Developments of Regional Impact (DRI)

Transportation Analysis Report

Prepared For

Selig Development Company

MIDTOWN DEVELOPMENT
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DRI# 2821
Atlanta, GA

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August 22, 2018

ENGINEERING WILBURN
Design • Install • Maintain

Report Submitted: August 22, 2018

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EXECUTIVE SUMMARY

The proposed multi-use development is planned to be built in Midtown Atlanta and is expected to be completed in one phase by 2021. The development will be comprised of general office space, hotel rooms, high-rise condominiums, and a sit-down restaurant. Access into the development will be provided on Juniper Street and on 12th Street, with a service driveway located on 13th Street.

EXISTING CONDITIONS

The intersection and roadway segment Level of Service (LOS) standard shall be LOS E due to the location of the DRI within the Regional Center: Central City Region Core, according to the Unified Growth Policy Map for the City of Atlanta. This was agreed upon in the Letter of Understanding.

If the existing LOS for a segment or an intersection is worse than the applicable level of service for a particular time period, then the worse-measured LOS for that intersection or segment is the standard by which the "base" and "future" traffic conditions will be designed.

Intersection capacity analysis indicates that all study intersections currently operate at LOS E or better.

Segment analysis indicates that only a few segments within the study area, their direction of movement, and the time period analyzed, operate at LOS E or better. Below is a summary table showing the operational LOS for existing 2018 conditions. Red signifies where a direction analyzed does not meet the LOS E standard. Green signifies where a direction analyzed meets, or exceeds, the LOS E standard.

SEGMENT LEVEL OF SERVICE SUMMARY FOR THE STUDY AREA (2018)

Segment	Level of Service (LOS) Standard	LOS E					
	Direction of Travel	EB/NB			WB/SB		
	Time of Day	AM	MD	PM	AM	MD	PM
	14th Street						
	12th Street						
	11th Street						
	Peachtree Street (from 14th Street to 12th Street)						
	Peachtree Street (from 12th Street to 11th Street)						
	Juniper Street (from 14th Street to 12th Street)	N/A	N/A	N/A			
	Juniper Street (from 12th Street to 11th Street)	N/A	N/A	N/A			

= *segments with directional level of service worse than the LOS E standard*
= *segments with directional level of service at or better than the LOS E standard*
N/A = *not a legal movement*

BACKGROUND (NO-BUILD) CONDITIONS

A 1% annual background traffic growth rate was used for all roadways for "future" traffic to project future volumes. Juniper Street is planned to have a road diet, narrowing its existing lane geometries to a 2-lane roadway with a protected bicycle lane.

Intersection capacity analysis indicates that all study intersections will operate at Level of Service (LOS) E or better for the 2021 background conditions.

Segment analysis indicates that the following study segments, their direction of movement, and the time period analyzed, will operate at LOS E or better. Below is a summary table showing the operational LOS for 2021 conditions. Purple signifies where a direction analyzed in existing conditions is already at LOS F. Red signifies where a previously analyzed direction in existing conditions does not now meet the LOS E standard. Green signifies where the level of service is at or above the LOS E standard.

SEGMENT LEVEL OF SERVICE SUMMARY FOR THE STUDY AREA (2021)

Segment	Level of Service (LOS) Standard	LOS E					
	Direction of Travel	EB/NB			WB/SB		
	Time of Day	AM	MD	PM	AM	MD	PM
	14th Street						
	12th Street						
	11th Street						
	Peachtree Street (from 14th Street to 12th Street)						
	Peachtree Street (from 12th Street to 11th Street)						
	Juniper Street (from 14th Street to 12th Street)	N/A	N/A	N/A			
	Juniper Street (from 12th Street to 11th Street)	N/A	N/A	N/A			

= *segments with an acceptable directional level of service, LOS F*
= *segments with directional level of service worse than the LOS E standard*
= *segments with directional level of service at or better than the LOS E standard*
N/A = *not a legal movement*

BUILD CONDITIONS

Due to the proximity to the Arts Center MARTA Station, Midtown MARTA Station, and adjacent bicycle infrastructure, a mode split of 18% was applied to the total amount of trips generated by the development through the ITE Trip Generation Manual.

Intersection capacity analysis indicates that all study intersections will operate at Level of Service (LOS) E or better, with the implementation of changes in lane geometry to Juniper Street. Segment analysis indicates that there will be similar operational LOS results for build conditions as there are in background no-build conditions.

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DESCRIPTION OF DEVELOPMENT

The project proposes to construct a multi-use high-rise building in the Midtown Atlanta area that will be completed by the year 2021. The development will be comprised of the following land uses:

- 200,000 sq. ft. General Office Space
- 250 Hotel Rooms
- 56 High-Rise Condominiums
- 6000 sq. ft. Sit-Down Restaurant/Bar

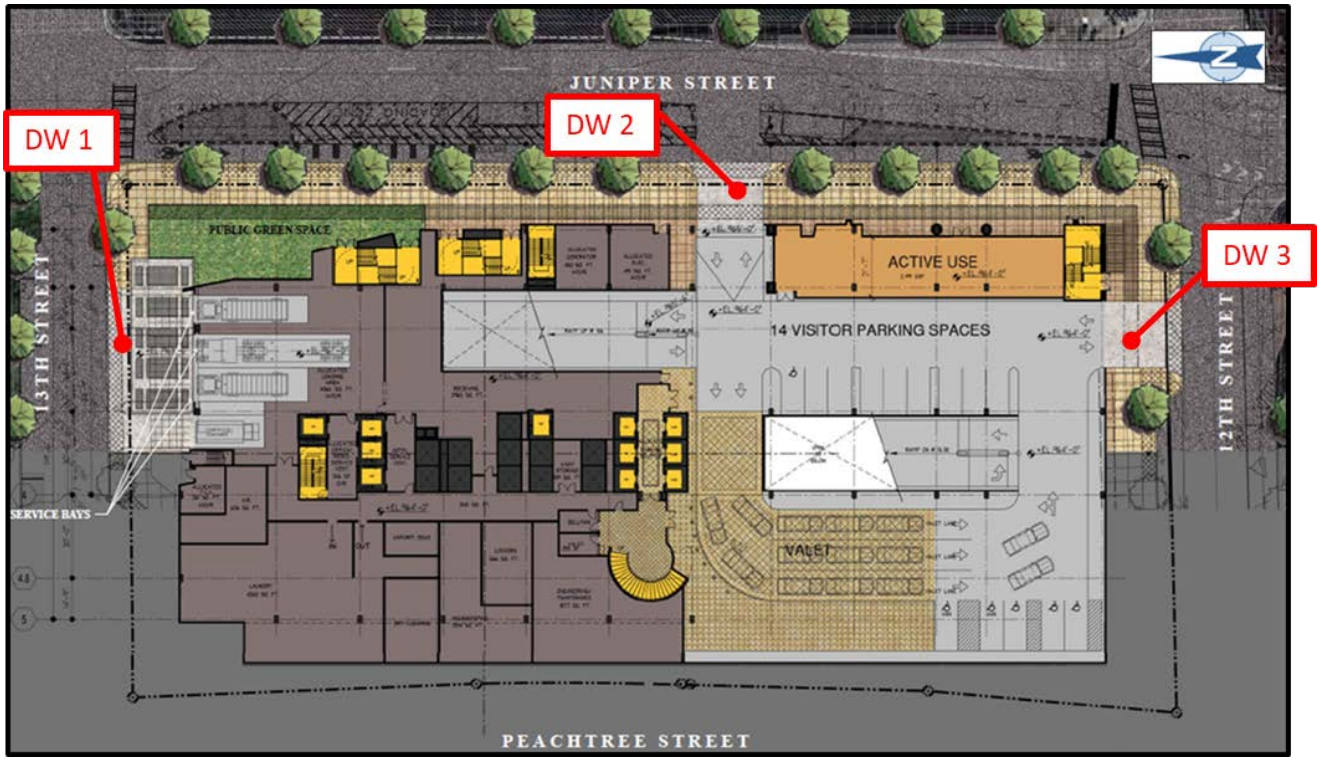
PROJECT DESCRIPTION

There are three proposed access points to the development at the following locations:

- **DW 1: 13th Street –** service bays (no generated traffic assigned at this driveway)
- **DW 2: Juniper Street –** right-in/right-out driveway (Juniper is one-way southbound)
- **DW 3: 12th Street** – full-access driveway

The street level site plan for the proposed development is shown in Figure 1. Plans for the proposed development are provided in Appendix A.

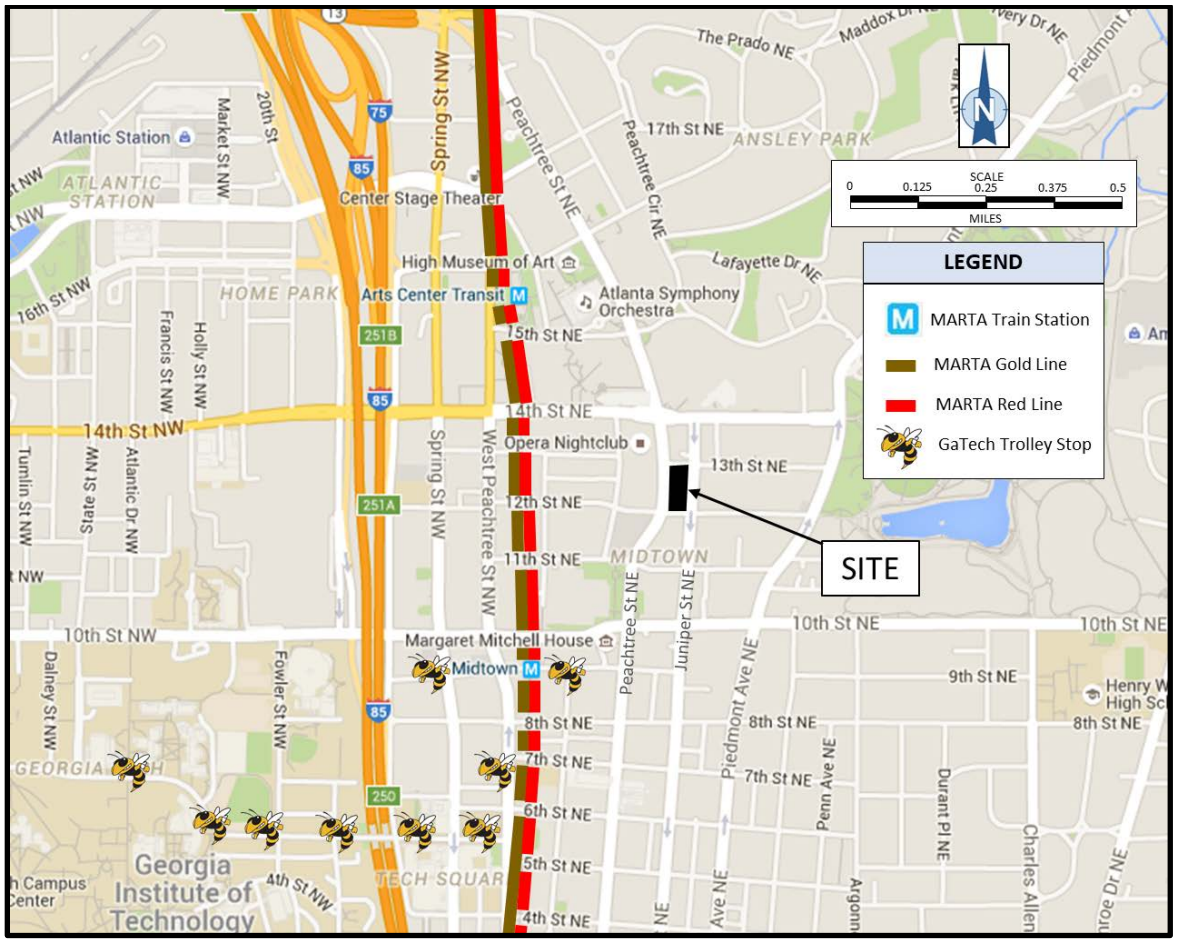
Figure 1: SITE PLAN



PROJECT LOCATION

The site is located in the block bound by Peachtree Street to the West, Juniper Street to the East, 12th Street to the South, and 13th Street to the North in Midtown, Atlanta, Georgia. The project location is shown in Figure 2. The nearest MARTA train stations, routes associated to these stations, and campus-related transit facilities near these train stations are also shown in relation to the study network.

Figure 2: DEVELOPMENT LOCATION MAP



BICYCLE AND PEDESTRIAN FACILITIES

The project is in an area with significant pedestrian and bicycle facilities. Sidewalks currently exist along the perimeter of the project site and its surrounding intersections. There are bike facilities within the study area. Peachtree Street and 12th Street are bicycle-friendly roads, which have shared lanes for vehicular and bicycle usage. There is a dedicated bike lane along 14th Street, east of Juniper Street, that serves bikes to and from Piedmont Avenue. Additional bicycle facilities are planned for the Midtown Atlanta area as a part of the Midtown Alliance Action Plan. These planned facilities include Complete Street designs along existing roadway infrastructure and long-term conversions of east-west streets from one-way travel to two-way travel.

MARTA TRANSIT AND BUS FACILITIES

The project is centrally located between two of MARTA's Transit Stations: 0.4 miles from the Midtown Station and 0.4 miles from the Arts Center Station. These stations are served by MARTA's Gold and Red lines seven days a week. The MARTA Gold Line runs between the Hartsfield-Jackson Airport and Doraville. The MARTA Red Line runs between the Hartsfield-Jackson Airport and North Springs. Both lines run parallel to one another in the northbound and southbound directions between the two MARTA stations. These lines operate with 5-minute headways during the peak hours of 8:00 AM to 9:00 AM and 4:30 PM to 5:30 PM, and 6-minute headways during the peak hour of 11:15 AM to 12:15 PM. Transit travel time between these two stations is two minutes on either line. Table 1 below shows the transit schedule these MARTA lines follow for both stations near the study area.

Table 1: MARTA TRAIN STATION SCHEDULE WITHIN THE STUDY AREA

MARTA STATION	RAILWAY	TOTAL PEAK HOUR TRIPS FOR EACH TRAIN			OPERATING HEADWAYS BETWEEN GOLD & RED LINES			TRAVEL TIME BETWEEN TRANSIT STATIONS
		AM	MD	PM	AM	MD	PM	
Arts Center	Gold Line	6	5	6	5 minutes	6 minutes	5 minutes	2 minutes
	Red Line	6	5	6				
Midtown	Gold Line	6	5	6	5 minutes	6 minutes	5 minutes	
	Red Line	6	5	6				

MARTA bus routes also service the corridors that surround the study area seven days a week. Bus Route #27 services Peachtree Street, 14th Street, and Juniper Street. Bus Routes #40 and #110 service Peachtree Street. All the MARTA bus stops are located within 0.2 miles of the planned development. The project is 0.4 miles from the nearest Georgia Tech Trolley pick-up location, located outside the Midtown MARTA Station along Peachtree Place NW. Table 2 below shows the MARTA bus routes schedule that have stop locations near the study area.

Table 2: MARTA BUS ROUTES AND STOP LOCATIONS WITHIN THE STUDY AREA

SERVICED ROADS BY MARTA	BUS STOP LOCATION	TRAVEL DIRECTION	BUS ROUTES
Peachtree Street	11th Street	Northbound	27, 40
		Southbound	40
	12th Street	Northbound	27, 40
		Southbound	40, 110
	13th Street	Northbound	27, 40, 110
		Southbound	27, 40, 110
	14th Street	Northbound	27, 40, 110
		Southbound	40
Juniper Street	12th Street	Southbound	27

Detailed MARTA transit and bus schedules are accessible through their website.

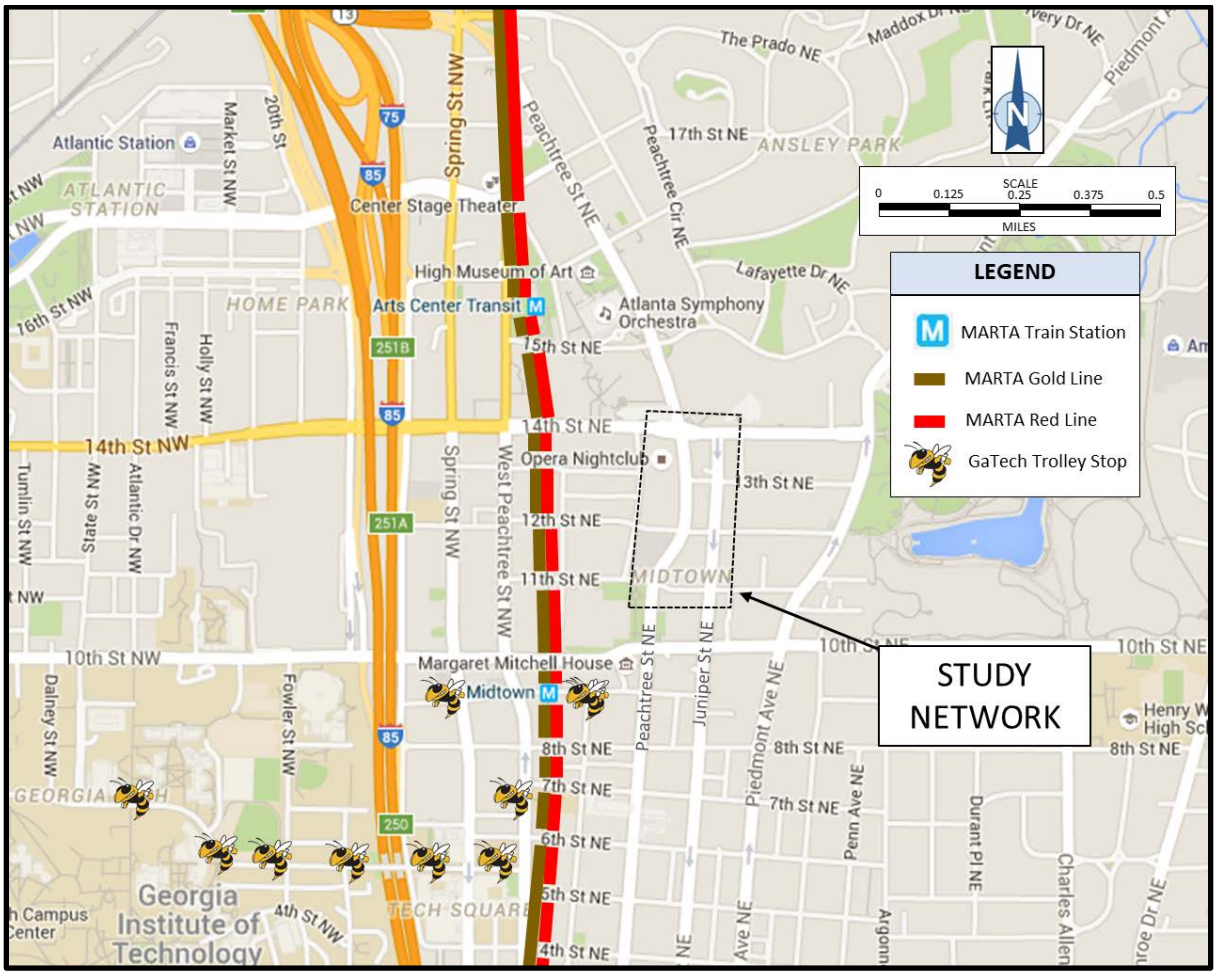
METHODOLOGY

A Pre-Application / Methodology Meeting was held at GRTA on Monday, May 21, 2018. Following the meeting, a Methodology Memorandum was prepared to summarize the results and conclusions of the meeting conducted by Mr. Andrew Smith. The Methodology Memorandum was approved by the Atlanta Regional Commission (ARC).

STUDY NETWORK

Figure 3 shows the network analyzed for the proposed development. The particular network area was requested by the ARC upon their approval of the Methodology Memorandum.

Figure 3: STUDY NETWORK MAP



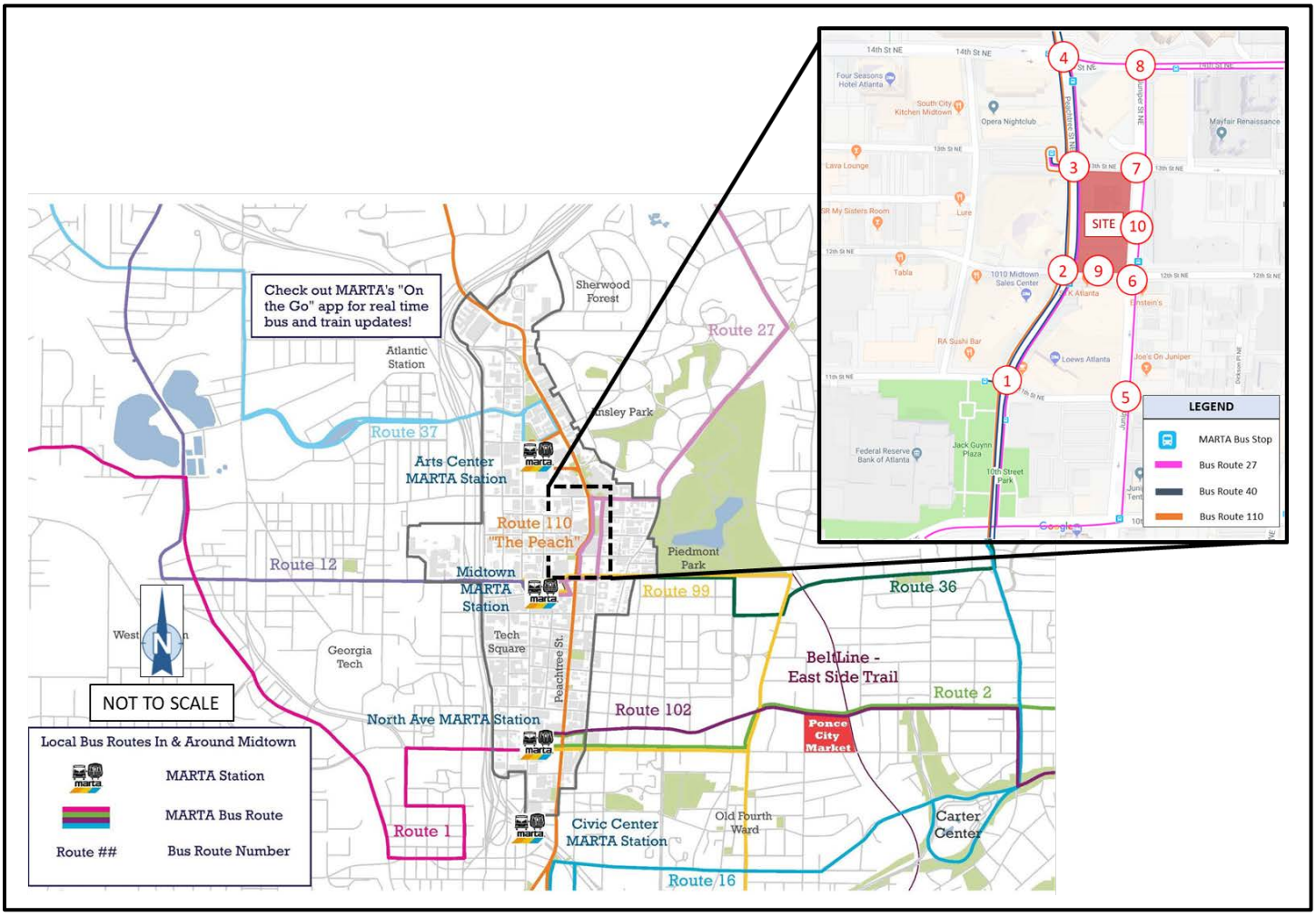
STUDY AREA

Figure 4 shows the intersections within the study network to be analyzed for traffic impacts. Intersections for the study network include:

1. Peachtree Street & 11th Street
2. Peachtree Street & 12th Street
3. Peachtree Street & 13th Street
4. Peachtree Street & 14th Street
5. Juniper Street & 11th Street
6. Juniper Street & 12th Street
7. Juniper Street & 13th Street
8. Juniper Street & 14th Street
9. 1075 Peachtree Street Parking Garage
10. 1101 Juniper Street Parking Garage

MARTA Bus Routes that are within the study area are also provided in the figure below.

Figure 4: STUDY AREA MAP



BACKGROUND TRAFFIC GROWTH

A 1% annual background traffic growth rate was used for all roadways in the study area.

PLANNED TRIP GENERATION

Trip generation was estimated for peak hours using data contained in ITE *Trip Generation*, 10th Edition publication and the ITE *Trip Generation Handbook*, 2nd Edition. The Trip Generation Program from Trafficware was used to perform the trip generation calculations. An alternative mode split of 18% was included in this analysis, due to the study area proximity to the Arts Center MARTA Station, Midtown MARTA station, and adjacent bicycle infrastructure.

PLANNED TRIP DISTRIBUTION

Trip distribution discussed and approved for in the methodology memorandum was used to assign the generated passenger vehicle components of the development to the study network.

LEVEL OF SERVICE STANDARDS

Every roadway segment and intersection in the study network was analyzed as needed to meet suitable level of service (LOS) standards. The LOS standard for all analyses is LOS E due to the location of the DRI within the Regional Center: Central City Region Core, according to the Unified Growth Policy Map. This was agreed upon in the GTRA letter of understanding.

The study network and its associated intersections were analyzed for operational LOS, based on the following conditions:

- 2018 Existing Conditions
- 2021 No-Build Conditions (traffic results without the Selig Development)
- 2021 Build Conditions (traffic results with generated trips due to the Selig Development)
- Alternate 2021 Build Conditions (2021 Build results with revised access point geometries)

If the existing LOS for the segment or intersection is below the accepted level of service for a particular time period, then the measured LOS for that segment and time period is the standard by which the “base” (2018) and “future” (2021) traffic conditions were evaluated.

EXISTING CONDITIONS

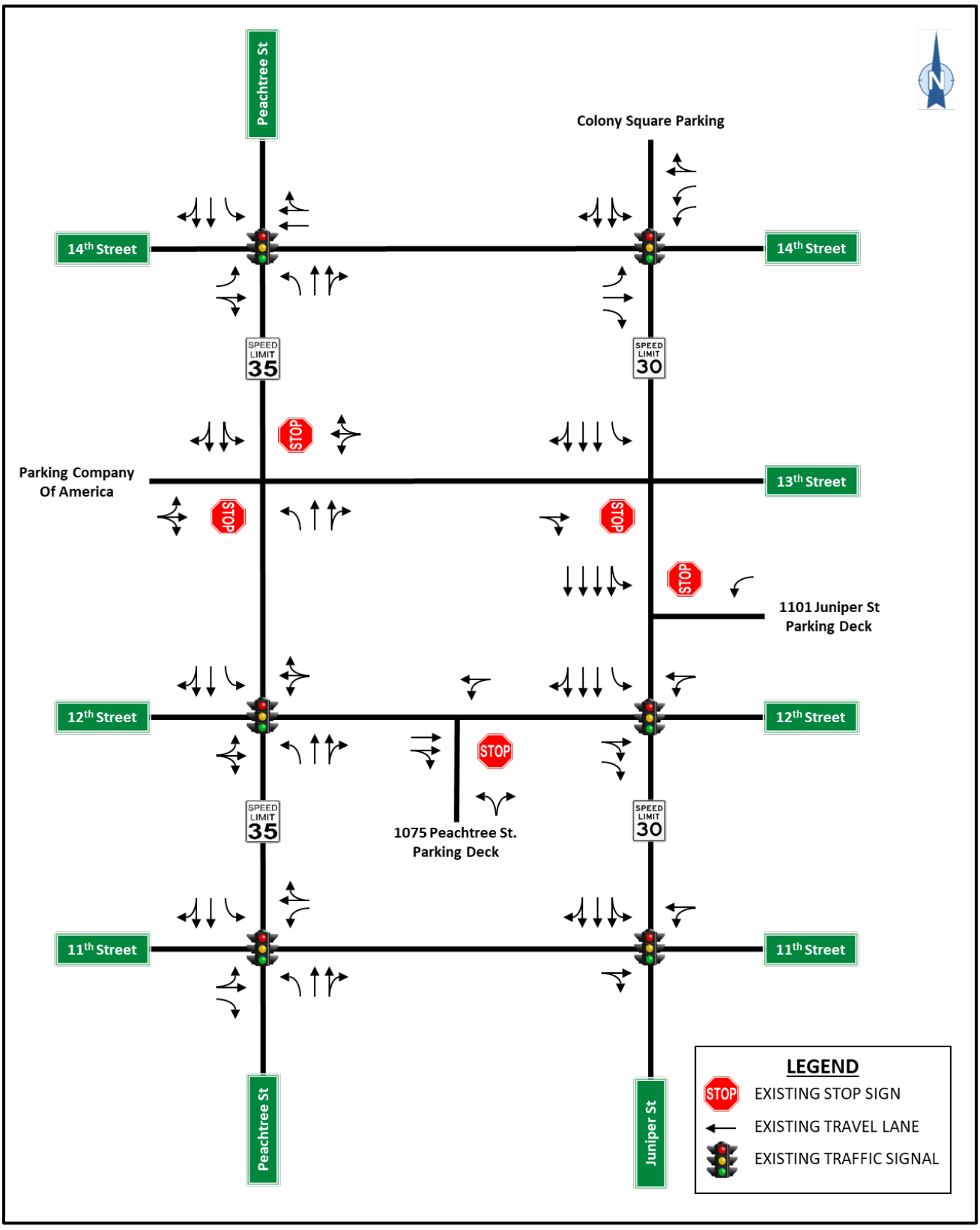
An inventory was conducted of the current conditions within the study area. This inventory includes roadway geometry, traffic control, traffic volumes, and signal timing.

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

Figure 5 on the following page shows the existing roadway geometry and traffic controls for the study intersections. A photographic inventory of existing traffic controls and lane geometries for the study area is provided in Appendix B.

Side street stop control currently exists at the intersection of Juniper Street and 13th Street as well as Peachtree Street and 13th Street. The City of Atlanta, in collaboration with Midtown Alliance, performed a traffic signal warrant study at these intersections due to their high pedestrian volumes to determine if signalization is needed. The study resulted in low traffic volumes that did not warrant signalization. These intersections will be revisited in 2021 No-Build and 2021 Build conditions to see whether the same results occur.

Figure 5: EXISTING GEOMETRY AND CONTROL CONDITIONS



PEAK HOUR TRAFFIC VOLUMES

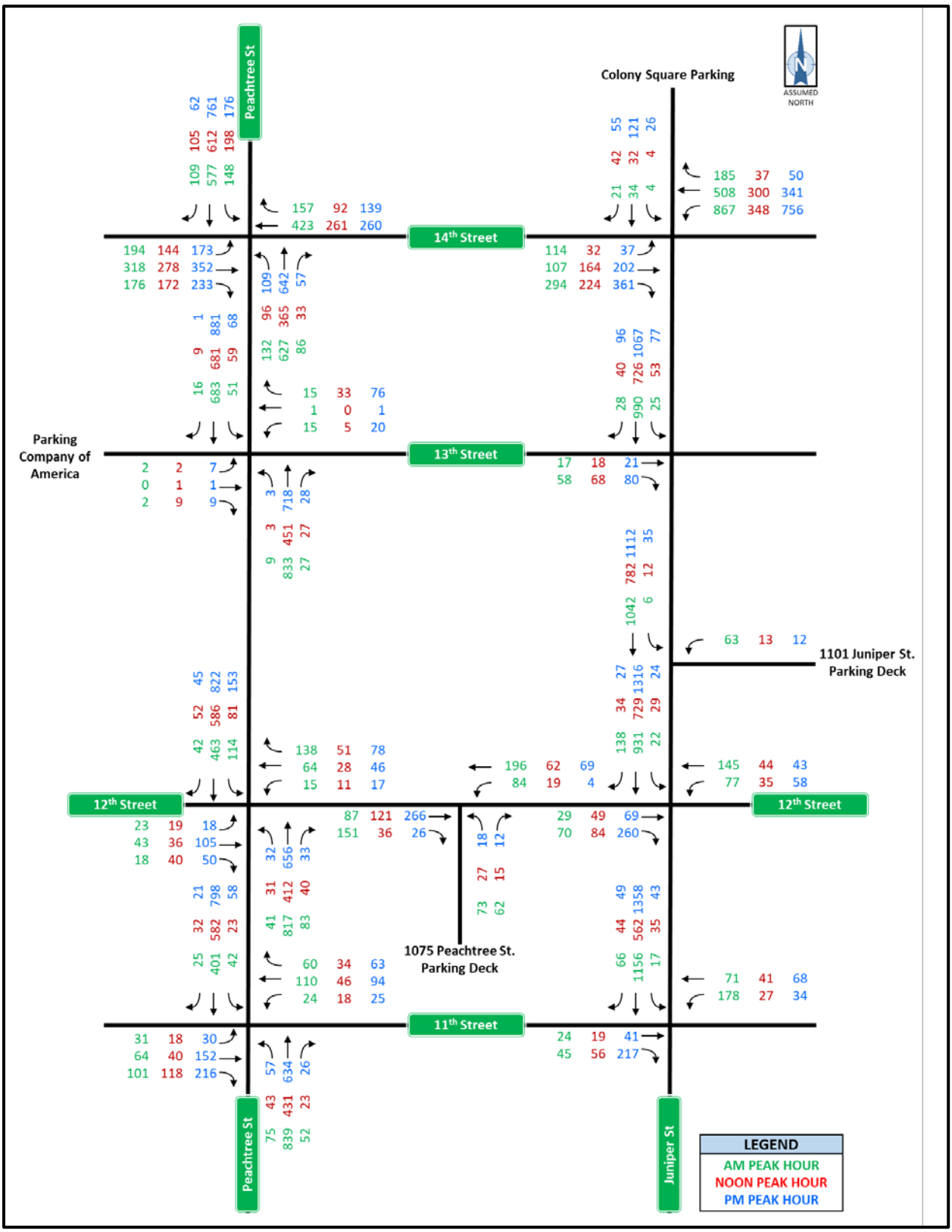
Turning Movement Counts (TMCs) were conducted on Thursday, February 1, 2018 between 7:00-9:00 AM, 11:00 AM-1:00 PM, and 4:30-6:30 PM.

