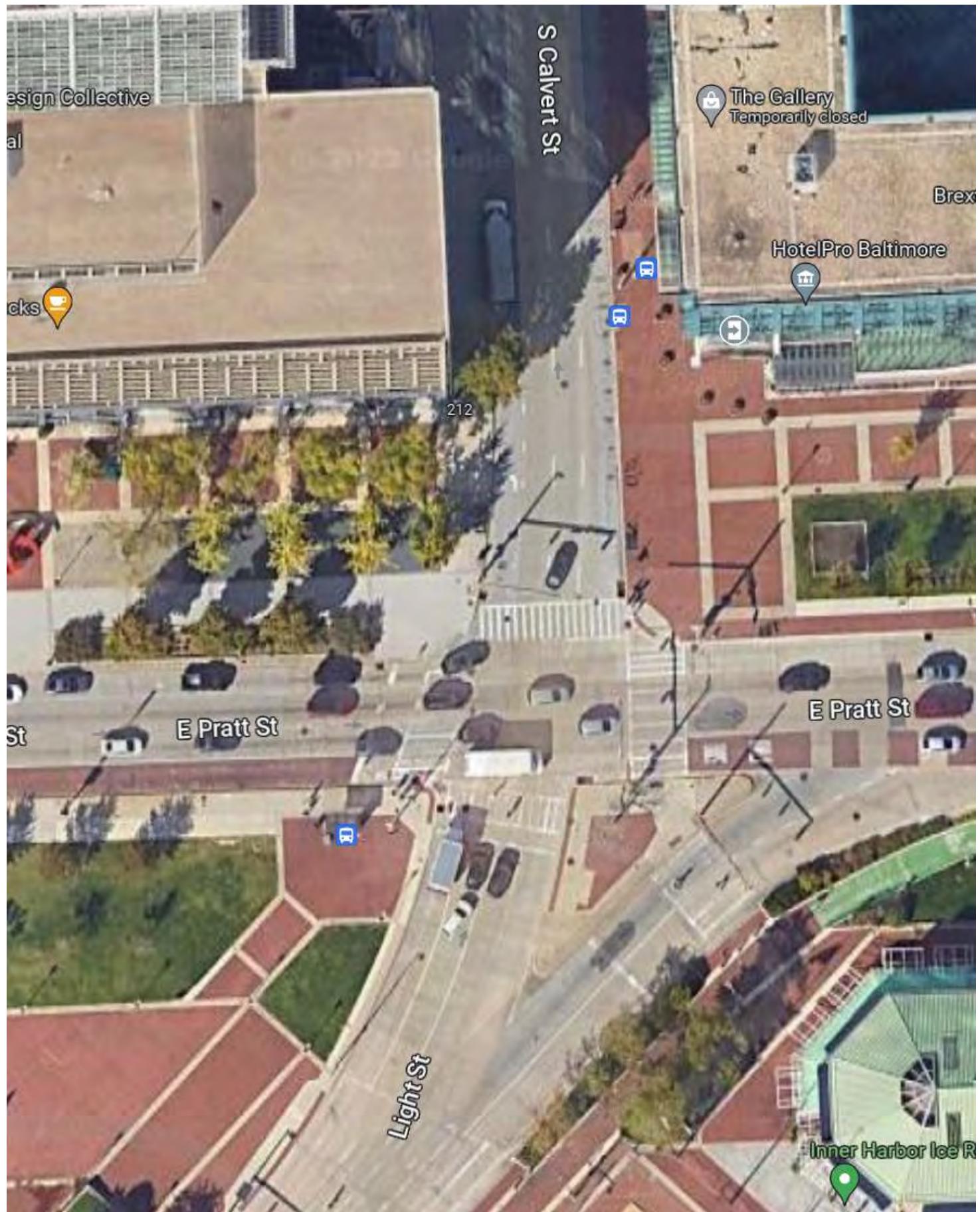
Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Calvert Street					on: Light Street					on: Pratt Street					on: Pratt Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	262	234	0	0	496	0	0	0	0	0	0	221	65	0	286	782	
7:15 - 7:30	0	0	0	0	0	291	294	0	0	585	0	0	0	0	0	0	299	76	0	375	960	
7:30 - 7:45	0	0	0	0	0	317	295	0	0	612	0	0	0	0	0	0	250	84	0	334	946	
7:45 - 8:00	0	0	0	0	0	330	295	0	0	625	0	0	0	0	0	0	249	98	0	347	972	
8:00 - 8:15	0	0	0	0	0	285	290	0	0	575	0	0	0	0	0	0	273	82	0	355	930	
8:15 - 8:30	0	0	0	0	0	311	271	0	0	582	0	0	0	0	0	0	284	74	0	358	940	
8:30 - 8:45	0	0	0	0	0	316	300	0	0	616	0	0	0	0	0	0	276	93	0	369	985	
8:45 - 9:00	0	0	0	0	0	289	293	0	0	582	0	0	0	0	0	0	273	74	0	347	929	
2 Hr Totals	0	0	0	0	0	2401	2272	0	0	4673	0	0	0	0	0	0	2125	646	0	2771	7444	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	1200	1118	0	0	2318	0	0	0	0	0	0	1019	323	0	1342	3660	
7:15 - 8:15	0	0	0	0	0	1223	1174	0	0	2397	0	0	0	0	0	0	1071	340	0	1411	3808	
7:30 - 8:30	0	0	0	0	0	1243	1151	0	0	2394	0	0	0	0	0	0	1056	338	0	1394	3788	
7:45 - 8:45	0	0	0	0	0	1242	1156	0	0	2398	0	0	0	0	0	0	1082	347	0	1429	3827	
8:00 - 9:00	0	0	0	0	0	1201	1154	0	0	2355	0	0	0	0	0	0	1106	323	0	1429	3784	
PEAK HOUR																						
7:45 - 8:45	0	0	0	0	0	1242	1156	0	0	2398	0	0	0	0	0	0	1082	347	0	1429	3827	
PM																						
4:00 - 4:15	0	0	0	0	0	281	193	0	0	474	0	0	0	0	0	0	313	60	0	373	847	
4:15 - 4:30	0	0	0	0	0	263	193	0	0	456	0	0	0	0	0	0	303	47	0	350	806	
4:30 - 4:45	0	0	0	0	0	254	202	0	0	456	1	0	0	0	1	0	308	64	0	372	829	
4:45 - 5:00	0	0	0	0	0	251	174	0	0	425	0	0	0	0	0	0	339	44	0	383	808	
5:00 - 5:15	0	0	0	0	0	268	189	0	0	457	0	0	0	0	0	0	296	47	0	343	800	
5:15 - 5:30	0	0	0	0	0	238	198	0	0	436	0	0	0	0	0	0	292	41	0	333	769	
5:30 - 5:45	0	0	0	0	0	251	217	0	0	468	0	0	0	0	0	0	287	42	0	329	797	
5:45 - 6:00	0	0	0	0	0	266	166	0	0	432	0	3	0	0	3	0	308	45	0	353	788	
6:00 - 6:15	0	0	0	0	0	250	129	0	0	379	0	0	0	0	0	0	255	29	0	284	663	
6:15 - 6:30	0	0	0	0	0	277	164	0	0	441	0	0	0	0	0	0	320	41	0	361	802	
6:30 - 6:45	0	0	0	0	0	284	158	0	0	442	0	0	0	0	0	0	285	30	0	315	757	
6:45 - 7:00	0	0	0	0	0	282	144	0	0	426	0	0	0	0	0	0	294	28	0	322	748	
3 Hr Totals	0	0	0	0	0	3165	2127	0	0	5292	1	3	0	0	4	0	3600	518	0	4118	9414	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	1049	762	0	0	1811	1	0	0	0	1	0	1263	215	0	1478	3290	
4:15 - 5:15	0	0	0	0	0	1036	758	0	0	1794	1	0	0	0	1	0	1246	202	0	1448	3243	
4:30 - 5:30	0	0	0	0	0	1011	763	0	0	1774	1	0	0	0	1	0	1235	196	0	1431	3206	
4:45 - 5:45	0	0	0	0	0	1008	778	0	0	1786	0	0	0	0	0	0	1214	174	0	1388	3174	
5:00 - 6:00	0	0	0	0	0	1023	770	0	0	1793	0	3	0	0	3	0	1183	175	0	1358	3154	
5:15 - 6:15	0	0	0	0	0	1005	710	0	0	1715	0	3	0	0	3	0	1142	157	0	1299	3017	
5:30 - 6:30	0	0	0	0	0	1044	676	0	0	1720	0	3	0	0	3	0	1170	157	0	1327	3050	
5:45 - 6:45	0	0	0	0	0	1077	617	0	0	1694	0	3	0	0	3	0	1168	145	0	1313	3010	
6:00 - 7:00	0	0	0	0	0	1093	595	0	0	1688	0	0	0	0	0	0	1154	128	0	1282	2970	
PEAK HOUR																						
4:00 - 5:00	0	0	0	0	0	1049	762	0	0	1811	1	0	0	0	1	0	1263	215	0	1478	3290	

34. Pratt Street & Calvert Street/Light Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: W Pratt Street
and: S Gay Street

Date: September 26, 2023

Tuesday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	S Gay Street	Aquarium Access		
AM				
7:00 - 7:15	5	1	5	9
7:15 - 7:30	6	0	8	5
7:30 - 7:45	11	0	3	10
7:45 - 8:00	13	1	9	8
8:00 - 8:15	14	1	8	15
8:15 - 8:30	17	2	8	16
8:30 - 8:45	17	1	9	7
8:45 - 9:00	18	0	7	11
TOTALS	101	6	57	81
PM				
4:00 - 4:15	46	1	23	18
4:15 - 4:30	51	1	6	16
4:30 - 4:45	46	0	31	22
4:45 - 5:00	36	0	26	17
5:00 - 5:15	59	2	20	22
5:15 - 5:30	51	1	33	16
5:30 - 5:45	43	2	41	15
5:45 - 6:00	47	2	62	19
6:00 - 6:15	36	3	37	22
6:15 - 6:30	44	2	27	22
6:30 - 6:45	33	3	29	28
6:45 - 7:00	43	0	22	16
TOTALS	535	17	357	233
	EAST LEG		WEST LEG	
	E Pratt Street		E Pratt Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	1	0	12	0
7:15 - 7:30	1	0	15	0
7:30 - 7:45	2	0	16	0
7:45 - 8:00	4	0	16	0
8:00 - 8:15	6	0	17	1
TIME	1	1	15	1
8:30 - 8:45	4	2	17	0
8:45 - 9:00	4	0	19	0
TOTALS	23	3	127	2
PM				
4:00 - 4:15	17	1	52	0
4:15 - 4:30	11	0	23	1
4:30 - 4:45	24	0	28	0
4:45 - 5:00	16	0	36	0
5:00 - 5:15	14	0	25	2
5:15 - 5:30	9	0	30	1
5:30 - 5:45	20	1	20	1
5:45 - 6:00	10	1	23	0
6:00 - 6:15	18	2	17	1
6:15 - 6:30	9	0	17	1
6:30 - 6:45	7	1	22	1
6:45 - 7:00	10	0	9	1
TOTALS	165	6	302	9

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: W Pratt Street

Date: September 26, 2023

Tuesday

and: S Gay Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

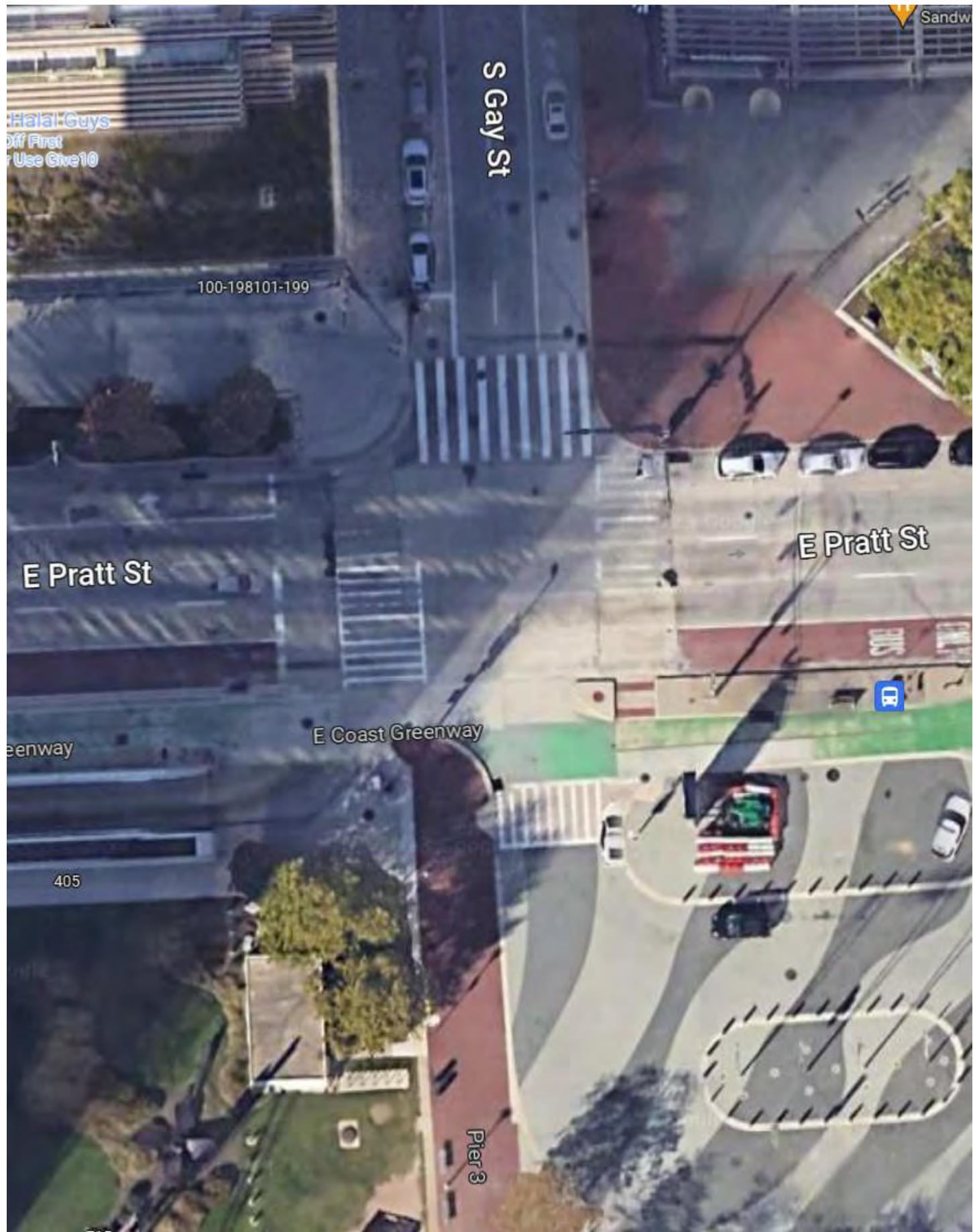
Entered by: SN

Star Rating: 4



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: S Gay Street					on: Aquarium Access					on: E Pratt Street					on: E Pratt Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	383	152	0	535	535	
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	433	98	0	531	531	
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	406	158	0	567	567	
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	444	109	0	556	556	
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	431	85	0	517	517	
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	443	117	0	562	562	
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	438	120	0	561	561	
8:45 - 9:00	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	5	486	143	0	634	636	
2 Hr Totals	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	17	3464	982	0	4463	4465	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1666	517	0	2189	2189	
7:15 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1714	450	0	2171	2171	
7:30 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1724	469	0	2202	2202	
7:45 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1756	431	0	2196	2196	
8:00 - 9:00	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	11	1798	465	0	2274	2276	
PEAK HOUR																						
8:00 - 9:00	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	11	1798	465	0	2274	2276	
PM																						
4:00 - 4:15	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	488	106	0	595	599	
4:15 - 4:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	513	92	0	607	608	
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	532	103	0	640	640	
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	500	86	0	590	590	
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	536	96	0	636	636	
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	527	108	0	638	638	
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	505	103	0	611	612	
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	448	101	0	552	552	
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	379	109	0	491	491	
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	469	103	0	574	575	
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	379	120	0	502	502	
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	390	127	0	519	519	
3 Hr Totals	0	0	0	0	0	5	0	0	0	5	2	0	0	0	2	35	5666	1254	0	6955	6962	
1 Hr Totals																						
4:00 - 5:00	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	12	2033	387	0	2432	2437	
4:15 - 5:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	15	2081	377	0	2473	2474	
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2095	393	0	2504	2504	
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	14	2068	393	0	2475	2476	
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	13	2016	408	0	2437	2438	
5:15 - 6:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	12	1859	421	0	2292	2293	
5:30 - 6:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	11	1801	416	0	2228	2230	
5:45 - 6:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	11	1675	433	0	2119	2120	
6:00 - 7:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	10	1617	459	0	2086	2087	
PEAK HOUR																						
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2095	393	0	2504	2504	

35. E Pratt Street & S Gay Street/Aquarium Access



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: E Pratt Street
and: President Street

Date: September 21, 2023

Thursday

Location: Baltimore, Maryland

Weather: Sunny/Warm

Entered by: SN



Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	President Street		President Street	
AM				
7:00 - 7:15	4	0	1	0
7:15 - 7:30	1	1	7	1
7:30 - 7:45	8	0	10	0
7:45 - 8:00	6	0	16	0
8:00 - 8:15	12	0	4	0
8:15 - 8:30	7	1	7	1
8:30 - 8:45	9	1	3	2
8:45 - 9:00	12	0	7	3
TOTALS	59	3	55	7
PM				
4:00 - 4:15	7	0	9	1
4:15 - 4:30	5	0	13	2
4:30 - 4:45	12	0	18	2
4:45 - 5:00	16	2	10	0
5:00 - 5:15	17	1	13	0
5:15 - 5:30	13	0	13	0
5:30 - 5:45	3	1	24	0
5:45 - 6:00	10	1	12	0
6:00 - 6:15	12	0	10	1
6:15 - 6:30	6	2	22	1
6:30 - 6:45	15	0	8	2
6:45 - 7:00	10	3	2	1
TOTALS	126	10	154	10
	EAST LEG		WEST LEG	
	E Pratt Street		E Pratt Street	
Pedestrians	Bicycles	Pedestrians	Bicycles	
AM				
7:00 - 7:15	3	0	0	0
7:15 - 7:30	8	0	0	0
7:30 - 7:45	9	0	0	0
7:45 - 8:00	1	0	1	0
8:00 - 8:15	0	0	0	0
TIME	6	0	0	0
8:30 - 8:45	4	0	0	0
8:45 - 9:00	10	0	0	0
TOTALS	41	0	1	0
PM				
4:00 - 4:15	15	0	0	0
4:15 - 4:30	4	0	6	0
4:30 - 4:45	7	0	5	0
4:45 - 5:00	10	0	5	1
5:00 - 5:15	12	0	0	0
5:15 - 5:30	17	0	6	0
5:30 - 5:45	6	0	0	0
5:45 - 6:00	15	0	0	0
6:00 - 6:15	5	1	0	0
6:15 - 6:30	6	2	1	0
6:30 - 6:45	3	0	4	0
6:45 - 7:00	9	0	0	0
TOTALS	109	3	27	1

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: E Pratt Street

Date: September 21, 2023

Thursday

and: President Street

Weather: Sunny/Warm

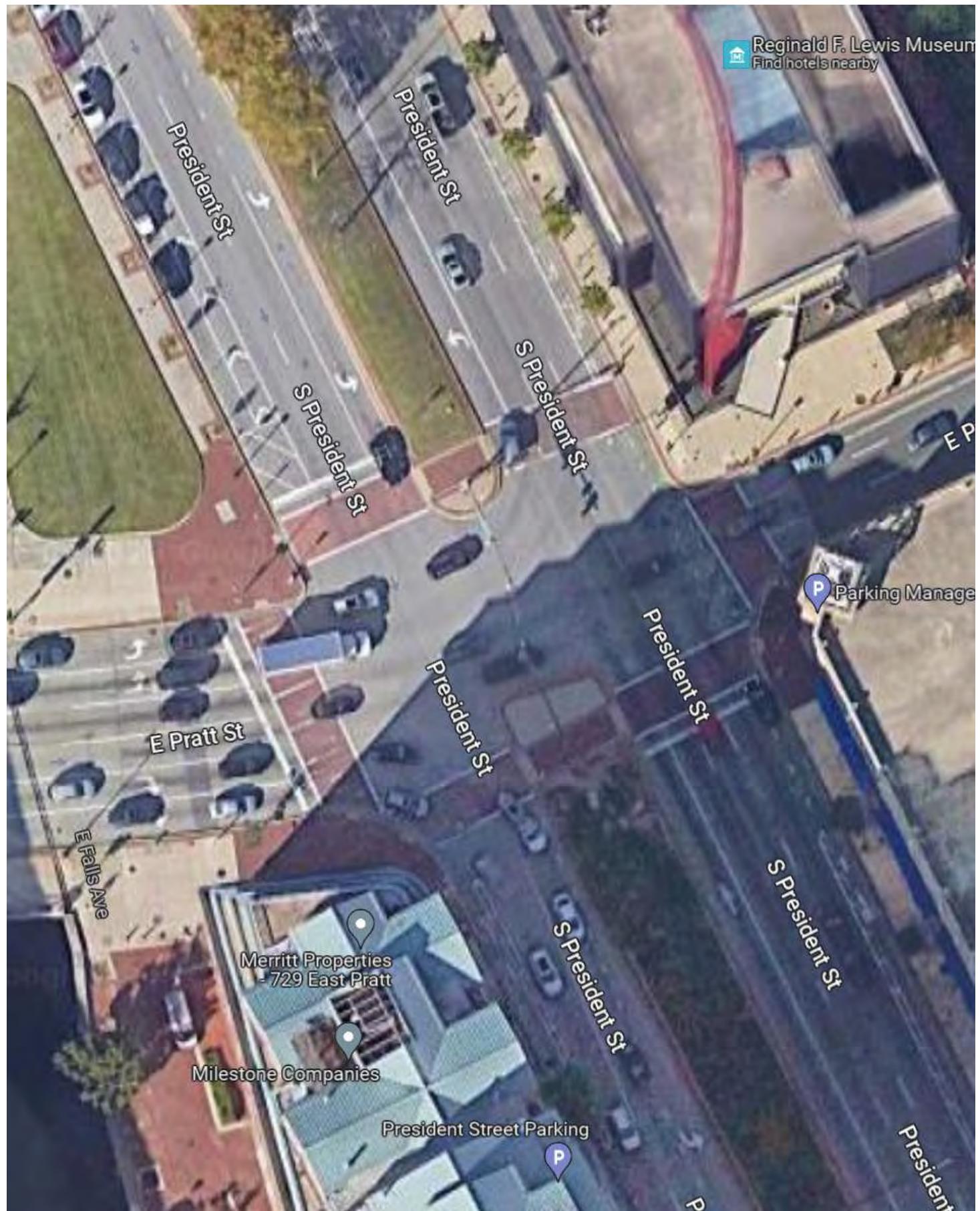
Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: President Street					on: President Street					on: E Pratt Street					on: E Pratt Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	0	114	8	1	123	2	295	0	0	297	0	0	0	0	0	156	137	93	0	386	806	
7:15 - 7:30	0	142	9	0	151	1	367	0	0	368	0	0	0	0	0	147	128	107	0	382	901	
7:30 - 7:45	0	161	12	1	174	1	388	0	0	389	0	0	0	0	0	143	125	109	0	377	940	
7:45 - 8:00	0	195	20	0	215	2	318	0	0	320	0	0	0	0	0	183	154	90	0	427	962	
8:00 - 8:15	0	204	14	1	219	0	431	0	0	431	0	0	0	0	0	174	132	97	0	403	1053	
8:15 - 8:30	0	186	16	1	203	1	381	0	0	382	0	0	0	0	0	197	141	95	0	433	1018	
8:30 - 8:45	0	241	19	1	261	3	389	0	0	392	0	0	0	0	0	155	146	77	0	378	1031	
8:45 - 9:00	0	188	9	1	198	4	379	0	0	383	0	0	0	0	0	196	116	86	0	398	979	
2 Hr Totals	0	1431	107	6	1544	14	2948	0	0	2962	0	0	0	0	0	1351	1079	754	0	3184	7690	
1 Hr Totals																						
7:00 - 8:00	0	612	49	2	663	6	1368	0	0	1374	0	0	0	0	0	629	544	399	0	1572	3609	
7:15 - 8:15	0	702	55	2	759	4	1504	0	0	1508	0	0	0	0	0	647	539	403	0	1589	3856	
7:30 - 8:30	0	746	62	3	811	4	1518	0	0	1522	0	0	0	0	0	697	552	391	0	1640	3973	
7:45 - 8:45	0	826	69	3	898	6	1519	0	0	1525	0	0	0	0	0	709	573	359	0	1641	4064	
8:00 - 9:00	0	819	58	4	881	8	1580	0	0	1588	0	0	0	0	0	722	535	355	0	1612	4081	
PEAK HOUR																						
8:00 - 9:00	0	819	58	4	881	8	1580	0	0	1588	0	0	0	0	0	722	535	355	0	1612	4081	
PM																						
4:00 - 4:15	0	205	16	0	221	2	346	0	0	348	0	0	0	0	0	175	200	129	0	504	1073	
4:15 - 4:30	0	221	22	1	244	3	425	0	0	428	0	0	0	0	0	190	175	152	1	518	1190	
4:30 - 4:45	0	217	13	0	230	1	343	0	0	344	0	0	0	0	0	198	198	172	0	568	1142	
4:45 - 5:00	0	248	23	1	272	3	393	0	0	396	0	1	0	0	1	183	205	144	0	532	1201	
5:00 - 5:15	0	220	24	1	245	6	305	0	0	311	0	0	0	0	0	201	230	157	0	588	1144	
5:15 - 5:30	0	226	21	1	248	1	355	0	0	356	0	0	0	0	0	200	237	123	0	560	1164	
5:30 - 5:45	0	232	24	2	258	1	275	0	0	276	0	0	0	0	0	180	220	114	0	514	1048	
5:45 - 6:00	0	218	23	1	242	0	320	0	0	320	0	0	0	0	0	190	201	94	0	485	1047	
6:00 - 6:15	0	207	29	1	237	5	340	0	0	345	0	0	0	0	0	149	227	129	0	505	1087	
6:15 - 6:30	0	219	16	1	236	2	386	0	0	388	0	0	0	0	0	168	154	107	0	429	1053	
6:30 - 6:45	0	169	6	0	175	7	333	0	0	340	0	0	0	0	0	155	195	106	0	456	971	
6:45 - 7:00	0	189	14	0	203	1	363	0	0	364	0	0	0	0	0	77	117	73	0	267	834	
3 Hr Totals	0	2571	231	9	2811	32	4184	0	0	4216	0	1	0	0	1	2066	2359	1500	1	5926	12954	
1 Hr Totals																						
4:00 - 5:00	0	891	74	2	967	9	1507	0	0	1516	0	1	0	0	1	746	778	597	1	2122	4606	
4:15 - 5:15	0	906	82	3	991	13	1466	0	0	1479	0	1	0	0	1	772	808	625	1	2206	4677	
4:30 - 5:30	0	911	81	3	995	11	1396	0	0	1407	0	1	0	0	1	782	870	596	0	2248	4651	
4:45 - 5:45	0	926	92	5	1023	11	1328	0	0	1339	0	1	0	0	1	764	892	538	0	2194	4557	
5:00 - 6:00	0	896	92	5	993	8	1255	0	0	1263	0	0	0	0	0	771	888	488	0	2147	4403	
5:15 - 6:15	0	883	97	5	985	7	1290	0	0	1297	0	0	0	0	0	719	885	460	0	2064	4346	
5:30 - 6:30	0	876	92	5	973	8	1321	0	0	1329	0	0	0	0	0	687	802	444	0	1933	4235	
5:45 - 6:45	0	813	74	3	890	14	1379	0	0	1393	0	0	0	0	0	662	777	436	0	1875	4158	
6:00 - 7:00	0	784	65	2	851	15	1422	0	0	1437	0	0	0	0	0	549	693	415	0	1657	3945	
PEAK HOUR																						
4:15 - 5:15	0	906	82	3	991	13	1466	0	0	1479	0	1	0	0	1	772	808	625	1	2206	4677	

36. E Pratt Street & President Street



PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: Light Street

Date: April 26, 2023

Wednesday

and: Conway Street

Weather: Sunny/Warm



Location: Baltimore, Maryland

Entered by: SN

Star Rating: 4

TIME	NORTH LEG		SOUTH LEG	
	Light Street		Light Street	
AM				
7:00 - 7:15	0	0	5	0
7:15 - 7:30	0	0	2	2
7:30 - 7:45	0	0	5	0
7:45 - 8:00	0	0	3	1
8:00 - 8:15	0	0	12	3
8:15 - 8:30	0	0	14	0
8:30 - 8:45	1	0	6	2
8:45 - 9:00	0	0	14	1
TOTALS	1	0	61	9
PM				
4:00 - 4:15	0	0	57	0
4:15 - 4:30	0	0	25	1
4:30 - 4:45	2	0	25	4
4:45 - 5:00	0	0	31	3
5:00 - 5:15	0	1	23	2
5:15 - 5:30	0	0	19	6
5:30 - 5:45	0	0	35	1
5:45 - 6:00	0	0	32	2
6:00 - 6:15	0	0	26	6
6:15 - 6:30	0	0	23	2
6:30 - 6:45	0	0	18	0
6:45 - 7:00	0	0	19	2
TOTALS	2	1	333	29
	EAST LEG		WEST LEG	
	Baltimore Visitors Center		Conway Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	12	1	11	0
7:15 - 7:30	2	0	11	1
7:30 - 7:45	7	1	14	1
7:45 - 8:00	14	1	16	1
8:00 - 8:15	9	0	25	1
TIME	12	0	25	1
8:30 - 8:45	11	3	33	0
8:45 - 9:00	3	4	30	0
TOTALS	70	10	165	5
PM				
4:00 - 4:15	14	5	63	0
4:15 - 4:30	12	5	17	0
4:30 - 4:45	17	13	31	0
4:45 - 5:00	15	35	45	0
5:00 - 5:15	8	14	39	2
5:15 - 5:30	0	19	30	1
5:30 - 5:45	11	17	38	1
5:45 - 6:00	4	13	37	2
6:00 - 6:15	11	12	35	0
6:15 - 6:30	12	7	16	0
6:30 - 6:45	2	19	15	0
6:45 - 7:00	40	5	45	0
TOTALS	146	164	411	6

TOTALS TURNING MOVEMENT COUNT - SUMMARY



Counted by: VCU

Intersection of: Light Street

Date: April 26, 2023

Wednesday

and: Conway Street

Weather: Sunny/Warm

Location: Baltimore, Maryland

Entered by: SN

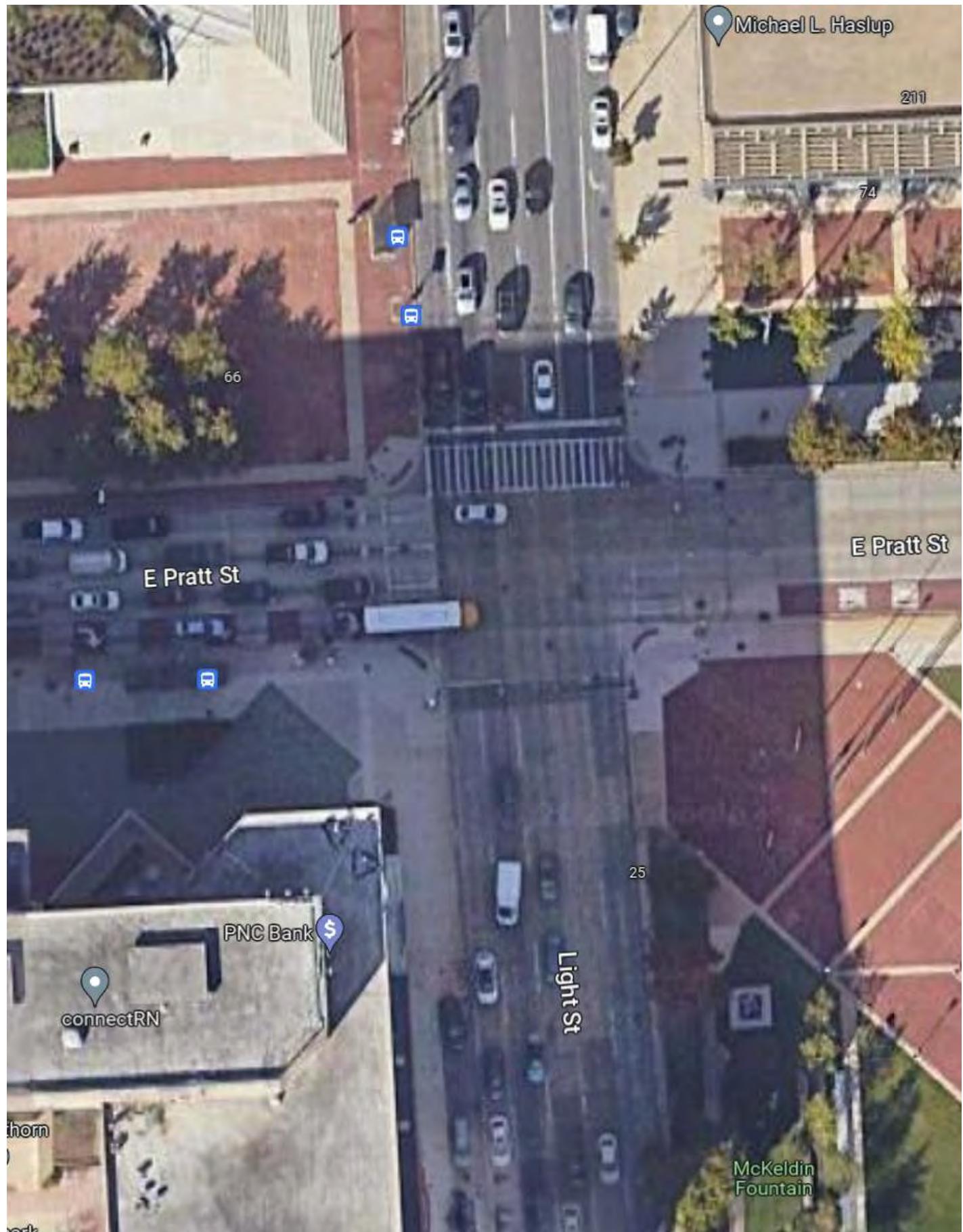
Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOT N + S E + W	
	on: Light Street					on: Light Street					on: Baltimore Visitors Center					on: Conway Street						
	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT	RT	TH	LT	UT	TOT		
AM																						
7:00 - 7:15	225	156	0	0	381	0	219	6	0	225	0	0	0	0	0	3	1	299	0	303	909	
7:15 - 7:30	221	181	0	0	402	1	301	8	1	311	0	0	0	0	0	14	0	309	1	324	1037	
7:30 - 7:45	226	203	1	0	430	1	303	8	0	312	0	0	0	0	0	11	0	310	0	321	1063	
7:45 - 8:00	242	214	0	0	456	0	253	7	1	261	0	0	0	0	0	8	0	309	0	317	1034	
8:00 - 8:15	211	212	0	0	423	0	324	11	0	335	1	1	0	0	2	11	0	291	1	303	1063	
8:15 - 8:30	191	213	0	1	405	0	297	6	2	305	0	0	0	0	0	13	0	301	0	314	1024	
8:30 - 8:45	208	237	0	0	445	0	312	11	0	323	0	0	0	0	0	13	1	309	0	323	1091	
8:45 - 9:00	223	232	0	0	455	0	274	24	0	298	0	0	0	0	0	21	0	293	0	314	1067	
2 Hr Totals	1747	1648	1	1	3397	2	2283	81	4	2370	1	1	0	0	2	94	2	2421	2	2519	8288	
1 Hr Totals																						
7:00 - 8:00	914	754	1	0	1669	2	1076	29	2	1109	0	0	0	0	0	36	1	1227	1	1265	4043	
7:15 - 8:15	900	810	1	0	1711	2	1181	34	2	1219	1	1	0	0	2	44	0	1219	2	1265	4197	
7:30 - 8:30	870	842	1	1	1714	1	1177	32	3	1213	1	1	0	0	2	43	0	1211	1	1255	4184	
7:45 - 8:45	852	876	0	1	1729	0	1186	35	3	1224	1	1	0	0	2	45	1	1210	1	1257	4212	
8:00 - 9:00	833	894	0	1	1728	0	1207	52	2	1261	1	1	0	0	2	58	1	1194	1	1254	4245	
PEAK HOUR																						
8:00 - 9:00	833	894	0	1	1728	0	1207	52	2	1261	1	1	0	0	2	58	1	1194	1	1254	4245	
PM																						
4:00 - 4:15	123	314	0	0	437	0	249	8	0	257	0	2	0	0	2	22	0	245	0	267	963	
4:15 - 4:30	115	314	0	0	429	1	244	11	0	256	0	0	0	0	0	24	0	227	3	254	939	
4:30 - 4:45	153	343	0	0	496	0	237	11	0	248	0	1	0	0	1	21	0	198	0	219	964	
4:45 - 5:00	172	361	0	0	533	0	201	8	1	210	0	0	0	0	0	9	0	189	0	198	941	
5:00 - 5:15	205	430	0	0	635	0	229	4	0	233	0	1	0	0	1	11	0	238	0	249	1118	
5:15 - 5:30	237	364	0	0	601	0	235	4	0	239	0	0	0	0	0	19	0	207	0	226	1066	
5:30 - 5:45	214	345	0	0	559	0	210	8	1	219	3	0	0	0	3	21	0	215	0	236	1017	
5:45 - 6:00	232	323	0	0	555	2	199	6	2	209	1	0	0	0	1	22	0	187	1	210	975	
6:00 - 6:15	260	273	0	0	533	0	168	13	0	181	0	0	0	0	0	28	0	202	0	230	944	
6:15 - 6:30	247	275	0	0	522	0	210	13	0	223	0	0	0	0	0	17	0	252	0	269	1014	
6:30 - 6:45	284	246	0	0	530	0	179	6	1	186	0	0	0	0	0	20	0	236	0	256	972	
6:45 - 7:00	236	260	0	0	496	1	178	8	1	188	0	0	0	0	0	23	0	270	0	293	977	
3 Hr Totals	2478	3848	0	0	6326	4	2539	100	6	2649	4	4	0	0	8	237	0	2666	4	2907	11890	
1 Hr Totals																						
4:00 - 5:00	563	1332	0	0	1895	1	931	38	1	971	0	3	0	0	3	76	0	859	3	938	3807	
4:15 - 5:15	645	1448	0	0	2093	1	911	34	1	947	0	2	0	0	2	65	0	852	3	920	3962	
4:30 - 5:30	767	1498	0	0	2265	0	902	27	1	930	0	2	0	0	2	60	0	832	0	892	4089	
4:45 - 5:45	828	1500	0	0	2328	0	875	24	2	901	3	1	0	0	4	60	0	849	0	909	4142	
5:00 - 6:00	888	1462	0	0	2350	2	873	22	3	900	4	1	0	0	5	73	0	847	1	921	4176	
5:15 - 6:15	943	1305	0	0	2248	2	812	31	3	848	4	0	0	0	4	90	0	811	1	902	4002	
5:30 - 6:30	953	1216	0	0	2169	2	787	40	3	832	4	0	0	0	4	88	0	856	1	945	3950	
5:45 - 6:45	1023	1117	0	0	2140	2	756	38	3	799	1	0	0	0	1	87	0	877	1	965	3905	
6:00 - 7:00	1027	1054	0	0	2081	1	735	40	2	778	0	0	0	0	0	88	0	960	0	1048	3907	
PEAK HOUR																						
5:00 - 6:00	888	1462	0	0	2350	2	873	22	3	900	4	1	0	0	5	73	0	847	1	921	4176	

37. Conway Street & Light Street



38. Pratt St & Light Street (no counts)



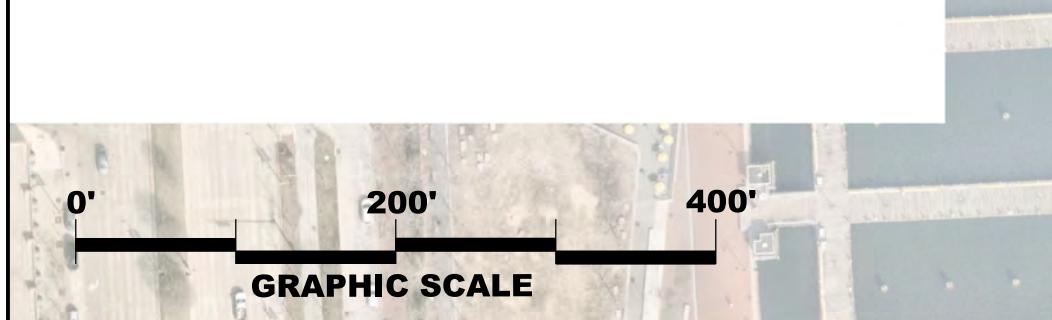
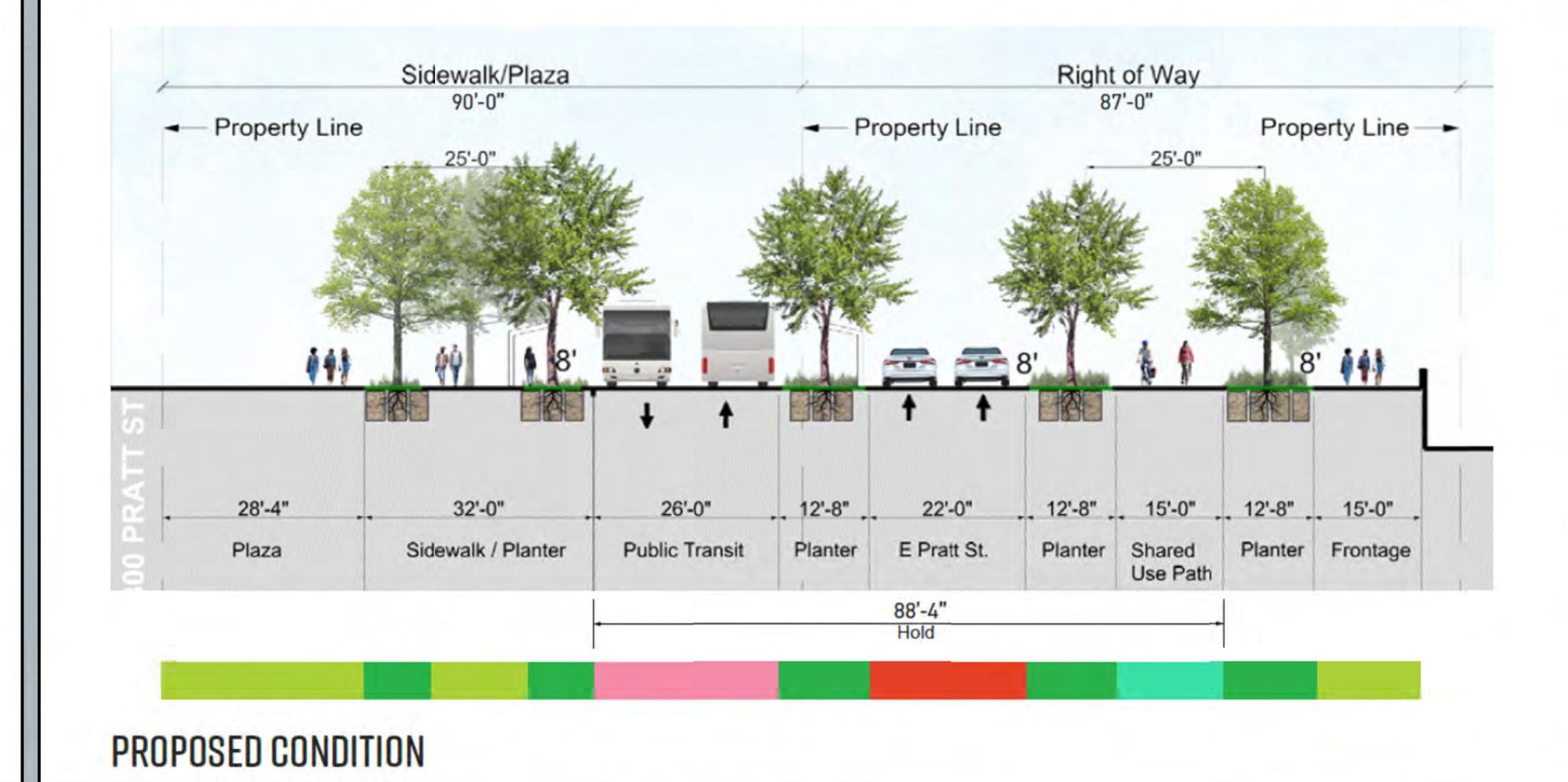
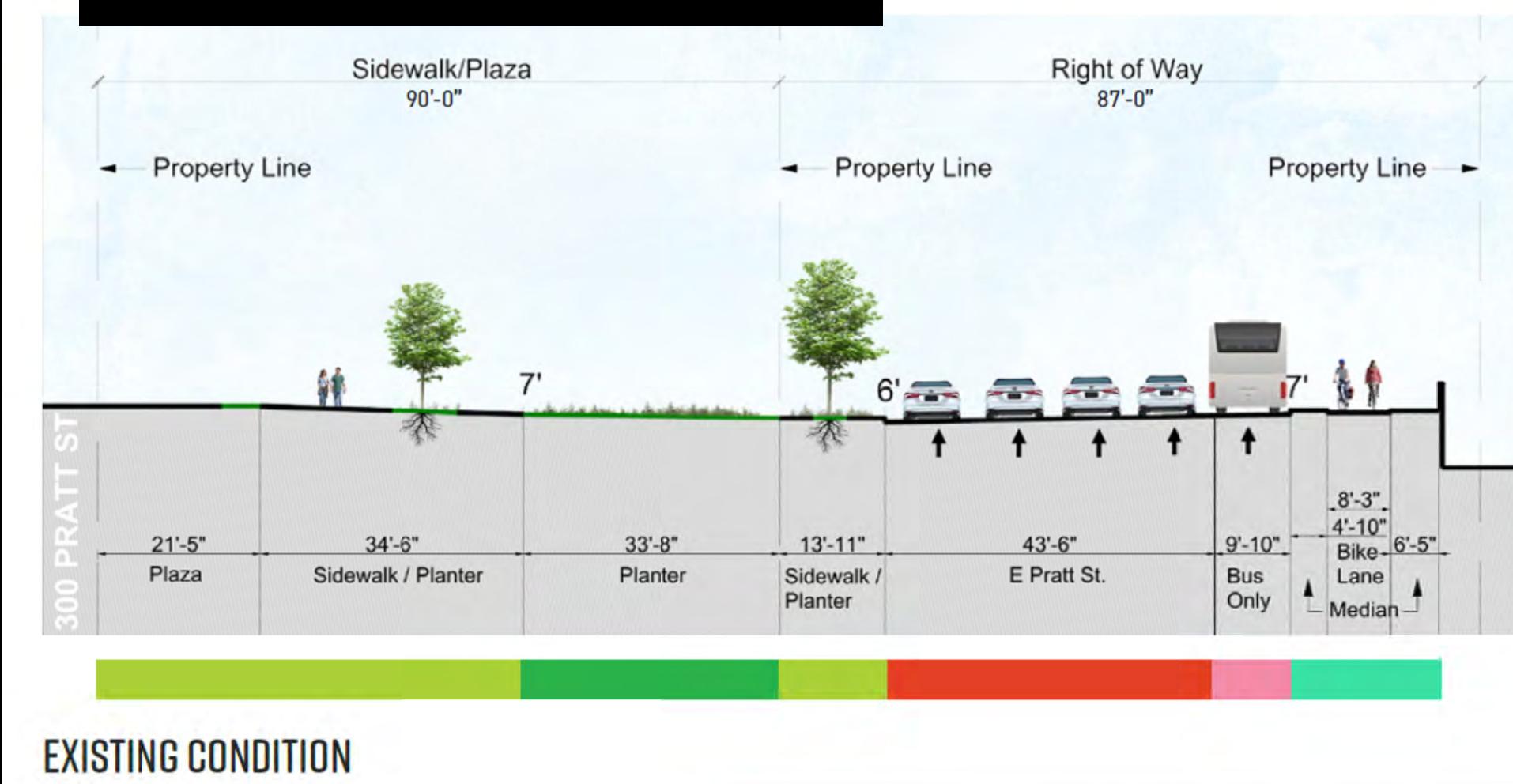
APPENDIX B

Existing and Proposed Lane Use Conditions – Cross Sections





Pratt Street



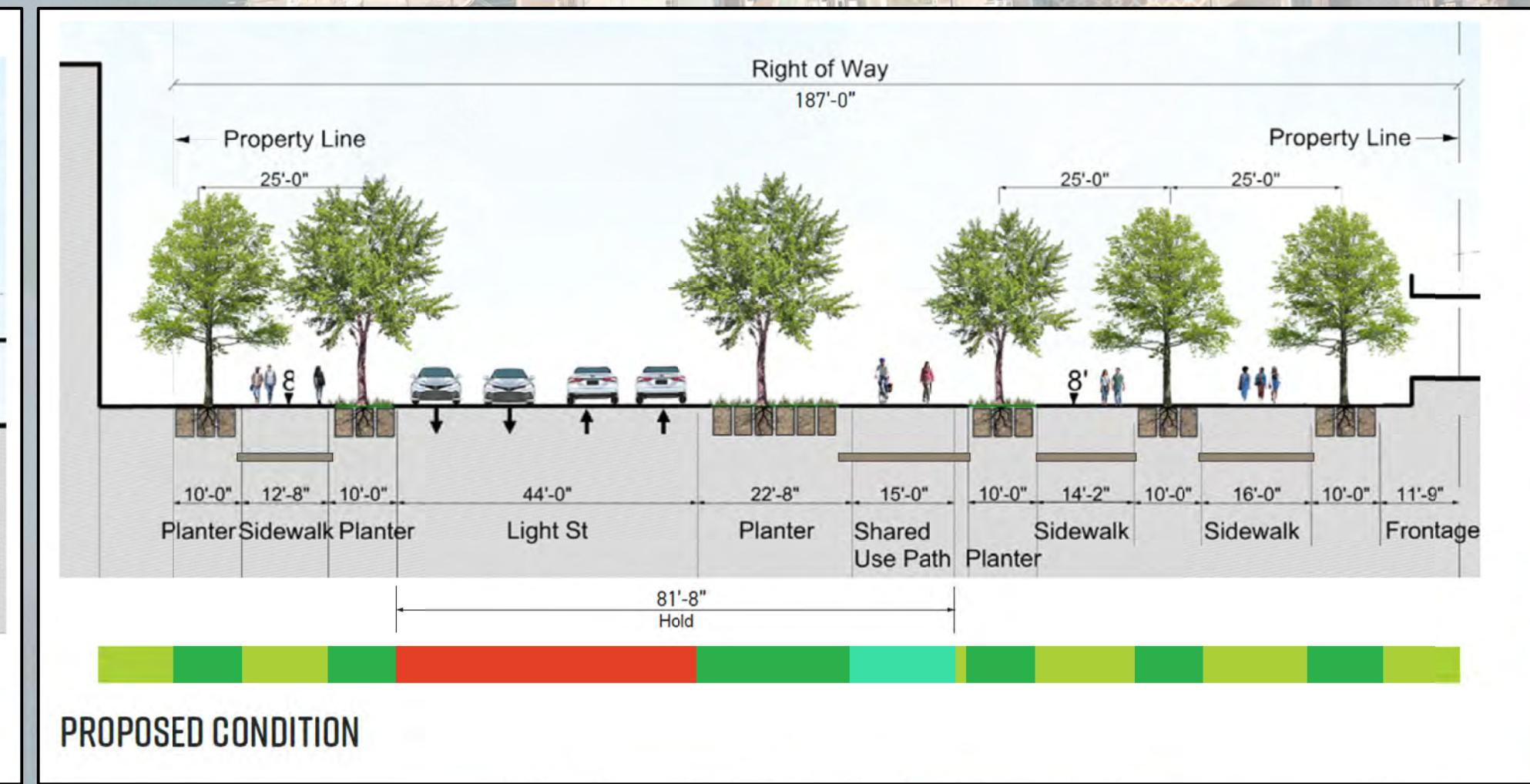
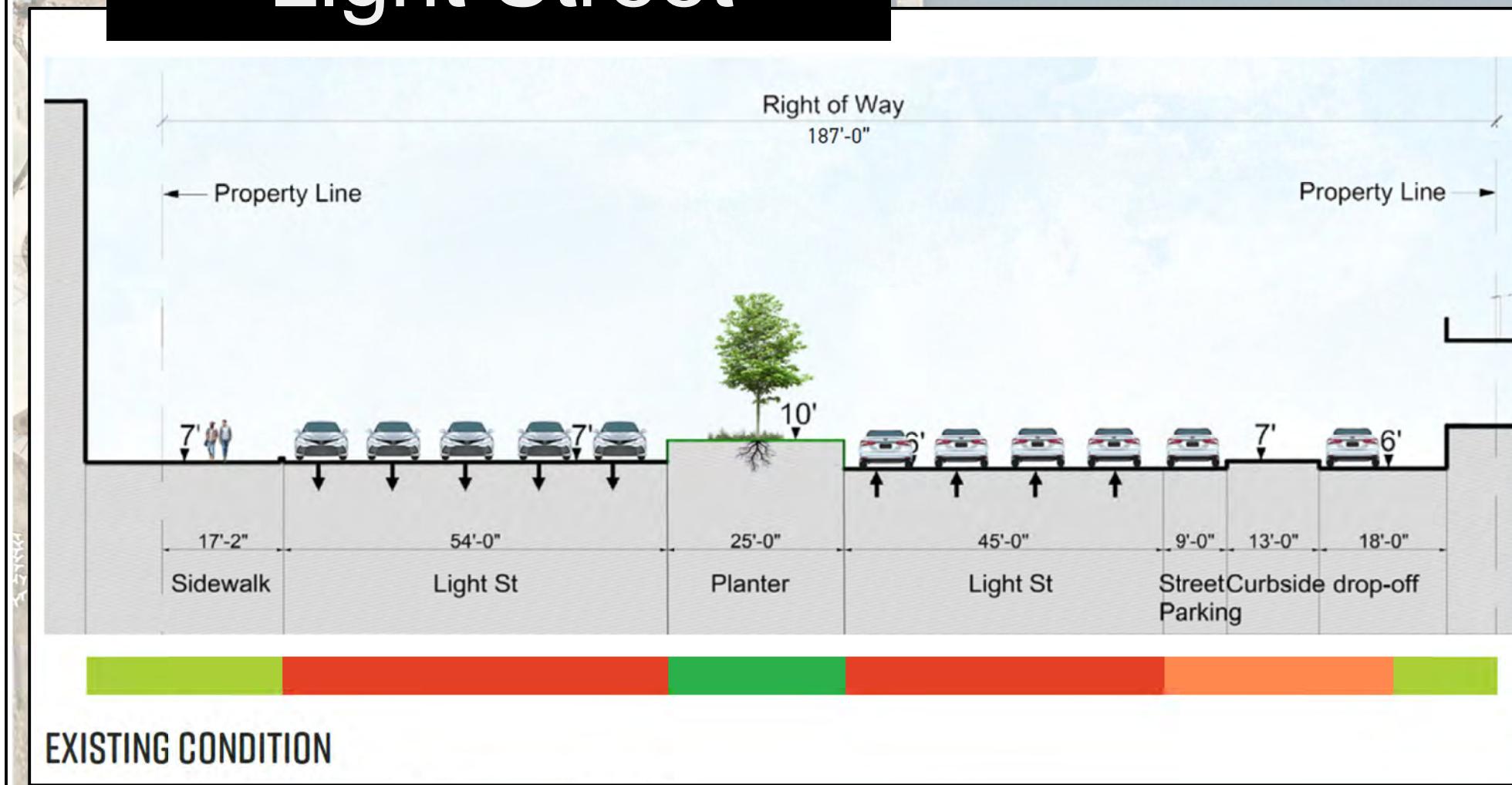
Aerial images ©Nearmap 2023

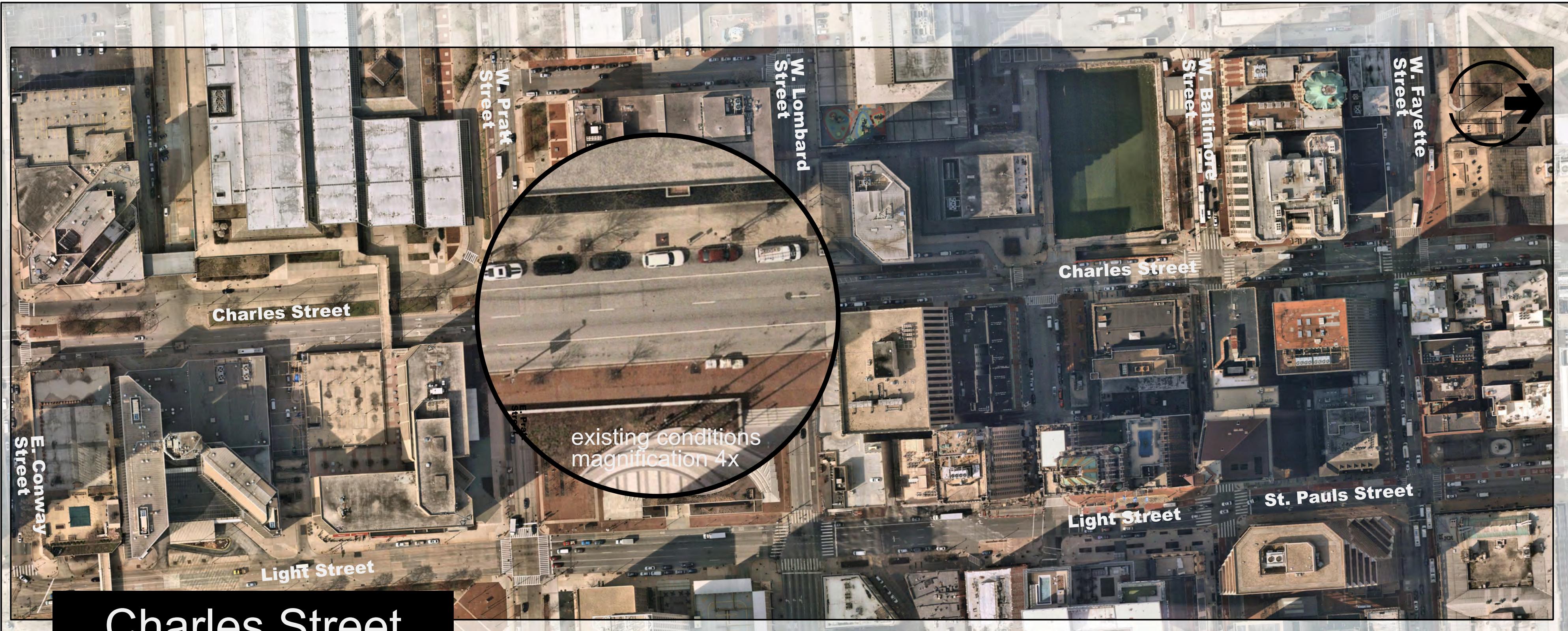
suite h - 9900 franklin square dr. - baltimore, maryland 21236 410.931.6800 - fax: 410.931.6601 - 1.800.583.8411 www.trafficgroup.com

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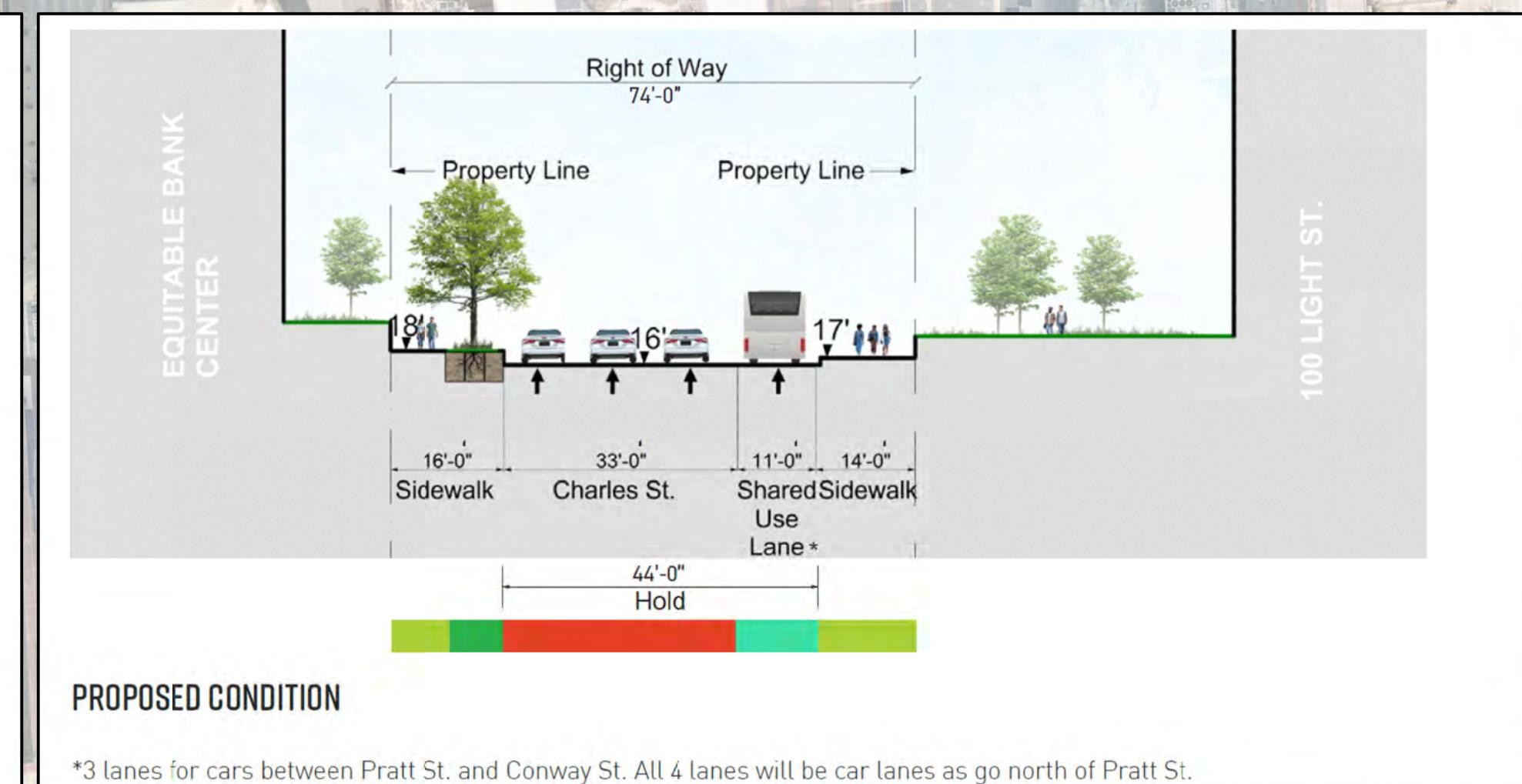
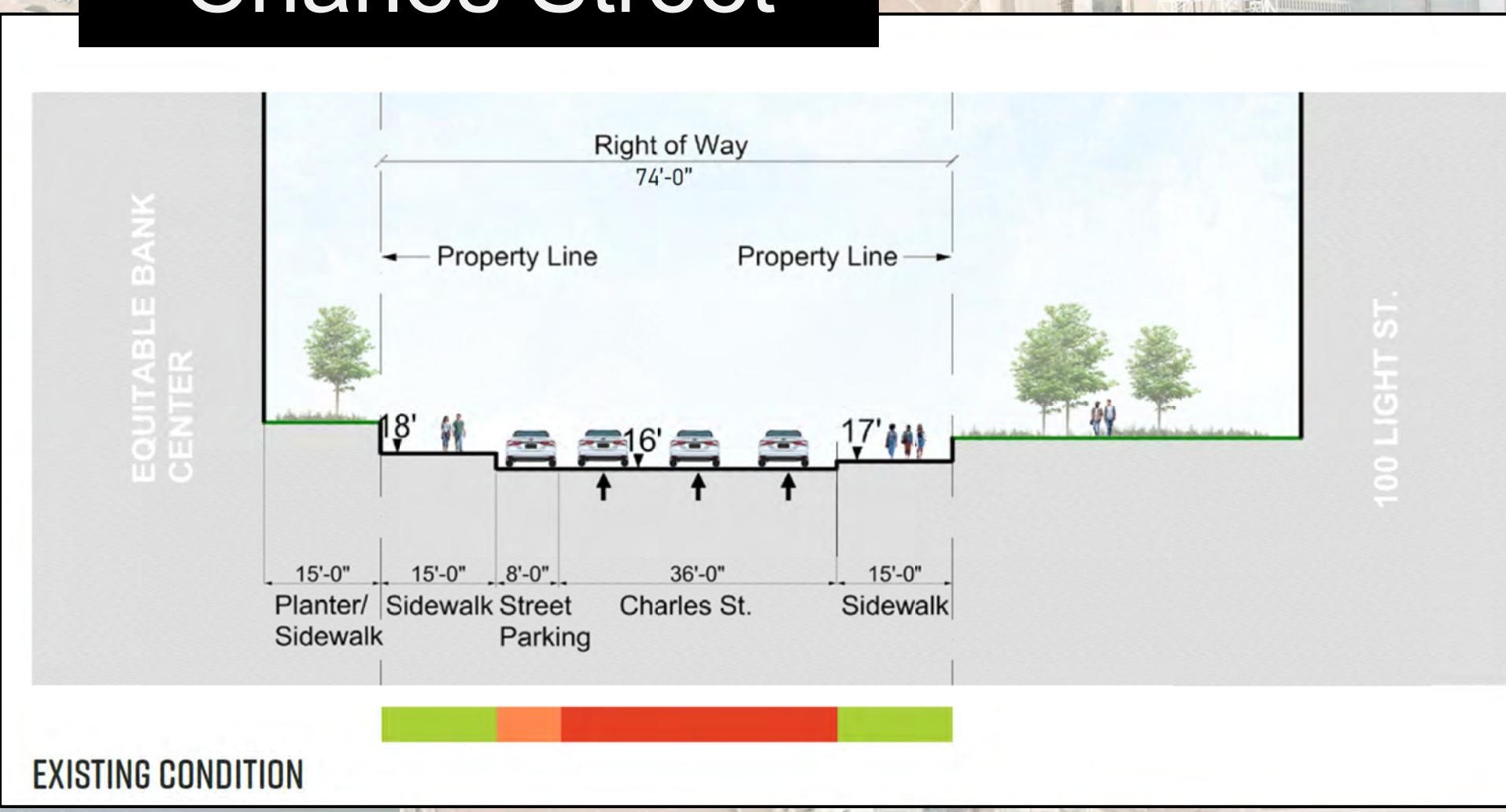