Figure 6, on the next page, shows the AM, Mid-Day (MD), and PM Peak Hour volumes. The Peak Hours for the study area were determined to be:

- AM Peak Hour: 8:00 AM – 9:00 AM
- MD Peak Hour: 11:15 AM – 12:15 PM
- PM Peak Hour: 4:30 PM – 5:30 PM

The turning movement data and timing reports for signalized intersections are provided in Appendix C.

Figure 6: EXISTING 2018 TRAFFIC VOLUMES



PLANNED TRANSPORTATION IMPROVEMENTS

There are currently three transportation projects planned within the study area and one outlying project that will influence future traffic patterns. These projects incorporate bicycle and transportation plans organized by Midtown Alliance as well as capital transportation projects planned by the City of Atlanta. These plans will be addressed in the no-build and build conditions and analyzed for impacts to existing conditions. These projects include:

- Conversion of Juniper Street from a 4-lane typical section to a 2-lane typical section with a cycle track. The two vehicular traffic lanes will be separated from the dedicated bike lane by a median containing pedestrian refuge areas and on-street parking. (< 5 years)

- Conversion of the east-west street 13th Street, east of Juniper Street, from a 1-lane, one-way roadway to a 2-lane, 2-way roadway. (< 5 years)

- Extension of 13th Street to connect Peachtree Street through to Williams Street, creating a continuous east-west local street that stretches from Williams Street to Piedmont Avenue. (5-10 years)

- Repurpose Piedmont Avenue, from Ponce de Leon Avenue to 15th Street, into a Complete Street design. (< 5 years)

MIDTOWN ALLIANCE ACTION PLANS AND TRANSPORTATION PLANS

Conversions of all the city's existing one-way, east-west streets to two-way travel will make circulation both efficient and intuitive for drivers. Traffic flow impacts along these city side streets were evaluated for new street configurations in the Midtown Transportation Plan under project title SC-01.

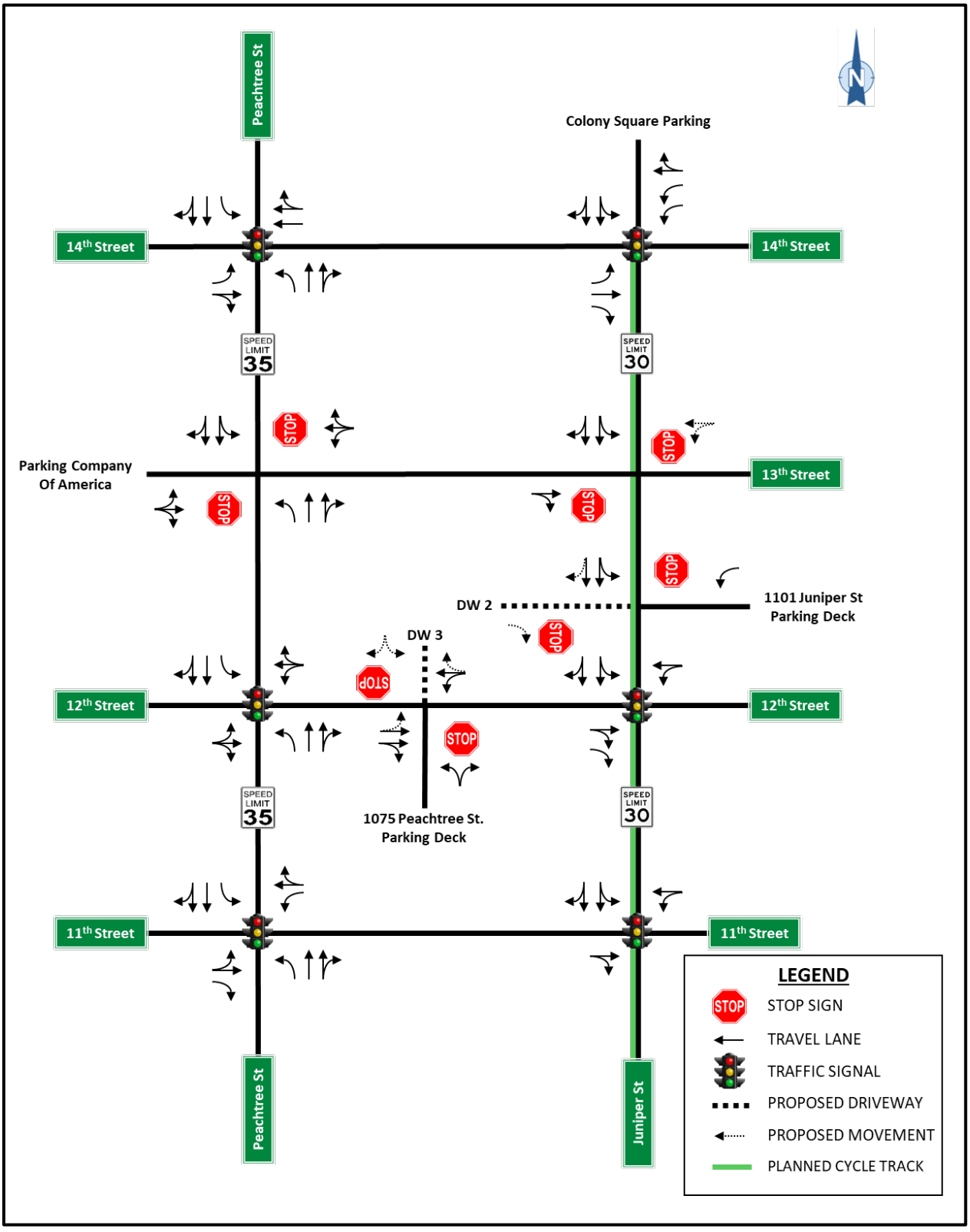
Piedmont Avenue buffers the road network within the study area. This corridor is the northbound compliment to Juniper Street. The city project, titled BK-08 in the Midtown Transportation Plan, will retain the corridor's existing lane configuration and implement multi-modal amenities that will support surrounding bike infrastructure along adjacent corridors. Doing so will create a safe east-west connection on 15th Street to the Arts Center MARTA Station with the goal of reducing congestion at the bypass of 14th Street and Piedmont Park.

The Midtown Alliance documents explaining these detailed plans are provided in Appendix D. Specific call-outs for these planned improvements are found on Appendix pages D-17, 23, 24, 81, and 95.

The Midtown Alliance documents do not mention plans to signalize the intersections of 13th Street at Juniper Street and at Peachtree Street.

Figure 7 shows the proposed geometry and intersection control conditions to be made within the study area, based on these action plans.

Figure 7: PROPOSED GEOMETRY AND CONTROL CONDITIONS



CAPITAL PROJECTS PLANNED AND UNDERWAY FOR THE CITY OF ATLANTA

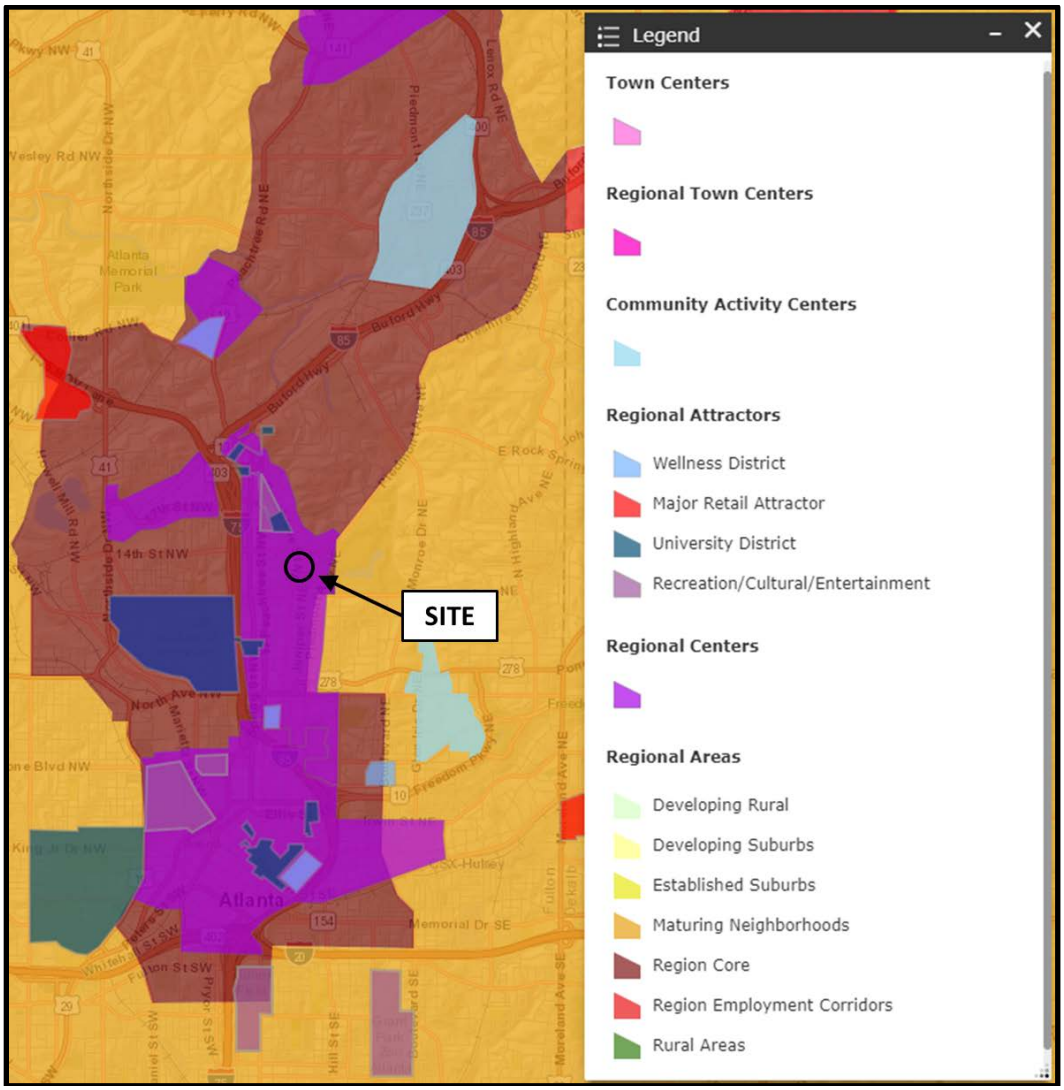
The City of Atlanta only has one project planned within the study area that is associated with bicycle, pedestrian, and transportation improvements. That project is the Juniper Street Transformation Project, proposed by Midtown Alliance. The city has $3.5 million in TSPLOST funds for new signalization, which can be used to support the future signalization of 13th Street if needed.

FUTURE PLANNING BY THE ATLANTA REGIONAL COMMISSION (ARC)

The ARC provides a direction for future land growth through its Unified Growth Policy (UGP). The UGP represents local plans, as well as the region's planned policies and forecasts. The Unified Growth Policy Map (UGPM) produces a vision for future growth and development.

The location of the proposed development is shown on the ARC Unified Growth Policy Map in Figure 8.

Figure 8: UNIFIED GROWTH POLICY MAP – MIDTOWN ATLANTA



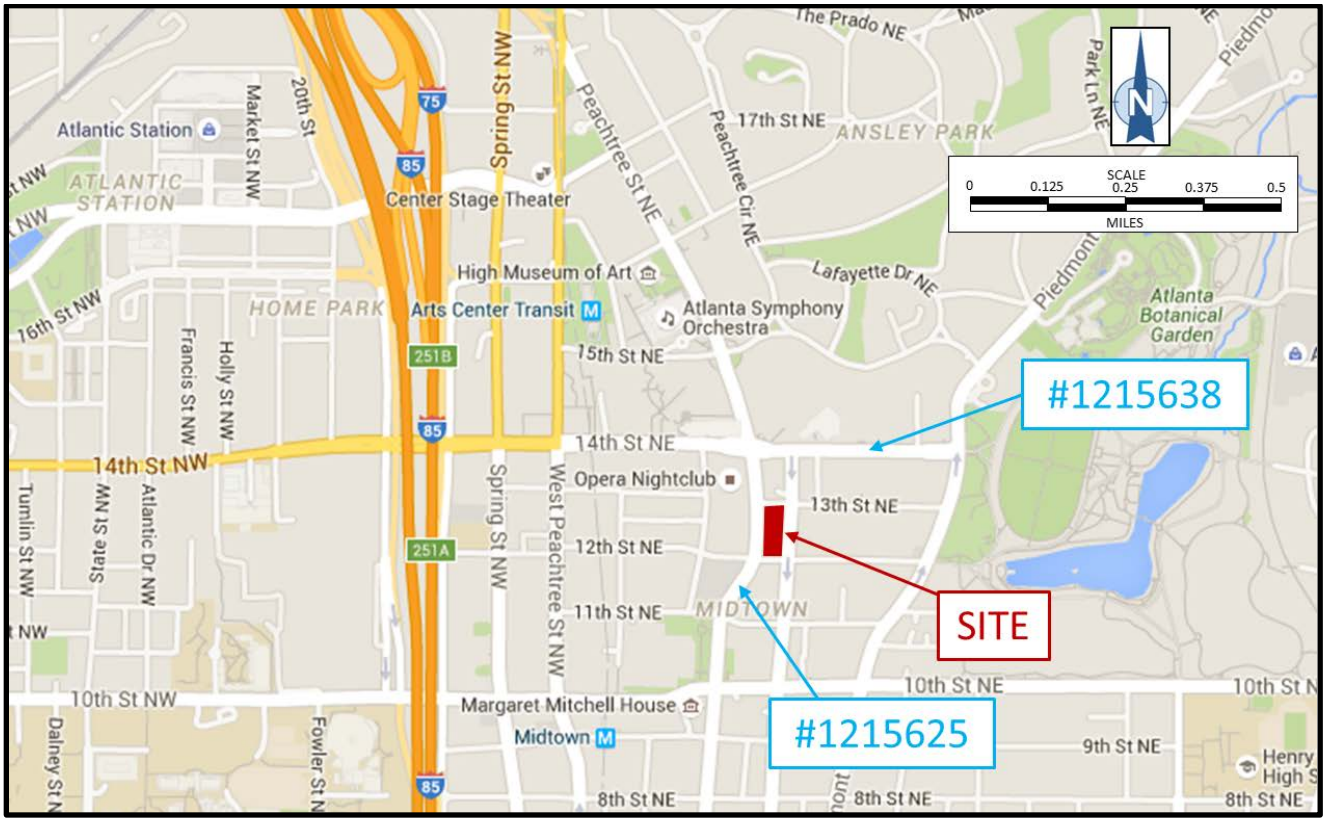
BACKGROUND CONDITIONS

Future traffic volumes were estimated based on historic trends in vehicular traffic growth. Because the proposed development is planned to be built in 2021, traffic projections for the study network were developed for the Year 2021 under no-build and build conditions. Traffic growth was estimated for the time between the existing year, 2018, and the base year of the project in 2021.

HISTORIC TRAFFIC DATA

GDOT maintains multiple annual traffic count stations in the vicinity of the project, two of which were used in the analysis for traffic growth. These count stations are shown in Figure 9 below. Historic traffic count data is provided in Appendix E.

Figure 9: GDOT COUNT STATIONS



TREND ANALYSIS

A 5-year trend analysis was conducted to establish growth rates within the study area. Figure 10 shows a graph of the historic AADT as reported by GDOT at locations shown on the previous page.

Figure 10: 5-YEAR TREND LINES FOR GDOT COUNT STATIONS

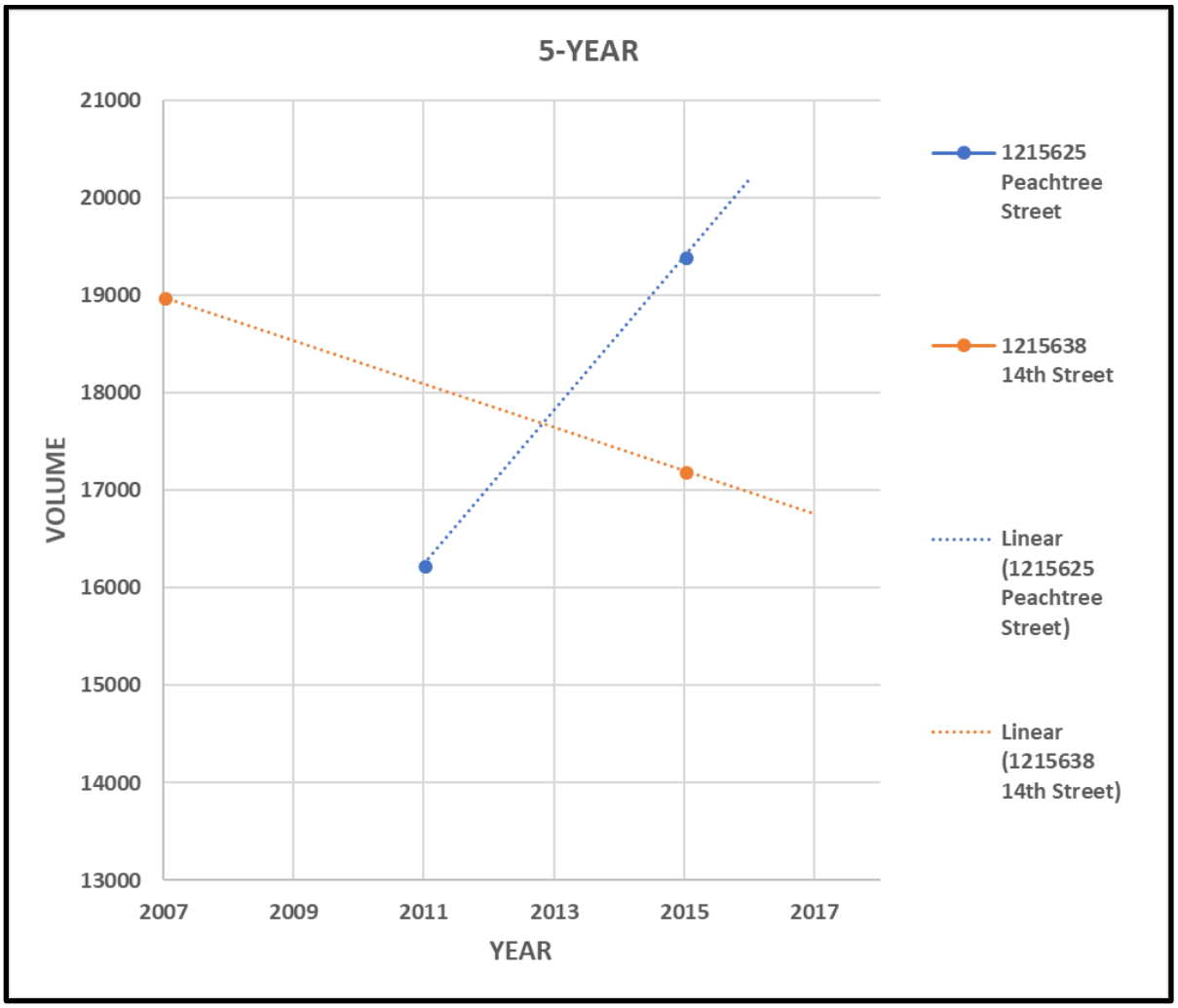


Table 3 shows the data collected from the GDOT count stations and the resulting trend rates.

Table 3: TREND ANALYSIS FOR COUNT STATION DATA

ROADWAY	COUNT STATION #	2013 VOLUME	2018 VOLUME	5 YEAR RATE
Peachtree Street	1215625	16240	19400	3.62%
14th Street	1215638	18980	17200	-1.95%

GROWTH RATE & GROWTH FACTOR

A growth rate was established based on the data collected from the GDOT count stations. The annual growth rate was determined by taking the average of the two stations, resulting in a rate of 0.834%. For the purposes of this study, an annual growth rate of 1% (compounded) was used.

A growth factor was established by applying the established growth rate to the following equation:

$$\boldsymbol{Growth\ Factor} = (\mathbf{1} + \boldsymbol{r})^{\boldsymbol{n}}$$

Where:
r = *growth rate*
n = *number of years*

The 2021 projections were calculated using n=3, taken as the time period between the Existing Year (2018) and the Base Year (2021).

A growth rate and growth factor summary are provided in Table 4.

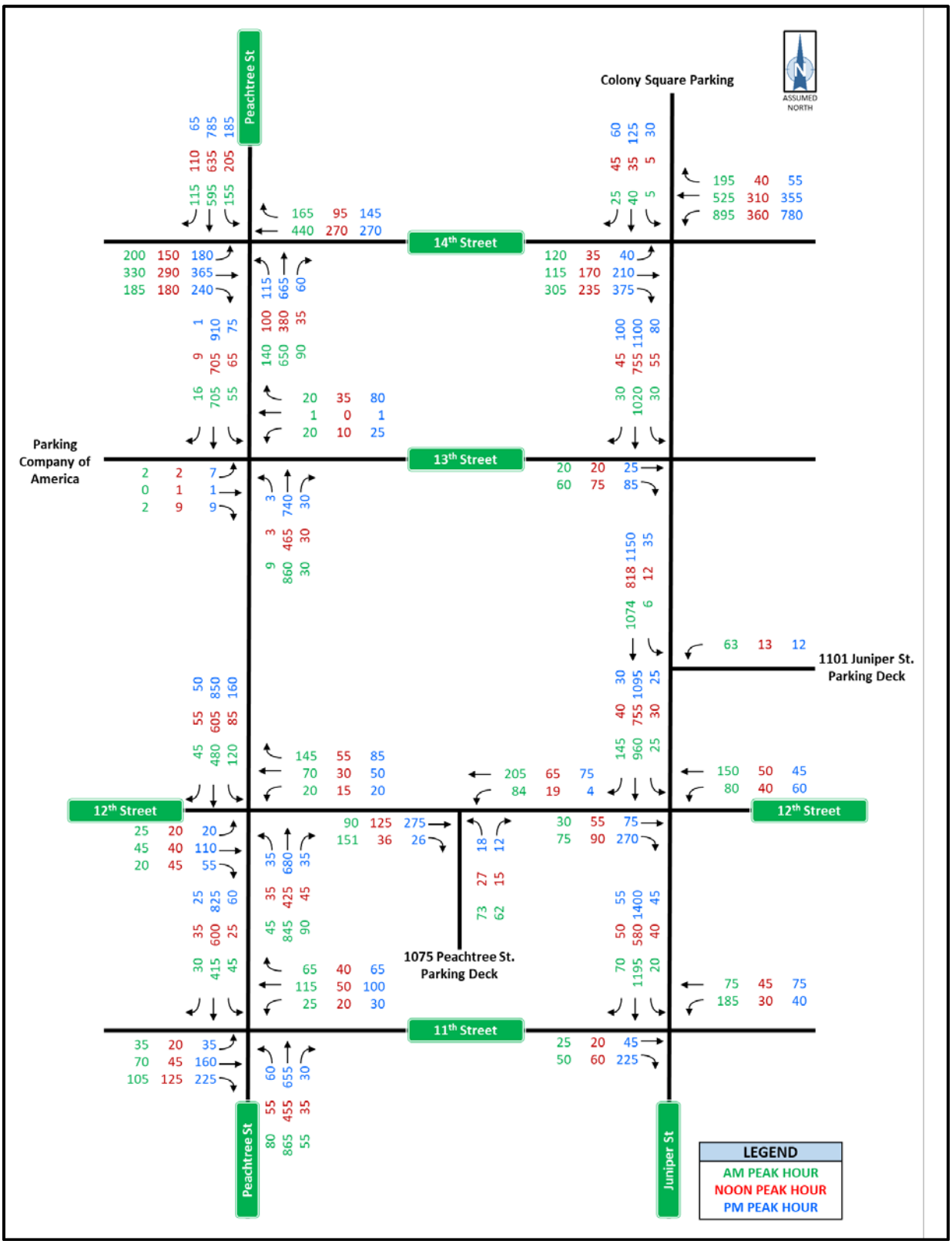
Table 4: GROWTH RATE & GROWTH FACTOR

ROAD	COUNT STATION #	5-YEAR TREND RATE	AVG. ANNUAL GROWTH RATE	GROWTH RATE USED	GROWTH FACTOR
Peachtree St	1215625	3.62%	0.83%	1.0%	1.03
14th St	1215638	-1.95%			

This growth factor will be applied to the study area for no-build conditions and build conditions.

Figure 11, on the following page, represents the projected conditions that result from applications of the growth factor to the existing 2018 volumes.

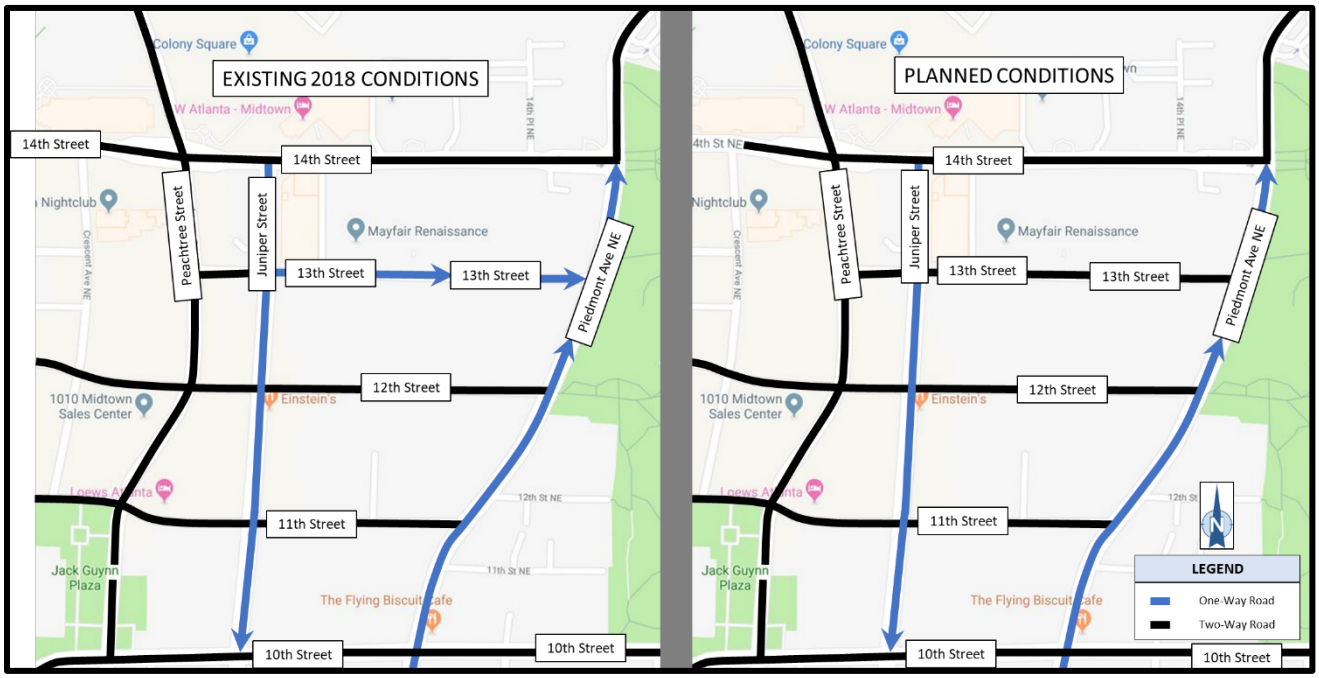
Figure 11: BACKGROUND TRAFFIC VOLUMES (2021)



ESTIMATED TRAFFIC DIVERSIONS

Midtown Alliance Action Plans call for a conversion of 13th Street, east of Juniper Street, from a one-way roadway to a 2-lane, 2-way roadway within the next five years. Existing traffic patterns will be diverted onto 13th Street due to this conversion. Figure 12 below shows a simplified view of existing and planned lane geometries roads within Midtown Atlanta that will affect future conditions within the study area.

Figure 12: PLANNED LANE CONVERSION FOR 13th STREET IN MIDTOWN ATLANTA



Traffic entering the study area by the westbound movement on 13th Street can only be made via Piedmont Avenue. This corridor, located east of Juniper Street, acts as a one-way northbound compliment to Juniper Street. Southbound movements cannot be made south of the Piedmont Avenue intersection at 14th Street. Therefore, the existing westbound through movements at the intersection of Juniper Street and 12th Street will be analyzed for possible traffic diversions to the projected westbound through movements at the intersection of Juniper Street and 13th Street.

DIVERTED TRAFFIC METHODOLOGY

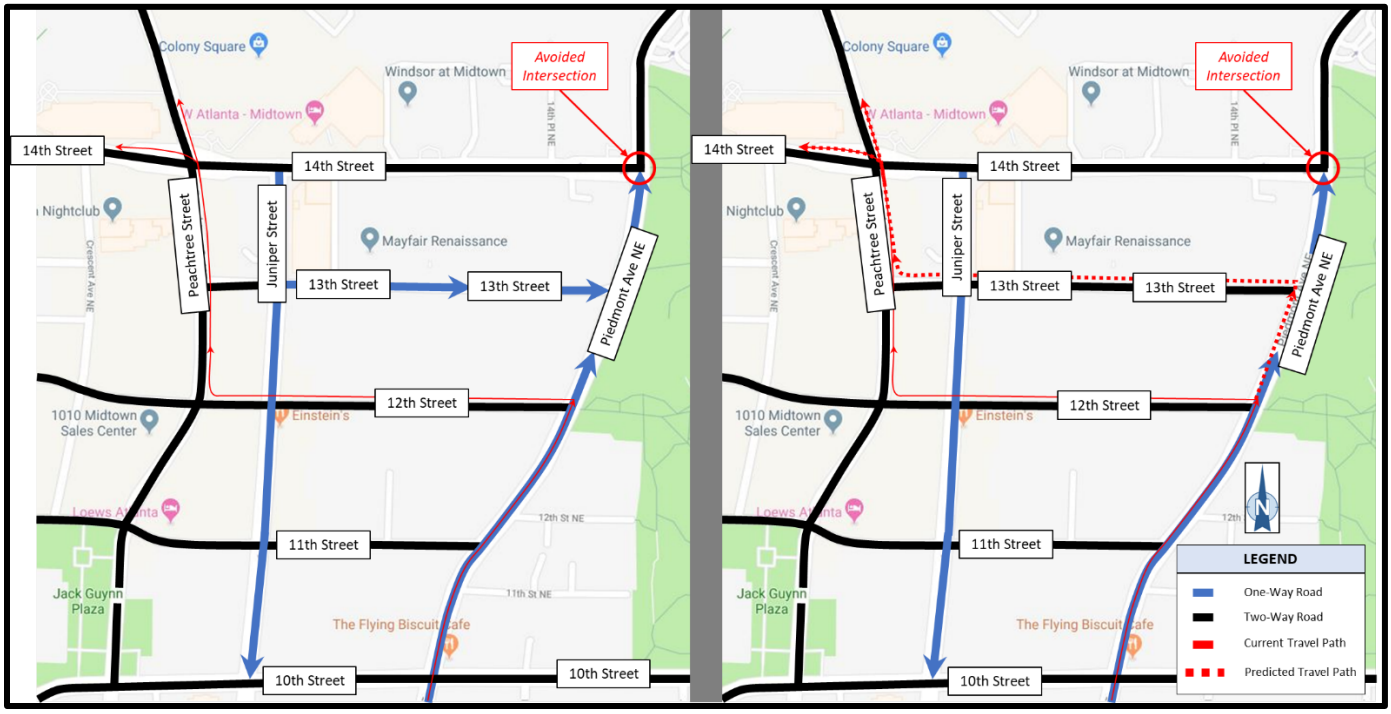
Piedmont Avenue transitions from a one-way corridor, in the northbound direction, to a two-way corridor at its intersection with 14th Street. The northbound approach at this intersection has one dedicated left turn lane onto 14th Street. Engineering judgment determined that travelers along Piedmont Avenue are avoiding this movement onto 14th Street, utilizing 12th Street in its stead. Rerouted movements associated to the avoidance of this intersection is shown below in Figure 13.