Light Street



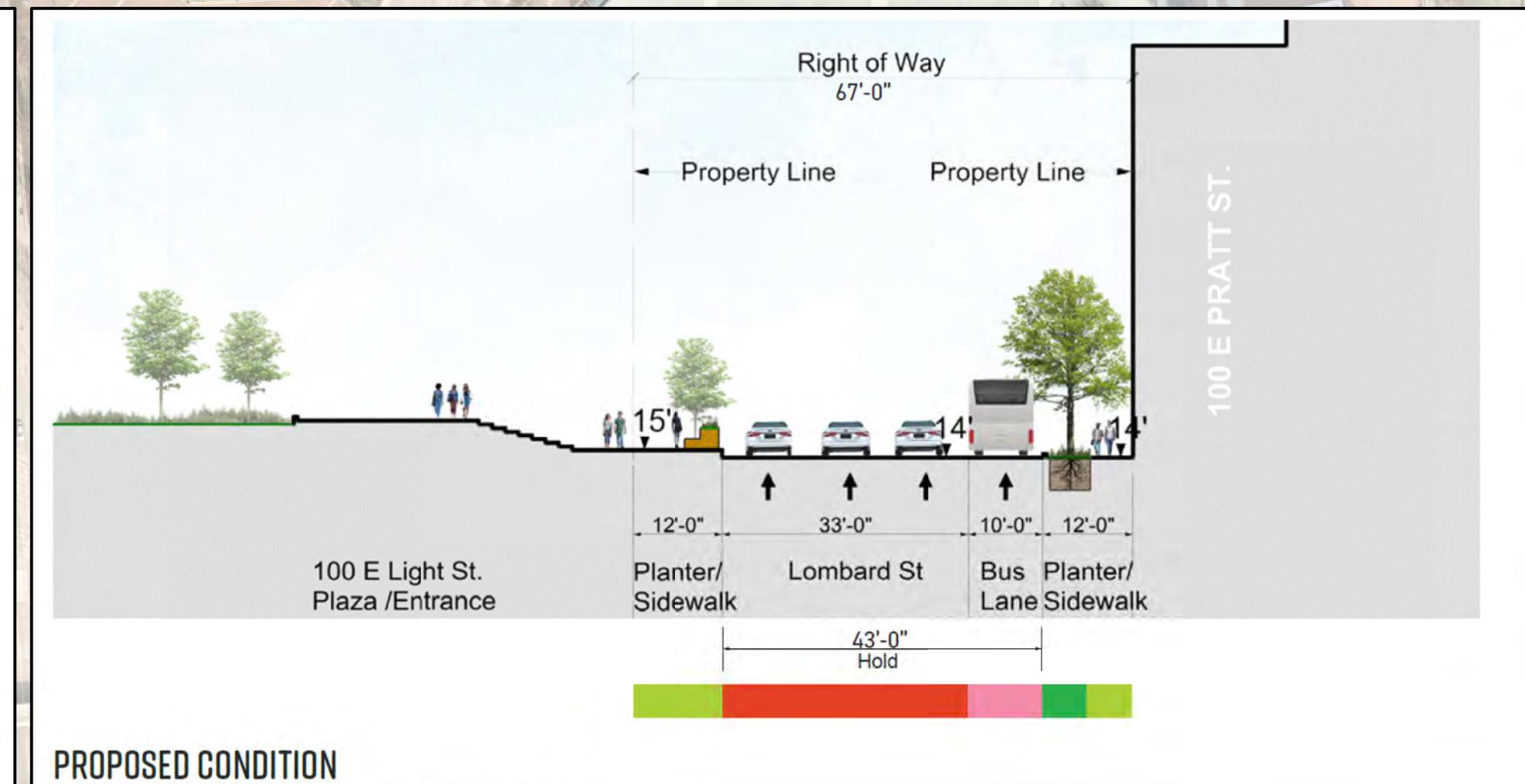
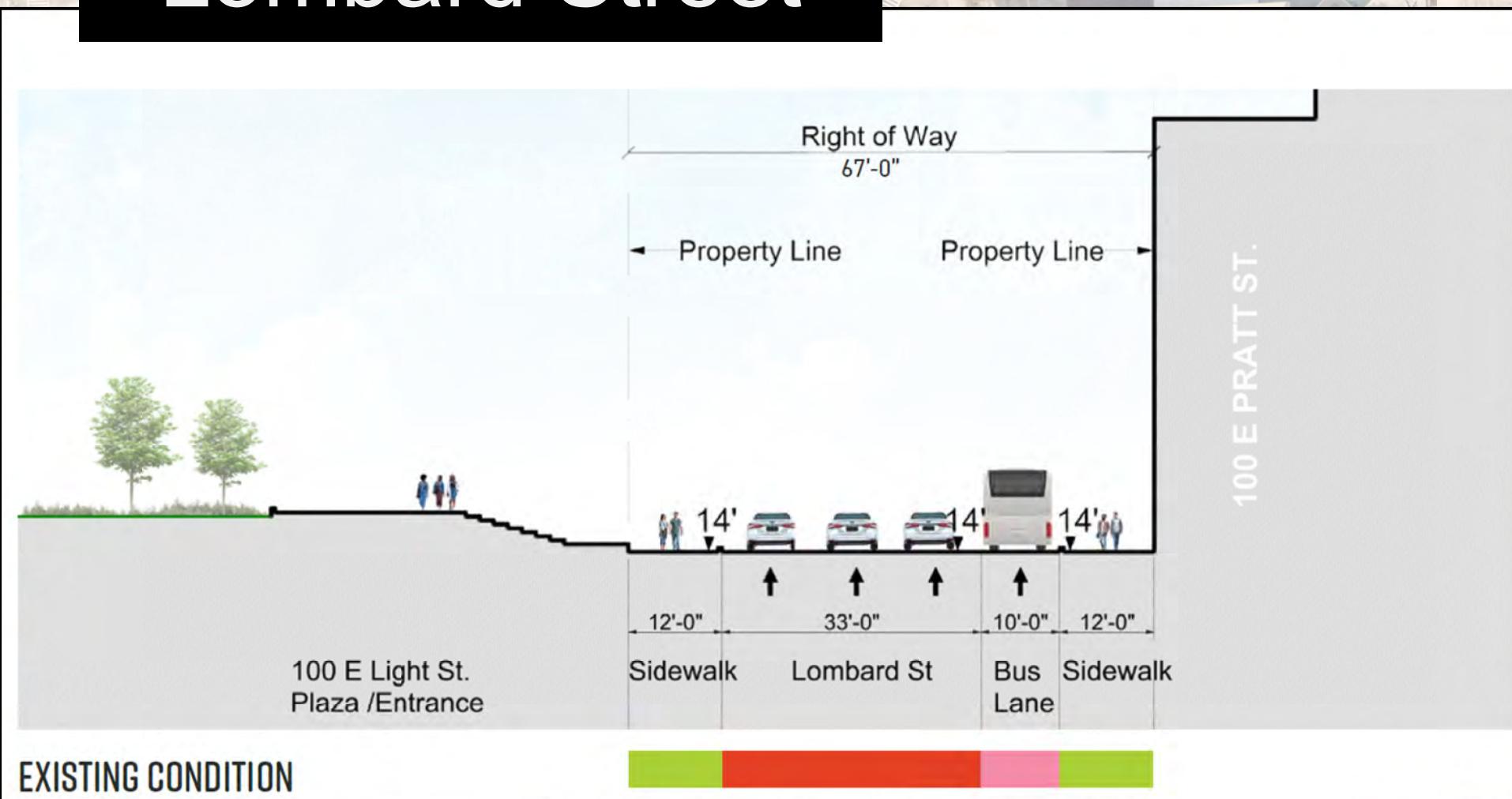


Charles Street



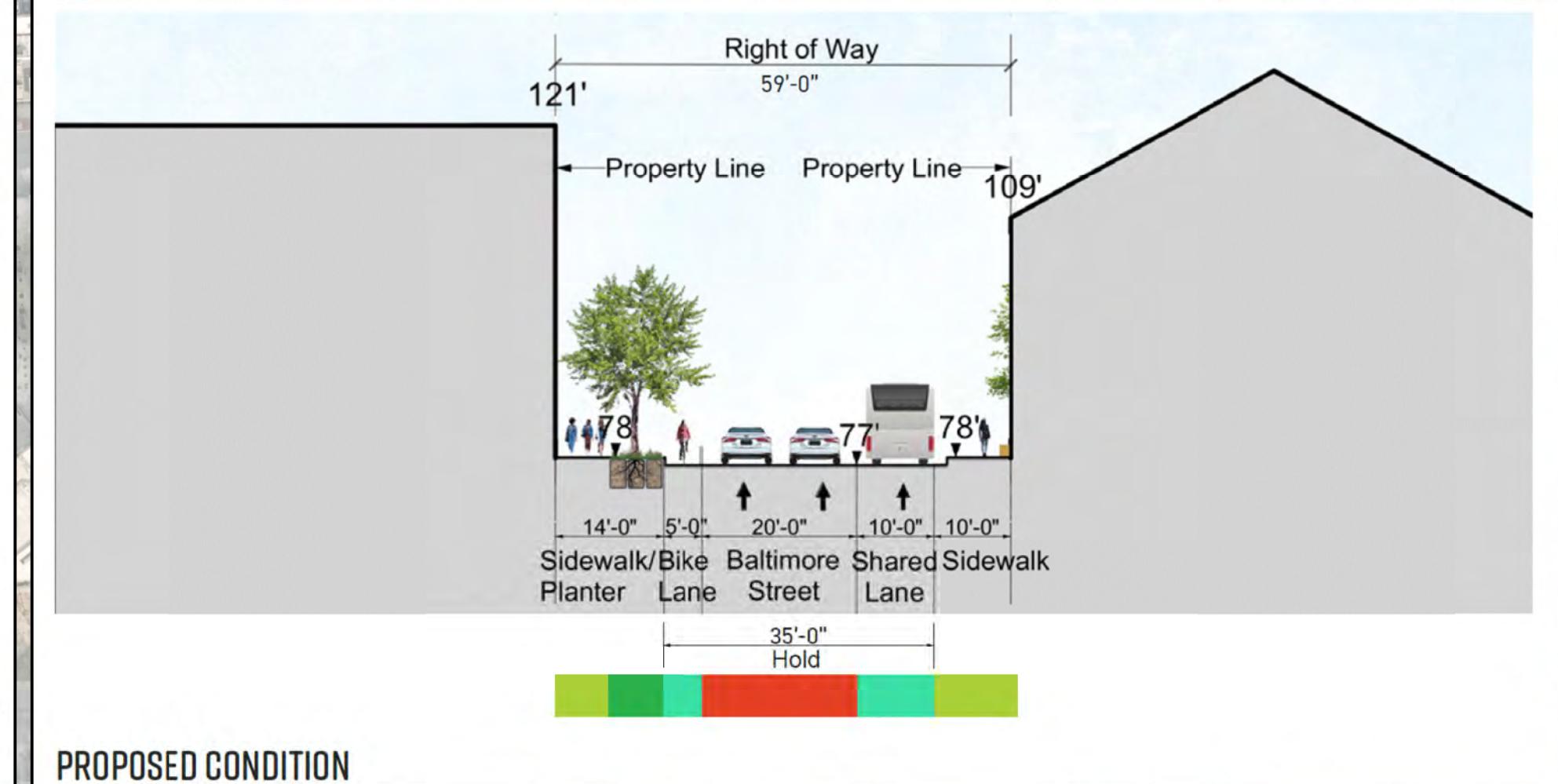
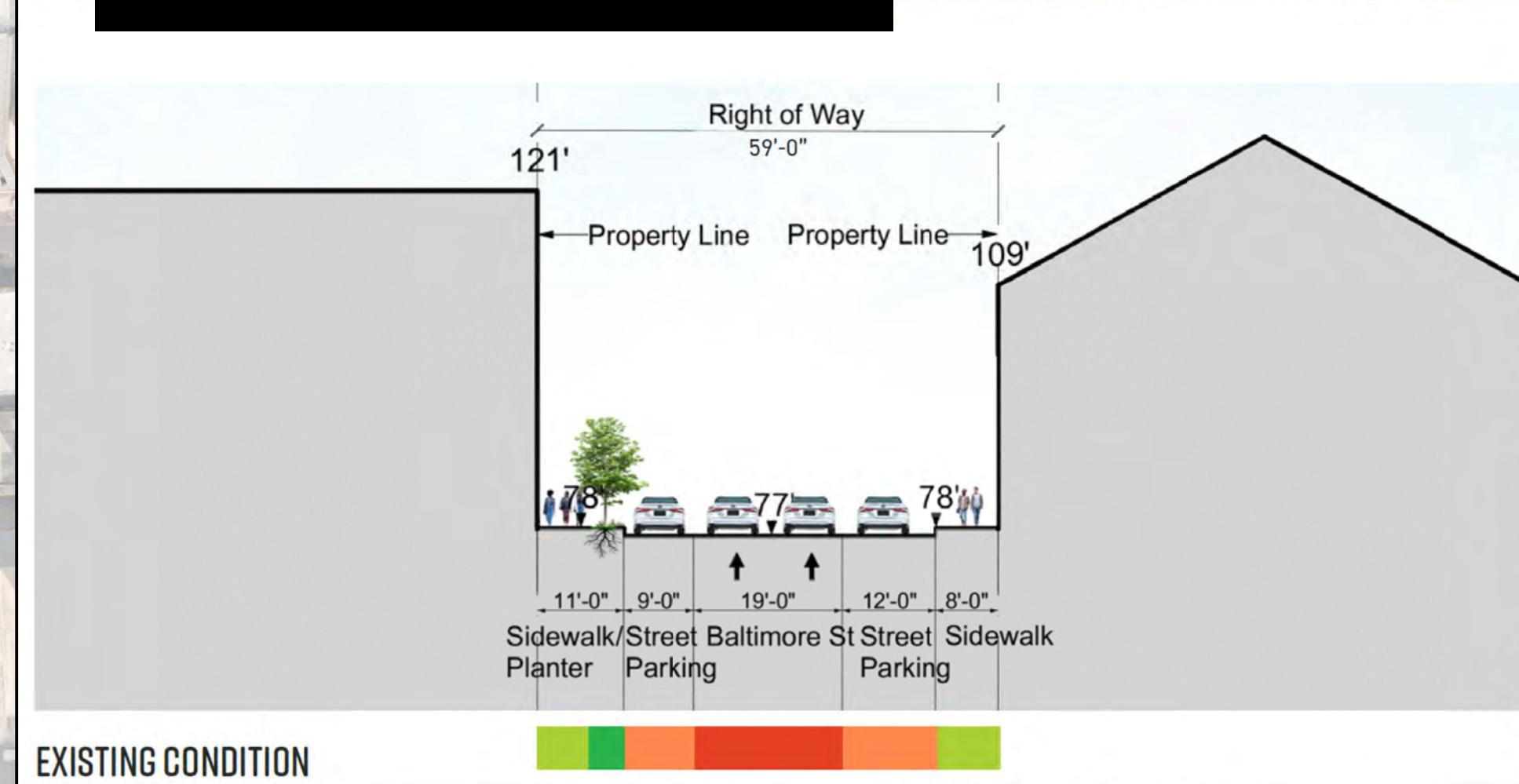


Lombard Street





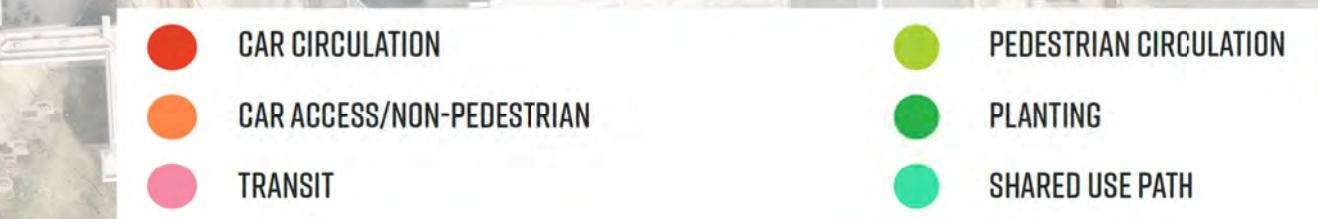
Baltimore Street



EXISTING CONDITION



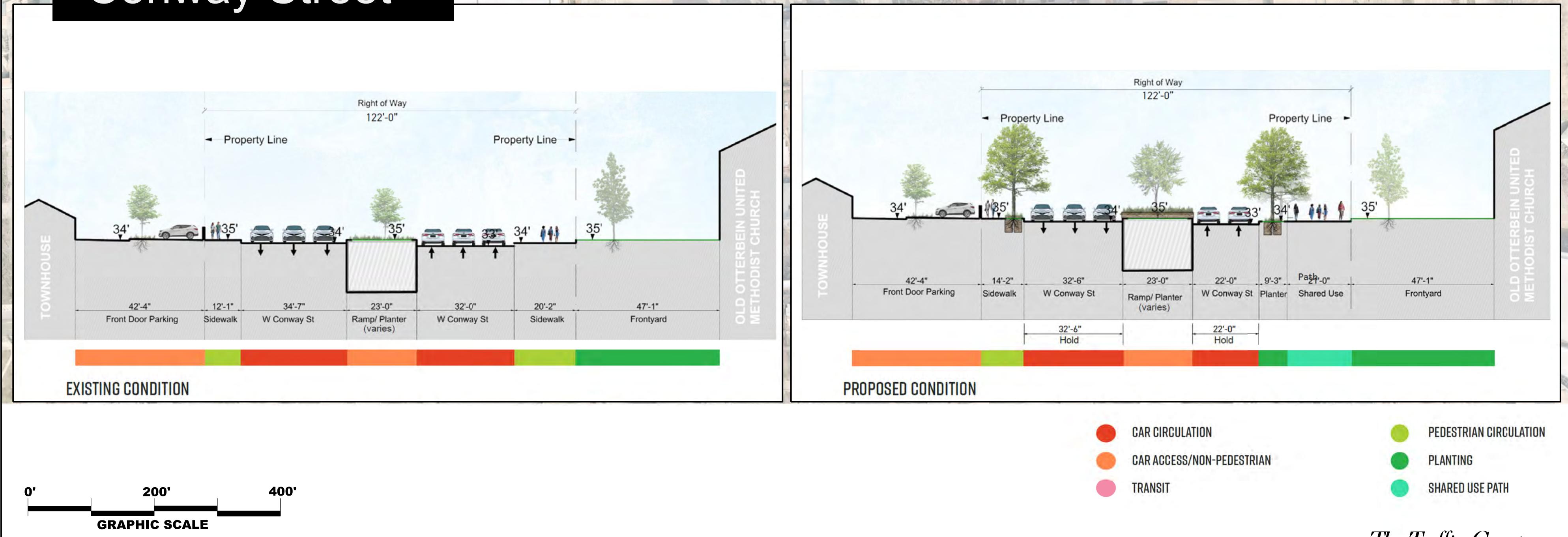
PROPOSED CONDITION



Aerial images ©Nearmap 2023



Conway Street



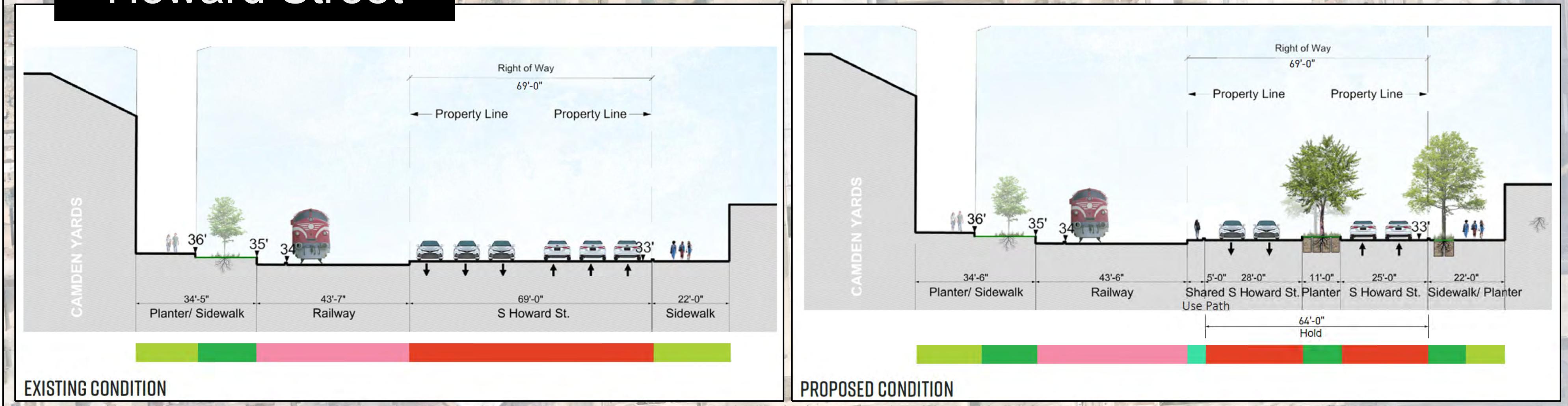
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- The Traffic Group -



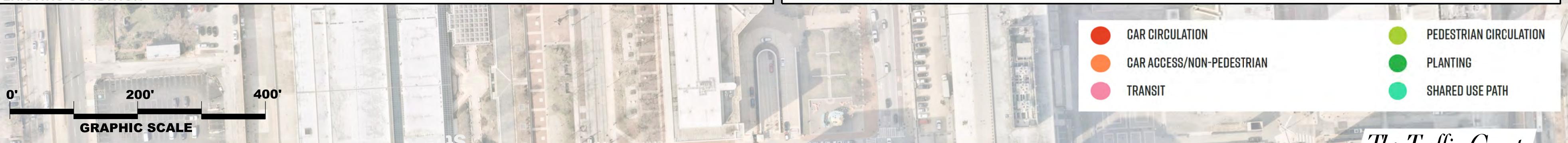
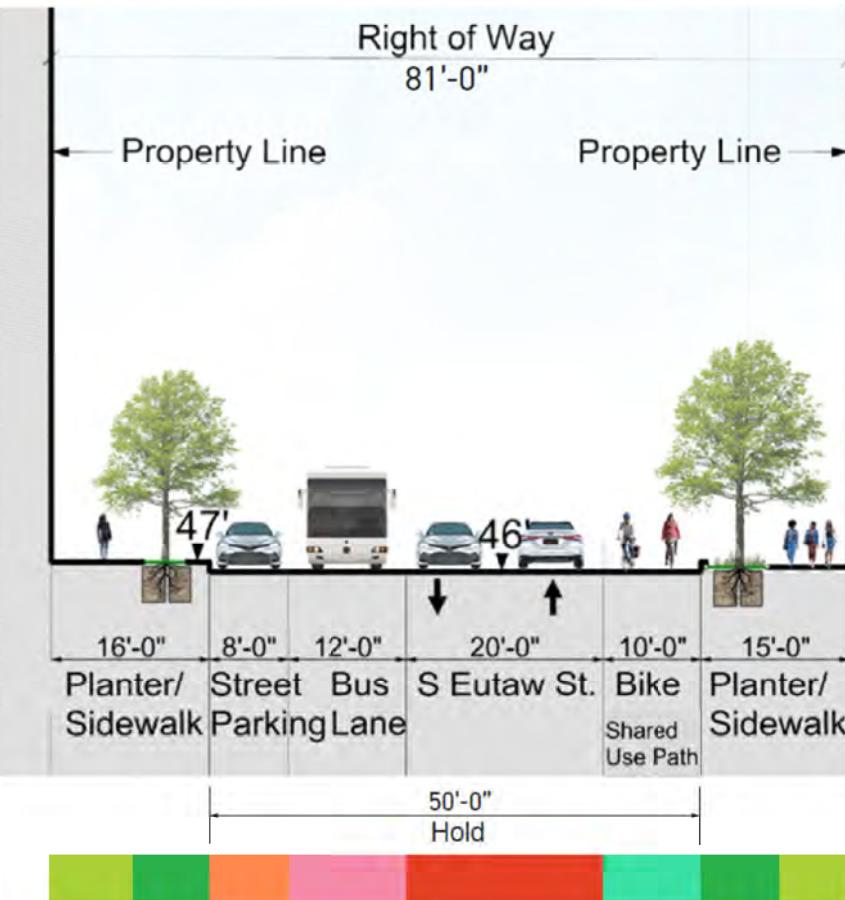
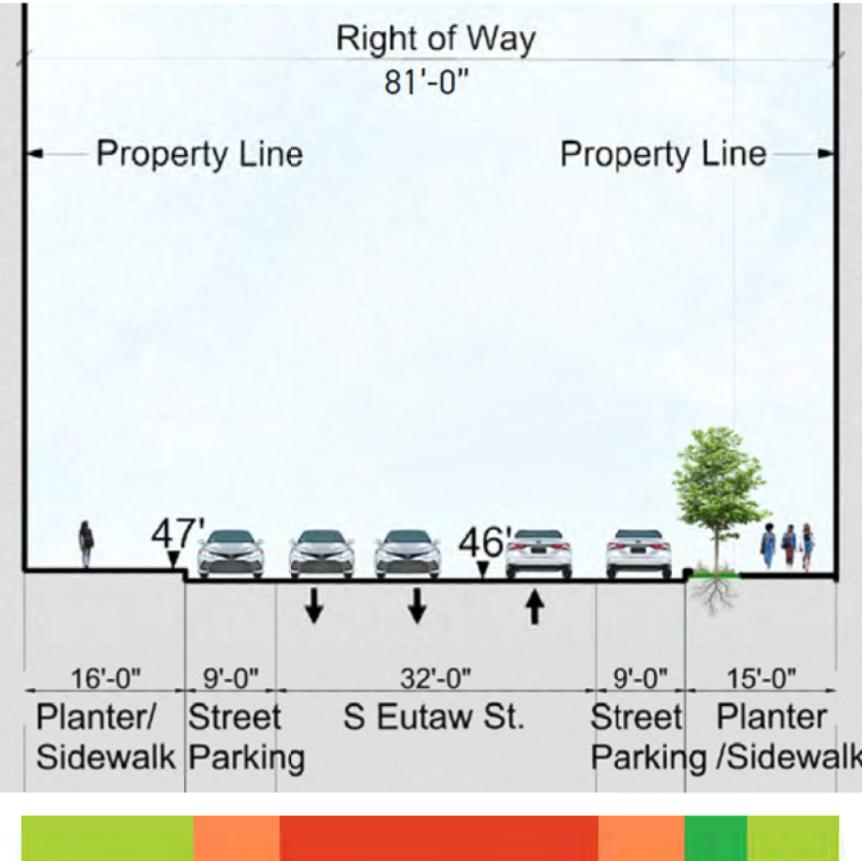
Howard Street





Eutaw Street

BALTIMORE MARRIOTT
INNER HARBOR



APPENDIX C

Rethinking Transportation for the Metro Area – Brookings



Rethinking Transportation for the Metropolitan Area

With Commuting Down, Cities Must Rethink Their Transportation Networks

Prepared by The Brookings Institute – summarized by Wes Guckert, PTP 09212023

The following is a summary of the key points that were made by The Brookings Institute:

1. Decades-long patterns such as rush hour and holiday travel suddenly looks different. As a recent Department of Transportation report marveled, it was "***One of the most dramatic changes in travel behavior since World War II.***"
2. Which changes in household travel behavior will be part of the new normal?
3. The data exposes two structural changes taking shape in real time. People have generally substituted longer commutes for shorter commutes but more frequent trips to eat, shop, and run errands – and that pattern holds in all 109 metro areas that were studied.
4. **These findings suggest that each U.S. metro area now faces a unique inflection point when it comes to designing a regional transportation network.**
5. **The days of expanding roads to funnel workers in and out of job hubs should be over.**
6. **With non work trips increasing, policy makers and planners have an opportunity to use more local serving transportation networks – including bike lanes and other Safe Streets designs – to build proximity between where people live and where they want to go.**
7. We find negligible changes in total mileage traveled when comparing Fall 2019 to Fall 2022.
8. In both periods, the average American metropolitan household traveled approximately 90 miles on weekdays and nearly 85 miles on weekends.
9. Average annual household travel mileage totaled around 30,000 miles for both periods.
10. Work from home rates have skyrocketed with particularly high rates among employees in industries such as information services, professional business services, and educational services.
11. **Trips to work dropped from 16% of all trips in Fall 2019 to only 12% in Fall 2022.**

12. On average, households traveled 25% fewer miles for work on weekdays in Fall 2022 than they did in Fall 2019.
13. Many American households utilize “trip chaining”—stringing together multiple trips of different purposes and destinations in a single excursion from home or work.
14. Work trips often anchor household trip chains. Other errands are fit in around this essential and time-specific travel.
15. With the drop in work trips noted above, some households were able to rearrange their trip chains around other routines.
16. In 2019, 50% of all household trips were completed on the way to or from work.
17. By 2022, that share fell to 40% and instead, households shifted a greater share of trips to home-based tours.
18. Eating trips increasingly occurred during non-work trip chains: 2022 saw 31% more eating trips as part of home-based tours. Similar transitions happen for other trip purposes including recreation, shopping, social, and regular errands.
19. More people are likely to leave their homes starting around lunchtime to eat, exercise, or run errands.
20. **The general pattern of “commute less, errand more” holds in all of the country’s 109 largest metro areas.**
21. **The rapid rise in telecommuting and emptier transit vehicles all could suggest that Americans are not traveling as much as they used to travel.**
22. In fact, in most of the 109 metro areas studied, personal miles traveled increased between 2019 and 2022.
23. **There are extremely different travel patterns across the country, and there is no easy way to explain the difference.**
24. Brookings examined a sweeping set of variables including housing costs, population density, presence of a state capitol, even change in average household size, and **could not find either a single variable or a controlled set of multiple variables that consistently explain changes in household travel at the metropolitan scale.**

25. **There is a clear signal that state and local practitioners should reconsider any expensive transportation projects primarily focused on funneling commuters in and out of office centric neighborhoods and instead focus on improving accessibility and safety.**
26. Overall, Brookings believes the findings in their report affirm a more neighborhood centric approach to regional infrastructure planning.
27. **Where highways and hub-and-spoke mass transit once dominated thinking about how to build competitive 20th Century metro areas, there are growing signs that neighborhood-scaled transportation will define competitive regions for this young century.**
28. We know that shorter distance trips contribute to reduced environmental emissions, fewer road-related injuries, and lower household transportation expenses. It is going to require neighborhood centric planning to help even more short distance trips become the norm.
29. Switching away from the 20th Century transportation model will also demand more flexible interventions as infrastructure and land use decisions should vary according to the diverse needs of each region and its neighborhood.
30. **For many downtowns, this will likely implicate a need for more housing and social and cultural attractions to balance out single use office buildings. While some neighborhoods already feature safe streets, short blocks, and last mile transportation connections, others are built nearly exclusively for cars.**
31. It is up to local, regional, and state practitioners to work together to deploy the neighborhood scale investments – both in terms of transportation assets and real estate that will work best in each place.
32. The last 3 years prove that decades-long American travel patterns were not nearly as rigid as often thought.

APPENDIX D

Capacity Analysis Worksheets – CLV



CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: W Fayette Street

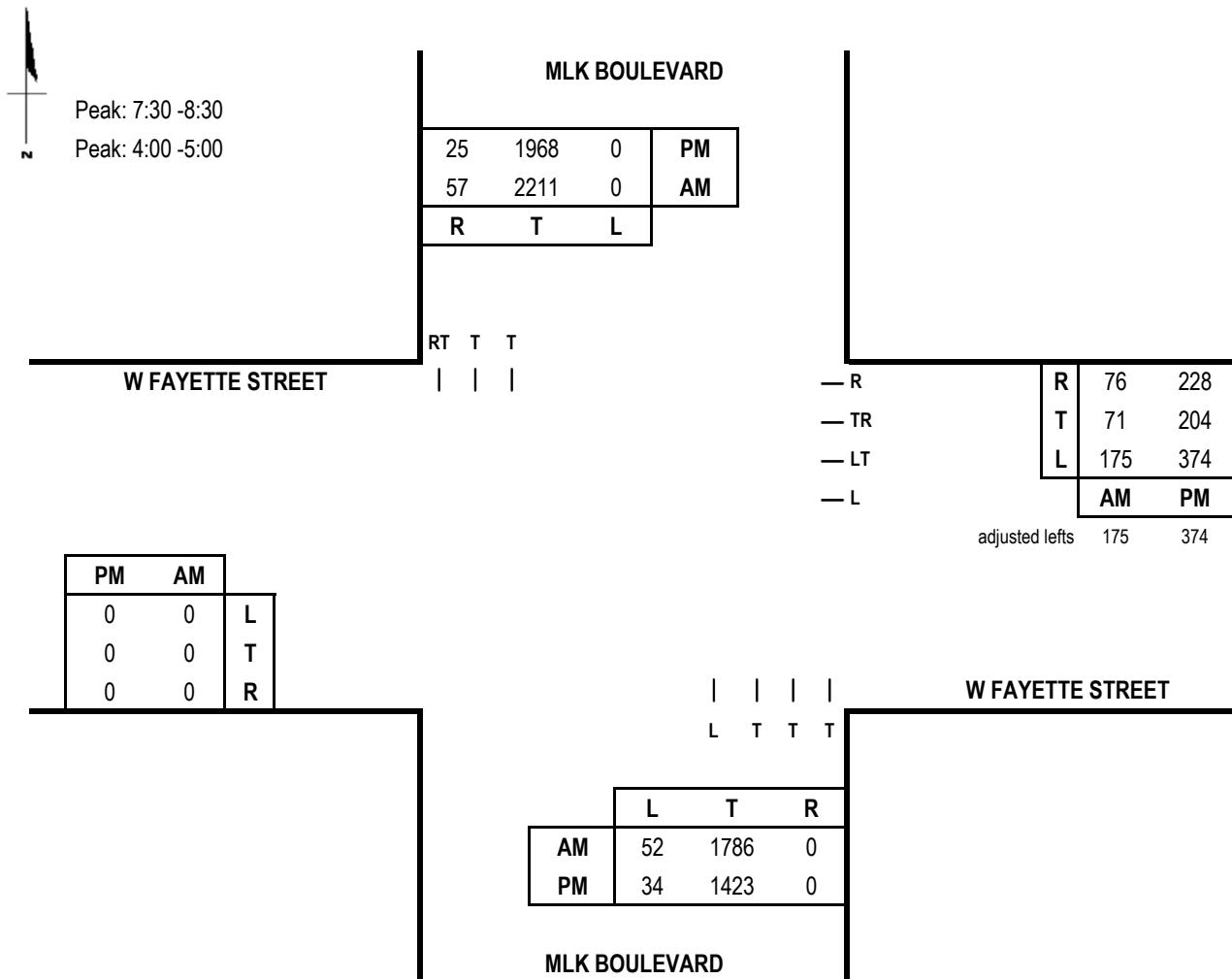
N/S Road: Mlk Boulevard

Conditions: Existing Traffic

Date of Count: 9/19/2023

Day of Count: Tuesday

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1786	0.40	714	0	0.00	0	959
SB	2268	0.40	907	52	1.00	52	
EB	0	0.00	0	175	0.60	105	177
WB	322	0.55	177	0	0.00	0	
CLV TOTAL=						1,136	
Level of Service (LOS)=						B	

Scenario ID - EXIST1

AM V/C = 0.71

PM V/C = 0.8

PM V/C = 0.8

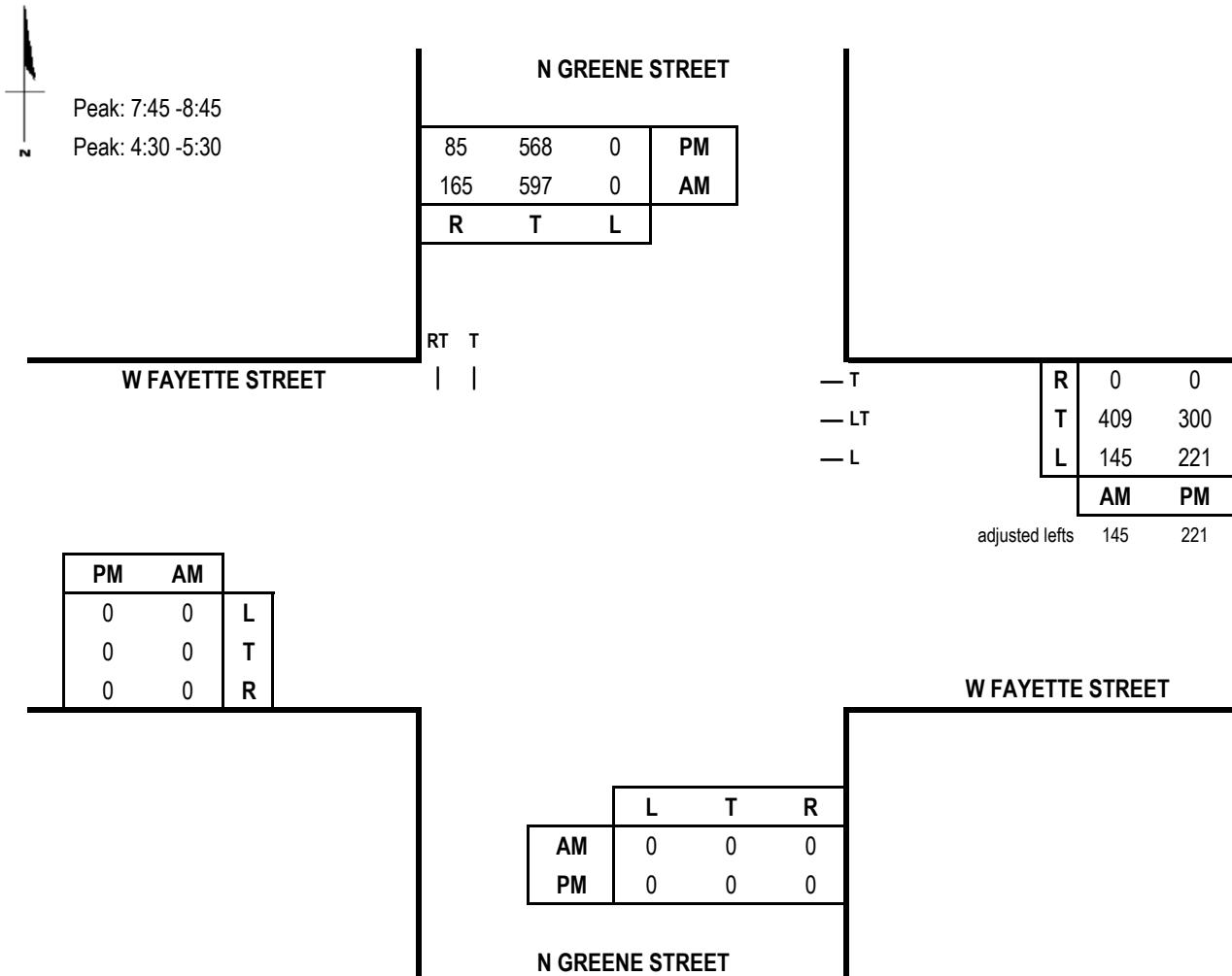
CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA



E/W Road: W Fayette Street
N/S Road: N Greene Street
Conditions: Existing Traffic

Date of Count: 9/26/2023
Day of Count: Tuesday
Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF		
NB	0	0.00	0	0	0.00	0	419
SB	762	0.55	419	0	0.00	0	
EB	0	0.00	0	145	0.60	87	305
WB	554	0.55	305	0	0.00	0	
CLV TOTAL =				724			
Level of Service (LOS)=							
A							

Scenario ID - EXIST2

AM V/C =0.45

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF		
NB	0	0.00	0	0	0.00	0	359
SB	653	0.55	359	0	0.00	0	
EB	0	0.00	0	221	0.60	133	287
WB	521	0.55	287	0	0.00	0	
CLV TOTAL =				646			
Level of Service (LOS)=							
A							

PM V/C =0.4

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA



E/W Road: W Fayette Street

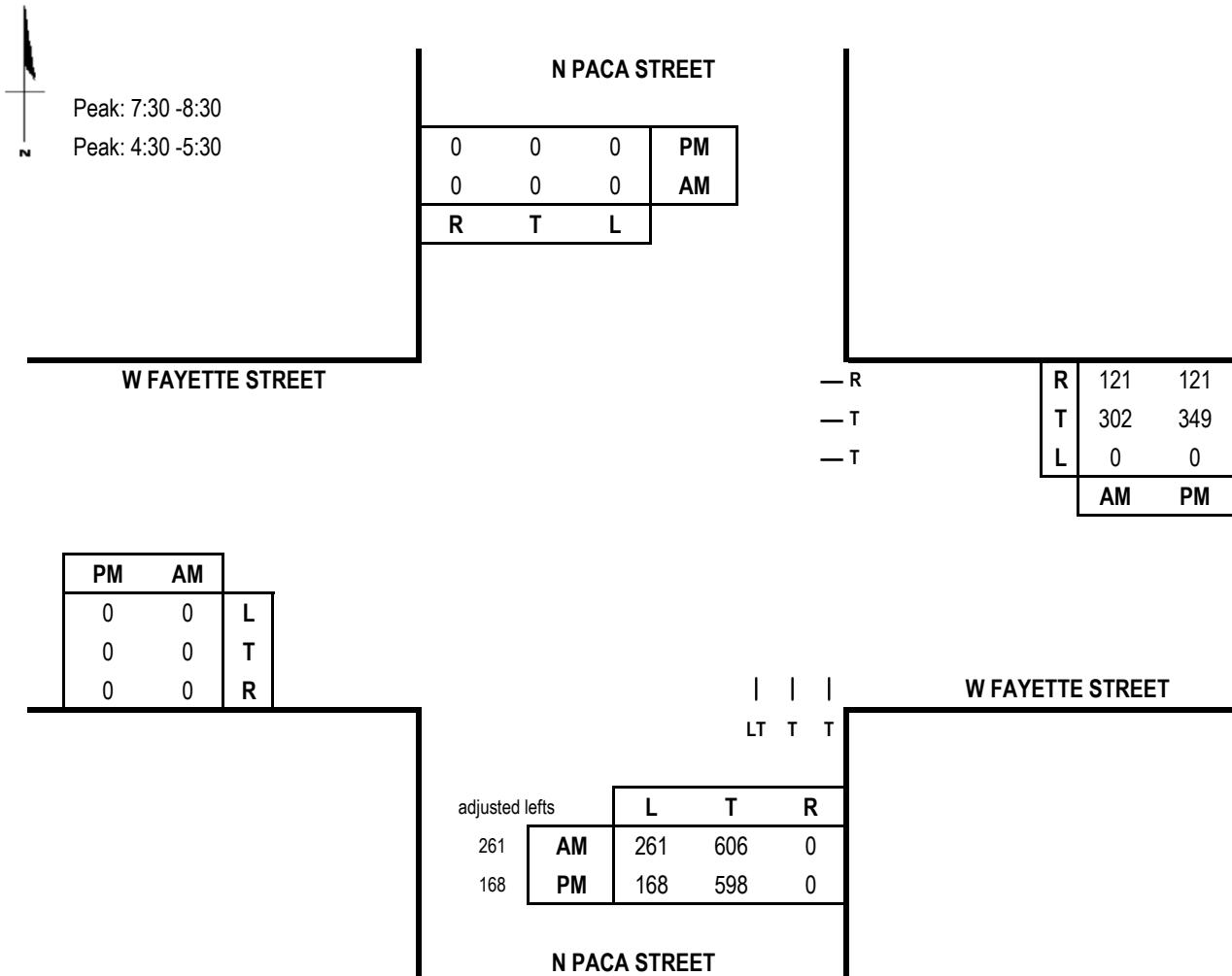
Date of Count: 9/26/2023

N/S Road: N Paca Street

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	867	0.40	347	0	0.00	0
SB	0	0.00	0	261	1.00	261
EB	0	0.00	0	0	0.00	0
WB	302	0.55	166	0	0.00	0
CLV TOTAL =				513		
Level of Service (LOS) =				A		

Scenario ID - EXIST3

AM V/C = 0.32

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	766	0.40	306	0	0.00	0
SB	0	0.00	0	168	1.00	168
EB	0	0.00	0	0	0.00	0
WB	349	0.55	192	0	0.00	0
CLV TOTAL =				498		
Level of Service (LOS) =				A		

PM V/C = 0.31

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA



E/W Road: W Fayette Street

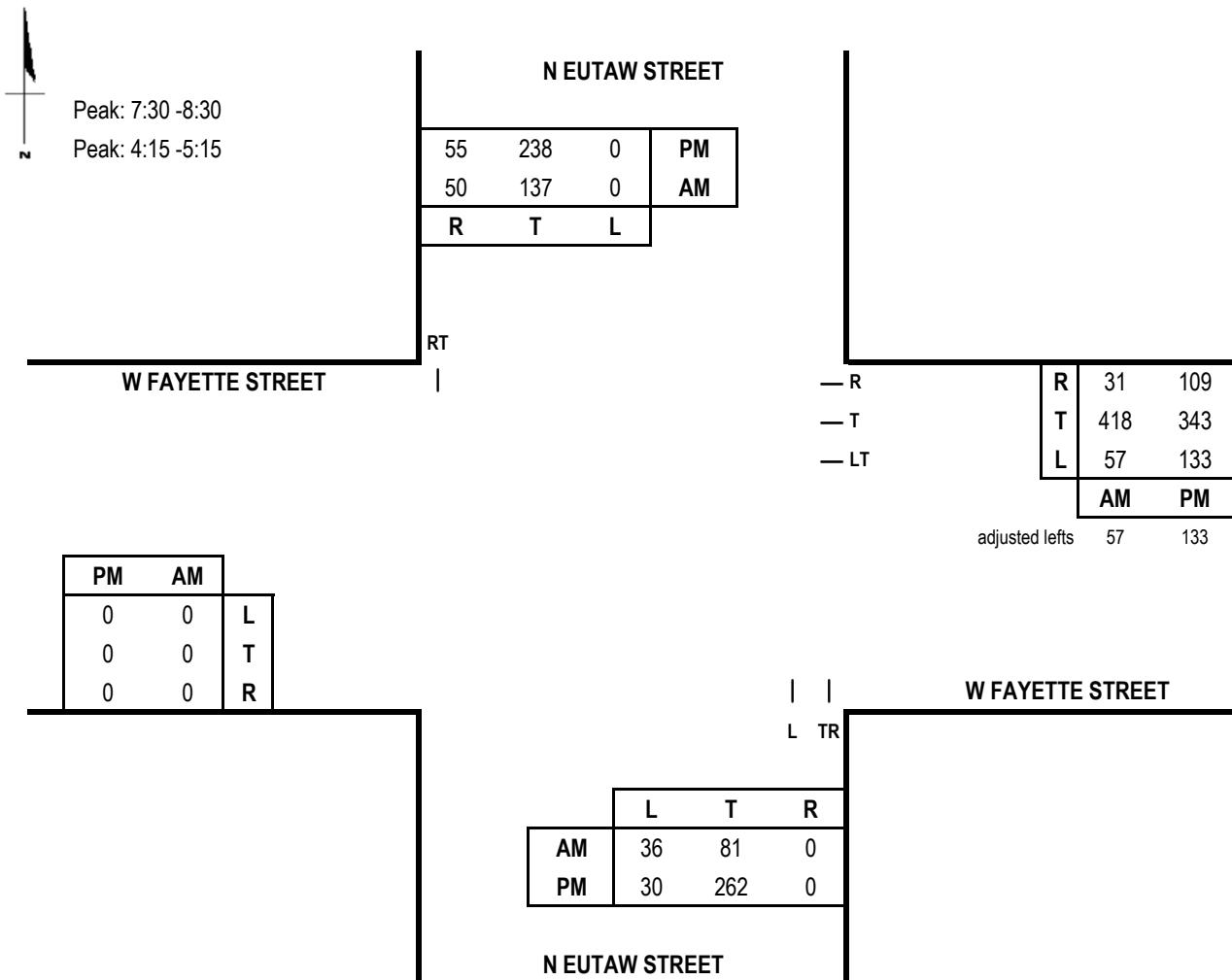
Date of Count: 9/19/2023

N/S Road: N Eutaw Street

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	81	1.00	81	0	0.00	0
SB	187	1.00	187	36	1.00	36
EB	0	0.00	0	57	1.00	57
WB	475	0.55	261	0	0.00	0
CLV TOTAL =				484		
Level of Service (LOS) = A						

Scenario ID - EXIST4

AM V/C = 0.3

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	262	1.00	262	0	0.00	0
SB	293	1.00	293	30	1.00	30
EB	0	0.00	0	133	1.00	133
WB	476	0.55	262	0	0.00	0
CLV TOTAL =				585		
Level of Service (LOS) = A						

PM V/C = 0.37

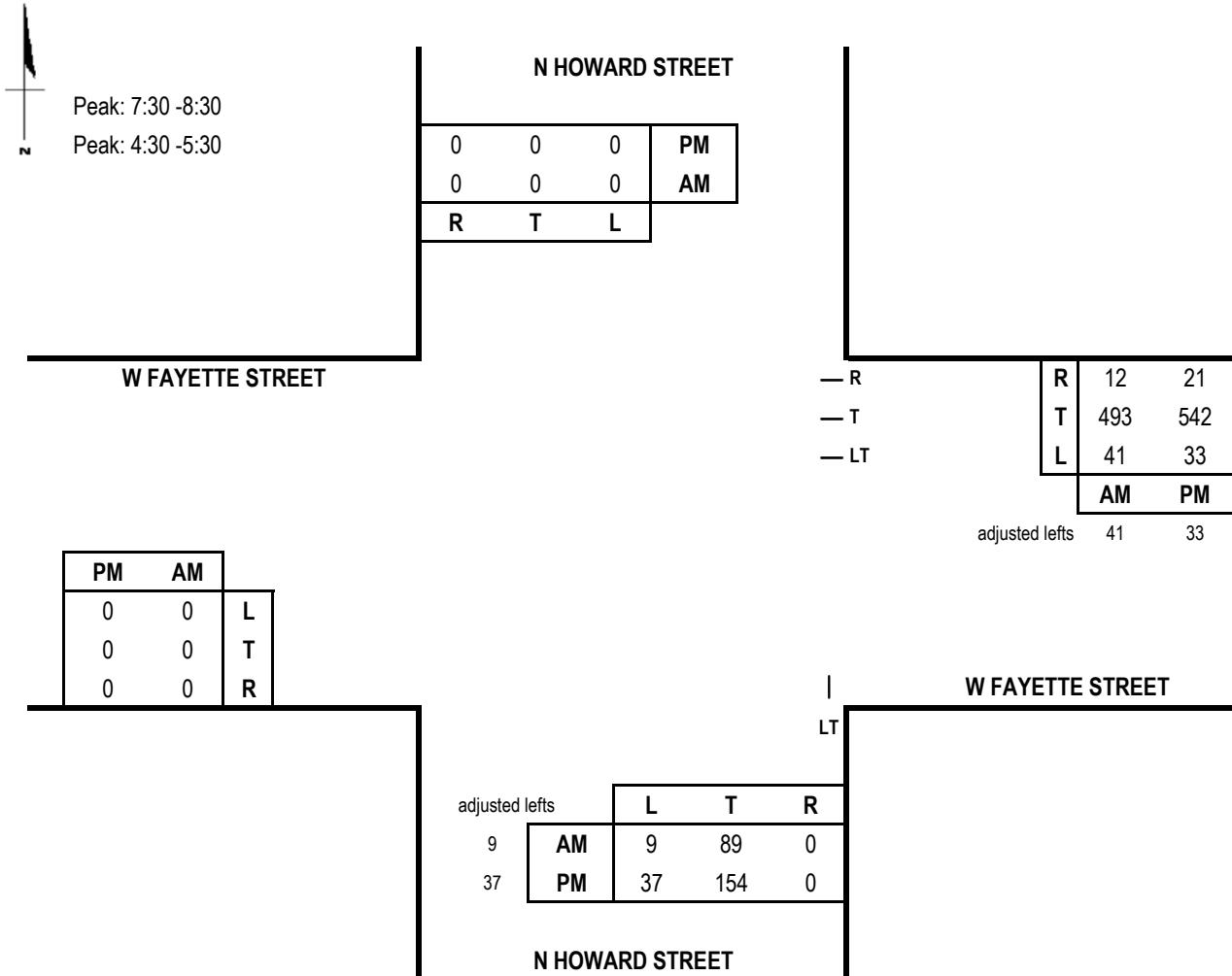
CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA



E/W Road: W Fayette Street
N/S Road: N Howard Street
Conditions: Existing Traffic

Date of Count: 9/19/2023
Day of Count: Tuesday
Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	98	1.00	98	0	0.00	0	98
SB	0	0.00	0	9	1.00	9	
EB	0	0.00	0	41	1.00	41	294
WB	534	0.55	294	0	0.00	0	
CLV TOTAL =				392			
Level of Service (LOS) =							A

Scenario ID - EXIST5

AM V/C = 0.25

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	191	1.00	191	0	0.00	0	191
SB	0	0.00	0	37	1.00	37	
EB	0	0.00	0	33	1.00	33	316
WB	575	0.55	316	0	0.00	0	
CLV TOTAL =				507			
Level of Service (LOS) =							A

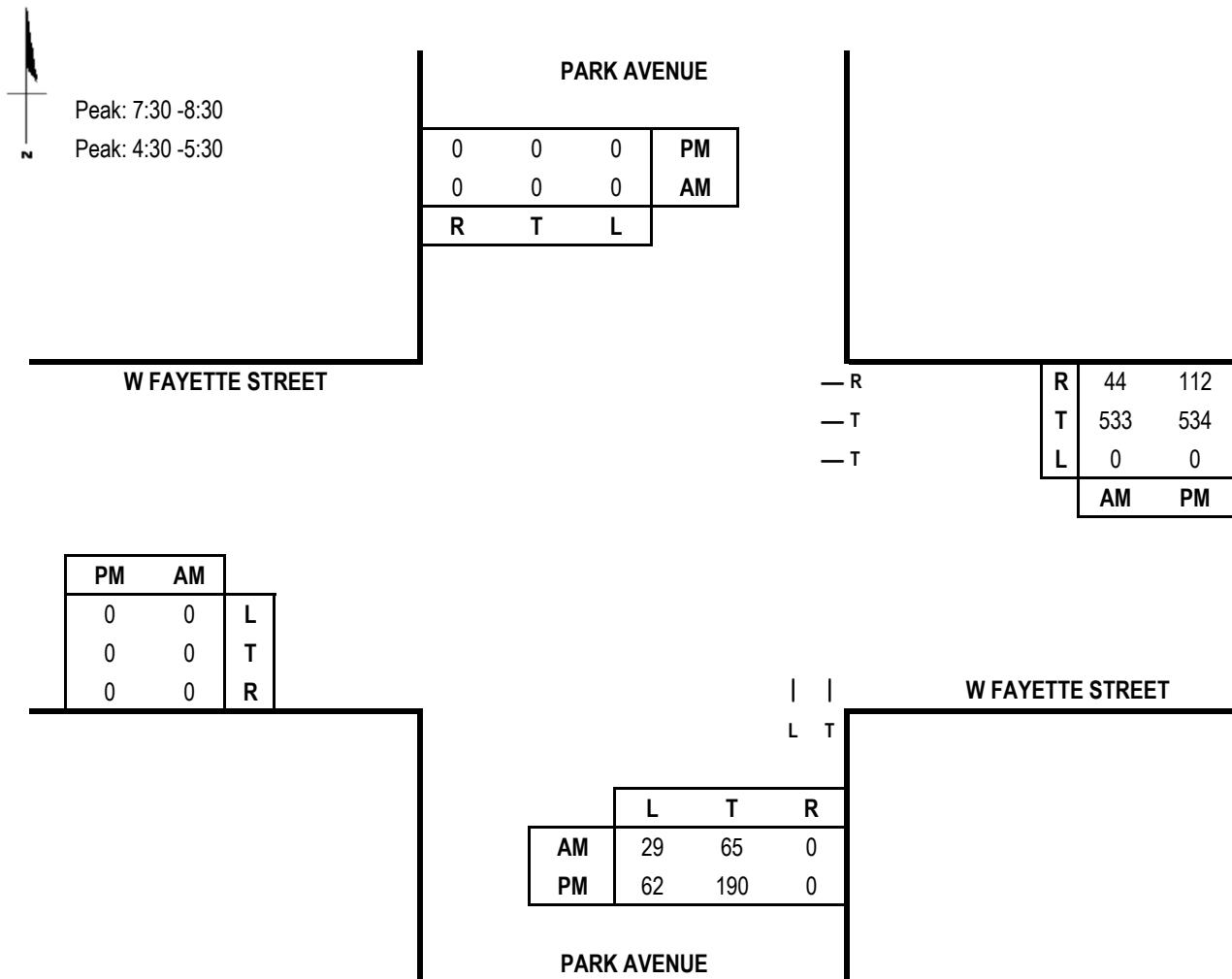
PM V/C = 0.32

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: W Fayette Street
N/S Road: Park Avenue
Conditions: Existing Traffic

Date of Count: 9/19/2023
Day of Count: Tuesday
Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	65	1.00	65	0	0.00	0	65
SB	0	0.00	0	29	1.00	29	
EB	0	0.00	0	0	0.00	0	293
WB	533	0.55	293	0	0.00	0	
CLV TOTAL =				358			
Level of Service (LOS)=							
A							

Scenario ID - EXIST6

AM V/C = 0.22

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	190	1.00	190	0	0.00	0	190
SB	0	0.00	0	62	1.00	62	
EB	0	0.00	0	0	0.00	0	294
WB	534	0.55	294	0	0.00	0	
CLV TOTAL =				484			
Level of Service (LOS)=							
A							

PM V/C = 0.3

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: W Fayette Street

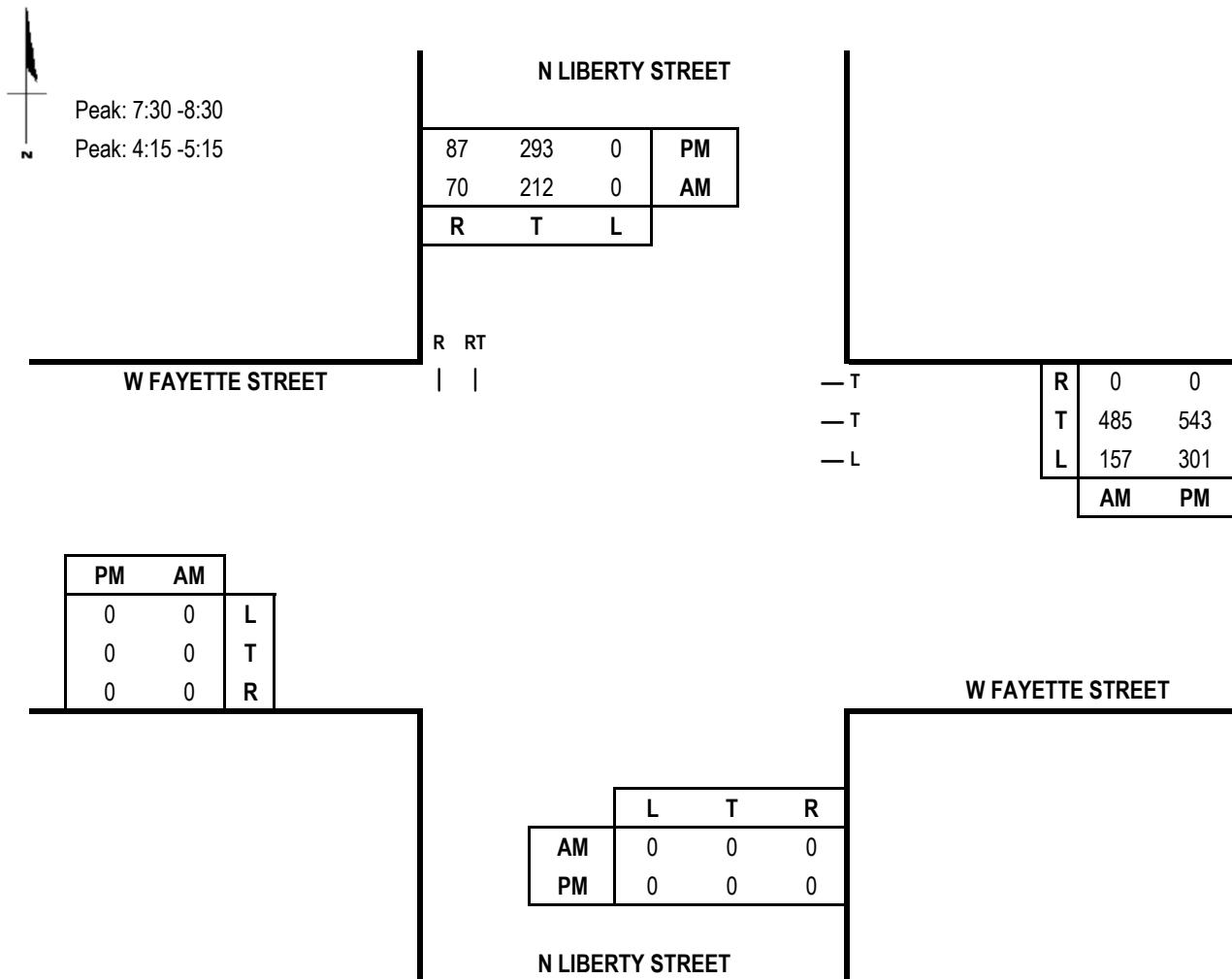
Date of Count: 9/19/2023

N/S Road: N Liberty Street

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	0	0.00	0	0	0.00	0	282
SB	282	1.00	282	0	0.00	0	
EB	0	0.00	0	157	1.00	157	267
WB	485	0.55	267	0	0.00	0	
CLV TOTAL =				549			
Level of Service (LOS) =				A			

Scenario ID - EXIST7

AM V/C = 0.34

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	0	0.00	0	0	0.00	0	380
SB	380	1.00	380	0	0.00	0	
EB	0	0.00	0	301	1.00	301	301
WB	543	0.55	299	0	0.00	0	
CLV TOTAL =				681			
Level of Service (LOS) =				A			

PM V/C = 0.43

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: W Baltimore Street

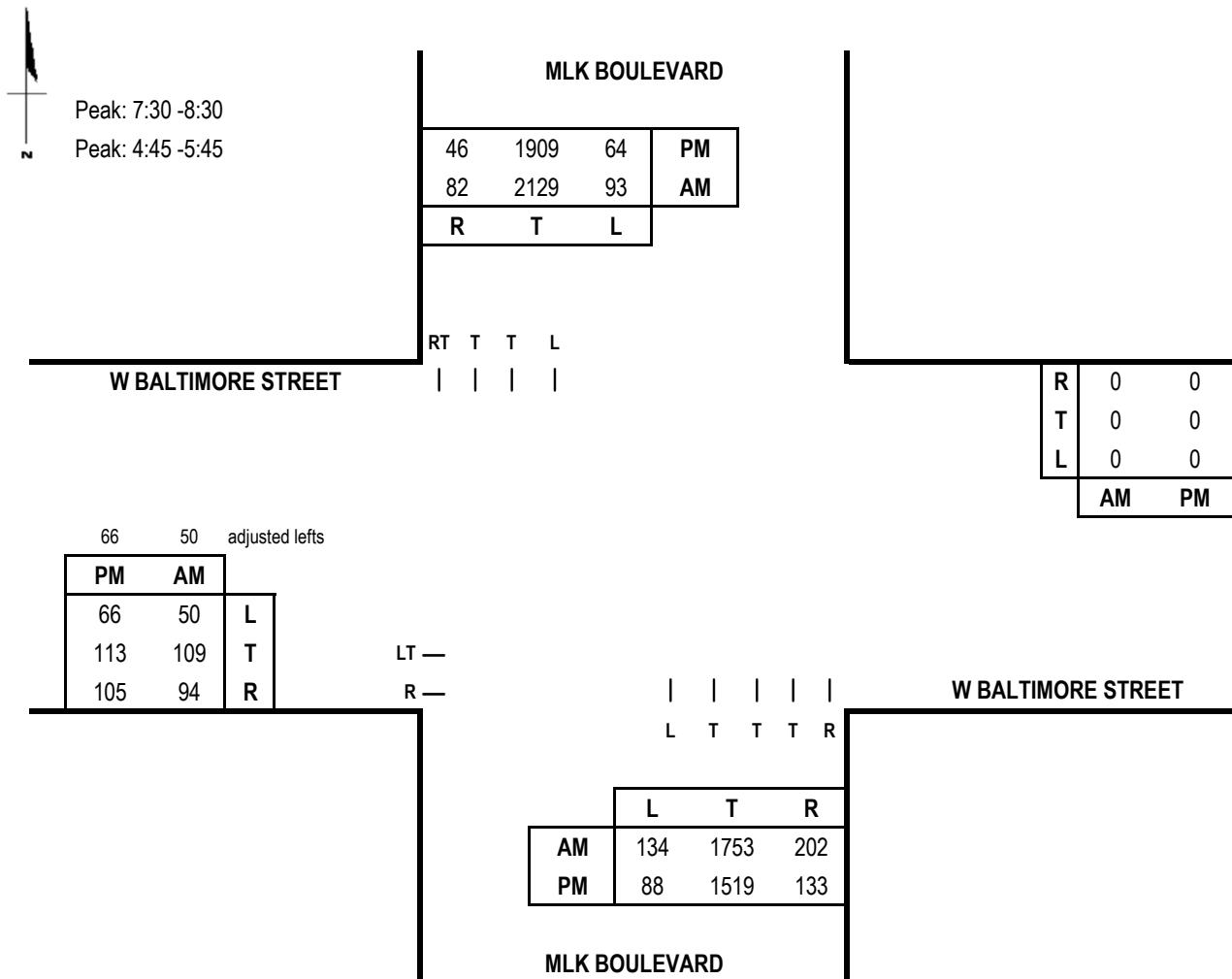
Date of Count: 9/20/2023

N/S Road: MLK Boulevard

Day of Count: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1753	0.40	701	93	1.00	93	1018
SB	2211	0.40	884	134	1.00	134	
EB	159	1.00	159	0	0.00	0	159
WB	0	0.00	0	50	1.00	50	
CLV TOTAL =				1,177			
Level of Service (LOS) = C							

Scenario ID - EXIST8

AM V/C = 0.74

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1519	0.40	608	64	1.00	64	870
SB	1955	0.40	782	88	1.00	88	
EB	179	1.00	179	0	0.00	0	179
WB	0	0.00	0	66	1.00	66	
CLV TOTAL =				1,049			
Level of Service (LOS) = B							

PM V/C = 0.66

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA



E/W Road: W Baltimore Street

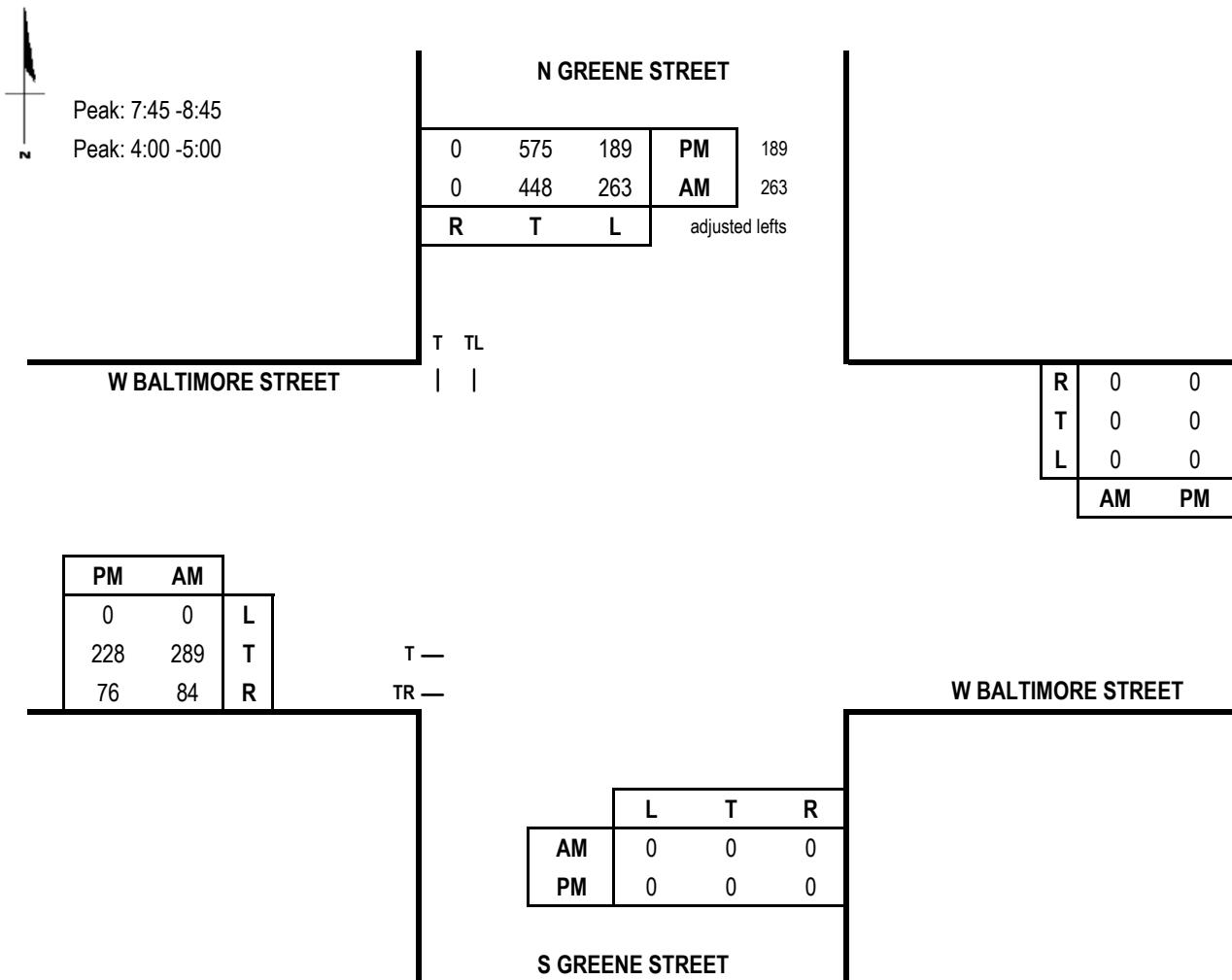
Date of Count: 9/20/2023

N/S Road: N Greene Street/S Greene Street

Day of Count: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	263	1.00	263
SB	711	0.55	391	0	0.00	0
EB	373	0.55	205	0	0.00	0
WB	0	0.00	0	0	0.00	0
CLV TOTAL =				596		
Level of Service (LOS) =				A		

Scenario ID - EXIST9

AM V/C = 0.37

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	189	1.00	189
SB	764	0.55	420	0	0.00	0
EB	304	0.55	167	0	0.00	0
WB	0	0.00	0	0	0.00	0
CLV TOTAL =				587		
Level of Service (LOS) =				A		