Existing westbound movements at the intersection of Juniper Street and 12th Street are assumed to be making a right movement at the next intersection of Peachtree Street and 12th Street. These movements are assumed to be going northbound along Peachtree Street, continuing north on Peachtree Street through 14th Street or continuing west on 14th Street, to their final destinations.

None of the existing westbound left movements at Juniper Street and 12th Street are assumed to be diverted to 13th Street. These existing left turn movements would not be more inclined to travel a further distance north to make the movement at a further distance from their destination. Therefore, only diverted through movements along 12th Street will be analyzed for future conditions.

It is estimated that twenty-five percent or less of existing through movements along 12th Street are projected to divert to 13th Street due to its new lane conversion for all peak hours analyzed. The movements affected by the diversion at this intersection will be relocated to westbound right movements at the intersection of Peachtree Street and 13th Street.

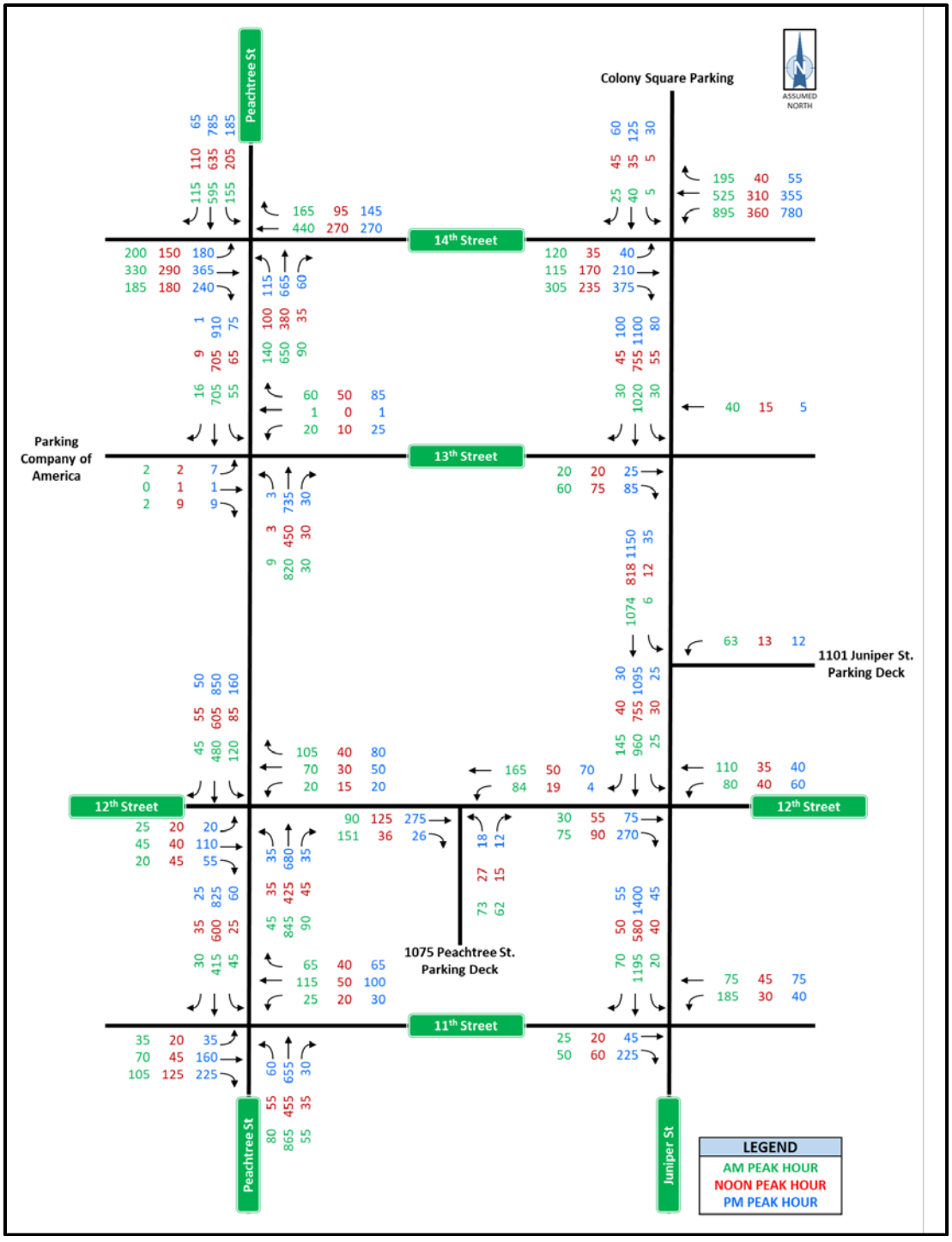
Figure 13: DIVERTED TRAFFIC SCHEMATIC



2021 NO-BUILD CONDITIONS

Figure 14 represents the 2021 no-build conditions that result from applications of the diverted traffic for background traffic volumes for 2021. The intersections of Juniper Street and Peachtree Street at 13th Street will not warrant a signal for this condition, based on MUTCD standards. The major street volumes along Juniper Street and Peachtree Street are too low to warrant Condition A. The minor street volumes along 13th Street are too low to warrant Condition B.

Figure 14: DIVERTED TRAFFIC VOLUMES (2021 NO-BUILD)



PROPOSED DEVELOPMENT

The street level site plan for the proposed development was previously shown on page 3.

2021 BUILD CONDITIONS

Trips assigned to the development for 2021 build conditions will be compared to the operational LOS produced by volumes for the 2021 no-build conditions.

TRIP GENERATION

Estimates of traffic volumes expected to be generated by the proposed development were obtained using *TripGen 10* software from Trafficware and trip rates provided in the ITE publication *Trip Generation*, 10th Edition. Pass-by trips were considered to be negligible.

The *TripGen 10* program calculates internal trips in accordance with the ITE *Trip Generation Handbook*. However, the program only calculates AM and PM Peak Hour trip rates and internal capture rates. The Mid-Day Peak Hour trip rates and internal capture rates were estimated to be one-half of the rates for the PM Peak Hour. Daily internal capture rates were estimated. Table 5 shows the generated trips for the proposed land uses. The ITE report is provided in Appendix F.

Table 5: ESTIMATED TRIP GENERATION

ITE CODE	LAND USE	SIZE	DAILY 2-WAY TRIPS	AM			MD			PM		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
710	General Office Building	200 ksf[1]	2206	293	40	333	26	124	150	51	247	298
310	Hotel	250 Rooms	2044	78	55	133	39	37	76	77	73	150
232	High-Rise Residential Condos	56 du[2]	436	9	36	45	11	7	18	22	13	35
932	High- Turnover (Sit-Down) Restaurant	6.0 ksf[1]	764	36	29	65	18	12	30	35	24	59
	UNADJUSTED VOLUME		5450	416	160	576	94	180	274	185	357	542
	INTERNAL CAPTURE TRIPS		-349	0	0	0	-8	-8	-16	-15	-15	-30
	MODE SPLIT (18%)[3]		-981	-75	-29	-104	-17	-32	-49	-33	-64	-97
	VEHICULAR VOLUME ADDED TO NETWORK		**4120**	**341**	**131**	**472**	**69**	**140**	**209**	**137**	**278**	**415**

[1]ksf = thousand square feet
[2]du = dwelling units
[3]Mode Split (18%) for Midtown was provided by GRTA during the pre-application meeting on May 21, 2018

TRIP DISTRIBUTION

External trips generated by the proposed development were distributed based on existing peak hour traffic patterns. Figures 15 and 16 show the proposed peak hour distributions for trips exiting and entering the proposed development, respectively.

Figure 15: TRIP DISTRIBUTIONS (EXITING TRIPS)

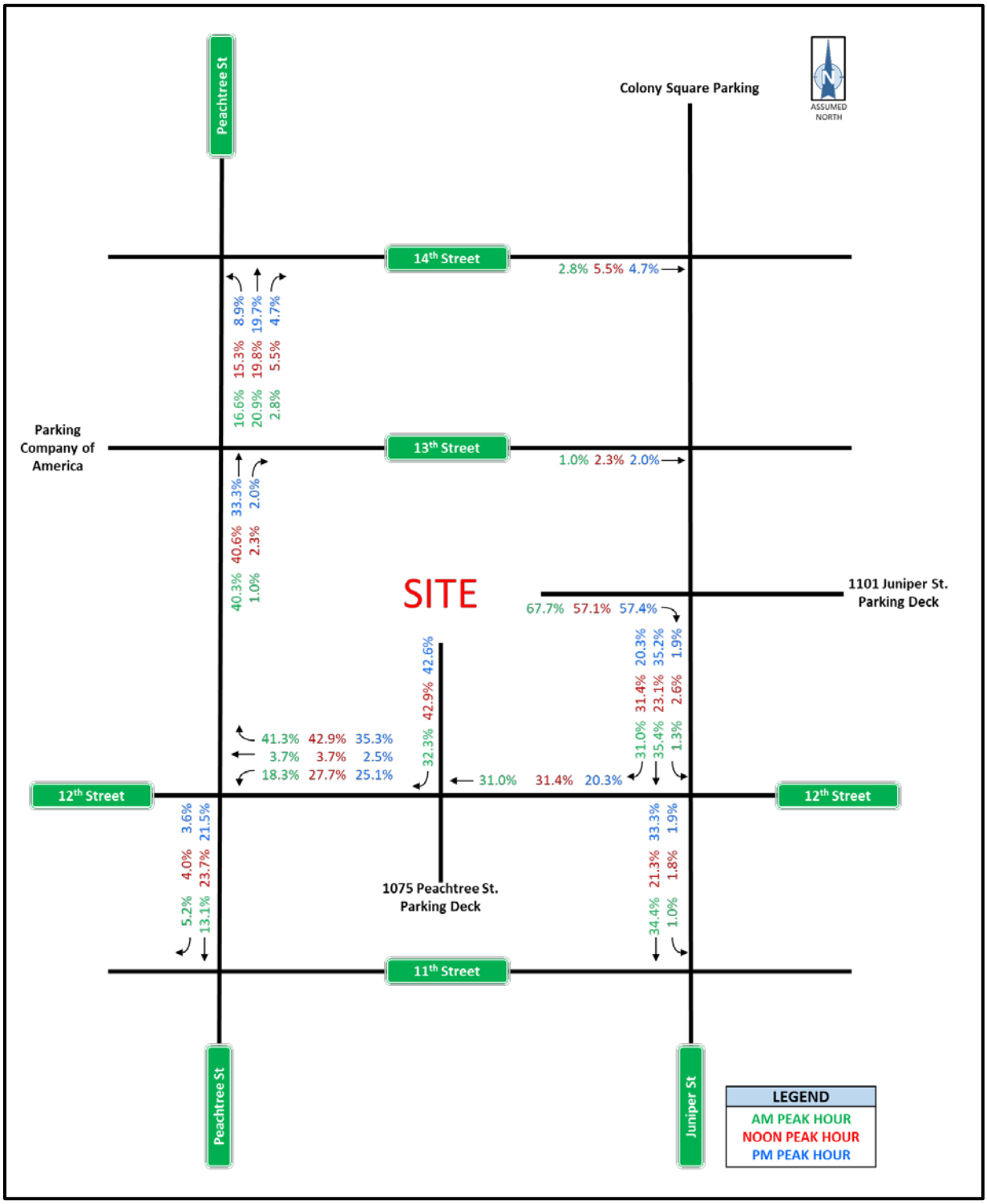
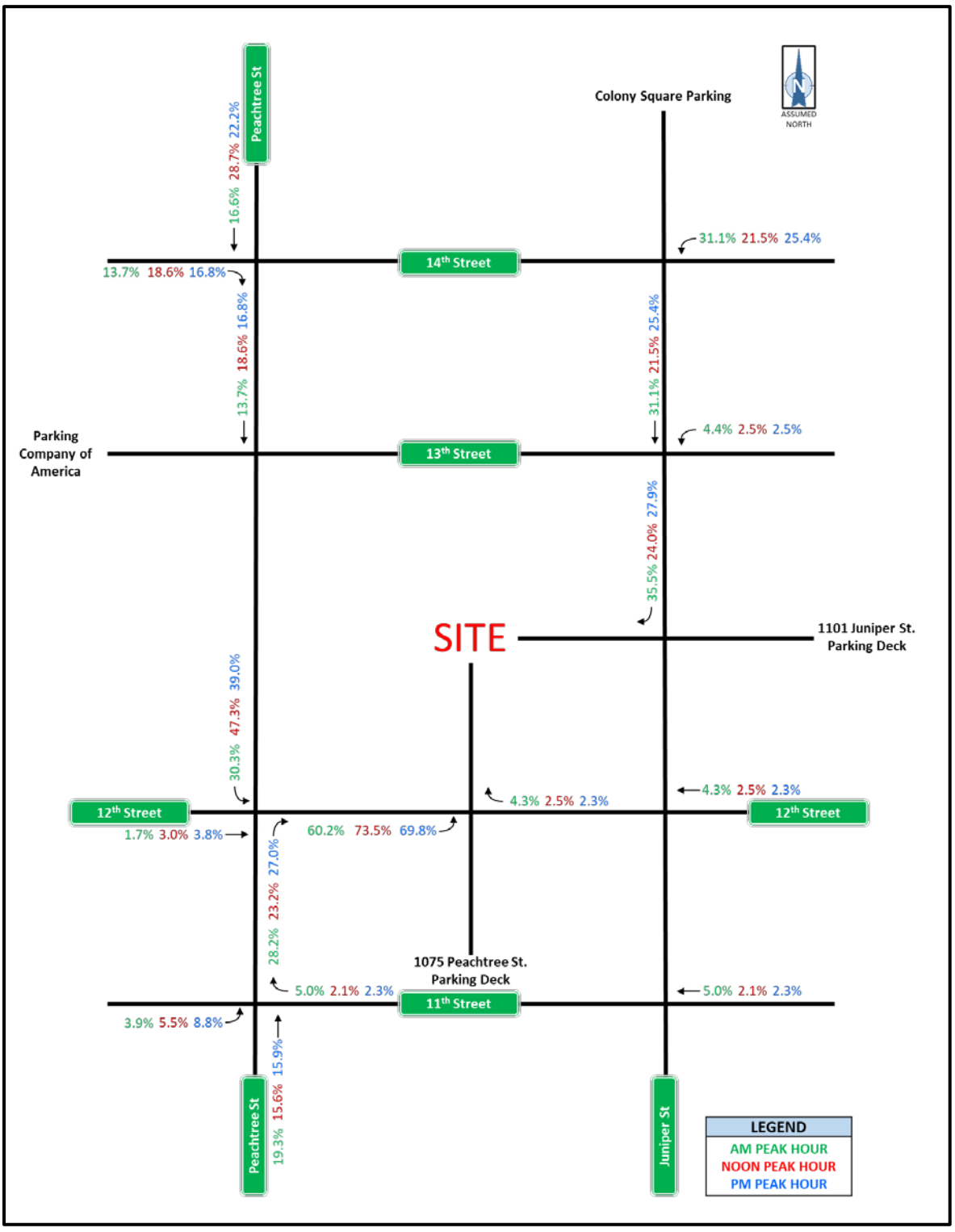


Figure 16: TRIP DISTRIBUTIONS (ENTERING TRIPS)



TRIP ASSIGNMENT

The volumes generated by the development were assigned to the roadway network based on the distribution patterns shown on the previous page. Figures 17 and 18 on the following pages show the assignments for peak hour trips exiting and entering the proposed development.

Figure 17: TRIP ASSIGNMENTS (EXITING TRIPS)

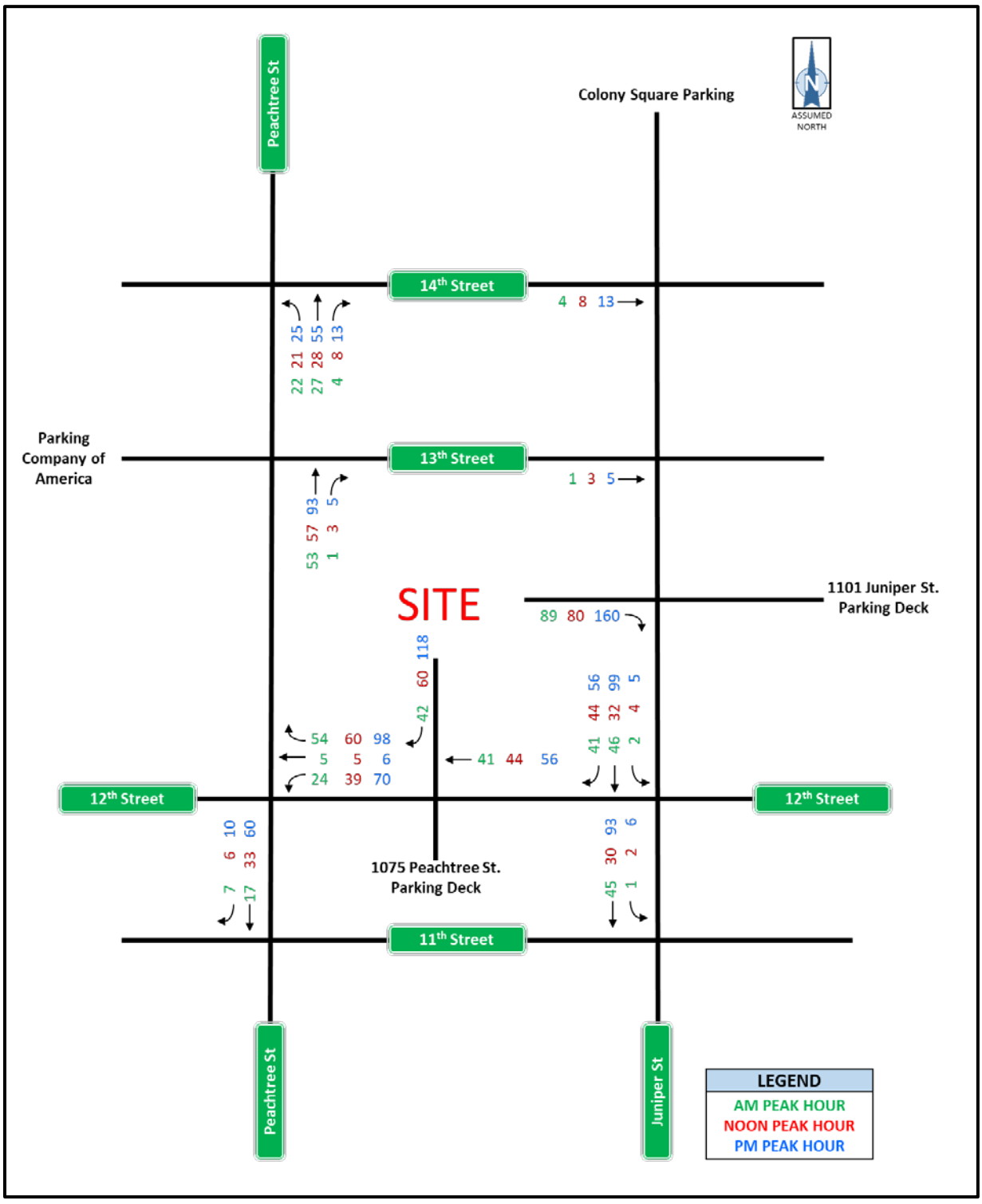
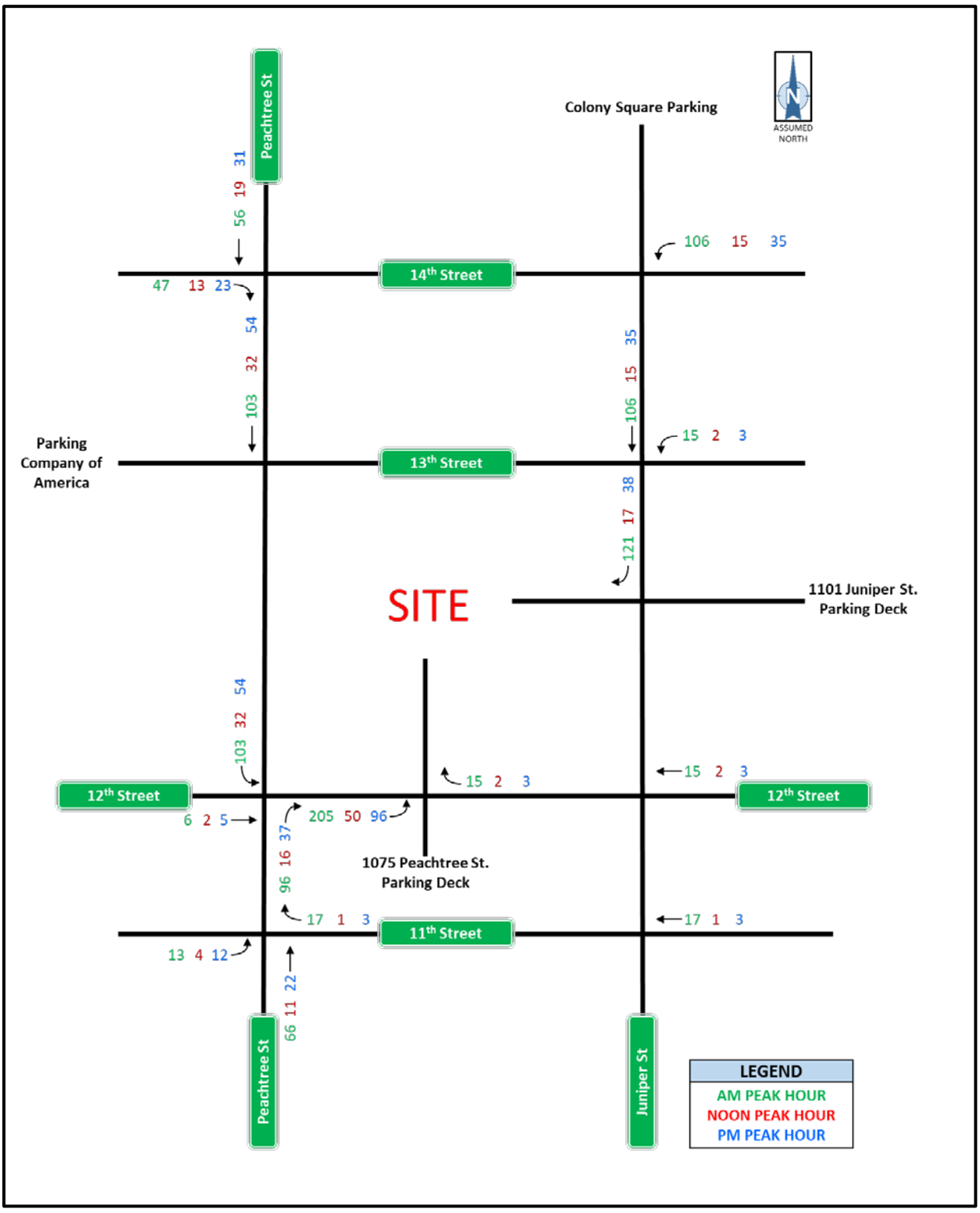


Figure 18: TRIP ASSIGNMENTS (ENTERING TRIPS)

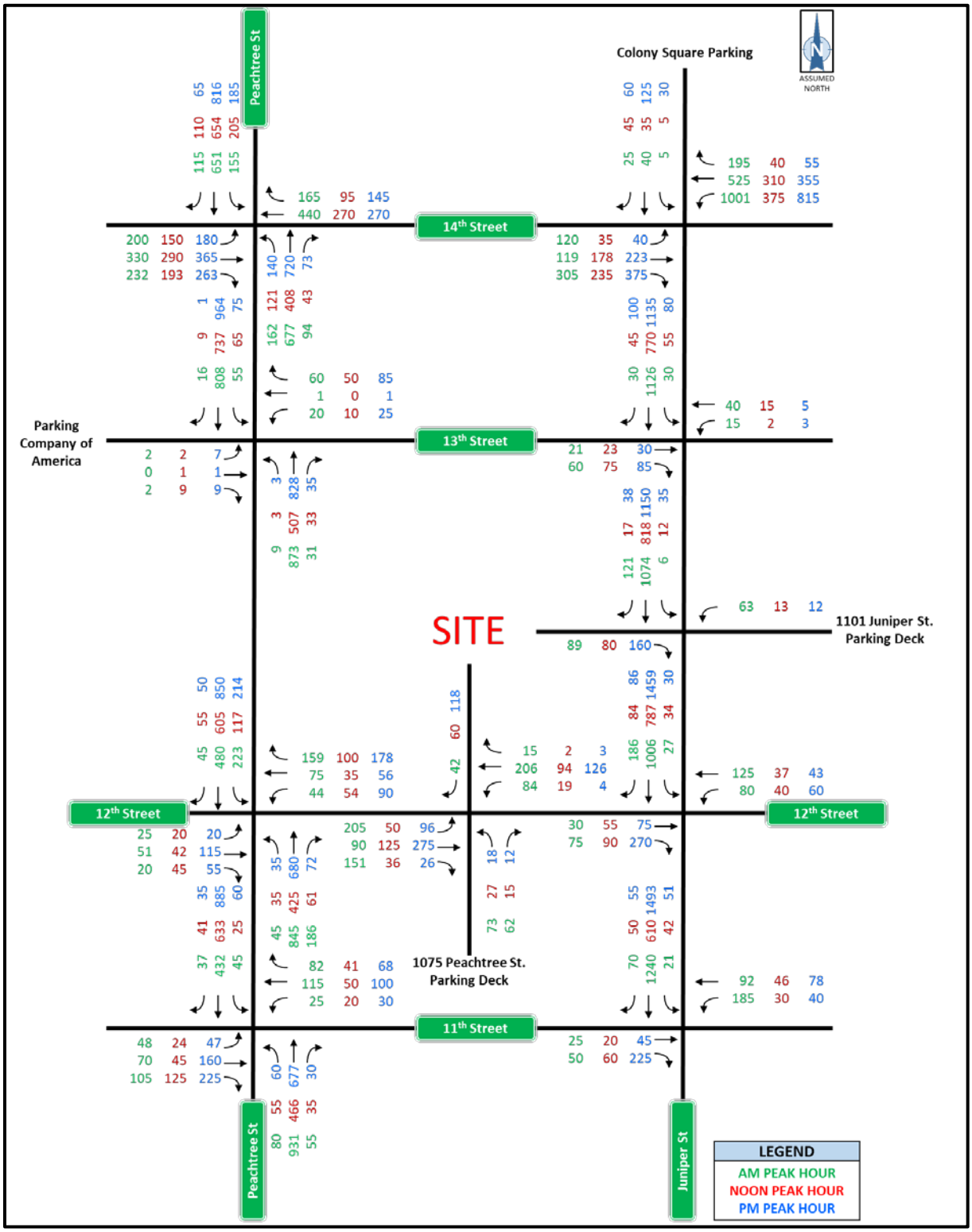


TOTAL TRAFFIC VOLUMES

Assigned trips were then superimposed onto the diverted traffic volumes (2021 No-Build) from Figure 14 to develop the total traffic volumes (2021 Build). Figure 19 shows the total 2021 traffic volumes.

The intersections of Juniper Street and Peachtree Street at 13th Street will also not warrant a signal for this condition, based on MUTCD standards. The major street volumes along Juniper Street and Peachtree Street are too low to warrant Condition A. The minor street volumes along 13th Street are too low to warrant Condition B.

Figure 19: TOTAL TRAFFIC VOLUMES (2021 BUILD)



CAPACITY ANALYSIS

Capacity analysis was conducted for the intersections and roadway segments included in the study network. Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual (HCM), Special Report 209*, published by the Transportation Research Board, 2010.

SCENARIOS EVALUATED

Existing and future scenarios for the signalized and unsignalized intersections were analyzed within the study area, as well as the roadway segments linked between them. Each scenario evaluated for these two conditions are described below:

- **2018 Conditions**
  - evaluating the study area using existing geometry, timing, and volumes.

- **2021 No-Build (without Selig Development)**
  - conversion of Juniper Street from a 4-lane road to a Complete Street, 2-lane road and cycle track.
  - conversion of 13th Street from a one-way eastbound road to a two-way road in the eastbound and westbound directions
  - evaluating the study area using diverted 2021 traffic volumes

- **2021 Build (with Selig Development)**
  - conversion of Juniper Street from a 4-lane road to a Complete Street, 2-lane road and cycle track.
  - conversion of 13th Street from a one-way eastbound road to a two-way road in the eastbound and westbound directions
  - evaluating the study area using total traffic volumes

The future scenario below was only evaluated for signalized and unsignalized intersections within the study area. Volume changes for this scenario were minimal and do not warrant a need for segment analyses to be made when compared to the scenarios mentioned above.

- **Alternate 2021 Build (with Selig Development)**
  - conversion of Juniper Street from a 4-lane road to a Complete Street, 2-lane road and cycle track.
  - conversion of 13th Street from a one-way eastbound road to a two-way road in the eastbound and westbound directions
  - only allowing ‘right-out’ movements for DW 3 of the Selig Development and for 1075 Peachtree Street Parking Garage
  - evaluating the study area using total traffic volumes

INTERSECTION ANALYSIS

Intersections included in the study network were analyzed using *Synchro 10* from Trafficware. HCM Level of Service (LOS) is defined differently for signalized and unsignalized intersections. LOS for signalized intersections are characterized by the average total vehicle delay of all movements through it. LOS for unsignalized intersections are characterized by total vehicle delay of each movement through it. Definitions for intersection LOS are shown in Table 6.

Table 6: INTERSECTION LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	> 80.0	> 50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010

CAPACITY ANALYSIS RESULTS - SIGNALIZED INTERSECTIONS

The capacity analysis results for signalized intersections are provided in Table 7. Capacity analysis reports for existing, no-build, and build conditions are included in Appendices G, H and I, respectively. The capacity analysis report for the alternate build condition is in Appendix J.

The level of service is shown, followed parenthetically by the average delay per vehicle in seconds.

Table 7: CAPACITY ANALYSIS RESULTS – SIGNALIZED INTERSECTIONS

PEAK HOUR	INTERSECTION	SCENARIO			
		2018	2021 NO-BUILD	2021 BUILD	ALTERNATE 2021 BUILD
AM	Peachtree Street @ 11th Street	C (23.2)	C (21.1)	C (26.7)	C (26.6)
	Peachtree Street @ 12th Street	B (11.5)	B (10.8)	D (36.1)	C (26.0)
	Peachtree Street @ 14th Street	D (39.3)	D (41.8)	D (46.5)	D (46.0)
	Juniper Street @ 11th Street	B (19.0)	C (22.9)	C (23.5)	C (26.5)
	Juniper Street @ 12th Street	B (14.4)	B (14.5)	B (15.2)	B (16.8)
	Juniper Street@ 14th Street	C (31.0)	C (32.1)	C (31.9)	C (31.9)
MD	Peachtree Street @ 11th Street	A (7.4)	A (7.7)	A (7.8)	A (8.2)
	Peachtree Street @ 12th Street	A (7.7)	A (7.8)	B (11.4)	B (10.3)
	Peachtree Street @ 14th Street	C (34.0)	C (35.0)	D (35.8)	D (35.8)
	Juniper Street @ 11th Street	A (5.4)	A (5.4)	A (5.3)	A (5.4)
	Juniper Street @ 12th Street	B (11.1)	B (13.6)	B (13.8)	B (13.9)
	Juniper Street@ 14th Street	C (26.0)	C (26.0)	C (26.4)	C (26.4)
PM	Peachtree Street @ 11th Street	C (22.6)	C (22.5)	C (23.1)	C (24.2)
	Peachtree Street @ 12th Street	B (13.4)	B (14.3)	C (29.4)	C (27.2)
	Peachtree Street @ 14th Street	D (47.5)	D (53.0)	E (63.1)	E (63.1)
	Juniper Street @ 11th Street	C (22.6)	C (29.7)	C (28.4)	C (28.7)
	Juniper Street @ 12th Street	C (21.0)	C (23.9)	C (24.1)	C (25.0)
	Juniper Street@ 14th Street	C (34.1)	C (34.5)	C (34.9)	C (34.9)

Capacity analysis results show the intersections in the study area are operating at LOS E or better for all conditions analyzed.

CAPACITY ANALYSIS RESULTS - UNSIGNALIZED INTERSECTIONS

The capacity analysis results for unsignalized intersections are provided in Table 8. Capacity analysis reports for existing, no-build, and build conditions are included in Appendices G, H and I, respectively. The capacity analysis report for the alternate build condition is in Appendix J.

The level of service is shown, followed parenthetically by the average delay per vehicle in seconds. Any intersections operating worse than the LOS E standard are highlighted in red.