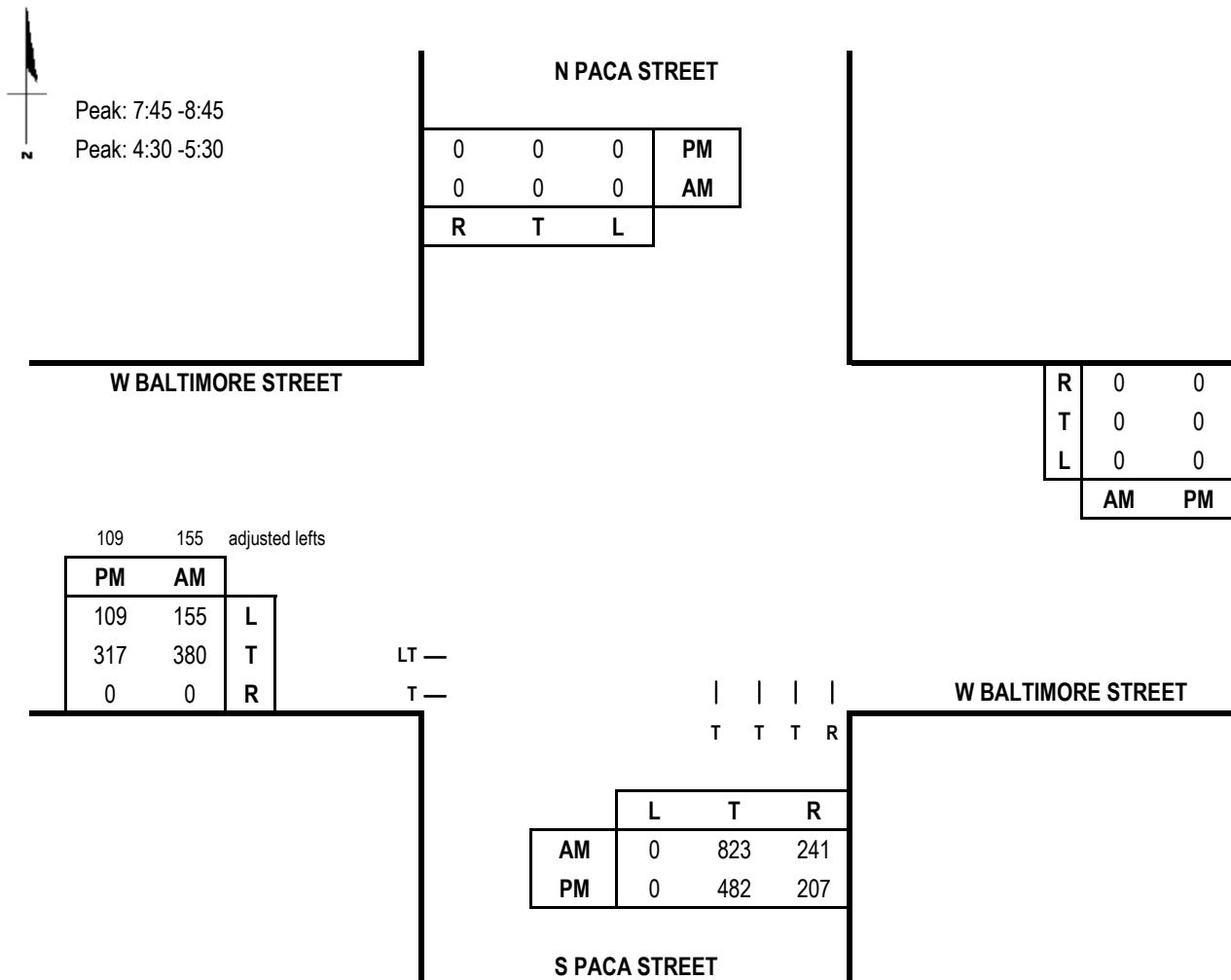
PM V/C = 0.37

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: W Baltimore Street
N/S Road: N Paca Street/S Paca Street
Conditions: Existing Traffic

Date of Count: 9/20/2023
Day of Count: Wednesday
Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	823	0.40	329	0	0.00	0	329
SB	0	0.00	0	0	0.00	0	
EB	535	0.55	294	0	0.00	0	294
WB	0	0.00	0	155	1.00	155	
CLV TOTAL =						623	
Level of Service (LOS) =						A	

Scenario ID - EXIST10

AM V/C = 0.39

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	207	1.00	207	0	0.00	0	207
SB	0	0.00	0	0	0.00	0	
EB	426	0.55	234	0	0.00	0	234
WB	0	0.00	0	109	1.00	109	
CLV TOTAL =						441	
Level of Service (LOS) =						A	

PM V/C = 0.28

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: W Baltimore Street

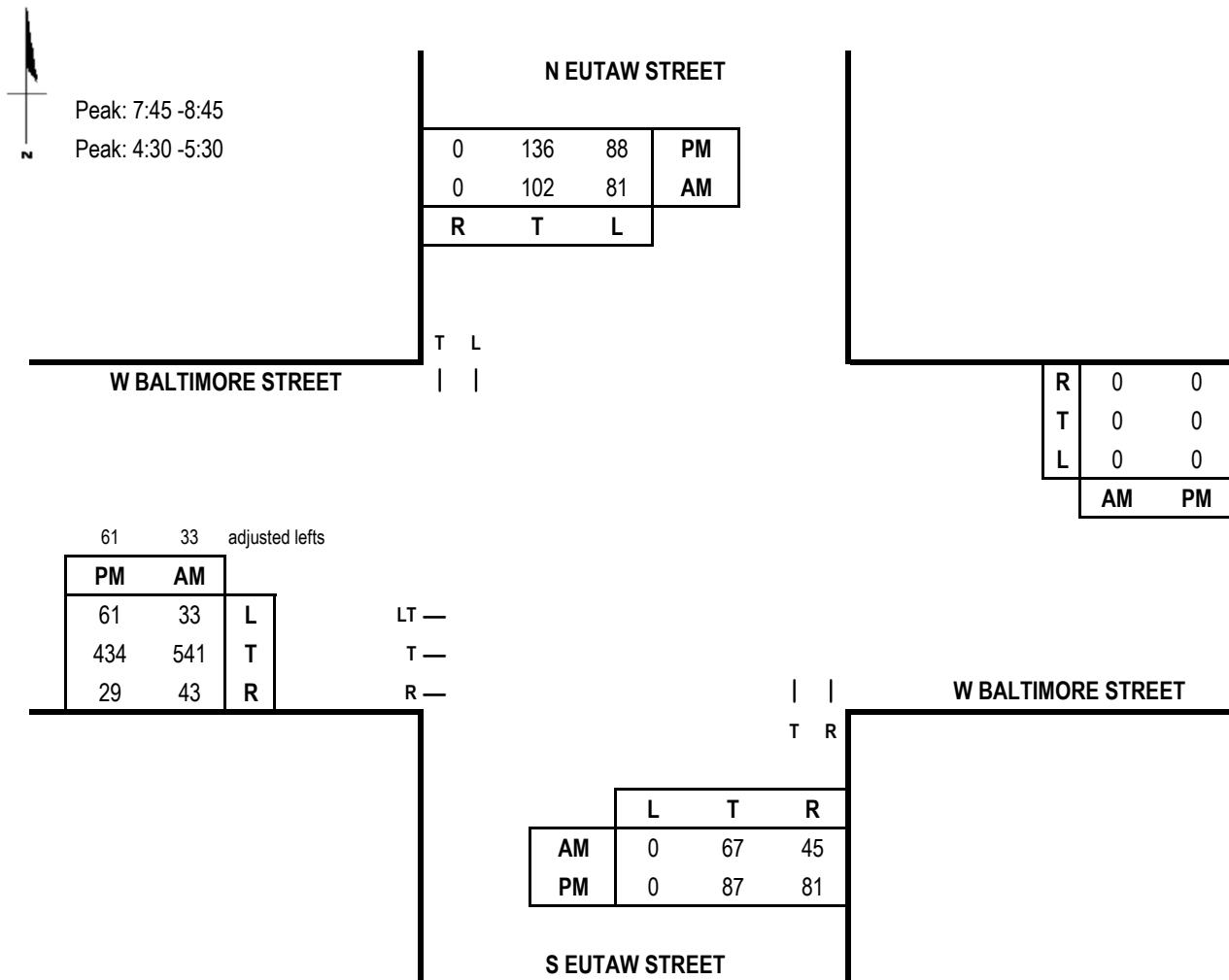
Date of Count: 9/20/2023

N/S Road: N Eutaw Street/S Eutaw Street

Day of Count: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	67	1.00	67	81	1.00	81	148
SB	102	1.00	102	0	0.00	0	
EB	574	0.55	316	0	0.00	0	316
WB	0	0.00	0	33	1.00	33	
CLV TOTAL =				464			
Level of Service (LOS)=							
A							

Scenario ID - EXIST11

AM V/C = 0.29

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	87	1.00	87	88	1.00	88	175
SB	136	1.00	136	0	0.00	0	
EB	495	0.55	272	0	0.00	0	272
WB	0	0.00	0	61	1.00	61	
CLV TOTAL =				447			
Level of Service (LOS)=							
A							

PM V/C = 0.28

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: W Baltimore Street

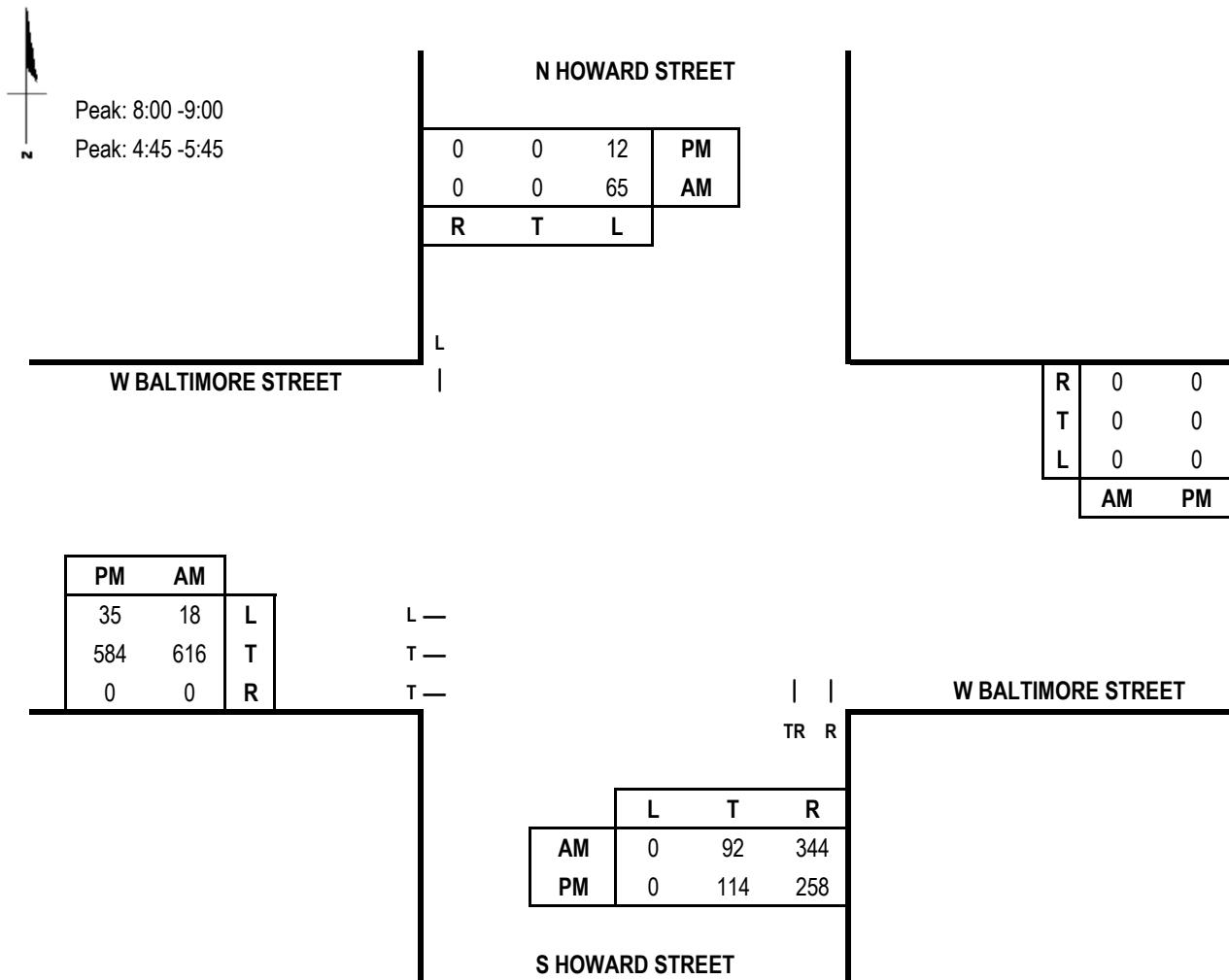
Date of Count: 9/20/2023

N/S Road: N Howard Street/S Howard Street

Day of Count: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour								
Dir	Thru Volumes			+ Opposing Lefts		AM CLV		
	VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	436	1.00	436	65	1.00	65	501	
SB	0	0.00	0	0	0.00	0		
EB	616	0.55	339	0	0.00	0	339	
WB	0	0.00	0	18	1.00	18		
CLV TOTAL =				840				
Level of Service (LOS)=								
A								

Scenario ID - EXIST12

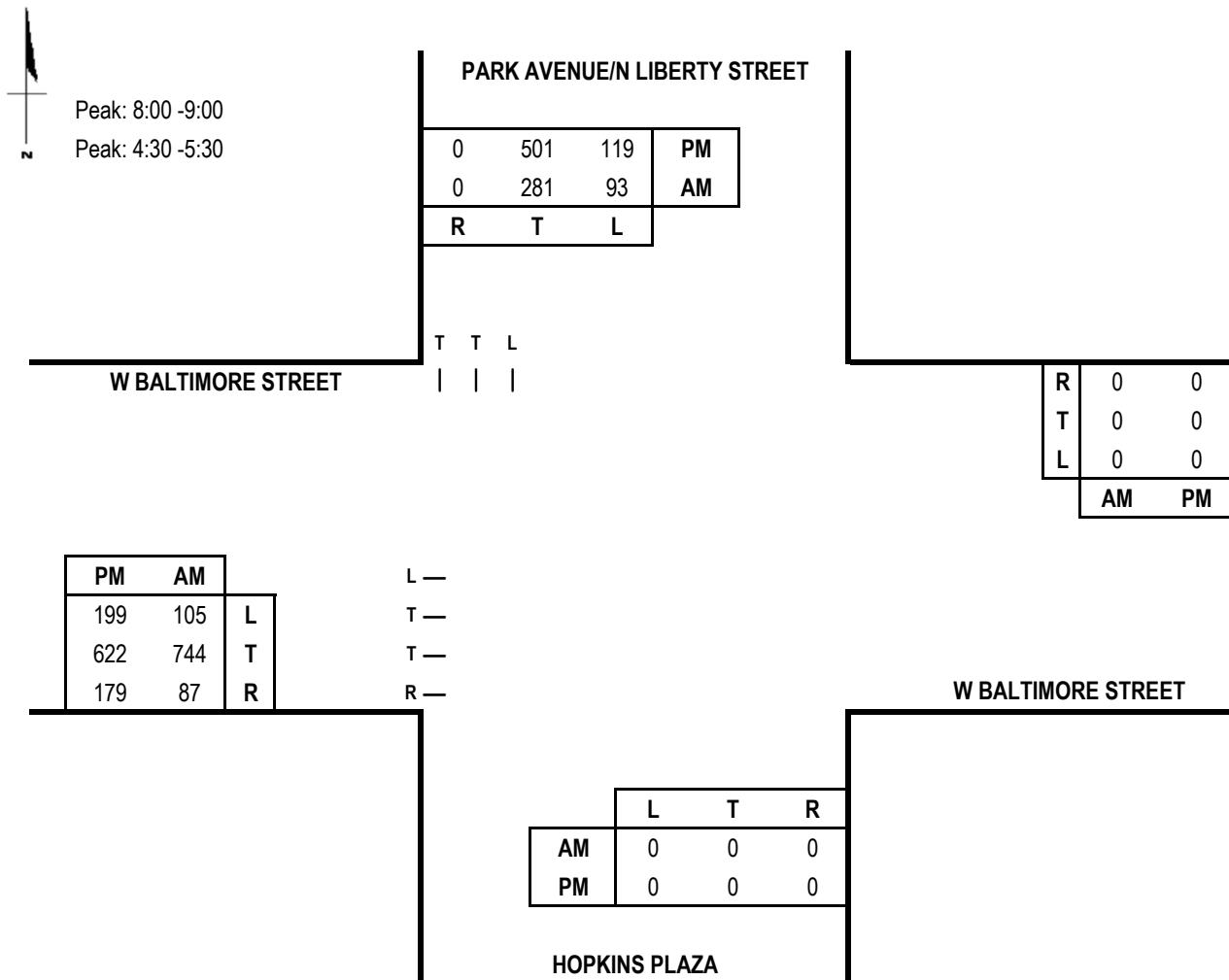
AM V/C = 0.53

Evening Peak Hour								
Dir	Thru Volumes			+ Opposing Lefts		PM CLV		
	VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	372	1.00	372	12	1.00	12	384	
SB	0	0.00	0	0	0.00	0		
EB	584	0.55	321	0	0.00	0	321	
WB	0	0.00	0	35	1.00	35		
CLV TOTAL =				705				
Level of Service (LOS)=								
A								

PM V/C = 0.44

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: W Baltimore Street**Date of Count:** 9/20/2023**N/S Road:** Park Avenue/N Liberty Street/Hopkins Pl**Day of Count:** Wednesday**Conditions:** Existing Traffic**Analyst:** Shulin Li

Capacity Analysis

Morning Peak Hour								
Dir	Thru Volumes			+ Opposing Lefts		AM CLV		
	VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	0	0.00	0	93	1.00	93	155	
SB	281	0.55	155	0	0.00	0		
EB	744	0.55	409	0	0.00	0	409	
WB	0	0.00	0	105	1.00	105		
CLV TOTAL =				564				
Level of Service (LOS)=								
A								

Scenario ID - EXIST13

AM V/C = 0.35

Evening Peak Hour								
Dir	Thru Volumes			+ Opposing Lefts		PM CLV		
	VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	0	0.00	0	119	1.00	119	276	
SB	501	0.55	276	0	0.00	0		
EB	622	0.55	342	0	0.00	0	342	
WB	0	0.00	0	199	1.00	199		
CLV TOTAL =				618				
Level of Service (LOS)=								
A								

PM V/C = 0.39

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Lombard Street

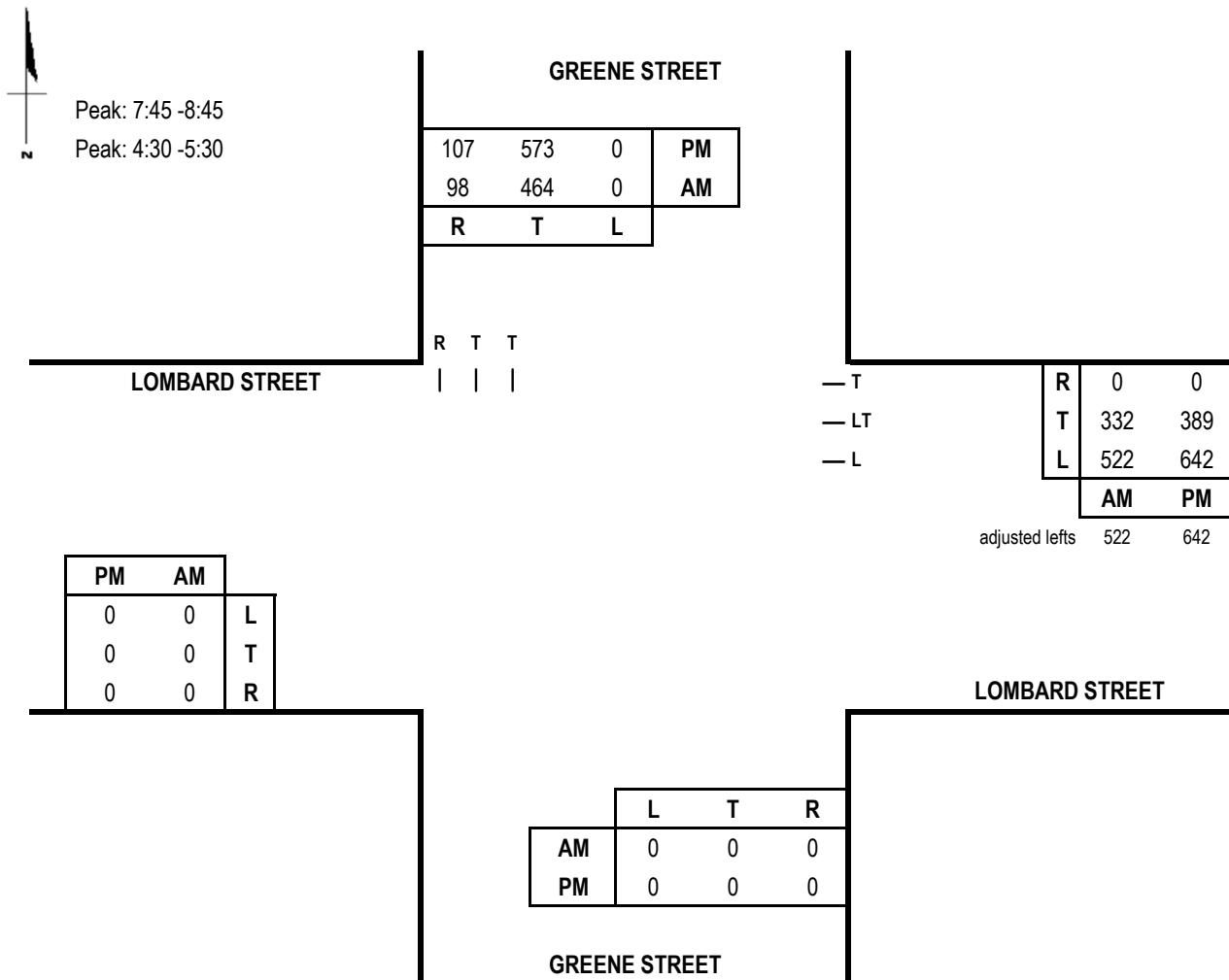
Date of Count: 7/13/2023

N/S Road: Greene Street

Day of Count: Thursday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF		
NB	0	0.00	0	0	0.00	0	255
SB	464	0.55	255	0	0.00	0	
EB	0	0.00	0	522	0.60	313	470
WB	854	0.55	470	0	0.00	0	
CLV TOTAL =				725			
Level of Service (LOS)=							
A							

Scenario ID - EXIST14

AM V/C = 0.45

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF		
NB	0	0.00	0	0	0.00	0	315
SB	573	0.55	315	0	0.00	0	
EB	0	0.00	0	642	0.60	385	567
WB	1031	0.55	567	0	0.00	0	
CLV TOTAL =				882			
Level of Service (LOS)=							
A							

PM V/C = 0.55

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Lombard Street

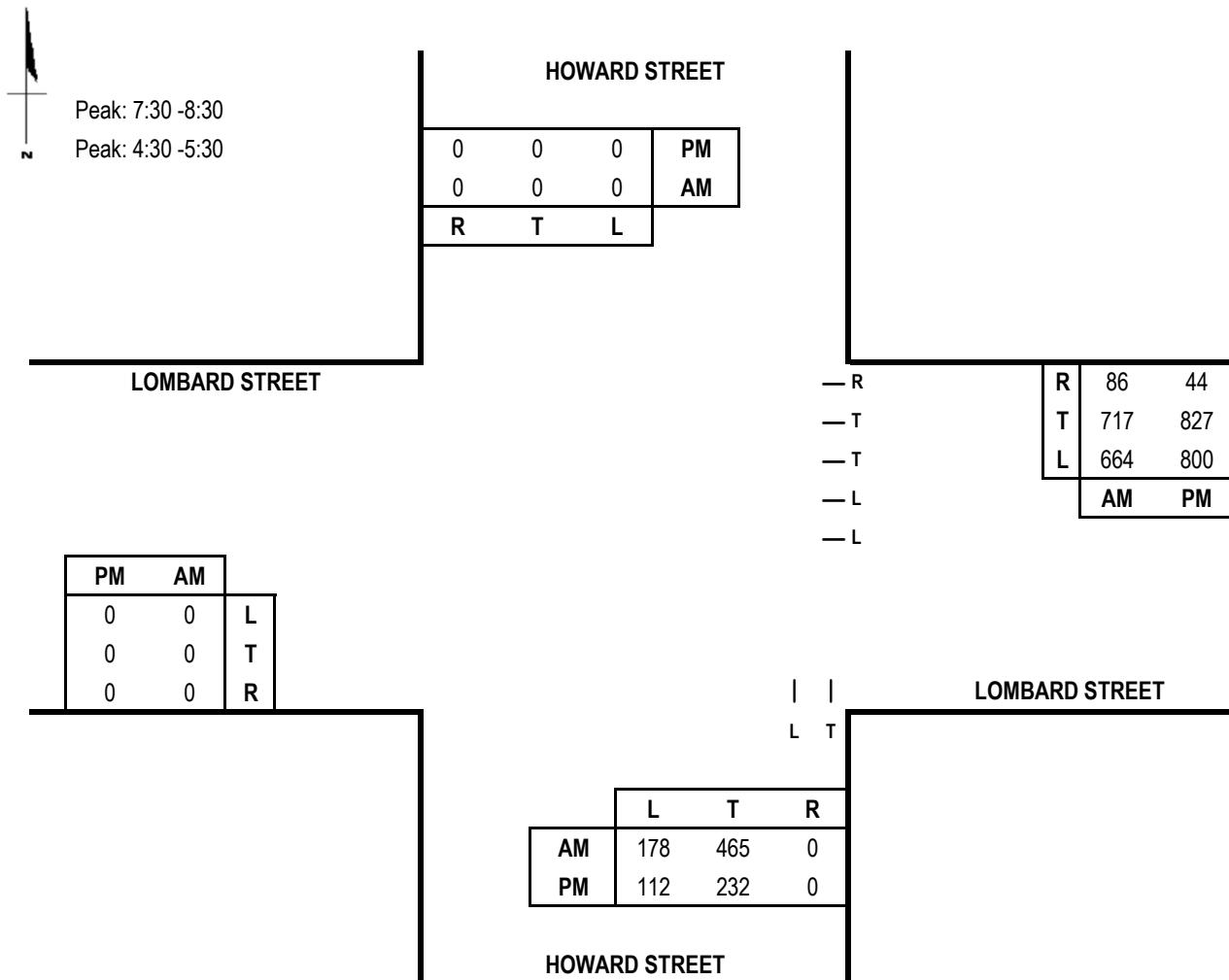
Date of Count: 4/26/2023

N/S Road: Howard Street

Day of Count: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	465	1.00	465	0	0.00	0
SB	0	0.00	0	178	1.00	178
EB	0	0.00	0	664	0.60	398
WB	717	0.55	394	0	0.00	0
CLV TOTAL =				863		
Level of Service (LOS) =				A		

Scenario ID - EXIST15

AM V/C = 0.54

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	232	1.00	232	0	0.00	0
SB	0	0.00	0	112	1.00	112
EB	0	0.00	0	800	0.60	480
WB	827	0.55	455	0	0.00	0
CLV TOTAL =				712		
Level of Service (LOS) =				A		

PM V/C = 0.45

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Pratt Street

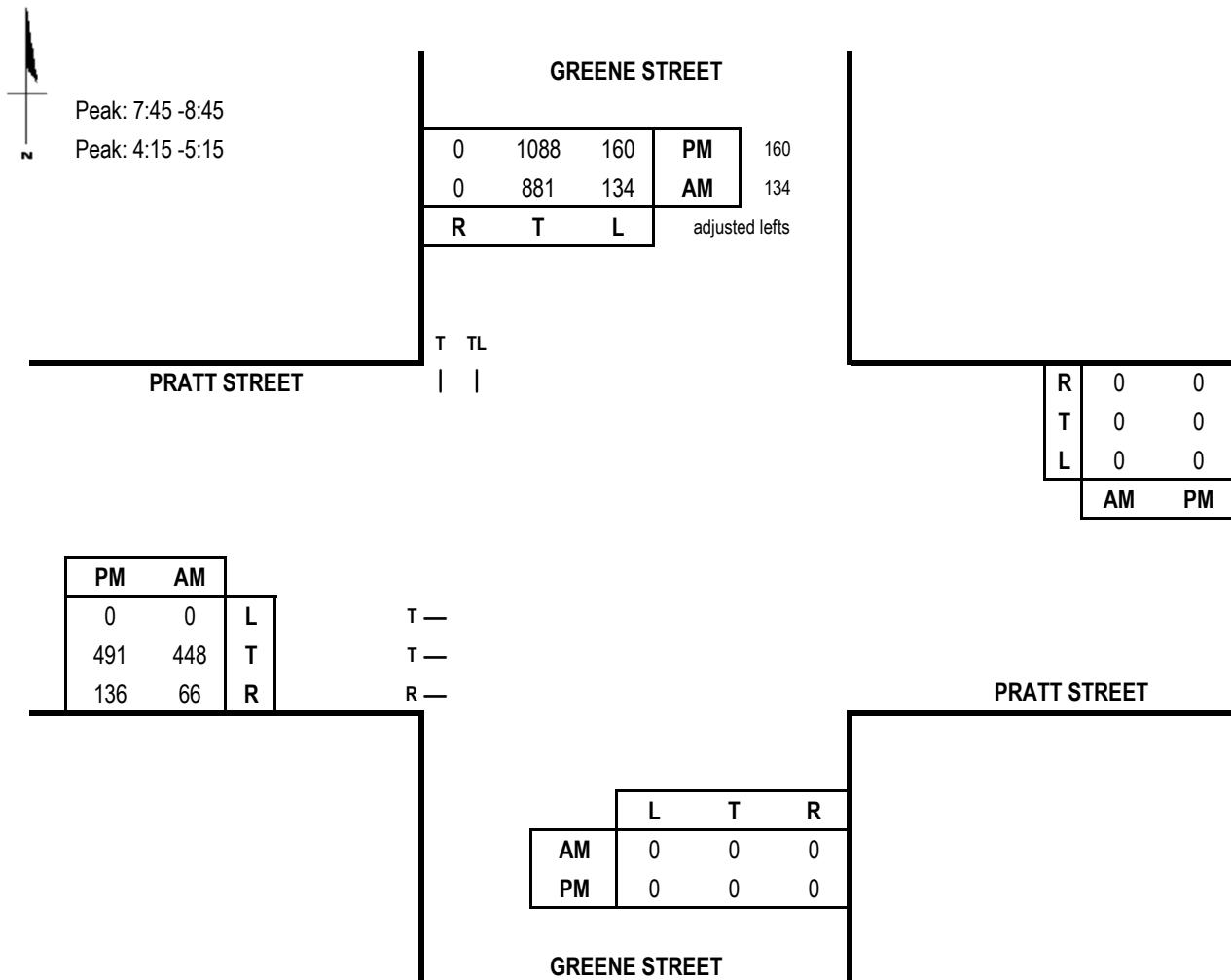
Date of Count: 7/13/2023

N/S Road: Greene Street

Day of Count: Thursday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	134	1.00	134
SB	1015	0.55	558	0	0.00	0
EB	448	0.55	246	0	0.00	0
WB	0	0.00	0	0	0.00	0
CLV TOTAL =				804		
Level of Service (LOS) =						
AM V/C = 0.5						

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	160	1.00	160
SB	1248	0.55	686	0	0.00	0
EB	491	0.55	270	0	0.00	0
WB	0	0.00	0	0	0.00	0
CLV TOTAL =				956		
Level of Service (LOS) =						
PM V/C = 0.6						

Scenario ID - EXIST16

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Pratt Street

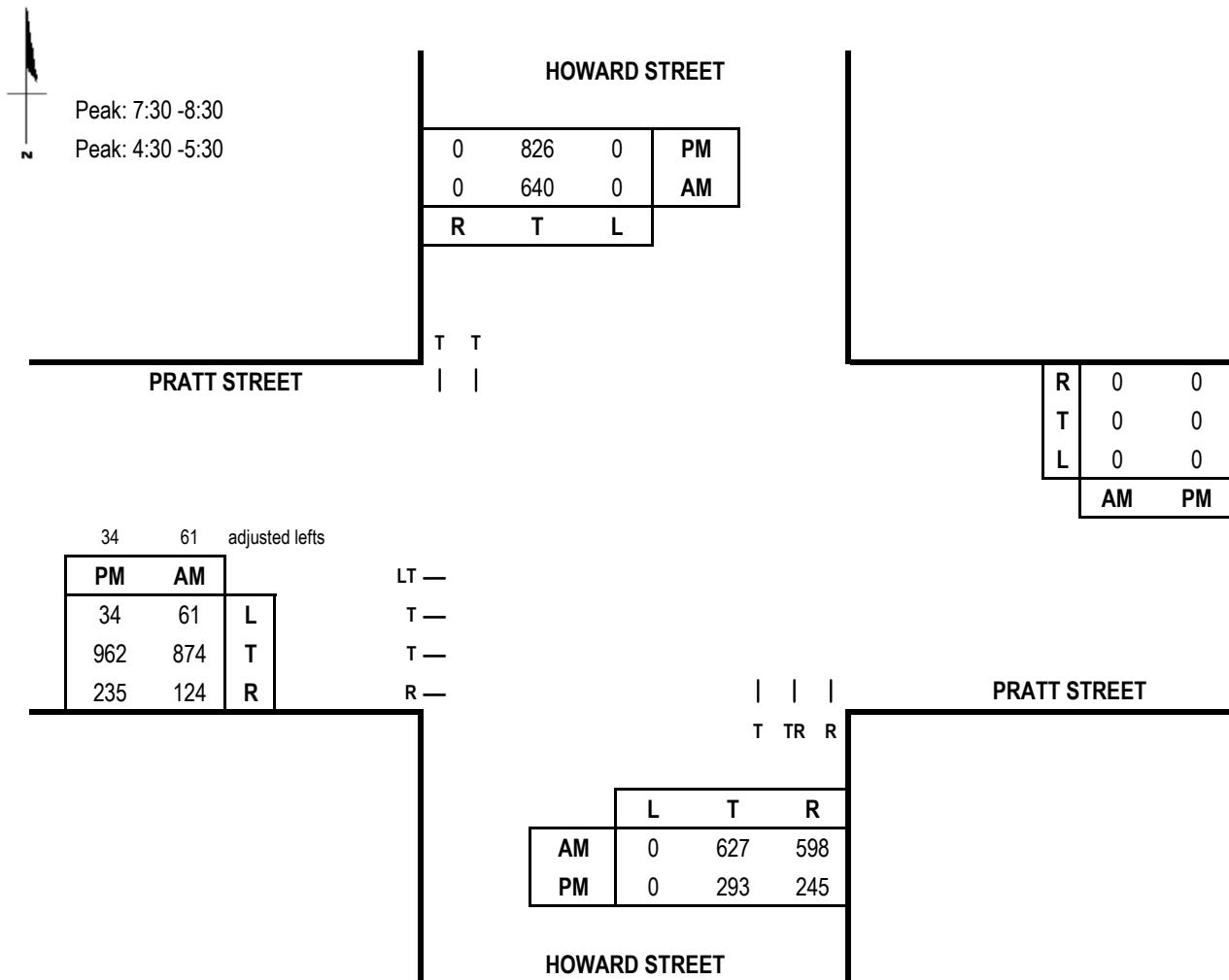
N/S Road: Howard Street

Conditions: Existing Traffic

Date of Count: 4/26/2023

Day of Count: Wednesday

Analyst: Shulin Li



Capacity Analysis

Scenario ID - EXIST17

AM V/C =0.66

PM V/C =0.53

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Conway Street

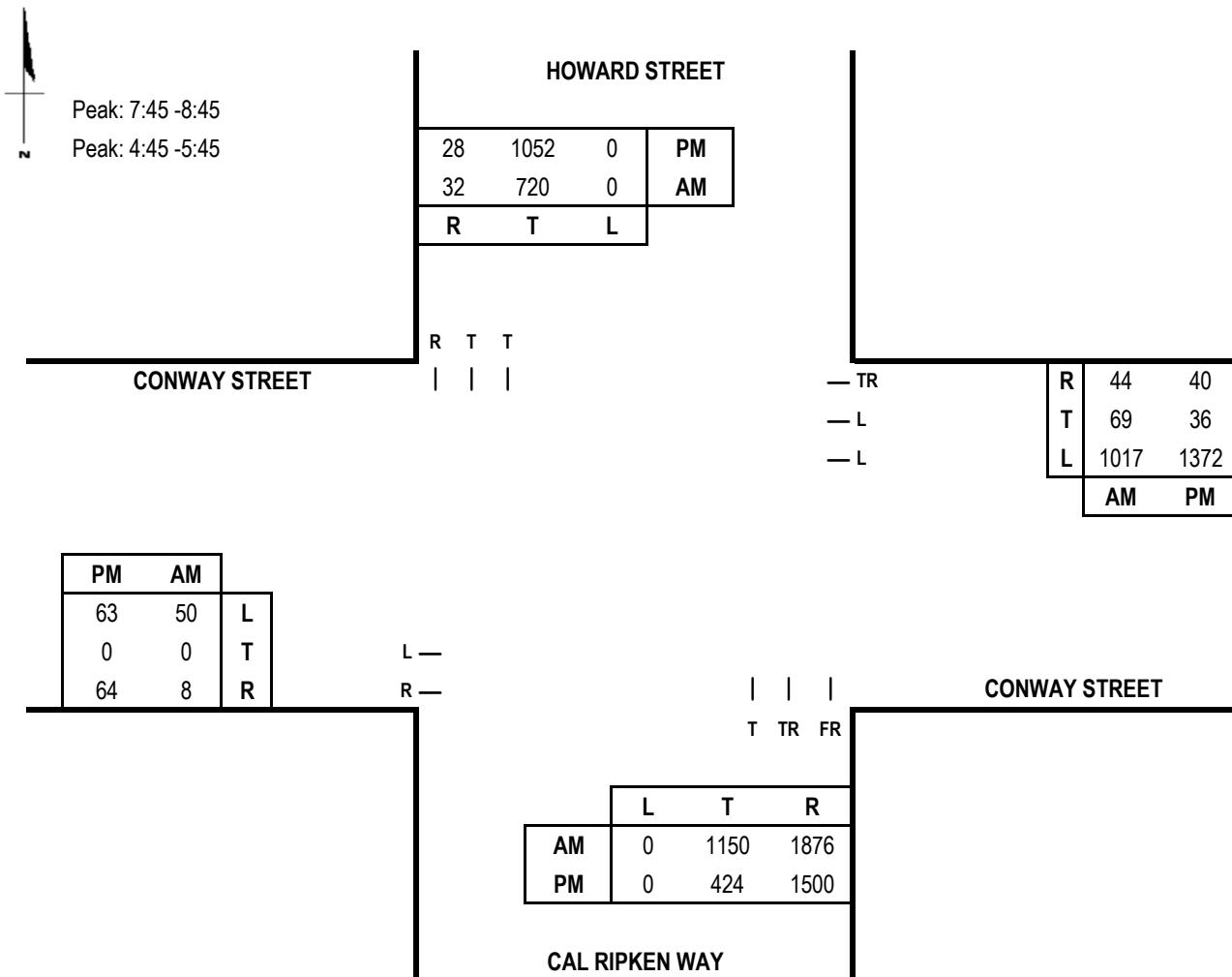
Date of Count: 4/26/2023

N/S Road: Howard Street/Cal Ripken Way

Day of Count: Wednesday

Conditions:

Analyst:



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1150	0.55	633	0	0.00	0	633
SB	720	0.55	396	0	0.00	0	
EB	8	1.00	8	1017	0.60	610	618
WB	113	1.00	113	50	1.00	50	
CLV TOTAL=				1,251			
Level of Service (LOS)=				C			
AM V/C = 0.78							

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	424	0.55	233	0	0.00	0	579
SB	1052	0.55	579	0	0.00	0	
EB	64	1.00	64	1372	0.60	823	887
WB	76	1.00	76	63	1.00	63	
CLV TOTAL=				1,466			
Level of Service (LOS)=				E			
PM V/C = 0.92							

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: W Fayette Street/E Fayette Street

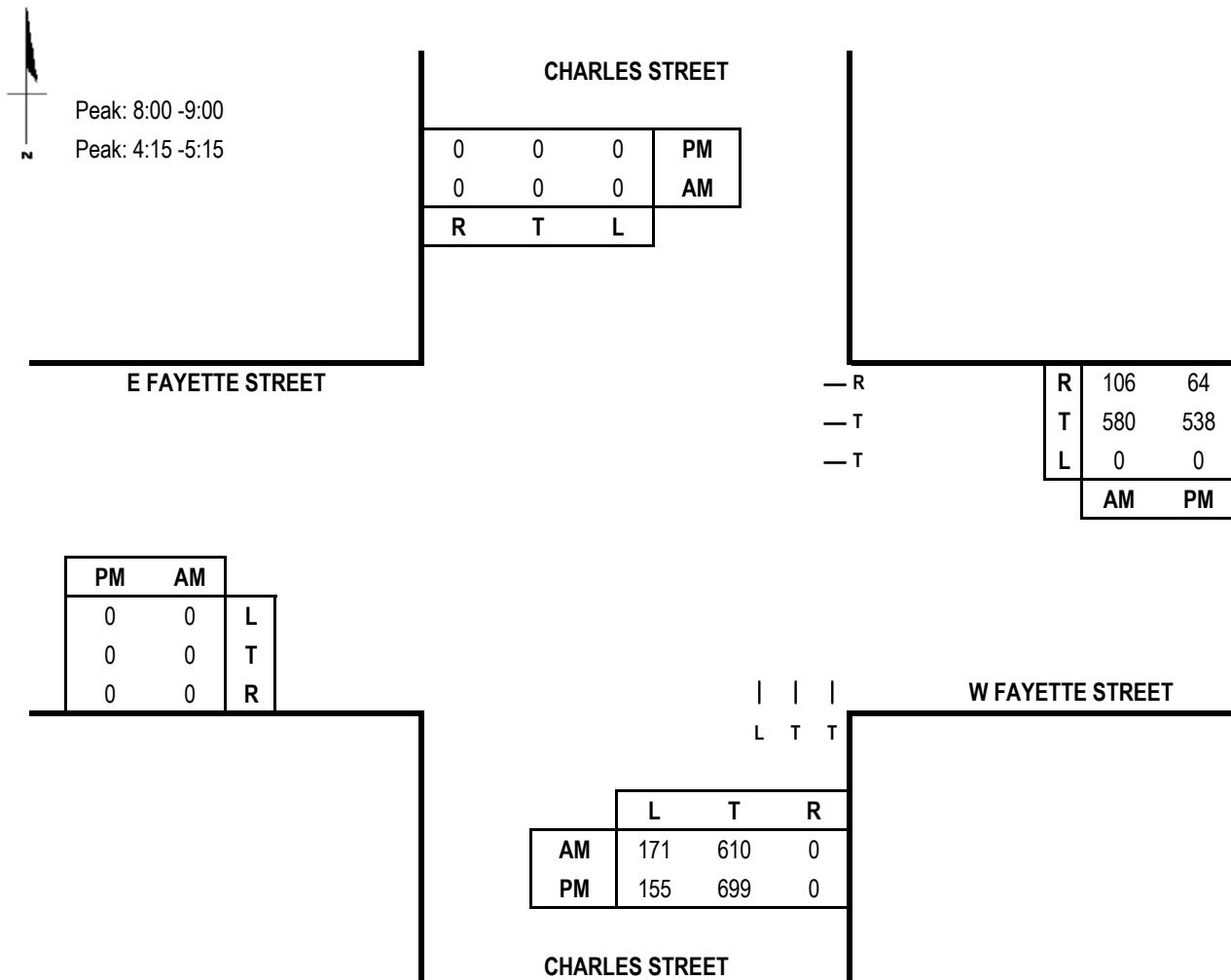
Date of Count: 9/19/2023

N/S Road: Charles Street

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	610	0.55	336	0	0.00	0	336
SB	0	0.00	0	171	1.00	171	
EB	0	0.00	0	0	0.00	0	319
WB	580	0.55	319	0	0.00	0	
CLV TOTAL =				655			
Level of Service (LOS) = A							

Scenario ID - EXIST19

AM V/C = 0.41

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	699	0.55	384	0	0.00	0	384
SB	0	0.00	0	155	1.00	155	
EB	0	0.00	0	0	0.00	0	296
WB	538	0.55	296	0	0.00	0	
CLV TOTAL =				680			
Level of Service (LOS) = A							
PM V/C = 0.43							

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Fayette Street

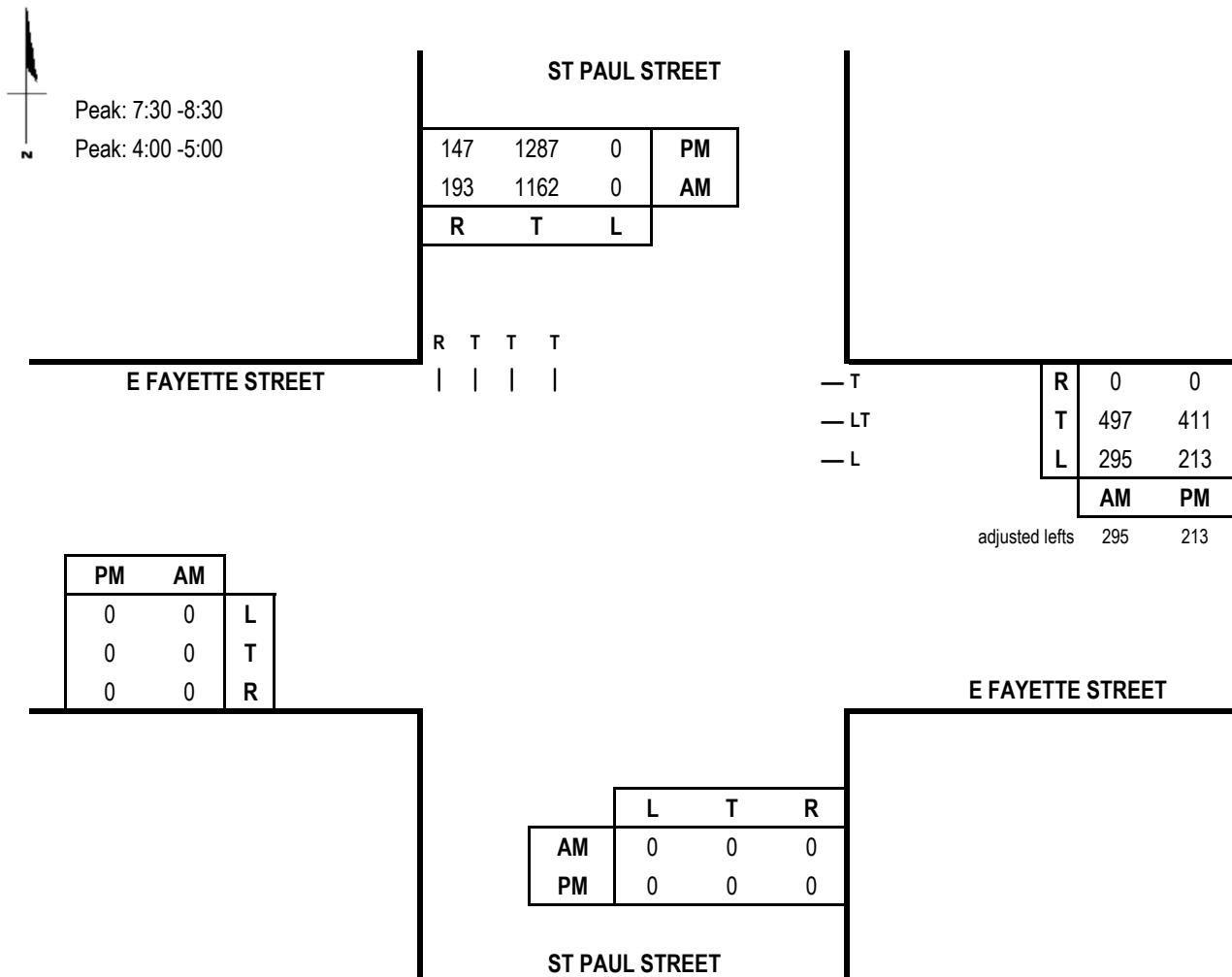
Date of Count: 9/19/2023

N/S Road: St Paul Street

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	0	0.00	0
SB	1162	0.40	465	0	0.00	0
EB	0	0.00	0	295	0.60	177
WB	792	0.55	436	0	0.00	0
CLV TOTAL =				901		
Level of Service (LOS) =						
AM V/C = 0.56						

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	0	0.00	0
SB	1287	0.40	515	0	0.00	0
EB	0	0.00	0	213	0.60	128
WB	624	0.55	343	0	0.00	0
CLV TOTAL =				858		
Level of Service (LOS) =						
PM V/C = 0.54						

Scenario ID - EXIST20

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: E Fayette Street

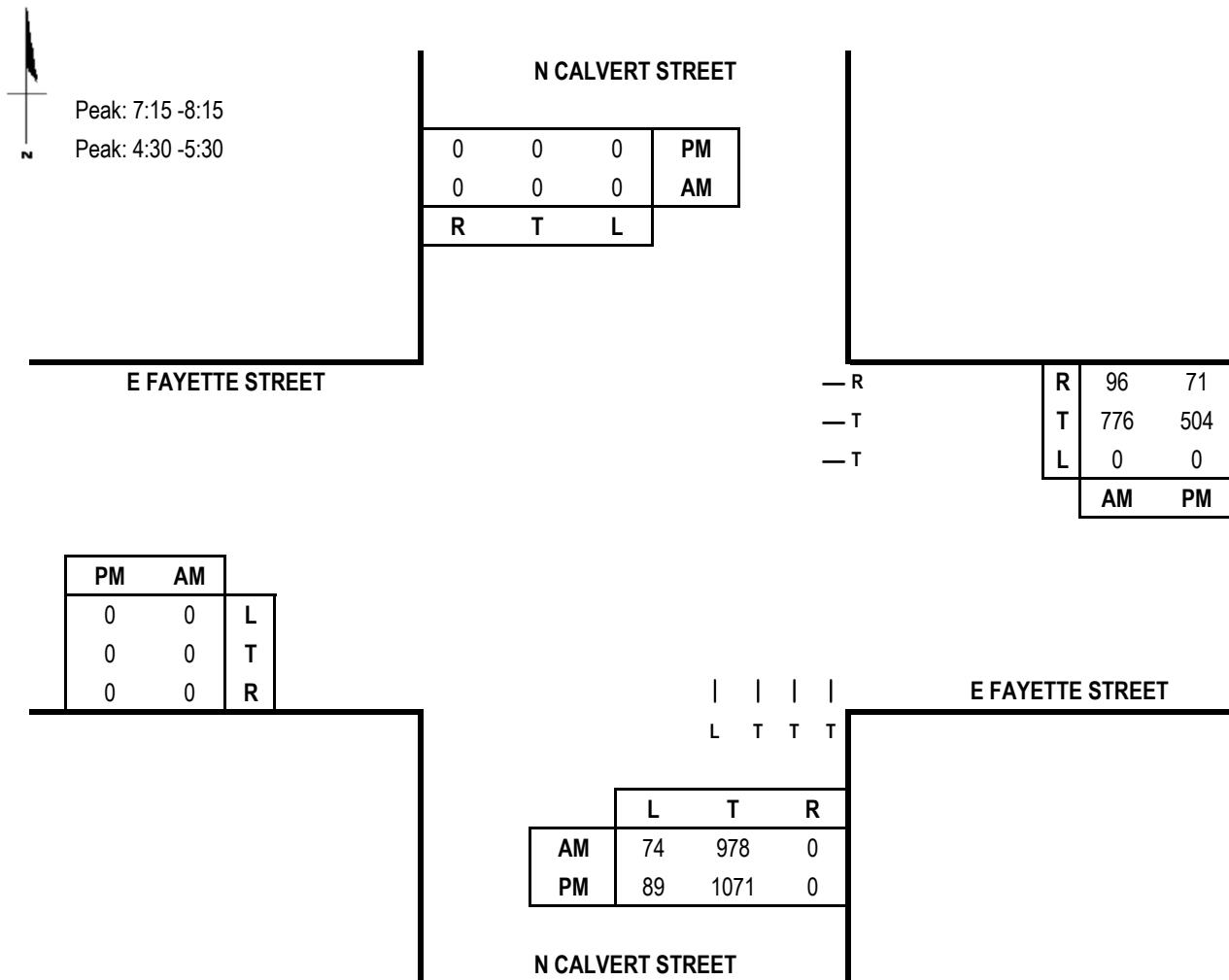
Date of Count: 9/19/2023

N/S Road: N Calvert Street

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Scenario ID - EXIST21

AM V/C =0.51

PM V/C =0.44

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Fayette Street

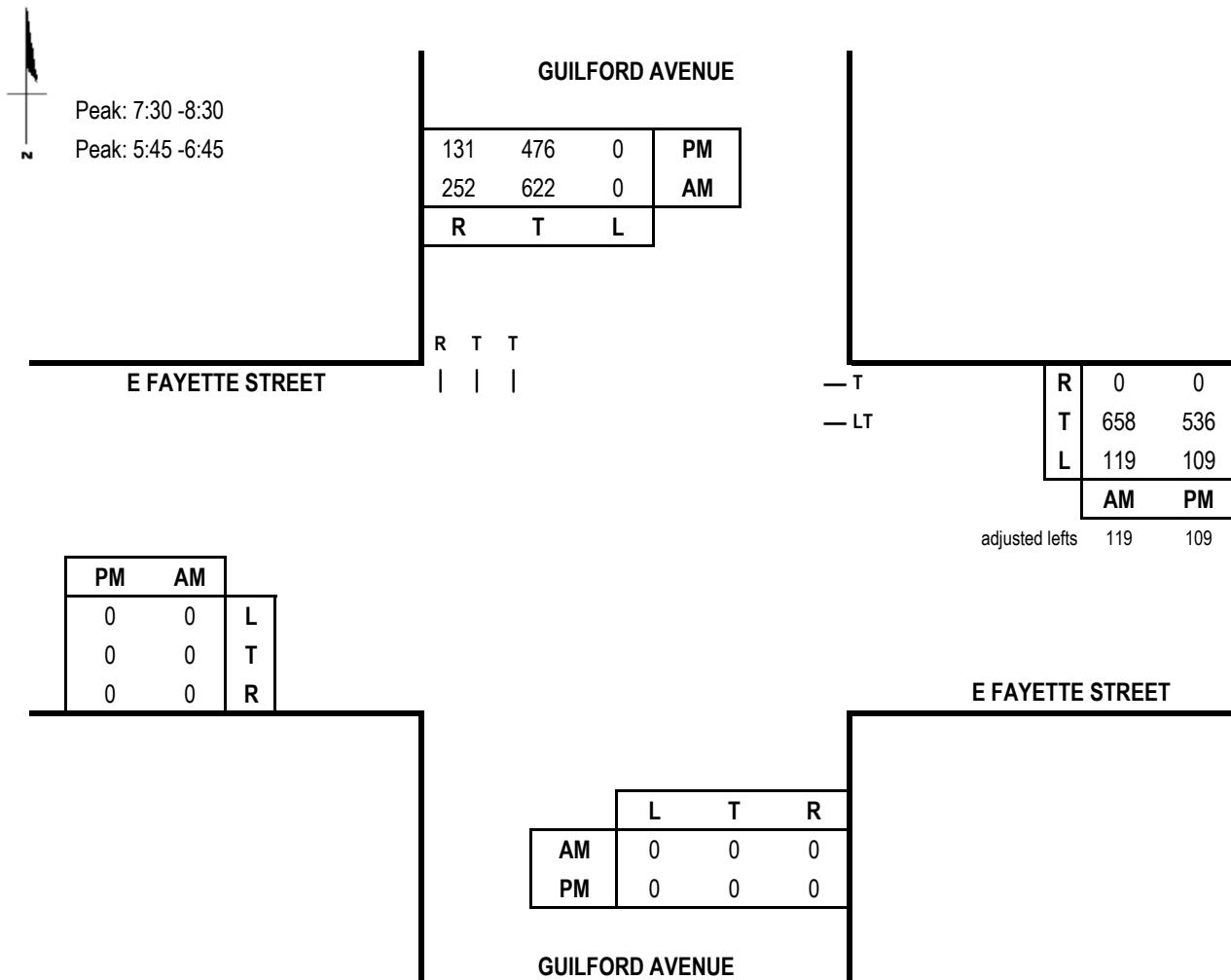
Date of Count: 9/19/2023

N/S Road: Guilford Avenue

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	0	0.00	0
SB	622	0.55	342	0	0.00	0
EB	0	0.00	0	119	1.00	119
WB	777	0.55	427	0	0.00	0
CLV TOTAL =				769		
Level of Service (LOS) =						
AM V/C = 0.48						

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	0	0.00	0
SB	476	0.55	262	0	0.00	0
EB	0	0.00	0	109	1.00	109
WB	645	0.55	355	0	0.00	0
CLV TOTAL =				617		
Level of Service (LOS) =						
PM V/C = 0.39						

Scenario ID - EXIST22

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Fayette Street

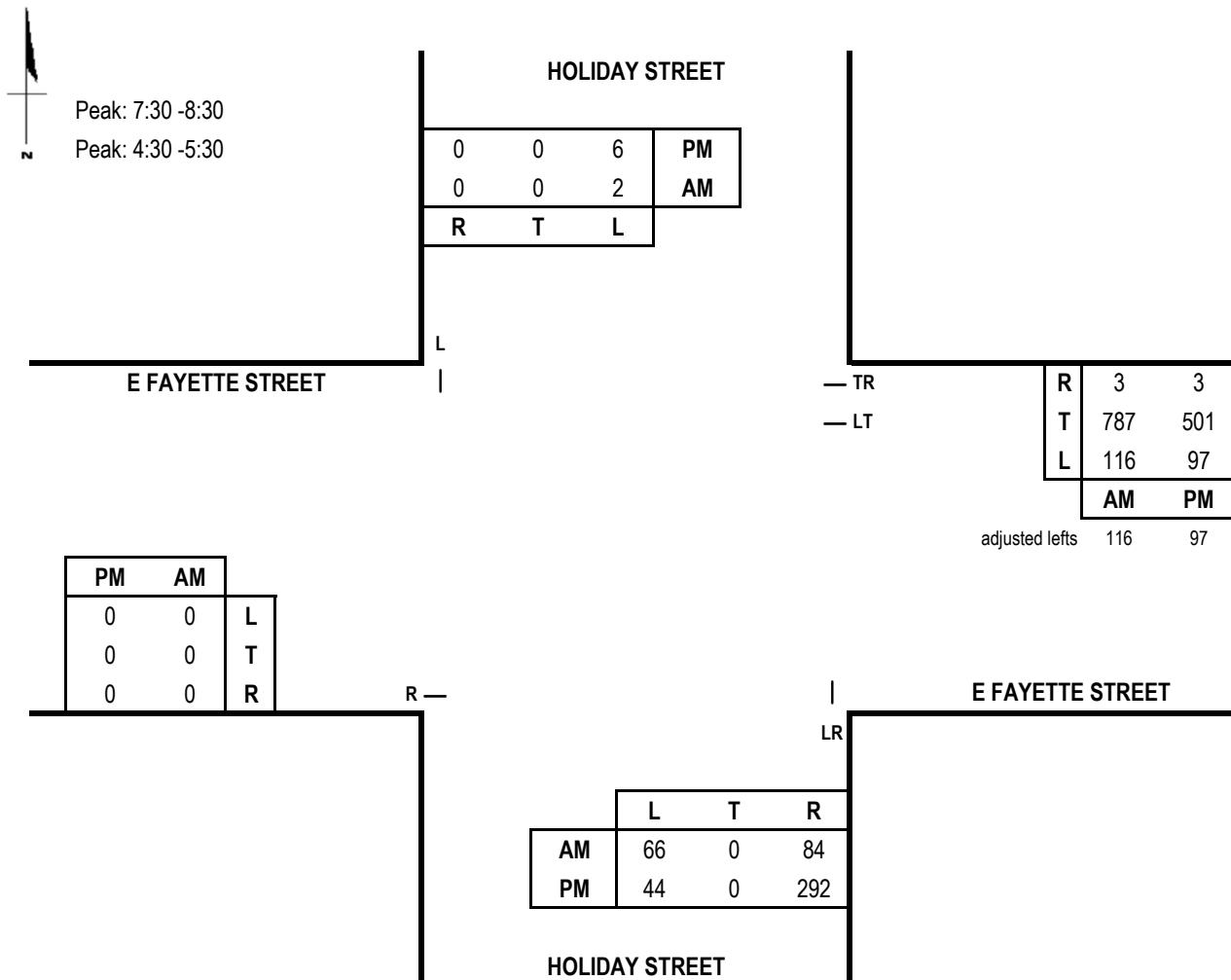
Date of Count: 9/19/2023

N/S Road: Holiday Street

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	2	1.00	2
SB	0	0.00	0	66	0.00	0
EB	0	0.00	0	116	1.00	116
WB	906	0.55	498	0	0.00	0
CLV TOTAL =				500		
Level of Service (LOS) =				A		

Scenario ID - EXIST23

AM V/C = 0.31

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	6	1.00	6
SB	0	0.00	0	44	0.00	0
EB	0	0.00	0	97	1.00	97
WB	601	0.55	331	0	0.00	0
CLV TOTAL =				337		
Level of Service (LOS) =				A		

PM V/C = 0.21

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: W Fayette Street

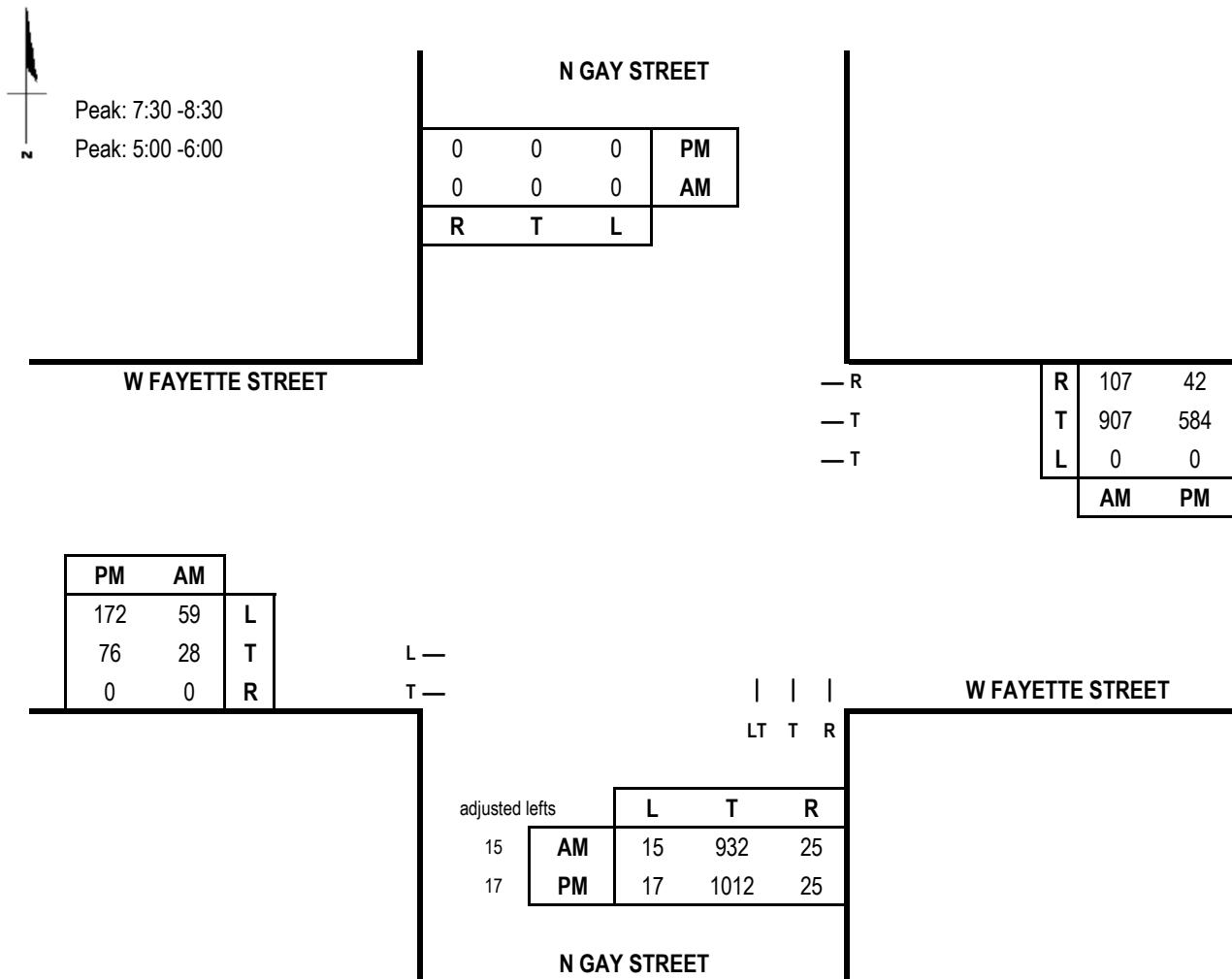
Date of Count: 9/19/2023

N/S Road: N Gay Street

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	947	0.55	521	0	0.00	0
SB	0	0.00	0	15	1.00	15
EB	28	1.00	28	0	0.00	0
WB	907	0.55	499	59	1.00	59
CLV TOTAL =				1,079		
Level of Service (LOS) =						
AM V/C = 0.67						

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	1029	0.55	566	0	0.00	0
SB	0	0.00	0	17	1.00	17
EB	76	1.00	76	0	0.00	0
WB	584	0.55	321	172	1.00	172
CLV TOTAL =				1,059		
Level of Service (LOS) =						
PM V/C = 0.66						

Scenario ID - EXIST24

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: E Fayette Street

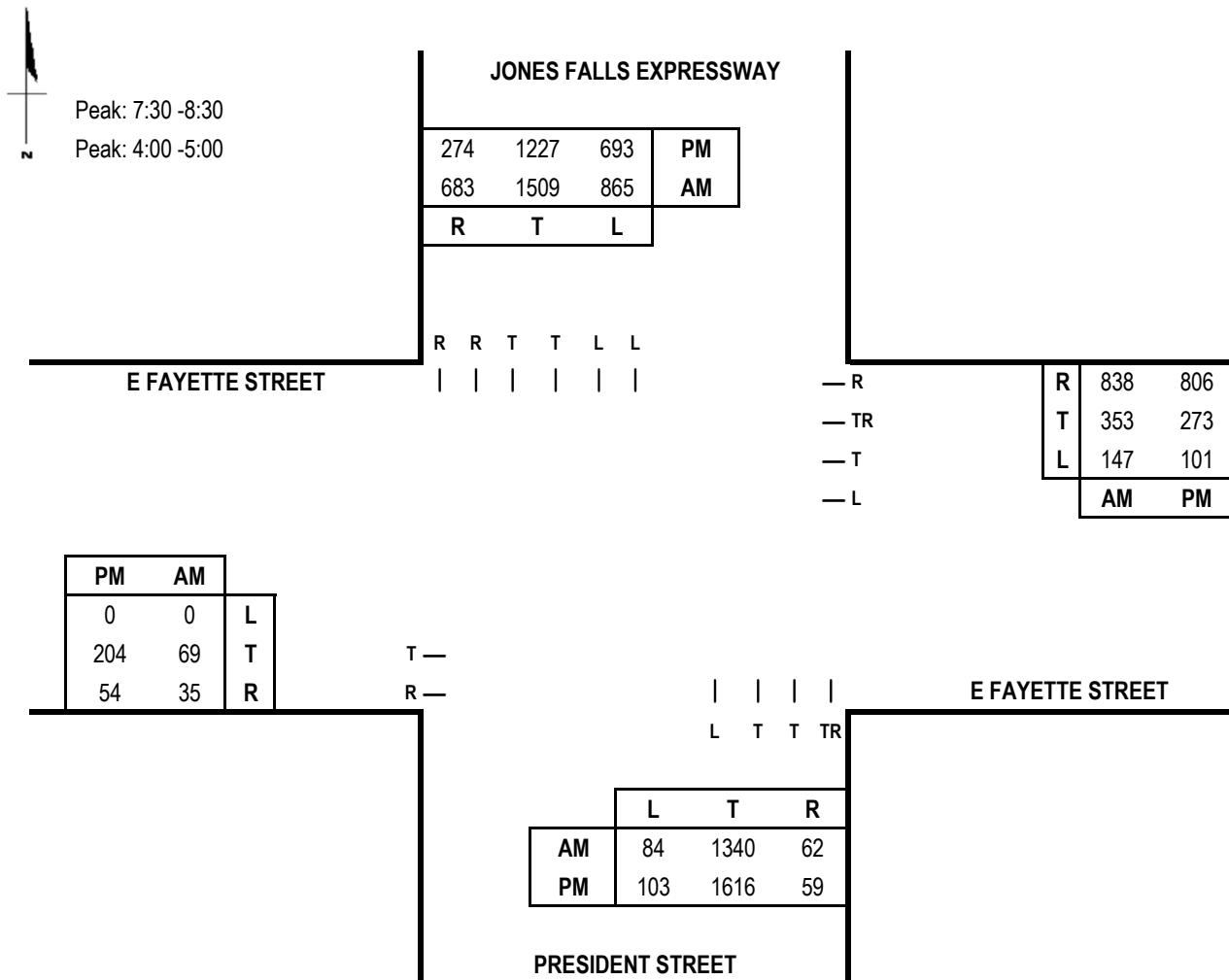
Date of Count: 9/21/2023

N/S Road: Jones Falls Expressway/President Street

Day of Count: Thursday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1402	0.40	561	865	0.60	519	1080
SB	1509	0.55	830	84	1.00	84	
EB	69	1.00	69	147	1.00	147	269
WB	672	0.40	269	0	0.00	0	
CLV TOTAL =						1,349	
Level of Service (LOS) =						D	
AM V/C =						0.84	