The alternate build condition addresses the northbound approach at 1075 Peachtree Street Parking Garage during the AM Peak Hour. Mitigations were made to the 2021 build conditions, restricting left turns at the parking garage driveway. Doing so will significantly reduce the northbound turning delays seen in the 2021 build results.

Alternate 2021 build conditions will redirect all northbound left movements further southbound along Juniper Street from 12th Street for one block until 11th Street. From 11th Street, those redirected drivers can make their desired movements at the intersection of Peachtree Street and 11th Street.

Table 8: CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS

INTERSECTION	PEAK HOUR	APPROACH/ MOVEMENT	SCENARIO			
			2018	2021 NO-BUILD	2021 BUILD	ALTERNATE 2021 BUILD
Peachtree Street @ Parking Company of America (13th Street)	AM	EB – L/T/R	B (14.4)	C (15.9)	B (15.0)	C (16.0)
		WB – L/T/R	C (19.7)	C (15.9)	B (14.3)	C (15.4)
		NB – L/T	A (8.5)	A (8.5)	A (8.7)	A (8.7)
		NB – T	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		NB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		SB – L/T	A (2.6)	A (2.6)	A (2.5)	A (2.5)
		SB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	MD	EB – L/T/R	C (15.9)	C (16.3)	C (16.8)	C (16.9)
		WB – L/T/R	B (12.1)	B (12.5)	B (12.7)	B (12.8)
		NB – L/T	A (9.1)	A (9.0)	A (9.1)	A (9.1)
		NB – T	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		NB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		SB – L/T	A (2.4)	A (2.5)	A (2.6)	A (2.6)
		SB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	PM	EB – L/T/R	D (25.7)	D (27.0)	D (26.3)	D (25.8)
		WB – L/T/R	C (18.9)	C (17.9)	C (17.6)	C (17.3)
		NB – L/T	A (8.9)	A (9.0)	A (9.1)	A (9.1)
		NB – T	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		NB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		SB – L/T	A (3.1)	A (3.4)	A (3.7)	A (3.7)
		SB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Juniper Street @ 13th Street	AM	EB – T/R	C (18.8)	C (23.5)	D (28.1)	D (28.1)
		WB – L/T	-	D (33.9)	E (42.9)	E (42.9)
		SB – L/T	A (7.4)	A (0.6)	A (0.6)	A (0.6)
		SB - T	A (0.0)	-	-	-
		SB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	MD	EB – T/R	B (13.8)	C (16.8)	C (17.6)	C (17.6)
		WB – L/T	-	D (27.0)	D (28.6)	D (28.6)
		SB – L/T	A (7.5)	A (1.4)	A (1.3)	A (1.3)
		SB - T	A (0.0)	-	-	-
		SB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	PM	EB – T/R	D (26.7)	D (33.3)	E (41.5)	E (41.5)
		WB – L/T	-	E (46.3)	**F (56.7)**	**F (56.7)**
		SB – L/T	A (7.4)	A (1.9)	A (1.8)	A (1.8)
		SB - T	A (0.0)	-	-	-
		SB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
1075 Peachtree Street Parking Garage (12th Street)	AM	EB – L/T	A (0.0)	A (0.0)	A (6.9)	A (6.9)
		EB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		WB – L/T/R	A (3.4)	A (3.7)	A (3.3)	A (3.3)
		NB – L/**R**	B (13.4)	C (17.4)	**F (181.6)**	**B (10.6)**
		SB – L/**R (DW 3)**	-	-	A (9.5)	**A (9.5)**
	MD	EB – L/T	A (0.0)	A (0.0)	A (3.3)	A (3.3)
		EB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		WB – L/T/R	A (2.3)	A (2.7)	A (1.8)	A (1.8)
		NB – L/**R**	B (10.3)	B (10.3)	B (13.2)	**A (9.0)**
		SB – L/**R (DW 3)**	-	-	A (9.3)	**A (9.3)**
	PM	EB – L/T	A (0.0)	A (0.0)	A (3.6)	A (3.6)
		EB – T/R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		WB – L/T/R	A (0.6)	A (0.7)	A (0.4)	A (0.4)
		NB – L/**R**	B (12.4)	B (10.7)	C (17.9)	**A (9.4)**
		SB – L/**R (DW 3)**	-	-	A (9.8)	**A (9.8)**

"-" signifies a movement that exists in certain scenarios evaluated, but not in others

Table 8: CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS (continued)

INTERSECTION	PEAK HOUR	APPROACH/ MOVEMENT	SCENARIO			
			2018	2021 NO-BUILD	2021 BUILD	ALTERNATE 2021 BUILD
1101 Juniper Street Parking Garage (Juniper Street)	AM	EB – R (DW 2)	-	-	C (16.6)	C (16.6)
		WB - L	B (11.3)	C (15.5)	D (27.1)	D (27.1)
		SB – L/T	A (0.5)	A (0.3)	A (0.2)	A (0.2)
		SB - T	A (0.0)	-	-	-
		SB – T/R	-	A (0.0)	A (0.0)	A (0.0)
	MD	EB – R (DW 2)	-	-	B (13.2)	B (13.2)
		WB - L	B (10.3)	B (12.6)	C (16.9)	C (16.9)
		SB – L/T	A (0.9)	A (0.4)	A (0.3)	A (0.3)
		SB - T	A (0.0)	-	-	-
		SB – T/R	-	A (0.0)	A (0.0)	A (0.0)
	PM	EB – R (DW 2)	-	-	C (19.6)	C (19.6)
		WB - L	B (11.4)	C (15.4)	E (35.4)	E (35.4)
		SB – L/T	A (1.5)	A (0.9)	A (0.7)	A (0.7)
		SB - T	A (0.0)	-	-	-
		SB – T/R	-	A (0.0)	A (0.0)	A (0.0)

"-" signifies a movement that exists in certain scenarios evaluated, but not in others

Capacity analysis results show the movements in the study area are operating at LOS E or better for all conditions analyzed, except at two locations.

For the 2021 build conditions, the northbound approach at the 1075 Peachtree Street Parking Garage will operate at LOS F for the AM Peak Hour.

For both the 2021 build and alternate 2021 build conditions, the westbound approach at Juniper Street and 13th Street will operate at LOS F in the PM Peak Hour.

ROADWAY SEGMENT ANALYSIS

Roadway segments included in the study network were analyzed using *Highway Capacity Software 7 (HCS7)* from McTrans. Vehicular LOS for the direction of travel along urban street facilities are characterized by through-vehicle speed thresholds. These thresholds indicate the degree of mobility provided by each facility. Roadway segments with volume to capacity ratios exceeding 1.0 have a LOS F. Definitions for urban roadway segment LOS with base free flow speed examples that help gauge these results are shown in Table 9.

Table 9: ROADWAY SEGMENT LEVEL OF SERVICE CRITERIA

URBAN STREET FACILITIES					
LEVEL OF SERVICE (LOS)	ALLOWABLE PERCENTAGE OF BASE FREE FLOW SPEED (BFFS%)	TRAVEL SPEED THRESHOLD (MPH)			VOLUME TO CAPACITY RATIO (VCR)
		BASE FREE FLOW SPEED OF 35	BASE FREE FLOW SPEED OF 30	BASE FREE FLOW SPEED OF 25	
A	> 80%	> 28	> 24	> 20	≤ 1.0
B	67% - 80%	> 23	> 20	> 17	
C	50% - 67%	> 18	> 15	> 13	
D	40% - 50%	> 14	> 12	> 10	
E	30% - 40%	> 11	> 9	> 8	
F	< 30%	≤ 11	≤ 9	≤ 8	> 1.0

Source: Highway Capacity Manual, Transportation Research Board, 2010

Peachtree Street, Juniper Street, and 14th Street are classified by GDOT as minor arterials, while 11th Street, 12th Street, and 13th Street are classified as local roads.

Peachtree Street, Juniper Street, and 14th Street are heavily-travelled roadways. Passing through recreational areas, other local traffic mixes with through-traffic on these segments in Midtown Atlanta. These minor arterials also have reduced speed limits that reflect high activity levels. Since high speeds are not expected on these roadways, passing restrictions are not a major concern due to their relatively short segment lengths. Instead, steady progress at or near the speed limit is optimal for a motorist's free-flow movement.

Table 10 summarizes the results of the roadway segment analysis for both existing and future conditions. Roadway segment reports for existing, no-build, and build conditions are included in Appendices K, L, and M, respectively.

Segment analyses includes:

- the level of service for each roadway that is linked between signalized intersections, followed parenthetically by its directional percent of base free flow speed.
- the calculated travel speed for the segment direction, in mph.
- the through volume-to-capacity (v/c) ratio for the segment.

Additionally, multiple-connected segments that make up a roadway facility were analyzed for their level of services and calculated travel speeds when applicable.

Any segments/facilities operating at LOS F for 2018 conditions are presumed to be an acceptable threshold for 2021 no-build and 2021 build conditions. Segments that transfer from and existing LOS E, or better, to LOS F operation into future conditions are highlighted in red. Doing so distinguishes them from the LOS E standard set by GRTA in the letter of understanding.

Table 10: CAPACITY ANALYSIS RESULTS - ROADWAY SEGMENTS

ROADWAY	SEGMENT / FACILITY	PEAK HOUR	SCENARIO					
			2018		2021 NO-BUILD		2021 BUILD	
			EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
14th Street ***(EB/WB)***	Peachtree Street to Juniper Street ***(Segment)***	AM	**F (19.53)*** 8.12 MPH 0.10 v/c	**F (29.99)*** 12.47 MPH 0.19 v/c	**F (17.31)*** 7.20 MPH 0.11 v/c	**F (28.92)*** 12.02 MPH 0.29 v/c	**F (17.00)*** 7.07 MPH 0.12 v/c	**F (29.56)*** 12.29 MPH 0.28 v/c
		MD	**F (14.24)*** 5.92 MPH 0.15 v/c	**E (37.71)** 15.68 MPH 0.19 v/c	**F (13.36)*** 5.55 MPH 0.16 v/c	**E (37.39)** 15.55 MPH 0.20 v/c	**F (12.54)*** 5.21 MPH 0.18 v/c	**E (38.00)** 15.80 MPH 0.20 v/c
		PM	**F (18.70)*** 7.77 MPH 0.23 v/c	**E (31.59)** 13.13 MPH 0.13 v/c	**F (18.43)*** 7.35 MPH 0.24 v/c	**E (32.07)** 13.34 MPH 0.14 v/c	**F (17.29)*** 7.19 MPH 0.26 v/c	**E (33.16)** 13.79 MPH 0.14 v/c
12th Street ***(EB/WB)***	Peachtree Street to Juniper Street ***(Segment)***	AM	**F (13.61)*** 5.03 MPH 0.05 v/c	**F (22.02)*** 8.13 MPH 0.12 v/c	**F (13.29)*** 4.91 MPH 0.14 v/c	**F (14.84)*** 5.48 MPH 0.30 v/c	**F (10.11)*** 3.73 MPH 0.20 v/c	**F (14.34)*** 5.29 MPH 0.30 v/c
		MD	**F (22.68)*** 8.38 MPH 0.07 v/c	**F (19.17)*** 7.08 MPH 0.26 v/c	**F (21.80)*** 8.05 MPH 0.10 v/c	**F (19.62)*** 7.24 MPH 0.17 v/c	**F (20.71)*** 7.65 MPH 0.09 v/c	**F (19.07)*** 7.04 MPH 0.28 v/c
		PM	**F (13.74)*** 5.07 MPH 0.19 v/c	**F (17.45)*** 6.44 MPH 0.22 v/c	**F (14.04)*** 5.18 MPH 0.15 v/c	**F (14.72)*** 5.44 MPH 0.21 v/c	**F (12.30)*** 4.54 MPH 0.14 v/c	**F (10.93)*** 4.04 MPH 0.45 v/c
11th Street ***(EB/WB)***	Peachtree Street to Juniper Street ***(Segment)***	AM	**F (26.63)*** 9.25 MPH 0.03 v/c	**F (25.06)*** 9.83 MPH 0.26 v/c	**F (28.97)*** 10.70 MPH 0.03 v/c	**F (25.06)*** 7.24 MPH 0.35 v/c	**F (27.40)*** 10.12 MPH 0.04 v/c	**F (18.96)*** 7.00 MPH 0.37 v/c
		MD	**E (39.15)** 14.46 MPH 0.02 v/c	**E (33.63)** 12.42 MPH 0.17 v/c	**E (37.76)** 13.94 MPH 0.02 v/c	**E (33.30)** 12.30 MPH 0.20 v/c	**E (36.68)** 13.55 MPH 0.03 v/c	**E (33.20)** 12.26 MPH 0.21 v/c
		PM	**F (24.40)*** 9.01 MPH 0.04 v/c	**E (33.95)** 12.54 MPH 0.23 v/c	**F (25.41)*** 9.38 MPH 0.05 v/c	**F (17.34)** 9.41 MPH 0.37 v/c	**F (24.18)*** 8.93 MPH 0.06 v/c	**F (17.92)** 6.62 MPH 0.37 v/c

** = segment directional level of service is below LOS E standard in existing 2018 conditions, so LOS F is the acceptable threshold in this case*

Table 10: CAPACITY ANALYSIS RESULTS - ROADWAY SEGMENTS (continued)

ROADWAY	SEGMENT / FACILITY	PEAK HOUR	SCENARIO					
			2018		2021 NO-BUILD		2021 BUILD	
			EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
Peachtree Street ***(NB/SB)***	14th Street to 12th Street ***(Segment)***	AM	**F (27.39)*** 11.40 MPH 0.54 v/c	**B (70.17)** 29.21 MPH 0.24 v/c	**F (23.16)*** 9.64 MPH 0.67 v/c	**B (69.54)** 28.95 MPH 0.25 v/c	**F (20.64)*** 8.59 MPH 0.70 v/c	**C (60.00)** 24.98 MPH 0.26 v/c
		MD	**E (33.69)** 14.02 MPH 0.25 v/c	**E (38.81)** 16.16 MPH 0.46 v/c	**E (31.51)** 13.12 MPH 0.30 v/c	**E (38.59)** 16.06 MPH 0.47 v/c	**E (31.51)** 13.12 MPH 0.30 v/c	**E (38.59)** 16.06 MPH 0.47 v/c
		PM	**F (28.29)*** 11.78 MPH 0.59 v/c	**C (63.78)** 26.55 MPH 0.46 v/c	**F (25.81)*** 10.74 MPH 0.65 v/c	**C (63.06)** 26.25 MPH 0.33 v/c	**F (24.46)*** 10.18 MPH 0.75 v/c	**C (54.74)** 22.79 MPH 0.38 v/c
	12th Street to 11th Street ***(Segment)***	AM	**D (47.86)** 19.90 MPH 0.36 v/c	**D (44.71)** 18.59 MPH 0.31 v/c	**D (46.92)** 19.51 MPH 0.38 v/c	**D (43.41)** 18.05 MPH 0.24 v/c	**D (42.53)** 17.68 MPH 0.47 v/c	**D (42.79)** 17.79 MPH 0.25 v/c
		MD	**F (27.48)*** 11.43 MPH 0.32 v/c	**F (25.90)*** 10.77 MPH 0.44 v/c	**F (27.28)*** 11.34 MPH 0.35 v/c	**F (25.72)*** 10.69 MPH 0.46 v/c	**F (27.22)*** 11.32 MPH 0.35 v/c	**F (25.70)*** 10.69 MPH 0.46 v/c
		PM	**D (46.20)** 19.21 MPH 0.27 v/c	**E (31.28)** 13.01 MPH 0.33 v/c	**D (44.67)** 18.57 MPH 0.29 v/c	**F (29.82)** 12.40 MPH 0.35 v/c	**E (34.77)** 14.46 MPH 0.36 v/c	**F (29.28)** 12.17 MPH 0.39 v/c
	14th Street to 11th Street ***(Facility)***	AM	**E (32.57)** 13.55 MPH	**C (57.92)** 24.10 MPH	**F (28.53)** 11.87 MPH	**C (56.83)** 23.65 MPH	**F (25.52)** 10.62 MPH	**C (52.20)** 21.72 MPH
		MD	**E (31.08)** 12.93 MPH	**E (32.75)** 13.63 MPH	**F (29.79)** 12.40 MPH	**E (32.54)** 13.54 MPH	**F (29.22)** 12.16 MPH	**E (32.53)** 13.53 MPH
		PM	**E (33.05)** 13.75 MPH	**D (46.01)** 19.15 MPH	**E (30.61)** 12.74 MPH	**D (44.59)** 18.55 MPH	**F (27.49)** 11.44 MPH	**D (41.37)** 17.21 MPH
Juniper Street ***(1-WAY SB)***	14th Street to 12th Street ***(Segment)***	AM	-	**B (69.60)** 27.30 MPH 0.31 v/c	-	**C (64.50)** 25.30 MPH 0.56 v/c	-	**C (63.38)** 24.86 MPH 0.60 v/c
		MD	-	**D (46.29)** 18.20 MPH 0.30 v/c	-	**D (43.82)** 17.23 MPH 0.49 v/c	-	**D (42.77)** 16.82 MPH 0.56 v/c
		PM	-	**C (58.00)** 22.81 MPH 0.31 v/c	-	**C (53.75)** 21.14 MPH 0.52 v/c	-	**C (51.66)** 20.32 MPH 0.59 v/c
	12th Street to 11th Street ***(Segment)***	AM	-	**E (39.44)** 15.47 MPH 0.36 v/c	-	**E (35.42)** 13.89 MPH 0.26 v/c	-	**E (35.34)** 13.86 MPH 0.62 v/c
		MD	-	**E (31.48)** 12.35 MPH 0.35 v/c	-	**F (29.35)** 23.74 MPH 0.54 v/c	-	**F (28.83)** 11.31 MPH 0.57 v/c
		PM	-	**D (46.97)** 18.43 MPH 0.43 v/c	-	**E (39.17)** 15.37 MPH 0.68 v/c	-	**E (38.10)** 14.94 MPH 0.74 v/c
	14th Street to 11th Street ***(Facility)***	AM	-	**C (54.19)** 21.26 MPH	-	**D (49.41)** 19.38 MPH	-	**D (48.93)** 19.20 MPH
		MD	-	**E (39.39)** 15.48 MPH	-	**E (37.02)** 14.55 MPH	-	**E (36.24)** 14.24 MPH
		PM	-	**C (53.33)** 20.95 MPH	-	**D (47.20)** 15.37 MPH	-	**D (45.61)** 17.92 MPH

** = segment directional level of service is below LOS E standard in existing 2018 conditions, so LOS F is the acceptable threshold in this case*

Capacity analysis results show the 11th Street, Peachtree Street (from 12th Street to 11th Street), and Juniper Street (from 12th Street to 11th Street) segments operating below the LOS E standard set by GRTA. Segments currently operating at LOS F are noted.

SUMMARY OF FINDINGS

1. The project proposes to construct a multi-use high-rise building in the Midtown Atlanta area, to be completed by the year 2021. This development will have three access points along 13th Street, Juniper Street, and 12th Street.

2. Based on historic traffic data, traffic within the study area is projected to grow 1% annually.

3. Traffic volumes for the study area were projected out to 2021. A portion of projected volumes along 12th Street were redistributed along 13th Street based on existing traffic patterns. This was done to account for the planned conversion of 13th Street from a one-way to a two-way road. These volumes produce operational levels of service at intersections within the acceptable LOS E standard for 2021 no-build conditions.

4. Trips generated from the proposed development, for 2021 build conditions, produce operational levels of service at intersections within the acceptable LOS E standard with the exception of two movements. The northbound approach at 1075 Peachtree Street Parking Garage is projected to operate at LOS F during the AM peak hour for 2021 build conditions. The westbound approach at 13th Street is projected to operate at LOS F during the PM peak hour for both 2021 build and alternate 2021 build conditions.

5. Roadway segments between signalized intersections were analyzed with existing traffic volumes and timing controls. Peak hour analyses for existing 2018 conditions resulted in the following operational LOS for each segment and their associated direction of travel:

Table 11: SEGMENT LEVEL OF SERVICE SUMMARY (2018)

Segment	Level of Service (LOS) Standard	LOS E					
	Direction of Travel	EB/NB			WB/SB		
	Time of Day	AM	MD	PM	AM	MD	PM
	14th Street						
	12th Street						
	11th Street						
	Peachtree Street (from 14th Street to 12th Street)						
	Peachtree Street (from 12th Street to 11th Street)						
	Juniper Street (from 14th Street to 12th Street)	N/A	N/A	N/A			
	Juniper Street (from 12th Street to 11th Street)	N/A	N/A	N/A			

= *segments with directional level of service below the LOS E standard*
= *segments with directional level of service at or above the LOS E standard*
N/A = *not a legal movement*

Since the operational level of service at these segments is below the standard LOS E agreed upon within the letter of understanding, the measured LOS for existing conditions for these 'red' locations are set at a new standard LOS F.

6. Roadway segments analyzed for 2021 no-build conditions were compared to the operational LOS for existing 2018 conditions. Peak hour analyses for 2021 no-build conditions resulted in the following operational LOS for each segment and their associated direction of travel:

Table 12: SEGMENT LEVEL OF SERVICE SUMMARY (2021 No-Build)

Segment	Level of Service (LOS) Standard	LOS E					
	Direction of Travel	EB/NB			WB/SB		
	Time of Day	AM	MD	PM	AM	MD	PM
	14th Street						
	12th Street						
	11th Street						
	Peachtree Street (from 14th Street to 12th Street)						
	Peachtree Street (from 12th Street to 11th Street)						
	Juniper Street (from 14th Street to 12th Street)	N/A	N/A	N/A			
	Juniper Street (from 12th Street to 11th Street)	N/A	N/A	N/A			

= *segments with an accepted directional level of service, LOS F*
= *segments with directional level of service below the LOS E standard*
= *segments with directional level of service at or above the LOS E standard*
N/A = *not a legal movement*

7. Roadway segments analyzed for 2021 build conditions have identical LOS categories to the 2021 no-build conditions, which are mentioned above.

CONCLUSION

All intersections operate better than LOS E for all conditions analyzed except for the following movements:

- the northbound movement at 1075 Peachtree Street Parking Garage
- the westbound movement at Juniper Street and 13th Street.

This northbound movement operates at LOS F during the AM Peak Hour of the 2021 build condition and can be mitigated by restricting left turns at the parking garage driveways.

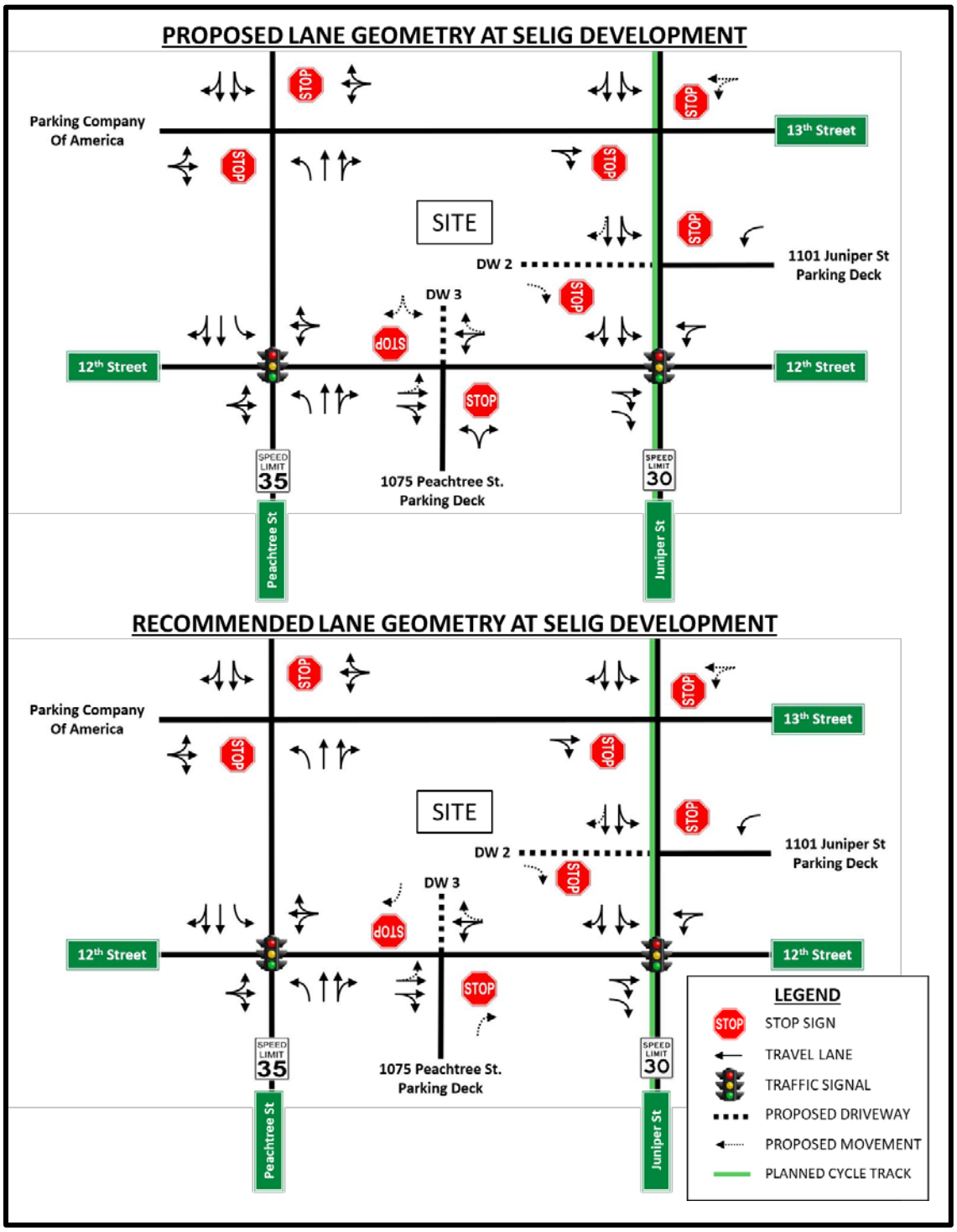
Segment analysis concluded that most segments currently operate worse than LOS E for all peak hours reported. Of the segments that currently operate at LOS E or better, 2021 no-build conditions worsen in operation. Of the segments that currently operate at LOS E or better, two segments worsen to LOS F during the PM Peak Hour. These segments are the 11th Street segment and Peachtree Street segment, from 12th Street to 11th Street.

Operational levels of service degrade during 2021 no-build conditions, when compared to existing 2018 results. The impact of this change is due to the background traffic growth on the geometrically constrained roadways within the study area. The Selig Development will add minimal impact to the operational failures of the segments within the study area in 2021 build conditions except for the northbound approach at 1075 Peachtree Street Parking Garage.

RECOMMENDATIONS

The northbound approach at 1075 Peachtree Street Parking Garage during the AM Peak Hour for 2021 build conditions is projected to have a LOS F. A solution to mitigating this drastic 164-second delay difference between 2021 no-build and 2021 build conditions is to convert the parking deck approaches into 12th Street to 'right-out only' movements as illustrated in Figure 20.

Figure 20: PROPOSED AND RECOMMENDED GEOMETRY COMPARISON FOR SELIG DEVELOPMENT



APPENDIX

See the next pages for attached appendices.

APPENDIX A

SELIG DEVELOPMENT SITE PLAN

General Zoning Information					
Zoning District:					
SPI-16					
Sub-Area 1 (Midtown Mixed Use)					
Minimum Building Setback Requirements:					
Peachtree Street: A1	**25'**				
(5' Tree/Furniture Zone + 15' Clear Zone) (Min. setback 20') (Min. Supplemental Zone 5')					
12th Street: B2	**20'**				
(5' Tree/Furniture Zone + 10' Clear Zone + (Min. Setback 15') Min. Supplemental Zone 5')					
13th Street: C	**15'**				
(5' Tree/Furniture Zone + 10' Clear Zone + (Min. Setback 15') Min. Supplemental Zone 0')					
Juniper Street: A2	**20'**				
(5' Tree/Furniture Zone + 10' Clear Zone + (Min. Setback 15') Min. Supplemental Zone 5')					
Building Data:					
Component	Floor Area (SF)*	% Floor Area			
Office	184,787	24%			
Hotel	360,433	47%			
Residential	209,880	28%			
Retail	5,949	1%			
Total:	**761,049**	**100%**			
* Floor area for each component was measured as follows:					
Office: Rentable Square Feet (RSF) as defined by current BOMA Standards					
Hotel: Gross Square Feet with exceptions per Sec. 16-29.001.13b					
Residential: Gross Square Feet with exceptions per Sec. 16-28.010.3					
Retail: Gross Square Feet with exceptions per Sec. 16-29.001.13b					
Development Controls					
Minimum Building Coverage:					
(NLA) 85% 68617			**Allowed:**	**58,324**	
			Provided:	**48,140**	
Minimum Open Space Requirement (OSR):					
Residential & Lodging		**20%**	**Required:**	21,034	
			Provided:	**54,289**	
Commercial & Retail		**15%**	**Required:**	NA	
			Provided:	**NA**	
Showering Facilities:					
1 showers per 25,000 SF of office floor space up to a max. of 8					
			Required:	**8**	
			Provided:	**8**	
Land Use Intensity Data					
Net Lot Area (NLA):				**68,617**	
Gross Lot Area (GLA):				105,168	
NLA					
Half of 12th Street ROW					
Half of Peachtree ROW					
Half of 13th Street ROW					
Half of Juniper ROW					
Total GLA:					
Residential FAR:					
Residential Area Allowed (w/o Bonus):	3.2 (GLA)			**336,537**	
Total Residential Area Allowed:				**336,537**	
Total Residential Area Provided:				**209,880**	
Total FAR Factor Provided: 2.00					
Non-Residential FAR:					
Non-Residential Area Allowed (w/o Bonus):	5 (GLA)			**343,085**	
Non-Residential Area Allowed (With Bonus):					
Ground Floor Retail Bonus					
105,168 x 2				**210,336**	
FAR Factor (Total Bonus/GLA): 3.07					
Total Non-Residential Area Allowed:				**553,421**	
Non-Residential Area Provided:					
Office (RSF)				184,787	
Hotel (GSF)				360,433	
Total Non-Residential Area Provided:				**545,220**	
Total FAR Factor Provided: 5.18					
Curb Cuts and Parking Structures (Sec. 16-18P.019)					
Number of Curb Cuts Allowed:				**2**	
Number of Curb Cuts Provided:				**4**	
VARIANCE REQUESTED					
Off-Street Loading Requirements (Sec. 16-18P.018)					
Required:					
Component	12x35 Loading Bay	12x55 Loading Bay			
Other Uses	2	2			
Residential / Lodging	1	0			
Total:	**3**	**2**			
Provided:					
Component	12x35 Loading Bay	12x55 Loading Bay			
Other Uses*	0	2			
Residential / Lodging*	2	0			
Total:	**2**	**2**			
* Loading spaces are shared between multiple components.					
VARIANCE REQUESTED					
Off-Street Parking Requirements (Sec. 16-18P.022)					
Electric Charging Stations:					
1 per 100 vehicles up to a maximum of 12					
Total Spaces Required:	941	/ 100 = 10		**10**	
			Provided:	**10**	

Residential (Maximum Permitted):

Unit Type	Units per Floor	Number of Floors	Number of Units	Maximum Spaces Permitted	Total Spaces
1 Bedroom	-	-	1	-	0
2 Bedroom	-	-	50	2.25	112.5
3 Bedroom	-	-	20	2.25	45
Subtotal:	0	16	70		157.5
Visitor:			70	0.3	21
				Maximum Permitted:	**179**
				Provided:	**157**

Retail/Restaurant:			
Maximum Permitted at 6.5 spaces per 1000 SF of Floor Area			
5,949 / 1000 =	6	x 6.5 =	39
Minimum Required at 1.0 space per 300 SF of Floor Area			
5,949 / 300 =	20	x 1.0 =	20
		Provided:	**0**
Hotel:			
Maximum Permitted at 2.5 spaces per 600 SF of Floor Area			
360,433 / 1000 =	360	x 3.5 =	1262
Minimum Required -None			
			0
		Provided:	**136**
Office:			
Maximum Permitted at 3.5 spaces per 1,000 SF of Floor Area			
184,787 / 1,000 =	185	x 3.5 =	647
		Provided:	**270**

Total Parking Summary:

Required	Residential	Office	Hotel	Retail	Total
Minimum	0	0	0	20	20
Maximum	179	647	1,262	39	2,125
***Provided:**	**157**	**270**	**136**	**0**	**563**

* Office, retail, and hotel spaces are shared

Compact Spaces:			
Permitted up to 25% of total provided parking spaces			
563 x 25% =		**Permitted:**	**141**
		Provided:	**140**
Minimum Bicycle Parking Requirements:			
Non-Residential Required at 1 per 4000 sf			
545,220 / 4000 =			545
Residential Required at 1 per 5 dwelling units			
70 / 5 =			14
Total Required (Up to Max. of 50):			**50**

Fenestration Calculations	
North Elevation (13th Street) TYPE C	
Length of Façade (X)	48'-6"
30% of façade as Required Fenestration (0.30X)	14'-7"
Total fenestration provided	24'-6"
% of fenestration provided	51%
East Elevation (Juniper Street) TYPE A2	
Length of Façade (X)	291'-2"
65% of façade as Required Fenestration (0.65X)	87'-4"
Total fenestration provided	0
% of fenestration provided	0%
South Elevation (12th Street) TYPE B2	
Length of Façade (X)	112'-9"
50% of façade as Required Fenestration (0.50X)	79'-3"
Total fenestration provided	0
% of fenestration provided	0%
West Elevation (Peachtree Street) TYPE A1	
Length of Façade (X)	360'-11"
75% of façade as Required Fenestration (0.75X)	246'-1"
Total fenestration provided	246'-1"
% of fenestration provided	75%

OSR Requirements	Ratio	Total SF
Min. required	20%	21,034
Provided	51.62%	54,289
Detail		
rooftop Terrace		16,475
Landscape area and plaza		17,087
portions of sideworks on private property		
portions of landscaped areas in R.O.W adjacent to property		20,727

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DRI # : 2B21
TOTAL SITE AREA: 3.41 ACRES

PARK CENTRAL CONDOMINIUM
DEED BOOK 27112 PAGE 06
CONDO. PLAT BOOK 11 PAGE 95-100

PARK CENTRAL CONDOMINIUM
397 CONDO UNITS
SPI-16

JUNIPER STREET
(R/W VARIES)
(ASPHALT)

PEACHTREE STREET
(80' R/W)

12 TH STREET
(50' R/W)

13 TH STREET
(R/W VARIES)
(ASPHALT)

12 TH STREET
(R/W VARIES)
(ASPHALT)

NEW BLDG.