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1675	0.40	670	693	0.60	416	1086
SB	1227	0.55	675	103	1.00	103	
EB	204	1.00	204	101	1.00	101	305
WB	663	0.40	265	0	0.00	0	
CLV TOTAL =						1,391	
Level of Service (LOS) =						D	
PM V/C =						0.87	

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

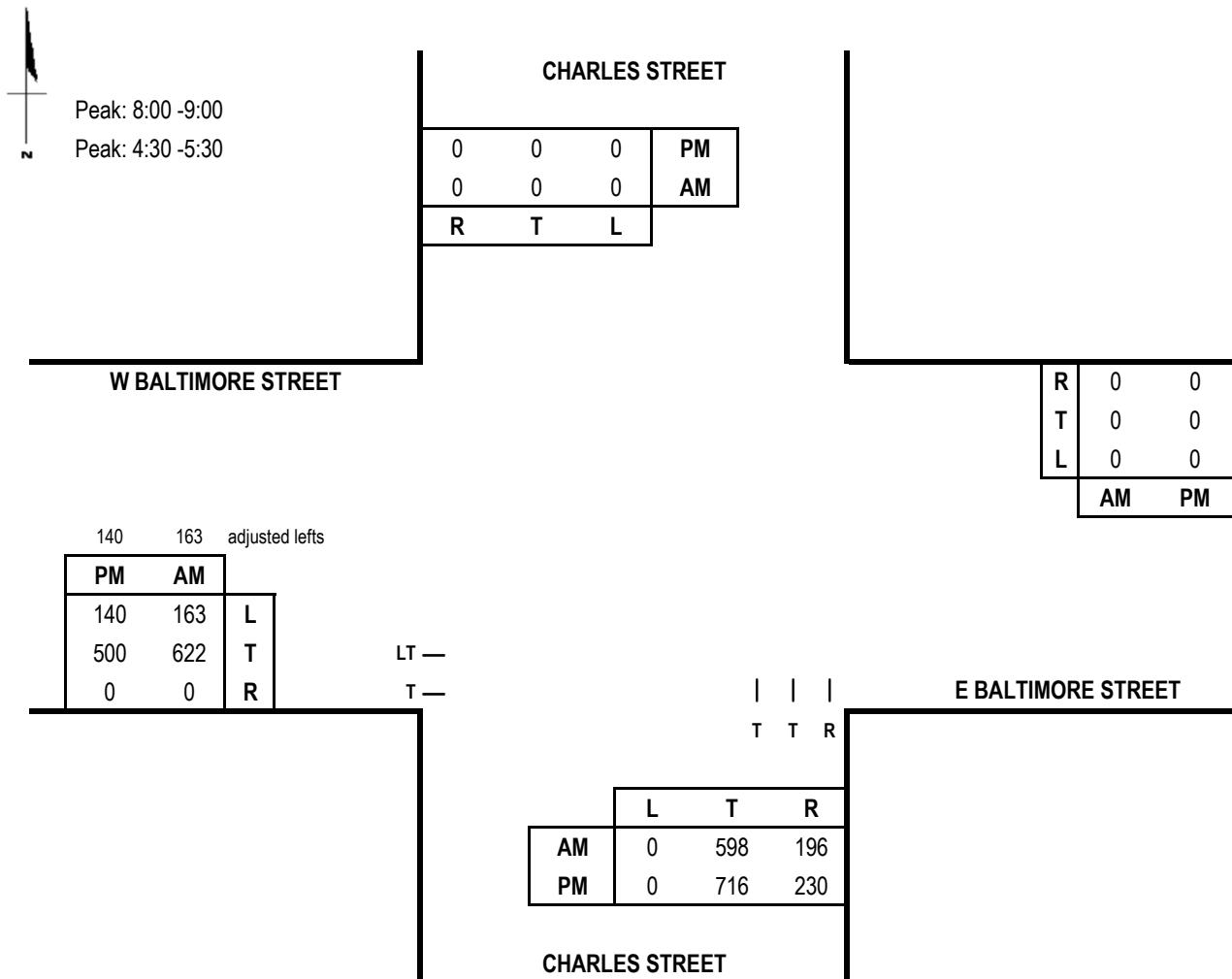
E/W Road: E Baltimore Street/W Baltimore Street **Date of Count:** 9/20/2023

N/S Road: Charles Street

Day of Count: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	598	0.55	329	0	0.00	0	329
SB	0	0.00	0	0	0.00	0	
EB	785	0.55	432	0	0.00	0	432
WB	0	0.00	0	163	1.00	163	
CLV TOTAL=				761			
Level of Service (LOS)=							A

Scenario ID - EXIST26

AM V/C =0.48

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	716	0.55	394	0	0.00	0	394
SB	0	0.00	0	0	0.00	0	
EB	640	0.55	352	0	0.00	0	352
WB	0	0.00	0	140	1.00	140	
CLV TOTAL=				746			
Level of Service (LOS)=							A

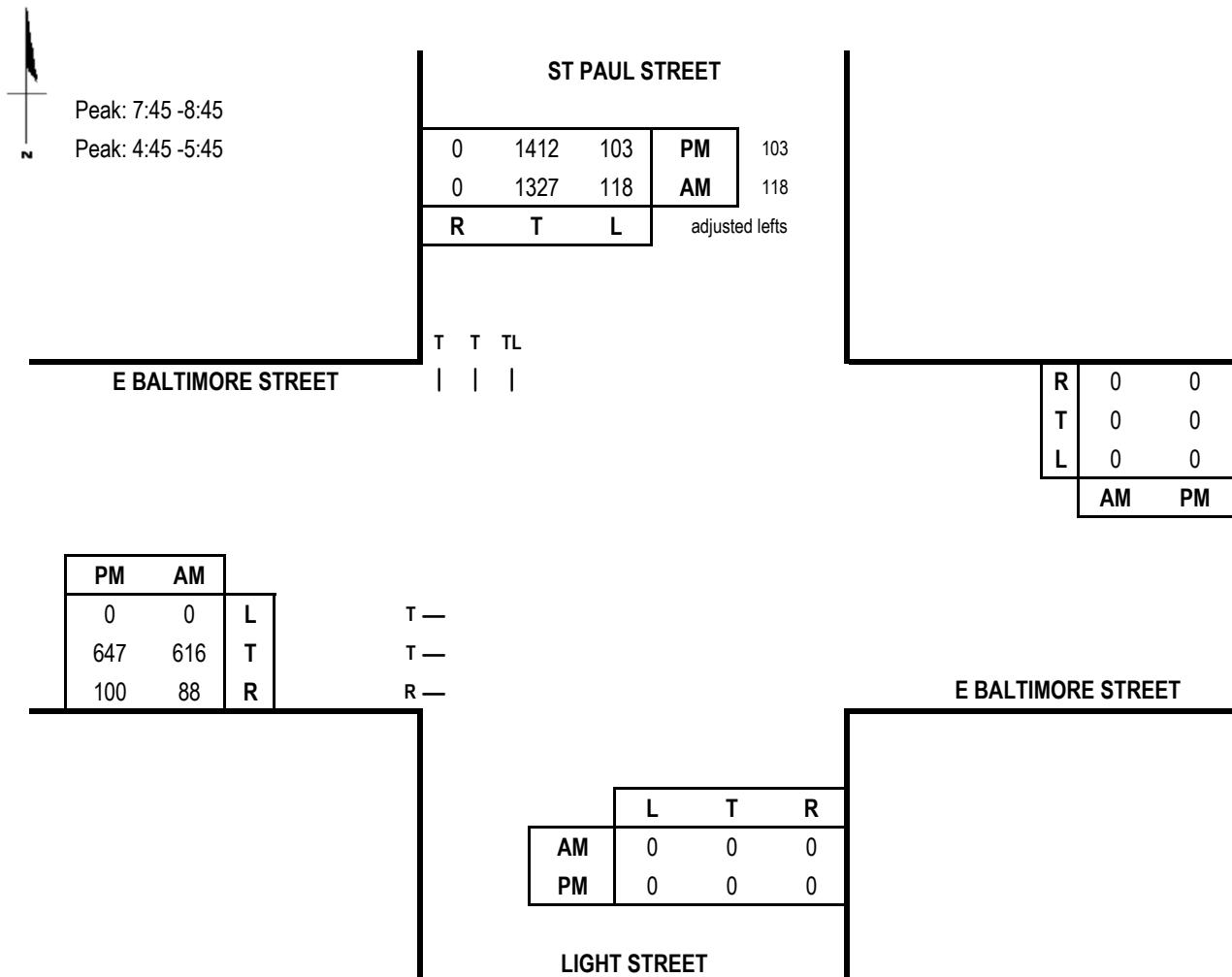
PM V/C =0.47

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Baltimore Street
N/S Road: St Paul Street/Light Street
Conditions: Existing Traffic

Date of Count: 9/26/2023
Day of Count: Tuesday
Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	0	0.00	0	118	1.00	118	578
SB	1445	0.40	578	0	0.00	0	
EB	616	0.55	339	0	0.00	0	339
WB	0	0.00	0	0	0.00	0	
CLV TOTAL =				917			
Level of Service (LOS) = A							

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	0	0.00	0	103	1.00	103	606
SB	1515	0.40	606	0	0.00	0	
EB	647	0.55	356	0	0.00	0	356
WB	0	0.00	0	0	0.00	0	
CLV TOTAL =				962			
Level of Service (LOS) = A							

Scenario ID - EXIST27

AM V/C = 0.57

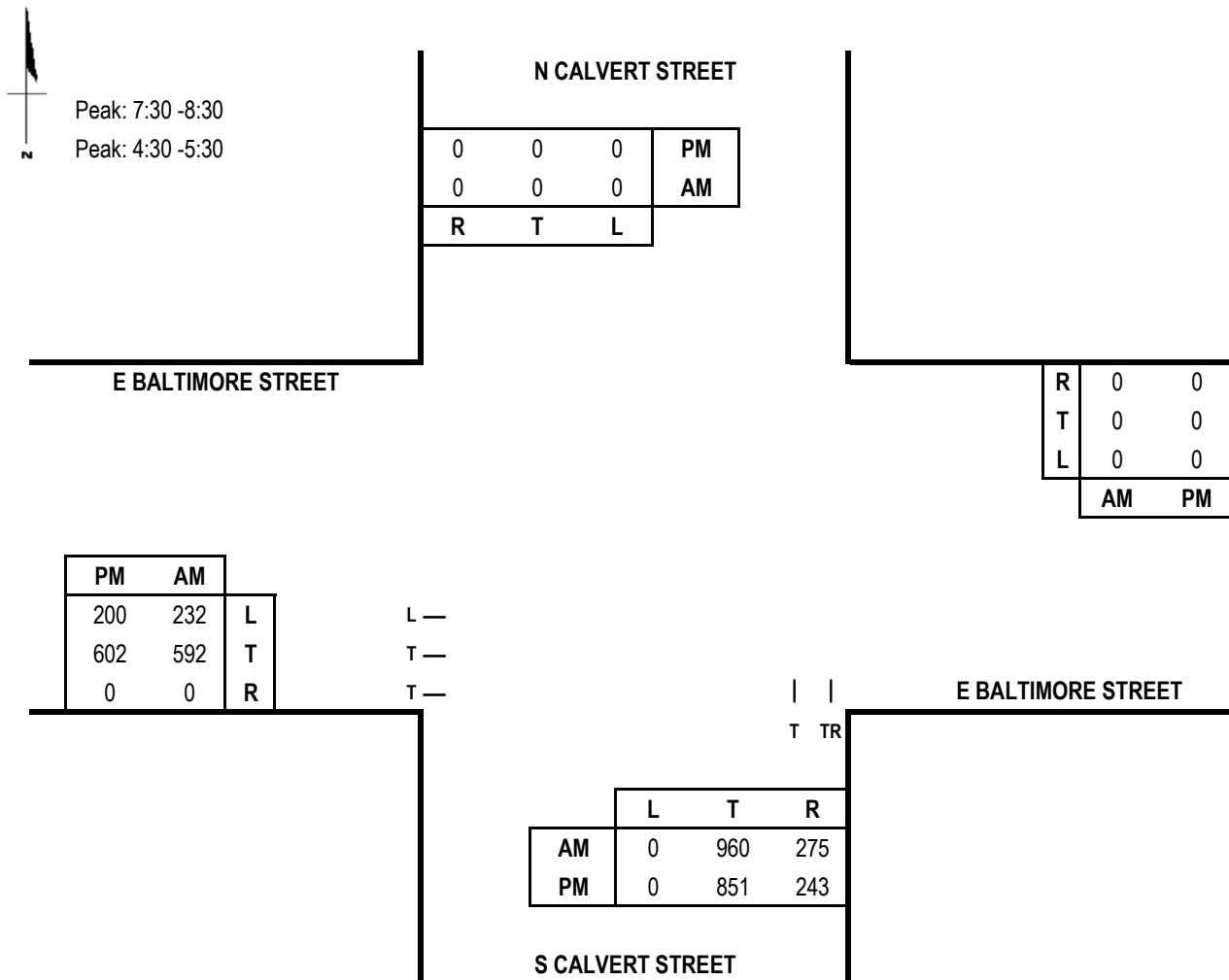
PM V/C = 0.6

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Baltimore Street
N/S Road: N Calvert Street/S Calvert Street
Conditions: Existing Traffic

Date of Count: 9/20/2023
Day of Count: Wednesday
Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	1235	0.55	679	0	0.00	0
SB	0	0.00	0	0	0.00	0
EB	592	0.55	326	0	0.00	0
WB	0	0.00	0	232	1.00	232
CLV TOTAL =					1,005	
Level of Service (LOS) =					B	

Scenario ID - EXIST28

AM V/C = 0.63

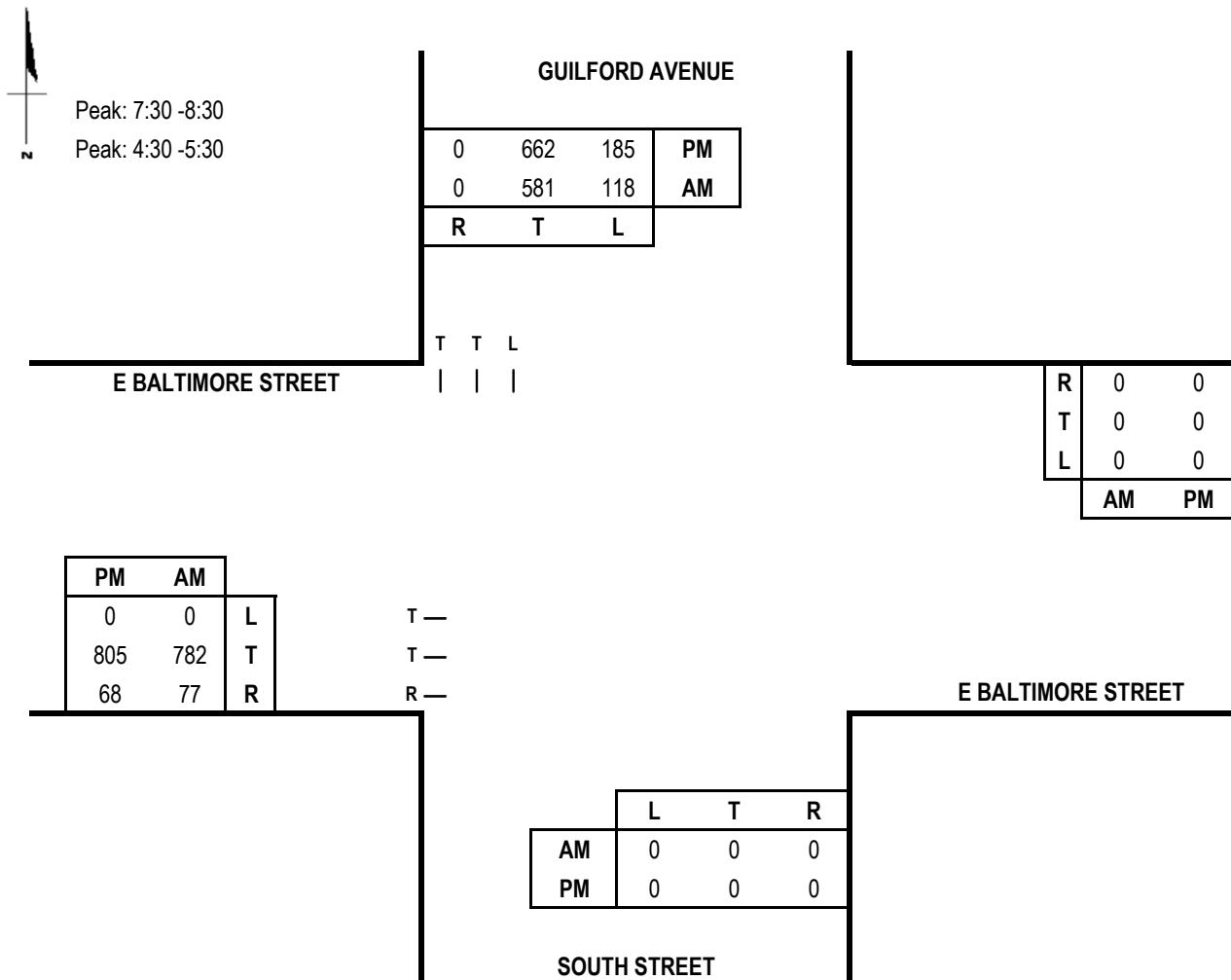
Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	1094	0.55	602	0	0.00	0
SB	0	0.00	0	0	0.00	0
EB	602	0.55	331	0	0.00	0
WB	0	0.00	0	200	1.00	200
CLV TOTAL =					933	
Level of Service (LOS) =					A	
					PM V/C = 0.58	

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Baltimore Street
N/S Road: Guilford Avenue/South Street
Conditions: Existing Traffic

Date of Count: 9/20/2023
Day of Count: Wednesday
Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour								
Dir	Thru Volumes			+ Opposing Lefts		AM CLV		
	VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	0	0.00	0	118	1.00	118	320	
SB	581	0.55	320	0	0.00	0		
EB	782	0.55	430	0	0.00	0	430	
WB	0	0.00	0	0	0.00	0		
CLV TOTAL =				750				
Level of Service (LOS)=								
A								

Scenario ID - EXIST29

AM V/C = 0.47

Evening Peak Hour								
Dir	Thru Volumes			+ Opposing Lefts		PM CLV		
	VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	0	0.00	0	185	1.00	185	364	
SB	662	0.55	364	0	0.00	0		
EB	805	0.55	443	0	0.00	0	443	
WB	0	0.00	0	0	0.00	0		
CLV TOTAL =				807				
Level of Service (LOS)=								
A								

PM V/C = 0.5

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Baltimore Street

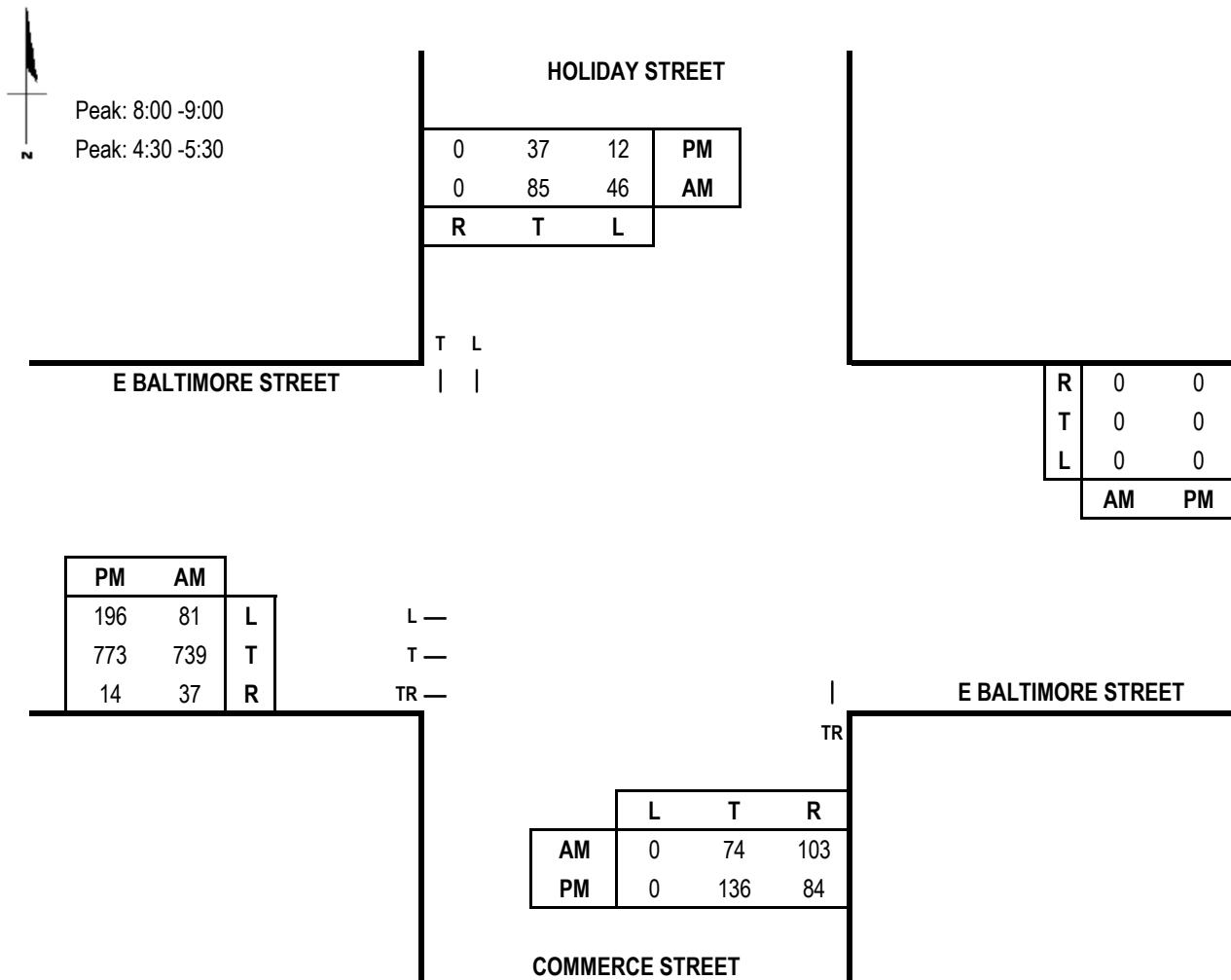
Date of Count: 9/20/2023

N/S Road: Holiday Street/Commerce Street

Day of Count: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	177	1.00	177	46	1.00	46	223
SB	85	1.00	85	0	0.00	0	
EB	776	0.55	427	0	0.00	0	427
WB	0	0.00	0	81	1.00	81	
CLV TOTAL=				650			
Level of Service (LOS)=				A			

Scenario ID - EXIST30

AM V/C = 0.41

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	220	1.00	220	12	1.00	12	232
SB	37	1.00	37	0	0.00	0	
EB	787	0.55	433	0	0.00	0	433
WB	0	0.00	0	196	1.00	196	
CLV TOTAL=				665			
Level of Service (LOS)=				A			

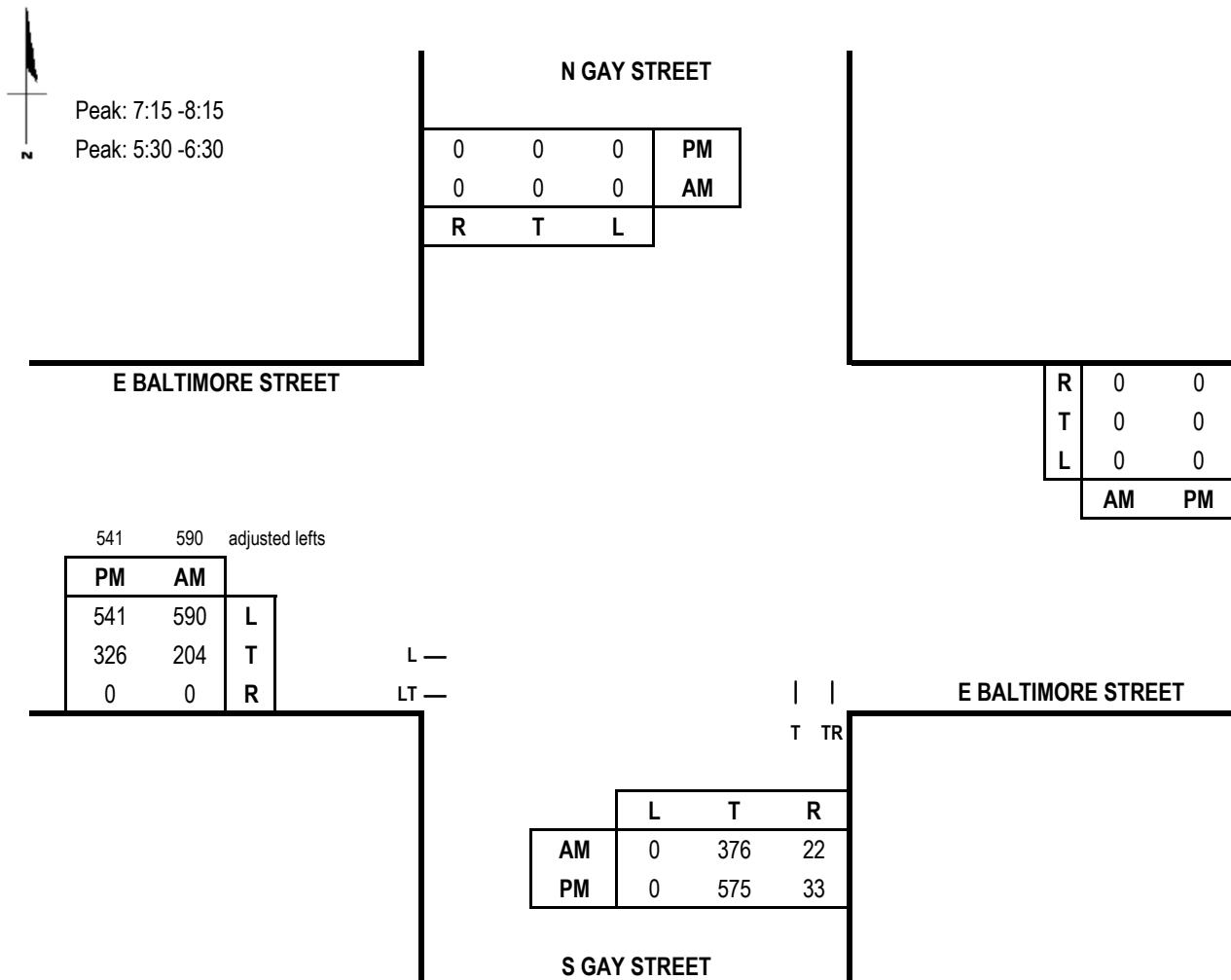
PM V/C = 0.42

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Baltimore Street
N/S Road: N Gay Street/S Gay Street
Conditions: Existing Traffic

Date of Count: 9/20/2023
Day of Count: Wednesday
Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	398	0.55	219	0	0.00	0
SB	0	0.00	0	0	0.00	0
EB	794	1.00	794	0	0.00	0
WB	0	0.00	0	590	0.60	354
CLV TOTAL =						1,013
Level of Service (LOS) =						B

Scenario ID - EXIST31

AM V/C = 0.63

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	608	0.55	334	0	0.00	0
SB	0	0.00	0	0	0.00	0
EB	867	1.00	867	0	0.00	0
WB	0	0.00	0	541	0.60	325
CLV TOTAL =						1,201
Level of Service (LOS) =						C

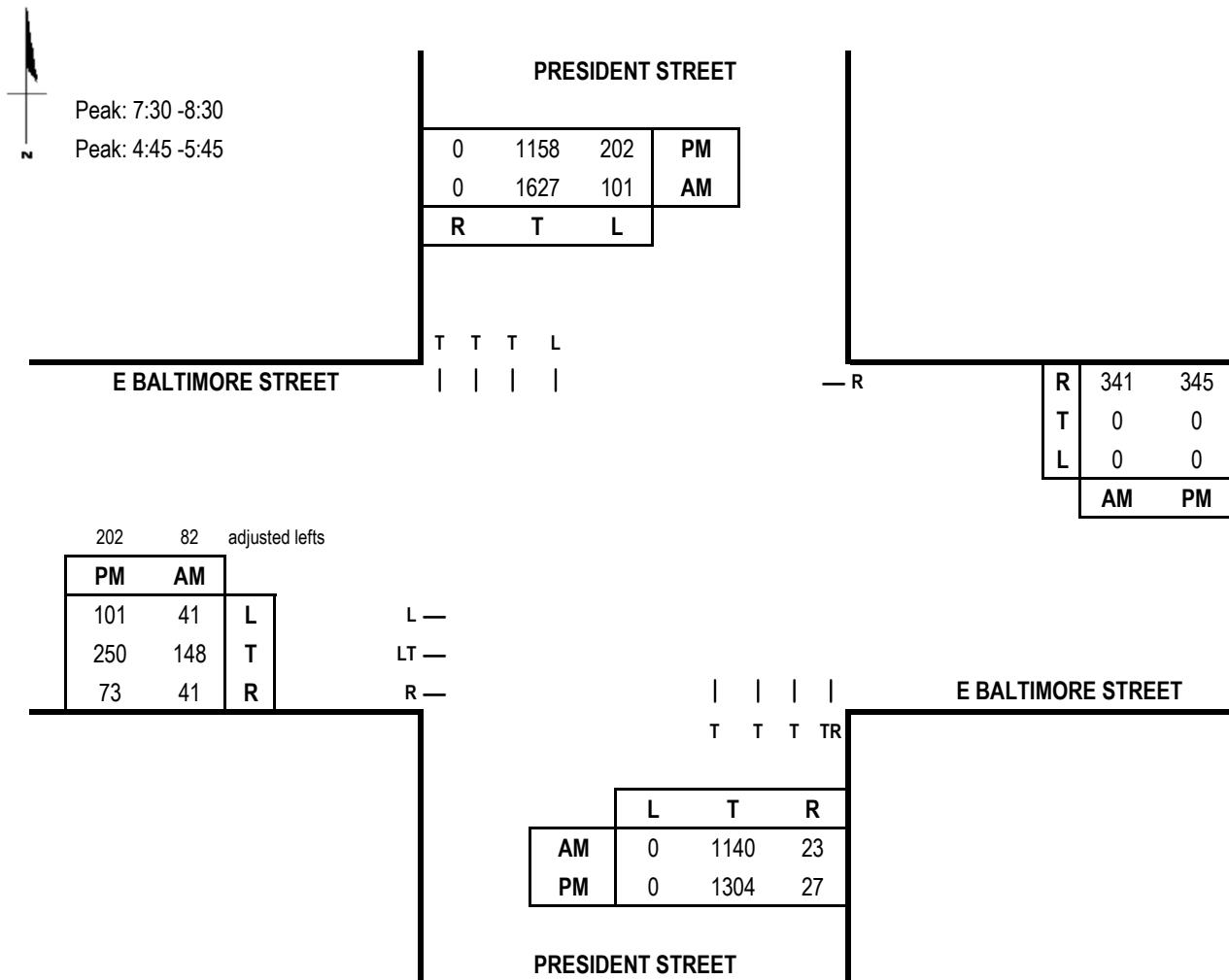
PM V/C = 0.75

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Baltimore Street
N/S Road: President Street
Conditions: Existing Traffic

Date of Count: 9/21/2023
Day of Count: Thursday
Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1163	0.30	349	101	1.00	101	651
SB	1627	0.40	651	0	0.00	0	
EB	230	1.00	230	0	0.00	0	265
WB	240	1.00	240	41	0.60	25	
CLV TOTAL =				916			
Level of Service (LOS) = A							

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1331	0.30	399	202	1.00	202	601
SB	1158	0.40	463	0	0.00	0	
EB	452	1.00	452	0	0.00	0	452
WB	143	1.00	143	101	0.60	61	
CLV TOTAL =				1,053			
Level of Service (LOS) = B							
PM V/C = 0.66							

Scenario ID - EXIST32

AM V/C = 0.57

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Lombard Street

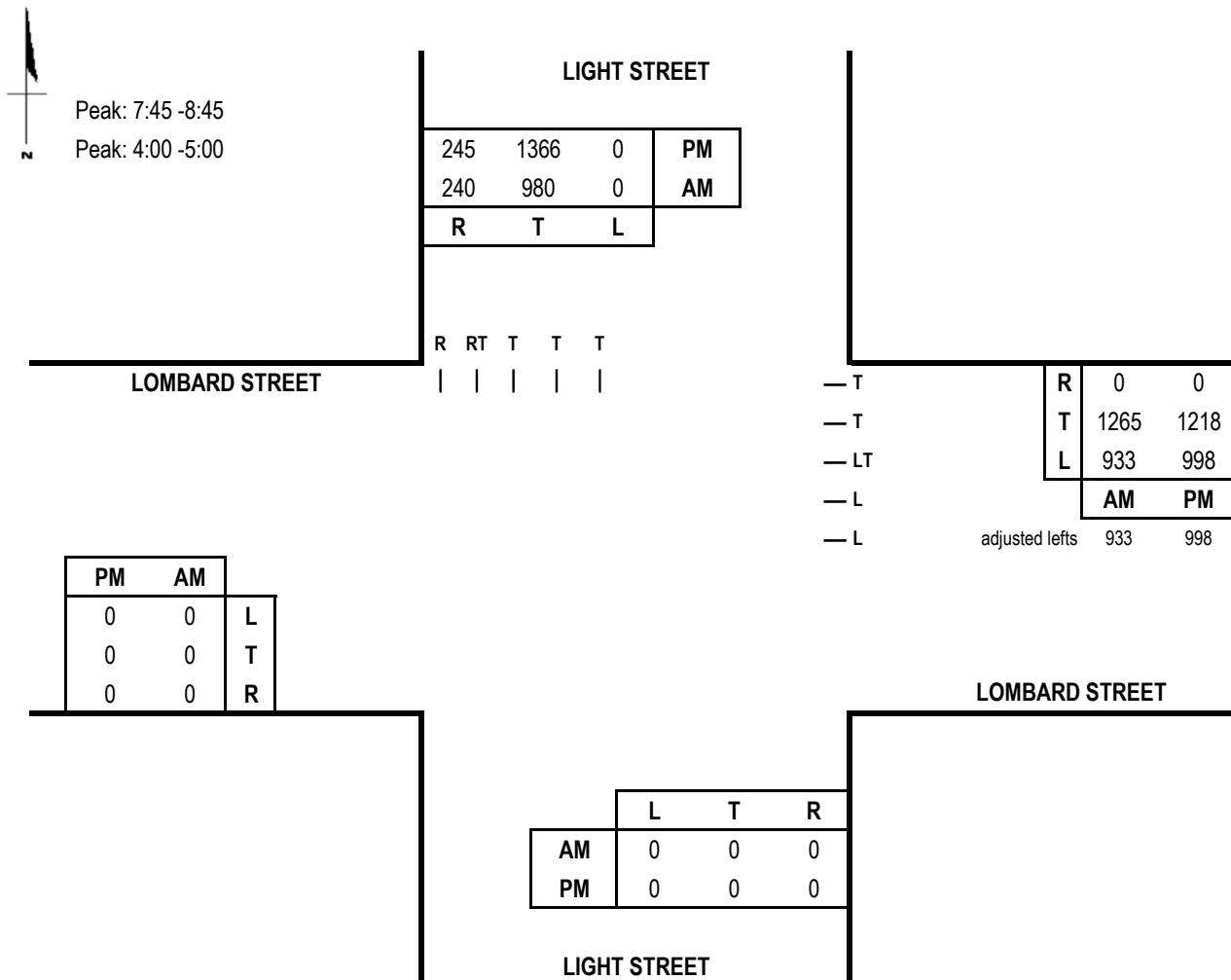
Date of Count: 7/13/2023

N/S Road: Light Street

Day of Count: Thursday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF		
NB	0	0.00	0	0	0.00	0	366
SB	1220	0.30	366	0	0.00	0	
EB	0	0.00	0	933	0.45	420	879
WB	2198	0.40	879	0	0.00	0	
CLV TOTAL =						1,245	
Level of Service (LOS) =						C	

Scenario ID - EXIST33

AM V/C = 0.78

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF		
NB	0	0.00	0	0	0.00	0	483
SB	1611	0.30	483	0	0.00	0	
EB	0	0.00	0	998	0.45	449	886
WB	2216	0.40	886	0	0.00	0	
CLV TOTAL =						1,369	
Level of Service (LOS) =						D	

PM V/C = 0.86

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Pratt Street

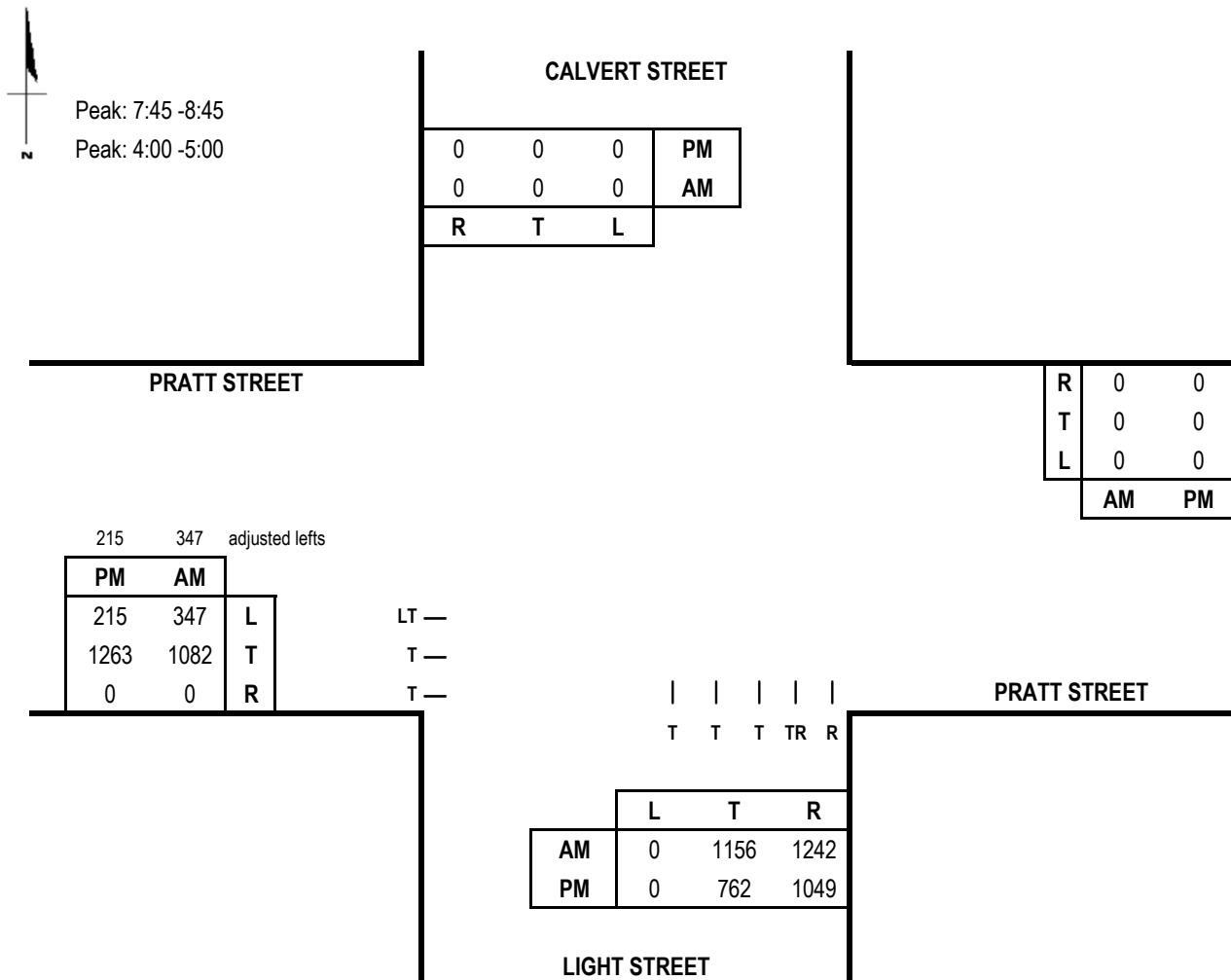
Date of Count: 4/26/2023

N/S Road: Calvert Street/Light Street

Day of Count: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	1242	0.55	683	0	0.00	0
SB	0	0.00	0	0	0.00	0
EB	1429	0.40	572	0	0.00	0
WB	0	0.00	0	347	1.00	347
CLV TOTAL =				1,255		
Level of Service (LOS) =				C		
AM V/C = 0.78						

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	1049	0.55	577	0	0.00	0
SB	0	0.00	0	0	0.00	0
EB	1478	0.40	591	0	0.00	0
WB	0	0.00	0	215	1.00	215
CLV TOTAL =				1,168		
Level of Service (LOS) =				C		
PM V/C = 0.73						

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Pratt Street

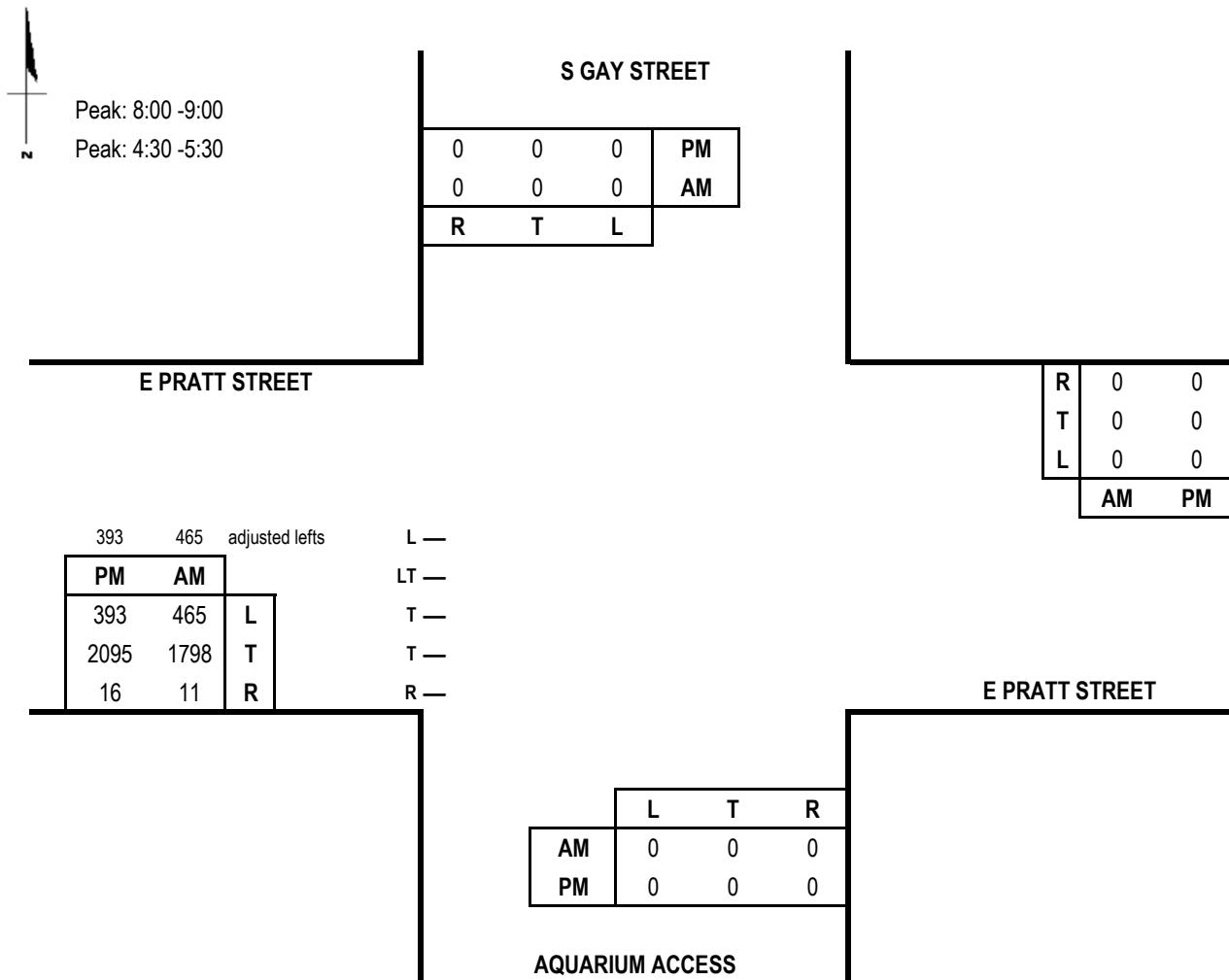
Date of Count: 9/26/2023

N/S Road: S Gay Street/Aquarium Access

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	0	0.00	0
SB	0	0.00	0	0	0.00	0
EB	2263	0.40	905	0	0.00	0
WB	0	0.00	0	465	0.60	279
CLV TOTAL =				905		
Level of Service (LOS) =				A		

Scenario ID - EXIST35

AM V/C = 0.57

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	0	0.00	0
SB	0	0.00	0	0	0.00	0
EB	2488	0.40	995	0	0.00	0
WB	0	0.00	0	393	0.60	236
CLV TOTAL =				995		
Level of Service (LOS) =				A		

PM V/C = 0.62

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Pratt Street

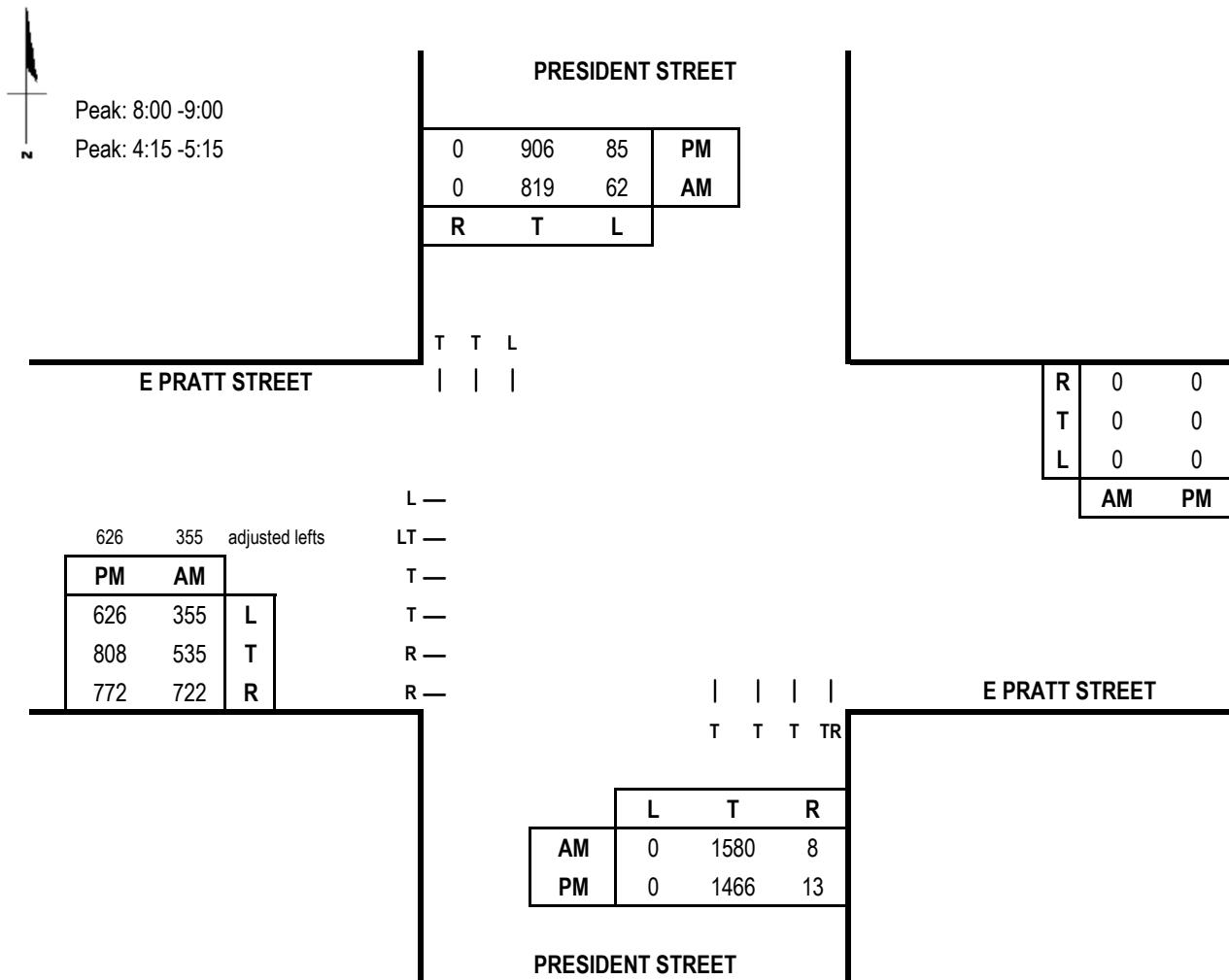
Date of Count: 9/21/2023

N/S Road: President Street

Day of Count: Thursday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1588	0.30	476	62	1.00	62	538
SB	819	0.55	450	0	0.00	0	
EB	722	0.55	397	0	0.00	0	397
WB	0	0.00	0	355	0.60	213	
CLV TOTAL =						935	
Level of Service (LOS) =						A	

Scenario ID - EXIST36

AM V/C = 0.58

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1479	0.30	444	85	1.00	85	529
SB	906	0.55	498	0	0.00	0	
EB	1434	0.40	574	0	0.00	0	574
WB	0	0.00	0	626	0.60	376	
CLV TOTAL =						1,103	
Level of Service (LOS) =						B	

PM V/C = 0.59

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road Name: Conway Street

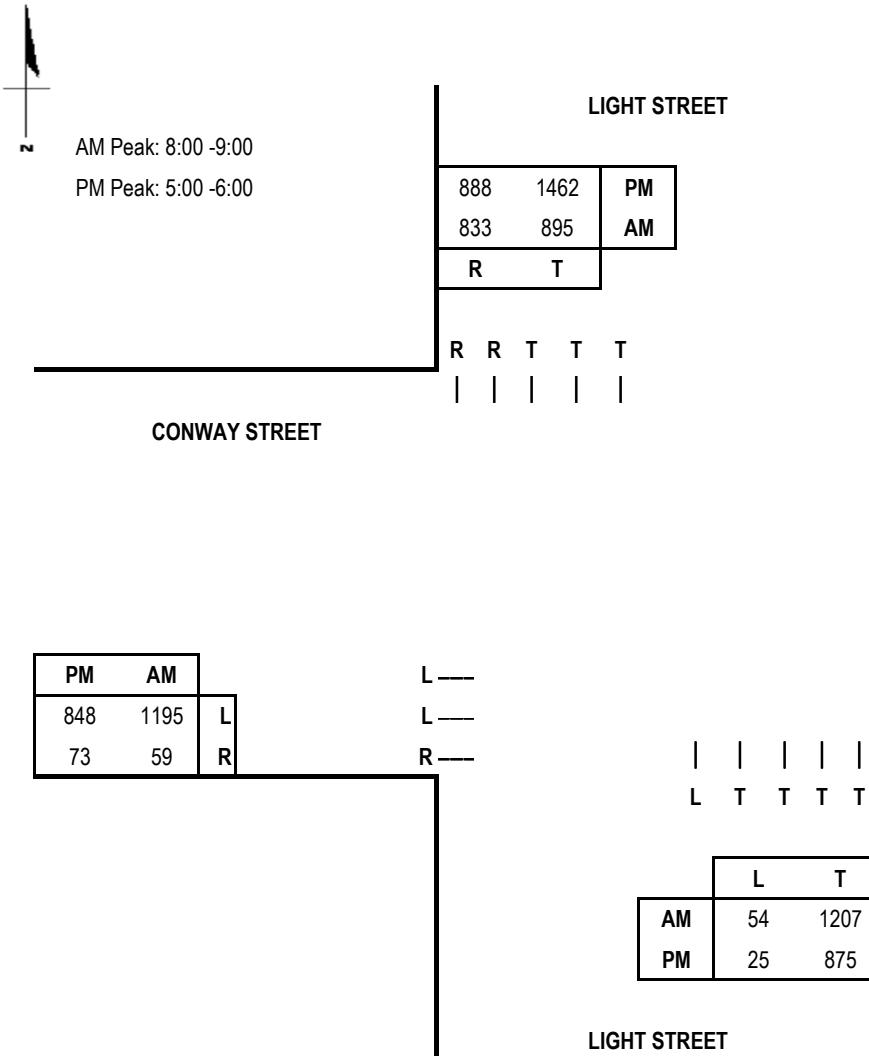
Date of Count: 4/26/2023

N/S Road Name: Light Street

Day of Count: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
EB	1195	0.60	717			717
NB	1207	0.30	362			412
SB	895	0.40	358	54	1.00	54
CLV TOTAL =				1,129		
Level of Service (LOS) =						B

Scenario ID - EXIST37

AM V/C = 0.71

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
EB	848	0.60	509			509
NB	875	0.30	263			610
SB	1462	0.40	585	25	1.00	25
CLV TOTAL =				1,119		
Level of Service (LOS) =						B

PM V/C = 0.7

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Pratt St

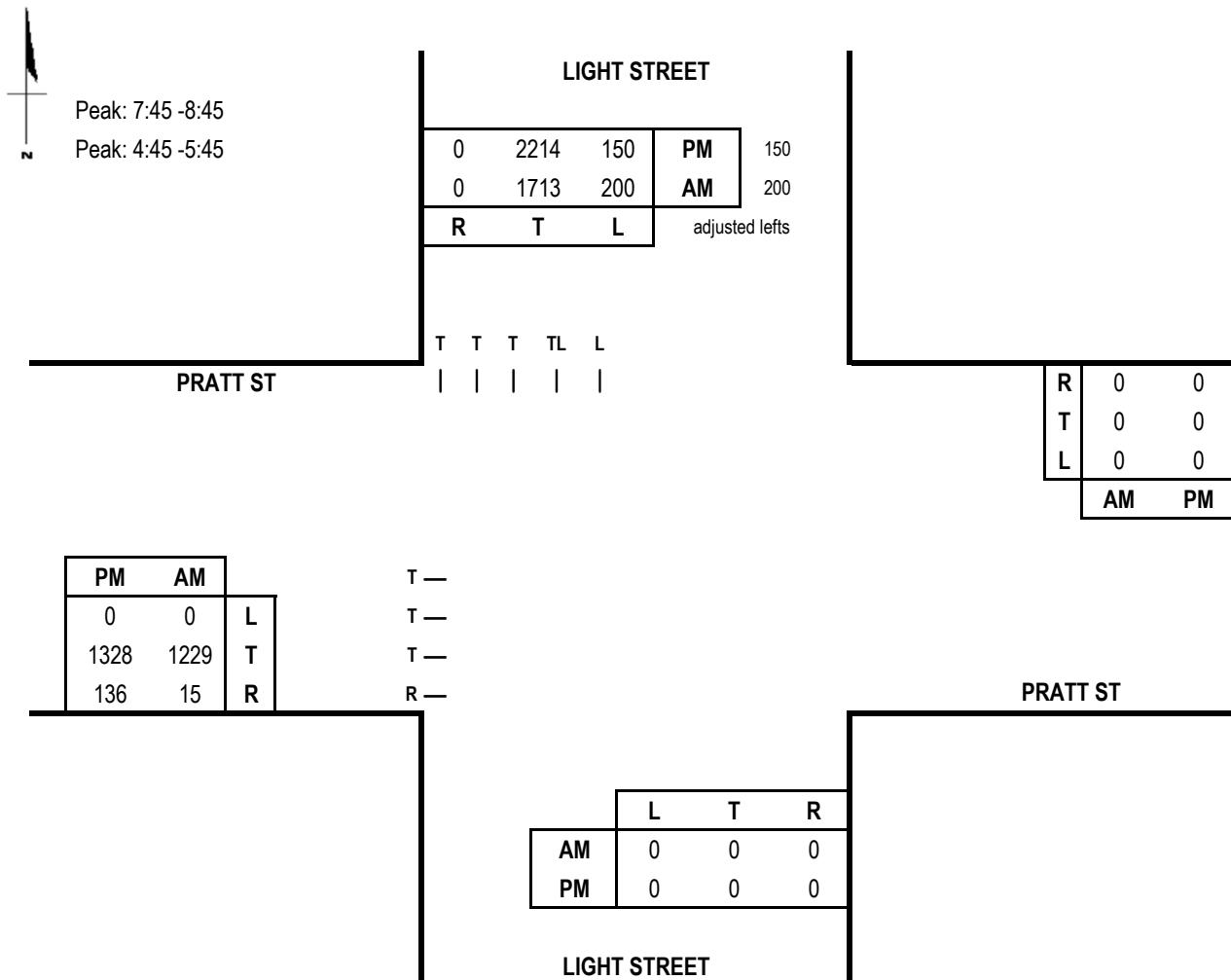
Date of Count: 9/26/2023

N/S Road: Light Street

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	0	0.00	0	200	0.60	120	574
SB	1913	0.30	574	0	0.00	0	
EB	1229	0.40	492	0	0.00	0	492
WB	0	0.00	0	0	0.00	0	
CLV TOTAL =						1,066	
Level of Service (LOS) =						B	

Scenario ID - EXIST38

AM V/C = 0.67

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	0	0.00	0	150	0.60	90	709
SB	2364	0.30	709	0	0.00	0	
EB	1328	0.40	531	0	0.00	0	531
WB	0	0.00	0	0	0.00	0	
CLV TOTAL =						1,240	
Level of Service (LOS) =						C	

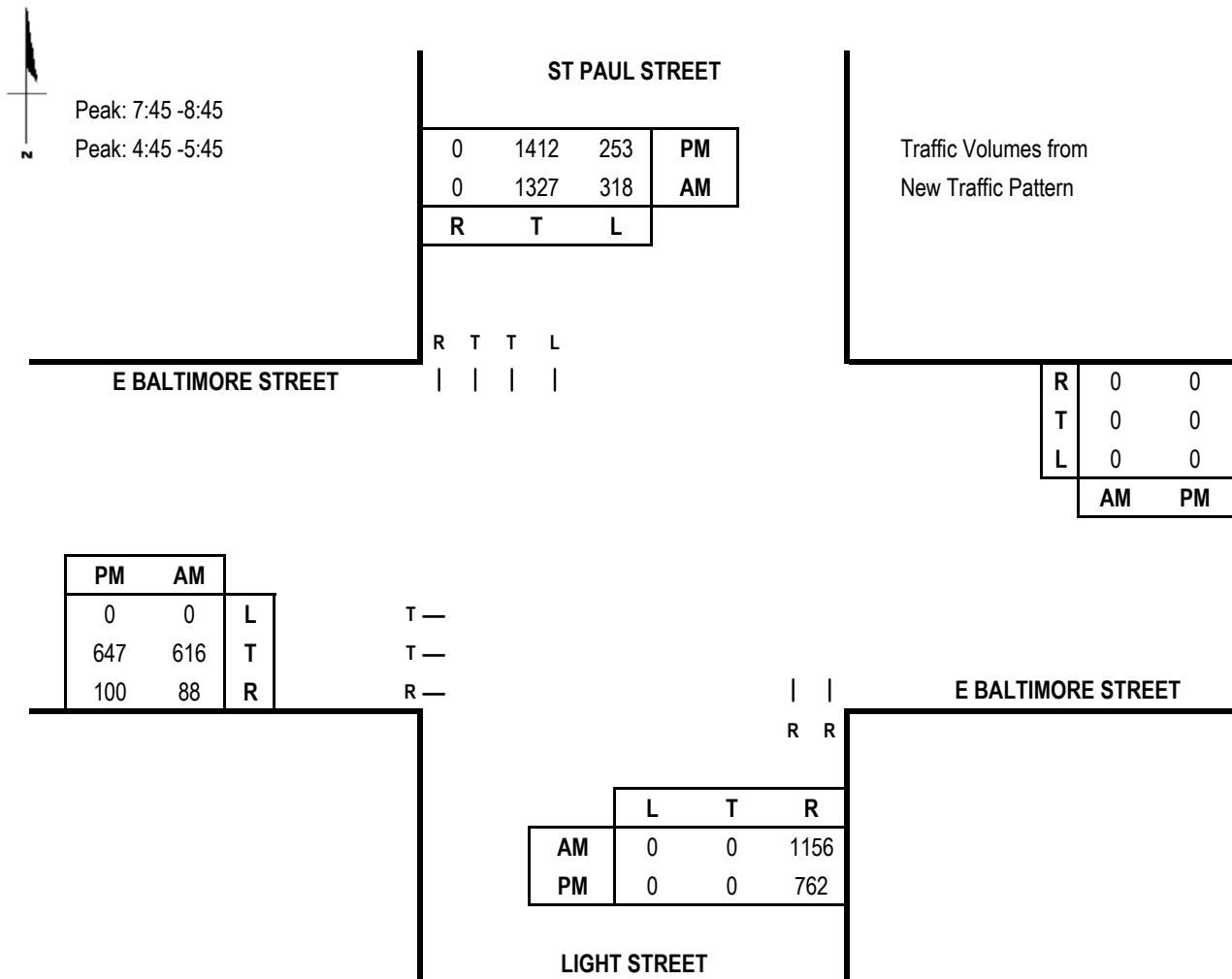
PM V/C = 0.78

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Baltimore Street
N/S Road: St Paul Street/Light Street
Conditions: Total Traffic

Date of Count: 9/26/2023
Day of Count: Tuesday
Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1156	0.55	636	318	1.00	318	954
SB	1327	0.55	730	0	0.00	0	
EB	616	0.55	339	0	0.00	0	339
WB	0	0.00	0	0	0.00	0	
CLV TOTAL =						1,293	
Level of Service (LOS) =						C	

Scenario ID - TOT27

AM V/C = 0.81

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	762	0.55	419	253	1.00	253	777
SB	1412	0.55	777	0	0.00	0	
EB	647	0.55	356	0	0.00	0	356
WB	0	0.00	0	0	0.00	0	
CLV TOTAL =						1,133	
Level of Service (LOS) =						B	

PM V/C = 0.71

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Baltimore Street

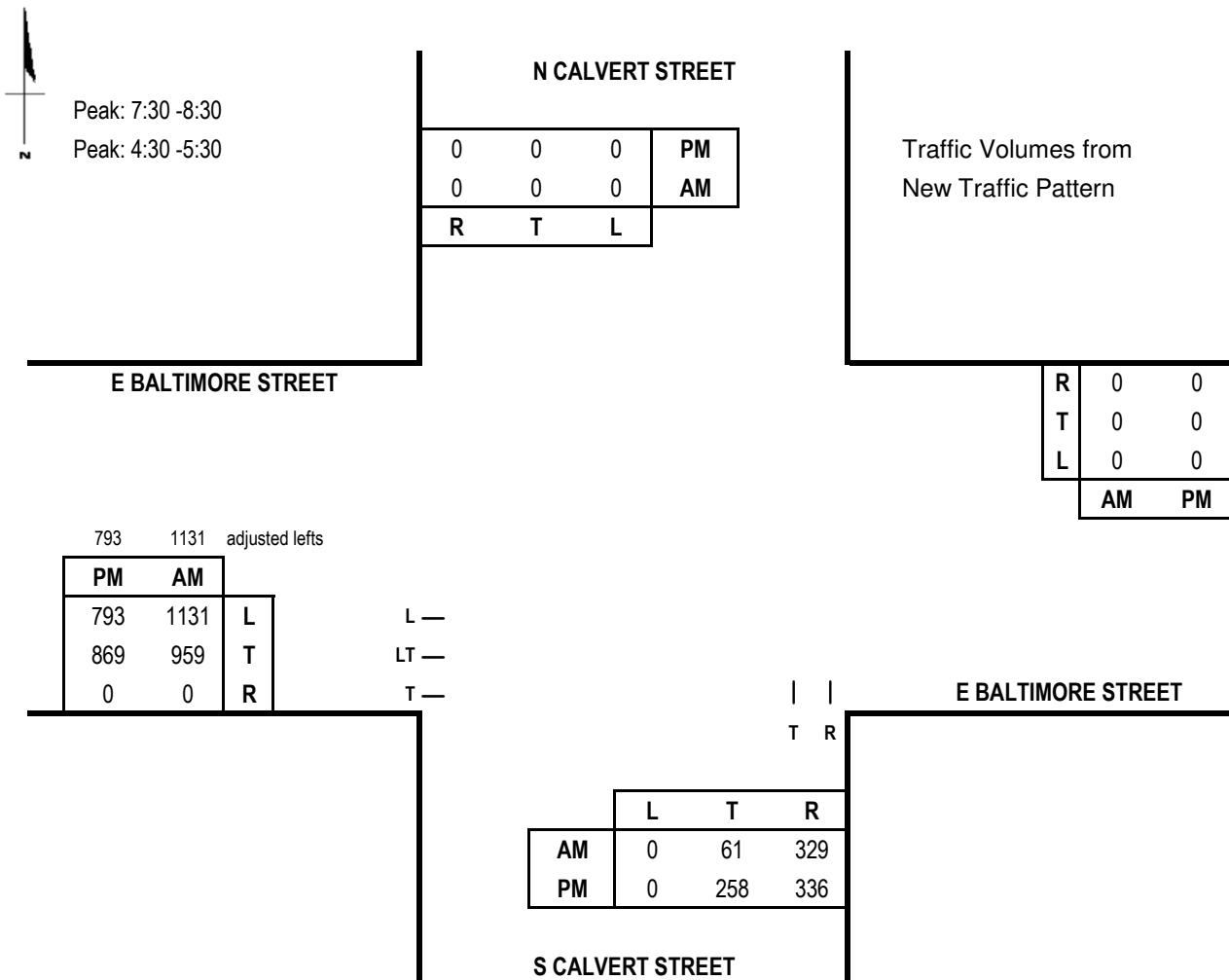
Date of Count: 9/20/2023

N/S Road: N Calvert Street/S Calvert Street

Day of Count: Wednesday

Conditions: Total Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	329	1.00	329	0	0.00	0	329
SB	0	0.00	0	0	0.00	0	
EB	2090	0.40	836	0	0.00	0	836
WB	0	0.00	0	1131	0.60	679	
CLV TOTAL = 1,165							
Level of Service (LOS) = C							

Scenario ID - TOT28

AM V/C = 0.73

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	336	1.00	336	0	0.00	0	336
SB	0	0.00	0	0	0.00	0	
EB	1662	0.40	665	0	0.00	0	665
WB	0	0.00	0	793	0.60	476	
CLV TOTAL = 1,001							
Level of Service (LOS) = B							

PM V/C = 0.63

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Lombard Street

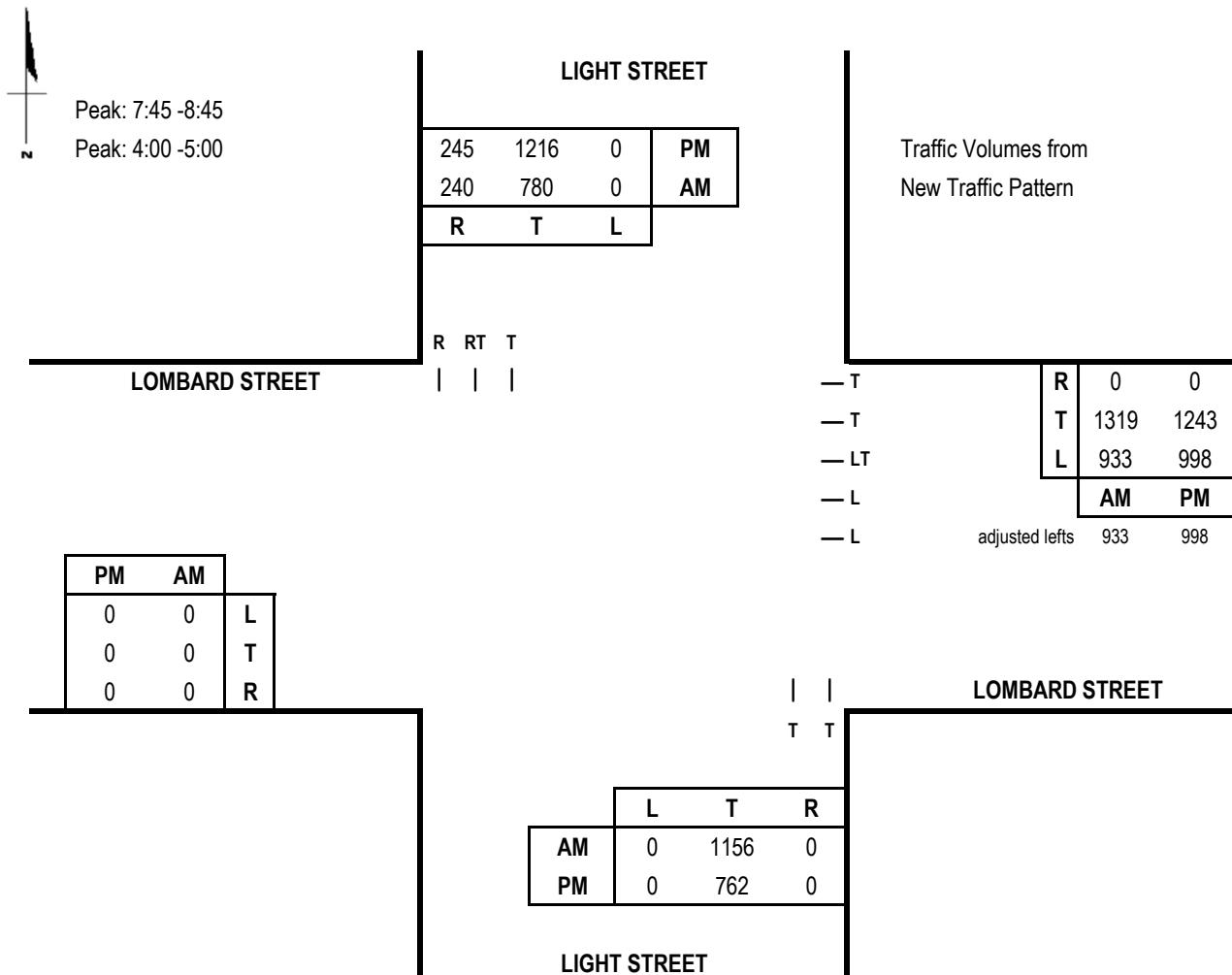
N/S Road: Light Street

Conditions: Total Traffic

Date of Count: 7/13/2023

Day of Count: Thursday

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	1156	0.55	636	0	0.00	0
SB	780	0.55	429	0	0.00	0
EB	0	0.00	0	933	0.45	420
WB	933	0.60	560	0	0.00	0
CLV TOTAL =				1,196		
Level of Service (LOS)=						
AM V/C = 0.75						

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	762	0.55	419	0	0.00	0
SB	1216	0.55	669	0	0.00	0
EB	0	0.00	0	998	0.45	449
WB	998	0.60	599	0	0.00	0
CLV TOTAL =				1,268		
Level of Service (LOS)=						
PM V/C = 0.79						

Scenario ID - TOT33

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Pratt Street

Date of Count: 4/26/2023

N/S Road: Calvert Street/Light Street

Day of Count: Wednesday

Conditions: Total Traffic

Analyst: Shulin Li



Peak: 7:45 -8:45
Peak: 4:00 -5:00

CALVERT STREET

0	0	0	PM
0	0	0	AM
R	T	L	

Traffic Volumes from
New Traffic Pattern

PRATT STREET

502 702 adjusted lefts

PM	AM	
502	702	L
2050	2013	T
0	0	R

LT —
T —

PRATT STREET

	L	T	R
AM	0	0	0
PM	0	0	0

LIGHT STREET

Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	0	0.00	0
SB	0	0.00	0	0	0.00	0
EB	2715	0.55	1493	0	0.00	0
WB	0	0.00	0	702	1.00	702
				CLV TOTAL =	1,493	
				Level of Service (LOS) =	E	

Scenario ID - TOT34

AM V/C = 0.93

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF	
NB	0	0.00	0	0	0.00	0
SB	0	0.00	0	0	0.00	0
EB	2552	0.55	1404	0	0.00	0
WB	0	0.00	0	502	1.00	502
				CLV TOTAL =	1,404	
				Level of Service (LOS) =	D	

PM V/C = 0.88

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Pratt Street

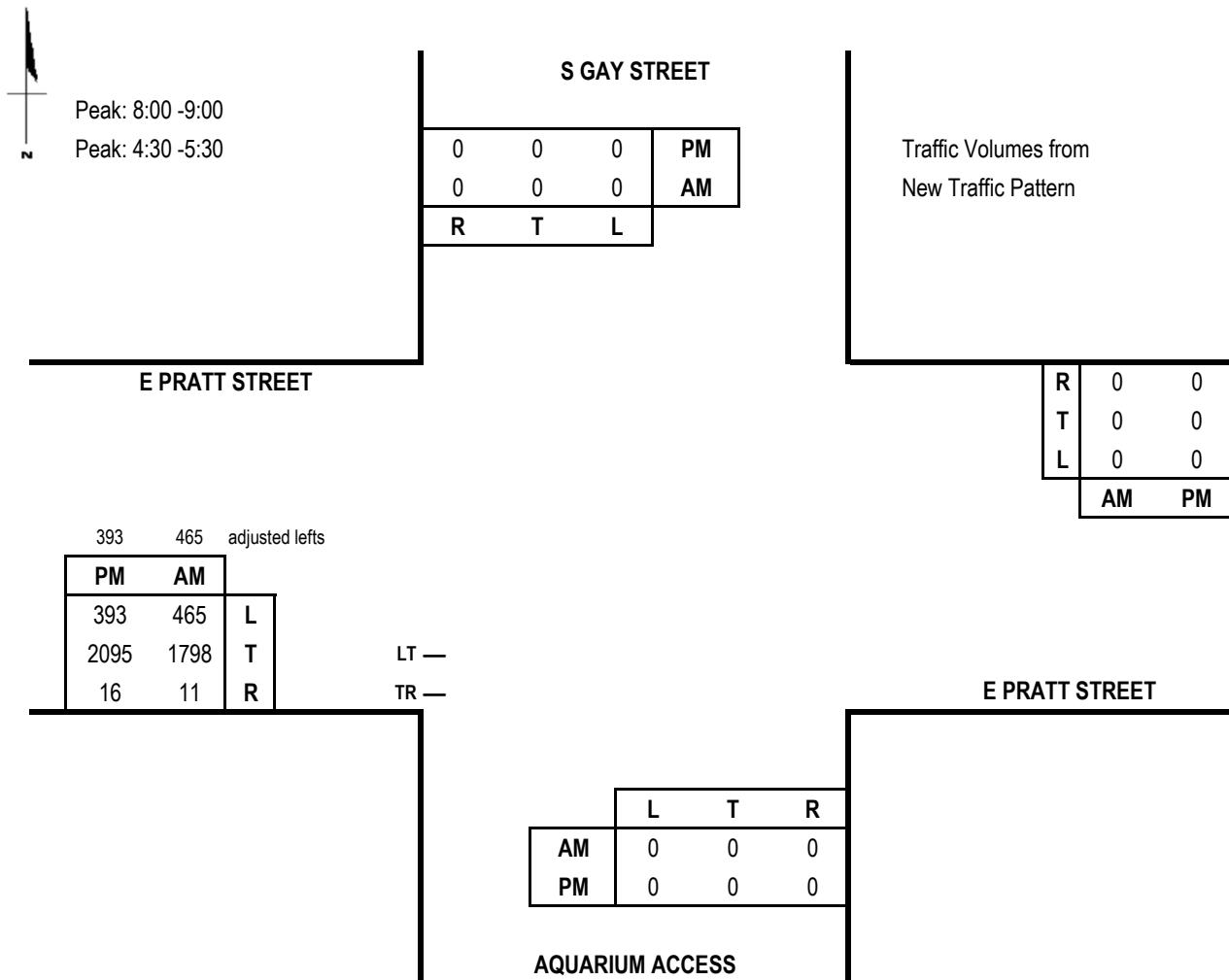
Date of Count: 9/26/2023

N/S Road: S Gay Street/Aquarium Access

Day of Count: Tuesday

Conditions: Total Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	0	0.00	0	0	0.00	0	0
SB	0	0.00	0	0	0.00	0	0
EB	2274	0.55	1251	0	0.00	0	1251
WB	0	0.00	0	465	1.00	465	
CLV TOTAL =				1,251			
Level of Service (LOS) = C							

Scenario ID - TOT35

AM V/C = 0.78

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	0	0.00	0	0	0.00	0	0
SB	0	0.00	0	0	0.00	0	0
EB	2504	0.55	1377	0	0.00	0	1377
WB	0	0.00	0	393	1.00	393	
CLV TOTAL =				1,377			
Level of Service (LOS) = D							

PM V/C = 0.86

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: E Pratt Street

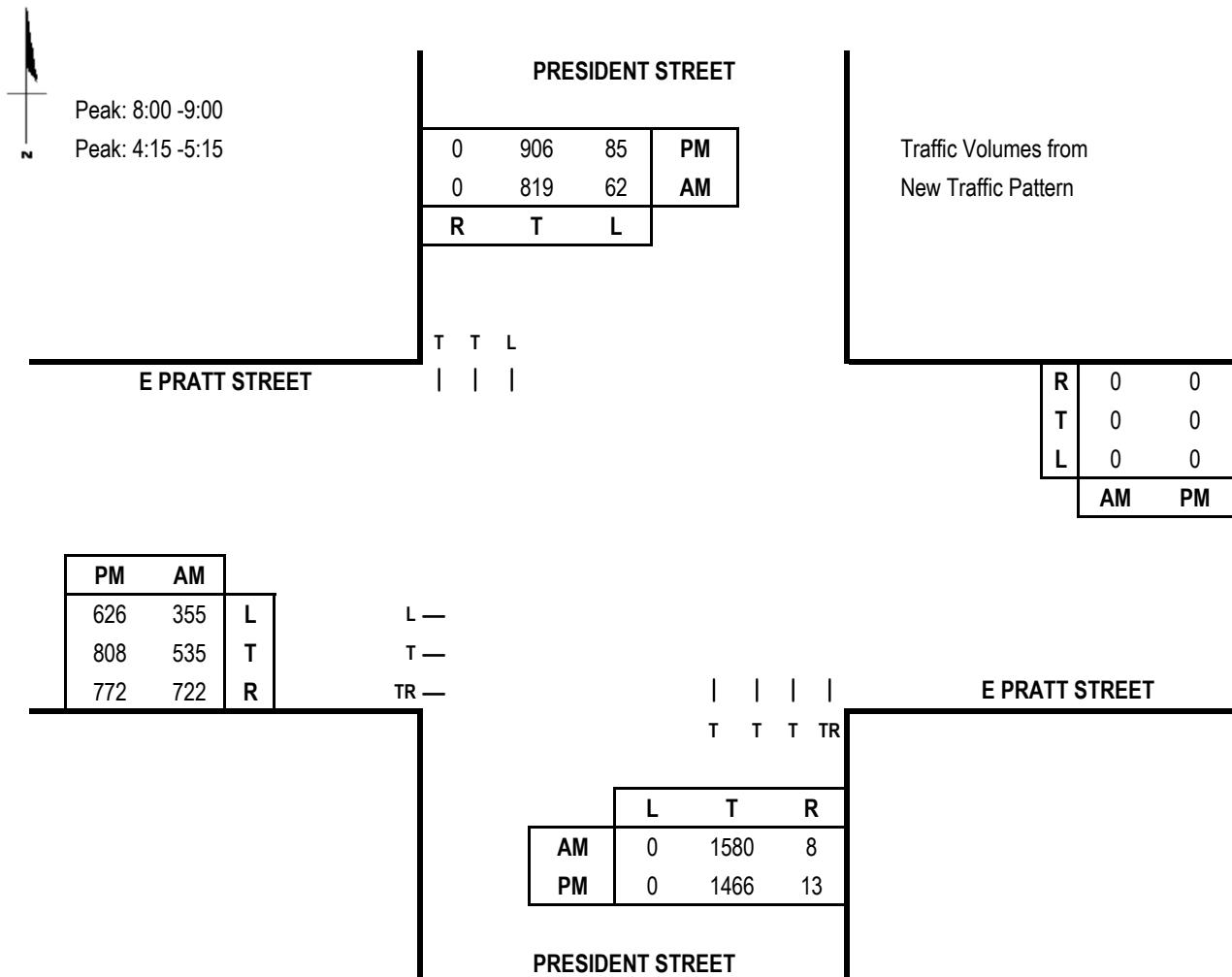
N/S Road: President Street

Conditions: Total Traffic

Date of Count: 9/21/2023

Day of Count: Thursday

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1588	0.30	476	62	1.00	62	538
SB	819	0.55	450	0	0.00	0	
EB	1257	0.55	691	0	0.00	0	691
WB	0	0.00	0	355	1.00	355	
CLV TOTAL =				1,229			
Level of Service (LOS) = C							

Scenario ID - TOT36

AM V/C = 0.77

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1479	0.30	444	85	1.00	85	529
SB	906	0.55	498	0	0.00	0	
EB	1580	0.55	869	0	0.00	0	869
WB	0	0.00	0	626	1.00	626	
CLV TOTAL =				1,398			
Level of Service (LOS) = D							

PM V/C = 0.87

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road Name: Conway Street

N/S Road Name: Light Street

Conditions: Total Traffic

Date of Count: 4/26/2023

Day of Count: Wednesday

Analyst: Shulin Li



AM Peak: 8:00 -9:00
PM Peak: 5:00 -6:00

LIGHT STREET

888	1462	PM
833	895	AM
R	T	
R	RT	T

Traffic Volumes from
New Traffic Pattern

CONWAY STREET

PM	AM
848	1195
73	59

L
L
R

AM	L	T
PM	0	1207

| |
T T

LIGHT STREET

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	1195	0.60	717				717
NB	1207	0.55	664				664
SB	895	0.55	492	0	0.00	0	
CLV TOTAL=				1,381			
Level of Service (LOS)=				D			

Scenario ID - TOT37

AM V/C =0.86

Evening Peak Hour

Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	848	0.60	509				509
NB	875	0.55	481				804
SB	1462	0.55	804	0	0.00	0	
CLV TOTAL=				1,313			
Level of Service (LOS)=				D			
							PM V/C =0.82

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Pratt St

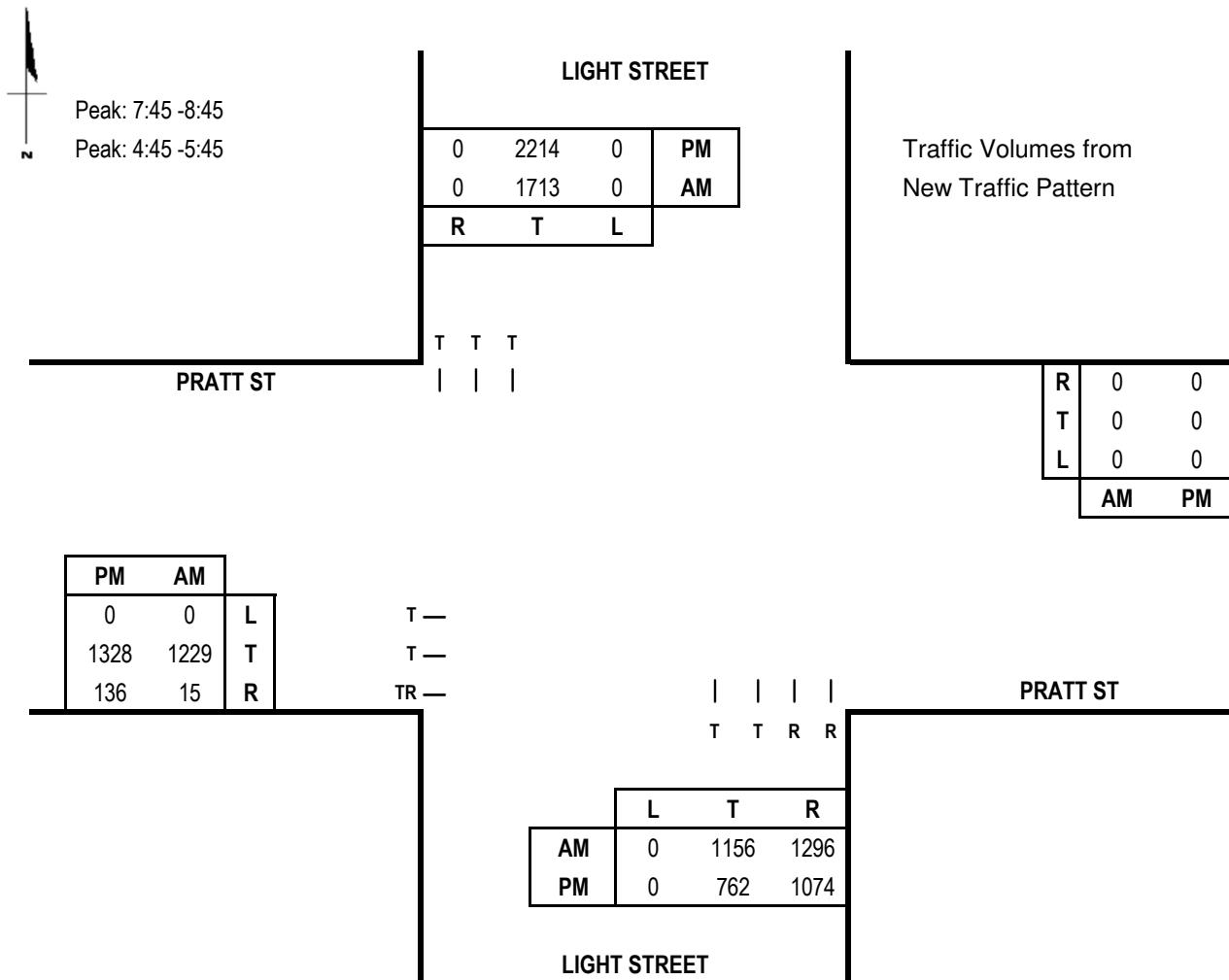
Date of Count: 9/26/2023

N/S Road: Light Street

Day of Count: Tuesday

Conditions: Total Traffic

Analyst: Shulin Li



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		AM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1296	0.55	713	0	0.00	0	713
SB	1713	0.40	685	0	0.00	0	
EB	1244	0.40	498	0	0.00	0	498
WB	0	0.00	0	0	0.00	0	
CLV TOTAL =				1,211			
Level of Service (LOS) = C							

Scenario ID - TOT38

AM V/C = 0.76

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts		PM CLV	
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1074	0.55	591	0	0.00	0	886
SB	2214	0.40	886	0	0.00	0	
EB	1464	0.40	586	0	0.00	0	586
WB	0	0.00	0	0	0.00	0	
CLV TOTAL =				1,472			
Level of Service (LOS) = E							

PM V/C = 0.92

APPENDIX E

Capacity Analysis Worksheets – Synchro



Lanes, Volumes, Timings
1: MLK Blvd & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	175	71	76	52	1786	0	0	2211	57
Future Volume (vph)	0	0	0	175	71	76	52	1786	0	0	2211	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	140		140	110		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	1557	2995	1393	1711	4916	0	0	4896	0
Flt Permitted				0.950	0.974		0.042					
Satd. Flow (perm)	0	0	0	1557	2995	1393	76	4916	0	0	4896	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)												5
Link Speed (mph)	30			30			30				30	
Link Distance (ft)	824			1102			433				685	
Travel Time (s)	18.7			25.0			9.8				15.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				50%		10%						
Lane Group Flow (vph)	0	0	0	92	175	72	55	1880	0	0	2387	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2				6	
Detector Phase				8		8	5	2			6	
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Minimum Split (s)				20.0	20.0	20.0	8.0	20.0			20.0	
Total Split (s)				45.0	45.0	45.0	10.0	105.0			95.0	
Total Split (%)				30.0%	30.0%	30.0%	6.7%	70.0%			63.3%	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	0.0	0.0			0.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				4.0	4.0	4.0	3.0	3.0			3.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Recall Mode				Max	Max	Max	Max	Max			Max	
Act Effct Green (s)				41.0	41.0	41.0	102.0	102.0			92.0	
Actuated g/C Ratio				0.27	0.27	0.27	0.68	0.68			0.61	
v/c Ratio				0.22	0.21	0.19	0.43	0.56			0.79	
Control Delay				43.8	42.9	43.5	47.9	4.3			24.4	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.7	
Total Delay				43.8	42.9	43.5	47.9	4.3			25.1	

Lanes, Volumes, Timings
1: MLK Blvd & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				D	D	D	D	A			C	
Approach Delay						43.3			5.6		25.1	
Approach LOS							D		A		C	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 18.3

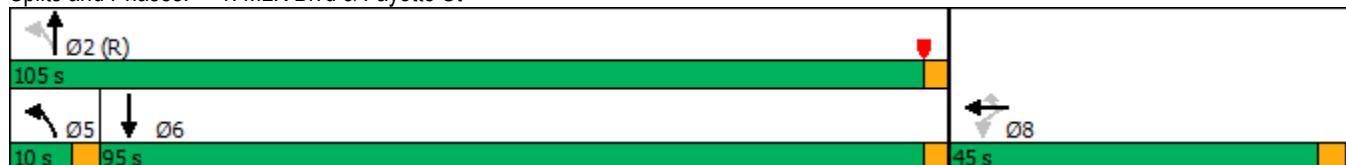
Intersection LOS: B

Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: MLK Blvd & Fayette St



Lanes, Volumes, Timings
2: Greene St & Fayette St

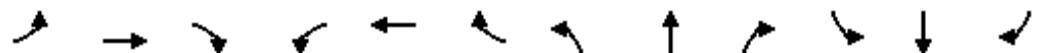
Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	145	409	0	0	0	0	0	597	165
Future Volume (vph)	0	0	0	145	409	0	0	0	0	0	597	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)				0%		0%			0%			0%
Storage Length (ft)	0			300		0	0		0	0		0
Storage Lanes	0			0	1		0	0		0	0	0
Taper Length (ft)	0			0			0				0	
Satd. Flow (prot)	0	0	0	1557	3271	0	0	0	0	0	3312	0
Flt Permitted					0.950	0.998						
Satd. Flow (perm)	0	0	0	1557	3271	0	0	0	0	0	3312	0
Right Turn on Red				Yes	Yes		Yes		Yes			Yes
Satd. Flow (RTOR)				140	14							64
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	1102				400			408			796	
Travel Time (s)	25.0				9.1			9.3			18.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)				0%		0%		0%			0%	
Shared Lane Traffic (%)					10%							
Lane Group Flow (vph)	0	0	0	140	456	0	0	0	0	0	819	0
Turn Type				Perm	NA						NA	
Protected Phases					8						6	
Permitted Phases				8								
Detector Phase				8	8						6	
Switch Phase												
Minimum Initial (s)				4.0	4.0						4.0	
Minimum Split (s)				20.0	20.0						20.0	
Total Split (s)				35.0	35.0						45.0	
Total Split (%)				43.8%	43.8%						56.3%	
Yellow Time (s)				3.0	3.0						3.0	
All-Red Time (s)				1.0	1.0						1.0	
Lost Time Adjust (s)				0.0	0.0						0.0	
Total Lost Time (s)				4.0	4.0						4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max						Max	
Act Effct Green (s)				31.0	31.0						41.0	
Actuated g/C Ratio				0.39	0.39						0.51	
v/c Ratio				0.20	0.36						0.47	
Control Delay				3.9	14.1						12.6	
Queue Delay				0.0	0.0						0.0	
Total Delay				3.9	14.1						12.6	

Lanes, Volumes, Timings
2: Greene St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				A	B						B	
Approach Delay						11.7						12.6
Approach LOS							B					B

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 79 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 12.2

Intersection LOS: B

Intersection Capacity Utilization 38.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Greene St & Fayette St



Lanes, Volumes, Timings
3: Paca St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	302	121	261	606	0	0	0	0
Future Volume (vph)	0	0	0	0	302	121	261	606	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3421	1531	0	4842	0	0	0	0
Flt Permitted								0.985				
Satd. Flow (perm)	0	0	0	0	3421	1531	0	4842	0	0	0	0
Right Turn on Red			Yes			No	Yes		Yes			Yes
Satd. Flow (RTOR)								169				
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	400			382			395			1145		
Travel Time (s)	9.1			8.7			9.0			26.0		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.96	0.96	0.93	0.93	0.93	0.93	0.93	0.93	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	325	130	0	933	0	0	0	0
Turn Type					NA	Perm	Perm		NA			
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase					8	8	2	2				
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0				
Minimum Split (s)					20.0	20.0	20.0	20.0				
Total Split (s)					42.0	42.0	38.0	38.0				
Total Split (%)					52.5%	52.5%	47.5%	47.5%				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	1.0	1.0				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					4.0	4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max	Max	Max				
Act Effct Green (s)					38.0	38.0		34.0				
Actuated g/C Ratio					0.48	0.48		0.42				
v/c Ratio					0.20	0.18		0.43				
Control Delay					4.7	5.1		13.7				
Queue Delay					0.0	0.0		0.0				
Total Delay					4.7	5.1		13.7				

Lanes, Volumes, Timings
3: Paca St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					A	A		B				
Approach Delay						4.8				13.7		
Approach LOS							A			B		

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 79 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 10.8

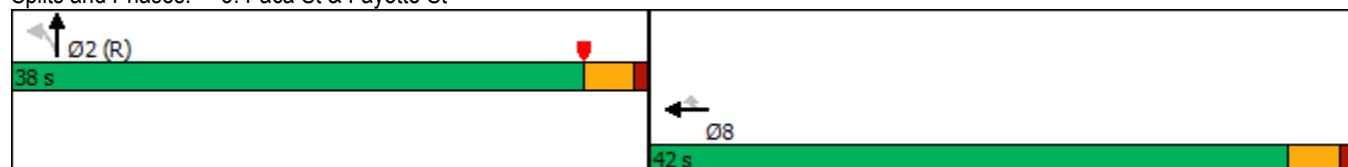
Intersection LOS: B

Intersection Capacity Utilization 38.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Paca St & Fayette St



Lanes, Volumes, Timings
4: Eutaw St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	57	418	31	36	81	0	0	137	50
Future Volume (vph)	0	0	0	57	418	31	36	81	0	0	137	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3401	1531	1711	1801	0	0	1736	0
Flt Permitted					0.994		0.624					
Satd. Flow (perm)	0	0	0	0	3401	1531	1124	1801	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32						34	
Link Speed (mph)	30			30			30				30	
Link Distance (ft)	382			409			129				713	
Travel Time (s)	8.7			9.3			2.9				16.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	494	32	38	84	0	0	195	0
Turn Type			Perm		NA	Perm	Perm	NA			NA	
Protected Phases				8				2			6	
Permitted Phases			8			8	2				6	
Detector Phase			8		8	8	2	2				
Switch Phase												
Minimum Initial (s)			4.0		4.0	4.0	4.0	4.0			4.0	
Minimum Split (s)			20.0		20.0	20.0	20.0	20.0			20.0	
Total Split (s)			35.0		35.0	35.0	45.0	45.0			45.0	
Total Split (%)			43.8%		43.8%	43.8%	56.3%	56.3%			56.3%	
Yellow Time (s)			3.0		3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)			1.0		1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	
Total Lost Time (s)				4.0		4.0	4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode			Max		Max	Max	Max	Max			Max	
Act Effct Green (s)			31.0		31.0	41.0	41.0	41.0			41.0	
Actuated g/C Ratio			0.39		0.39	0.51	0.51	0.51			0.51	
v/c Ratio			0.38		0.05	0.07	0.09	0.09			0.22	
Control Delay			18.6		6.2	8.1	8.1	8.1			9.5	
Queue Delay			0.0		0.0	0.0	0.0	0.0			0.0	
Total Delay			18.6		6.2	8.1	8.1	8.1			9.5	

Lanes, Volumes, Timings
4: Eutaw St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					B	A	A	A			A	
Approach Delay						17.9				8.1		9.5
Approach LOS							B			A		A

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 79 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 14.5

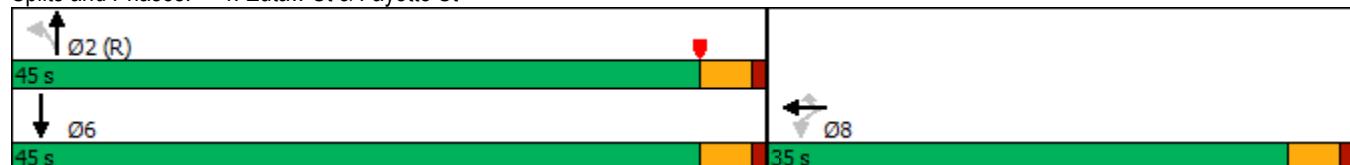
Intersection LOS: B

Intersection Capacity Utilization 41.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Eutaw St & Fayette St



Lanes, Volumes, Timings
5: Howard St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	41	493	12	9	89	0	0	0	0
Future Volume (vph)	0	0	0	41	493	12	9	89	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3408	1531	0	1793	0	0	0	0
Flt Permitted					0.996			0.996				
Satd. Flow (perm)	0	0	0	0	3408	1531	0	1793	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)	409				379			389			579	
Travel Time (s)		9.3			8.6			8.8			13.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.96	0.96	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	562	13	0	103	0	0	0	0
Turn Type			Perm		NA	Perm	Perm		NA			
Protected Phases					8			2				
Permitted Phases			8			8	2					
Detector Phase			8		8	8	2		2			
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					60.0	60.0	60.0	50.0	50.0			
Total Split (%)					54.5%	54.5%	54.5%	45.5%	45.5%			
Yellow Time (s)					3.0	3.0	3.0	3.0	3.0			
All-Red Time (s)					1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)						0.0	0.0		0.0			
Total Lost Time (s)						4.0	4.0		4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max	Max	Max	Max			
Act Effct Green (s)						56.0	56.0		46.0			
Actuated g/C Ratio						0.51	0.51		0.42			
v/c Ratio						0.32	0.02		0.14			
Control Delay						4.8	0.5		30.9			
Queue Delay						0.1	0.0		0.0			
Total Delay						4.9	0.5		30.9			

Lanes, Volumes, Timings
5: Howard St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					A	A		C				
Approach Delay						4.8			30.9			
Approach LOS							A		C			

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 8.8

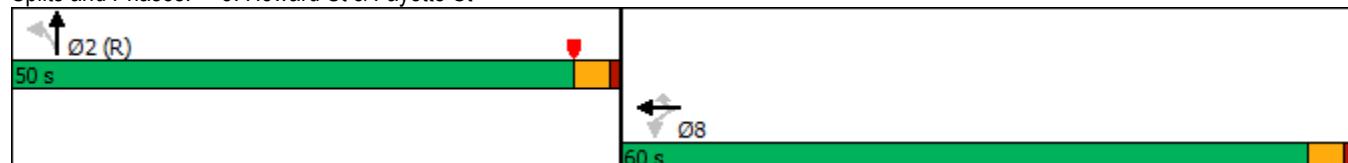
Intersection LOS: A

Intersection Capacity Utilization 26.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Howard St & Fayette St



Lanes, Volumes, Timings
6: Park Ave & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	533	44	29	65	0	0	0	0
Future Volume (vph)	0	0	0	0	533	44	29	65	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3421	1531	1711	1801	0	0	0	0
Flt Permitted								0.950				
Satd. Flow (perm)	0	0	0	0	3421	1531	1711	1801	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						51	33					
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		379			206			201			684	
Travel Time (s)		8.6			4.7			4.6			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.96	0.96	0.87	0.87	0.87	0.87	0.87	0.87	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	613	51	33	75	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase						8	2	2				
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0				
Minimum Split (s)					20.0	20.0	20.0	20.0				
Total Split (s)					60.0	60.0	50.0	50.0				
Total Split (%)					54.5%	54.5%	45.5%	45.5%				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	1.0	1.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					4.0	4.0	4.0	4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max	Max	Max				
Act Effct Green (s)					56.0	56.0	46.0	46.0				
Actuated g/C Ratio					0.51	0.51	0.42	0.42				
v/c Ratio					0.35	0.06	0.04	0.10				
Control Delay					16.9	4.0	6.6	20.0				
Queue Delay					23.7	0.0	0.0	0.0				
Total Delay					40.5	4.0	6.6	20.0				

Lanes, Volumes, Timings
6: Park Ave & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					D	A	A	B				
Approach Delay						37.7					15.9	
Approach LOS							D				B	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 109 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.35

Intersection Signal Delay: 34.7

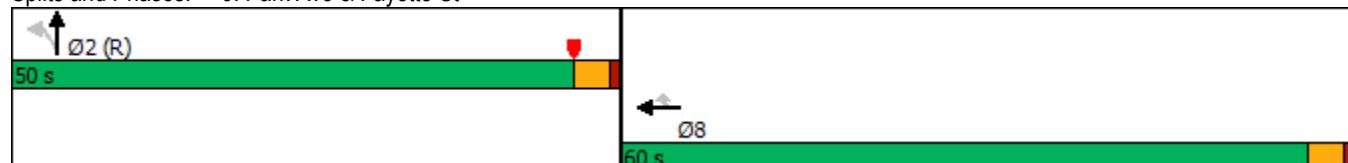
Intersection LOS: C

Intersection Capacity Utilization 24.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Park Ave & Fayette St



Lanes, Volumes, Timings
7: Liberty St & Fayette St

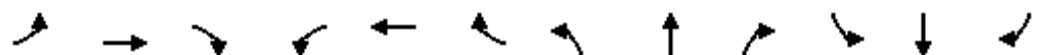
Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	157	485	0	0	0	0	0	212	70
Future Volume (vph)	0	0	0	157	485	0	0	0	0	0	212	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)				0%		0%			0%		0%	
Storage Length (ft)	0			200		0	0		0	0		0
Storage Lanes	0			0	1		0	0		0	0	1
Taper Length (ft)	0			0			0			0		0
Satd. Flow (prot)	0	0	0	1711	3421	0	0	0	0	0	1702	1454
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1711	3421	0	0	0	0	0	1702	1454
Right Turn on Red			Yes	Yes		Yes			Yes			No
Satd. Flow (RTOR)				173								
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		206			633			194			579	
Travel Time (s)		4.7			14.4			4.4			13.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.96	0.96	0.91	0.91	0.96	0.96	0.96	0.96	0.96	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	0	0	173	533	0	0	0	0	0	241	69
Turn Type			Perm		NA					NA		Perm
Protected Phases					8						6	
Permitted Phases				8								6
Detector Phase				8	8						6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0					4.0	4.0	
Minimum Split (s)				20.0	20.0					20.0	20.0	
Total Split (s)				70.0	70.0					30.0	30.0	
Total Split (%)				70.0%	70.0%					30.0%	30.0%	
Yellow Time (s)				3.0	3.0					3.0	3.0	
All-Red Time (s)				1.0	1.0					1.0	1.0	
Lost Time Adjust (s)				0.0	0.0					0.0	0.0	
Total Lost Time (s)				4.0	4.0					4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max					Max	Max	
Act Effct Green (s)				66.0	66.0					26.0	26.0	
Actuated g/C Ratio				0.66	0.66					0.26	0.26	
v/c Ratio				0.15	0.24					0.55	0.18	
Control Delay				1.3	7.2					37.4	30.4	
Queue Delay				0.0	0.0					0.0	0.0	
Total Delay				1.3	7.2					37.4	30.4	

Lanes, Volumes, Timings
7: Liberty St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				A	A					D	C	
Approach Delay						5.7					35.8	
Approach LOS							A				D	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 14.9

Intersection LOS: B

Intersection Capacity Utilization 39.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Liberty St & Fayette St



Lanes, Volumes, Timings
8: MLK Blvd & Baltimore St

Existing AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	109	94	0	0	0	134	1753	202	93	2129	82
Future Volume (vph)	50	109	94	0	0	0	134	1753	202	93	2129	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		150	0		0	250		0	140		0
Storage Lanes	0		1	0		0	1		1	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	1774	1531	0	0	0	1711	4916	1531	1711	4886	0
Flt Permitted		0.985					0.049			0.062		
Satd. Flow (perm)	0	1774	1531	0	0	0	88	4916	1531	112	4886	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		98										6
Link Speed (mph)		30		30			30			30		
Link Distance (ft)		1003		1186			892			433		
Travel Time (s)		22.8		27.0			20.3			9.8		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%		0%		0%		0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	98	0	0	0	140	1826	210	97	2303	0
Turn Type	Perm	NA	Perm				pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4		4				2		2	6		
Detector Phase	4	4	4				5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0				4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0				8.0	20.0	20.0	8.0	20.0	
Total Split (s)	45.0	45.0	45.0				20.0	85.0	85.0	20.0	85.0	
Total Split (%)	30.0%	30.0%	30.0%				13.3%	56.7%	56.7%	13.3%	56.7%	
Yellow Time (s)	3.0	3.0	3.0				3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0				0.0	1.0	1.0	0.0	1.0	
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.0	4.0				3.0	4.0	4.0	3.0	4.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max				Max	Max	Max	Max	Max	
Act Effct Green (s)	41.0	41.0					99.0	81.0	81.0	99.0	81.0	
Actuated g/C Ratio	0.27	0.27					0.66	0.54	0.54	0.66	0.54	
v/c Ratio	0.34	0.20					0.58	0.69	0.25	0.38	0.87	
Control Delay	46.2	8.2					42.1	27.0	19.4	39.8	16.5	
Queue Delay	0.0	0.0					0.0	0.0	0.0	0.0	1.4	
Total Delay	46.2	8.2					42.1	27.0	19.4	39.8	17.9	

Lanes, Volumes, Timings
8: MLK Blvd & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A					D	C	B	D	B	
Approach Delay		32.1							27.2		18.8	
Approach LOS			C						C		B	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 23.3

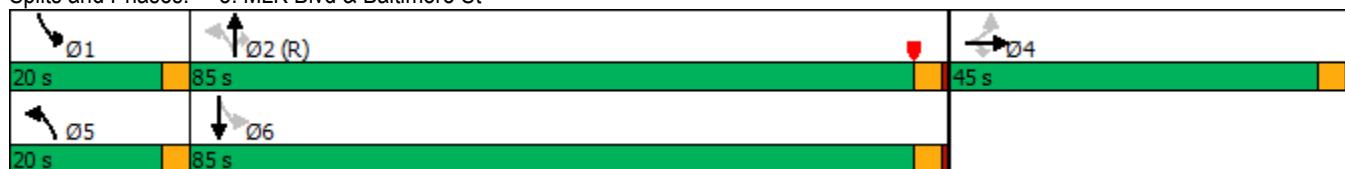
Intersection LOS: C

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 8: MLK Blvd & Baltimore St



Lanes, Volumes, Timings
9: Greene St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	289	84	0	0	0	0	0	0	263	448	0
Future Volume (vph)	0	289	84	0	0	0	0	0	0	263	448	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	3305	0	0	0	0	0	0	0	0	3360	0
Flt Permitted												0.982
Satd. Flow (perm)	0	3305	0	0	0	0	0	0	0	0	3360	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		61										192
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1186			403			647				408
Travel Time (s)		27.0			9.2			14.7				9.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.96	0.96	0.96	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	381	0	0	0	0	0	0	0	0	725	0
Turn Type		NA							Perm		NA	
Protected Phases		4									6	
Permitted Phases										6		
Detector Phase		4								6	6	
Switch Phase												
Minimum Initial (s)		4.0							4.0	4.0		
Minimum Split (s)		20.0							20.0	20.0		
Total Split (s)		40.0							40.0	40.0		
Total Split (%)		50.0%							50.0%	50.0%		
Yellow Time (s)		3.0							3.0	3.0		
All-Red Time (s)		1.0							1.0	1.0		
Lost Time Adjust (s)		0.0								0.0		
Total Lost Time (s)		4.0								4.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max							Max	Max		
Act Effct Green (s)		36.0									36.0	
Actuated g/C Ratio		0.45									0.45	
v/c Ratio		0.25									0.45	
Control Delay		11.8									4.5	
Queue Delay		0.0									0.0	
Total Delay		11.8									4.5	

Lanes, Volumes, Timings
9: Greene St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS			B									A
Approach Delay				11.8								4.5
Approach LOS					B							A

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 79 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 7.1

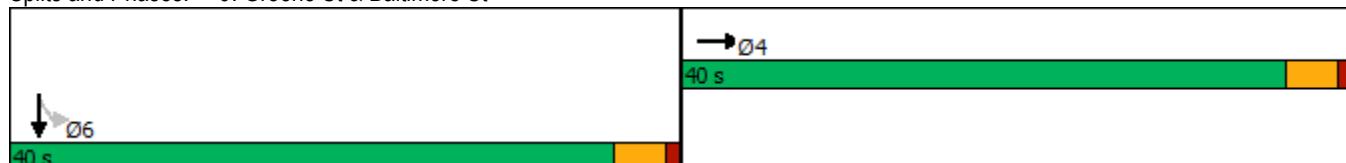
Intersection LOS: A

Intersection Capacity Utilization 37.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: Greene St & Baltimore St



Lanes, Volumes, Timings
10: Paca St & Baltimore St

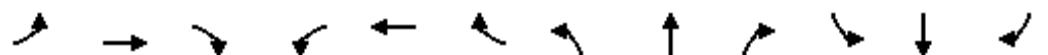
Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	380	0	0	0	0	0	823	241	0	0	0
Future Volume (vph)	155	380	0	0	0	0	0	823	241	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3373	0	0	0	0	0	4916	1531	0	0	0
Flt Permitted		0.986										
Satd. Flow (perm)	0	3373	0	0	0	0	0	4916	1531	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		67							251			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		403			387			506			395	
Travel Time (s)		9.2			8.8			11.5			9.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	557	0	0	0	0	0	857	251	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Detector Phase	4	4						2	2			
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0			
Minimum Split (s)	20.0	20.0						20.0	20.0			
Total Split (s)	58.0	58.0						47.0	47.0			
Total Split (%)	55.2%	55.2%						44.8%	44.8%			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	1.0	1.0						1.0	1.0			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		4.0						4.0	4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max	Max			
Act Effct Green (s)		54.0						43.0	43.0			
Actuated g/C Ratio		0.51						0.41	0.41			
v/c Ratio		0.32						0.43	0.32			
Control Delay		13.4						23.0	3.8			
Queue Delay		0.0						0.0	0.0			
Total Delay		13.4						23.0	3.8			

Lanes, Volumes, Timings
10: Paca St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				B				C	A			
Approach Delay				13.4						18.6		
Approach LOS				B					B			

Intersection Summary

Area Type: Other

Cycle Length: 105

Actuated Cycle Length: 105

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 16.9

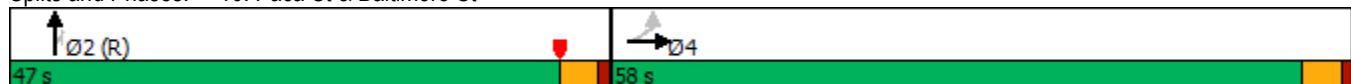
Intersection LOS: B

Intersection Capacity Utilization 37.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: Paca St & Baltimore St



Lanes, Volumes, Timings
11: Eutaw St & Baltimore St

Existing AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑					↑	↑	↑	↑	↑
Traffic Volume (vph)	33	541	43	0	0	0	0	67	45	81	102	0
Future Volume (vph)	33	541	43	0	0	0	0	67	45	81	102	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		150	0		0	0		0	130		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3411	1531	0	0	0	0	1801	1531	1711	1801	0
Flt Permitted		0.997								0.711		
Satd. Flow (perm)	0	3411	1531	0	0	0	0	1801	1531	1280	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			45						47			
Link Speed (mph)		30		30		30				30		
Link Distance (ft)		387		407		510				260		
Travel Time (s)		8.8		9.3		11.6				5.9		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%		0%		0%		0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	598	45	0	0	0	0	70	47	84	106	0
Turn Type	Perm	NA	Perm					NA	Perm	Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0					20.0	20.0	20.0	20.0	
Total Split (s)	48.0	48.0	48.0					32.0	32.0	32.0	32.0	
Total Split (%)	60.0%	60.0%	60.0%					40.0%	40.0%	40.0%	40.0%	
Yellow Time (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max					Max	Max	Max	Max	
Act Effct Green (s)	44.0	44.0						28.0	28.0	28.0	28.0	
Actuated g/C Ratio	0.55	0.55						0.35	0.35	0.35	0.35	
v/c Ratio	0.32	0.05						0.11	0.08	0.19	0.17	
Control Delay	10.4	3.0						18.3	6.2	17.4	16.8	
Queue Delay	0.0	0.0						0.0	0.0	0.0	0.0	
Total Delay	10.4	3.0						18.3	6.2	17.4	16.8	

Lanes, Volumes, Timings
11: Eutaw St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	A					B	A	B	B	
Approach Delay			9.9						13.4		17.1	
Approach LOS				A					B		B	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 79 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 11.8

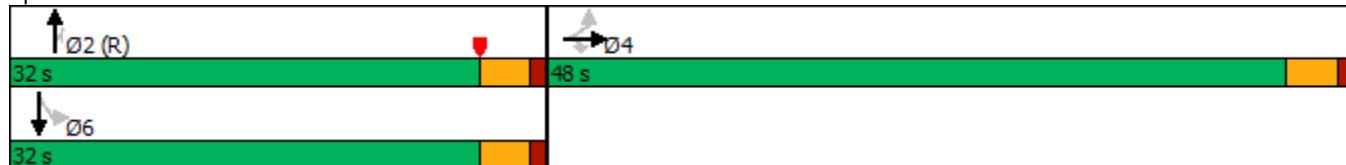
Intersection LOS: B

Intersection Capacity Utilization 42.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Eutaw St & Baltimore St



Lanes, Volumes, Timings
12: Howard St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑						↑	↑	↑		
Traffic Volume (vph)	18	616	0	0	0	0	0	92	344	65	0	0
Future Volume (vph)	18	616	0	0	0	0	0	92	344	65	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1486	2973	0	0	0	0	0	1184	1263	1486	0	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	976	2973	0	0	0	0	0	1184	996	1267	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			472			650			389	
Travel Time (s)		9.3			10.7			14.8			8.8	
Confl. Peds. (#/hr)	156		420	420		156	209		148	148		209
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.96	0.96	0.96	0.96	0.96	0.98	0.98	0.98	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									39%			
Lane Group Flow (vph)	18	629	0	0	0	0	0	231	214	66	0	0
Turn Type	Perm	NA						NA	Perm	Prot		
Protected Phases		2						4		3		
Permitted Phases	2								4			
Detector Phase	2	2						4	4	3		
Switch Phase												
Minimum Initial (s)	7.0	7.0						7.0	7.0	7.0		
Minimum Split (s)	29.0	29.0						33.0	33.0	13.0		
Total Split (s)	45.0	45.0						45.0	45.0	20.0		
Total Split (%)	40.9%	40.9%						40.9%	40.9%	18.2%		
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0		
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0		
Lost Time Adjust (s)	1.0	1.0						-4.0	-4.0	1.0		
Total Lost Time (s)	5.0	5.0						0.0	0.0	5.0		
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max	Max	Max		
Act Effct Green (s)	40.0	40.0						45.0	45.0	15.0		
Actuated g/C Ratio	0.36	0.36						0.41	0.41	0.14		
v/c Ratio	0.05	0.58						0.48	0.53	0.33		
Control Delay	23.4	30.9						50.3	52.7	46.5		
Queue Delay	0.0	0.7						0.0	0.0	0.0		
Total Delay	23.4	31.6						50.3	52.7	46.5		

Lanes, Volumes, Timings
12: Howard St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C						D	D	D		
Approach Delay		31.3						51.5			46.5	
Approach LOS		C						D			D	

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 26 (24%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 75

Control Type: Pretimed

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 39.9

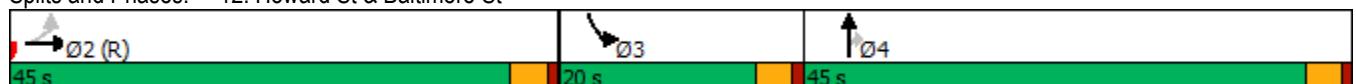
Intersection LOS: D

Intersection Capacity Utilization 61.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 12: Howard St & Baltimore St



Lanes, Volumes, Timings
13: Hopkins Plz/Liberty St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑							↑	↑↑	
Traffic Volume (vph)	105	744	87	0	0	0	0	0	0	93	281	0
Future Volume (vph)	105	744	87	0	0	0	0	0	0	93	281	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0	0	0
Storage Lanes	1		1	0		0	0		0	1	0	0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1486	2973	1330	0	0	0	0	0	0	1486	2973	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	911	2973	893	0	0	0	0	0	0	1346	2973	0
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		472			741			353			258	
Travel Time (s)		10.7			16.8			8.0			5.9	
Confl. Peds. (#/hr)	169		303	303		169	5		86	86		5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.96	0.96	0.96	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	818	96	0	0	0	0	0	0	102	309	0
Turn Type	Perm	NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases	4		4							2		
Detector Phase	4	4	4							2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0							7.0	7.0	
Minimum Split (s)	30.0	30.0	30.0							34.0	34.0	
Total Split (s)	70.0	70.0	70.0							40.0	40.0	
Total Split (%)	63.6%	63.6%	63.6%							36.4%	36.4%	
Yellow Time (s)	3.0	3.0	3.0							3.0	3.0	
All-Red Time (s)	3.0	3.0	3.0							1.0	1.0	
Lost Time Adjust (s)	0.0	-2.0	0.0							1.0	1.0	
Total Lost Time (s)	6.0	4.0	6.0							5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max							Max	Max	
Act Effct Green (s)	64.0	66.0	64.0							35.0	35.0	
Actuated g/C Ratio	0.58	0.60	0.58							0.32	0.32	
v/c Ratio	0.22	0.46	0.18							0.24	0.33	
Control Delay	8.4	9.0	8.1							29.6	29.7	
Queue Delay	0.0	0.3	0.0							0.0	0.0	
Total Delay	8.4	9.4	8.1							29.6	29.7	

Lanes, Volumes, Timings

Existing AM

13: Hopkins Plz/Liberty St & Baltimore St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A	A							C	C	
Approach Delay				9.1								29.7
Approach LOS					A							C

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 20 (18%), Referenced to phase 2:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 55.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 13: Hopkins Plz/Liberty St & Baltimore St



Lanes, Volumes, Timings
14: Greene St & Lombard St

Existing AM

	→	→	→	←	←	←	↑	↑	↑	↓	↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	522	332	0	0	0	0	0	464	98
Future Volume (vph)	0	0	0	522	332	0	0	0	0	0	464	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)				0%		0%			0%			0%
Storage Length (ft)	0			0	0		0	0		0	0	0
Storage Lanes	0			0	1		0	0		0	0	1
Taper Length (ft)	0				0			0				0
Satd. Flow (prot)	0	0	0	1557	3208	0	0	0	0	0	3421	1531
Flt Permitted					0.950	0.979						
Satd. Flow (perm)	0	0	0	1557	3208	0	0	0	0	0	3421	1531
Right Turn on Red				Yes	Yes		Yes			Yes		No
Satd. Flow (RTOR)					288	197						
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	1010				1222			450			647	
Travel Time (s)	23.0				27.8			10.2			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.96	0.96	0.98	0.98	0.98	0.96	0.96	0.96	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)				0%		0%		0%			0%	
Shared Lane Traffic (%)					46%							
Lane Group Flow (vph)	0	0	0	288	584	0	0	0	0	0	473	100
Turn Type				Perm	NA						NA	Perm
Protected Phases						8						6
Permitted Phases					8							6
Detector Phase					8	8						6
Switch Phase												
Minimum Initial (s)					4.0	4.0					4.0	4.0
Minimum Split (s)					20.0	20.0					20.0	20.0
Total Split (s)					55.0	55.0					30.0	30.0
Total Split (%)					50.0%	50.0%					27.3%	27.3%
Yellow Time (s)					3.0	3.0					3.0	3.0
All-Red Time (s)					1.0	1.0					1.0	1.0
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					4.0	4.0					4.0	4.0
Lead/Lag											Lag	Lag
Lead-Lag Optimize?											Yes	Yes
Recall Mode					Max	Max					Max	Max
Act Effct Green (s)					51.0	51.0					26.0	26.0
Actuated g/C Ratio					0.46	0.46					0.24	0.24
v/c Ratio					0.33	0.37					0.59	0.28
Control Delay					14.1	21.4					40.7	36.8
Queue Delay					0.0	0.0					0.0	0.0
Total Delay					14.1	21.4					40.7	36.8

Lanes, Volumes, Timings
14: Greene St & Lombard St

Existing AM

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	25.0
Total Split (%)	23%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
14: Greene St & Lombard St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				B	C					D	D	
Approach Delay						19.0					40.0	
Approach LOS							B				D	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 27.3

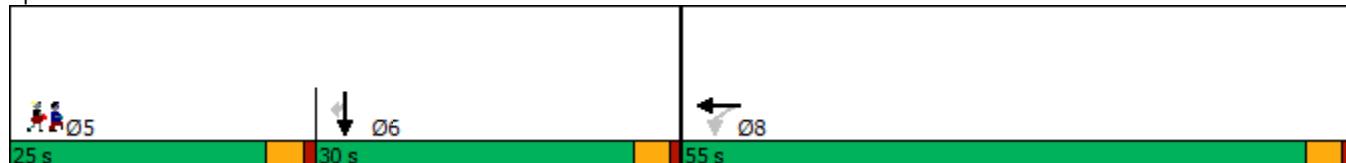
Intersection LOS: C

Intersection Capacity Utilization 35.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 14: Greene St & Lombard St



Lane Group	Ø5
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
15: Howard St & Lombard St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑	↑↑	↑	↑↑	↑				
Traffic Volume (vph)	0	0	0	664	717	86	178	465	0	0	0	0
Future Volume (vph)	0	0	0	664	717	86	178	465	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)				0%		0%		0%				0%
Storage Length (ft)	0			0		180	0		0	0		0
Storage Lanes	0			0		1	0		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	2884	2973	1266	1486	1565	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	2567	2973	1131	1262	1565	0	0	0	0
Right Turn on Red				Yes		No			No			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1222			1599			455			650	
Travel Time (s)		27.8			36.3			10.3			14.8	
Confl. Peds. (#/hr)				58		85	142		85			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.96	0.96	0.94	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	12	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	706	763	91	189	495	0	0	0	0
Turn Type				Split	NA	Perm	Prot	NA				
Protected Phases				2	2		1	4				
Permitted Phases						2						
Detector Phase				2	2	2	1	4				
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	7.0	10.0				
Minimum Split (s)				32.0	32.0	32.0	10.0	34.0				
Total Split (s)				45.0	45.0	45.0	35.0	65.0				
Total Split (%)				40.9%	40.9%	40.9%	31.8%	59.1%				
Yellow Time (s)				3.0	3.0	3.0	3.0	6.0				
All-Red Time (s)				0.0	0.0	0.0	0.0	3.0				
Lost Time Adjust (s)				1.0	1.0	0.0	1.0	-4.0				
Total Lost Time (s)				4.0	4.0	3.0	4.0	5.0				
Lead/Lag							Lag					
Lead-Lag Optimize?												
Recall Mode				Max	Max	Max	Max	Max				
Act Effct Green (s)				41.0	41.0	42.0	31.0	60.0				
Actuated g/C Ratio				0.37	0.37	0.38	0.28	0.55				
v/c Ratio				0.66	0.69	0.21	0.45	0.58				
Control Delay				26.4	26.7	22.7	26.6	7.5				
Queue Delay				0.0	0.0	0.0	0.0	0.7				
Total Delay				26.4	26.7	22.7	26.6	8.2				

Lanes, Volumes, Timings
15: Howard St & Lombard St

Existing AM

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	10.0
Total Split (s)	30.0
Total Split (%)	27%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
15: Howard St & Lombard St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C	C	C	C	A				
Approach Delay						26.3					13.3	
Approach LOS							C				B	

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 75 (68%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 22.4

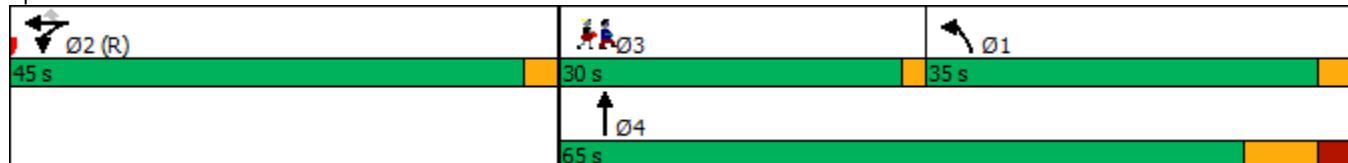
Intersection LOS: C

Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 15: Howard St & Lombard St



Lane Group	Ø3
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
16: Greene St & Pratt St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑								↑↑	
Traffic Volume (vph)	0	448	66	0	0	0	0	0	0	134	881	0
Future Volume (vph)	0	448	66	0	0	0	0	0	0	134	881	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	3421	1531	0	0	0	0	0	0	0	3397	0
Flt Permitted												0.993
Satd. Flow (perm)	0	3421	1531	0	0	0	0	0	0	0	3397	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			69									32
Link Speed (mph)		30			30			30				30
Link Distance (ft)		768			1234			615				450
Travel Time (s)		17.5			28.0			14.0				10.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.96	0.96	0.96	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	472	69	0	0	0	0	0	0	0	1068	0
Turn Type	NA		Perm						Perm		NA	
Protected Phases		4										6
Permitted Phases			4									6
Detector Phase		4	4									6
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	
Minimum Split (s)		20.0	20.0							20.0	20.0	
Total Split (s)		35.0	35.0							45.0	45.0	
Total Split (%)		43.8%	43.8%							56.3%	56.3%	
Yellow Time (s)		3.0	3.0							3.0	3.0	
All-Red Time (s)		0.0	0.0							0.0	0.0	
Lost Time Adjust (s)		0.0	0.0									0.0
Total Lost Time (s)		3.0	3.0									3.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max	Max							Max	Max	
Act Effct Green (s)		32.0	32.0									42.0
Actuated g/C Ratio		0.40	0.40									0.52
v/c Ratio		0.35	0.11									0.59
Control Delay		17.6	4.7									14.4
Queue Delay		0.0	0.0									0.6
Total Delay		17.6	4.7									15.0

Lanes, Volumes, Timings
16: Greene St & Pratt St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	A								B	
Approach Delay				16.0								15.0
Approach LOS					B							B

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

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

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 15.3

Intersection LOS: B

Intersection Capacity Utilization 47.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 16: Greene St & Pratt St



Lanes, Volumes, Timings
17: Howard St & Pratt St

Existing AM

	↑	→	↓	↗	↖	↙	↖	↑	↗	↖	↙	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑↑	↑		↑↑	
Traffic Volume (vph)	61	874	124	0	0	0	0	627	598	0	640	0
Future Volume (vph)	61	874	124	0	0	0	0	627	598	0	640	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0	0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	0	0	0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	4259	1277	0	0	0	0	2735	1138	0	*2800	0
Flt Permitted		0.997										
Satd. Flow (perm)	0	4204	1037	0	0	0	0	2735	1138	0	*2800	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30		30			30			30		
Link Distance (ft)		1234		1615			837			455		
Travel Time (s)		28.0		36.7			19.0			10.3		
Confl. Peds. (#/hr)	177		163						114			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	10	0	0	0	0	0	15	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%			0%			0%		
Shared Lane Traffic (%)									19%			
Lane Group Flow (vph)	0	974	129	0	0	0	0	771	505	0	667	0
Turn Type	Perm	NA	Perm					NA	Prot		NA	
Protected Phases		2						4	4		4	
Permitted Phases	2		2					4	4		4	
Detector Phase	2	2	2					4	4		4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0		10.0	
Minimum Split (s)	36.0	36.0	36.0					46.0	46.0		46.0	
Total Split (s)	55.0	55.0	55.0					55.0	55.0		55.0	
Total Split (%)	50.0%	50.0%	50.0%					50.0%	50.0%		50.0%	
Yellow Time (s)	4.0	4.0	4.0					6.0	6.0		6.0	
All-Red Time (s)	2.0	2.0	2.0					3.0	3.0		3.0	
Lost Time Adjust (s)		-2.0	0.0					-4.0	-4.0		-4.0	
Total Lost Time (s)		4.0	6.0					5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max					Max	Max		Max	
Act Effct Green (s)	51.0	49.0						50.0	50.0		50.0	
Actuated g/C Ratio	0.46	0.45						0.45	0.45		0.45	
v/c Ratio	0.50	0.28						0.62	0.98		0.52	
Control Delay	21.7	21.4						30.7	56.2		21.7	
Queue Delay		0.0	0.0					0.0	0.0		0.0	
Total Delay		21.7	21.4					30.8	56.2		21.7	

Lanes, Volumes, Timings
17: Howard St & Pratt St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	C					C	E		C	
Approach Delay			21.7						40.8		21.7	
Approach LOS				C					D		C	

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 55 (50%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 85

Control Type: Pretimed

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 29.7

Intersection LOS: C

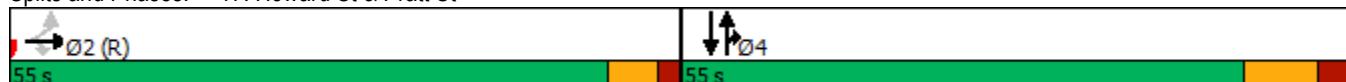
Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 17: Howard St & Pratt St



Lanes, Volumes, Timings
18: Howard St & Conway St

Existing AM

	→	→	→	←	←	↑	↑	↑	↓	↓	←	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑		↑	↑	↑			↑	↑		↑	↑
Traffic Volume (vph)	50	0	8	1017	69	44	0	1150	1876	0	720	32
Future Volume (vph)	50	0	8	1017	69	44	0	1150	1876	0	720	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	2200	2200	2200	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)			0%			0%			0%			0%
Storage Length (ft)	0		0	0		0	750		0	0		0
Storage Lanes	1		1	2		0	1		1	0		1
Taper Length (ft)	0			0			25			0		
Satd. Flow (prot)	1540	0	1378	2987	1527	0	0	3186	1451	0	3079	1378
Flt Permitted	0.684			0.950								
Satd. Flow (perm)	1108	0	1378	2987	1527	0	0	3186	1451	0	3079	1378
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)							328	966				
Link Speed (mph)		30			30			50			30	
Link Distance (ft)		722			1693			2348			837	
Travel Time (s)		16.4			38.5			32.0			19.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									49%			
Lane Group Flow (vph)	51	0	8	1027	114	0	0	2091	966	0	727	32
Turn Type	D.Pm		Perm	Perm	NA			NA	Free		NA	custom
Protected Phases					4			2 3			3 2	3
Permitted Phases	4		4	4					Free			
Detector Phase	4		4	4	4			2 3			3 2	3
Switch Phase												
Minimum Initial (s)	7.0		7.0	7.0	7.0						7.0	
Minimum Split (s)	27.0		27.0	27.0	27.0						12.0	
Total Split (s)	40.0		40.0	40.0	40.0						12.0	
Total Split (%)	36.4%		36.4%	36.4%	36.4%						10.9%	
Yellow Time (s)	4.0		4.0	4.0	4.0						3.0	
All-Red Time (s)	3.0		3.0	3.0	3.0						2.0	
Lost Time Adjust (s)	1.0		1.0	1.0	1.0						1.0	
Total Lost Time (s)	8.0		8.0	8.0	8.0						6.0	
Lead/Lag											Lag	
Lead-Lag Optimize?												
Recall Mode	Max		Max	Max	Max						Max	
Act Effct Green (s)	32.0		32.0	32.0	32.0			66.0	110.0		64.0	6.0
Actuated g/C Ratio	0.29		0.29	0.29	0.29			0.60	1.00		0.58	0.05
v/c Ratio	0.16		0.02	1.18	0.26			1.02	0.67		0.41	0.43
Control Delay	30.7		28.1	119.0	23.0			45.7	2.4		17.9	76.1
Queue Delay	0.0		0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	30.7		28.1	119.0	23.0			45.7	2.4		17.9	76.1

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	58.0
Total Split (%)	53%
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
18: Howard St & Conway St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		C	F	C			D	A		B	E
Approach Delay		30.4			109.4			32.1			20.4	
Approach LOS		C			F			C			C	

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:EBWB, Start of Green

Natural Cycle: 110

Control Type: Pretimed

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 47.9

Intersection LOS: D

Intersection Capacity Utilization 92.0%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 18: Howard St & Conway St



Lane Group	Ø2
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
19: Charles St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	580	106	171	610	0	0	0	0
Future Volume (vph)	0	0	0	0	580	106	171	610	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3421	1531	1711	3421	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	3421	1531	1711	3421	0	0	0	0
Right Turn on Red			Yes			No	Yes		Yes			Yes
Satd. Flow (RTOR)							163					
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		633			373			178			1277	
Travel Time (s)		14.4			8.5			4.0			29.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	604	110	178	635	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase						8	2	2				
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0				
Minimum Split (s)					20.0	20.0	20.0	20.0				
Total Split (s)					50.0	50.0	60.0	60.0				
Total Split (%)					45.5%	45.5%	54.5%	54.5%				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	1.0	1.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					4.0	4.0	4.0	4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max	Max	Max				
Act Effct Green (s)					46.0	46.0	56.0	56.0				
Actuated g/C Ratio					0.42	0.42	0.51	0.51				
v/c Ratio					0.42	0.17	0.19	0.36				
Control Delay					16.4	15.8	0.6	9.6				
Queue Delay					0.2	0.0	0.0	0.3				
Total Delay					16.7	15.8	0.6	9.8				

Lanes, Volumes, Timings
19: Charles St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					B	B	A	A				
Approach Delay						16.5				7.8		
Approach LOS							B			A		

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 109 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 11.9

Intersection LOS: B

Intersection Capacity Utilization 39.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 19: Charles St & Fayette St



Lanes, Volumes, Timings
20: St Paul St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	295	497	0	0	0	0	0	1162	193
Future Volume (vph)	0	0	0	295	497	0	0	0	0	0	1162	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)				0%		0%			0%			0%
Storage Length (ft)	0			150		0	0		0	0		0
Storage Lanes	0			0	1		0	0		0	0	1
Taper Length (ft)	0				0			0				0
Satd. Flow (prot)	0	0	0	1557	3264	0	0	0	0	0	4916	1531
Flt Permitted					0.950	0.996						
Satd. Flow (perm)	0	0	0	1557	3264	0	0	0	0	0	4916	1531
Right Turn on Red				Yes	Yes		Yes		Yes			No
Satd. Flow (RTOR)					42	10						
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	373				421			340			1444	
Travel Time (s)	8.5				9.6			7.7			32.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.96	0.96	0.96	0.96	0.96	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)				0%		0%		0%			0%	
Shared Lane Traffic (%)					13%							
Lane Group Flow (vph)	0	0	0	273	570	0	0	0	0	0	1236	205
Turn Type				Perm	NA						NA	Perm
Protected Phases					8						6	
Permitted Phases				8							6	
Detector Phase				8	8						6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0					4.0	4.0	
Minimum Split (s)				20.0	20.0					20.0	20.0	
Total Split (s)				50.0	50.0					60.0	60.0	
Total Split (%)				45.5%	45.5%					54.5%	54.5%	
Yellow Time (s)				3.0	3.0					3.0	3.0	
All-Red Time (s)				1.0	1.0					1.0	1.0	
Lost Time Adjust (s)				0.0	0.0					0.0	0.0	
Total Lost Time (s)				4.0	4.0					4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max					Max	Max	
Act Effct Green (s)				46.0	46.0					56.0	56.0	
Actuated g/C Ratio				0.42	0.42					0.51	0.51	
v/c Ratio				0.40	0.42					0.49	0.26	
Control Delay				11.7	13.5					18.6	16.5	
Queue Delay				0.2	0.0					0.0	0.0	
Total Delay				11.9	13.5					18.6	16.5	

Lanes, Volumes, Timings
20: St Paul St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				B	B					B	B	
Approach Delay						13.0						18.3
Approach LOS							B					B

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 109 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 16.3

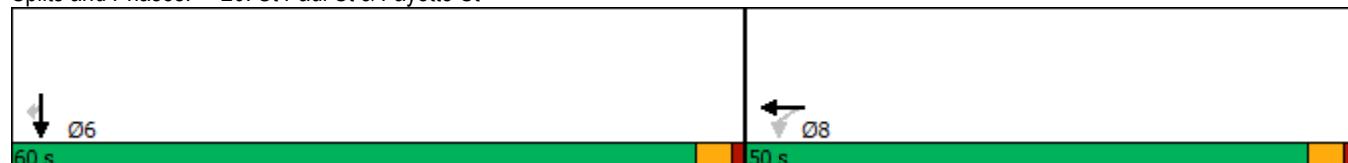
Intersection LOS: B

Intersection Capacity Utilization 47.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 20: St Paul St & Fayette St