CAMPANILE
448,000 SF OFFICES
SPI-16

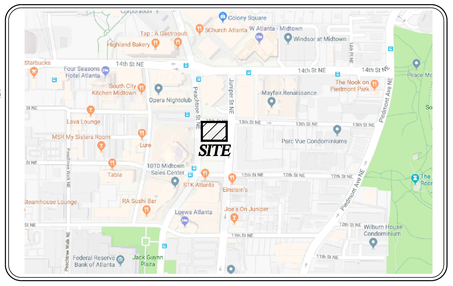
1138 PEACHTREE
323 RESIDENTAL UNITES
21,500 SF RETAIL
NO PROPOSED DELIVERY DATE
SPI-16

ELEVEN HUNDRED PEACHTREE
581,000 SF OFFICE
SPI-16

1075 PEACHTREE
725,000 SF OF OFFICE
60,000 SF RETAIL
414 KEY HOTEL
52 SIGNATURE RESIDENCES
SPI-16

EXISTING TRAFFIC LIGHT TYP.

EXISTING SIGNALIZED INTERSECTION
NO CHANGES PROPOSED



LOCATION MAP
N.T.S.

NOTES
1. USE ARCHITECTURAL PLANS FOR BUILDING STAKE OUT.
2. ALL DIMENSIONS SHOWN ARE FROM FACE OF BUILDING, CURB, OR WALL UNLESS OTHERWISE NOTED.

STREET LIGHT NOTES
1. STREET LIGHT PLANS MUST BE APPROVED BY THE STREET LIGHT DIVISION.
2. ALL STREET LIGHTS MUST USE POLES WITH BREAKAWAY BOLTS (TYPE A & C) OR BASES (COBRA HEAD ONLY).
3. THE CITY OF ATLANTA EMBLEM MUST BE GOLD AND FACING THE DIRECTION OF ONCOMING TRAFFIC.
4. ALL LIGHTS MUST BE CITY OF ATLANTA STANDARD LEDS.
5. A PRE-CONSTRUCTION MEETING MUST BE SCHEDULED WITH THE STREET LIGHT ENGINEER, STREET LIGHT SUPERVISOR AND/OR STREET LIGHT INSPECTOR.
6. TREES MUST BE A MINIMUM OF 15 FEET FROM THE CENTER OF THE STREET LIGHT TO THE CENTER OF THE TREE BASED ON THE "STREET LIGHT AND TREE SPACING ALIGNMENT".
7. STREE LIGHTS MUST BE A MINIMUM OF 5 FEET FROM THE END OF THE DRIVEWAY APRON FLARE, PARKING SPACES AND INTERSECTIONS TO THE BEGINNING OF THE BASE OF THE POLE.

TRAFFIC CONSULTANT
WILBURN ENGINEERING, LLC
55 MILLARD INDUSTRIAL BOULEVARD
NEWMAN, GA 30263
CONTRACT: SPEEDY BOUTWELL
678-423-0050

OWNER/DEVELOPER
SELIG ENTERPRISES INC.
1100 SPRING STREET,
SUITE 550
ATLANTA, GA 30309
CONTACT: LARRY STEPHENS
(678) 428-5376

ARCHITECT
RULE JOY TRAMMELL + RUBIO, LLC
300 GALLERIA PARKWAY,
SUITE 740
ATLANTA, GA 30339
CONTACT: JENN WILSON
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ENGINEER
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1852 CENTURY PLACE,
SUITE 202
ATLANTA, GEORGIA 30345
CONTACT: JEREMIAH PHILLIPS
(770) 452-7849

24 HOUR CONTACT
LARRY STEHPENS
(678) 428-5376

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

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LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

PROJECT: 1125 PEACHTREE
LAND LOT 106
17TH DISTRICT
FULTON COUNTY, GEORGIA
1125 PEACHTREE STREET

REVISIONS:

DRI SITE PLAN	
SCALE:	1" = 20'
DATE:	04/16/18
DRAWN BY:	SRP
PROJECT MANAGER:	JCP
QA/QC CHECK:	*

PROJECT NO.
18-021

SHEET NO.
DRI
#2821

C:\Users\nnio\appdata\local\temp\AcPublish_9688\18-021 BASE.dwg August 10, 2018

APPENDIX B

PHOTOGRAPHIC INVENTORY

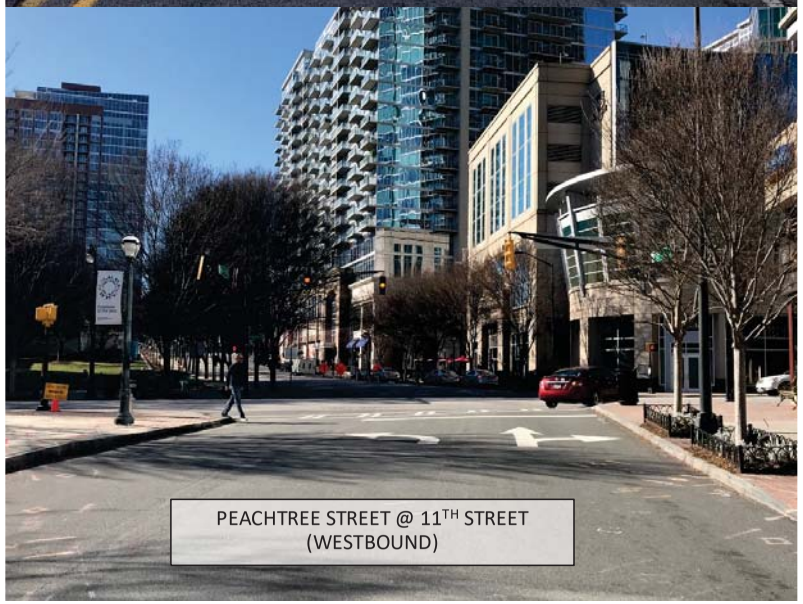
1


PEACHTREE STREET @ 11TH STREET
(EASTBOUND)

2


PEACHTREE STREET @ 11TH STREET
(NORTHBOUND)

3


PEACHTREE STREET @ 11TH STREET
(WESTBOUND)

4


PEACHTREE STREET @ 11TH STREET
(SOUTHBOUND)

1



PEACHTREE STREET @ 12TH STREET
(EASTBOUND)

2



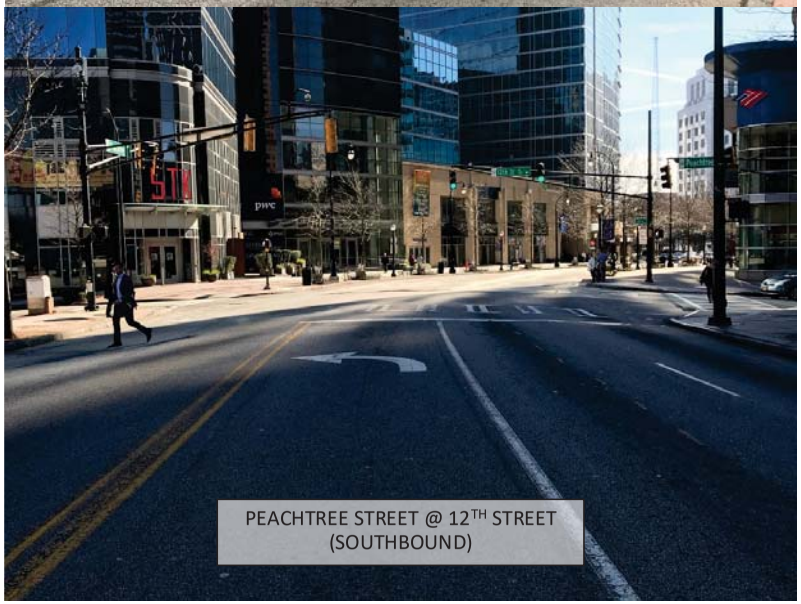
PEACHTREE STREET @ 12TH STREET
(NORTHBOUND)

3



PEACHTREE STREET @ 12TH STREET
(WESTBOUND)

4



PEACHTREE STREET @ 12TH STREET
(SOUTHBOUND)

1



PARKING LOT @ 13TH STREET
(EASTBOUND)

2



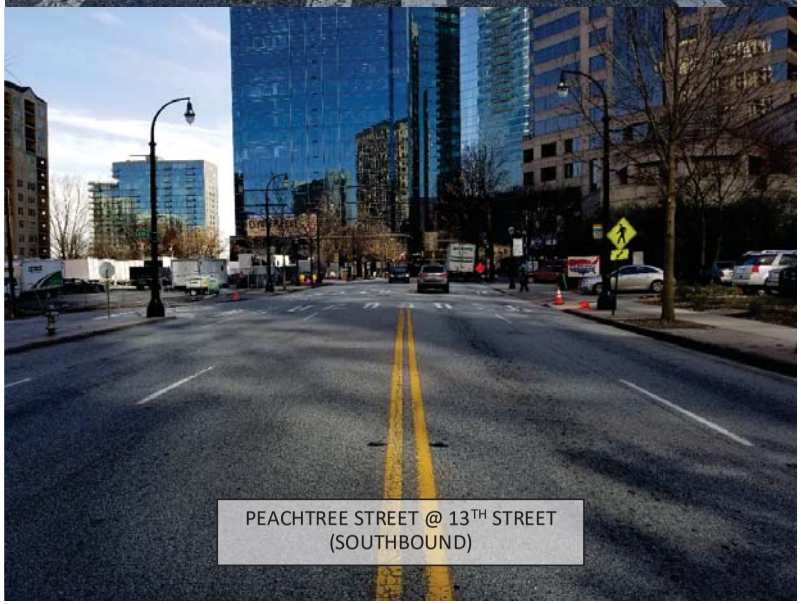
PEACHTREE STREET @ 13TH STREET
(NORTHBOUND)

3



PARKING LOT @ 13TH STREET
(WESTBOUND)

4



PEACHTREE STREET @ 13TH STREET
(SOUTHBOUND)

1


PEACHTREE STREET @ 14TH STREET
(EASTBOUND)

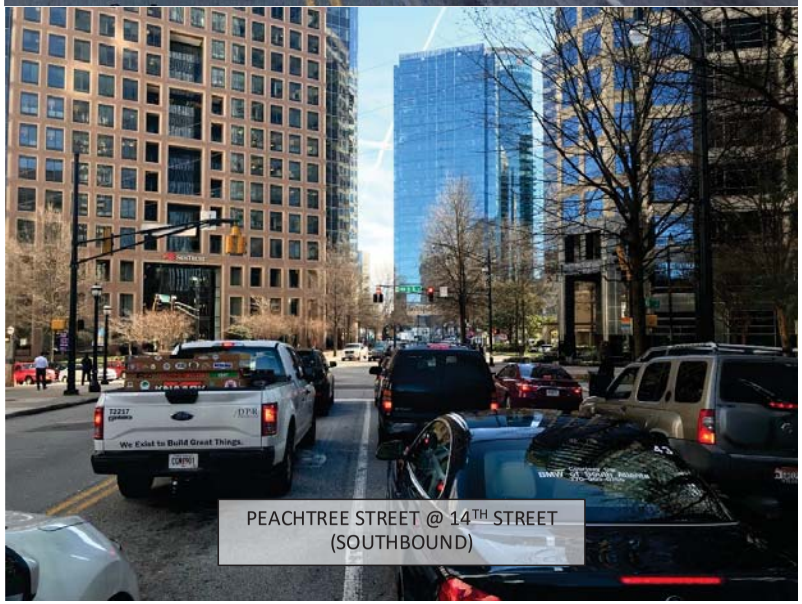
2


PEACHTREE STREET @ 14TH STREET
(NORTHBOUND)

3


PEACHTREE STREET @ 14TH STREET
(WESTBOUND)

4


PEACHTREE STREET @ 14TH STREET
(SOUTHBOUND)

1



JUNIPER STREET @ 11TH STREET
(EASTBOUND)

2



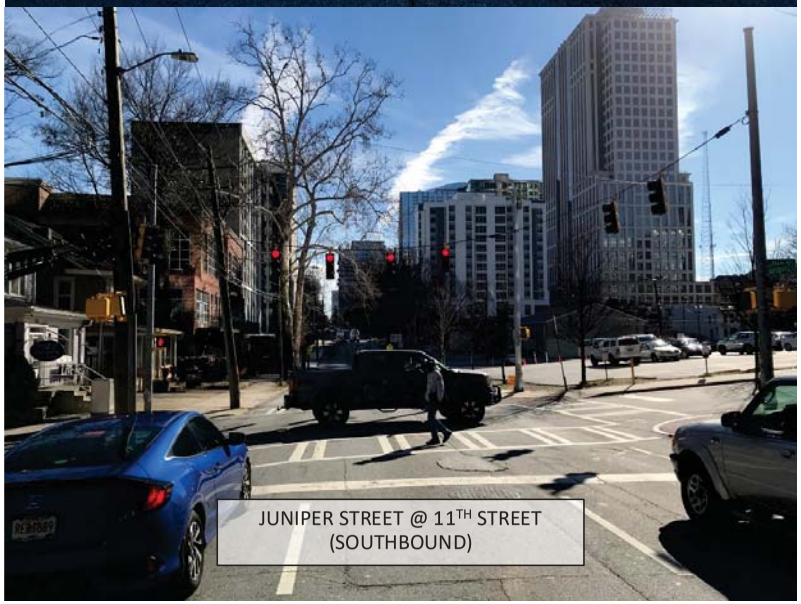
JUNIPER STREET @ 11TH STREET
(NORTHBOUND)

3



JUNIPER STREET @ 11TH STREET
(WESTBOUND)

4



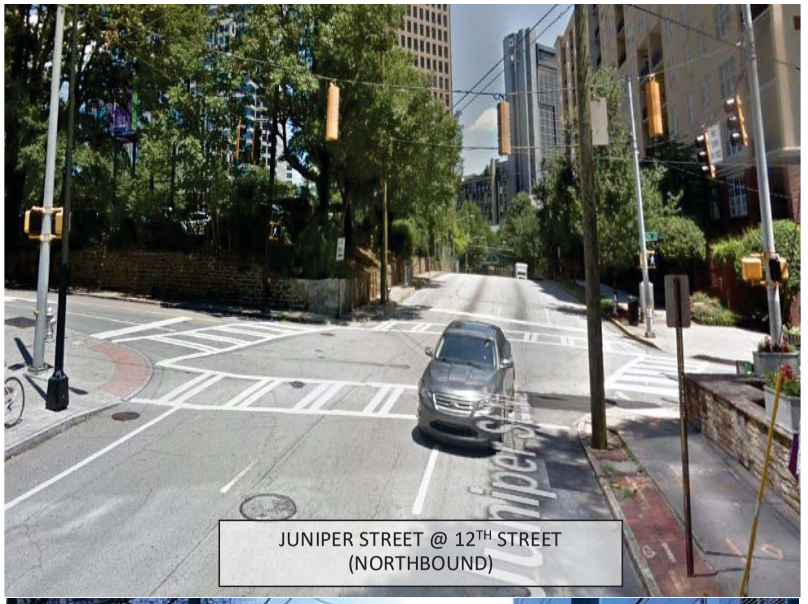
JUNIPER STREET @ 11TH STREET
(SOUTHBOUND)

1



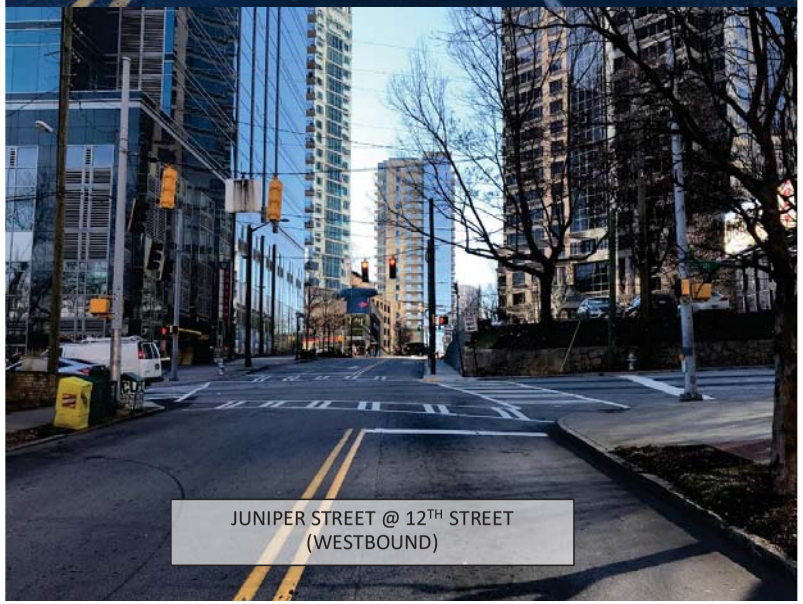
JUNIPER STREET @ 12TH STREET
(EASTBOUND)

2



JUNIPER STREET @ 12TH STREET
(NORTHBOUND)

3



JUNIPER STREET @ 12TH STREET
(WESTBOUND)

4



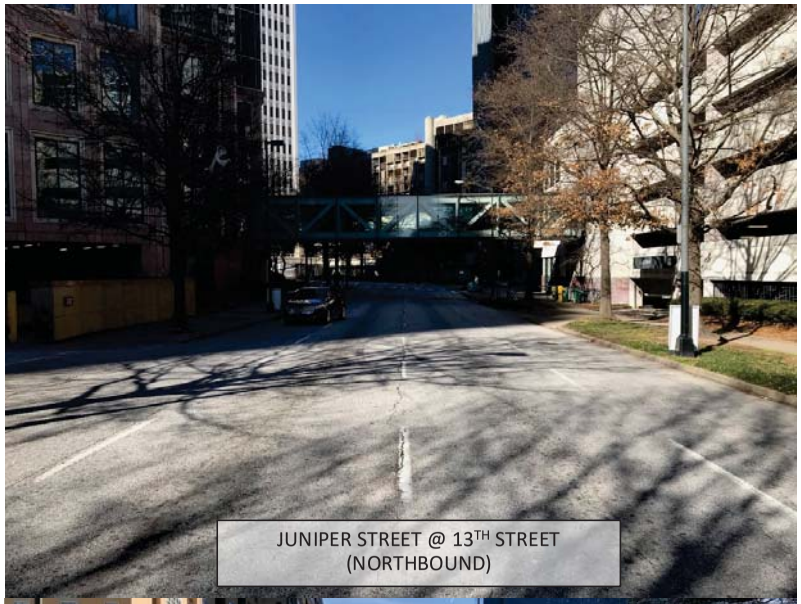
JUNIPER STREET @ 12TH STREET
(SOUTHBOUND)

1



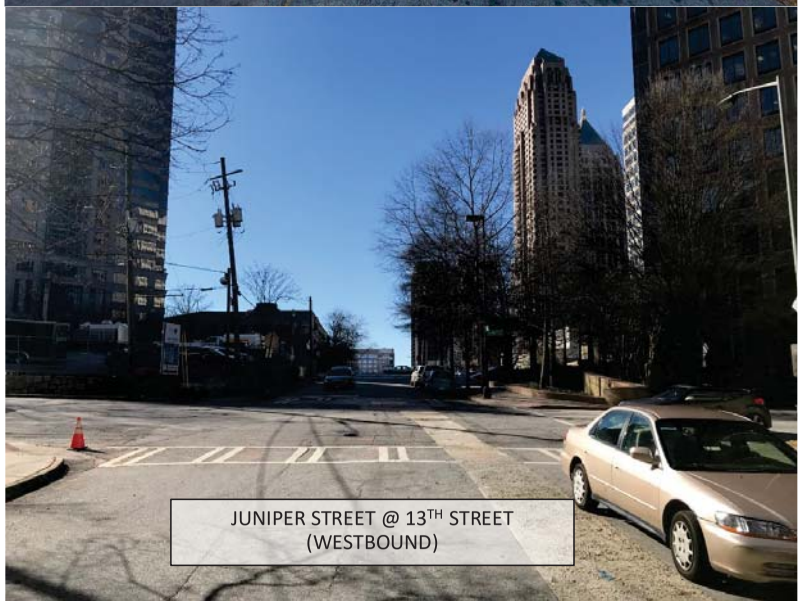
JUNIPER STREET @ 13TH STREET
(EASTBOUND)

2



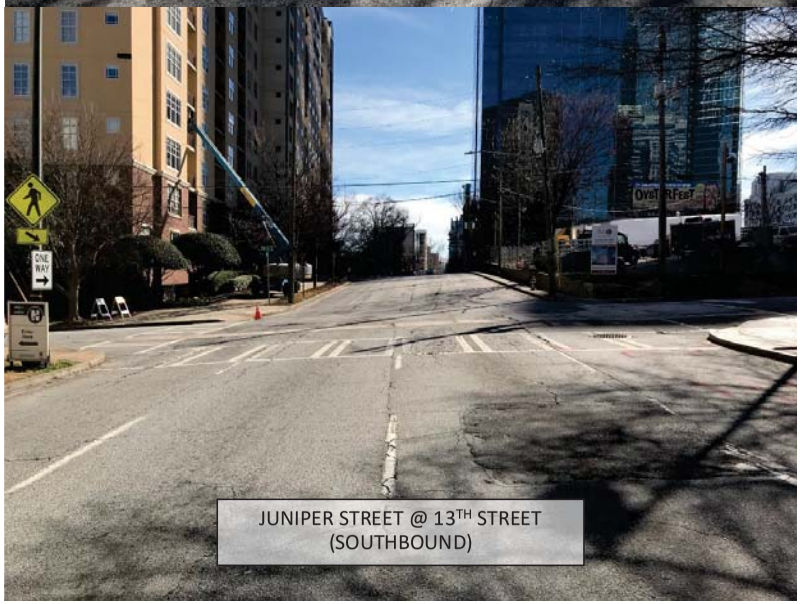
JUNIPER STREET @ 13TH STREET
(NORTHBOUND)

3



JUNIPER STREET @ 13TH STREET
(WESTBOUND)

4



JUNIPER STREET @ 13TH STREET
(SOUTHBOUND)

1



JUNIPER STREET @ 14TH STREET
(EASTBOUND)

2



JUNIPER STREET @ 14TH STREET
(NORTHBOUND)

3



JUNIPER STREET @ 14TH STREET
(WESTBOUND)

4



JUNIPER STREET @ 14TH STREET
(SOUTHBOUND)

APPENDIX C

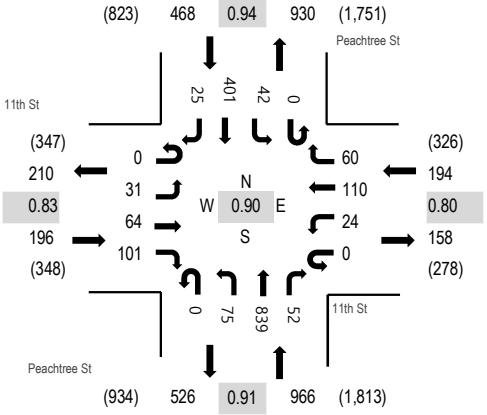
TURNING MOVEMENT COUNT DATA

AM PEAK HOUR

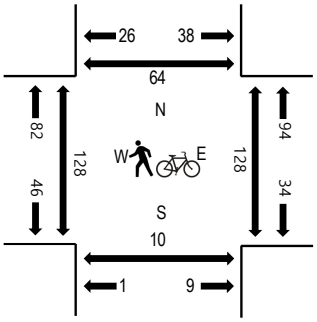
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 Peachtree St & 11th St AM
Date: Thursday, February 1, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	11th St Eastbound				11th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	4	18	0	4	11	8	0	15	167	10	0	5	56	4	309	1,486	20	14	3	2
7:15 AM	0	9	13	24	0	4	13	13	0	16	218	11	0	8	72	3	404	1,584	18	10	2	10
7:30 AM	0	5	7	14	0	10	13	18	0	13	177	18	0	15	85	4	379	1,629	24	28	2	7
7:45 AM	0	10	11	30	0	3	25	10	0	14	179	9	0	9	88	6	394	1,710	51	11	14	22
8:00 AM	0	2	13	24	0	6	17	13	0	15	191	12	0	15	95	4	407	1,824	28	30	2	15
8:15 AM	0	11	12	25	0	6	28	16	0	19	212	14	0	3	95	8	449		38	30	4	18
8:30 AM	0	5	22	23	0	6	23	18	0	24	202	13	0	12	105	7	460		27	28	2	12
8:45 AM	0	13	17	29	0	6	42	13	0	17	234	13	0	12	106	6	508		34	40	2	18

Peak Rolling Hour Flow Rates

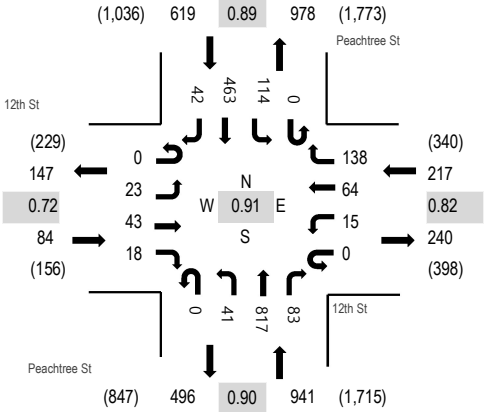
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	30	64	99	0	21	109	58	0	75	820	51	0	42	386	23	1,778
Mediums	0	1	0	2	0	3	1	2	0	0	19	1	0	0	15	2	46
Total	0	31	64	101	0	24	110	60	0	75	839	52	0	42	401	25	1,824

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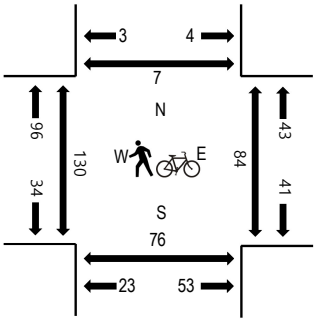
(303) 216-2439
www.alltrafficdata.net

Location: 2 Peachtree St & 12th St AM
Date: Thursday, February 1, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	12th St Eastbound				12th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	3	4	0	1	3	15	0	8	151	5	0	19	51	2	265	1,386	9	2	3	0
7:15 AM	0	4	5	2	0	1	3	21	0	6	196	20	0	15	83	5	361	1,520	9	12	13	1
7:30 AM	0	0	15	12	0	4	14	22	0	10	184	9	0	23	81	5	379	1,640	13	9	10	0
7:45 AM	0	7	14	3	0	2	14	23	0	5	169	11	0	19	107	7	381	1,728	26	26	11	1
8:00 AM	0	1	5	4	0	4	16	37	0	11	184	12	0	24	96	5	399	1,861	24	9	17	2
8:15 AM	0	6	13	2	0	4	10	30	0	12	206	26	0	38	121	13	481		40	21	12	2
8:30 AM	0	7	14	3	0	6	18	42	0	9	203	17	0	21	114	13	467		31	28	15	0
8:45 AM	0	9	11	9	0	1	20	29	0	9	224	28	0	31	132	11	514		35	26	32	3

Peak Rolling Hour Flow Rates

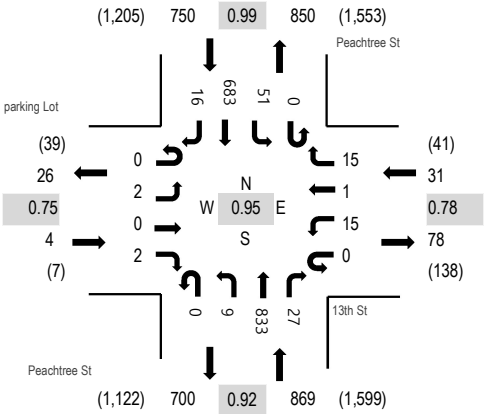
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	23	40	17	0	14	64	137	0	40	799	77	0	113	449	40	1,813
Mediums	0	0	3	1	0	1	0	1	0	1	18	5	0	1	14	2	47
Total	0	23	43	18	0	15	64	138	0	41	817	83	0	114	463	42	1,861

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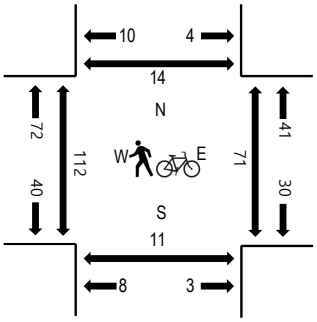
Location: 3 Peachtree St & 13th St AM
Date: Thursday, February 1, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	parking Lot Eastbound				13th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	2	153	5	0	5	70	1	236	1,198	16	2	6	3
7:15 AM	0	0	0	0	0	1	0	0	0	1	193	6	0	4	100	2	307	1,346	21	16	6	4
7:30 AM	0	0	0	1	0	1	0	2	0	2	173	10	0	11	120	1	321	1,452	20	11	4	1
7:45 AM	0	0	1	1	0	1	0	5	0	3	177	5	0	13	127	1	334	1,555	16	25	2	2
8:00 AM	0	0	0	1	0	3	0	3	0	2	184	8	0	18	160	5	384	1,654	19	10	4	5
8:15 AM	0	1	0	1	0	2	0	4	0	3	203	9	0	13	173	4	413		36	18	4	5
8:30 AM	0	1	0	0	0	6	1	3	0	2	219	3	0	8	178	3	424		27	22	3	2
8:45 AM	0	0	0	0	0	4	0	5	0	2	227	7	0	12	172	4	433		28	21	0	2

Peak Rolling Hour Flow Rates

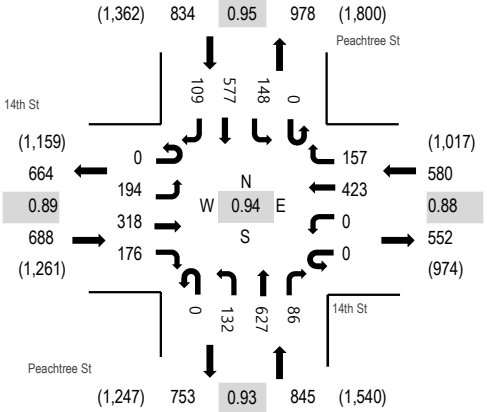
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	2	0	2	0	15	1	15	0	9	820	26	0	51	664	16	1,621
Mediums	0	0	0	0	0	0	0	0	0	0	13	1	0	0	19	0	33
Total	0	2	0	2	0	15	1	15	0	9	833	27	0	51	683	16	1,654

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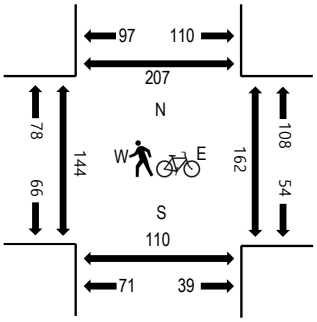
(303) 216-2439
www.alltrafficdata.net

Location: 4 Peachtree St & 14th St AM
Date: Thursday, February 1, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	14th St Eastbound				14th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	42	66	36	0	0	38	33	0	30	106	12	1	22	49	19	454	2,233	9	11	4	15
7:15 AM	0	38	62	29	0	0	73	33	0	28	147	5	0	31	89	23	558	2,473	22	26	7	39
7:30 AM	0	35	64	40	0	0	98	26	0	24	161	9	0	18	91	16	582	2,626	28	21	17	30
7:45 AM	0	34	78	49	0	0	104	32	0	23	134	16	0	39	111	19	639	2,805	26	50	14	42
8:00 AM	0	46	76	36	0	0	107	43	0	24	146	12	0	36	140	28	694	2,947	24	23	20	43
8:15 AM	0	53	81	59	0	0	69	35	0	39	153	19	0	33	140	30	711		36	52	27	55
8:30 AM	0	51	83	32	0	0	127	34	0	36	167	24	0	30	153	24	761		37	39	29	51
8:45 AM	0	44	78	49	0	0	120	45	0	33	161	31	0	49	144	27	781		46	43	32	58

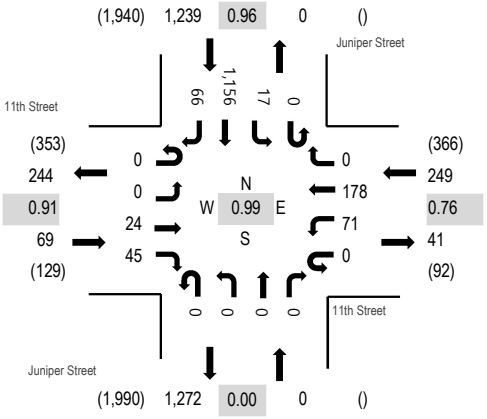
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	190	310	172	0	0	419	155	0	130	614	83	0	144	564	109	2,890
Mediums	0	3	7	4	0	0	4	2	0	2	13	3	0	4	13	0	55
Total	0	194	318	176	0	0	423	157	0	132	627	86	0	148	577	109	2,947

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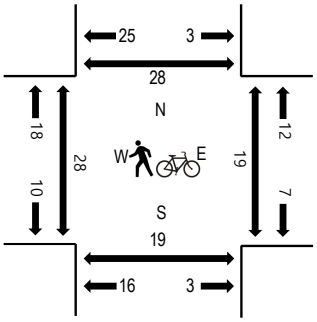
Location: 5 Juniper Street & 11th Street AM
Date: Thursday, February 1, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	11th Street Eastbound				11th Street Westbound				Juniper Street Northbound				Juniper Street Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	7	6	0	8	14	0	0	0	0	0	0	10	100	6	151	878	3	1	5	1
7:15 AM	0	0	9	7	0	8	19	0	0	0	0	0	0	11	135	9	198	1,120	3	4	4	3
7:30 AM	0	0	2	15	0	11	15	0	0	0	0	0	0	7	177	11	238	1,317	2	1	7	1
7:45 AM	0	0	2	12	0	20	22	0	0	0	0	0	0	3	219	13	291	1,473	7	3	5	8
8:00 AM	0	0	6	9	0	21	35	0	0	0	0	0	0	5	299	18	393	1,557	3	3	5	4
8:15 AM	0	0	7	10	0	12	43	0	0	0	0	0	0	4	307	12	395		13	5	2	9
8:30 AM	0	0	5	13	0	14	42	0	0	0	0	0	0	5	298	17	394		5	5	6	5
8:45 AM	0	0	6	13	0	24	58	0	0	0	0	0	0	3	252	19	375		5	5	6	10

Peak Rolling Hour Flow Rates

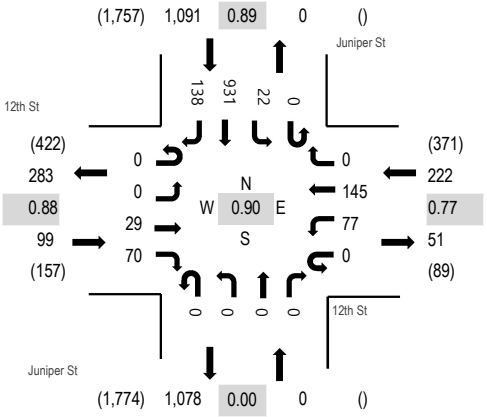
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	22	45	0	71	176	0	0	0	0	0	0	17	1,134	64	1,529
Mediums	0	0	2	0	0	0	2	0	0	0	0	0	0	0	22	2	28
Total	0	0	24	45	0	71	178	0	0	0	0	0	0	17	1,156	66	1,557

All Traffic Data Services Inc.