Lanes, Volumes, Timings
21: Calvert St & Fayette St

Existing AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	776	96	74	978	0	0	0	0
Future Volume (vph)	0	0	0	0	776	96	74	978	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3421	1531	1711	4916	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	3421	1531	1711	4916	0	0	0	0
Right Turn on Red			Yes			No	Yes		Yes			Yes
Satd. Flow (RTOR)							80					
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		421			372			326			1411	
Travel Time (s)		9.6			8.5			7.4			32.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.93	0.93	0.93	0.93	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	834	103	80	1052	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase						8	2	2				
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0				
Minimum Split (s)					20.0	20.0	20.0	20.0				
Total Split (s)					60.0	60.0	50.0	50.0				
Total Split (%)					54.5%	54.5%	45.5%	45.5%				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	1.0	1.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					4.0	4.0	4.0	4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max	Max	Max				
Act Effct Green (s)					56.0	56.0	46.0	46.0				
Actuated g/C Ratio					0.51	0.51	0.42	0.42				
v/c Ratio					0.48	0.13	0.10	0.51				
Control Delay					13.1	11.3	0.3	11.3				
Queue Delay					0.3	0.0	0.0	0.8				
Total Delay					13.4	11.3	0.3	12.1				

Lanes, Volumes, Timings
21: Calvert St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					B	B	A	B				
Approach Delay						13.2					11.3	
Approach LOS							B				B	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 109 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 12.1

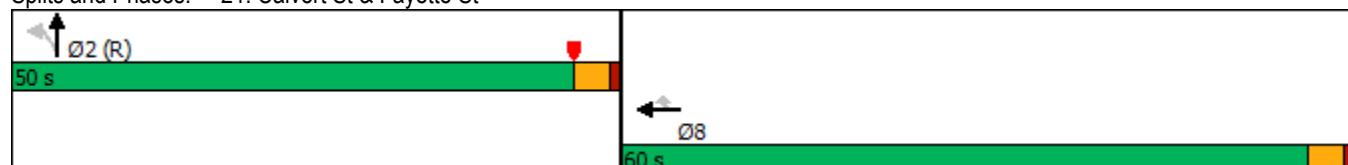
Intersection LOS: B

Intersection Capacity Utilization 47.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 21: Calvert St & Fayette St



Lanes, Volumes, Timings
22: Guilford Ave & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	119	658	0	0	0	0	0	622	252
Future Volume (vph)	0	0	0	119	658	0	0	0	0	0	622	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%				0%		0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		0
Satd. Flow (prot)	0	0	0	0	3394	0	0	0	0	0	3421	1531
Flt Permitted					0.992							
Satd. Flow (perm)	0	0	0	0	3394	0	0	0	0	0	3421	1531
Right Turn on Red			Yes	Yes		Yes			Yes			No
Satd. Flow (RTOR)					27							
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	372			211			305			1427		
Travel Time (s)	8.5			4.8			6.9			32.4		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.97	0.97	0.96	0.96	0.96	0.96	0.96	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	801	0	0	0	0	0	641	260
Turn Type			Perm		NA					NA		Perm
Protected Phases					8						6	
Permitted Phases				8								6
Detector Phase				8	8						6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0					4.0	4.0	
Minimum Split (s)				20.0	20.0					20.0	20.0	
Total Split (s)				60.0	60.0					50.0	50.0	
Total Split (%)				54.5%	54.5%					45.5%	45.5%	
Yellow Time (s)				3.0	3.0					3.0	3.0	
All-Red Time (s)				1.0	1.0					1.0	1.0	
Lost Time Adjust (s)					0.0					0.0	0.0	
Total Lost Time (s)					4.0					4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max					Max	Max	
Act Effct Green (s)					56.0					46.0	46.0	
Actuated g/C Ratio					0.51					0.42	0.42	
v/c Ratio					0.46					0.45	0.41	
Control Delay					7.1					24.2	24.9	
Queue Delay					0.3					0.0	0.0	
Total Delay					7.3					24.2	24.9	

Lanes, Volumes, Timings
22: Guilford Ave & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					A					C	C	
Approach Delay						7.3					24.4	
Approach LOS							A				C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 109 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 16.4

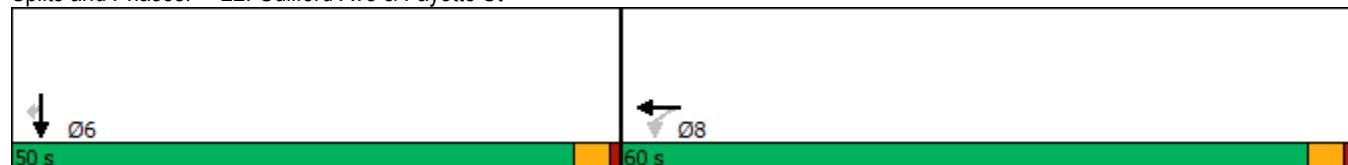
Intersection LOS: B

Intersection Capacity Utilization 46.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 22: Guilford Ave & Fayette St



Lanes, Volumes, Timings
23: Holiday St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	116	787	3	66	0	84	2	0	0
Future Volume (vph)	0	0	0	116	787	3	66	0	84	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)												
Storage Length (ft)	0			0		0	0	0		0	0	0
Storage Lanes	0			0		0	0	0		0	1	0
Taper Length (ft)	0			0			0				0	
Satd. Flow (prot)	0	0	0	0	3401	0	0	1629	0	1711	0	0
Flt Permitted						0.994			0.978		0.627	
Satd. Flow (perm)	0	0	0	0	3401	0	0	1629	0	1129	0	0
Right Turn on Red				Yes			Yes			Yes		Yes
Satd. Flow (RTOR)									62			
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	211			336			302			1432		
Travel Time (s)	4.8			7.6			6.9			32.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.96	0.96	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)				0%			0%			0%		0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	974	0	0	161	0	2	0	0
Turn Type				Perm	NA		Perm	NA		Perm		
Protected Phases					8			2				
Permitted Phases				8			2			6		
Detector Phase				8	8		2	2		6		
Switch Phase												
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0		
Minimum Split (s)				20.0	20.0		20.0	20.0		20.0		
Total Split (s)				70.0	70.0		40.0	40.0		40.0		
Total Split (%)				63.6%	63.6%		36.4%	36.4%		36.4%		
Yellow Time (s)				3.0	3.0		3.0	3.0		3.0		
All-Red Time (s)				1.0	1.0		1.0	1.0		1.0		
Lost Time Adjust (s)					0.0			0.0		0.0		
Total Lost Time (s)					4.0			4.0		4.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max		Max	Max		Max		
Act Effct Green (s)				66.0			36.0			36.0		
Actuated g/C Ratio				0.60			0.33			0.33		
v/c Ratio				0.48			0.28			0.01		
Control Delay				1.4			16.5			25.0		
Queue Delay				0.0			0.6			0.0		
Total Delay				1.4			17.0			25.0		

Lanes, Volumes, Timings
23: Holiday St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					A			B		C		
Approach Delay						1.4			17.0		25.0	
Approach LOS							A		B		C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 109 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 3.7

Intersection LOS: A

Intersection Capacity Utilization 39.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 23: Holiday St & Fayette St



Lanes, Volumes, Timings
24: Gay St & Fayette St

Existing AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↑↑	↑		↑↑	↑			
Traffic Volume (vph)	59	28	0	0	907	107	15	932	25	0	0	0
Future Volume (vph)	59	28	0	0	907	107	15	932	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1711	1801	0	0	3421	1531	0	3418	1531	0	0	0
Flt Permitted	0.217							0.999				
Satd. Flow (perm)	391	1801	0	0	3421	1531	0	3418	1531	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					50				26			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		336			383			317			315	
Travel Time (s)		7.6			8.7			7.2			7.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.96	0.96	0.97	0.97	0.97	0.97	0.97	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	29	0	0	935	110	0	976	26	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	60.0	60.0			60.0	60.0	50.0	50.0	50.0			
Total Split (%)	54.5%	54.5%			54.5%	54.5%	45.5%	45.5%	45.5%			
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0	4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max			Max	Max	Max	Max	Max			
Act Effct Green (s)	56.0	56.0			56.0	56.0		46.0	46.0			
Actuated g/C Ratio	0.51	0.51			0.51	0.51		0.42	0.42			
v/c Ratio	0.31	0.03			0.54	0.14		0.68	0.04			
Control Delay	31.1	19.1			19.7	8.5		31.2	8.0			
Queue Delay	0.0	0.0			3.0	0.0		7.3	0.0			
Total Delay	31.1	19.1			22.7	8.5		38.5	8.0			

Lanes, Volumes, Timings
24: Gay St & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B			C	A		D	A			
Approach Delay		27.2			21.2				37.7			
Approach LOS			C			C			D			

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 109 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 29.2

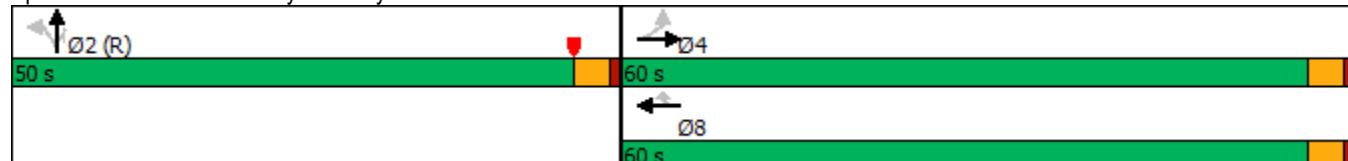
Intersection LOS: C

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 24: Gay St & Fayette St



Lanes, Volumes, Timings
25: President ST & Fayette St

Existing AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	69	35	147	353	838	84	1340	62	865	1509	683
Future Volume (vph)	0	69	35	147	353	838	84	1340	62	865	1509	683
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	300		450	0		0	0		870
Storage Lanes	0		1	1		1	1		0	2		1
Taper Length (ft)	0			0		0				0		
Satd. Flow (prot)	0	1801	1531	1711	3012	1393	1711	4881	0	3319	3421	1531
Flt Permitted				0.687			0.950			0.950		
Satd. Flow (perm)	0	1801	1531	1237	3012	1393	1711	4881	0	3319	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		70		188		441		6				284
Link Speed (mph)		30		30			30			30		
Link Distance (ft)		383		687			393			1303		
Travel Time (s)		8.7		15.6			8.9			29.6		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	73	37	155	813	441	88	1476	0	911	1588	719
Turn Type	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm	
Protected Phases	4			8		5	2		1	6		
Permitted Phases		4	8		8							6
Detector Phase	4	4	8	8	8	5	2		1	6		6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	26.0	60.0		50.0	84.0	84.0	
Total Split (%)	21.4%	21.4%	21.4%	21.4%	21.4%	18.6%	42.9%		35.7%	60.0%	60.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	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	4.0	4.0	4.0		4.0	4.0	4.0	
Lead/Lag						Lag	Lag		Lead	Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max						
Act Effct Green (s)	26.0	26.0	26.0	26.0	26.0	22.0	56.0		46.0	80.0	80.0	
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.16	0.40		0.33	0.57	0.57	
v/c Ratio	0.22	0.11	0.68	1.14	0.71	0.33	0.75		0.84	0.81	0.72	
Control Delay	50.4	2.4	69.0	118.6	11.6	36.2	19.1		51.6	28.3	17.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.1	0.0	
Total Delay	50.4	2.4	69.0	118.6	11.6	36.2	19.1		51.6	28.4	17.2	

Lanes, Volumes, Timings
25: President ST & Fayette St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A	E	F	B		D	B		D	C	B
Approach Delay		34.3			79.6				20.1		32.4	
Approach LOS		C			E			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 139 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 40.0

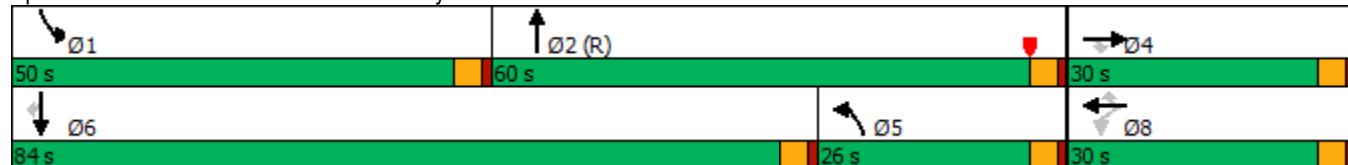
Intersection LOS: D

Intersection Capacity Utilization 80.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 25: President ST & Fayette St



Lanes, Volumes, Timings
26: Charles St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	622	0	0	0	0	0	598	196	0	0	0
Future Volume (vph)	163	622	0	0	0	0	0	598	196	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3387	0	0	0	0	0	3421	1531	0	0	0
Flt Permitted		0.990										
Satd. Flow (perm)	0	3387	0	0	0	0	0	3421	1531	0	0	0
Right Turn on Red	Yes		Yes			Yes			No			Yes
Satd. Flow (RTOR)		37										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		741			385			425			172	
Travel Time (s)		16.8			8.8			9.7			3.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.96	0.95	0.95	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	827	0	0	0	0	0	629	206	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Detector Phase	4	4						2	2			
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0			
Minimum Split (s)	20.0	20.0						20.0	20.0			
Total Split (s)	50.0	50.0						60.0	60.0			
Total Split (%)	45.5%	45.5%						54.5%	54.5%			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	0.0	0.0						0.0	0.0			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		3.0						3.0	3.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max	Max			
Act Effct Green (s)		47.0						57.0	57.0			
Actuated g/C Ratio		0.43						0.52	0.52			
v/c Ratio		0.56						0.35	0.26			
Control Delay		35.3						16.4	15.9			
Queue Delay		0.0						0.0	0.0			
Total Delay		35.3						16.4	15.9			

Lanes, Volumes, Timings
26: Charles St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D						B	B			
Approach Delay			35.3						16.2			
Approach LOS			D						B			

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 25.7

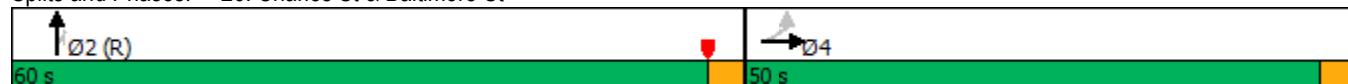
Intersection LOS: C

Intersection Capacity Utilization 51.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 26: Charles St & Baltimore St



Lanes, Volumes, Timings
27: Light St/St Paul St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	616	88	0	0	0	0	0	0	118	1327	0
Future Volume (vph)	0	616	88	0	0	0	0	0	0	118	1327	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0	0	0
Storage Lanes	0		1	0		0	0		0	0	0	0
Taper Length (ft)	0			0			0			0		0
Satd. Flow (prot)	0	3421	1531	0	0	0	0	0	0	0	4896	0
Flt Permitted												0.996
Satd. Flow (perm)	0	3421	1531	0	0	0	0	0	0	0	4896	0
Right Turn on Red			No			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)												24
Link Speed (mph)		30			30			30				30
Link Distance (ft)		385			422			644				340
Travel Time (s)		8.8			9.6			14.6				7.7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.96	0.96	0.96	0.97	0.97	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	635	91	0	0	0	0	0	0	0	1490	0
Turn Type	NA		Perm						Perm		NA	
Protected Phases		4									6	
Permitted Phases			4								6	
Detector Phase		4	4								6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	
Minimum Split (s)		20.0	20.0							20.0	20.0	
Total Split (s)		40.0	40.0							70.0	70.0	
Total Split (%)		36.4%	36.4%							63.6%	63.6%	
Yellow Time (s)		3.0	3.0							3.0	3.0	
All-Red Time (s)		1.0	1.0							1.0	1.0	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		4.0	4.0								4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max							Max	Max		
Act Effct Green (s)	36.0	36.0									66.0	
Actuated g/C Ratio	0.33	0.33									0.60	
v/c Ratio	0.57	0.18									0.51	
Control Delay	24.5	21.5									5.8	
Queue Delay	0.4	0.0									0.0	
Total Delay	24.9	21.5									5.8	

Lanes, Volumes, Timings
27: Light St/St Paul St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	C									A
Approach Delay				24.5								5.8
Approach LOS					C							A

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 109 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 11.9

Intersection LOS: B

Intersection Capacity Utilization 58.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 27: Light St/St Paul St & Baltimore St



Lanes, Volumes, Timings
28: Calvert St & Baltimore St

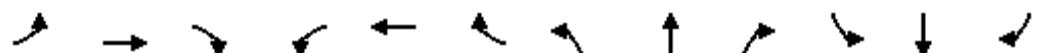
Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑						↑↑				
Traffic Volume (vph)	232	592	0	0	0	0	0	960	275	0	0	0
Future Volume (vph)	232	592	0	0	0	0	0	960	275	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1711	3421	0	0	0	0	0	3308	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1711	3421	0	0	0	0	0	3308	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			No			Yes
Satd. Flow (RTOR)	82											
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		422			129			476			326	
Travel Time (s)		9.6			2.9			10.8			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.96	0.96	0.96	0.96	0.96	0.97	0.97	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	610	0	0	0	0	0	1274	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0				
Minimum Split (s)	20.0	20.0						20.0				
Total Split (s)	50.0	50.0						60.0				
Total Split (%)	45.5%	45.5%						54.5%				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	0.0	0.0						0.0				
Total Lost Time (s)	4.0	4.0						4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max				
Act Effct Green (s)	46.0	46.0						56.0				
Actuated g/C Ratio	0.42	0.42						0.51				
v/c Ratio	0.31	0.43						0.76				
Control Delay	2.5	8.2						25.2				
Queue Delay	0.0	0.1						0.0				
Total Delay	2.5	8.3						25.2				

Lanes, Volumes, Timings
28: Calvert St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A						C				
Approach Delay			6.7						25.2			
Approach LOS			A					C				

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 45

Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 17.8

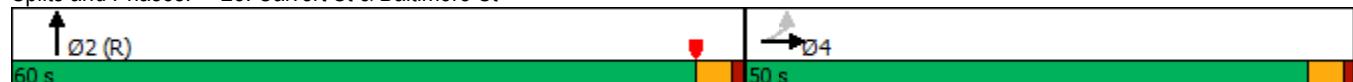
Intersection LOS: B

Intersection Capacity Utilization 58.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 28: Calvert St & Baltimore St



Lanes, Volumes, Timings
29: South St/Guilford Ave & Baltimore St

Existing AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	782	77	0	0	0	0	0	0	118	581	0
Future Volume (vph)	0	782	77	0	0	0	0	0	0	118	581	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0	0	0
Storage Lanes	0		1	0		0	0		0	1	0	0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3421	1531	0	0	0	0	0	0	1711	3421	0
Flt Permitted											0.950	
Satd. Flow (perm)	0	3421	1531	0	0	0	0	0	0	1711	3421	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			81									
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		243			210			475			305	
Travel Time (s)		5.5			4.8			10.8			6.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.95	0.95	0.96	0.96	0.96	0.96	0.96	0.96	0.95	0.95	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	823	81	0	0	0	0	0	0	124	612	0
Turn Type	NA		Perm							Perm	NA	
Protected Phases		4									6	
Permitted Phases			4								6	
Detector Phase		4	4								6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	
Minimum Split (s)		22.0	22.0							20.0	20.0	
Total Split (s)		55.0	55.0							55.0	55.0	
Total Split (%)		50.0%	50.0%							50.0%	50.0%	
Yellow Time (s)		3.0	3.0							3.0	3.0	
All-Red Time (s)		3.0	3.0							1.0	1.0	
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	
Total Lost Time (s)		6.0	6.0							4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max	Max							Max	Max	
Act Effct Green (s)		49.0	49.0							51.0	51.0	
Actuated g/C Ratio		0.45	0.45							0.46	0.46	
v/c Ratio		0.54	0.11							0.16	0.39	
Control Delay		12.8	1.2							8.2	8.7	
Queue Delay		0.2	0.0							0.0	0.1	
Total Delay		13.0	1.2							8.2	8.9	

Lanes, Volumes, Timings

Existing AM

29: South St/Guilford Ave & Baltimore St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	A							A	A	
Approach Delay			11.9								8.8	
Approach LOS			B								A	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:EBT, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 10.5

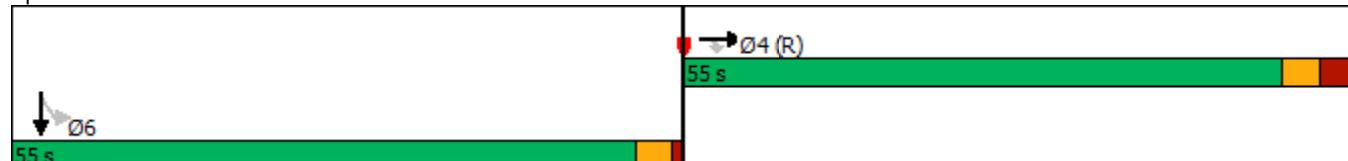
Intersection LOS: B

Intersection Capacity Utilization 46.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 29: South St/Guilford Ave & Baltimore St



Lanes, Volumes, Timings
30: Commerce St/Holiday St & Baltimore St

Existing AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑↓						↓		↑	↑	
Traffic Volume (vph)	81	739	37	0	0	0	0	74	103	46	85	0
Future Volume (vph)	81	739	37	0	0	0	0	74	103	46	85	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	10	11	10	10	10	10	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1540	3058	0	0	0	0	0	1342	0	1486	1565	0
Flt Permitted	0.950									0.551		
Satd. Flow (perm)	1540	3058	0	0	0	0	0	1342	0	797	1565	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		9								72	72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		210			338			480			302	
Travel Time (s)		4.8			7.7			10.9			6.9	
Confl. Peds. (#/hr)										72	72	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.96	0.96	0.96	0.96	0.96	0.94	0.94	0.94	0.94	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	825	0	0	0	0	0	189	0	49	90	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4									2		
Detector Phase	4	4						2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0						7.0		7.0	7.0	
Minimum Split (s)	27.0	27.0						26.0		26.0	26.0	
Total Split (s)	74.0	74.0						36.0		36.0	36.0	
Total Split (%)	67.3%	67.3%						32.7%		32.7%	32.7%	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						1.0		1.0	1.0	
Total Lost Time (s)	4.0	4.0						5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max		Max	Max	
Act Effct Green (s)	70.0	70.0						31.0		31.0	31.0	
Actuated g/C Ratio	0.64	0.64						0.28		0.28	0.28	
v/c Ratio	0.09	0.42						0.50		0.22	0.20	
Control Delay	3.0	4.7						38.5		47.8	45.8	
Queue Delay	0.7	0.4						0.0		0.0	0.0	
Total Delay	3.8	5.0						38.5		47.8	45.8	

Lanes, Volumes, Timings

Existing AM

30: Commerce St/Holiday St & Baltimore St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A						D		D	D	
Approach Delay		4.9						38.5			46.5	
Approach LOS		A						D			D	

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 5 (5%), Referenced to phase 4:EBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 14.7

Intersection LOS: B

Intersection Capacity Utilization 59.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 30: Commerce St/Holiday St & Baltimore St



Lanes, Volumes, Timings
31: Gay St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓						↑↓				
Traffic Volume (vph)	590	204	0	0	0	0	0	376	22	0	0	0
Future Volume (vph)	590	204	0	0	0	0	0	376	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1625	1670	0	0	0	0	0	3394	0	0	0	0
Flt Permitted	0.950	0.976										
Satd. Flow (perm)	1625	1670	0	0	0	0	0	3394	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	393	56						8				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		338			562			311			317	
Travel Time (s)		7.7			12.8			7.1			7.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.96	0.96	0.96	0.96	0.96	0.99	0.99	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		34%										
Lane Group Flow (vph)	393	409	0	0	0	0	0	402	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases		4										
Detector Phase		4	4					2				
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0				
Minimum Split (s)	20.0	20.0						20.0				
Total Split (s)	50.0	50.0						60.0				
Total Split (%)	45.5%	45.5%						54.5%				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	0.0	0.0						0.0				
Lost Time Adjust (s)	0.0	0.0						0.0				
Total Lost Time (s)	3.0	3.0						3.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max				
Act Effct Green (s)	47.0	47.0						57.0				
Actuated g/C Ratio	0.43	0.43						0.52				
v/c Ratio	0.43	0.55						0.23				
Control Delay	1.9	9.4						14.6				
Queue Delay	0.3	0.9						0.1				
Total Delay	2.2	10.2						14.7				

Lanes, Volumes, Timings
31: Gay St & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B						B				
Approach Delay			6.3						14.7			
Approach LOS				A					B			

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 9.1

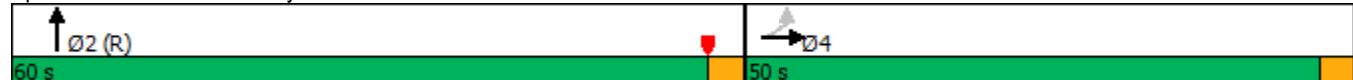
Intersection LOS: A

Intersection Capacity Utilization 39.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 31: Gay St & Baltimore St



Lanes, Volumes, Timings
32: President ST & Baltimore St

Existing AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓	↑			↑		↑↑↓		↑	↑↑↑	
Traffic Volume (vph)	41	148	41	0	0	341	0	1140	23	101	1627	0
Future Volume (vph)	41	148	41	0	0	341	0	1140	23	101	1627	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160			0	0		0	210		0	120	100
Storage Lanes	1			1	0		1	1		0	1	1
Taper Length (ft)	0				0			0			0	
Satd. Flow (prot)	1625	1709	1531	0	0	1558	0	6176	0	1711	4916	0
Flt Permitted	0.950	0.999									0.950	
Satd. Flow (perm)	1625	1709	1531	0	0	1558	0	6176	0	1711	4916	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			292			4				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			939			627			393	
Travel Time (s)		12.8			21.3			14.3			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.97	0.96	0.97	0.97	0.97	0.97	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	38	157	42	0	0	352	0	1199	0	104	1677	0
Turn Type	Perm	NA	Perm			Perm		NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4			8						
Detector Phase	4	4	4			8		2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0			4.0		4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0			20.0		20.0		8.0	20.0	
Total Split (s)	45.0	45.0	45.0			45.0		70.0		25.0	95.0	
Total Split (%)	32.1%	32.1%	32.1%			32.1%		50.0%		17.9%	67.9%	
Yellow Time (s)	3.0	3.0	3.0			3.0		3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0			1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	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		4.0		4.0	4.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	Max	Max	Max			Max		Max		Max	Max	
Act Effct Green (s)	41.0	41.0	41.0			41.0		66.0		21.0	91.0	
Actuated g/C Ratio	0.29	0.29	0.29			0.29		0.47		0.15	0.65	
v/c Ratio	0.08	0.31	0.09			0.53		0.41		0.41	0.52	
Control Delay	36.6	40.7	12.0			11.1		18.9		60.2	6.0	
Queue Delay	0.0	0.0	0.0			0.0		0.0		0.0	1.2	
Total Delay	36.6	40.7	12.0			11.1		19.0		60.2	7.1	

Lanes, Volumes, Timings
32: President ST & Baltimore St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D	B			B		B		E	A	
Approach Delay		35.0			11.1			19.0			10.2	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 14.9

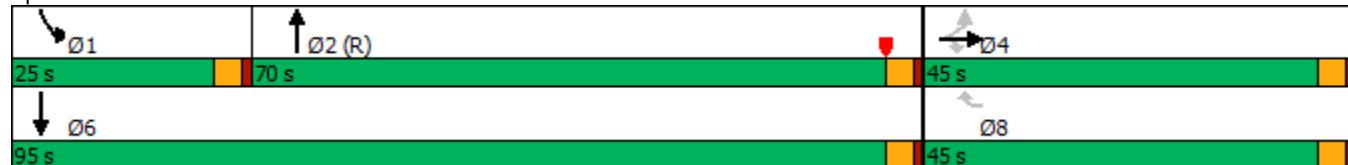
Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 32: President ST & Baltimore St



Lanes, Volumes, Timings
33: Light St & Lombard St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑	↑↑↑					↑↑↑↑		↑
Traffic Volume (vph)	0	0	0	933	1265	0	0	0	0	0	980	240
Future Volume (vph)	0	0	0	933	1265	0	0	0	0	0	980	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)				0%		0%			0%		0%	
Storage Length (ft)	0			0	0		0	0		0	0	0
Storage Lanes	0			0	2		0	0		0	0	1
Taper Length (ft)	0				0			0			0	
Satd. Flow (prot)	0	0	0	*2600	3740	0	0	0	0	0	4853	1013
Flt Permitted					0.950	0.997						
Satd. Flow (perm)	0	0	0	1836	3635	0	0	0	0	0	4853	1013
Right Turn on Red				Yes	No		No			Yes		No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1599			1764			450			644	
Travel Time (s)		36.3			40.1			10.2			14.6	
Confl. Peds. (#/hr)	210			180					182		257	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.96	0.96	0.96	0.96	0.96	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	15
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)					10%							30%
Lane Group Flow (vph)	0	0	0	922	1493	0	0	0	0	0	1156	185
Turn Type				Prot	NA						NA	custom
Protected Phases				4	3 4						1 2	2
Permitted Phases												
Detector Phase				4	3 4						1 2	2
Switch Phase												
Minimum Initial (s)				4.0								4.0
Minimum Split (s)				29.0								29.0
Total Split (s)				40.0								40.0
Total Split (%)				36.4%								36.4%
Yellow Time (s)				3.0								2.0
All-Red Time (s)				1.0								1.0
Lost Time Adjust (s)				1.0								1.0
Total Lost Time (s)				5.0								4.0
Lead/Lag				Lag								Lag
Lead-Lag Optimize?												
Recall Mode				Max								Max
Act Effct Green (s)				35.0	50.0						48.0	36.0
Actuated g/C Ratio				0.32	0.45						0.44	0.33
v/c Ratio				1.11	1.02						0.55	0.56
Control Delay				103.7	62.7						27.4	42.3
Queue Delay				0.6	10.4						0.0	0.0
Total Delay				104.3	73.0						27.4	42.3

Lanes, Volumes, Timings
33: Light St & Lombard St

Existing AM

Lane Group	Ø1	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	10.0	10.0
Total Split (s)	12.0	18.0
Total Split (%)	11%	16%
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		

Lanes, Volumes, Timings
33: Light St & Lombard St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				F	E						C	D
Approach Delay						85.0						29.5
Approach LOS						F						C

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 59 (54%), Referenced to phase 4:WBTL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 65.2

Intersection LOS: E

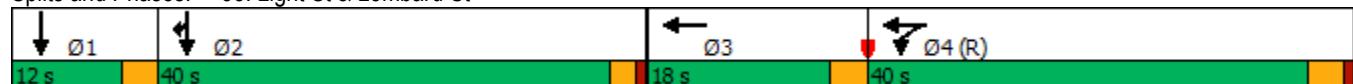
Intersection Capacity Utilization 58.1%

ICU Level of Service B

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 33: Light St & Lombard St



Lane Group	Ø1	Ø3
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
34: Calvert St & Pratt St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	347	1082	0	0	0	0	0	1156	1242	0	0	0
Future Volume (vph)	347	1082	0	0	0	0	0	1156	1242	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	4220	0	0	0	0	0	4599	1077	0	0	0
Flt Permitted		0.988										
Satd. Flow (perm)	0	4091	0	0	0	0	0	4599	1077	0	0	0
Right Turn on Red	No		Yes				No			No		No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		410			971			615			359	
Travel Time (s)		9.3			22.1			14.0			8.2	
Confl. Peds. (#/hr)	134			307			152			86	86	152
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.96	0.97	0.97	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	0	1473	0	0	0	0	0	1832	640	0	0	0
Turn Type	Split	NA						NA	Prot			
Protected Phases	2	2						4	4			
Permitted Phases												
Detector Phase	2	2						4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0	10.0			
Minimum Split (s)	40.0	40.0						30.0	30.0			
Total Split (s)	50.0	50.0						60.0	60.0			
Total Split (%)	45.5%	45.5%						54.5%	54.5%			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	2.0	2.0						2.0	2.0			
Lost Time Adjust (s)		-1.0						-1.0	-1.0			
Total Lost Time (s)		4.0						4.0	4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max	Max			
Act Effct Green (s)	46.0							56.0	56.0			
Actuated g/C Ratio	0.42							0.51	0.51			
v/c Ratio	0.84							1.04dr	1.17			
Control Delay	21.0							22.7	117.9			
Queue Delay	0.1							0.0	0.0			
Total Delay	21.1							22.7	117.9			

Lanes, Volumes, Timings
34: Calvert St & Pratt St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS			C					C	F			
Approach Delay				21.1					47.3			
Approach LOS				C					D			

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 107 (97%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 100

Control Type: Pretimed

Maximum v/c Ratio: 1.17

Intersection Signal Delay: 37.5

Intersection LOS: D

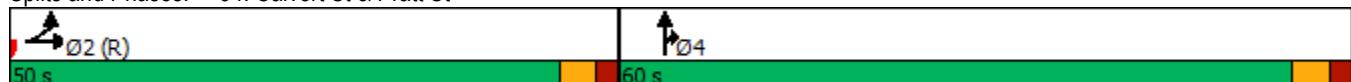
Intersection Capacity Utilization 100.2%

ICU Level of Service G

Analysis Period (min) 15

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 34: Calvert St & Pratt St



Lanes, Volumes, Timings
35: Pratt St & Gay St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓↑↑	↑									
Traffic Volume (vph)	465	1798	11	0	0	0	0	0	0	0	0	0
Future Volume (vph)	465	1798	11	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1471	4641	1531	0	0	0	0	0	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1471	4641	1531	0	0	0	0	0	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		971			1228			301			379	
Travel Time (s)		22.1			27.9			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	470	2072	12	0	0	0	0	0	0	0	0	0
Turn Type	Perm	NA	Perm									
Protected Phases		2										
Permitted Phases	2		2									
Detector Phase	2	2	2									
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0									
Minimum Split (s)	24.0	24.0	24.0									
Total Split (s)	75.0	75.0	75.0									
Total Split (%)	68.2%	68.2%	68.2%									
Yellow Time (s)	3.0	3.0	3.0									
All-Red Time (s)	2.0	2.0	2.0									
Lost Time Adjust (s)	0.0	0.0	0.0									
Total Lost Time (s)	5.0	5.0	5.0									
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max									
Act Effct Green (s)	70.0	70.0	70.0									
Actuated g/C Ratio	0.64	0.64	0.64									
v/c Ratio	0.50	0.70	0.01									
Control Delay	10.2	11.7	6.5									
Queue Delay	0.0	0.0	0.0									
Total Delay	10.2	11.7	6.5									

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	35.0
Total Split (%)	32%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
35: Pratt St & Gay St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A									
Approach Delay				11.4								
Approach LOS					B							

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 96 (87%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 11.4

Intersection LOS: B

Intersection Capacity Utilization 38.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 35: Pratt St & Gay St



Lane Group	Ø4
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
36: President ST & Pratt St

Existing AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓↑↑	↑↑↑					↑↑↑		↑	↑↑	
Traffic Volume (vph)	626	808	772	0	0	0	0	1466	13	85	906	0
Future Volume (vph)	626	808	772	0	0	0	0	1466	13	85	906	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		200	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1471	4585	2694	0	0	0	0	6188	0	1711	3421	0
Flt Permitted	0.950	0.987								0.950		
Satd. Flow (perm)	1471	4585	2694	0	0	0	0	6188	0	1711	3421	0
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)		322						2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1228			1339			711			738	
Travel Time (s)		27.9			30.4			16.2			16.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.96	0.97	0.97	0.97	0.97	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		44%										
Lane Group Flow (vph)	361	1117	796	0	0	0	0	1524	0	88	934	0
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0					20.0		8.0	20.0	
Total Split (s)	40.0	40.0	40.0					77.0		23.0	100.0	
Total Split (%)	28.6%	28.6%	28.6%					55.0%		16.4%	71.4%	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		0.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0					4.0		3.0	4.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max					Max		Max	Max	
Act Effct Green (s)	36.0	36.0	36.0					73.0		20.0	96.0	
Actuated g/C Ratio	0.26	0.26	0.26					0.52		0.14	0.69	
v/c Ratio	0.96	0.95	0.85					0.47		0.36	0.40	
Control Delay	87.4	67.3	39.1					21.8		82.7	4.1	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	87.4	67.3	39.1					21.8		82.7	4.1	

Lanes, Volumes, Timings
36: President ST & Pratt St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	D					C		F	A	
Approach Delay				60.6					21.8		10.9	
Approach LOS					E				C		B	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 37.8

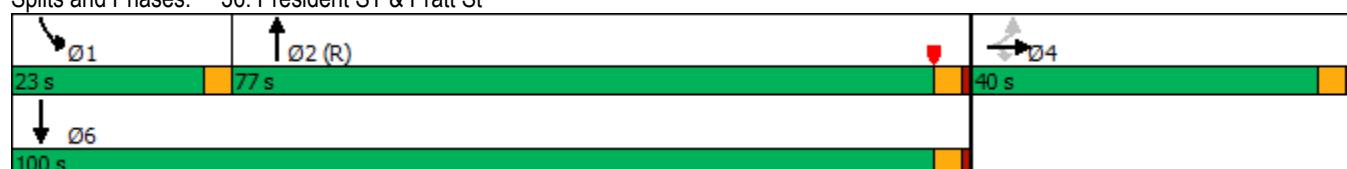
Intersection LOS: D

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 36: President ST & Pratt St



Lanes, Volumes, Timings
37: Light St & Conway St

Existing AM

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø7
Lane Configurations								
Traffic Volume (vph)	1195	59	54	1207	895	833		
Future Volume (vph)	1195	59	54	1207	895	833		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	200	100			0		
Storage Lanes	2	1	1			2		
Taper Length (ft)	0		25					
Satd. Flow (prot)	2987	1378	1540	5575	*4600	2424		
Flt Permitted	0.950		0.950					
Satd. Flow (perm)	2968	1378	1493	5575	4424	2424		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	30			30	30			
Link Distance (ft)	1693			2099	342			
Travel Time (s)	38.5			47.7	7.8			
Confl. Peds. (#/hr)	5	156	53			53		
Confl. Bikes (#/hr)								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1232	61	56	1244	923	859		
Turn Type	Prot	Prot	Prot	NA	NA	custom		
Protected Phases	4	4	1	3	2	7	2	7
Permitted Phases								
Detector Phase	4	4	1	3	2	7		
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0			4.0	7.0
Minimum Split (s)	30.0	30.0	11.0	10.0			19.0	10.0
Total Split (s)	53.0	53.0	12.0	57.0			20.0	25.0
Total Split (%)	48.2%	48.2%	10.9%	51.8%			18%	23%
Yellow Time (s)	2.0	2.0	3.0	3.0			3.0	3.0
All-Red Time (s)	2.0	2.0	1.0	0.0			0.0	0.0
Lost Time Adjust (s)	1.0	1.0	1.0	1.0				
Total Lost Time (s)	5.0	5.0	5.0	4.0				
Lead/Lag			Lead			Lag		
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max			Max	Max
Act Effct Green (s)	48.0	48.0	7.0	53.0	41.0	74.0		
Actuated g/C Ratio	0.44	0.44	0.06	0.48	0.37	0.67		
v/c Ratio	0.95	0.10	0.57	0.46	0.54	0.53		
Control Delay	31.7	12.5	73.1	19.7	23.6	7.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	31.7	12.5	73.1	19.7	23.6	7.2		

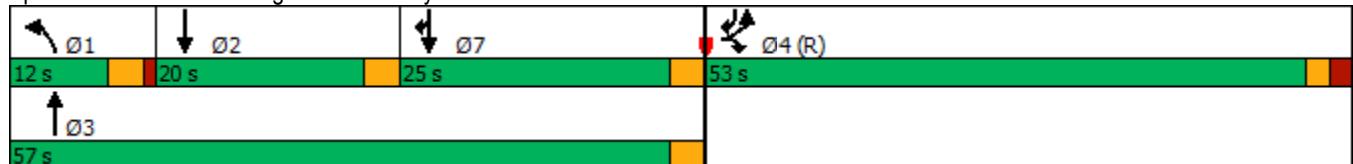
Lanes, Volumes, Timings
37: Light St & Conway St

Existing AM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø7				
LOS	C	B	E	B	C	A						
Approach Delay	30.8			22.0	15.7							
Approach LOS	C			C	B							
Intersection Summary												
Area Type:	CBD											
Cycle Length:	110											
Actuated Cycle Length:	110											
Offset: 98 (89%), Referenced to phase 4:EBL, Start of Green												
Natural Cycle: 80												
Control Type: Pretimed												
Maximum v/c Ratio: 0.95												
Intersection Signal Delay: 22.0					Intersection LOS: C							
Intersection Capacity Utilization 74.6%					ICU Level of Service D							
Analysis Period (min) 15												
* User Entered Value												

Splits and Phases: 37: Light St & Conway St



Lanes, Volumes, Timings
38: Light St & Pratt St

Existing AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑							↑	↑↑↑	
Traffic Volume (vph)	0	1229	15	0	0	0	0	0	0	200	1713	0
Future Volume (vph)	0	1229	15	0	0	0	0	0	0	200	1713	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	260		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			25		
Satd. Flow (prot)	0	4272	1277	0	0	0	0	0	0	1204	4989	0
Flt Permitted										0.950	0.999	
Satd. Flow (perm)	0	4272	1082	0	0	0	0	0	0	1100	4962	0
Right Turn on Red			No			Yes			Yes	No		No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			410			496			450	
Travel Time (s)		36.7			9.3			11.3			10.2	
Confl. Peds. (#/hr)	172		135	135		172	77		97	97		77
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	10	0	0	0	0	0	0	0	15	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										14%		
Lane Group Flow (vph)	0	1280	16	0	0	0	0	0	0	179	1813	0
Turn Type	NA		Perm							Prot	NA	
Protected Phases		4								2	1 2	
Permitted Phases			4							2	1 2	
Detector Phase		4										
Switch Phase												
Minimum Initial (s)	10.0	10.0								1.0		
Minimum Split (s)	37.0	37.0								6.0		
Total Split (s)	60.0	60.0								40.0		
Total Split (%)	54.5%	54.5%								36.4%		
Yellow Time (s)	3.0	3.0								4.0		
All-Red Time (s)	2.0	2.0								1.0		
Lost Time Adjust (s)	-2.0	0.0								-2.0		
Total Lost Time (s)	3.0	5.0								3.0		
Lead/Lag										Lag		
Lead-Lag Optimize?										Yes		
Recall Mode	Max	Max								Max		
Act Effct Green (s)	57.0	55.0								37.0	42.0	
Actuated g/C Ratio	0.52	0.50								0.34	0.38	
v/c Ratio	0.58	0.03								0.44	1.00	
Control Delay	20.7	13.2								39.4	58.8	
Queue Delay	0.5	0.0								0.0	0.0	
Total Delay	21.2	13.2								39.4	58.8	

Lane Group	Ø1
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	11.0
Total Split (s)	10.0
Total Split (%)	9%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
38: Light St & Pratt St

Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	B							D	E	
Approach Delay			21.1									57.1
Approach LOS			C									E

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 93 (85%), Referenced to phase 4:EBT, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 42.9

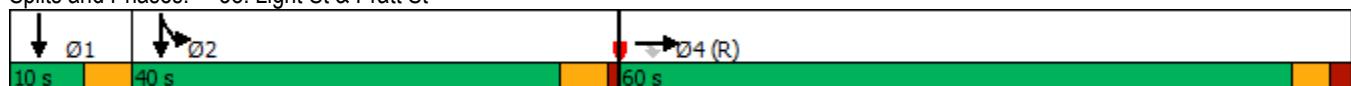
Intersection LOS: D

Intersection Capacity Utilization 58.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 38: Light St & Pratt St



Lanes, Volumes, Timings
1: MLK Blvd & Fayette St

Existing PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑	↔↔	↑	↑	↑↑↑			↑↑↑	
Traffic Volume (vph)	0	0	0	374	204	228	34	1423	0	0	1968	25
Future Volume (vph)	0	0	0	374	204	228	34	1423	0	0	1968	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)				0%		0%		0%			0%	
Storage Length (ft)	0			0	140		140	110		0	0	0
Storage Lanes	0			0	1		1	1		0	0	0
Taper Length (ft)	0				0		0				0	
Satd. Flow (prot)	0	0	0	1557	2987	1393	1711	4916	0	0	4906	0
Flt Permitted					0.950	0.980		0.045				
Satd. Flow (perm)	0	0	0	1557	2987	1393	81	4916	0	0	4906	0
Right Turn on Red				Yes			No			Yes		Yes
Satd. Flow (RTOR)												2
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		794			1116			444			677	
Travel Time (s)		18.0			25.4			10.1			15.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.98	0.98	0.98	0.98	0.98	0.95	0.95	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				45%		19%						
Lane Group Flow (vph)	0	0	0	210	424	189	35	1452	0	0	2034	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2				6	
Detector Phase				8		8	5	2			6	
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Minimum Split (s)				20.0	20.0	20.0	8.0	20.0			20.0	
Total Split (s)				48.0	48.0	48.0	12.0	102.0			90.0	
Total Split (%)				32.0%	32.0%	32.0%	8.0%	68.0%			60.0%	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Lead/Lag						Lead					Lag	
Lead-Lag Optimize?						Yes					Yes	
Recall Mode				Max	Max	Max	Max	Max			Max	
Act Effct Green (s)				44.0	44.0	44.0	98.0	98.0			86.0	
Actuated g/C Ratio				0.29	0.29	0.29	0.65	0.65			0.57	
v/c Ratio				0.46	0.48	0.46	0.25	0.45			0.72	
Control Delay				47.3	45.9	47.8	30.6	4.8			25.2	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				47.3	45.9	47.8	30.6	4.8			25.2	

Lanes, Volumes, Timings
1: MLK Blvd & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				D	D	D	C	A			C	
Approach Delay						46.7			5.4			25.2
Approach LOS						D		A			C	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 149 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 22.5

Intersection LOS: C

Intersection Capacity Utilization 57.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: MLK Blvd & Fayette St



Lanes, Volumes, Timings
2: Greene St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	221	300	0	0	0	0	0	568	85
Future Volume (vph)	0	0	0	221	300	0	0	0	0	0	568	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)				0%		0%			0%		0%	
Storage Length (ft)	0			300		0	0		0	0		0
Storage Lanes	0			0	1		0	0		0	0	0
Taper Length (ft)	0				0			0				0
Satd. Flow (prot)	0	0	0	1557	3254	0	0	0	0	0	3356	0
Flt Permitted					0.950	0.993						
Satd. Flow (perm)	0	0	0	1557	3254	0	0	0	0	0	3356	0
Right Turn on Red				Yes	Yes		Yes		Yes			Yes
Satd. Flow (RTOR)				182	23							24
Link Speed (mph)	30				30			30				30
Link Distance (ft)	1116				409			448				601
Travel Time (s)	25.4				9.3			10.2				13.7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)				0%		0%		0%				0%
Shared Lane Traffic (%)					24%							
Lane Group Flow (vph)	0	0	0	182	384	0	0	0	0	0	709	0
Turn Type				Perm	NA							NA
Protected Phases					8							6
Permitted Phases					8							
Detector Phase					8	8						6
Switch Phase												
Minimum Initial (s)					4.0	4.0						4.0
Minimum Split (s)					20.0	20.0						20.0
Total Split (s)					45.0	45.0						55.0
Total Split (%)					45.0%	45.0%						55.0%
Yellow Time (s)					3.0	3.0						3.0
All-Red Time (s)					1.0	1.0						1.0
Lost Time Adjust (s)					0.0	0.0						0.0
Total Lost Time (s)					4.0	4.0						4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max						Max
Act Effct Green (s)					41.0	41.0						51.0
Actuated g/C Ratio					0.41	0.41						0.51
v/c Ratio					0.24	0.29						0.41
Control Delay					4.1	17.3						15.5
Queue Delay					0.0	0.0						0.0
Total Delay					4.1	17.3						15.5

Lanes, Volumes, Timings
2: Greene St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				A	B						B	
Approach Delay						13.0						15.5
Approach LOS							B					B

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 14.4

Intersection LOS: B

Intersection Capacity Utilization 34.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Greene St & Fayette St



Lanes, Volumes, Timings
3: Paca St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	349	121	168	598	0	0	0	0
Future Volume (vph)	0	0	0	0	349	121	168	598	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3421	1531	0	4862	0	0	0	0
Flt Permitted								0.989				
Satd. Flow (perm)	0	0	0	0	3421	1531	0	4862	0	0	0	0
Right Turn on Red			Yes			No	Yes		Yes			Yes
Satd. Flow (RTOR)								74				
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	409			347			438			830		
Travel Time (s)	9.3			7.9			10.0			18.9		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.96	0.96	0.93	0.94	0.94	0.94	0.94	0.93	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	371	129	0	815	0	0	0	0
Turn Type					NA	Perm	Perm		NA			
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase						8	2	2				
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0				
Minimum Split (s)					20.0	20.0	20.0	20.0				
Total Split (s)					65.0	65.0	35.0	35.0				
Total Split (%)					65.0%	65.0%	35.0%	35.0%				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	1.0	1.0				
Lost Time Adjust (s)					0.0	0.0		0.0				
Total Lost Time (s)					4.0	4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max	Max	Max				
Act Effct Green (s)					61.0	61.0		31.0				
Actuated g/C Ratio					0.61	0.61		0.31				
v/c Ratio					0.18	0.14		0.52				
Control Delay					6.0	6.1		27.1				
Queue Delay					0.0	0.0		0.0				
Total Delay					6.0	6.1		27.1				

Lanes, Volumes, Timings
3: Paca St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					A	A		C				
Approach Delay						6.1				27.1		
Approach LOS							A			C		

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 19.1

Intersection LOS: B

Intersection Capacity Utilization 34.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Paca St & Fayette St



Lanes, Volumes, Timings
4: Eutaw St & Fayette St

Existing PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	133	343	109	30	262	0	0	238	55
Future Volume (vph)	0	0	0	133	343	109	30	262	0	0	238	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3373	1531	1711	1801	0	0	1756	0
Flt Permitted					0.986		0.392					
Satd. Flow (perm)	0	0	0	0	3373	1531	706	1801	0	0	1756	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					115							12
Link Speed (mph)	30			30			30				30	
Link Distance (ft)	347			420			426				735	
Travel Time (s)	7.9			9.5			9.7				16.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	501	115	32	276	0	0	309	0
Turn Type			Perm		NA	Perm	Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases			8			8	2				6	
Detector Phase			8		8	8	2	2			6	
Switch Phase												
Minimum Initial (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Minimum Split (s)				20.0	20.0	20.0	20.0	20.0			20.0	
Total Split (s)				64.0	64.0	64.0	36.0	36.0			36.0	
Total Split (%)				64.0%	64.0%	64.0%	36.0%	36.0%			36.0%	
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0			3.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max	Max	Max	Max			Max	
Act Effct Green (s)				60.0	60.0	32.0	32.0	32.0			32.0	
Actuated g/C Ratio				0.60	0.60	0.32	0.32	0.32			0.32	
v/c Ratio				0.25	0.12	0.14	0.48	0.48			0.54	
Control Delay				3.4	0.3	26.4	30.7	30.7			31.1	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				3.4	0.3	26.4	30.7	30.7			31.1	

Lanes, Volumes, Timings
4: Eutaw St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					A	A	C	C			C	
Approach Delay						2.8			30.3			31.1
Approach LOS							A		C			C

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 42.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Eutaw St & Fayette St



Lanes, Volumes, Timings
5: Howard St & Fayette St

Existing PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	33	542	21	37	154	0	0	0	0
Future Volume (vph)	0	0	0	33	542	21	37	154	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3411	1531	0	1783	0	0	0	0
Flt Permitted					0.997			0.990				
Satd. Flow (perm)	0	0	0	0	3411	1531	0	1783	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					22							
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			379			412			724	
Travel Time (s)		9.5			8.6			9.4			16.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.96	0.96	0.97	0.97	0.97	0.97	0.97	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	593	22	0	197	0	0	0	0
Turn Type			Perm		NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases			8			8	2					
Detector Phase			8		8	8	2	2				
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)					20.0	20.0	20.0	20.0	20.0			
Total Split (s)					60.0	60.0	60.0	40.0	40.0			
Total Split (%)					60.0%	60.0%	60.0%	40.0%	40.0%			
Yellow Time (s)					3.0	3.0	3.0	3.0	3.0			
All-Red Time (s)					1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)						0.0	0.0		0.0			
Total Lost Time (s)						4.0	4.0	4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max	Max	Max	Max			
Act Effct Green (s)						56.0	56.0		36.0			
Actuated g/C Ratio						0.56	0.56		0.36			
v/c Ratio						0.31	0.03		0.31			
Control Delay						3.7	0.2		18.1			
Queue Delay						0.1	0.0		0.0			
Total Delay						3.8	0.2		18.1			

Lanes, Volumes, Timings
5: Howard St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					A	A		B				
Approach Delay						3.7				18.1		
Approach LOS							A			B		

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 7.2

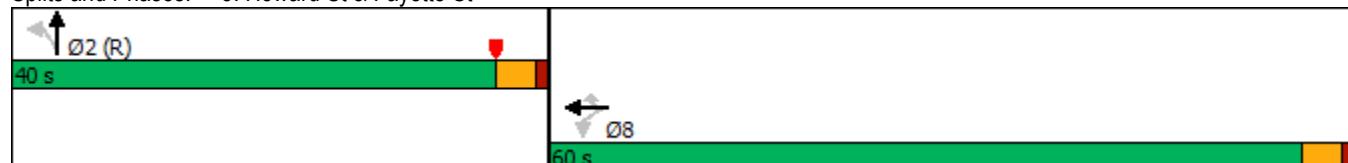
Intersection LOS: A

Intersection Capacity Utilization 32.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Howard St & Fayette St



Lanes, Volumes, Timings
6: Park Ave & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑	↑	↑	↑				
Traffic Volume (vph)	0	0	0	0	534	112	62	190	0	0	0	0
Future Volume (vph)	0	0	0	0	534	112	62	190	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3421	1531	1711	1801	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	3421	1531	1711	1801	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)						124	69					
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		379			221			245			731	
Travel Time (s)		8.6			5.0			5.6			16.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.96	0.96	0.87	0.90	0.90	0.90	0.90	0.87	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	593	124	69	211	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase						8	2	2				
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0				
Minimum Split (s)					20.0	20.0	20.0	20.0				
Total Split (s)					60.0	60.0	40.0	40.0				
Total Split (%)					60.0%	60.0%	40.0%	40.0%				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	1.0	1.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					4.0	4.0	4.0	4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max	Max	Max				
Act Effct Green (s)					56.0	56.0	36.0	36.0				
Actuated g/C Ratio					0.56	0.56	0.36	0.36				
v/c Ratio					0.31	0.14	0.10	0.33				
Control Delay					5.2	0.7	5.8	25.0				
Queue Delay					0.5	0.6	0.0	0.0				
Total Delay					5.8	1.3	5.8	25.0				

Lanes, Volumes, Timings
6: Park Ave & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					A	A	A	C				
Approach Delay						5.0				20.3		
Approach LOS							A			C		

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 9.3

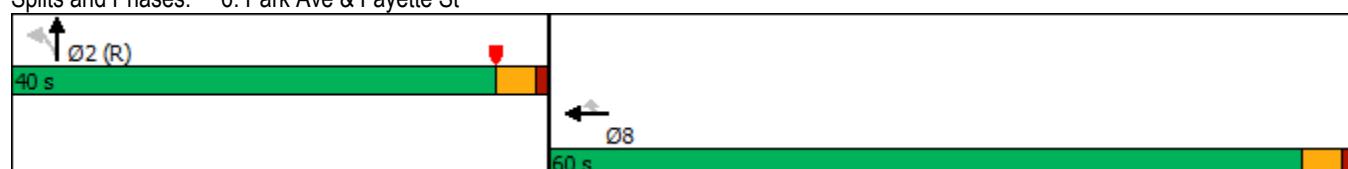
Intersection LOS: A

Intersection Capacity Utilization 31.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Park Ave & Fayette St



Lanes, Volumes, Timings
7: Liberty St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	301	543	0	0	0	0	0	293	87
Future Volume (vph)	0	0	0	301	543	0	0	0	0	0	293	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)				0%		0%			0%		0%	
Storage Length (ft)	0			200		0	0		0	0		0
Storage Lanes	0			0	1	0	0		0	0		1
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	1711	3421	0	0	0	0	0	1704	1454
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1711	3421	0	0	0	0	0	1704	1454
Right Turn on Red			Yes	Yes		Yes			Yes			No
Satd. Flow (RTOR)				212								
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			618			247			717	
Travel Time (s)		5.0			14.0			5.6			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.96	0.96	0.90	0.90	0.96	0.96	0.96	0.96	0.96	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	0	0	0	334	603	0	0	0	0	0	336	87
Turn Type				Perm	NA						NA	Perm
Protected Phases					8						6	
Permitted Phases				8							6	
Detector Phase				8	8						6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0						4.0	4.0
Minimum Split (s)				20.0	20.0						20.0	20.0
Total Split (s)				70.0	70.0						30.0	30.0
Total Split (%)				70.0%	70.0%						30.0%	30.0%
Yellow Time (s)				3.0	3.0						3.0	3.0
All-Red Time (s)				1.0	1.0						1.0	1.0
Lost Time Adjust (s)				0.0	0.0						0.0	0.0
Total Lost Time (s)				4.0	4.0						4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max						Max	Max
Act Effct Green (s)				66.0	66.0						26.0	26.0
Actuated g/C Ratio				0.66	0.66						0.26	0.26
v/c Ratio				0.28	0.27						0.76	0.23
Control Delay				0.9	4.0						46.7	31.2
Queue Delay				0.0	0.0						0.0	0.0
Total Delay				0.9	4.0						46.7	31.2

Lanes, Volumes, Timings
7: Liberty St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				A	A					D	C	
Approach Delay						2.9					43.5	
Approach LOS							A				D	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 15.5

Intersection LOS: B

Intersection Capacity Utilization 40.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Liberty St & Fayette St



Lanes, Volumes, Timings
8: MLK Blvd & Baltimore St

Existing PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	113	105	0	0	0	88	1519	133	64	1909	46
Future Volume (vph)	66	113	105	0	0	0	88	1519	133	64	1909	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		150	0		0	250		0	140		0
Storage Lanes	0		1	0		0	1		1	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	1768	1531	0	0	0	1711	4916	1531	1711	4901	0
Flt Permitted		0.982					0.050			0.102		
Satd. Flow (perm)	0	1768	1531	0	0	0	90	4916	1531	184	4901	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		106										3
Link Speed (mph)		30		30			30			30		
Link Distance (ft)		717		1210			965			444		
Travel Time (s)		16.3		27.5			21.9			10.1		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.96	0.96	0.96	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%		0%		0%		0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	181	106	0	0	0	89	1534	134	65	1974	0
Turn Type	Perm	NA	Perm				pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4		4				2		2	6		
Detector Phase	4	4	4				5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0				4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0				8.0	20.0	20.0	8.0	20.0	
Total Split (s)	48.0	48.0	48.0				18.0	84.0	84.0	18.0	84.0	
Total Split (%)	32.0%	32.0%	32.0%				12.0%	56.0%	56.0%	12.0%	56.0%	
Yellow Time (s)	3.0	3.0	3.0				3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0				1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.0	4.0				4.0	4.0	4.0	4.0	4.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max				Max	Max	Max	Max	Max	
Act Effct Green (s)	44.0	44.0					94.0	80.0	80.0	94.0	80.0	
Actuated g/C Ratio	0.29	0.29					0.63	0.53	0.53	0.63	0.53	
v/c Ratio	0.35	0.20					0.43	0.59	0.16	0.25	0.75	
Control Delay	44.1	7.6					28.4	24.9	18.6	9.5	16.5	
Queue Delay	0.0	0.0					0.0	0.0	0.0	0.0	0.7	
Total Delay	44.1	7.6					28.4	24.9	18.6	9.5	17.2	

Lanes, Volumes, Timings
8: MLK Blvd & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	A				C	C	B	A	B	
Approach Delay			30.6						24.6		17.0	
Approach LOS				C					C		B	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 149 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 21.2

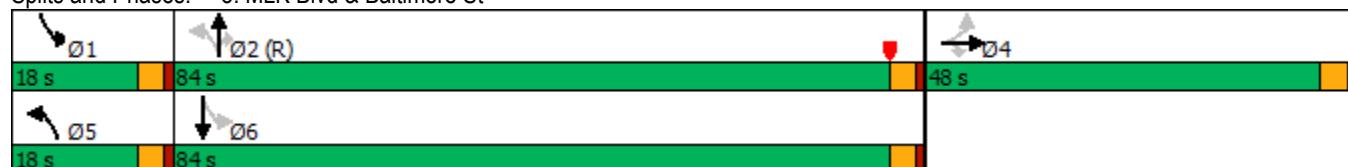
Intersection LOS: C

Intersection Capacity Utilization 62.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: MLK Blvd & Baltimore St



Lanes, Volumes, Timings
9: Greene St & Baltimore St

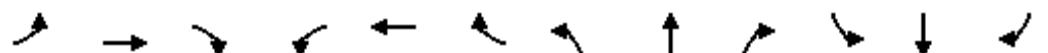
Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	228	76	0	0	0	0	0	0	189	575	0
Future Volume (vph)	0	228	76	0	0	0	0	0	0	189	575	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	3295	0	0	0	0	0	0	0	0	3380	0
Flt Permitted												0.988
Satd. Flow (perm)	0	3295	0	0	0	0	0	0	0	0	3380	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		44										94
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1210			407			673				448
Travel Time (s)		27.5			9.3			15.3				10.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.97	0.97	0.96	0.96	0.96	0.96	0.96	0.96	0.97	0.97	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	313	0	0	0	0	0	0	0	0	788	0
Turn Type		NA							Perm		NA	
Protected Phases		4									6	
Permitted Phases										6		
Detector Phase		4								6	6	
Switch Phase												
Minimum Initial (s)		4.0							4.0	4.0		
Minimum Split (s)		20.0							20.0	20.0		
Total Split (s)		30.0							70.0	70.0		
Total Split (%)		30.0%							70.0%	70.0%		
Yellow Time (s)		3.0							3.0	3.0		
All-Red Time (s)		1.0							1.0	1.0		
Lost Time Adjust (s)		0.0								0.0		
Total Lost Time (s)		4.0								4.0		
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max							Max	Max		
Act Effct Green (s)		26.0								66.0		
Actuated g/C Ratio		0.26								0.66		
v/c Ratio		0.35								0.35		
Control Delay		27.0								4.2		
Queue Delay		0.0								0.1		
Total Delay		27.0								4.3		

Lanes, Volumes, Timings
9: Greene St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS			C									A
Approach Delay				27.0								4.3
Approach LOS					C							A

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.35

Intersection Signal Delay: 10.8

Intersection LOS: B

Intersection Capacity Utilization 36.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 9: Greene St & Baltimore St



Lanes, Volumes, Timings
10: Paca St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	317	0	0	0	0	0	482	207	0	0	0
Future Volume (vph)	109	317	0	0	0	0	0	482	207	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3377	0	0	0	0	0	4916	1531	0	0	0
Flt Permitted		0.987										
Satd. Flow (perm)	0	3377	0	0	0	0	0	4916	1531	0	0	0
Right Turn on Red	Yes		Yes				Yes			Yes		Yes
Satd. Flow (RTOR)		63							235			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		407			349			463			438	
Travel Time (s)		9.3			7.9			10.5			10.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.96	0.96	0.96	0.96	0.96	0.88	0.88	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	484	0	0	0	0	0	548	235	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Detector Phase	4	4						2	2			
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0			
Minimum Split (s)	20.0	20.0						20.0	20.0			
Total Split (s)	60.0	60.0						50.0	50.0			
Total Split (%)	54.5%	54.5%						45.5%	45.5%			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	1.0	1.0						1.0	1.0			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		4.0						4.0	4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max	Max			
Act Effct Green (s)		56.0						46.0	46.0			
Actuated g/C Ratio		0.51						0.42	0.42			
v/c Ratio		0.28						0.27	0.30			
Control Delay		13.7						21.4	3.7			
Queue Delay		0.0						0.0	0.0			
Total Delay		13.7						21.4	3.7			

Lanes, Volumes, Timings
10: Paca St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				B				C	A			
Approach Delay				13.7						16.1		
Approach LOS				B					B			

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 109 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.30

Intersection Signal Delay: 15.2

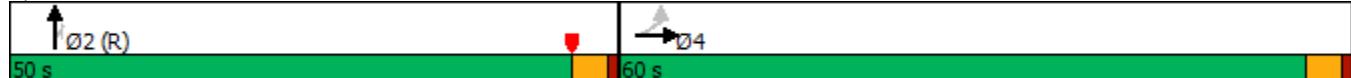
Intersection LOS: B

Intersection Capacity Utilization 31.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: Paca St & Baltimore St



Lanes, Volumes, Timings
11: Eutaw St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	434	29	0	0	0	0	87	81	88	136	0
Future Volume (vph)	61	434	29	0	0	0	0	87	81	88	136	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		150	0		0	0		0	130		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3401	1531	0	0	0	0	1801	1531	1711	1801	0
Flt Permitted		0.994								0.697		
Satd. Flow (perm)	0	3401	1531	0	0	0	0	1801	1531	1255	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31						85			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		349			416			325			426	
Travel Time (s)		7.9			9.5			7.4			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.96	0.95	0.95	0.95	0.95	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	521	31	0	0	0	0	92	85	93	143	0
Turn Type	Perm	NA	Perm					NA	Perm	Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0					20.0	20.0	20.0	20.0	
Total Split (s)	65.0	65.0	65.0					45.0	45.0	45.0	45.0	
Total Split (%)	59.1%	59.1%	59.1%					40.9%	40.9%	40.9%	40.9%	
Yellow Time (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max					Max	Max	Max	Max	
Act Effct Green (s)	61.0	61.0						41.0	41.0	41.0	41.0	
Actuated g/C Ratio	0.55	0.55						0.37	0.37	0.37	0.37	
v/c Ratio	0.28	0.04						0.14	0.14	0.20	0.21	
Control Delay	7.8	1.7						23.6	5.5	24.9	24.6	
Queue Delay	0.3	0.0						0.0	0.0	0.0	0.0	
Total Delay	8.1	1.7						23.6	5.5	24.9	24.6	

Lanes, Volumes, Timings
11: Eutaw St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A	A					C	A	C	C	
Approach Delay			7.7						14.9		24.7	
Approach LOS				A					B		C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 109 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 13.2

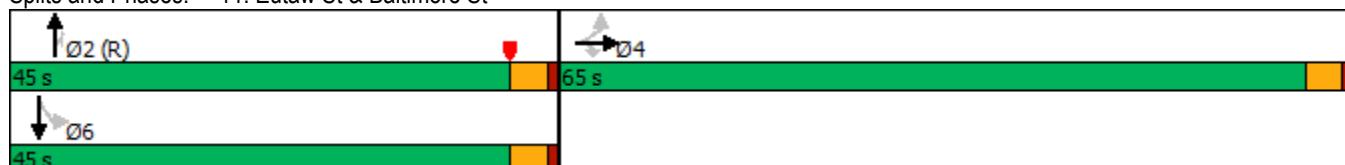
Intersection LOS: B

Intersection Capacity Utilization 42.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Eutaw St & Baltimore St



Lanes, Volumes, Timings
12: Howard St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑						↑	↑	↑		
Traffic Volume (vph)	35	584	0	0	0	0	0	114	258	12	0	0
Future Volume (vph)	35	584	0	0	0	0	0	114	258	12	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1486	2973	0	0	0	0	0	1257	1263	1486	0	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1023	2973	0	0	0	0	0	1257	1019	1286	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			472			650			412	
Travel Time (s)		9.5			10.7			14.8			9.4	
Confl. Peds. (#/hr)	156		420	420		156	209		148	148		209
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.96	0.96	0.96	0.96	0.96	0.95	0.95	0.95	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									39%			
Lane Group Flow (vph)	37	615	0	0	0	0	0	226	166	13	0	0
Turn Type	Perm	NA						NA	Perm	Prot		
Protected Phases		2						4		3		
Permitted Phases	2								4			
Detector Phase	2	2						4	4	3		
Switch Phase												
Minimum Initial (s)	7.0	7.0						7.0	7.0	7.0		
Minimum Split (s)	29.0	29.0						33.0	33.0	13.0		
Total Split (s)	45.0	45.0						42.0	42.0	13.0		
Total Split (%)	45.0%	45.0%						42.0%	42.0%	13.0%		
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0		
All-Red Time (s)	1.0	1.0						1.0	1.0	1.0		
Lost Time Adjust (s)	1.0	1.0						-4.0	-4.0	1.0		
Total Lost Time (s)	5.0	5.0						0.0	0.0	5.0		
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max	Max	Max		
Act Effct Green (s)	40.0	40.0						42.0	42.0	8.0		
Actuated g/C Ratio	0.40	0.40						0.42	0.42	0.08		
v/c Ratio	0.09	0.52						0.43	0.39	0.11		
Control Delay	19.6	24.6						23.7	23.5	30.1		
Queue Delay	0.0	0.0						0.0	0.0	0.0		
Total Delay	19.6	24.6						23.7	23.5	30.1		

Lanes, Volumes, Timings
12: Howard St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	C						C	C	C		
Approach Delay		24.3						23.6			30.1	
Approach LOS		C						C			C	

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 75

Control Type: Pretimed

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 24.1

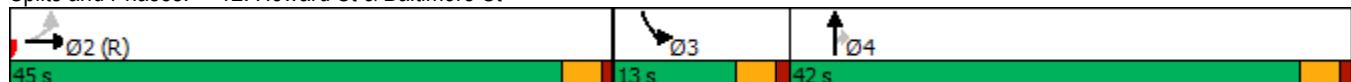
Intersection LOS: C

Intersection Capacity Utilization 58.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 12: Howard St & Baltimore St



Lanes, Volumes, Timings
13: Hopkins Plz/Liberty St & Baltimore St

Existing PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Configurations	1	2	3							1	2	
Traffic Volume (vph)	199	622	179	0	0	0	0	0	0	119	501	0
Future Volume (vph)	199	622	179	0	0	0	0	0	0	119	501	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1486	2973	1330	0	0	0	0	0	0	1486	2973	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	963	2973	902	0	0	0	0	0	0	1359	2973	0
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		472			200			548			222	
Travel Time (s)		10.7			4.5			12.5			5.0	
Confl. Peds. (#/hr)	169		303	303		169	5		86	86		5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.96	0.96	0.96	0.93	0.93	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	669	192	0	0	0	0	0	0	128	539	0
Turn Type	Perm	NA	Perm							Perm	NA	
Protected Phases		4									2	
Permitted Phases	4		4							2		
Detector Phase	4	4	4							2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0							7.0	7.0	
Minimum Split (s)	30.0	30.0	30.0							34.0	34.0	
Total Split (s)	60.0	60.0	60.0							40.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%							40.0%	40.0%	
Yellow Time (s)	3.0	3.0	3.0							3.0	3.0	
All-Red Time (s)	3.0	3.0	3.0							1.0	1.0	
Lost Time Adjust (s)	1.0	1.0	1.0							1.0	1.0	
Total Lost Time (s)	7.0	7.0	7.0							5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max							Max	Max	
Act Effct Green (s)	53.0	53.0	53.0							35.0	35.0	
Actuated g/C Ratio	0.53	0.53	0.53							0.35	0.35	
v/c Ratio	0.42	0.42	0.40							0.27	0.52	
Control Delay	11.9	9.9	11.7							25.3	28.0	
Queue Delay	0.0	0.0	0.0							0.0	0.0	
Total Delay	11.9	9.9	11.7							25.3	28.0	

Lanes, Volumes, Timings

Existing PM

13: Hopkins Plz/Liberty St & Baltimore St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	A	B							C	C	
Approach Delay				10.6								27.5
Approach LOS				B								C

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 17.1

Intersection LOS: B

Intersection Capacity Utilization 56.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 13: Hopkins Plz/Liberty St & Baltimore St



Lanes, Volumes, Timings
14: Greene St & Lombard St

Existing PM

	→	→	→	←	←	←	↑	↑	↑	↓	↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	642	389	0	0	0	0	0	573	107
Future Volume (vph)	0	0	0	642	389	0	0	0	0	0	573	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%				0%		0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	0	0	1557	3208	0	0	0	0	0	3421	1531
Flt Permitted					0.950	0.979						
Satd. Flow (perm)	0	0	0	1557	3208	0	0	0	0	0	3421	1531
Right Turn on Red			Yes	Yes		Yes			Yes			No
Satd. Flow (RTOR)				362	166							
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	579				1177			458			673	
Travel Time (s)	13.2				26.8			10.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.96	0.96	0.94	0.94	0.98	0.96	0.96	0.96	0.98	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	0	362	735	0	0	0	0	0	610	114
Turn Type				Perm	NA					NA		Perm
Protected Phases					8						6	
Permitted Phases				8								6
Detector Phase				8	8						6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0					4.0	4.0	
Minimum Split (s)				20.0	20.0					20.0	20.0	
Total Split (s)				75.0	75.0					55.0	55.0	
Total Split (%)				48.4%	48.4%					35.5%	35.5%	
Yellow Time (s)				3.0	3.0					3.0	3.0	
All-Red Time (s)				1.0	1.0					1.0	1.0	
Lost Time Adjust (s)				0.0	0.0					0.0	0.0	
Total Lost Time (s)				4.0	4.0					4.0	4.0	
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?										Yes	Yes	
Recall Mode				Max	Max					Max	Max	
Act Effct Green (s)				71.0	71.0					51.0	51.0	
Actuated g/C Ratio				0.46	0.46					0.33	0.33	
v/c Ratio				0.40	0.47					0.54	0.23	
Control Delay				3.6	22.9					44.7	39.2	
Queue Delay				0.0	0.0					0.0	0.0	
Total Delay				3.6	22.9					44.7	39.2	

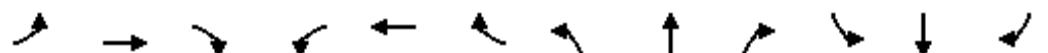
Lanes, Volumes, Timings
14: Greene St & Lombard St

Existing PM

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	25.0
Total Split (%)	16%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
14: Greene St & Lombard St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				A	C					D	D	
Approach Delay						16.6					43.8	
Approach LOS						B					D	

Intersection Summary

Area Type: Other

Cycle Length: 155

Actuated Cycle Length: 155

Offset: 154 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 27.4

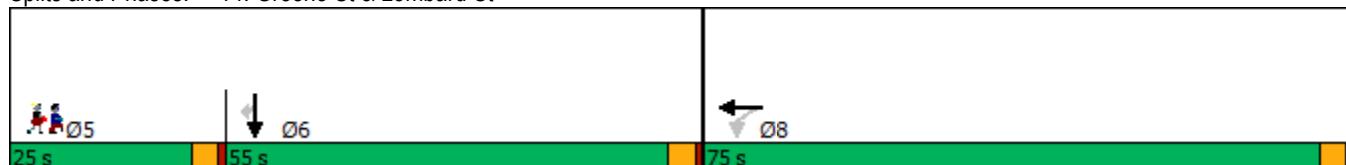
Intersection LOS: C

Intersection Capacity Utilization 42.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 14: Greene St & Lombard St



Lane Group	Ø5
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
15: Howard St & Lombard St

Existing PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	800	827	44	112	232	0	0	0	0
Future Volume (vph)	0	0	0	800	827	44	112	232	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)				0%		0%			0%			0%
Storage Length (ft)	0			0		180	0		0	0		0
Storage Lanes	0			0		1	0		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	2884	2973	1266	1486	1565	0	0	0	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	2567	2973	1131	1030	1565	0	0	0	0
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1177			1599			455			650	
Travel Time (s)		26.8			36.3			10.3			14.8	
Confl. Peds. (#/hr)				58		85	142		85			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.96	0.96	0.97	0.97	0.97	0.97	0.97	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	12	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	825	853	45	115	239	0	0	0	0
Turn Type				Split	NA	Perm	Prot	NA				
Protected Phases				2	2		1	4				
Permitted Phases						2						
Detector Phase				2	2	2	1	4				
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	7.0	10.0				
Minimum Split (s)				33.0	33.0	33.0	11.0	34.0				
Total Split (s)				48.0	48.0	48.0	19.0	62.0				
Total Split (%)				43.6%	43.6%	43.6%	17.3%	56.4%				
Yellow Time (s)				3.0	3.0	3.0	3.0	3.0				
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0				
Lost Time Adjust (s)				1.0	1.0	0.0	1.0	-4.0				
Total Lost Time (s)				5.0	5.0	4.0	5.0	0.0				
Lead/Lag							Lag					
Lead-Lag Optimize?												
Recall Mode				Max	Max	Max	Max	Max				
Act Effct Green (s)				43.0	43.0	44.0	14.0	62.0				
Actuated g/C Ratio				0.39	0.39	0.40	0.13	0.56				
v/c Ratio				0.73	0.73	0.10	0.61	0.27				
Control Delay				33.3	33.2	21.5	60.1	13.4				
Queue Delay				0.0	0.0	0.0	0.0	0.0				
Total Delay				33.3	33.2	21.5	60.1	13.4				

Lanes, Volumes, Timings
15: Howard St & Lombard St

Existing PM

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	10.0
Total Split (s)	43.0
Total Split (%)	39%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
15: Howard St & Lombard St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C	C	C	E	B				
Approach Delay						32.9					28.5	
Approach LOS							C				C	

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 19 (17%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 32.2

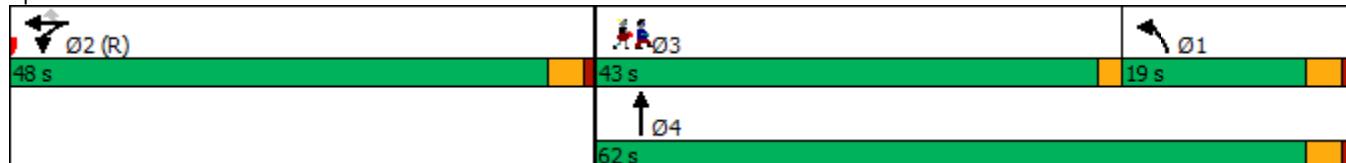
Intersection LOS: C

Intersection Capacity Utilization 94.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 15: Howard St & Lombard St



Lane Group	Ø3
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
16: Greene St & Pratt St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑								↑↑	
Traffic Volume (vph)	0	491	136	0	0	0	0	0	0	160	1088	0
Future Volume (vph)	0	491	136	0	0	0	0	0	0	160	1088	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	3421	1531	0	0	0	0	0	0	0	3401	0
Flt Permitted												0.994
Satd. Flow (perm)	0	3421	1531	0	0	0	0	0	0	0	3401	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			98									30
Link Speed (mph)		30			30			30				30
Link Distance (ft)		638			1177			585				458
Travel Time (s)		14.5			26.8			13.3				10.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.98	0.98	0.96	0.96	0.96	0.96	0.96	0.96	0.98	0.98	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	501	139	0	0	0	0	0	0	0	1273	0
Turn Type	NA		Perm						Perm		NA	
Protected Phases		4										6
Permitted Phases			4									6
Detector Phase		4	4									6
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	
Minimum Split (s)		20.0	20.0							20.0	20.0	
Total Split (s)		35.0	35.0							65.0	65.0	
Total Split (%)		35.0%	35.0%							65.0%	65.0%	
Yellow Time (s)		3.0	3.0							3.0	3.0	
All-Red Time (s)		1.0	1.0							1.0	1.0	
Lost Time Adjust (s)		0.0	0.0									0.0
Total Lost Time (s)		4.0	4.0									4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max							Max	Max		
Act Effct Green (s)	31.0	31.0									61.0	
Actuated g/C Ratio	0.31	0.31									0.61	
v/c Ratio	0.47	0.26									0.61	
Control Delay	29.7	10.5									13.3	
Queue Delay	0.0	0.0									1.6	
Total Delay	29.7	10.5									15.0	

Lanes, Volumes, Timings
16: Greene St & Pratt St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	B									B
Approach Delay			25.5									15.0
Approach LOS				C								B

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 45

Control Type: Pretimed

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 55.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 16: Greene St & Pratt St



Lanes, Volumes, Timings
17: Howard St & Pratt St

Existing PM

	↑	→	↓	↗	↖	↙	↔	↗	↖	↑	↗	↖	↓	↗
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↑↑↑	↑					↑↑	↑		↑↑	↑		
Traffic Volume (vph)	34	962	235	0	0	0	0	293	245	0	826	0		
Future Volume (vph)	34	962	235	0	0	0	0	293	245	0	826	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10		
Grade (%)		0%			0%			0%			0%			
Storage Length (ft)	0		100	0		0	0	0	0	0	0	0		
Storage Lanes	0		1	0		0	0	0	0	0	0	0		
Taper Length (ft)	0			0			0				0			
Satd. Flow (prot)	0	4263	1277	0	0	0	0	2748	1138	0	*2800	0		
Flt Permitted		0.998												
Satd. Flow (perm)	0	4237	1058	0	0	0	0	2748	1138	0	*2800	0		
Right Turn on Red			No			Yes				No		No		
Satd. Flow (RTOR)														
Link Speed (mph)		30			30			30			30			
Link Distance (ft)		1177			1615			837			455			
Travel Time (s)		26.8			36.7			19.0			10.3			
Confl. Peds. (#/hr)	177		163							114				
Confl. Bikes (#/hr)														
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.96	0.94	0.94	0.96	0.94	0.96		
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	10	0	0	0	0	0	0	15	0	0		
Parking (#/hr)														
Mid-Block Traffic (%)		0%			0%			0%			0%			
Shared Lane Traffic (%)											19%			
Lane Group Flow (vph)	0	1059	250	0	0	0	0	362	211	0	879	0		
Turn Type	Perm	NA	Perm					NA	Prot		NA			
Protected Phases		2						4	4		4			
Permitted Phases	2		2					4	4		4			
Detector Phase	2	2	2					4	4		4			
Switch Phase														
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0		10.0			
Minimum Split (s)	36.0	36.0	36.0					46.0	46.0		46.0			
Total Split (s)	54.0	54.0	54.0					46.0	46.0		46.0			
Total Split (%)	54.0%	54.0%	54.0%					46.0%	46.0%		46.0%			
Yellow Time (s)	4.0	4.0	4.0					6.0	6.0		6.0			
All-Red Time (s)	2.0	2.0	2.0					3.0	3.0		3.0			
Lost Time Adjust (s)		-2.0	0.0					-4.0	-4.0		-4.0			
Total Lost Time (s)		4.0	6.0					5.0	5.0		5.0			
Lead/Lag														
Lead-Lag Optimize?														
Recall Mode	Max	Max	Max					Max	Max		Max			
Act Effct Green (s)	50.0	48.0						41.0	41.0		41.0			
Actuated g/C Ratio	0.50	0.48						0.41	0.41		0.41			
v/c Ratio	0.50	0.49						0.32	0.45		0.77			
Control Delay	12.9	16.6						20.4	24.5		30.8			
Queue Delay	0.0	0.0						0.0	0.0		0.4			
Total Delay	12.9	16.6						20.4	24.5		31.1			

Lanes, Volumes, Timings
17: Howard St & Pratt St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	B					C	C		C	
Approach Delay			13.6						21.9			31.1
Approach LOS			B					C			C	

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 85

Control Type: Pretimed

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 20.9

Intersection LOS: C

Intersection Capacity Utilization 77.4%

ICU Level of Service D

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 17: Howard St & Pratt St



Lanes, Volumes, Timings
18: Howard St & Conway St

Existing PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	63	0	64	1372	36	40	0	424	1500	0	1052	28
Future Volume (vph)	63	0	64	1372	36	40	0	424	1500	0	1052	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	2200	2200	2200	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		0	0		0
Storage Lanes	1		1	2		0	1		1	0		1
Taper Length (ft)	0			0			25			0		
Satd. Flow (prot)	1540	0	1378	2987	1493	0	0	3087	1451	0	3079	1378
Flt Permitted	0.705			0.950								
Satd. Flow (perm)	1143	0	1378	2987	1493	0	0	3087	1451	0	3079	1378
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)							571		781			
Link Speed (mph)		30			30			50			30	
Link Distance (ft)		324			1693			3606			837	
Travel Time (s)		7.4			38.5			49.2			19.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.99	0.96	0.96	0.99	0.96	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)								50%				
Lane Group Flow (vph)	66	0	67	1429	80	0	0	1224	781	0	1096	28
Turn Type	D.Pm		Perm	Perm	NA			NA	Free		NA	custom
Protected Phases					4			2 3			3 2	3
Permitted Phases	4		4	4					Free			
Detector Phase	4		4	4	4			2 3			3 2	3
Switch Phase												
Minimum Initial (s)	7.0		7.0	7.0	7.0							7.0
Minimum Split (s)	27.0		27.0	27.0	27.0							12.0
Total Split (s)	52.0		52.0	52.0	52.0							12.0
Total Split (%)	52.0%		52.0%	52.0%	52.0%							12.0%
Yellow Time (s)	4.0		4.0	4.0	4.0							3.0
All-Red Time (s)	3.0		3.0	3.0	3.0							2.0
Lost Time Adjust (s)	1.0		1.0	1.0	1.0							1.0
Total Lost Time (s)	8.0		8.0	8.0	8.0							6.0
Lead/Lag												Lag
Lead-Lag Optimize?												
Recall Mode	Max		Max	Max	Max							Max
Act Effct Green (s)	44.0		44.0	44.0	44.0			44.0	100.0		42.0	6.0
Actuated g/C Ratio	0.44		0.44	0.44	0.44			0.44	1.00		0.42	0.06
v/c Ratio	0.13		0.11	1.09	0.12			0.73	0.54		0.85	0.34
Control Delay	17.6		17.2	86.1	26.1			14.5	1.4		33.6	54.9
Queue Delay	0.0		0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	17.6		17.2	86.1	26.1			14.5	1.4		33.6	54.9

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	20.0
Total Split (s)	36.0
Total Split (%)	36%
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
18: Howard St & Conway St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B		B	F	C			B	A		C	D
Approach Delay		17.4			82.9			9.4			34.2	
Approach LOS		B			F			A			C	

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 4:EBWB, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 38.7

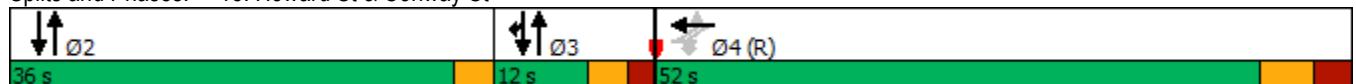
Intersection LOS: D

Intersection Capacity Utilization 100.0%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 18: Howard St & Conway St



Lane Group	Ø2
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
19: Charles St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	538	64	155	699	0	0	0	0
Future Volume (vph)	0	0	0	0	538	64	155	699	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3421	1531	1711	3421	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	3421	1531	1711	3421	0	0	0	0
Right Turn on Red			Yes			No	Yes		Yes			Yes
Satd. Flow (RTOR)							128					
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		618			373			389			618	
Travel Time (s)		14.0			8.5			8.8			14.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	585	70	168	760	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase						8	2	2				
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0				
Minimum Split (s)					20.0	20.0	20.0	20.0				
Total Split (s)					40.0	40.0	60.0	60.0				
Total Split (%)					40.0%	40.0%	60.0%	60.0%				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	1.0	1.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					4.0	4.0	4.0	4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max	Max	Max				
Act Effct Green (s)					36.0	36.0	56.0	56.0				
Actuated g/C Ratio					0.36	0.36	0.56	0.56				
v/c Ratio					0.48	0.13	0.17	0.40				
Control Delay					21.6	19.8	0.6	6.5				
Queue Delay					0.2	0.0	0.0	0.1				
Total Delay					21.8	19.8	0.6	6.6				

Lanes, Volumes, Timings
19: Charles St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					C	B	A	A				
Approach Delay						21.5						5.5
Approach LOS							C					A

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 12.2

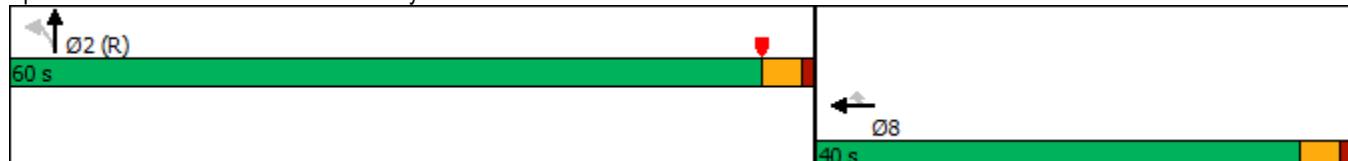
Intersection LOS: B

Intersection Capacity Utilization 40.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 19: Charles St & Fayette St



Lanes, Volumes, Timings
20: St Paul St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	213	411	0	0	0	0	0	1287	147
Future Volume (vph)	0	0	0	213	411	0	0	0	0	0	1287	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)				0%		0%			0%			0%
Storage Length (ft)	0			150		0	0		0	0		0
Storage Lanes	0			0	1		0	0		0	0	1
Taper Length (ft)	0				0			0				0
Satd. Flow (prot)	0	0	0	1557	3271	0	0	0	0	0	4916	1531
Flt Permitted					0.950	0.998						
Satd. Flow (perm)	0	0	0	1557	3271	0	0	0	0	0	4916	1531
Right Turn on Red				Yes	Yes		Yes			Yes		No
Satd. Flow (RTOR)					42	11						
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	373				421			368			733	
Travel Time (s)	8.5				9.6			8.4			16.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.96	0.96	0.96	0.96	0.96	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)				0%		0%		0%			0%	
Shared Lane Traffic (%)					10%							
Lane Group Flow (vph)	0	0	0	202	455	0	0	0	0	0	1355	155
Turn Type				Perm	NA						NA	Perm
Protected Phases						8						6
Permitted Phases					8							6
Detector Phase					8	8						6
Switch Phase												
Minimum Initial (s)					4.0	4.0					4.0	4.0
Minimum Split (s)					20.0	20.0					20.0	20.0
Total Split (s)					40.0	40.0					60.0	60.0
Total Split (%)					40.0%	40.0%					60.0%	60.0%
Yellow Time (s)					3.0	3.0					3.0	3.0
All-Red Time (s)					1.0	1.0					1.0	1.0
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					4.0	4.0					4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max					Max	Max
Act Effct Green (s)					36.0	36.0					56.0	56.0
Actuated g/C Ratio					0.36	0.36					0.56	0.56
v/c Ratio					0.34	0.38					0.49	0.18
Control Delay					5.5	8.7					14.1	11.5
Queue Delay					0.0	0.0					0.0	0.0
Total Delay					5.5	8.7					14.1	11.5

Lanes, Volumes, Timings
20: St Paul St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				A	A					B	B	
Approach Delay						7.7						13.9
Approach LOS							A					B

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 12.0

Intersection LOS: B

Intersection Capacity Utilization 43.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 20: St Paul St & Fayette St



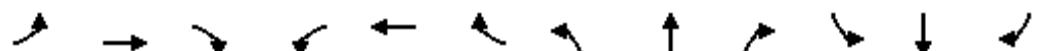
Lanes, Volumes, Timings
21: Calvert St & Fayette St

Existing PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	504	71	89	1071	0	0	0	0
Future Volume (vph)	0	0	0	0	504	71	89	1071	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	200		0	0		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	0			0			0					0
Satd. Flow (prot)	0	0	0	0	3421	1531	1711	4916	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	3421	1531	1711	4916	0	0	0	0
Right Turn on Red			Yes			No	Yes		Yes			Yes
Satd. Flow (RTOR)							93					
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		421			372			346		769		
Travel Time (s)		9.6			8.5			7.9		17.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	525	74	93	1116	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Detector Phase						8	2	2				
Switch Phase												
Minimum Initial (s)					4.0	4.0	4.0	4.0				
Minimum Split (s)					20.0	20.0	20.0	20.0				
Total Split (s)					40.0	40.0	60.0	60.0				
Total Split (%)					40.0%	40.0%	60.0%	60.0%				
Yellow Time (s)					3.0	3.0	3.0	3.0				
All-Red Time (s)					1.0	1.0	1.0	1.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					4.0	4.0	4.0	4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode					Max	Max	Max	Max				
Act Effct Green (s)					36.0	36.0	56.0	56.0				
Actuated g/C Ratio					0.36	0.36	0.56	0.56				
v/c Ratio					0.43	0.13	0.09	0.41				
Control Delay					16.6	15.4	0.5	6.8				
Queue Delay					0.0	0.0	0.0	0.2				
Total Delay					16.6	15.4	0.5	7.0				

Lanes, Volumes, Timings
21: Calvert St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					B	B	A	A				
Approach Delay						16.4				6.5		
Approach LOS							B			A		

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 9.8

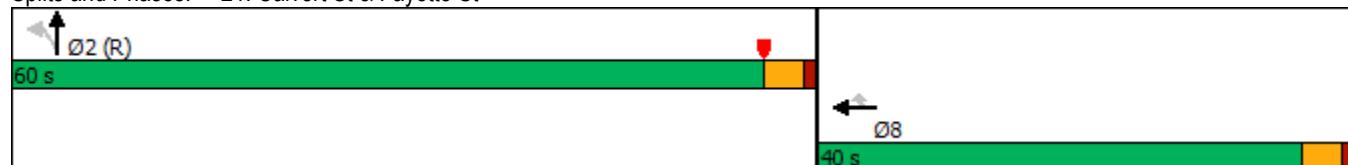
Intersection LOS: A

Intersection Capacity Utilization 43.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 21: Calvert St & Fayette St



Lanes, Volumes, Timings
22: Guilford Ave & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	109	536	0	0	0	0	0	476	131
Future Volume (vph)	0	0	0	109	536	0	0	0	0	0	476	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%				0%		0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	0	0	0	3394	0	0	0	0	0	3421	1531
Flt Permitted					0.992							
Satd. Flow (perm)	0	0	0	0	3394	0	0	0	0	0	3421	1531
Right Turn on Red			Yes	Yes		Yes			Yes			No
Satd. Flow (RTOR)					32							
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	372				211			314			723	
Travel Time (s)	8.5				4.8			7.1			16.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	672	0	0	0	0	0	496	136
Turn Type			Perm		NA					NA		Perm
Protected Phases					8						6	
Permitted Phases			8									6
Detector Phase			8	8							6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0					4.0	4.0	
Minimum Split (s)				20.0	20.0					20.0	20.0	
Total Split (s)				50.0	50.0					50.0	50.0	
Total Split (%)				50.0%	50.0%					50.0%	50.0%	
Yellow Time (s)				3.0	3.0					3.0	3.0	
All-Red Time (s)				0.0	0.0					0.0	0.0	
Lost Time Adjust (s)					0.0					0.0	0.0	
Total Lost Time (s)					3.0					3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max					Max	Max	
Act Effct Green (s)					47.0					47.0	47.0	
Actuated g/C Ratio					0.47					0.47	0.47	
v/c Ratio					0.42					0.31	0.19	
Control Delay					9.0					17.1	16.3	
Queue Delay					0.5					0.0	0.0	
Total Delay					9.4					17.1	16.3	

Lanes, Volumes, Timings
22: Guilford Ave & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					A					B	B	
Approach Delay						9.4					16.9	
Approach LOS							A				B	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 13.1

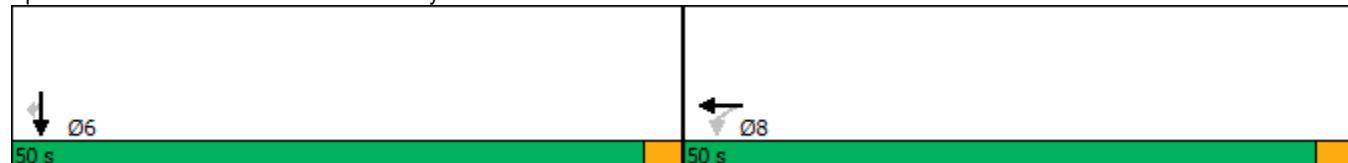
Intersection LOS: B

Intersection Capacity Utilization 48.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 22: Guilford Ave & Fayette St



Lanes, Volumes, Timings
23: Holiday St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	97	501	3	44	0	292	6	0	0
Future Volume (vph)	0	0	0	97	501	3	44	0	292	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	0	0	0	3390	0	0	1580	0	1711	0	0
Flt Permitted					0.992			0.994		0.423		
Satd. Flow (perm)	0	0	0	0	3390	0	0	1580	0	762	0	0
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)					1			307				
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	211			337			303			684		
Travel Time (s)	4.8			7.7			6.9			15.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.96	0.96	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	632	0	0	353	0	6	0	0
Turn Type			Perm		NA		Perm	NA		Perm		
Protected Phases				8				2				
Permitted Phases			8				2			6		
Detector Phase			8	8			2	2		6		
Switch Phase												
Minimum Initial (s)			4.0	4.0		4.0	4.0		4.0			
Minimum Split (s)			20.0	20.0		20.0	20.0		20.0			
Total Split (s)			60.0	60.0		40.0	40.0		40.0			
Total Split (%)			60.0%	60.0%		40.0%	40.0%		40.0%			
Yellow Time (s)			3.0	3.0		3.0	3.0		3.0			
All-Red Time (s)			1.0	1.0		1.0	1.0		1.0			
Lost Time Adjust (s)				0.0				0.0		0.0		
Total Lost Time (s)				4.0			4.0		4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode			Max		Max		Max	Max		Max		
Act Effct Green (s)				56.0			36.0		36.0			
Actuated g/C Ratio				0.56			0.36		0.36			
v/c Ratio				0.33			0.46		0.02			
Control Delay				12.5			6.8		21.2			
Queue Delay				0.9			0.6		0.0			
Total Delay				13.4			7.3		21.2			

Lanes, Volumes, Timings
23: Holiday St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					B			A		C		
Approach Delay						13.4			7.3		21.2	
Approach LOS							B		A		C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 11.3

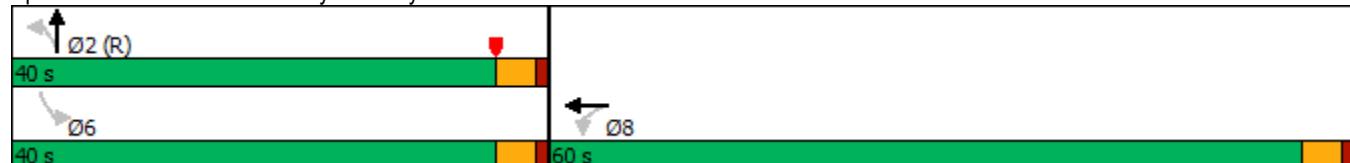
Intersection LOS: B

Intersection Capacity Utilization 42.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 23: Holiday St & Fayette St



Lanes, Volumes, Timings
24: Gay St & Fayette St

Existing PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↑↑	↑		↑↑	↑			
Traffic Volume (vph)	172	76	0	0	584	42	17	1012	25	0	0	0
Future Volume (vph)	172	76	0	0	584	42	17	1012	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1711	1801	0	0	3421	1531	0	3418	1531	0	0	0
Flt Permitted	0.398							0.999				
Satd. Flow (perm)	717	1801	0	0	3421	1531	0	3418	1531	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					33			27				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		337			383			317			412	
Travel Time (s)		7.7			8.7			7.2			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.96	0.96	0.98	0.98	0.98	0.98	0.98	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	78	0	0	596	43	0	1050	26	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (s)	20.0	20.0			20.0	20.0	20.0	20.0	20.0			
Total Split (%)	50.0%	50.0%			50.0%	50.0%	50.0%	50.0%	50.0%			
Yellow Time (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0	4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max			Max	Max	Max	Max	Max			
Act Effct Green (s)	16.0	16.0			16.0	16.0		16.0	16.0			
Actuated g/C Ratio	0.40	0.40			0.40	0.40		0.40	0.40			
v/c Ratio	0.62	0.11			0.44	0.07		0.77	0.04			
Control Delay	23.0	8.1			10.0	4.5		15.3	5.0			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	23.0	8.1			10.0	4.5		15.3	5.0			

Lanes, Volumes, Timings
24: Gay St & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A			A	A		B	A			
Approach Delay		18.4			9.6				15.1			
Approach LOS		B			A			B				

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 40

Offset: 39 (98%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 13.7

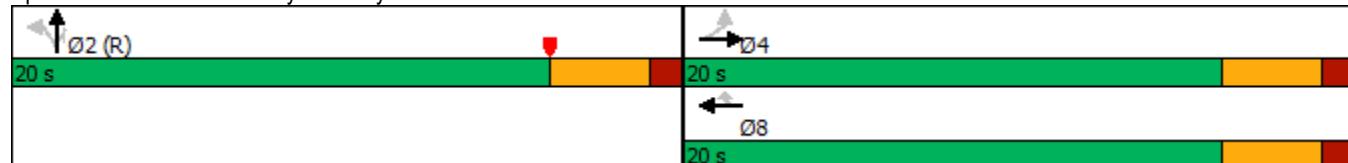
Intersection LOS: B

Intersection Capacity Utilization 64.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 24: Gay St & Fayette St



Lanes, Volumes, Timings
25: President ST & Fayette St

Existing PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	204	54	101	273	806	103	1616	59	693	1227	274
Future Volume (vph)	0	204	54	101	273	806	103	1616	59	693	1227	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	300		450	0		0	0		870
Storage Lanes	0		1	1		1	1		0	2		1
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	1801	1531	1711	2986	1393	1711	4891	0	3319	3421	1531
Flt Permitted				0.457			0.950			0.950		
Satd. Flow (perm)	0	1801	1531	823	2986	1393	1711	4891	0	3319	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			296	411		5				214
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		383			724			393			1262	
Travel Time (s)		8.7			16.5			8.9			28.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	208	55	103	690	411	105	1709	0	707	1252	280
Turn Type	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm	
Protected Phases	4			8		5	2		1	6		
Permitted Phases		4	8		8							6
Detector Phase	4	4	8	8	8	5	2		1	6		6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0	20.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	11.0	50.0		37.0	76.0	76.0	
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	9.2%	41.7%		30.8%	63.3%	63.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	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	4.0	4.0	4.0		4.0	4.0	4.0	
Lead/Lag						Lag	Lag		Lead	Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max						
Act Effct Green (s)	29.0	29.0	29.0	29.0	29.0	7.0	46.0		33.0	72.0	72.0	
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.06	0.38		0.28	0.60	0.60	
v/c Ratio	0.48	0.13	0.52	0.73	0.63	1.06	0.91		0.78	0.61	0.28	
Control Delay	43.4	3.8	50.3	28.5	8.5	161.5	43.4		46.9	16.8	3.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	46.2		0.0	0.0	0.0	
Total Delay	43.4	3.8	50.3	28.5	8.5	161.5	89.6		46.9	16.8	3.6	

Lanes, Volumes, Timings
25: President ST & Fayette St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	A	D	C	A	F	F		D	B	A
Approach Delay			35.1			23.5			93.8			24.6
Approach LOS				D		C			F			C

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 47.6

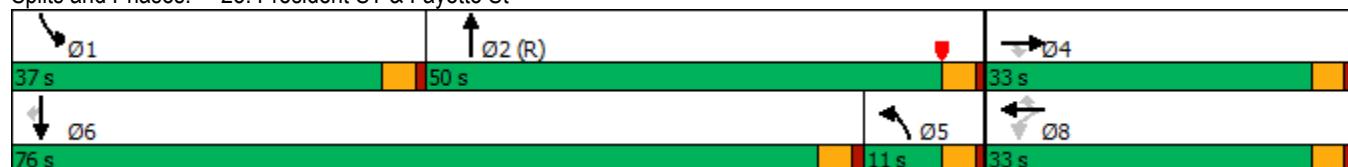
Intersection LOS: D

Intersection Capacity Utilization 82.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 25: President ST & Fayette St



Lanes, Volumes, Timings
26: Charles St & Baltimore St

Existing PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Configurations												
Traffic Volume (vph)	140	500	0	0	0	0	0	716	230	0	0	0
Future Volume (vph)	140	500	0	0	0	0	0	716	230	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3384	0	0	0	0	0	3421	1531	0	0	0
Flt Permitted		0.989										
Satd. Flow (perm)	0	3384	0	0	0	0	0	3421	1531	0	0	0
Right Turn on Red	Yes		Yes			Yes			No			Yes
Satd. Flow (RTOR)		40										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		548			375			550			389	
Travel Time (s)		12.5			8.5			12.5			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.95	0.96	0.96	0.96	0.96	0.94	0.94	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	681	0	0	0	0	0	762	245	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Detector Phase	4	4						2	2			
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0			
Minimum Split (s)	20.0	20.0						20.0	20.0			
Total Split (s)	40.0	40.0						60.0	60.0			
Total Split (%)	40.0%	40.0%						60.0%	60.0%			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	1.0	1.0						1.0	1.0			
Lost Time Adjust (s)		0.0						0.0	0.0			
Total Lost Time (s)		4.0						4.0	4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max	Max			
Act Effct Green (s)	36.0							56.0	56.0			
Actuated g/C Ratio	0.36							0.56	0.56			
v/c Ratio	0.55							0.40	0.29			
Control Delay	18.8							13.2	12.6			
Queue Delay	0.0							0.0	0.0			
Total Delay	18.8							13.2	12.6			

Lanes, Volumes, Timings
26: Charles St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS			B					B	B			
Approach Delay				18.8								13.1
Approach LOS					B				B			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 44.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 26: Charles St & Baltimore St



Lanes, Volumes, Timings
27: Light St/St Paul St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	647	100	0	0	0	0	0	0	103	1412	0
Future Volume (vph)	0	647	100	0	0	0	0	0	0	103	1412	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0	0	0
Storage Lanes	0		1	0		0	0		0	0	0	0
Taper Length (ft)	0			0			0				0	
Satd. Flow (prot)	0	3421	1531	0	0	0	0	0	0	0	4901	0
Flt Permitted												0.997
Satd. Flow (perm)	0	3421	1531	0	0	0	0	0	0	0	4901	0
Right Turn on Red			No			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)												24
Link Speed (mph)		30			30			30				30
Link Distance (ft)		375			424			651				368
Travel Time (s)		8.5			9.6			14.8				8.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	674	104	0	0	0	0	0	0	0	1578	0
Turn Type	NA		Perm						Perm		NA	
Protected Phases		4									6	
Permitted Phases			4								6	
Detector Phase		4	4								6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	
Minimum Split (s)		20.0	20.0							20.0	20.0	
Total Split (s)		30.0	30.0							70.0	70.0	
Total Split (%)		30.0%	30.0%							70.0%	70.0%	
Yellow Time (s)		3.0	3.0							3.0	3.0	
All-Red Time (s)		1.0	1.0							1.0	1.0	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		4.0	4.0								4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max	Max							Max	Max	
Act Effct Green (s)		26.0	26.0								66.0	
Actuated g/C Ratio		0.26	0.26								0.66	
v/c Ratio		0.76	0.26								0.49	
Control Delay		48.5	39.3								3.8	
Queue Delay		0.4	0.0								0.0	
Total Delay		48.9	39.3								3.8	

Lanes, Volumes, Timings
27: Light St/St Paul St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	D									A
Approach Delay			47.6									3.8
Approach LOS				D								A

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 2:, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 18.3

Intersection LOS: B

Intersection Capacity Utilization 54.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 27: Light St/St Paul St & Baltimore St



Lanes, Volumes, Timings
28: Calvert St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑						↑↑				
Traffic Volume (vph)	200	602	0	0	0	0	0	851	243	0	0	0
Future Volume (vph)	200	602	0	0	0	0	0	851	243	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1711	3421	0	0	0	0	0	3308	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1711	3421	0	0	0	0	0	3308	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			No			Yes
Satd. Flow (RTOR)	82											
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			154			469			346	
Travel Time (s)		9.6			3.5			10.7			7.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.96	0.96	0.96	0.96	0.96	0.93	0.93	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	215	647	0	0	0	0	0	1176	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases	4											
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0				
Minimum Split (s)	20.0	20.0						20.0				
Total Split (s)	50.0	50.0						50.0				
Total Split (%)	50.0%	50.0%						50.0%				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	0.0	0.0						0.0				
Lost Time Adjust (s)	0.0	0.0						0.0				
Total Lost Time (s)	3.0	3.0						3.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max				
Act Effct Green (s)	47.0	47.0						47.0				
Actuated g/C Ratio	0.47	0.47						0.47				
v/c Ratio	0.25	0.40						0.76				
Control Delay	1.1	4.7						25.7				
Queue Delay	0.0	0.0						0.0				
Total Delay	1.1	4.7						25.7				

Lanes, Volumes, Timings
28: Calvert St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A						C				
Approach Delay			3.8						25.7			
Approach LOS			A					C				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 16.4

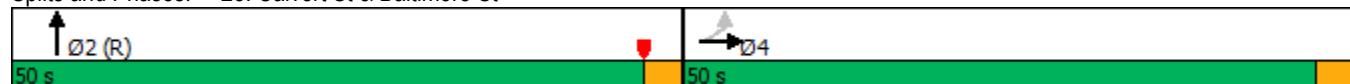
Intersection LOS: B

Intersection Capacity Utilization 54.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 28: Calvert St & Baltimore St



Lanes, Volumes, Timings
29: South St/Guilford Ave & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑							↑	↑↑	
Traffic Volume (vph)	0	805	68	0	0	0	0	0	0	185	662	0
Future Volume (vph)	0	805	68	0	0	0	0	0	0	185	662	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3421	1531	0	0	0	0	0	0	1711	3421	0
Flt Permitted											0.950	
Satd. Flow (perm)	0	3421	1531	0	0	0	0	0	0	1711	3421	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)			73									
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		219			210			488			314	
Travel Time (s)		5.0			4.8			11.1			7.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.93	0.93	0.96	0.96	0.96	0.96	0.96	0.96	0.93	0.93	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	866	73	0	0	0	0	0	0	199	712	0
Turn Type	NA		Perm							Perm	NA	
Protected Phases		4									6	
Permitted Phases			4								6	
Detector Phase		4	4								6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0							4.0	4.0	
Minimum Split (s)		22.0	22.0							20.0	20.0	
Total Split (s)		55.0	55.0							45.0	45.0	
Total Split (%)		55.0%	55.0%							45.0%	45.0%	
Yellow Time (s)		3.0	3.0							3.0	3.0	
All-Red Time (s)		3.0	3.0							1.0	1.0	
Lost Time Adjust (s)		0.0	0.0							0.0	0.0	
Total Lost Time (s)		6.0	6.0							4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max	Max							Max	Max	
Act Effct Green (s)		49.0	49.0							41.0	41.0	
Actuated g/C Ratio		0.49	0.49							0.41	0.41	
v/c Ratio		0.52	0.09							0.28	0.51	
Control Delay		9.1	0.7							14.7	16.7	
Queue Delay		0.2	0.0							0.7	0.6	
Total Delay		9.3	0.7							15.3	17.3	

Lanes, Volumes, Timings

Existing PM

29: South St/Guilford Ave & Baltimore St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A	A							B	B	
Approach Delay			8.7									16.9
Approach LOS			A									B

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 4:EBT, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 12.7

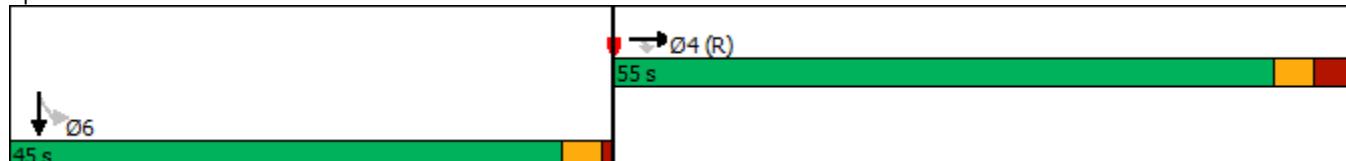
Intersection LOS: B

Intersection Capacity Utilization 48.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 29: South St/Guilford Ave & Baltimore St



Lanes, Volumes, Timings
30: Commerce St/Holiday St & Baltimore St

Existing PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Configurations	1	2	3	4	5	6	7	8	9	10	11	12
Traffic Volume (vph)	196	773	14	0	0	0	0	136	84	12	37	0
Future Volume (vph)	196	773	14	0	0	0	0	136	84	12	37	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	10	11	10	10	10	10	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1540	3070	0	0	0	0	0	1422	0	1486	1565	0
Flt Permitted	0.950									0.426		
Satd. Flow (perm)	1540	3070	0	0	0	0	0	1422	0	627	1565	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		4								72	72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		210			338			492			303	
Travel Time (s)		4.8			7.7			11.2			6.9	
Confl. Peds. (#/hr)										72	72	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.96	0.96	0.96	0.96	0.96	0.91	0.91	0.91	0.91	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	215	864	0	0	0	0	0	241	0	13	41	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			2	
Permitted Phases		4								2		
Detector Phase		4	4					2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0						7.0		7.0	7.0	
Minimum Split (s)	27.0	27.0						26.0		26.0	26.0	
Total Split (s)	72.0	72.0						28.0		28.0	28.0	
Total Split (%)	72.0%	72.0%						28.0%		28.0%	28.0%	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						1.0		1.0	1.0	
Total Lost Time (s)	4.0	4.0						5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max		Max	Max	
Act Effct Green (s)	68.0	68.0						23.0		23.0	23.0	
Actuated g/C Ratio	0.68	0.68						0.23		0.23	0.23	
v/c Ratio	0.21	0.41						0.74		0.09	0.11	
Control Delay	2.5	2.6						50.7		48.0	46.2	
Queue Delay	0.7	0.2						0.0		0.0	0.0	
Total Delay	3.1	2.8						50.7		48.0	46.2	

Lanes, Volumes, Timings
30: Commerce St/Holiday St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A						D		D	D	
Approach Delay		2.9						50.7			46.7	
Approach LOS		A						D			D	

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 4:EBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 13.0

Intersection LOS: B

Intersection Capacity Utilization 50.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 30: Commerce St/Holiday St & Baltimore St



Lanes, Volumes, Timings
31: Gay St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓						↑↓				
Traffic Volume (vph)	541	326	0	0	0	0	0	575	33	0	0	0
Future Volume (vph)	541	326	0	0	0	0	0	575	33	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1625	1688	0	0	0	0	0	3394	0	0	0	0
Flt Permitted	0.950	0.987										
Satd. Flow (perm)	1625	1688	0	0	0	0	0	3394	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	142	52						17				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		338			562			470			317	
Travel Time (s)		7.7			12.8			10.7			7.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.96	0.96	0.96	0.96	0.96	0.93	0.93	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		21%										
Lane Group Flow (vph)	460	473	0	0	0	0	0	653	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		4						2				
Permitted Phases		4										
Detector Phase		4	4					2				
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0				
Minimum Split (s)	20.0	20.0						20.0				
Total Split (s)	20.0	20.0						20.0				
Total Split (%)	50.0%	50.0%						50.0%				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	1.0	1.0						1.0				
Lost Time Adjust (s)	0.0	0.0						0.0				
Total Lost Time (s)	4.0	4.0						4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max				
Act Effct Green (s)	16.0	16.0						16.0				
Actuated g/C Ratio	0.40	0.40						0.40				
v/c Ratio	0.63	0.67						0.48				
Control Delay	11.0	14.9						10.1				
Queue Delay	0.0	0.0						0.0				
Total Delay	11.0	14.9						10.1				

Lanes, Volumes, Timings
31: Gay St & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B						B				
Approach Delay			13.0						10.1			
Approach LOS				B					B			

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 40

Offset: 16 (40%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 11.8

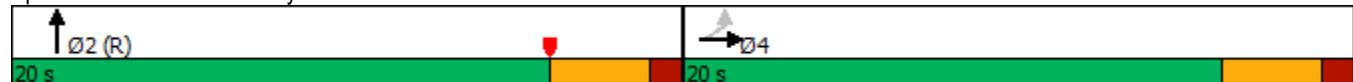
Intersection LOS: B

Intersection Capacity Utilization 47.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 31: Gay St & Baltimore St



Lanes, Volumes, Timings
32: President ST & Baltimore St

Existing PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓	↑			↑		↑↑↓		↑	↑↑	
Traffic Volume (vph)	101	250	73	0	0	345	0	1304	27	202	1158	0
Future Volume (vph)	101	250	73	0	0	345	0	1304	27	202	1158	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	0		0	210		0	120		100
Storage Lanes	1		1	0		1	1		0	1		1
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1625	1707	1531	0	0	1558	0	6176	0	1711	4916	0
Flt Permitted	0.950	0.998									0.950	
Satd. Flow (perm)	1625	1707	1531	0	0	1558	0	6176	0	1711	4916	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		114			222		9					
Link Speed (mph)		30			30		30			30		
Link Distance (ft)		562			828		568			393		
Travel Time (s)		12.8			18.8		12.9			8.9		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	93	265	74	0	0	352	0	1359	0	206	1182	0
Turn Type	Perm	NA	Perm			Perm		NA		Prot	NA	
Protected Phases		4					2		1	6		
Permitted Phases	4		4			8						
Detector Phase	4	4	4			8		2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0			4.0		4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0			20.0		20.0		8.0	8.0	
Total Split (s)	20.0	20.0	20.0			20.0		20.0		8.0	8.0	
Total Split (%)	41.7%	41.7%	41.7%			41.7%		41.7%		16.7%	16.7%	
Yellow Time (s)	3.0	3.0	3.0			3.0		3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0			1.0		1.0		1.0	1.0	
Lost Time Adjust (s)	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		4.0		4.0	4.0	
Lead/Lag							Lag		Lead			
Lead-Lag Optimize?							Yes		Yes			
Recall Mode	Max	Max	Max			Max		Max		Max	Max	
Act Effct Green (s)	16.0	16.0	16.0			16.0		16.0		4.0	24.0	
Actuated g/C Ratio	0.33	0.33	0.33			0.33		0.33		0.08	0.50	
v/c Ratio	0.17	0.47	0.13			0.53		0.66		1.45	0.48	
Control Delay	12.4	15.9	2.0			8.4		19.1		234.4	6.1	
Queue Delay	0.0	0.0	0.0			0.0		0.0		0.0	0.0	
Total Delay	12.4	15.9	2.0			8.4		19.1		234.4	6.1	

Lanes, Volumes, Timings
32: President ST & Baltimore St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A			A		B		F	A	
Approach Delay		12.8			8.4			19.1			40.0	
Approach LOS		B			A			B			D	

Intersection Summary

Area Type: Other

Cycle Length: 48

Actuated Cycle Length: 48

Offset: 24 (50%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 1.45

Intersection Signal Delay: 25.5

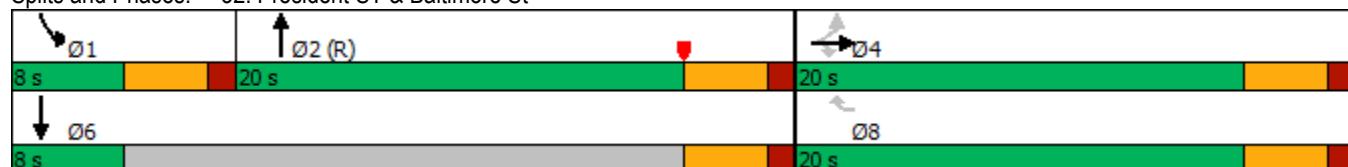
Intersection LOS: C

Intersection Capacity Utilization 63.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 32: President ST & Baltimore St



Lanes, Volumes, Timings
33: Light St & Lombard St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑	↑↑↑↑					↑↑↑↑		↑
Traffic Volume (vph)	0	0	0	998	1218	0	0	0	0	0	1366	245
Future Volume (vph)	0	0	0	998	1218	0	0	0	0	0	1366	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)				0%		0%			0%		0%	
Storage Length (ft)	0			0	0	0	0	0	0	0	0	0
Storage Lanes	0			0	2	0	0	0	0	0	0	1
Taper Length (ft)	0				0		0			0		
Satd. Flow (prot)	0	0	0	*2600	3737	0	0	0	0	0	4910	1013
Flt Permitted					0.950	0.996						
Satd. Flow (perm)	0	0	0	1888	3625	0	0	0	0	0	4910	1013
Right Turn on Red				Yes	No		No			Yes		No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1599			564			450			651	
Travel Time (s)		36.3			12.8			10.2			14.8	
Confl. Peds. (#/hr)	210			180					182		257	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.96	0.96	0.96	0.96	0.96	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	15
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)					10%							30%
Lane Group Flow (vph)	0	0	0	916	1345	0	0	0	0	0	1469	175
Turn Type				Prot	NA						NA	custom
Protected Phases				4	3 4						1 2	2
Permitted Phases												
Detector Phase				4	3 4						1 2	2
Switch Phase												
Minimum Initial (s)				4.0								4.0
Minimum Split (s)				29.0								29.0
Total Split (s)				35.0								34.0
Total Split (%)				35.0%								34.0%
Yellow Time (s)				3.0								2.0
All-Red Time (s)				1.0								1.0
Lost Time Adjust (s)				1.0								1.0
Total Lost Time (s)				5.0								4.0
Lead/Lag				Lag								Lag
Lead-Lag Optimize?												
Recall Mode				Max								Max
Act Effct Green (s)				30.0	46.0					42.0	30.0	
Actuated g/C Ratio				0.30	0.46					0.42	0.30	
v/c Ratio				1.17	0.94					0.71	0.58	
Control Delay				124.9	42.0					37.7	49.6	
Queue Delay				0.0	0.0					7.3	0.0	
Total Delay				124.9	42.0					45.0	49.6	

Lanes, Volumes, Timings
33: Light St & Lombard St

Existing PM

Lane Group	Ø1	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	10.0	10.0
Total Split (s)	12.0	19.0
Total Split (%)	12%	19%
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		

Lanes, Volumes, Timings
33: Light St & Lombard St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				F	D						D	D
Approach Delay						75.6						45.5
Approach LOS							E					D

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 3:WBT, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.17

Intersection Signal Delay: 62.9

Intersection LOS: E

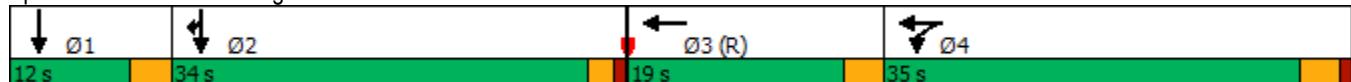
Intersection Capacity Utilization 65.7%

ICU Level of Service C

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 33: Light St & Lombard St



Lane Group	Ø1	Ø3
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
34: Calvert St & Pratt St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑	↑			
Traffic Volume (vph)	215	1263	0	0	0	0	0	762	1049	0	0	0
Future Volume (vph)	215	1263	0	0	0	0	0	762	1049	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	4242	0	0	0	0	0	4541	1077	0	0	0
Flt Permitted		0.993										
Satd. Flow (perm)	0	4171	0	0	0	0	0	4541	1077	0	0	0
Right Turn on Red	No		Yes				No		No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		410			971			615			349	
Travel Time (s)		9.3			22.1			14.0			7.9	
Confl. Peds. (#/hr)	134			307			152			86	86	152
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.96	0.97	0.97	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	0	1524	0	0	0	0	0	1327	540	0	0	0
Turn Type	Split	NA						NA	Prot			
Protected Phases	2	2						4	4			
Permitted Phases												
Detector Phase	2	2						4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0						10.0	10.0			
Minimum Split (s)	40.0	40.0						30.0	30.0			
Total Split (s)	50.0	50.0						50.0	50.0			
Total Split (%)	50.0%	50.0%						50.0%	50.0%			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	2.0	2.0						2.0	2.0			
Lost Time Adjust (s)		-1.0						-1.0	-1.0			
Total Lost Time (s)		4.0						4.0	4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max	Max			
Act Effct Green (s)	46.0							46.0	46.0			
Actuated g/C Ratio	0.46							0.46	0.46			
v/c Ratio	0.78							0.98dr	1.09			
Control Delay	11.9							19.7	92.6			
Queue Delay	0.0							0.0	0.0			
Total Delay	11.9							19.7	92.6			

Lanes, Volumes, Timings
34: Calvert St & Pratt St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				B				B	F			
Approach Delay				11.9					40.8			
Approach LOS				B					D			

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 90 (90%), Referenced to phase 4:NBT, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 27.8

Intersection LOS: C

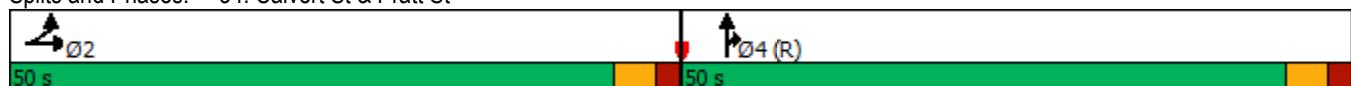
Intersection Capacity Utilization 92.3%

ICU Level of Service F

Analysis Period (min) 15

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 34: Calvert St & Pratt St



Lanes, Volumes, Timings
35: Pratt St & Gay St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑↑	↑									
Traffic Volume (vph)	393	2095	16	0	0	0	0	0	0	0	0	0
Future Volume (vph)	393	2095	16	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	0			0			25			0		
Satd. Flow (prot)	1471	4641	1531	0	0	0	0	0	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1471	4641	1531	0	0	0	0	0	0	0	0	0
Right Turn on Red	No		No			No			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		971			1228			428			462	
Travel Time (s)		22.1			27.9			9.7			10.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.90	0.96	0.96	0.90	0.90	0.90	0.96	0.90	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	361	2178	16	0	0	0	0	0	0	0	0	0
Turn Type	Perm	NA	Perm									
Protected Phases		2										
Permitted Phases	2		2									
Detector Phase	2	2	2									
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0									
Minimum Split (s)	21.0	21.0	21.0									
Total Split (s)	65.0	65.0	65.0									
Total Split (%)	65.0%	65.0%	65.0%									
Yellow Time (s)	3.0	3.0	3.0									
All-Red Time (s)	2.0	2.0	2.0									
Lost Time Adjust (s)	0.0	0.0	0.0									
Total Lost Time (s)	5.0	5.0	5.0									
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max									
Act Effct Green (s)	60.0	60.0	60.0									
Actuated g/C Ratio	0.60	0.60	0.60									
v/c Ratio	0.41	0.78	0.02									
Control Delay	11.9	15.9	8.5									
Queue Delay	0.0	0.0	0.0									
Total Delay	11.9	15.9	8.5									

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	24.0
Total Split (s)	35.0
Total Split (%)	35%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
35: Pratt St & Gay St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A									
Approach Delay				15.3								
Approach LOS				B								

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 15.3

Intersection LOS: B

Intersection Capacity Utilization 43.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 35: Pratt St & Gay St



Lane Group	Ø4
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
36: President ST & Pratt St

Existing PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓↑↑	↑↑↑					↑↑↑		↑	↑↑	
Traffic Volume (vph)	626	808	772	0	0	0	0	1466	13	85	906	0
Future Volume (vph)	626	808	772	0	0	0	0	1466	13	85	906	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		200	0		0	0		0	140		0
Storage Lanes	1		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1471	4585	2694	0	0	0	0	6188	0	1711	3421	0
Flt Permitted	0.950	0.987								0.950		
Satd. Flow (perm)	1471	4585	2694	0	0	0	0	6188	0	1711	3421	0
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)		161						3				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1228			1028			1490			797	
Travel Time (s)		27.9			23.4			33.9			18.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.96	0.97	0.97	0.97	0.97	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	44%											
Lane Group Flow (vph)	361	1117	796	0	0	0	0	1524	0	88	934	0
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0					20.0		8.0	20.0	
Total Split (s)	20.0	20.0	20.0					20.0		8.0	20.0	
Total Split (%)	41.7%	41.7%	41.7%					41.7%		16.7%	41.7%	
Yellow Time (s)	3.0	3.0	3.0					3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	Max	Max	Max					Max		Max	Max	
Act Effct Green (s)	16.0	16.0	16.0					16.0		4.0	24.0	
Actuated g/C Ratio	0.33	0.33	0.33					0.33		0.08	0.50	
v/c Ratio	0.74	0.73	0.79					0.74		0.62	0.55	
Control Delay	26.2	17.5	19.2					16.7		31.6	10.6	
Queue Delay	0.0	0.0	0.0					0.0		0.0	0.0	
Total Delay	26.2	17.5	19.2					16.7		31.6	10.6	

Lanes, Volumes, Timings 36: President ST & Pratt St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B					B		C	B	
Approach Delay		19.5						16.7			12.4	
Approach LOS		B					B			B		

Intersection Summary

Area Type: Other

Cycle Length: 48

Actuated Cycle Length: 48

Offset: 16 (33%). Referenced to phase 2:NBT. Start of Yellow

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 17.1

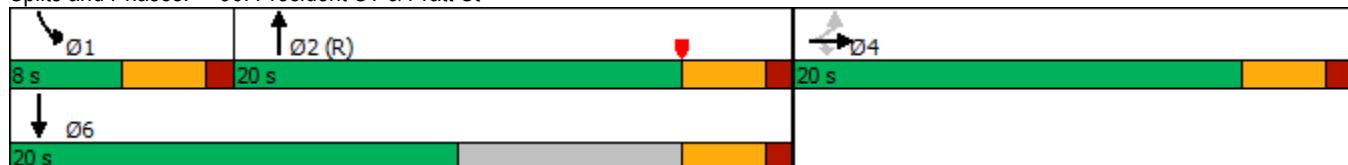
Intersection LOS: B

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 36: President ST & Pratt St



Lanes, Volumes, Timings
37: Light St & Conway St

Existing PM

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø7
Lane Configurations								
Traffic Volume (vph)	848	73	25	875	1462	888		
Future Volume (vph)	848	73	25	875	1462	888		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	200	100			0		
Storage Lanes	2	1	1			2		
Taper Length (ft)	0		25					
Satd. Flow (prot)	2987	1378	1540	5575	*4600	2424		
Flt Permitted	0.950		0.950					
Satd. Flow (perm)	2970	1378	1522	5575	4424	2424		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	30			30	30			
Link Distance (ft)	1693			2107	342			
Travel Time (s)	38.5			47.9	7.8			
Confl. Peds. (#/hr)	5	156	53			53		
Confl. Bikes (#/hr)								
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	912	78	27	941	1572	955		
Turn Type	Prot	Prot	Prot	NA	NA	custom		
Protected Phases	4	4	1	3	2 7	7 4	2	7
Permitted Phases								
Detector Phase	4	4	1	3	2 7	7 4		
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0			4.0	7.0
Minimum Split (s)	30.0	30.0	11.0	10.0			19.0	10.0
Total Split (s)	42.0	42.0	12.0	58.0			22.0	24.0
Total Split (%)	42.0%	42.0%	12.0%	58.0%			22%	24%
Yellow Time (s)	2.0	2.0	3.0	3.0			3.0	3.0
All-Red Time (s)	2.0	2.0	1.0	0.0			0.0	0.0
Lost Time Adjust (s)	1.0	1.0	1.0	1.0				
Total Lost Time (s)	5.0	5.0	5.0	4.0				
Lead/Lag			Lead				Lag	
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max			Max	Max
Act Effct Green (s)	37.0	37.0	7.0	54.0	42.0	62.0		
Actuated g/C Ratio	0.37	0.37	0.07	0.54	0.42	0.62		
v/c Ratio	0.83	0.15	0.25	0.31	0.81	0.64		
Control Delay	34.3	20.2	50.2	13.1	4.5	20.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	34.3	20.2	50.2	13.1	4.5	20.0		

Lanes, Volumes, Timings
37: Light St & Conway St

Existing PM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø7
LOS	C	C	D	B	A	C		
Approach Delay	33.1				14.1	10.3		
Approach LOS	C				B	B		

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 7:SBT, Start of Green

Natural Cycle: 75

Control Type: Pretimed

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 16.2

Intersection LOS: B

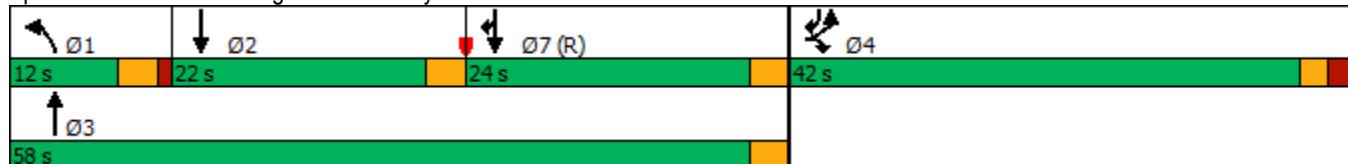
Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 37: Light St & Conway St



Lanes, Volumes, Timings
38: Light St & Pratt St

Existing PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑							↑	↑↑↑	
Traffic Volume (vph)	0	1328	136	0	0	0	0	0	0	150	2214	0
Future Volume (vph)	0	1328	136	0	0	0	0	0	0	150	2214	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	260		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	0			0			0			25		
Satd. Flow (prot)	0	4272	1277	0	0	0	0	0	0	1204	4994	0
Flt Permitted											0.950	
Satd. Flow (perm)	0	4272	1098	0	0	0	0	0	0	1109	4978	0
Right Turn on Red			No			Yes			Yes	No		No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			410			496			450	
Travel Time (s)		36.7			9.3			11.3			10.2	
Confl. Peds. (#/hr)	172		135	135		172	77		97	97		77
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	10	0	0	0	0	0	0	0	15	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)											14%	
Lane Group Flow (vph)	0	1383	142	0	0	0	0	0	0	134	2328	0
Turn Type	NA		Perm							Prot	NA	
Protected Phases		4								2	1 2	
Permitted Phases			4							2	1 2	
Detector Phase		4	4									
Switch Phase												
Minimum Initial (s)	10.0	10.0									1.0	
Minimum Split (s)	37.0	37.0									6.0	
Total Split (s)	47.0	47.0									40.0	
Total Split (%)	47.0%	47.0%									40.0%	
Yellow Time (s)	3.0	3.0									4.0	
All-Red Time (s)	2.0	2.0									1.0	
Lost Time Adjust (s)	-2.0	0.0									-2.0	
Total Lost Time (s)	3.0	5.0									3.0	
Lead/Lag											Lag	
Lead-Lag Optimize?											Yes	
Recall Mode	Max	Max									Max	
Act Effct Green (s)	44.0	42.0								37.0	45.0	
Actuated g/C Ratio	0.44	0.42								0.37	0.45	
v/c Ratio	0.74	0.31								0.30	1.12	
Control Delay	20.3	16.4								10.7	72.7	
Queue Delay	0.0	0.0								0.0	0.0	
Total Delay	20.3	16.4								10.7	72.7	

Lane Group	Ø1
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	11.0
Total Split (s)	13.0
Total Split (%)	13%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
38: Light St & Pratt St

Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	B							B	E	
Approach Delay			19.9									69.3
Approach LOS				B								E

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 48 (48%), Referenced to phase 4:EBT, Start of Green

Natural Cycle: 140

Control Type: Pretimed

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 50.4

Intersection LOS: D

Intersection Capacity Utilization 65.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 38: Light St & Pratt St



Lanes, Volumes, Timings
27: Light St/St Paul St & Baltimore St

Future AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑						↑↑	↑	↑↑	↑
Traffic Volume (vph)	0	616	88	0	0	0	0	0	1156	318	1327	0
Future Volume (vph)	0	616	88	0	0	0	0	0	1156	318	1327	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		2	1		1
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3421	1531	0	0	0	0	0	2694	1711	3421	1801
Flt Permitted												0.950
Satd. Flow (perm)	0	3421	1531	0	0	0	0	0	2694	1711	3421	1801
Right Turn on Red			No			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)									103	59		
Link Speed (mph)		30		30		30					30	
Link Distance (ft)		385		422		644					340	
Travel Time (s)		8.8		9.6		14.6					7.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.96	0.96	0.96	0.97	0.97	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	635	91	0	0	0	0	0	1204	328	1368	0
Turn Type	NA		Perm						Perm	Perm	NA	Perm
Protected Phases		4									6	
Permitted Phases			4						2	6		6
Detector Phase		4	4						2	6	6	6
Switch Phase												
Minimum Initial (s)		4.0	4.0						4.0	4.0	4.0	4.0
Minimum Split (s)		20.0	20.0						20.0	20.0	20.0	20.0
Total Split (s)		36.0	36.0						74.0	74.0	74.0	74.0
Total Split (%)		32.7%	32.7%						67.3%	67.3%	67.3%	67.3%
Yellow Time (s)		3.0	3.0						3.0	3.0	3.0	3.0
All-Red Time (s)		1.0	1.0						0.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0						0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0	4.0						3.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max	Max						Max	Max	Max	Max
Act Effct Green (s)		32.0	32.0						71.0	70.0	70.0	
Actuated g/C Ratio		0.29	0.29						0.65	0.64	0.64	
v/c Ratio		0.64	0.20						0.68	0.30	0.63	
Control Delay		26.7	21.9						13.0	3.2	7.0	
Queue Delay		0.4	0.0						0.2	0.3	0.1	
Total Delay		27.1	21.9						13.2	3.5	7.0	

Lanes, Volumes, Timings

Future AM

27: Light St/St Paul St & Baltimore St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C							B	A	A	
Approach Delay		26.5						13.2			6.4	
Approach LOS		C							B		A	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 11 (10%), Referenced to phase 2:NBR, Start of Yellow

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 12.7

Intersection LOS: B

Intersection Capacity Utilization 85.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 27: Light St/St Paul St & Baltimore St



Lanes, Volumes, Timings
28: Calvert St & Baltimore St

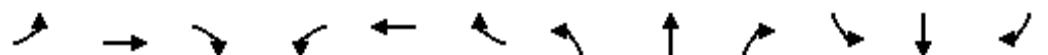
Future AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑						↑	↑			
Traffic Volume (vph)	1131	959	0	0	0	0	0	61	329	0	0	0
Future Volume (vph)	1131	959	0	0	0	0	0	61	329	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1557	3225	0	0	0	0	0	1801	1531	0	0	0
Flt Permitted	0.950	0.984										
Satd. Flow (perm)	1557	3225	0	0	0	0	0	1801	1531	0	0	0
Right Turn on Red	Yes		Yes			Yes			No			Yes
Satd. Flow (RTOR)	700	105										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		422			129			476			326	
Travel Time (s)		9.6			2.9			10.8			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.96	0.96	0.96	0.96	0.96	0.97	0.97	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		40%										
Lane Group Flow (vph)	700	1455	0	0	0	0	0	63	339	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases		4							2			
Detector Phase		4	4					2	2			
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0			
Minimum Split (s)	20.0	20.0						20.0	20.0			
Total Split (s)	66.0	66.0						44.0	44.0			
Total Split (%)	60.0%	60.0%						40.0%	40.0%			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	1.0	1.0						1.0	1.0			
Lost Time Adjust (s)	0.0	0.0						0.0	0.0			
Total Lost Time (s)	4.0	4.0						4.0	4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max	Max			
Act Effct Green (s)	62.0	62.0						40.0	40.0			
Actuated g/C Ratio	0.56	0.56						0.36	0.36			
v/c Ratio	0.59	0.78						0.10	0.61			
Control Delay	2.5	11.2						23.7	34.3			
Queue Delay	0.5	4.1						0.0	0.0			
Total Delay	3.0	15.3						23.8	34.3			