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www.alltrafficdata.net

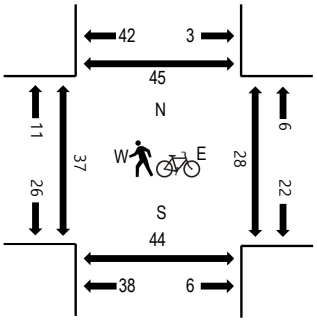
Location: 6 Juniper St & 12th St AM
Date: Thursday, February 1, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	12th St Eastbound				12th St Westbound				Juniper St Northbound				Juniper St Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	3	6	0	16	10	0	0	0	0	0	0	5	97	6	143	873	3	13	6	6
7:15 AM	0	0	4	11	0	18	15	0	0	0	0	0	0	4	110	8	170	1,041	1	3	7	0
7:30 AM	0	0	8	8	0	13	30	0	0	0	0	0	0	4	152	20	235	1,213	3	4	5	10
7:45 AM	0	0	5	13	0	19	28	0	0	0	0	0	0	5	233	22	325	1,345	3	7	10	2
8:00 AM	0	0	5	12	0	17	27	0	0	0	0	0	0	5	205	40	311	1,412	7	5	7	8
8:15 AM	0	0	6	21	0	19	28	0	0	0	0	0	0	7	232	29	342		6	7	14	10
8:30 AM	0	0	9	19	0	23	49	0	0	0	0	0	0	6	233	28	367		9	5	11	13
8:45 AM	0	0	9	18	0	18	41	0	0	0	0	0	0	4	261	41	392		15	9	12	13

Peak Rolling Hour Flow Rates

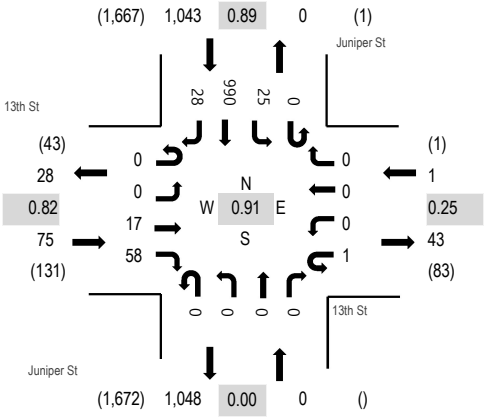
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	28	63	0	77	142	0	0	0	0	0	0	22	907	138	1,377
Mediums	0	0	1	7	0	0	3	0	0	0	0	0	0	0	23	0	34
Total	0	0	29	70	0	77	145	0	0	0	0	0	0	22	931	138	1,412

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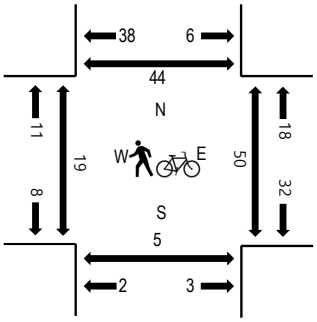
Location: 7 Juniper St & 13th St AM
Date: Thursday, February 1, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	13th St Eastbound				13th St Westbound				Juniper St Northbound				Juniper St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	6	4	0	0	0	0	0	0	0	0	0	7	102	1	120	680	0	9	5	4
7:15 AM	0	0	5	4	0	0	0	0	0	0	0	0	0	5	96	3	113	839	1	2	7	7
7:30 AM	0	1	7	12	0	0	0	0	0	0	0	0	0	3	170	4	197	966	1	6	2	5
7:45 AM	1	0	5	11	0	0	0	0	0	0	0	0	0	2	225	6	250	1,060	4	9	2	6
8:00 AM	0	0	7	19	1	0	0	0	0	0	0	0	0	5	242	5	279	1,119	4	7	1	8
8:15 AM	0	0	4	18	0	0	0	0	0	0	0	0	0	4	209	5	240		4	10	0	16
8:30 AM	0	0	2	10	0	0	0	0	0	0	0	0	0	7	262	10	291		5	11	4	9
8:45 AM	0	0	4	11	0	0	0	0	0	0	0	0	0	9	277	8	309		6	21	0	11

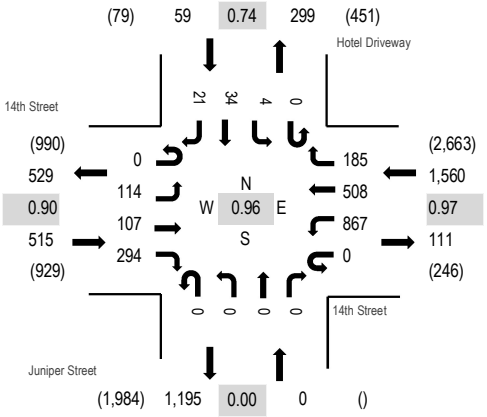
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	16	58	1	0	0	0	0	0	0	0	0	21	967	28	1,091
Mediums	0	0	1	0	0	0	0	0	0	0	0	0	0	4	22	0	27
Total	0	0	17	58	1	0	0	0	0	0	0	0	0	25	990	28	1,119

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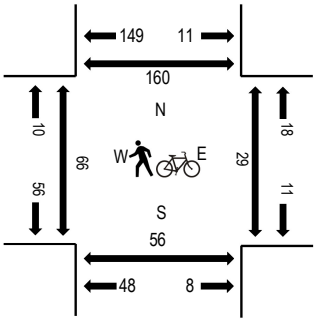
Location: 8 Juniper Street & 14th Street AM
Date: Monday, February 12, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	14th Street Eastbound				14th Street Westbound				Juniper Street Northbound				Hotel Driveway Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	38	33	0	94	79	15	0	0	0	0	0	0	1	2	269	1,537	1	1	8	9
7:15 AM	0	11	38	64	0	116	83	16	0	0	0	0	0	1	2	0	331	1,780	1	4	6	31
7:30 AM	0	12	22	53	0	172	147	30	0	0	0	0	0	0	1	1	438	2,001	3	5	7	15
7:45 AM	0	28	35	73	0	175	143	33	0	0	0	0	0	1	5	6	499	2,078	6	9	9	29
8:00 AM	0	29	27	63	0	202	141	41	0	0	0	0	0	1	2	6	512	2,134	10	6	13	35
8:15 AM	0	29	33	69	0	224	125	52	0	0	0	0	0	0	14	6	552		31	11	14	49
8:30 AM	0	31	18	73	0	215	121	44	0	0	0	0	0	2	10	1	515		12	9	21	37
8:45 AM	0	25	29	89	0	226	121	48	0	0	0	0	0	1	8	8	555		13	3	6	30

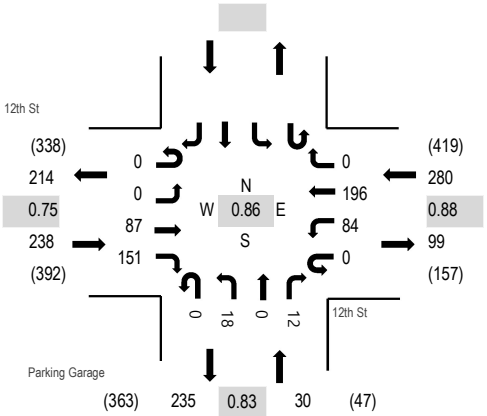
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Lights	0	114	98	288	0	847	496	185	0	0	0	0	0	4	34	21	2,087
Mediums	0	0	9	6	0	20	10	0	0	0	0	0	0	0	0	0	45
Total	0	114	107	294	0	867	508	185	0	0	0	0	0	4	34	21	2,134

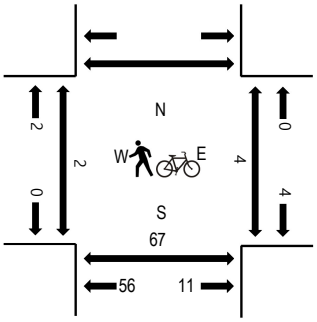
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Location: A Parking Garage & 12th St AM
Date: Thursday, February 1, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	12th St Eastbound				12th St Westbound				Parking Garage Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	6	19	0	2	13	0	0	4	0	2					46	310	0	0	6	
7:15 AM	0	0	16	21	0	4	20	0	0	4	0	0					65	372	3	0	11	
7:30 AM	0	0	15	34	0	10	39	0	0	3	0	1					102	451	0	0	4	
7:45 AM	0	0	17	26	0	12	39	0	0	2	0	1					97	486	0	0	10	
8:00 AM	0	0	13	23	0	18	48	0	0	4	0	2					108	548	2	1	12	
8:15 AM	0	0	28	51	0	17	40	0	0	7	0	1					144		0	0	18	
8:30 AM	0	0	22	29	0	19	58	0	0	5	0	4					137		0	3	14	
8:45 AM	0	0	24	48	0	30	50	0	0	2	0	5					159		0	0	22	

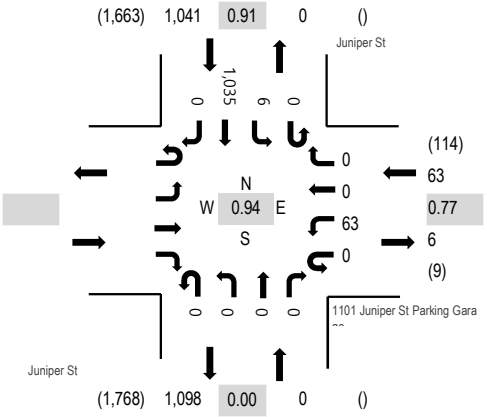
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0					1
Lights	0	0	78	151	0	84	195	0	0	18	0	12					538
Mediums	0	0	8	0	0	0	1	0	0	0	0	0					9
Total	0	0	87	151	0	84	196	0	0	18	0	12					548

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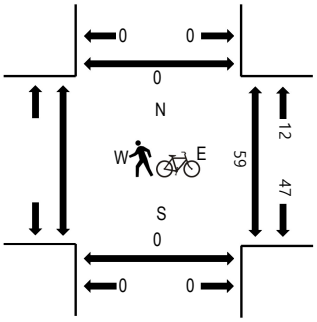
Location: B Juniper St & 1101 Juniper St Parking Garage AM
Date: Thursday, February 1, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound				1101 Juniper St Parking Garage Westbound				Juniper St Northbound				Juniper St Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	9	0	0	0	0	0	0	0	0	105	0	114	673	24	0	0	
7:15 AM					0	18	0	0	0	0	0	0	0	0	99	0	117	839	4	0	0	
7:30 AM					0	13	0	0	0	0	0	0	0	0	181	0	194	964	4	0	0	
7:45 AM					0	11	0	0	0	0	0	0	0	3	234	0	248	1,058	9	0	0	
8:00 AM					0	21	0	0	0	0	0	0	0	1	258	0	280	1,104	11	0	0	
8:15 AM					0	18	0	0	0	0	0	0	0	1	223	0	242		13	0	0	
8:30 AM					0	15	0	0	0	0	0	0	0	3	270	0	288		15	0	0	
8:45 AM					0	9	0	0	0	0	0	0	0	1	284	0	294		19	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	63	0	0	0	0	0	0	0	6	1,013	0	1,082
Mediums					0	0	0	0	0	0	0	0	0	0	22	0	22
Total					0	63	0	0	0	0	0	0	0	6	1,035	0	1,104

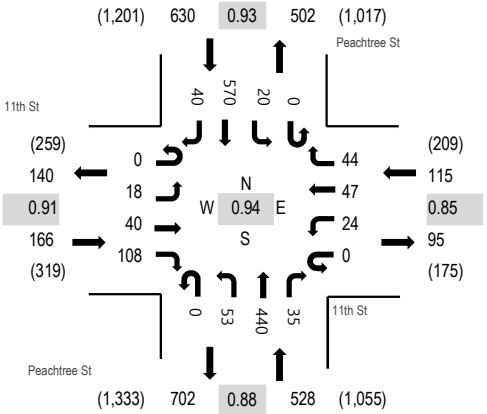
NOON PEAK HOUR

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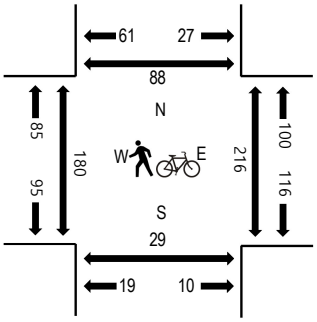
Location: 1 Peachtree St & 11th St Noon
Date: Thursday, February 1, 2018
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	11th St Eastbound				11th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	3	4	18	0	5	9	8	0	10	116	9	0	5	110	14	311	1,363	18	20	1	8
11:15 AM	0	6	8	22	0	2	10	7	0	11	112	3	0	10	131	10	332	1,408	23	32	10	11
11:30 AM	0	4	12	34	0	6	11	8	0	4	101	5	0	4	142	6	337	1,432	22	38	3	10
11:45 AM	0	2	11	34	0	4	9	11	0	16	112	9	0	4	164	7	383	1,439	35	60	9	38
12:00 PM	0	6	9	28	0	6	16	8	0	12	106	6	0	5	145	9	356	1,421	45	53	8	16
12:15 PM	0	6	15	20	0	9	8	9	0	14	105	8	0	7	147	8	356		48	53	7	19
12:30 PM	0	4	5	26	0	5	14	16	0	11	117	12	0	4	114	16	344		51	47	5	15
12:45 PM	0	7	9	26	0	9	13	6	0	15	137	4	0	7	126	6	365		41	65	9	23

Peak Rolling Hour Flow Rates

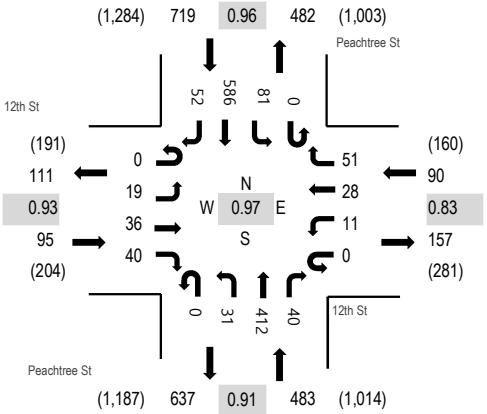
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
Lights	0	14	40	102	0	22	45	41	0	51	419	35	0	20	549	36	1,374
Mediums	0	3	0	6	0	2	2	3	0	2	21	0	0	0	19	4	62
Total	0	18	40	108	0	24	47	44	0	53	440	35	0	20	570	40	1,439

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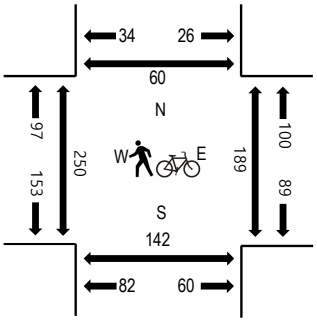
Location: 2 Peachtree St & 12th St Noon
Date: Thursday, February 1, 2018
Peak Hour: 11:15 AM - 12:15 PM
Peak 15-Minutes: 11:15 AM - 11:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	12th St Eastbound				12th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	3	5	16	0	4	5	10	0	6	115	9	0	16	110	5	304	1,334	25	17	8	1
11:15 AM	0	6	13	4	0	4	5	13	0	7	111	8	0	21	156	11	359	1,387	32	25	11	10
11:30 AM	0	3	5	10	0	3	3	9	0	8	95	14	0	17	138	14	319	1,356	48	43	34	11
11:45 AM	0	4	10	16	0	4	9	13	0	7	103	8	0	29	138	11	352	1,349	62	52	44	13
12:00 PM	0	6	8	10	0	0	11	16	0	9	103	10	0	14	154	16	357	1,328	108	67	52	26
12:15 PM	0	1	11	16	0	3	1	6	0	7	110	6	0	15	140	12	328		78	92	43	12
12:30 PM	0	3	8	19	0	3	6	9	0	11	117	7	0	10	114	5	312		77	65	51	9
12:45 PM	0	9	8	10	0	4	5	14	0	7	124	12	0	17	111	10	331		88	77	53	16

Peak Rolling Hour Flow Rates

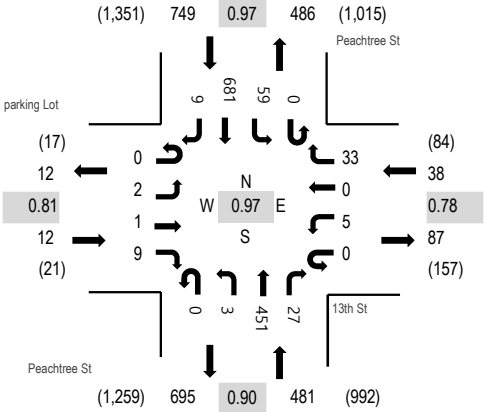
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	1	0	0	0	4	0	6
Lights	0	16	34	39	0	11	28	51	0	30	390	38	0	79	562	47	1,325
Mediums	0	3	2	1	0	0	0	0	0	0	21	2	0	2	20	5	56
Total	0	19	36	40	0	11	28	51	0	31	412	40	0	81	586	52	1,387

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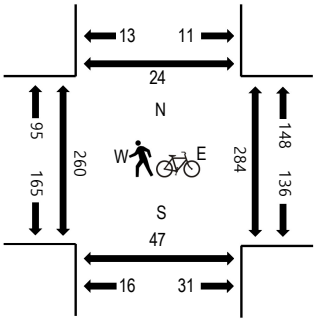
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Location: 3 Peachtree St & 13th St Noon
Date: Thursday, February 1, 2018
Peak Hour: 11:15 AM - 12:15 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	parking Lot Eastbound				13th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	3	0	0	0	7	0	0	123	6	0	11	128	1	279	1,238	32	29	8	5
11:15 AM	0	1	0	2	0	2	0	8	0	0	122	2	0	11	172	2	322	1,280	27	38	4	3
11:30 AM	0	1	0	3	0	0	0	7	0	1	106	8	0	11	167	4	308	1,256	43	51	14	5
11:45 AM	0	0	1	2	0	1	0	8	0	0	116	8	0	21	170	2	329	1,240	82	103	18	11
12:00 PM	0	0	0	2	0	2	0	10	0	2	107	9	0	16	172	1	321	1,210	108	90	11	5
12:15 PM	0	2	0	0	0	3	0	12	0	0	108	5	0	13	155	0	298		104	136	9	4
12:30 PM	0	0	0	1	0	5	0	12	0	0	125	5	0	16	127	1	292		95	112	8	9
12:45 PM	0	1	0	2	0	2	0	5	0	1	134	4	0	10	138	2	299		97	93	14	9

Peak Rolling Hour Flow Rates

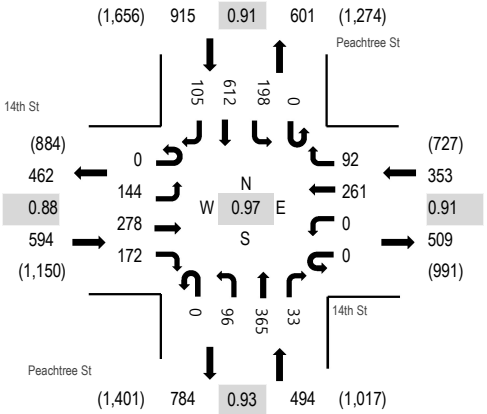
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6
Lights	0	2	1	9	0	5	0	29	0	2	427	26	0	58	651	9	1,219
Mediums	0	0	0	0	0	0	0	4	0	1	22	1	0	1	26	0	55
Total	0	2	1	9	0	5	0	33	0	3	451	27	0	59	681	9	1,280

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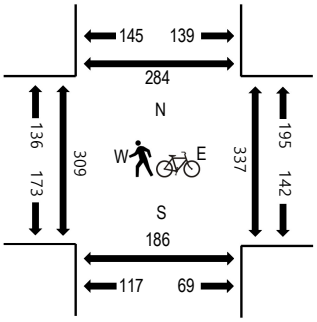
Location: 4 Peachtree St & 14th St Noon
Date: Thursday, February 1, 2018
Peak Hour: 11:15 AM - 12:15 PM
Peak 15-Minutes: 12:00 PM - 12:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	14th St Eastbound				14th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	31	68	29	0	0	54	33	0	13	102	12	0	43	117	27	529	2,278	33	45	31	35
11:15 AM	0	44	74	52	0	0	65	23	0	19	88	12	0	41	140	26	584	2,356	40	47	31	40
11:30 AM	0	32	67	35	0	0	57	26	0	21	104	7	0	56	162	23	590	2,339	83	56	41	73
11:45 AM	0	36	81	48	0	0	68	17	0	24	80	5	0	40	150	26	575	2,286	83	127	63	80
12:00 PM	0	32	56	37	0	0	71	26	0	32	93	9	0	61	160	30	607	2,272	103	104	50	91
12:15 PM	0	40	72	26	0	0	71	35	0	23	86	12	0	42	144	16	567		82	147	80	119
12:30 PM	0	43	65	27	0	0	54	23	0	24	106	13	0	36	121	25	537		98	137	66	115
12:45 PM	0	42	68	45	0	0	71	33	0	23	99	10	0	41	108	21	561		94	114	67	166

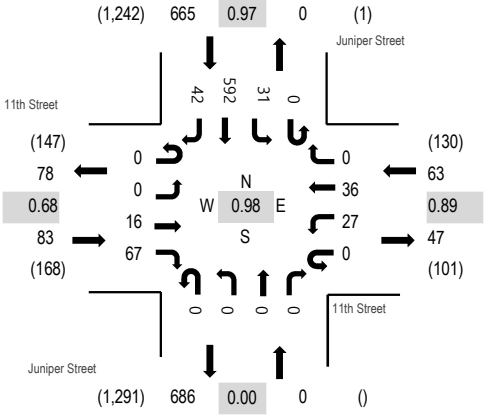
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	3	0	0	0	4	0	8
Lights	0	141	272	166	0	0	248	88	0	93	346	27	0	184	589	104	2,258
Mediums	0	3	6	6	0	0	12	4	0	3	16	6	0	14	19	1	90
Total	0	144	278	172	0	0	261	92	0	96	365	33	0	198	612	105	2,356

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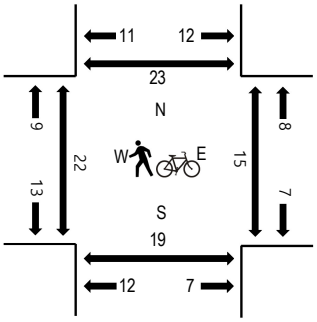
Location: 5 Juniper Street & 11th Street Noon
Date: Thursday, February 1, 2018
Peak Hour: 11:30 AM - 12:30 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	11th Street Eastbound				11th Street Westbound				Juniper Street Northbound				Juniper Street Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	1	5	8	0	5	12	0	0	0	0	0	0	6	113	7	157	741	2	6	4	2
11:15 AM	0	0	5	13	0	6	9	0	0	0	0	0	0	10	128	9	180	784	2	2	2	0
11:30 AM	0	0	5	18	0	8	11	0	0	0	0	0	0	6	147	8	203	811	6	2	2	2
11:45 AM	0	0	8	15	0	7	8	0	0	0	0	0	0	9	141	13	201	795	4	7	7	9
12:00 PM	0	0	1	10	0	6	13	0	0	0	0	0	0	10	146	14	200	799	6	6	5	5
12:15 PM	0	0	2	24	0	6	4	0	0	0	0	0	0	6	158	7	207		6	0	4	7
12:30 PM	0	0	5	15	0	8	9	0	0	0	0	0	0	5	138	7	187		1	2	2	3
12:45 PM	0	0	14	19	0	8	10	0	0	0	0	0	0	4	144	6	205		8	0	3	8

Peak Rolling Hour Flow Rates

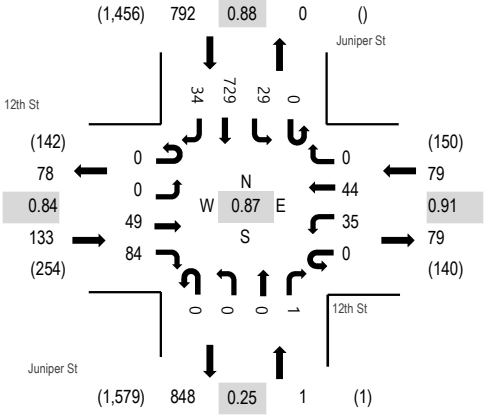
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Lights	0	0	16	67	0	24	36	0	0	0	0	0	0	31	560	40	774
Mediums	0	0	0	0	0	3	0	0	0	0	0	0	0	0	28	2	33
Total	0	0	16	67	0	27	36	0	0	0	0	0	0	31	592	42	811

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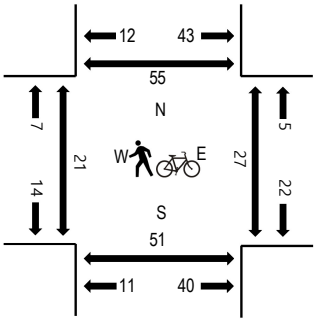
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Location: 6 Juniper St & 12th St Noon
Date: Thursday, February 1, 2018
Peak Hour: 11:15 AM - 12:15 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	12th St Eastbound				12th St Westbound				Juniper St Northbound				Juniper St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	5	21	0	10	6	0	0	0	0	0	0	2	159	11	214	962	2	19	4	2
11:15 AM	0	0	10	24	0	7	9	0	0	0	0	0	0	7	171	7	235	1,005	5	3	5	5
11:30 AM	0	0	13	22	0	11	9	0	0	0	0	0	0	1	164	5	225	975	2	9	11	13
11:45 AM	0	0	14	26	0	9	13	0	0	0	0	0	0	6	209	11	288	949	9	10	15	19
12:00 PM	0	0	12	12	0	8	13	0	0	0	0	1	0	15	185	11	257	899	4	5	20	17
12:15 PM	0	0	9	25	0	9	8	0	0	0	0	0	0	11	140	3	205		12	4	19	17
12:30 PM	0	0	8	18	0	8	8	0	0	0	0	0	0	7	145	5	199		3	10	12	8
12:45 PM	0	0	10	25	0	10	12	0	0	0	0	0	0	9	161	11	238		9	12	26	11

Peak Rolling Hour Flow Rates

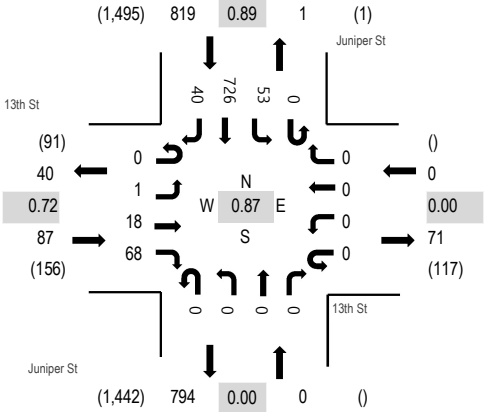
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	47	82	0	33	44	0	0	0	0	1	0	27	699	34	967
Mediums	0	0	2	2	0	2	0	0	0	0	0	0	0	2	29	0	37
Total	0	0	49	84	0	35	44	0	0	0	0	1	0	29	729	34	1,005

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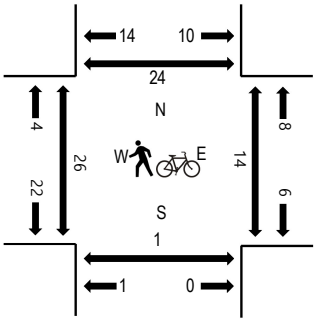
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Location: 7 Juniper St & 13th St Noon
Date: Thursday, February 1, 2018
Peak Hour: 11:15 AM - 12:15 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	13th St Eastbound				13th St Westbound				Juniper St Northbound				Juniper St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	3	14	0	0	0	0	0	0	0	0	0	7	155	8	187	861	2	12	0	7
11:15 AM	0	0	3	10	0	0	0	0	0	0	0	0	0	15	176	12	216	906	0	3	0	5
11:30 AM	0	0	5	14	0	0	0	0	0	0	0	0	0	16	154	8	197	879	8	0	0	6
11:45 AM	0	0	5	27	0	0	0	0	0	0	0	0	0	12	208	9	261	857	16	8	1	10
12:00 PM	0	1	5	17	0	0	0	0	0	0	0	0	0	10	188	11	232	790	1	3	0	3
12:15 PM	0	0	4	14	0	0	0	0	0	0	0	0	0	12	141	18	189		12	4	0	11
12:30 PM	0	0	5	14	0	0	0	0	0	0	0	0	0	7	133	16	175		5	9	0	15
12:45 PM	0	0	4	11	0	0	0	0	0	0	0	0	0	4	166	9	194		4	11	0	13

Peak Rolling Hour Flow Rates

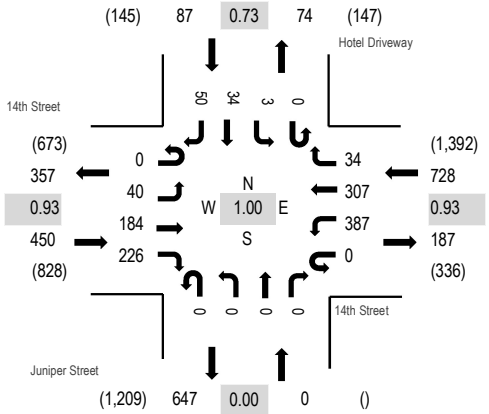
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	18	67	0	0	0	0	0	0	0	0	0	42	697	36	861
Mediums	0	0	0	1	0	0	0	0	0	0	0	0	0	11	29	4	45
Total	0	1	18	68	0	0	0	0	0	0	0	0	0	53	726	40	906

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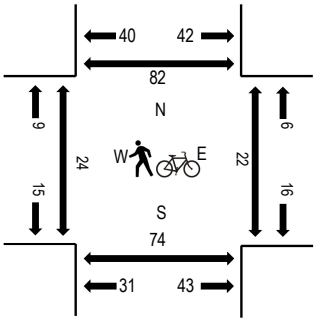
Location: 8 Juniper Street & 14th Street Noon
Date: Monday, February 12, 2018
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 12:00 PM - 12:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	14th Street Eastbound				14th Street Westbound				Juniper Street Northbound				Hotel Driveway Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	7	31	43	0	72	69	9	0	0	0	0	0	1	3	11	246	1,112	4	7	10	12
11:15 AM	0	9	40	60	0	78	79	10	0	0	0	0	0	1	5	8	290	1,183	1	9	8	14
11:30 AM	0	6	36	45	0	82	65	11	0	0	0	0	0	1	8	6	260	1,210	2	4	7	19
11:45 AM	0	8	46	58	0	108	71	6	0	0	0	0	0	0	6	13	316	1,265	3	7	8	8
12:00 PM	0	9	42	61	0	80	85	10	0	0	0	0	0	2	13	15	317	1,253	11	6	24	32
12:15 PM	0	11	46	48	0	108	77	12	0	0	0	0	0	1	4	10	317		5	3	23	16
12:30 PM	0	12	50	59	0	91	74	6	0	0	0	0	0	0	11	12	315		5	5	18	25
12:45 PM	0	11	38	52	0	108	71	10	0	0	0	0	0	1	6	7	304		2	3	27	20

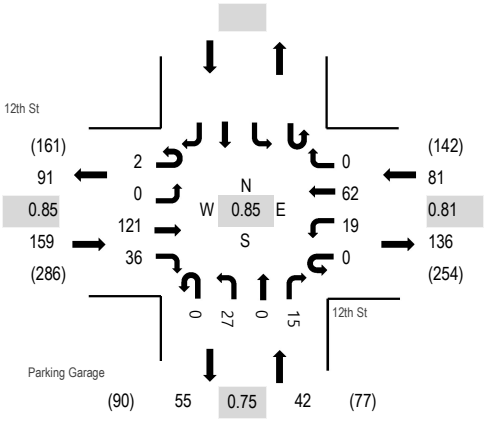
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	4
Lights	0	40	172	220	0	371	287	34	0	0	0	0	0	3	34	50	1,211
Mediums	0	0	11	6	0	14	19	0	0	0	0	0	0	0	0	0	50
Total	0	40	184	226	0	387	307	34	0	0	0	0	0	3	34	50	1,265

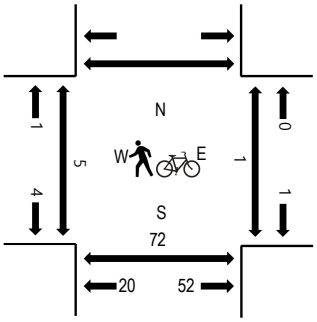
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Location: A Parking Garage & 12th St Noon
Date: Thursday, February 1, 2018
Peak Hour: 11:15 AM - 12:15 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	12th St Eastbound				12th St Westbound				Parking Garage Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	0	21	13	0	4	13	0	0	5	0	3					59	272	1	0	6	
11:15 AM	0	0	30	11	0	2	15	0	0	9	0	5					72	282	1	0	12	
11:30 AM	1	0	32	3	0	4	10	0	0	5	0	3					58	260	0	1	10	
11:45 AM	1	0	35	11	0	8	17	0	0	9	0	2					83	247	1	0	17	
12:00 PM	0	0	24	11	0	5	20	0	0	4	0	5					69	233	3	0	33	
12:15 PM	0	0	30	3	0	1	8	0	0	4	0	4					50		6	2	17	
12:30 PM	0	0	21	2	0	1	12	0	0	5	0	4					45		2	0	16	
12:45 PM	0	0	30	7	0	4	18	0	0	5	0	5					69		0	0	29	

Peak Rolling Hour Flow Rates

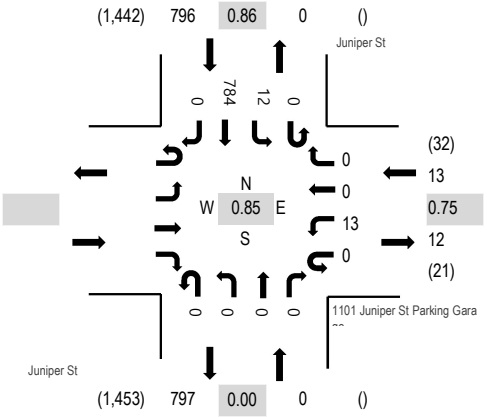
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	2	0	116	36	0	19	62	0	0	27	0	15					277
Mediums	0	0	5	0	0	0	0	0	0	0	0	0					5
Total	2	0	121	36	0	19	62	0	0	27	0	15					282

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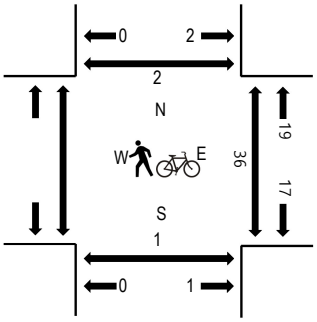
Location: B Juniper St & 1101 Juniper St Parking Garage Noon
Date: Thursday, February 1, 2018
Peak Hour: 11:15 AM - 12:15 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound				1101 Juniper St Parking Garage Westbound				Juniper St Northbound				Juniper St Southbound					Rolling Hour	Pedestrain Crossings		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM					0	6	0	0	0	0	0	0	0	3	168	0	177	778	14	0	0	
11:15 AM					0	4	0	0	0	0	0	0	0	2	183	0	189	809	6	0	0	
11:30 AM					0	2	0	0	0	0	0	0	0	4	169	0	175	781	5	0	0	
11:45 AM					0	5	0	0	0	0	0	0	0	3	229	0	237	757	11	1	2	
12:00 PM					0	2	0	0	0	0	0	0	0	3	203	0	208	696	14	0	0	
12:15 PM					0	6	0	0	0	0	0	0	0	3	152	0	161		9	0	0	
12:30 PM					0	5	0	0	0	0	0	0	0	0	146	0	151		13	0	0	
12:45 PM					0	2	0	0	0	0	0	0	0	3	171	0	176		13	1	0	

Peak Rolling Hour Flow Rates

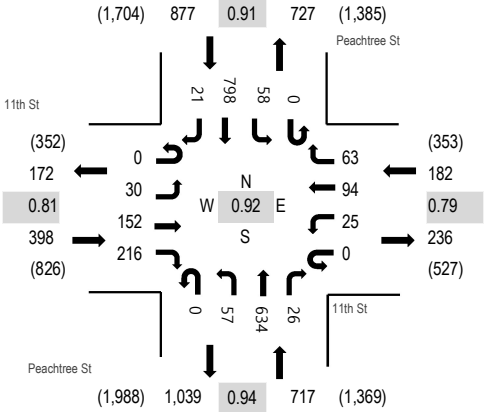
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	13	0	0	0	0	0	0	0	12	753	0	778
Mediums					0	0	0	0	0	0	0	0	0	0	31	0	31
Total					0	13	0	0	0	0	0	0	0	12	784	0	809

PM PEAK HOUR

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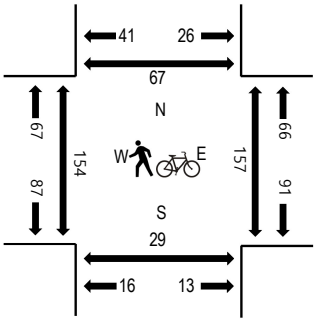
Location: 1 Peachtree St & 11th St PM
Date: Thursday, February 1, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	11th St Eastbound				11th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	6	23	46	0	7	22	15	0	14	160	8	0	9	200	7	517	2,174	34	37	6	16
4:45 PM	0	7	46	52	0	4	18	12	0	11	150	4	0	19	194	4	521	2,141	27	14	2	10
5:00 PM	0	6	36	56	0	10	35	13	0	18	168	6	0	17	218	7	590	2,112	44	58	13	30
5:15 PM	0	11	47	62	0	4	19	23	0	14	156	8	0	13	186	3	546	2,073	46	48	8	11
5:30 PM	0	5	31	47	0	4	15	12	0	17	161	15	0	18	155	4	484	2,078	40	38	9	29
5:45 PM	0	20	43	48	0	9	26	13	0	16	119	4	0	14	173	7	492		70	35	16	13
6:00 PM	0	7	45	50	0	5	21	16	0	20	141	6	0	19	212	9	551		39	68	10	29
6:15 PM	0	13	68	51	0	8	23	19	0	13	132	8	0	20	187	9	551		48	54	10	35

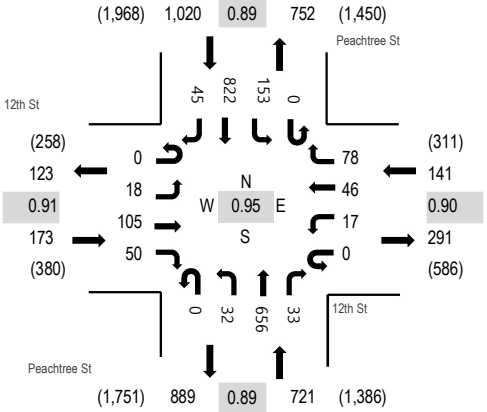
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	29	151	216	0	25	93	63	0	57	621	26	0	58	789	20	2,148
Mediums	0	1	1	0	0	0	1	0	0	0	12	0	0	0	9	1	25
Total	0	30	152	216	0	25	94	63	0	57	634	26	0	58	798	21	2,174

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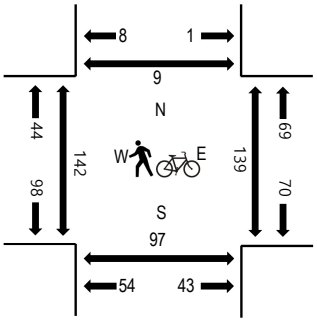
Location: 2 Peachtree St & 12th St PM
Date: Thursday, February 1, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	12th St Eastbound				12th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	4	20	15	0	3	12	25	0	7	154	8	0	47	187	10	492	2,055	27	33	25	2
4:45 PM	0	4	24	12	0	2	12	10	0	9	163	8	0	35	241	10	530	2,028	23	22	15	1
5:00 PM	0	4	37	14	0	6	9	22	0	7	158	5	0	31	187	14	494	2,003	46	39	45	5
5:15 PM	0	6	24	9	0	6	13	21	0	9	181	12	0	40	207	11	539	2,006	45	43	11	1
5:30 PM	0	14	26	15	1	7	13	21	0	8	145	17	0	42	142	14	465	1,990	38	24	20	2
5:45 PM	0	7	24	17	2	4	21	21	0	4	147	14	0	29	208	7	505		46	35	31	2
6:00 PM	0	8	38	11	0	9	12	21	0	8	128	15	0	31	205	11	497		41	30	25	3
6:15 PM	0	7	25	15	0	2	12	24	0	12	155	12	0	19	227	13	523		42	46	29	4

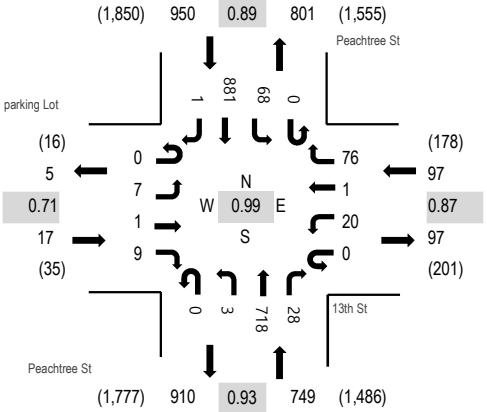
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	17	104	50	0	16	46	78	0	32	641	33	0	153	813	45	2,028
Mediums	0	1	1	0	0	1	0	0	0	0	15	0	0	0	9	0	27
Total	0	18	105	50	0	17	46	78	0	32	656	33	0	153	822	45	2,055

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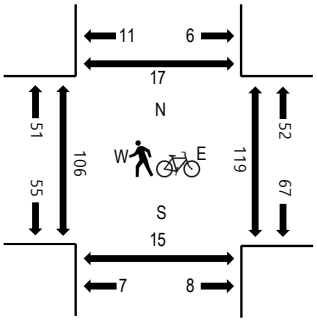
Location: 3 Peachtree St & 13th St PM
Date: Thursday, February 1, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	parking Lot Eastbound				13th St Westbound				Peachtree St Northbound				Peachtree St Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	2	0	1	0	9	0	19	0	1	181	8	0	17	218	0	456	1,813	25	30	3	7
4:45 PM	0	0	1	2	0	3	1	13	0	0	162	10	0	16	250	1	459	1,740	21	14	4	2
5:00 PM	0	3	0	4	0	6	0	19	0	1	178	4	0	26	209	0	450	1,708	28	38	7	4
5:15 PM	0	2	0	2	0	2	0	25	0	1	197	6	0	9	204	0	448	1,717	31	36	1	3
5:30 PM	0	1	1	2	0	3	0	14	0	1	180	8	0	9	161	3	383	1,736	40	23	1	3
5:45 PM	0	1	0	4	0	4	0	18	0	1	172	11	0	10	205	1	427		37	28	2	6
6:00 PM	0	1	0	3	0	3	0	19	0	2	149	20	0	18	242	2	459		43	33	1	5
6:15 PM	0	3	1	1	0	5	0	15	0	1	181	11	0	15	234	0	467		45	35	1	1

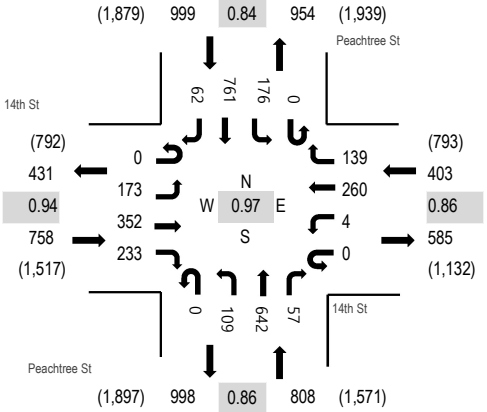
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	7	1	9	0	20	1	73	0	3	708	27	0	67	872	1	1,789
Mediums	0	0	0	0	0	0	0	3	0	0	10	1	0	1	8	0	23
Total	0	7	1	9	0	20	1	76	0	3	718	28	0	68	881	1	1,813

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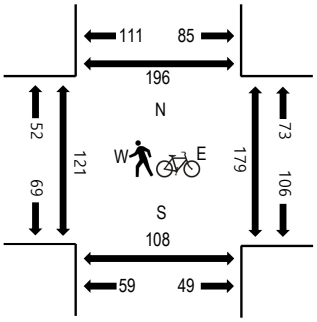
Location: 4 Peachtree St & 14th St PM
Date: Thursday, February 1, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	14th St Eastbound				14th St Westbound				Peachtree St Northbound				Peachtree St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	47	104	60	0	0	76	41	0	34	143	15	0	44	177	19	760	2,968	31	46	33	34
4:45 PM	0	29	99	50	0	3	60	28	0	25	157	14	0	53	229	16	763	2,857	33	34	25	45
5:00 PM	0	51	83	75	0	0	68	33	0	24	145	14	0	34	168	17	712	2,814	34	41	27	72
5:15 PM	0	46	66	48	0	1	56	37	0	26	197	14	0	45	187	10	733	2,793	23	58	23	44
5:30 PM	0	51	88	63	0	1	68	49	0	15	162	8	0	30	108	6	649	2,792	54	36	48	58
5:45 PM	1	55	83	48	0	0	54	37	0	20	181	13	0	31	181	16	720		41	49	21	40
6:00 PM	0	51	81	62	0	1	52	38	0	19	123	14	0	49	188	13	691		32	41	45	57
6:15 PM	0	49	82	45	0	0	60	30	1	27	159	21	0	47	201	10	732		35	53	32	48

Peak Rolling Hour Flow Rates

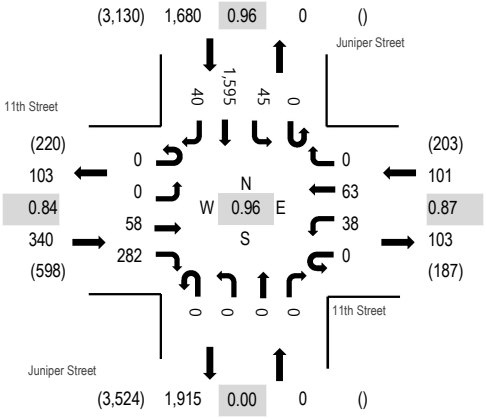
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	171	346	231	0	4	255	137	0	106	629	54	0	170	753	62	2,918
Mediums	0	2	6	2	0	0	5	2	0	3	13	3	0	6	8	0	50
Total	0	173	352	233	0	4	260	139	0	109	642	57	0	176	761	62	2,968

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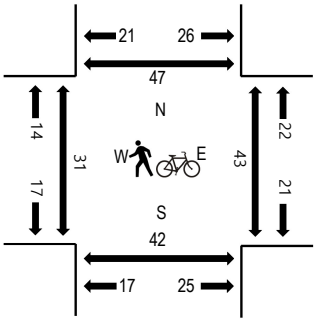
Location: 5 Juniper Street & 11th Street PM
Date: Thursday, February 1, 2018
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	11th Street Eastbound				11th Street Westbound				Juniper Street Northbound				Juniper Street Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	0	10	37	0	8	14	0	0	0	0	0	0	12	323	10	414	1,810	5	4	7	8
4:45 PM	0	0	6	45	0	9	13	0	0	0	0	0	0	11	341	15	440	1,942	5	4	7	7
5:00 PM	0	0	14	69	0	8	19	0	0	0	0	0	0	11	372	11	504	2,053	5	10	5	6
5:15 PM	0	0	11	66	0	9	22	0	0	0	0	0	0	9	322	13	452	2,063	10	13	11	23
5:30 PM	0	0	15	71	0	6	17	0	0	0	0	0	0	15	410	12	546	2,121	5	9	5	12
5:45 PM	0	0	18	86	0	12	15	0	0	0	0	0	0	10	400	10	551		1	12	14	13
6:00 PM	0	0	12	53	0	10	14	0	0	0	0	0	0	12	403	10	514		15	10	9	7
6:15 PM	0	0	13	72	0	10	17	0	0	0	0	0	0	8	382	8	510		10	12	14	15

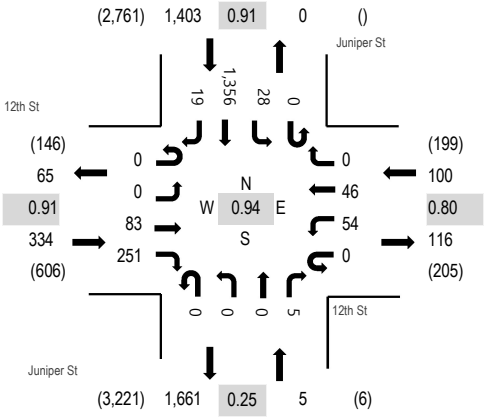
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	58	281	0	37	63	0	0	0	0	0	0	43	1,578	40	2,100
Mediums	0	0	0	1	0	1	0	0	0	0	0	0	0	2	17	0	21
Total	0	0	58	282	0	38	63	0	0	0	0	0	0	45	1,595	40	2,121

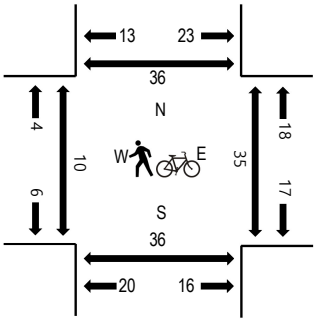
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Location: 6 Juniper St & 12th St PM
Date: Thursday, February 1, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	12th St Eastbound				12th St Westbound				Juniper St Northbound				Juniper St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	0	20	67	0	13	7	0	0	0	0	0	0	4	328	12	451	1,802	1	20	10	13
4:45 PM	0	0	13	68	0	10	13	0	0	0	0	5	0	7	340	2	458	1,842	0	5	5	2
5:00 PM	0	0	19	56	0	13	11	0	0	0	0	0	0	8	373	4	484	1,820	1	11	9	12
5:15 PM	0	0	17	69	0	22	12	0	0	0	0	0	0	5	275	9	409	1,802	0	4	11	10
5:30 PM	0	0	34	58	0	9	10	0	0	0	0	0	0	8	368	4	491	1,770	9	15	11	12
5:45 PM	0	0	17	40	0	13	19	0	0	0	0	0	0	6	331	10	436		7	22	28	14
6:00 PM	0	0	5	65	0	15	7	0	0	0	0	1	0	11	355	7	466		7	18	20	11
6:15 PM	0	0	20	38	0	15	10	0	0	0	0	0	0	5	280	9	377		5	19	15	26

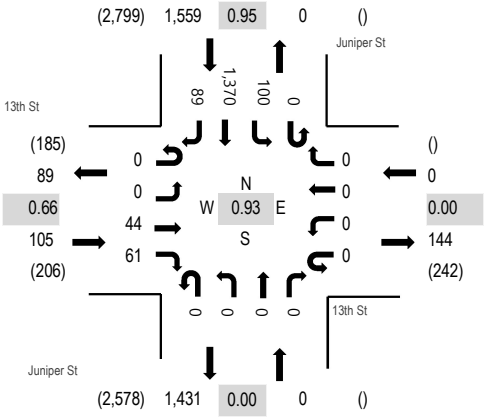
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	80	251	0	54	45	0	0	0	0	5	0	28	1,343	18	1,824
Mediums	0	0	3	0	0	0	1	0	0	0	0	0	0	0	13	1	18
Total	0	0	83	251	0	54	46	0	0	0	0	5	0	28	1,356	19	1,842

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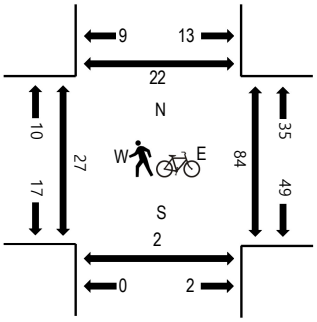
Location: 7 Juniper St & 13th St PM
Date: Thursday, February 1, 2018
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 06:00 PM - 06:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	13th St Eastbound				13th St Westbound				Juniper St Northbound				Juniper St Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	0	5	26	0	0	0	0	0	0	0	0	0	13	294	29	367	1,341	1	10	18	14
4:45 PM	0	0	8	17	0	0	0	0	0	0	0	0	0	23	291	14	353	1,399	1	4	6	5
5:00 PM	0	0	3	30	0	0	0	0	0	0	0	0	0	27	278	27	365	1,463	3	12	0	8
5:15 PM	0	0	5	7	0	0	0	0	0	0	0	0	0	14	204	26	256	1,547	6	16	0	5
5:30 PM	0	0	8	12	0	0	0	0	0	0	0	0	0	22	362	21	425	1,664	3	24	2	8
5:45 PM	0	0	8	10	0	0	0	0	0	0	0	0	0	24	349	26	417		9	24	0	7
6:00 PM	0	0	15	25	0	0	0	0	0	0	0	0	0	25	359	25	449		11	18	0	1
6:15 PM	0	0	13	14	0	0	0	0	0	0	0	0	0	29	300	17	373		3	18	0	6

Peak Rolling Hour Flow Rates

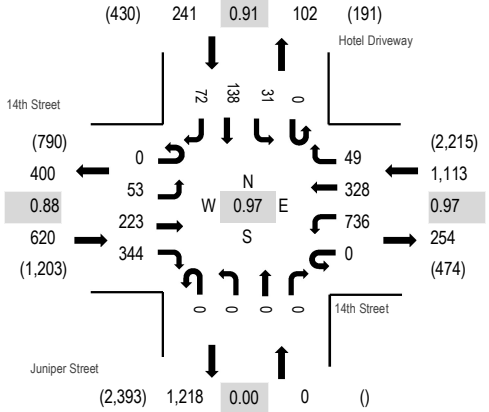
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	44	61	0	0	0	0	0	0	0	0	0	98	1,355	85	1,643
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15	4	21
Total	0	0	44	61	0	0	0	0	0	0	0	0	0	100	1,370	89	1,664

All Traffic Data Services Inc.

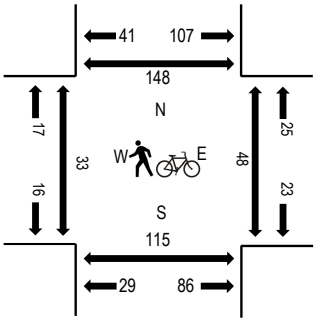
(303) 216-2439
www.alltrafficdata.net

Location: 8 Juniper Street & 14th Street PM
Date: Monday, February 12, 2018
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	14th Street Eastbound				14th Street Westbound				Juniper Street Northbound				Hotel Driveway Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM	0	7	45	90	0	185	98	14	0	0	0	0	0	2	32	11	484	1,949	3	2	17	10
4:45 PM	0	9	45	98	0	208	73	12	0	0	0	0	0	11	16	9	481	1,962	0	2	14	13
5:00 PM	0	9	63	82	0	162	90	13	0	0	0	0	0	7	31	17	474	1,956	2	5	12	23
5:15 PM	0	12	49	91	0	201	80	11	0	0	0	0	0	6	42	18	510	1,974	5	11	37	26
5:30 PM	0	9	59	83	0	187	81	14	0	0	0	0	0	7	38	19	497	1,899	9	16	24	39
5:45 PM	0	13	46	81	0	183	83	15	0	0	0	0	0	9	31	14	475		14	9	25	44
6:00 PM	0	19	69	89	0	165	84	9	0	0	0	0	0	9	27	21	492		5	12	26	35
6:15 PM	0	12	42	81	0	159	75	13	0	0	0	0	0	5	31	17	435		28	12	34	64

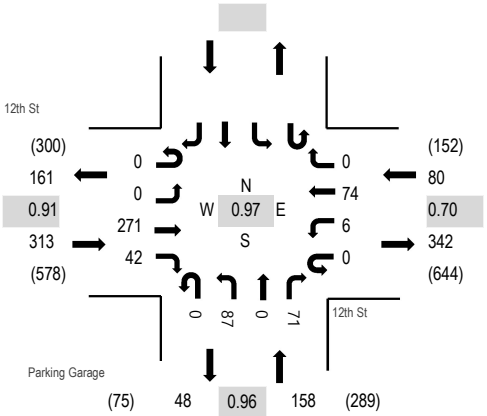
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	53	220	341	0	728	324	49	0	0	0	0	0	31	138	72	1,956
Mediums	0	0	3	3	0	8	3	0	0	0	0	0	0	0	0	0	17
Total	0	53	223	344	0	736	328	49	0	0	0	0	0	31	138	72	1,974

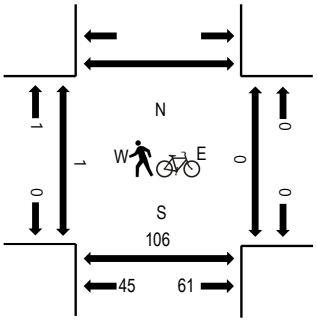
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: A Parking Garage & 12th St PM
Date: Thursday, February 1, 2018
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	12th St Eastbound				12th St Westbound				Parking Garage Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:30 PM	0	0	69	6	0	1	18	0	0	18	0	19					131	500	0	0	15	
4:45 PM	0	0	64	6	0	2	15	0	0	8	0	13					108	511	4	0	9	
5:00 PM	0	0	64	4	0	0	16	0	0	25	0	14					123	536	0	0	20	
5:15 PM	0	0	69	10	0	1	20	0	0	22	0	16					138	551	0	0	23	
5:30 PM	0	0	73	13	0	2	13	0	0	17	0	24					142	519	0	0	20	
5:45 PM	0	0	56	9	0	1	28	0	0	21	0	18					133		0	0	37	
6:00 PM	0	0	73	10	0	2	13	0	0	27	0	13					138		1	0	25	
6:15 PM	0	0	46	6	0	2	18	0	0	21	0	13					106		0	0	29	

Peak Rolling Hour Flow Rates

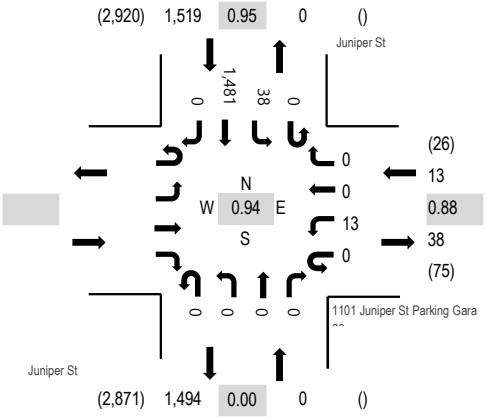
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	0	0	270	42	0	6	73	0	0	87	0	71					549
Mediums	0	0	1	0	0	0	1	0	0	0	0	0					2
Total	0	0	271	42	0	6	74	0	0	87	0	71					551

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

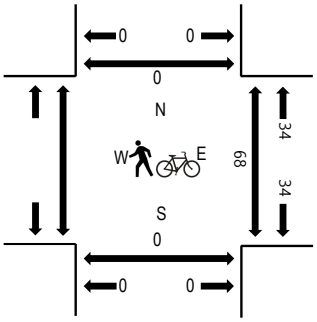
Location: B Juniper St & 1101 Juniper St Parking Garage PM
Date: Thursday, February 1, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound				1101 Juniper St Parking Garage Westbound				Juniper St Northbound				Juniper St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:30 PM					0	2	0	0	0	0	0	0	0	10	337	0	349	1,502		25	0	1
4:45 PM					0	6	0	0	0	0	0	0	0	10	390	0	406	1,532		10	0	0
5:00 PM					0	4	0	0	0	0	0	0	0	9	391	0	404	1,493		18	0	0
5:15 PM					0	0	0	0	0	0	0	0	0	6	337	0	343	1,467		14	0	0
5:30 PM					0	3	0	0	0	0	0	0	0	13	363	0	379	1,444		25	0	0
5:45 PM					0	4	0	0	0	0	0	0	0	5	358	0	367			16	0	0
6:00 PM					0	3	0	0	0	0	0	0	0	11	364	0	378			35	0	0
6:15 PM					0	4	0	0	0	0	0	0	0	11	305	0	320			25	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	13	0	0	0	0	0	0	0	38	1,468	0	1,519
Mediums					0	0	0	0	0	0	0	0	0	0	13	0	13
Total					0	13	0	0	0	0	0	0	0	38	1,481	0	1,532

APPENDIX D

MIDTOWN ALLIANCE PLANS

MIDTOWN ALLIANCE
ACTION PLAN



Blueprint Midtown 3.0

ACTION PLAN



Introduction

This document identifies Midtown's goals, implementation strategies and specific action items that will ensure a rich diversity of land uses, vibrant street-level activity, quality building design, multimodal transportation accessibility and mobility, and engaging public spaces.

Blueprint Midtown 3.0 is the most recent evolution of Midtown Alliance's community driven plan that builds on Midtown's fundamental strengths and makes strategic improvements to move the District from great to exceptional. It identifies both high priority projects that will be advanced in the next 10 years, as well as longer-term projects and initiatives that may take decades to achieve but require exploration now.

Since 1997, policies laid out in Blueprint Midtown have guided public and private investment to create a clean, safe, and vibrant urban environment. The original plan established a community vision for Midtown that largely remains the same: a livable, walkable district in the heart of Atlanta; a place where people, business and culture converge to create a live-work-play community with a distinctive personality and a premium quality of life.

Blueprint Midtown 3.0 builds on recent successes, incorporates previously completed studies and corridor plans, draws inspiration from other places and refines site-specific recommendations to reflect the changes that have occurred in the community since the original unveiling of Blueprint Midtown. Extensive community input conducted in 2016 involving more than 6,000 Midtown employers, property owners, residents, workers, visitors, public-sector partners, and subject-matter experts validates the Blueprint Midtown vision for an authentic urban experience.

The Action Plan lives with a family of Blueprint Midtown 3.0 documents which also includes:
Overview: Moving Forward with Blueprint Midtown 3.0,
Midtown Character Areas Concept Plans (coming soon),
Appendices: Project Plans and 5-Year Work Plan (coming soon).