Lanes, Volumes, Timings
28: Calvert St & Baltimore St

Future AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B						C	C			
Approach Delay			11.3						32.6			
Approach LOS			B					C				

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 88 (80%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 14.7

Intersection LOS: B

Intersection Capacity Utilization 79.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 28: Calvert St & Baltimore St



Lanes, Volumes, Timings
33: Light St & Lombard St

Future AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑	↑↑↑			↑↑			↑↑	↑
Traffic Volume (vph)	0	0	0	933	1319	0	0	1156	0	0	780	240
Future Volume (vph)	0	0	0	933	1319	0	0	1156	0	0	780	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)				0%		0%			0%			0%
Storage Length (ft)	0			0	0		0	0		0	0	0
Storage Lanes	0			0	2		0	0		0	0	1
Taper Length (ft)	0				0			0				0
Satd. Flow (prot)	0	0	0	*2600	3740	0	0	2973	0	0	2973	1250
Flt Permitted					0.950	0.997						
Satd. Flow (perm)	0	0	0	1836	3681	0	0	2973	0	0	2973	644
Right Turn on Red				Yes			No			Yes		No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1599			1764			450			644	
Travel Time (s)		36.3			40.1			10.2			14.6	
Confl. Peds. (#/hr)	210			180					182			257
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.96	0.96	0.96	0.96	0.96	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	15
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	0	922	1552	0	0	1204	0	0	857	264
Turn Type				Split	NA			NA			NA	Perm
Protected Phases				4	4			2			6	
Permitted Phases												6
Detector Phase				4	4			2			6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0			4.0			7.0	7.0
Minimum Split (s)				29.0	29.0			29.0			10.0	10.0
Total Split (s)				54.0	54.0			56.0			56.0	56.0
Total Split (%)				49.1%	49.1%			50.9%			50.9%	50.9%
Yellow Time (s)				3.0	3.0			2.0			3.0	3.0
All-Red Time (s)				1.0	1.0			1.0			0.0	0.0
Lost Time Adjust (s)				1.0	1.0			0.0			1.0	1.0
Total Lost Time (s)				5.0	5.0			3.0			4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max			Max			Max	Max
Act Effct Green (s)				49.0	49.0			53.0			52.0	52.0
Actuated g/C Ratio				0.45	0.45			0.48			0.47	0.47
v/c Ratio				0.80	0.93			0.84			0.61	0.87
Control Delay				32.5	40.4			15.0			12.4	37.7
Queue Delay				0.0	0.0			0.0			0.2	0.0
Total Delay				32.5	40.4			15.0			12.6	37.7

Lanes, Volumes, Timings
33: Light St & Lombard St

Future AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C	D			B		B		D
Approach Delay						37.4			15.0		18.5	
Approach LOS							D		B		B	

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:WBTL, Start of Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 27.4

Intersection LOS: C

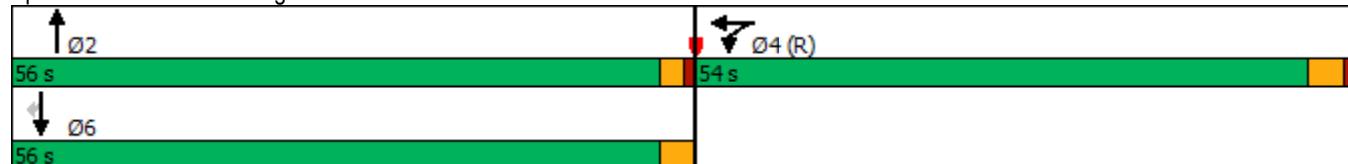
Intersection Capacity Utilization 90.6%

ICU Level of Service E

Analysis Period (min) 15

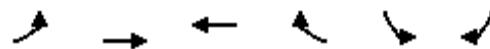
* User Entered Value

Splits and Phases: 33: Light St & Lombard St



Lanes, Volumes, Timings
34: Pratt St & Calvert St

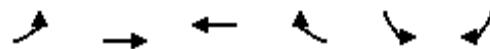
Future AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	702	2013	0	0	0	0	
Future Volume (vph)	702	2013	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	10	10	10	10	
Grade (%)		0%	0%		0%		
Storage Length (ft)	0			0	0	0	
Storage Lanes	0			0	0	0	
Taper Length (ft)	0				0		
Satd. Flow (prot)	0	2934	0	0	0	0	
Flt Permitted		0.987					
Satd. Flow (perm)	0	2838	0	0	0	0	
Right Turn on Red	No			No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		410	971		359		
Travel Time (s)		9.3	22.1		8.2		
Confl. Peds. (#/hr)	134				86	152	
Confl. Bikes (#/hr)							
Peak Hour Factor	0.97	0.97	0.96	0.96	0.96	0.96	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	2799	0	0	0	0	
Turn Type	Split	NA					
Protected Phases	2	2				4	
Permitted Phases							
Detector Phase	2	2					
Switch Phase							
Minimum Initial (s)	10.0	10.0				4.0	
Minimum Split (s)	40.0	40.0				20.0	
Total Split (s)	90.0	90.0				20.0	
Total Split (%)	81.8%	81.8%				18%	
Yellow Time (s)	3.0	3.0				3.0	
All-Red Time (s)	2.0	2.0				0.0	
Lost Time Adjust (s)		-1.0					
Total Lost Time (s)		4.0					
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max				Max	
Act Effct Green (s)		86.0					
Actuated g/C Ratio		0.78					
v/c Ratio		1.22					
Control Delay		117.1					
Queue Delay		0.2					
Total Delay		117.4					

Lanes, Volumes, Timings
34: Pratt St & Calvert St

Future AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
LOS			F				
Approach Delay			117.4				
Approach LOS			F				
Intersection Summary							
Area Type:	CBD						
Cycle Length:	110						
Actuated Cycle Length:	110						
Offset:	67 (61%), Referenced to phase 2:EBTL, Start of Green						
Natural Cycle:	150						
Control Type:	Pretimed						
Maximum v/c Ratio:	1.22						
Intersection Signal Delay:	117.4				Intersection LOS: F		
Intersection Capacity Utilization	104.4%				ICU Level of Service G		
Analysis Period (min)	15						

Splits and Phases: 34: Pratt St & Calvert St



Lanes, Volumes, Timings

Future AM

35: AQUARIUM ACCESS/Gay St & Pratt St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	465	1798	11	0	0	0	0	0	0	0	0	0
Future Volume (vph)	465	1798	11	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3384	0	0	0	0	0	0	0	0	0	0
Flt Permitted		0.990										
Satd. Flow (perm)	0	3384	0	0	0	0	0	0	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		92										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		971			1228			301			379	
Travel Time (s)		22.1			27.9			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2554	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm	NA										
Protected Phases		2										
Permitted Phases		2										
Detector Phase	2	2										
Switch Phase												
Minimum Initial (s)	4.0	4.0										
Minimum Split (s)	24.0	24.0										
Total Split (s)	90.0	90.0										
Total Split (%)	81.8%	81.8%										
Yellow Time (s)	3.0	3.0										
All-Red Time (s)	2.0	2.0										
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		5.0										
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max										
Act Effct Green (s)		85.0										
Actuated g/C Ratio		0.77										
v/c Ratio		0.97										
Control Delay		7.3										
Queue Delay		3.7										
Total Delay		11.0										

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	18%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings

Future AM

35: AQUARIUM ACCESS/Gay St & Pratt St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				B								
Approach Delay				11.0								
Approach LOS				B								

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 90 (82%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 11.0

Intersection LOS: B

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 35: AQUARIUM ACCESS/Gay St & Pratt St



Lane Group	Ø4
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
36: President ST & Pratt St

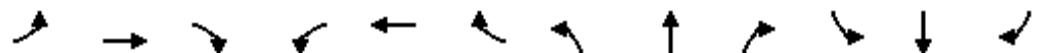
Future AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑↓						↑↑↓		↑	↑↑↓	
Traffic Volume (vph)	626	808	772	0	0	0	0	1466	13	85	906	0
Future Volume (vph)	626	808	772	0	0	0	0	1466	13	85	906	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		0	0		0	140		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1711	3171	0	0	0	0	0	6188	0	1711	3421	0
Flt Permitted	0.950										0.083	
Satd. Flow (perm)	1711	3171	0	0	0	0	0	6188	0	149	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		100						2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1228			1339			711			738	
Travel Time (s)		27.9			30.4			16.2			16.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.96	0.97	0.97	0.97	0.97	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	645	1629	0	0	0	0	0	1524	0	88	934	0
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Detector Phase	4	4						2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0						20.0		20.0	20.0	
Total Split (s)	49.0	49.0						53.0		61.0	61.0	
Total Split (%)	44.5%	44.5%						48.2%		55.5%	55.5%	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0						0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0						4.0		4.0	4.0	
Lead/Lag								Lag				
Lead-Lag Optimize?								Yes				
Recall Mode	Max	Max						Max		Max	Max	
Act Effct Green (s)	45.0	45.0						49.0		57.0	57.0	
Actuated g/C Ratio	0.41	0.41						0.45		0.52	0.52	
v/c Ratio	0.92	1.20						0.55		1.14	0.53	
Control Delay	43.1	123.3						23.4		177.1	18.9	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	43.1	123.3						23.4		177.1	18.9	

Lane Group	Ø1
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	1
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	8.0
Total Split (%)	7%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings
36: President ST & Pratt St

Future AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	F						C		F	B	
Approach Delay			100.6						23.4		32.6	
Approach LOS				F				C			C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 61.7

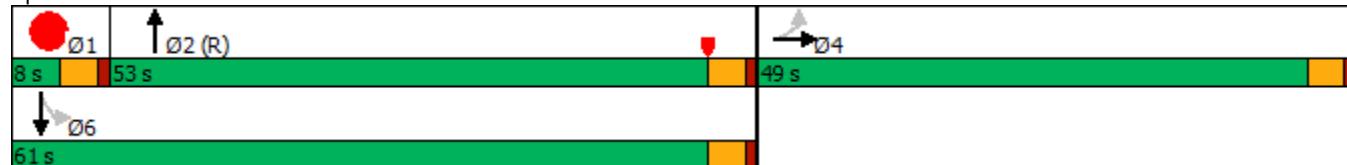
Intersection LOS: E

Intersection Capacity Utilization 83.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 36: President ST & Pratt St



Lane Group	Ø1
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
37: Light St & Conway St

Future AM

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2 Ø7
Lane Configurations							
Traffic Volume (vph)	1195	59	0	1261	895	833	
Future Volume (vph)	1195	59	0	1261	895	833	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	200	100			0	
Storage Lanes	2	1	0			1	
Taper Length (ft)	0		25				
Satd. Flow (prot)	2987	1378	0	3079	*4600	1254	
Flt Permitted	0.950						
Satd. Flow (perm)	2968	1378	0	3079	2949	1254	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	1693			2099	838		
Travel Time (s)	38.5			47.7	19.0		
Confl. Peds. (#/hr)	5	156	53			53	
Confl. Bikes (#/hr)							
Peak Hour Factor	0.97	0.97	0.90	1.00	0.97	0.97	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Shared Lane Traffic (%)					0%		
Lane Group Flow (vph)	1232	61	0	1261	923	859	
Turn Type	Prot	Prot		NA	NA	custom	
Protected Phases	4	4		3	2 7	7 4	2 7
Permitted Phases							
Detector Phase	4	4		3	2 7	7 4	
Switch Phase							
Minimum Initial (s)	7.0	7.0		7.0		4.0	7.0
Minimum Split (s)	30.0	30.0		10.0		19.0	10.0
Total Split (s)	54.0	54.0		56.0		19.0	37.0
Total Split (%)	49.1%	49.1%		50.9%		17%	34%
Yellow Time (s)	2.0	2.0		3.0		3.0	3.0
All-Red Time (s)	2.0	2.0		0.0		0.0	0.0
Lost Time Adjust (s)	1.0	1.0		1.0			
Total Lost Time (s)	5.0	5.0		4.0			
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max		Max		Max	Max
Act Effct Green (s)	49.0	49.0		52.0	52.0	87.0	
Actuated g/C Ratio	0.45	0.45		0.47	0.47	0.79	
v/c Ratio	0.93	0.10		0.87	0.42	0.87	
Control Delay	43.9	22.1		33.7	8.2	36.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay	43.9	22.1		33.7	8.2	36.6	

Lanes, Volumes, Timings
37: Light St & Conway St

Future AM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø7
LOS	D	C		C	A		D	
Approach Delay	42.8			33.7	21.9			
Approach LOS	D			C	C			

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 25 (23%), Referenced to phase 4:EBL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 31.6

Intersection LOS: C

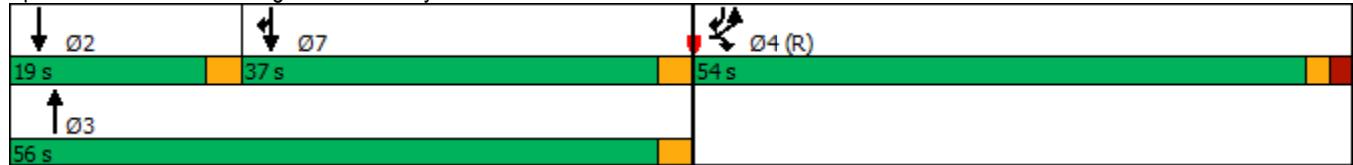
Intersection Capacity Utilization 84.1%

ICU Level of Service E

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 37: Light St & Conway St



Lanes, Volumes, Timings
38: Light St & Pratt St

Future AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↓						↑↑	↑↑		↑↑↑	
Traffic Volume (vph)	0	1229	15	0	0	0	0	1156	1296	0	1713	0
Future Volume (vph)	0	1229	15	0	0	0	0	1156	1296	0	1713	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	260		0
Storage Lanes	0		0	0		0	0		2	0		0
Taper Length (ft)	0			0			0			25		
Satd. Flow (prot)	0	4255	0	0	0	0	0	2973	2341	0	4186	0
Flt Permitted												
Satd. Flow (perm)	0	4255	0	0	0	0	0	2973	2341	0	4186	0
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)									20			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			410			838			450	
Travel Time (s)		36.7			9.3			19.0			10.2	
Confl. Peds. (#/hr)	172		135	135		172	77		97	97		77
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	10	0	0	0	0	0	0	0	15	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1296	0	0	0	0	0	1204	1350	0	1784	0
Turn Type		NA						NA	Prot		NA	
Protected Phases		4						2	2		2	
Permitted Phases												
Detector Phase		4						2	2		2	
Switch Phase												
Minimum Initial (s)		10.0						1.0	1.0		1.0	
Minimum Split (s)		37.0						6.0	6.0		6.0	
Total Split (s)		40.0						70.0	70.0		70.0	
Total Split (%)		36.4%						63.6%	63.6%		63.6%	
Yellow Time (s)		3.0						4.0	4.0		4.0	
All-Red Time (s)		2.0						1.0	1.0		1.0	
Lost Time Adjust (s)		-2.0						0.0	0.0		0.0	
Total Lost Time (s)		3.0						5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max						Max	Max		Max	
Act Effct Green (s)		37.0						65.0	65.0		65.0	
Actuated g/C Ratio		0.34						0.59	0.59		0.59	
v/c Ratio		0.91						0.69	0.97		0.72	
Control Delay		46.3						18.6	35.5		10.9	
Queue Delay		0.0						8.9	43.1		1.8	
Total Delay		46.3						27.5	78.6		12.7	

Lanes, Volumes, Timings
38: Light St & Pratt St

Future AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS			D					C	E		B	
Approach Delay			46.3						54.5		12.7	
Approach LOS			D						D		B	

Intersection Summary

Area Type: CBD

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:EBT, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 39.4

Intersection LOS: D

Intersection Capacity Utilization 90.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 38: Light St & Pratt St



Lanes, Volumes, Timings
27: Light St/St Paul St & Baltimore St

Future PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑						↑↑	↑	↑↑	↑
Traffic Volume (vph)	0	647	100	0	0	0	0	0	762	253	1412	0
Future Volume (vph)	0	647	100	0	0	0	0	0	762	253	1412	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		2	1		1
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	0	3421	1531	0	0	0	0	0	2694	1711	3421	1801
Flt Permitted											0.950	
Satd. Flow (perm)	0	3421	1531	0	0	0	0	0	2694	1711	3421	1801
Right Turn on Red			No			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)									105	59		
Link Speed (mph)		30		30		30		30		30		30
Link Distance (ft)		375		424		424		651		651		368
Travel Time (s)		8.5		9.6		9.6		14.8		14.8		8.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%		0%		0%		0%		0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	674	104	0	0	0	0	0	794	264	1471	0
Turn Type	NA		Perm						Perm	Perm	NA	Perm
Protected Phases		4									6	
Permitted Phases			4						2	6		6
Detector Phase		4	4						2	6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0							4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0							20.0	20.0	20.0	20.0
Total Split (s)	35.0	35.0							65.0	65.0	65.0	65.0
Total Split (%)	35.0%	35.0%							65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	3.0	3.0							3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0							1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0							0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0							4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max							Max	Max	Max	Max
Act Effct Green (s)	31.0	31.0							61.0	61.0	61.0	
Actuated g/C Ratio	0.31	0.31							0.61	0.61	0.61	
v/c Ratio	0.64	0.22							0.47	0.25	0.71	
Control Delay	22.7	18.5							6.8	1.7	7.9	
Queue Delay	0.3	0.0							0.0	0.3	0.0	
Total Delay	23.0	18.5							6.8	2.0	7.9	

Lanes, Volumes, Timings

Future PM

27: Light St/St Paul St & Baltimore St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	B						A	A	A	
Approach Delay			22.4					6.8			7.0	
Approach LOS			C						A			A

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 8 (8%), Referenced to phase 2:NBR, Start of Yellow

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 10.6

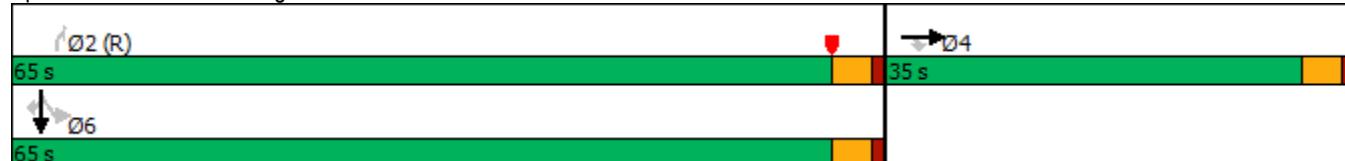
Intersection LOS: B

Intersection Capacity Utilization 68.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 27: Light St/St Paul St & Baltimore St



Lanes, Volumes, Timings
28: Calvert St & Baltimore St

Future PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑						↑	↑			
Traffic Volume (vph)	793	869	0	0	0	0	0	258	336	0	0	0
Future Volume (vph)	793	869	0	0	0	0	0	258	336	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1557	3241	0	0	0	0	0	1801	1531	0	0	0
Flt Permitted	0.950	0.989										
Satd. Flow (perm)	1557	3241	0	0	0	0	0	1801	1531	0	0	0
Right Turn on Red	Yes		Yes			Yes			No			Yes
Satd. Flow (RTOR)	467	50										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			154			469			346	
Travel Time (s)		9.6			3.5			10.7			7.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.96	0.96	0.96	0.96	0.96	0.93	0.93	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		32%										
Lane Group Flow (vph)	580	1207	0	0	0	0	0	277	361	0	0	0
Turn Type	Perm	NA						NA	Perm			
Protected Phases		4						2				
Permitted Phases		4							2			
Detector Phase		4	4					2	2			
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0	4.0			
Minimum Split (s)	20.0	20.0						20.0	20.0			
Total Split (s)	54.0	54.0						46.0	46.0			
Total Split (%)	54.0%	54.0%						46.0%	46.0%			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	0.0	0.0						0.0	0.0			
Lost Time Adjust (s)	1.0	1.0						1.0	1.0			
Total Lost Time (s)	4.0	4.0						4.0	4.0			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max						Max	Max			
Act Effct Green (s)	50.0	50.0						42.0	42.0			
Actuated g/C Ratio	0.50	0.50						0.42	0.42			
v/c Ratio	0.57	0.73						0.37	0.56			
Control Delay	2.7	13.2						21.7	26.2			
Queue Delay	0.3	0.8						0.0	0.0			
Total Delay	3.0	14.0						21.7	26.2			

Lanes, Volumes, Timings
28: Calvert St & Baltimore St

Future PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B						C	C			
Approach Delay		10.5							24.2			
Approach LOS		B						C				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 91 (91%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 14.1

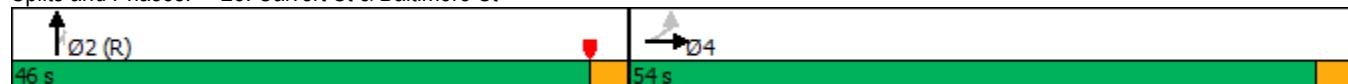
Intersection LOS: B

Intersection Capacity Utilization 62.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 28: Calvert St & Baltimore St



Lanes, Volumes, Timings
33: Light St & Lombard St

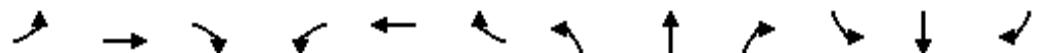
Future PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑	↑↑↑			↑↑			↑↑	↑
Traffic Volume (vph)	0	0	0	998	1243	0	0	762	0	0	1216	245
Future Volume (vph)	0	0	0	998	1243	0	0	762	0	0	1216	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)				0%		0%			0%			0%
Storage Length (ft)	0			0	0		0	0		0	0	0
Storage Lanes	0			0	2		0	0		0	0	1
Taper Length (ft)	0				0			0				0
Satd. Flow (prot)	0	0	0	*2600	3737	0	0	2973	0	0	2973	1250
Flt Permitted					0.950	0.996						
Satd. Flow (perm)	0	0	0	1888	3676	0	0	2973	0	0	2973	671
Right Turn on Red				Yes			No			Yes		No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1599			1386			450			651	
Travel Time (s)		36.3			31.5			10.2			14.8	
Confl. Peds. (#/hr)	210			180					182			257
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.96	0.96	0.98	0.96	0.96	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	10	0	0	0	0	0	0	15
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	0	916	1370	0	0	778	0	0	1241	250
Turn Type				Split	NA			NA			NA	Perm
Protected Phases				4	4			2			6	
Permitted Phases												6
Detector Phase				4	4			2			6	6
Switch Phase												
Minimum Initial (s)				4.0	4.0			4.0			7.0	7.0
Minimum Split (s)				29.0	29.0			29.0			10.0	10.0
Total Split (s)				46.0	46.0			54.0			54.0	54.0
Total Split (%)				46.0%	46.0%			54.0%			54.0%	54.0%
Yellow Time (s)				3.0	3.0			2.0			3.0	3.0
All-Red Time (s)				1.0	1.0			1.0			0.0	0.0
Lost Time Adjust (s)				1.0	1.0			0.0			1.0	1.0
Total Lost Time (s)				5.0	5.0			3.0			4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode				Max	Max			Max			Max	Max
Act Effct Green (s)				41.0	41.0			51.0			50.0	50.0
Actuated g/C Ratio				0.41	0.41			0.51			0.50	0.50
v/c Ratio				0.86	0.89			0.51			0.84	0.75
Control Delay				36.7	36.5			43.6			37.3	42.7
Queue Delay				48.4	4.8			1.2			1.1	0.0
Total Delay				85.1	41.3			44.8			38.4	42.7

Lanes, Volumes, Timings
33: Light St & Lombard St

Future PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				F	D			D			D	D
Approach Delay						58.9			44.8			39.1
Approach LOS						E			D			D

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 50.0

Intersection LOS: D

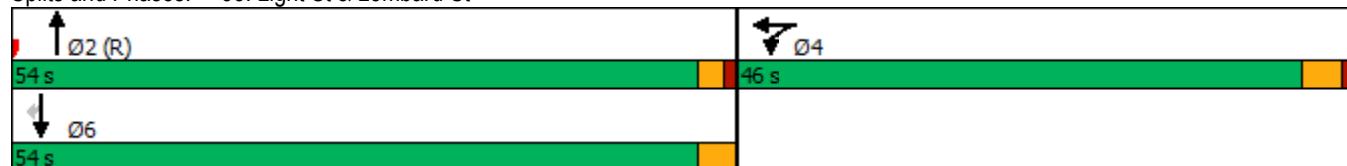
Intersection Capacity Utilization 87.6%

ICU Level of Service E

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 33: Light St & Lombard St



Lanes, Volumes, Timings
34: Pratt St & Calvert St

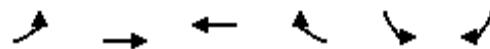
Future PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	502	2050	0	0	0	0	
Future Volume (vph)	502	2050	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	10	10	10	10	
Grade (%)		0%	0%		0%		
Storage Length (ft)	0			0	0	0	
Storage Lanes	0			0	0	0	
Taper Length (ft)	0				0		
Satd. Flow (prot)	0	2943	0	0	0	0	
Flt Permitted		0.990					
Satd. Flow (perm)	0	2877	0	0	0	0	
Right Turn on Red	No			No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	30		30		
Link Distance (ft)		410	971		349		
Travel Time (s)		9.3	22.1		7.9		
Confl. Peds. (#/hr)	134				86	152	
Confl. Bikes (#/hr)							
Peak Hour Factor	0.97	0.97	0.96	0.96	0.96	0.96	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	2631	0	0	0	0	
Turn Type	Split	NA					
Protected Phases	2	2				4	
Permitted Phases							
Detector Phase	2	2					
Switch Phase							
Minimum Initial (s)	10.0	10.0				4.0	
Minimum Split (s)	40.0	40.0				20.0	
Total Split (s)	80.0	80.0				20.0	
Total Split (%)	80.0%	80.0%				20%	
Yellow Time (s)	3.0	3.0				3.0	
All-Red Time (s)	2.0	2.0				0.0	
Lost Time Adjust (s)		-1.0					
Total Lost Time (s)		4.0					
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max				Max	
Act Effct Green (s)		76.0					
Actuated g/C Ratio		0.76					
v/c Ratio		1.18					
Control Delay		98.2					
Queue Delay		0.2					
Total Delay		98.4					

Lanes, Volumes, Timings
34: Pratt St & Calvert St

Future PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
LOS			F				
Approach Delay			98.4				
Approach LOS			F				
Intersection Summary							
Area Type:	CBD						
Cycle Length:	100						
Actuated Cycle Length:	100						
Offset:	65 (65%), Referenced to phase 2:EBTL, Start of Green						
Natural Cycle:	150						
Control Type:	Pretimed						
Maximum v/c Ratio:	1.18						
Intersection Signal Delay:	98.4				Intersection LOS: F		
Intersection Capacity Utilization	99.1%				ICU Level of Service F		
Analysis Period (min)	15						

Splits and Phases: 34: Pratt St & Calvert St



Lanes, Volumes, Timings

Future PM

35: AQUARIUM ACCESS/Gay St & Pratt St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR											
Lane Configurations																							
Traffic Volume (vph)	393	2095	16	0	0	0	0	0	0	0	0	0											
Future Volume (vph)	393	2095	16	0	0	0	0	0	0	0	0	0											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900											
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11											
Grade (%)	0%			0%			0%			0%													
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0											
Storage Lanes	0	0	0	0	0	0	0	0	0	0	0	0											
Taper Length (ft)	0	0			25			0															
Satd. Flow (prot)	0	3390	0	0	0	0	0	0	0	0	0	0											
Flt Permitted	0.992																						
Satd. Flow (perm)	0	3390	0	0	0	0	0	0	0	0	0	0											
Right Turn on Red	No	No			Yes			Yes			Yes												
Satd. Flow (RTOR)																							
Link Speed (mph)	30			30			30			30													
Link Distance (ft)	971			1228			403			462													
Travel Time (s)	22.1			27.9			9.2			10.5													
Confl. Peds. (#/hr)																							
Confl. Bikes (#/hr)																							
Peak Hour Factor	0.98	0.98	0.98	0.90	0.96	0.96	0.90	0.90	0.90	0.96	0.90	0.96											
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%											
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%											
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0											
Parking (#/hr)																							
Mid-Block Traffic (%)	0%			0%			0%			0%													
Shared Lane Traffic (%)																							
Lane Group Flow (vph)	0	2555	0	0	0	0	0	0	0	0	0	0											
Turn Type	Perm	NA																					
Protected Phases	2																						
Permitted Phases	2																						
Detector Phase	2	2																					
Switch Phase																							
Minimum Initial (s)	4.0	4.0																					
Minimum Split (s)	21.0	21.0																					
Total Split (s)	76.0	76.0																					
Total Split (%)	76.0%	76.0%																					
Yellow Time (s)	3.0	3.0																					
All-Red Time (s)	2.0	2.0																					
Lost Time Adjust (s)	0.0																						
Total Lost Time (s)	5.0																						
Lead/Lag																							
Lead-Lag Optimize?																							
Recall Mode	Max	Max																					
Act Effct Green (s)	71.0																						
Actuated g/C Ratio	0.71																						
v/c Ratio	1.06																						
Control Delay	38.8																						
Queue Delay	0.0																						
Total Delay	38.8																						

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	24%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings

Future PM

35: AQUARIUM ACCESS/Gay St & Pratt St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				D								
Approach Delay				38.8								
Approach LOS				D								

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 92 (92%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 110

Control Type: Pretimed

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 38.8

Intersection LOS: D

Intersection Capacity Utilization 74.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 35: AQUARIUM ACCESS/Gay St & Pratt St



Lane Group	Ø4
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

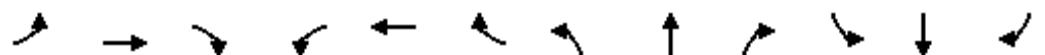
Lanes, Volumes, Timings
36: President ST & Pratt St

Future PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑↓						↑↑↓		↑	↑↑↓	
Traffic Volume (vph)	626	808	772	0	0	0	0	1466	13	85	906	0
Future Volume (vph)	626	808	772	0	0	0	0	1466	13	85	906	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	140		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	0			0			0			0		
Satd. Flow (prot)	1711	3171	0	0	0	0	0	6188	0	1711	3421	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1711	3171	0	0	0	0	0	6188	0	1711	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44						2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1228			1028			1490			797	
Travel Time (s)		27.9			23.4			33.9			18.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.96	0.97	0.97	0.97	0.97	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	645	1629	0	0	0	0	0	1524	0	88	934	0
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4											
Detector Phase	4	4						2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0						20.0		8.0	20.0	
Total Split (s)	58.0	58.0						31.0		11.0	42.0	
Total Split (%)	58.0%	58.0%						31.0%		11.0%	42.0%	
Yellow Time (s)	3.0	3.0						3.0		3.0	3.0	
All-Red Time (s)	0.0	0.0						0.0		0.0	0.0	
Lost Time Adjust (s)	0.0	0.0						0.0		0.0	0.0	
Total Lost Time (s)	3.0	3.0						3.0		3.0	3.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	Max	Max						Max		Max	Max	
Act Effct Green (s)	55.0	55.0						28.0		8.0	39.0	
Actuated g/C Ratio	0.55	0.55						0.28		0.08	0.39	
v/c Ratio	0.69	0.92						0.88		0.65	0.70	
Control Delay	18.1	22.1						41.4		67.3	29.0	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	18.1	22.1						41.4		67.3	29.0	

Lanes, Volumes, Timings
36: President ST & Pratt St

Future PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	C						D		E	C	
Approach Delay		21.0						41.4			32.3	
Approach LOS		C						D			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Pretimed

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 29.9

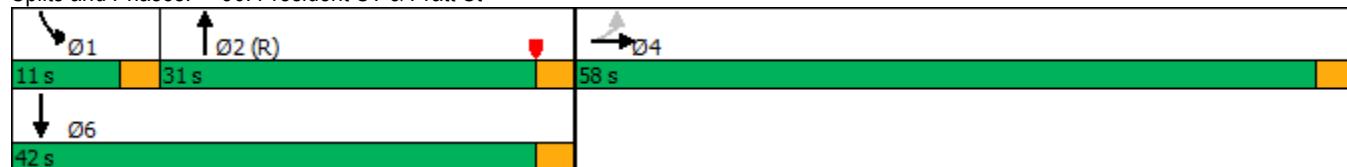
Intersection LOS: C

Intersection Capacity Utilization 83.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 36: President ST & Pratt St



Lanes, Volumes, Timings
37: Light St & Conway St

Future PM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø7
Lane Configurations	↑↑	↑		↑↑	↑↓	↑		
Traffic Volume (vph)	848	73	0	900	1462	888		
Future Volume (vph)	848	73	0	900	1462	888		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	11	11	11		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	200	100			0		
Storage Lanes	2	1	0			1		
Taper Length (ft)	0		25					
Satd. Flow (prot)	2987	1378	0	3079	*4600	1254		
Flt Permitted	0.950							
Satd. Flow (perm)	2952	1378	0	3079	2949	1254		
Right Turn on Red		No				No		
Satd. Flow (RTOR)								
Link Speed (mph)	30			30	30			
Link Distance (ft)	1693			2107	838			
Travel Time (s)	38.5			47.9	19.0			
Confl. Peds. (#/hr)	5	156	53			53		
Confl. Bikes (#/hr)								
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Shared Lane Traffic (%)					0%			
Lane Group Flow (vph)	912	78	0	968	1572	955		
Turn Type	Prot	Prot		NA	NA	custom		
Protected Phases	4	4		3	2 7	7 4	2	7
Permitted Phases								
Detector Phase	4	4		3	2 7	7 4		
Switch Phase								
Minimum Initial (s)	7.0	7.0		7.0			4.0	7.0
Minimum Split (s)	30.0	30.0		10.0			19.0	10.0
Total Split (s)	73.0	73.0		127.0			21.0	106.0
Total Split (%)	36.5%	36.5%		63.5%			11%	53%
Yellow Time (s)	2.0	2.0		3.0			3.0	3.0
All-Red Time (s)	2.0	2.0		0.0			0.0	0.0
Lost Time Adjust (s)	1.0	1.0		1.0				
Total Lost Time (s)	5.0	5.0		4.0				
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max		Max			Max	Max
Act Effct Green (s)	68.0	68.0		123.0	123.0	175.0		
Actuated g/C Ratio	0.34	0.34		0.62	0.62	0.88		
v/c Ratio	0.90	0.17		0.51	0.56	0.87		
Control Delay	67.0	43.0		22.8	14.3	22.1		
Queue Delay	0.0	0.0		0.0	1.7	48.0		
Total Delay	67.0	43.0		22.8	16.0	70.1		



Lane Group	EBL	EBC	NBL	NBT	SBT	SBR	Ø2	Ø7
LOS	E	D		C	B	E		
Approach Delay	65.1			22.8	36.4			
Approach LOS	E			C	D			

Intersection Summary

Area Type: CBD

Cycle Length: 200

Actuated Cycle Length: 200

Offset: 9 (5%), Referenced to phase 7:SBT, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 39.8

Intersection LOS: D

Intersection Capacity Utilization 90.5%

ICU Level of Service E

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 37: Light St & Conway St



Lanes, Volumes, Timings
38: Light St & Pratt St

Future PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↓↓						↑↑	↑↑↓↓		↑↑↓↓	
Traffic Volume (vph)	0	1328	136	0	0	0	0	762	1074	0	2214	0
Future Volume (vph)	0	1328	136	0	0	0	0	762	1074	0	2214	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	260		0
Storage Lanes	0		0	0		0	0		2	0		0
Taper Length (ft)	0			0			0			25		
Satd. Flow (prot)	0	4157	0	0	0	0	0	2973	2341	0	4186	0
Flt Permitted												
Satd. Flow (perm)	0	4157	0	0	0	0	0	2973	2191	0	4186	0
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)									22			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1615			410			838			450	
Travel Time (s)		36.7			9.3			19.0			10.2	
Confl. Peds. (#/hr)	172		135	135		172	77		97	97		77
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	10	0	0	0	0	0	0	0	15	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1525	0	0	0	0	0	794	1119	0	2306	0
Turn Type		NA						NA	Perm		NA	
Protected Phases		4						2			2	
Permitted Phases									2			
Detector Phase		4						2	2		2	
Switch Phase												
Minimum Initial (s)		10.0						1.0	1.0		1.0	
Minimum Split (s)		37.0						6.0	6.0		6.0	
Total Split (s)		40.0						60.0	60.0		60.0	
Total Split (%)		40.0%						60.0%	60.0%		60.0%	
Yellow Time (s)		3.0						4.0	4.0		4.0	
All-Red Time (s)		2.0						1.0	1.0		1.0	
Lost Time Adjust (s)		-2.0						0.0	0.0		0.0	
Total Lost Time (s)		3.0						5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max						Max	Max		Max	
Act Effct Green (s)		37.0						55.0	55.0		55.0	
Actuated g/C Ratio		0.37						0.55	0.55		0.55	
v/c Ratio		0.99						0.49	0.92		1.00	
Control Delay		67.7						12.9	30.8		20.4	
Queue Delay		0.0						0.0	9.1		37.1	
Total Delay		67.7						12.9	39.8		57.5	

Lanes, Volumes, Timings
38: Light St & Pratt St

Future PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS			E					B	D		E	
Approach Delay			67.7						28.7		57.5	
Approach LOS			E					C			E	

Intersection Summary

Area Type: CBD

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 4:EBT, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 50.6

Intersection LOS: D

Intersection Capacity Utilization 87.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 38: Light St & Pratt St



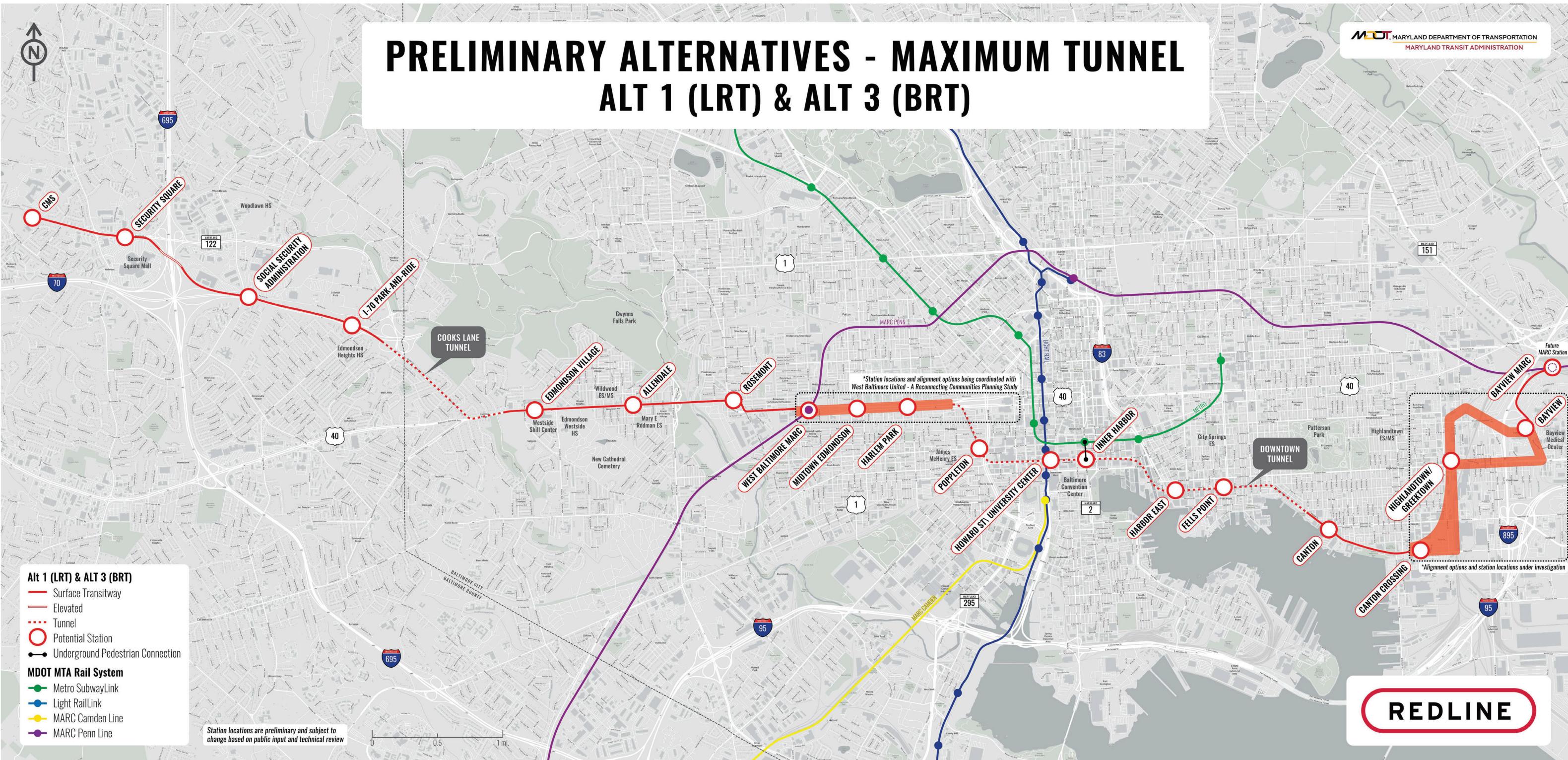
APPENDIX F

Red Line Options – LRT/BRT

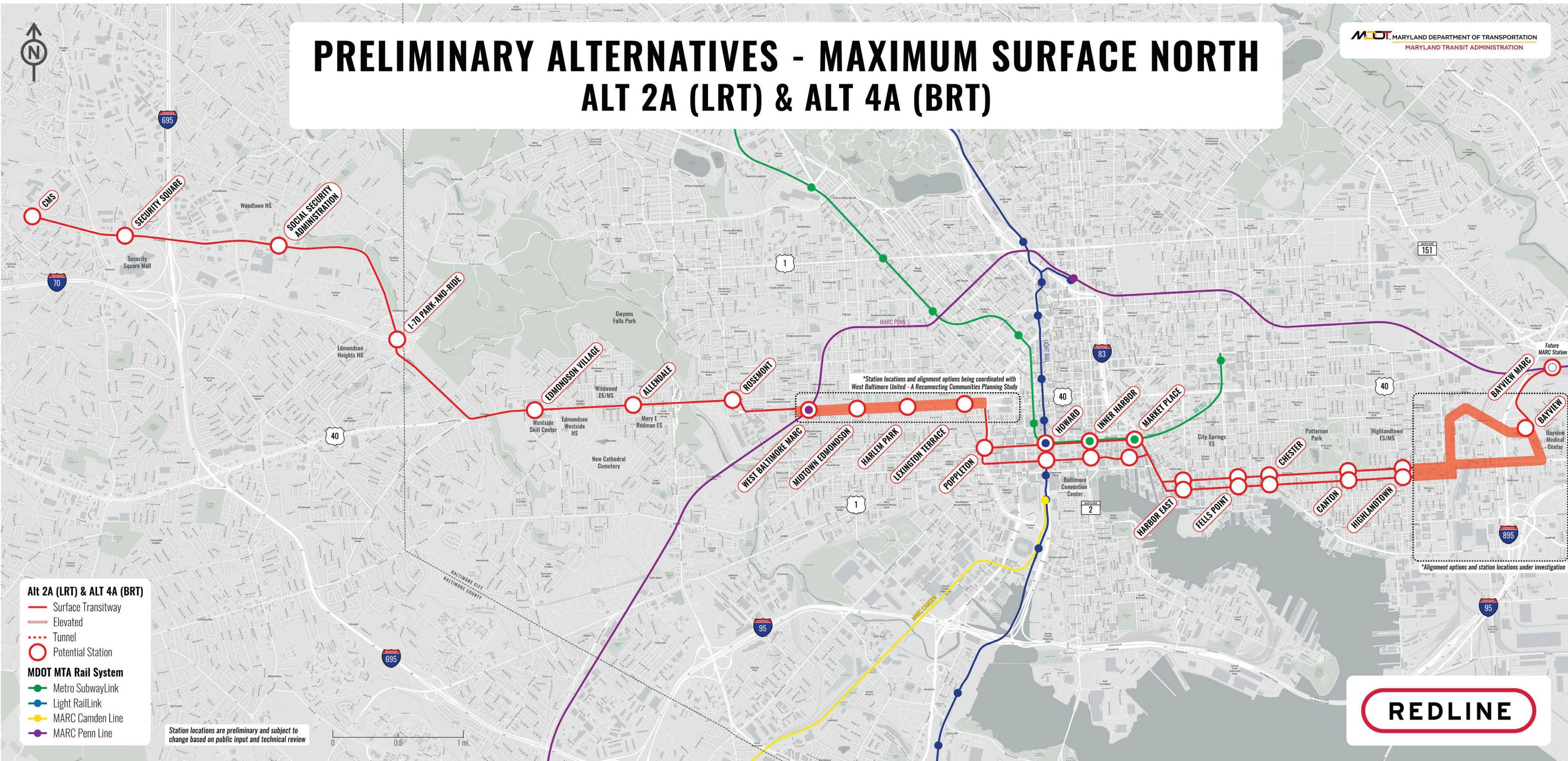


PRELIMINARY ALTERNATIVES - MAXIMUM TUNNEL

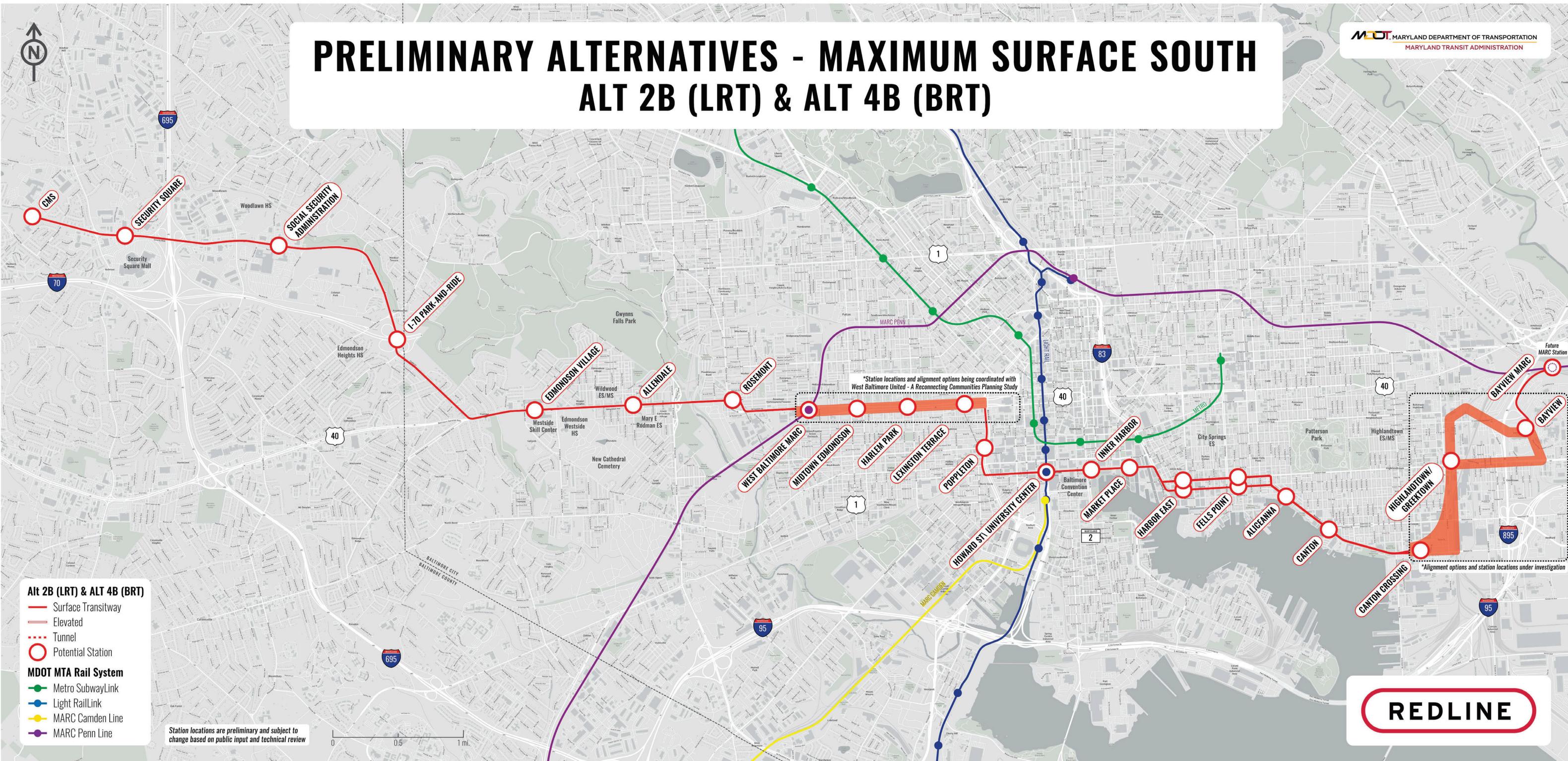
ALT 1 (LRT) & ALT 3 (BRT)



PRELIMINARY ALTERNATIVES - MAXIMUM SURFACE NORTH ALT 2A (LRT) & ALT 4A (BRT)



PRELIMINARY ALTERNATIVES - MAXIMUM SURFACE SOUTH ALT 2B (LRT) & ALT 4B (BRT)



Overall Question

Which transit mode to pursue?

Woodlawn

70

40

Section Question

Whether or not to include Cooks Lane tunnel?

695

Edmondson
Village

1

Study Area

Study Area

MDOT MTA Rail System

- Metro SubwayLink
- Light RailLink
- MARC Camden Line
- MARC Penn Line

Baltimore County

129

26

83

45

1

Section Question

How to pass through East Baltimore and approach Bayview?

895

Canton

Inner
Harbor

95

895

Section Question

How to pass through downtown?

APPENDIX G

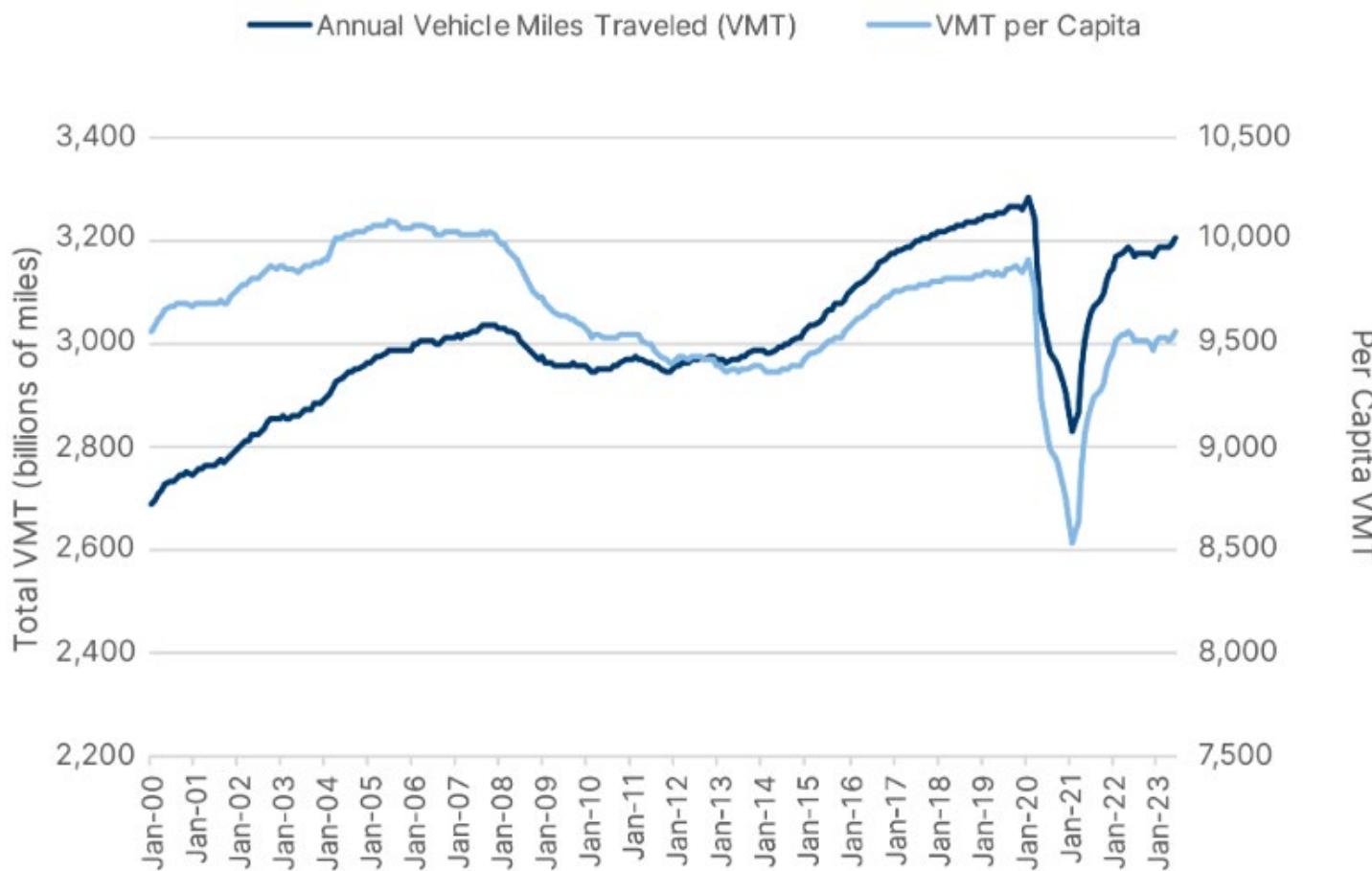
Changes in Travel Behavior



FIGURE 1

Vehicle miles traveled, aggregate and per capita

January 2000 - June 2023



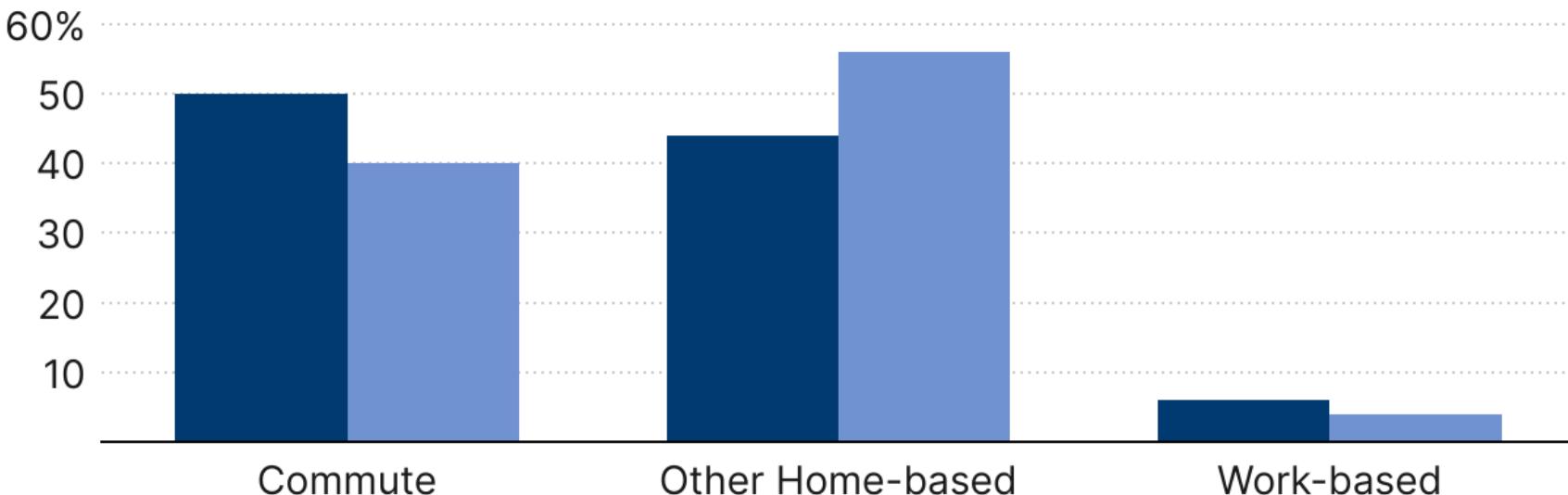
Source: Brookings analysis of Federal Highway Administration and Bureau of Economic Analysis data

B | Brookings Metro

Share of daily trips by tour type

fall 2019 and fall 2022 (weekdays)

■ 2019 ■ 2022



Source: Brookings analysis of Replica data

Note: “Tours” are chains of two or more trips that start and end at the same location. Commute tours are trips to and from work, and can include other destinations along the way (e.g., home to gym to work to day care to home). Other home-based tours also start and end at home, but do not include commuting trips (e.g., home to lunch to grocery store to home). Work-based tours start and end at work, and do not include commuting trips (e.g., work to lunch to work).

B | Brookings Metro

Change in key travel characteristics, by selected trip purpose and tour type

fall 2019 to fall 2022 (weekdays)

	Commute tours		Work-based tours		Other home-based tours	
Trip Purpose	Household PMT	Trip Count	Household PMT	Trip Count	Household PMT	Trip Count
Shop	-17%	-8%	-14%	-11%	42%	50%
Recreation	-19%	-6%	-14%	-7%	40%	49%
Maintenance*	-27%	-16%	-22%	-19%	27%	36%
Eat	-32%	-19%	-29%	-23%	25%	31%
Social	-32%	-21%	-26%	-25%	21%	25%

Source: Brookings analysis of Replica data

Note: Tours are chains of two or more trips that start and end at the same location. Commute tours are trips to and from work, and can include other destinations along the way (ex: Home to Gym to Work to Day Care to Home). Other home-based tours also start and end at home, but do not include commuting trips (ex: Home to Lunch to Grocery Store to Home). Work-based tours start and end at work, and do not include commuting trips (ex: Work to Lunch to Work). *Errands

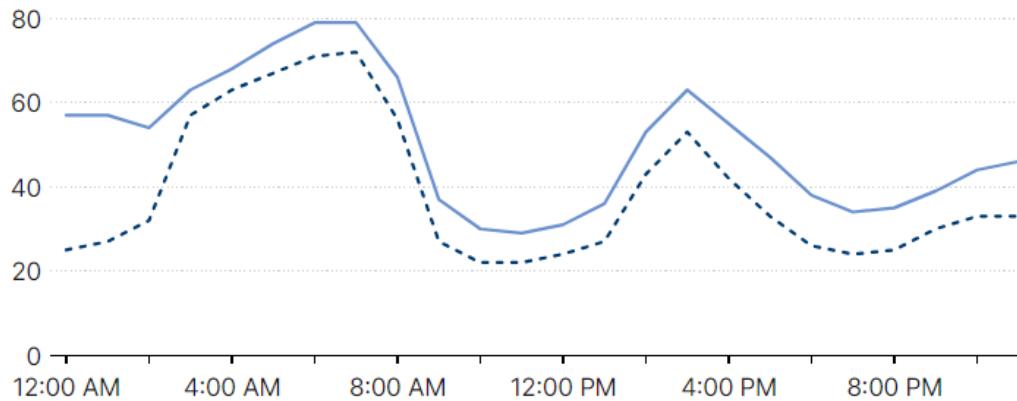


Share of hourly trip count, by tour type

fall 2019 to fall 2022 (weekdays)

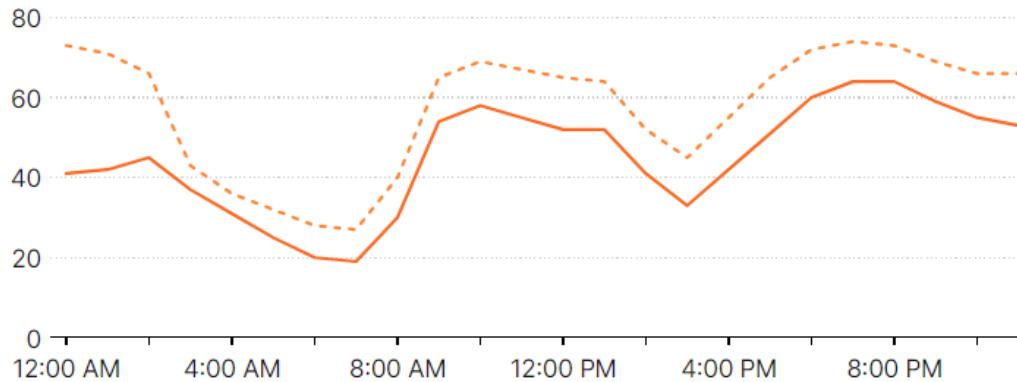
— Commute 2019 -- Commute 2022

100%



— Other Home-Based 2019 -- Other Home-Based 2022

100%



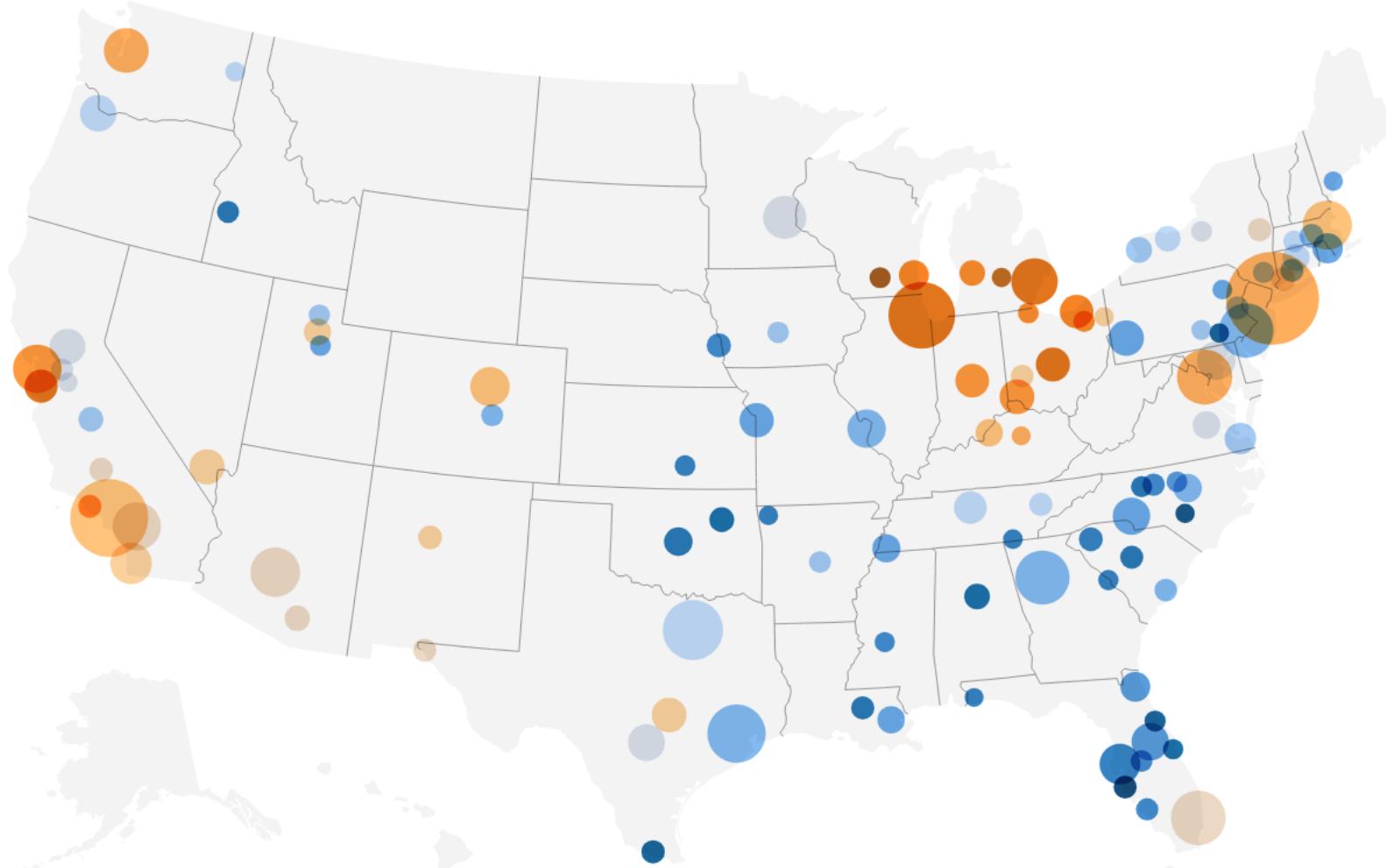
Source: Brookings analysis of Replica data

Note: "Tours" are chains of two or more trips that start and end at the same location.

B | Brookings Metro

Change in average annual household PMT by metropolitan area

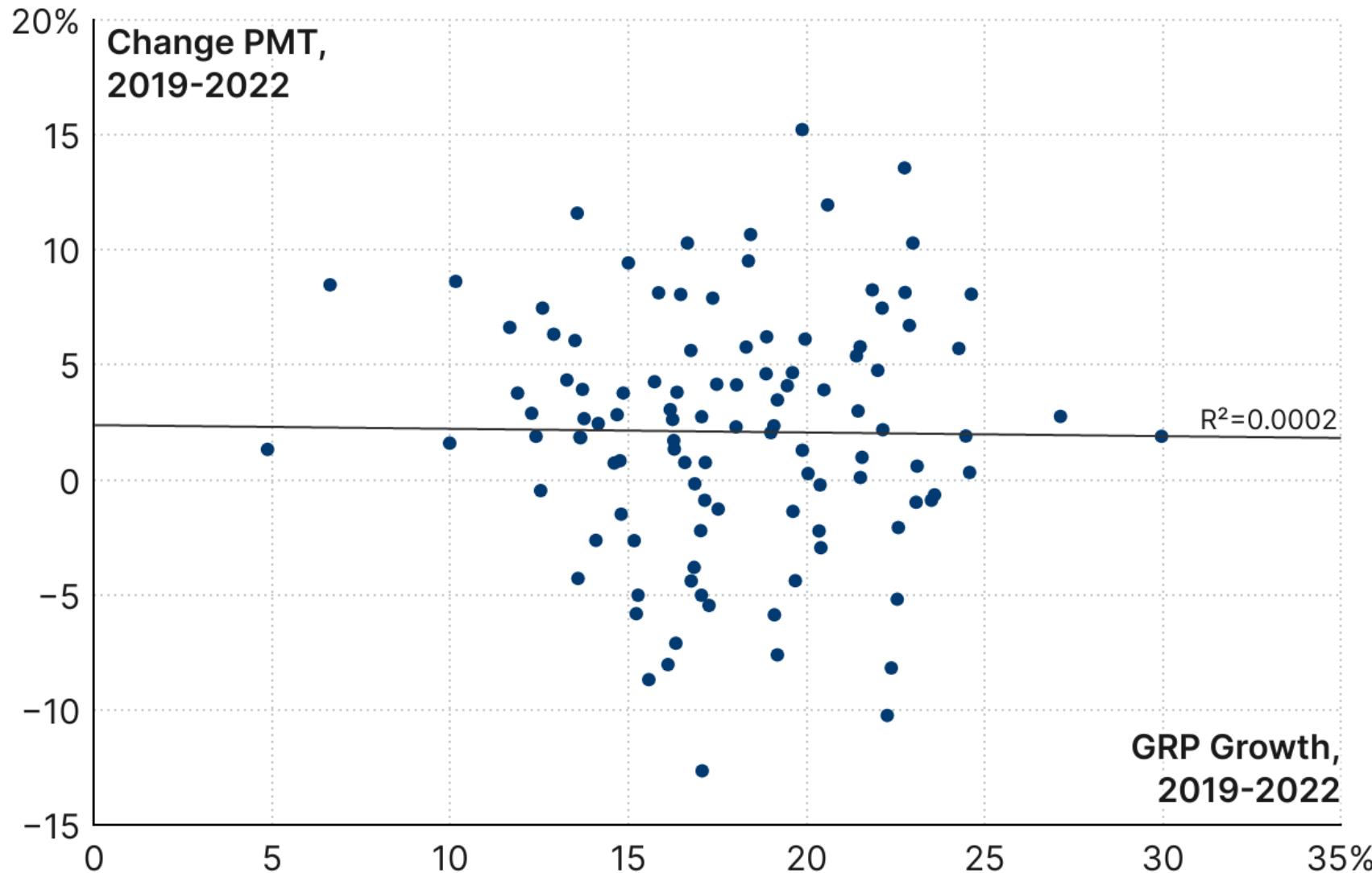
fall 2019 to fall 2022



Source: Brookings analysis of Replica data

Personal Miles Traveled and GRP, per capita

2019 – 2022



Source: Brookings analysis of Replica and Lightcast data

B | Brookings Metro