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Land Use & Building Design

Overall Goal: Inspire private development to deliver high-quality buildings and uses that contribute to an economically vibrant, pedestrian-friendly, urban district.



OVERVIEW

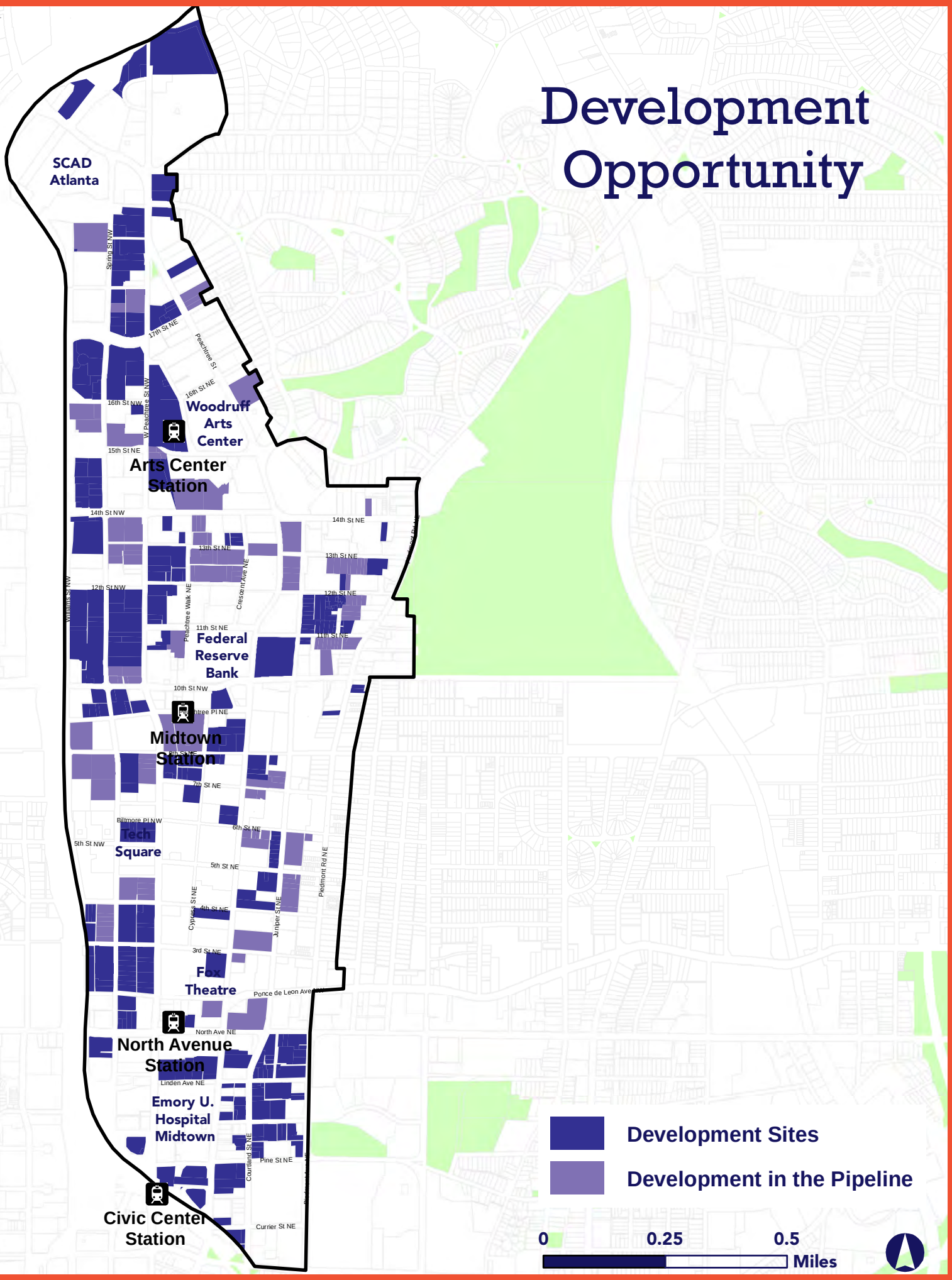
Midtown Atlanta is lined with high-rise buildings mixed with residential, office and ground floor retail and active uses. The development landscape in this 1.2 square mile district has changed rapidly – it has seen 50+ projects over the last 15 years, and this trend is expected to continue, with over 40 major development projects in the pipeline in 2016. Going forward, an increase in the density of people and buildings is anticipated and desired in Midtown. Currently, 25% of land in Midtown is ripe for redevelopment. At build out, this development opportunity is expected to yield an additional 21,057 residential units, 6,111 hotel rooms, 12.9M SF of office/institutional space, and 2M SF of retail space.

Since the inception of Blueprint Midtown in 1997, we've seen new developments that work well, and some that don't. With limited development opportunities left, each large-scale project will stand for the next century, carrying significant influence on the character and quality of Midtown. Accordingly, it is absolutely critical that every project meets the needs of the district, embodies inspired architectural design, and contributes to an engaging, street-level environment. Midtown will continue to take an active role in shaping the private realm in collaboration with property owners, developers, architects and our public sector partners, to deliver an environment that fulfills the community vision of Blueprint Midtown 3.0 – a high-density, dynamic, mixed-use district and an exceptional urban experience.

INITIATIVES AT GLANCE

- Ensure a balance and mix of uses, including office, housing, retail, and hotel, that provide destinations and activity at various times of day. (D-1 / PG. 5)
- Promote anchor institutions and cultivate economic clusters around Tech Square, Emory University Hospital Midtown (EUHM), Savannah College of Art and Design (SCAD) Atlanta and the concentration of arts institutions to fully leverage these anchors and build out the ecosystems. (D-1 / PG. 5)
- Sustain residential growth to achieve a jobs-housing balance. (D-3 / PG. 6)
- Promote a diversity of housing sizes at affordable levels, including larger units that can accommodate families and smaller units/micro-units. (D-4 / PG. 6)
- Ensure consistent design quality of new development that embraces the public realm and provides an active, pedestrian-oriented environment. (D-5 / PG. 7)
- Refine Midtown's street typology to concentrate retail space, active uses, and vehicular site access on designated corridors. (D-6 / PG. 8)
- Cluster shopping and dining establishments on designated streets to develop a deliberate mix of shopping and services by corridor/node. (D-7 / PG. 8)
- Incorporate sustainable building design into new development and redevelopment to ensure resource efficiency and quality (water, energy, air). (D-8 / PG. 12)
- Gradually transition the built environment along Juniper Street and Piedmont Avenue from the commercial district into the adjacent single family neighborhoods. (D-9 / PG. 13)
- Preserve and enhance historic buildings, sites and districts that reflect Atlanta's cultural, social, economic and architectural history. (D-10 / PG. 13)

Development Opportunity



INITIATIVES

Ensure a balance and mix of uses, including office, housing, retail, and hotel, that provide destinations and activity at various times of day. D-1

Midtown's existing development is a mix of residential, office, institutional, hotel and ground floor uses. Nonresidential uses are more heavily concentrated north of 10th Street and residential more concentrated to the south, creating pockets of inactivity. However, the current development cycle has started to fill in empty spaces and as a result, the district land uses are balancing out.

Blueprint Midtown 3.0's Character Area Concept Plans provide more detailed analyses of the existing and proposed land uses in the district's five character areas. You can explore these in depth at MidtownATL.com/CharacterAreas.

ACTION ITEMS

Short-term (<5 years)

- Adapt the zoning codes to allow for additional density contingent upon high-performance buildings that include some or all of the following: affordable housing, street level retail, reduced parking, and rehabilitation of historic buildings. (D-1.1)

Continuous

- Actively coordinate with private sector to encourage mixed-use developments that maximize the diversity of uses within each character area. (D-1.2)

Promote anchor institutions and cultivate economic clusters around Tech Square, Emory University Hospital Midtown (EUHM), Savannah College of Art and Design (SCAD) Atlanta and the concentration of arts institutions to fully leverage these anchors and build out the ecosystems. D-2

Midtown is home to some of the City's strongest economic anchors, such as Tech Square, EUHM, and SCAD Atlanta alongside the largest concentration of arts organizations in the Southeast including the Woodruff Arts Center, the Fox Theatre, and more than 70 arts or cultural organizations. Midtown's anchors create a unique opportunity to cultivate economic clusters by building additional commercial space to house and grow complementary businesses.

Research has observed that large scale mixed-use development centered on major anchor institutions and a rich base of related firms, entrepreneurs and spin-off companies are valuable ingredients for successful economic districts.[1] Leveraging anchors in future development provides proximity for companies seeking access to resources and an urban, car-free lifestyle for residents who prefer walking to work, school, or entertainment destinations. New development should be designed with more flexible spaces and more "third places" to meet and collaborate.

ACTION ITEMS

Short-term (<5 years)

- Develop a campaign for Character Areas that promotes the development of compatible uses near economic development anchors. Examples include medical office around EUHM and galleries, studio spaces, and live/work units around the arts institutions in the north end of the district, and tech office, innovation labs and startup space near Tech Square. (D-2.1)

- Explore policy tools that would facilitate targeted business growth around economic anchors, such as an arts district incentive or an innovation zone. (D-2.2)

Continuous

- Organize Midtown Alliance councils, events and initiatives to amplify the presence and impact of specific community groups such as arts-based organizations and technology companies. (D-2.3)

[1] Metropolitan Policy Program at the Brookings Institution. 2014. "The Rise of Innovation Districts: A New Geography of Innovation in America." Retrieved from https://www.brookings.edu/wp-content/uploads/2016/07/InnovationDistricts1.pdf

INITIATIVES

Sustain residential growth to achieve a jobs-housing balance. D-3

As a central business district, Midtown relies on a significant office inventory to further economic development. However, major employment centers also benefit from having a substantial residential population that provide activity at all times of day and support restaurants, shops, and other destinations. Moreover, the provision of office and housing in the same district provides living options to local workers, reducing commuter outflows. Midtown's jobs-housing ratio is roughly 4:1 in 2016, a substantial improvement from 9:1 in 1997. To be a true live-work-play environment, Midtown's target jobs-housing ratio is 3:1, which requires additional residential growth.

ACTION ITEMS

Continuous

- **Maintain densities allowed by use in the zoning code.** The existing zoning code allows nonresidential densities at higher amounts than residential densities – roughly 1.5 times higher – however, this proportion is below the target jobs-housing ratio of 3:1, and will drive down the total overall percentage of nonresidential development. This will continue to allow for residential growth while ensuring that Midtown maintains a healthy supply of office. (D-3.1)

- **Continue to invest in and promote the livability of Midtown, such as its excellent dining and entertainment, housing options, proximity to good schools, etc., through Midtown Alliance's website, mobile app, and other marketing platforms.** (D-3.2)

Promote a diversity of housing sizes at affordable levels, including larger units that can accommodate families and smaller units/micro-units. D-4

As a dense, urban district in high demand, housing in Midtown achieves some of the highest rents in the Atlanta region – as of Q2 2016, Midtown and Buckhead commanded the highest multifamily rents in Atlanta at $1.92 per s.f.[2] Yet, in order to retain a dynamic, creative workforce and reduce commuter inflows and traffic congestion, it is imperative that Midtown accomodates a diverse population at a range of income levels, including young professionals, civil servants, empty nesters, and families. Midtown Alliance will continue to pursue strategies to deliver a housing inventory that offers a diversity of product types at various levels of affordability.

ACTION ITEMS

Short-term (<5 years)

- **Revisit the existing density bonus for affordable housing in the zoning code to understand how to make it easier to use for developers and more effective.** (D-4.1)

Continuous

- **Research affordable housing best practices and communicate with City of Atlanta and the Midtown community to evaluate and implement policy tools such as inclusionary zoning.** (D-4.2)

- **Research other best practices to encourage housing and services that meets the needs of and will attract different demographics including empty nesters, families, and young professionals.** (D-4.3)

[2] Haddow and Company. 2016. "Intown Atlanta Apartment Market."
Retrieved from http://www.haddowandcompany.com/uploads/5/5/1/3/55135301/apartment_market_flyer_3q16.pdf

INITIATIVES

Ensure consistent design quality of new development that embraces the public realm and provides an active, pedestrian-oriented environment. D-5

Building and site design has the greatest impact on the quality and character of the neighborhood. A principal goal of Blueprint Midtown since its inception has been to provide an engaging street-level environment with transparent windows and doors, active uses, no blank walls, and limited curb cuts.
Best practices include:

- Articulate storefronts with entrances, awnings, transparent windows, signage, planters and other pedestrian-friendly amenities.
- Vary building facades using a diversified palette of materials, fenestration and other structural expressions that reinforce pedestrian scale and avoid monotonous, uniform or blank walls at the street level.
- Orient the building to the street and establish defined building entries that are legible and accessible from the street.
- Create building upper-story setbacks after three stories for high-rise buildings.
- Keep parking decks out of view, either by locating internally within the building program or screening with visually compelling and sensitively-designed facades.

While the focus of Blueprint Midtown is primarily on the design of the first three floors, this iteration of the plan has also re-evaluated how new development as a whole will impact the experience of the community. The plan calls for the private sector to do more in order to deliver an exceptional urban environment. New development is encouraged to incorporate high-performance measures such as:

- Reducing parking ratios;
- Burying utilities;
- Creating on-street parking;
- Achieving third-party sustainability certifications;
- Building green roofs;
- Setting aside units for affordable housing;
- Repurposing historic structures;
- Creating retail space; and
- Dedicating space for new streets, alleys, and pedestrian paths.

For a complete design guide that embodies Blueprint Midtown principles, see the Midtown Owner's Manual at MidtownATL.com/OwnersManual

ACTION ITEMS

Short-term (<5 years)

- **Adapt the current zoning code to incentivize or require the refined design standards articulated here.** (D-5.1)

Continuous

- **Manage the development review process and refine the pre-construction review and follow-up.** This process includes initial consultations with development teams for new projects, coordination and staffing of the Midtown Development Review Committee, which reviews development proposals and makes formal recommendations to the City, and pre-construction meetings with the construction teams that include a review of standards and materials based on the approved site plan. (D-5.2)

- **Inspire developers to create exceptional buildings that address the public realm through the use of the Owner's Manual which provides design standards for Midtown.** (D-5.3)

STOREFRONT DESIGN

Storefront spaces should exhibit the following criteria:

- 40' bay depths and regular dimensions that allow for flexibility in use and are able to adapt to changing retail uses.
- High visibility from the street, with clear fenestration and doors that lead directly to the public sidewalk. On designated retail corridors, fenestration must comprise a minimum of 75% of street frontage; on other active use corridors, fenestration must be at least 65%.
- Facades and signage differentiated by each business to reflect individual brands.
- Ground-floor spaces that if used for non-retail uses, should be designed to be easily retrofitted for future retail uses.

INITIATIVES

Refine Midtown's street typology to concentrate retail space, active uses, and vehicular site access on designated corridors. D-6

Blueprint 3.0 furthers the previously established approach to Midtown's Storefront Streets. A more discriminate typology now categorizes Midtown's streets into three street types to support the land use and urban design goals for the district's corridors. This three-class system is used to create a supportable amount of continuous retail space, to deliver active frontage on major streets, and to locate parking and service on minor streets to minimize pedestrian and cyclist conflicts with vehicles.

ACTION ITEMS

Short-term (<5 years)

- Update the zoning code to reflect the three-tiered street typology with refined street-level design, use requirements and site access restrictions. (D-6.1)

STREET TYPOLOGIES

- **'A' Streets:** Designated retail streets on Midtown's main streets, including Destination Retail, Regional Retail, and Neighborhood Retail Streets.
- **'B' Streets:** Local streets that provide actives uses at the street-level and best serve the needs of the immediate area.
- **'C' Streets:** Building service streets that provide actives uses at the street-level and best serve the needs of the building.

Cluster shopping and dining establishments on designated streets to develop a deliberate mix of shopping and services by corridor/node. D-7

Midtown as a whole has an abundance of food and beverage options at the ground floor, however the most northern and southern ends of the district are in need of more destinations. In some locations, the nightlife scene is incompatible with adjacent residential and hotel uses. Despite containing all of the fundamentals for a signature retail destination, including the addition of more than 700K sq. ft. of retail over the past 20 years, Midtown does not yet have traditional storefront shopping streets.

While a retail vision for Midtown is not new, the opportunity to fulfill that vision is more realistic than ever before. Blueprint 3.0 future build-out numbers suggest the possibility of 2 million sq. ft. of additional ground-floor storefront space and 58% more employees, 163% more residents, and 152% more visitors in Midtown, a population explosion unprecedented in Atlanta's history. These population numbers will create a density on par with other districts around the country that have healthy, street-level shopping streets. This growth, coupled with Midtown's central location, creates an opportunity for a main street experience unique to the Southeast region.

ACTION ITEMS

Short-term (<5 years)

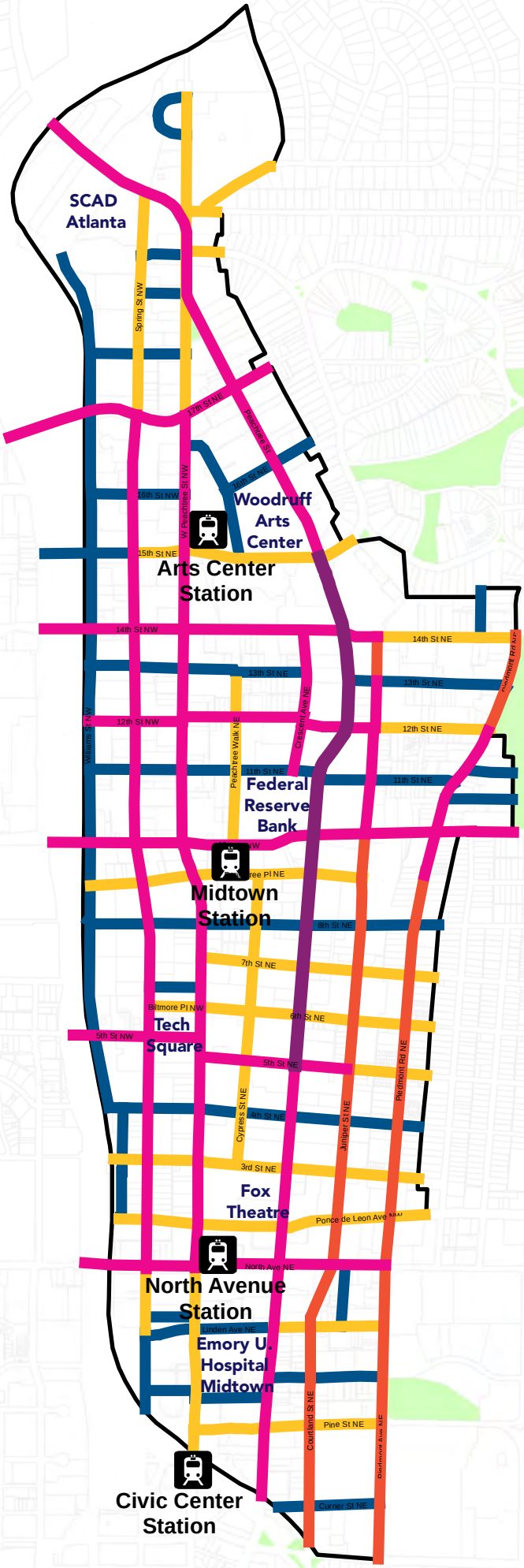
- Develop and carry out a comprehensive marketing and communications strategy for retail in Midtown that refreshes the retail vision, establishes target merchandising mixes for Midtown's major corridors and nodes, and provides compelling retail marketing collateral and campaigns. (D-7.1)

- Explore a retail recruitment and retention program that identifies desired retailers that fit the Midtown market and provides support for retail owners to recruit and retain them. (D-7.2)

Continuous

- Implement destination-driven programming with the goals of bringing visitors to Midtown on a frequent basis and increasing exposure to Midtown destinations. (D-7.3)

Street Typology



Street Typology

- Signature Street
- Primary Streets
- Neighborhood Main Streets
- Neighborhood Streets
- Local Streets

0 0.25 0.5 Miles

Building Toward a District-Wide Vision for Retail in Midtown

Blueprint 3.0 takes an aggressive policy approach to establishing a main street shopping experience on Peachtree Street, as well as regional and neighborhood shopping retail nodes on major corridors throughout the district. This approach recommends concentrating continuous storefronts on main corridors, implementing use restrictions, and geographically targeting retail incentives to geographic areas of greatest opportunity.

Midtown's Retail Strategy

REQUIRE ACTIVE USES

Walkability is paramount in Midtown, and as such, every single corridor should be active. Active ground-floors are achieved by prohibiting blank walls and requiring active uses, whether or not the use is retail. Examples of non-retail active uses include residential or live/work units, flexible office space, lobbies, recreation centers and community gathering spaces.

DEVELOP A DISTRICT-WIDE RETAIL MERCHANDISING MIX PLAN

A high-level tenant mix is associated with the three classes of Midtown's Street Typology. A more in-depth retail merchandising mix plan should be conducted for each of the retail-oriented nodes and corridors: the Destination Shopping Streets, the Regional Retail Streets, and the Neighborhood Retail Streets. The target tenant mixes should be recommended based on existing and emerging market demand, taking into account existing land uses, the character of the area, the volume and configuration of retail space available, the existing and proposed transportation network, and the anticipated changes in the particular area over time.

CRITICAL DENSITY FOR RETAIL

A vital indicator for destination retail streets is a minimum population of 20,000 residents within a half-mile radius. Midtown Atlanta is expected to reach this threshold by 2018, and is on track to nearly double this level of density at build-out.

Source: Streetsense, 2012







ORGANIZE THE PRIVATE REALM USING A STREET HIERARCHY FRAMEWORK

A Midtown street hierarchy categorizes corridors into street types, based on existing characteristics and future opportunities. This approach recognizes that retail space, and shopping retail in particular, needs to be concentrated, and the volume of retail space scaled to the size of demand and needs of the community it serves. This comprehensive strategy will create the best opportunity for successful retail and a desirable pedestrian environment.

1.) Retail Streets

a. **Destination Shopping Streets:** Shopping streets can define the character of a district, enrich quality of life, and provide an added layer of entertainment. Successful shopping streets from around the country most often have double-loaded retail corridors with a concentration of at least 200,000 square feet of continuous retail space to allow for co-tenancy. Shopping streets include soft and hard goods such as clothes, shoes, furnishings and electronics, as well as boutiques, specialty shops, and local restaurants and cafes with outdoor dining. Premier urban shopping streets serve not only a district but a region, and have a mix of national and local shops that make up 50% - 75% of the tenant mix, with food and beverage comprising the rest. Destination Shopping Streets by and large have a favorable set of common characteristics that include: two-way travel direction, on-street parallel parking, a maximum width of four travel lanes, accessible parking, and few vehicular curb cuts. Curb cuts are strictly forbidden to provide a safe and uninterrupted shopping experience. Based on these characteristics, portions of Peachtree Street and streets immediately adjacent provide the only logical opportunity for premier shopping in Midtown.

b. **Regional Retail Streets:** Major thoroughfares with easy access to the rest of the region are prime locations for stores providing essentials, such as grocery stores, pharmacies, sporting goods, bookstores, office supply stores, and other day-to-day amenities that make a place livable. These corridors are also ideal for destinations such as restaurants, coffee shops and cafes. Contiguous retail space, co-tenancy and the configuration of the street is less important for these destination-based retailers, whereas access and visibility is vital. The long one-way pairs of West Peachtree Street and Spring Street, which provide easy access to the interstates, short-term, on-street parking, and close proximity to a growing number of residents, makes these corridors well suited be Regional Retail Streets. Curb cuts are not allowed on Regional Retail Streets.

c. **Neighborhood Retail Streets:** Neighborhood Retail Streets serve the shopping and entertainment needs of the district. They are similar in tenant mix to Destination Shopping Streets, but trend heavily local/regional, with a smaller emphasis on national brands. They include a high concentration of outdoor dining, bars, cafes, gift stores, bookstores, and galleries. They are often found on streets with a significant residential and/or in a smaller scale environment. 5th and West Peachtree and Piedmont and 10th Street nodes are good examples of Neighborhood Retail locations. Curb cuts are not allowed on Neighborhood Retail Streets.

2.) Local Streets:

This street type best serves the local needs of the immediate area. Dry cleaners, banks, salons, dental and doctor offices are generally viable uses for Local Streets. Curb cuts are strongly discouraged on Local Streets.

3.) Building Service Streets:

Street-level uses for this street type are intended to serve the building and its tenants. Such corridors must activate the street; blank walls are prohibited. Gyms, workout facilities, leasing offices and lobbies, as well as commercial office, residential, and live/work units are all appropriate active uses on Building Service Streets. These corridors are best suited for vehicular access points.

INITIATIVES

Incorporate sustainable building design into new development and redevelopment to ensure resource efficiency and quality (water, energy, air). D-8

Midtown is uniquely positioned to become a leader in urban sustainability in the Southeast. It has all the physical building blocks in place - a pedestrian-friendly street grid, a dense and diverse mix of land uses, robust transit options, and significant green space. The district also benefits from its ability to rally the community together around a common agenda. Midtown Alliance will continue to coordinate with private development to incorporate sustainable building design principles through zoning incentives, recognition programs, and the design review process.

The plan also calls for private development to incorporate elements that benefit the environment. It recommends incorporating green roofs, reducing parking to encourage the use of transit, biking or walking, and seeking third-party building sustainability certification.

MIDTOWN ECODISTRICT

The Midtown EcoDistrict was created on the heels of a major sustainability planning initiative, Greenprint Midtown (2012), as a platform for this community to collaborate on initiatives that result in improved environmental and economic performance. This initiative aims to position Midtown as one of the most livable, vibrant and sustainable districts in the U.S. Midtown Alliance plays a key role in the EcoDistrict by developing partnerships, encouraging participation, improving and maintaining the public realm, and tracking and communicating results.

ACTION ITEMS

Short-term (<5 years)

- Adapt the current zoning codes to incentivize or require the reduction of allowable parking, incorporation of green roofs, and seek third-party building sustainability certification. (D-8.1)

Continuous

- Actively encourage developers and property owners to consult with Midtown Transportation, Midtown Alliance's transportation demand management team, on services and facilities their buildings can provide that encourage their tenants to take clean commutes. (D-8.2)
- Manage the Midtown Luminaries Program. This is a certification program spearheaded by Midtown Alliance that recognizes businesses, buildings, and organizations that are setting the pace for sustainability in the district. (D-8.3)
- Implement the Tree Well Adoption Program. Increase wrought iron fencing and water-wise, urban tolerant plantings around Midtown's street trees (at 10% of street trees as of 2016). (D-8.4)
- Support the Atlanta Better Buildings Challenge (ABBC). ABBC is a public/private initiative led locally by the City of Atlanta Mayor's Office of Sustainability that provides tools and benchmarking assistance to participating buildings with the goal of reducing energy and water consumption by at least 20% by 2020. Midtown Alliance remains committed to supporting and expanding participation in this program. (D-8.5)

INITIATIVES

Gradually transition the built environment along Juniper Street and Piedmont Avenue from the commercial district into the adjacent single family neighborhoods. D-9

The Midtown community seeks to preserve the historic, small-scale character of the Midtown residential neighborhood, also known as the Garden District. Allowing for medium density residential growth along Juniper Street and Piedmont Avenue gradually transitions the built environment in size and scale from high-rises on Peachtree Street to single-family homes on Myrtle Street.

As this medium density development fills in, demand is increasing for local-serving goods and services within a walkable distance. The commercial center at Piedmont & 10th and the Juniper corridor both continue to make sense as viable areas for neighborhood-serving goods and services.

ACTION ITEMS

Short-term (<5 years)

- Encourage compatible ground-floor uses along and adjacent to Juniper Street by promoting a district-wide retail vision and implementing a comprehensive communications strategy to support it. (D-9.1)

Continuous

- Require a transitional height plane and step down densities east of Juniper Street in the zoning code. (D-9.2)

Preserve and enhance historic buildings, sites and districts that reflect Atlanta's cultural, social, economic and architectural history. D-10

Preserving Midtown's historic assets not only adds a depth of character and identity, but celebrates the unique and significant architecture that has enhanced this community. The district is graced by historic sites such as the Fox Theatre Historic District, Rhodes Hall, the Academy of Medicine, and Margaret Mitchell House, as well as striking examples of Victorian Queen Anne style architecture. Midtown counts among its influential architects Philip Trammell Shutze, Neel Reid, Robert A.M. Stern, Philip Johnson, Richard Meier, Renzo Piano, and Michael Graves.

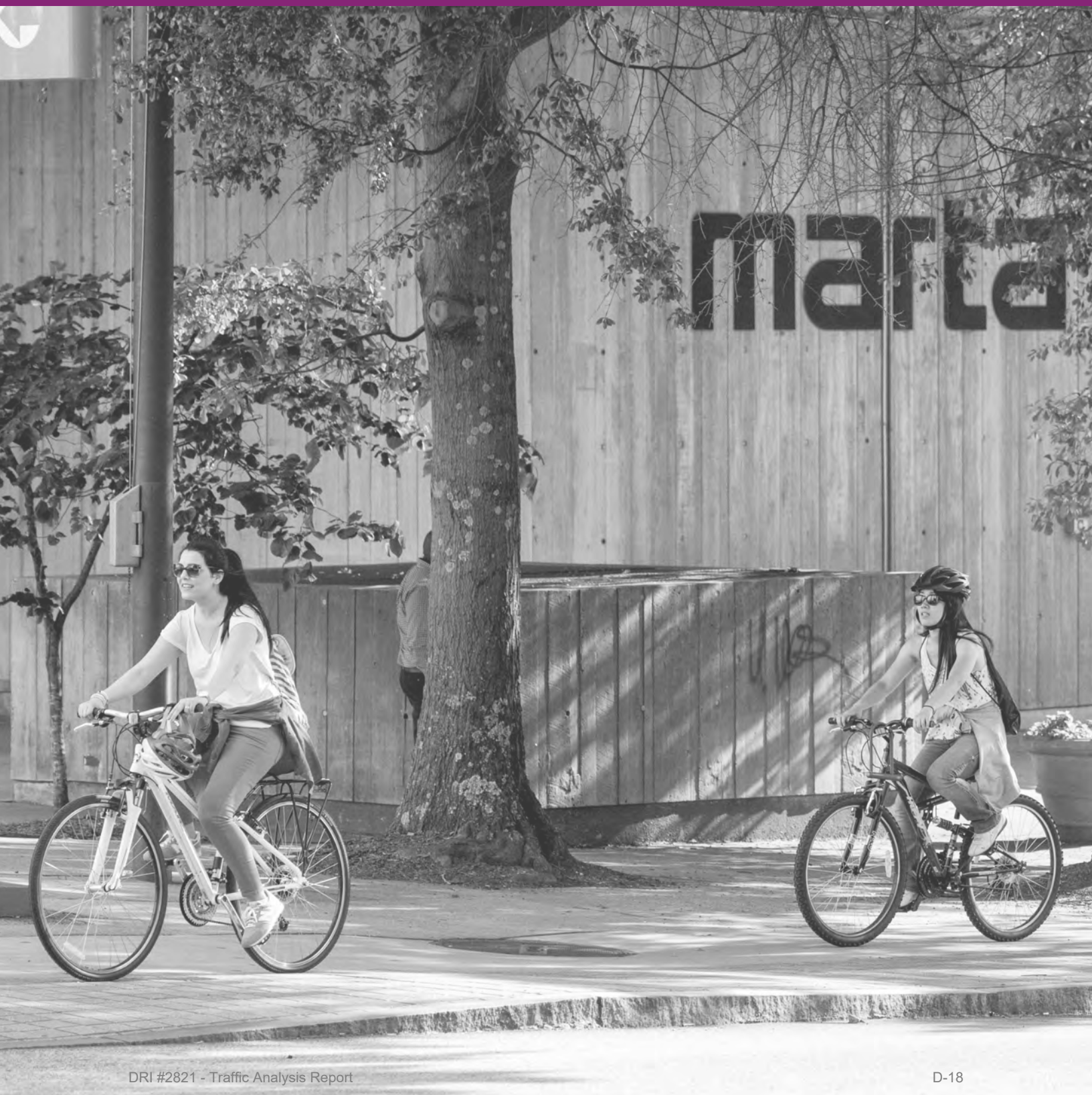
ACTION ITEMS

Continuous

- Incentivize the permanent preservation of historic properties through the zoning code through the transfer of development rights (TDR); and promote the TDR program and publish lists of eligible historic properties in Midtown. (D-10.1)

Transportation

Overall Goal: Create a safe, accessible, multimodal transportation network that cultivates vibrant streetlife and supports economic development.



OVERVIEW

Midtown's transportation system benefits from its prime location at the center of the Atlanta region, its 120-block street grid, access to I-75/85, and high transit accessibility. Yet there are still many opportunities ahead to make Midtown safer, more accessible, vibrant, and multimodal.

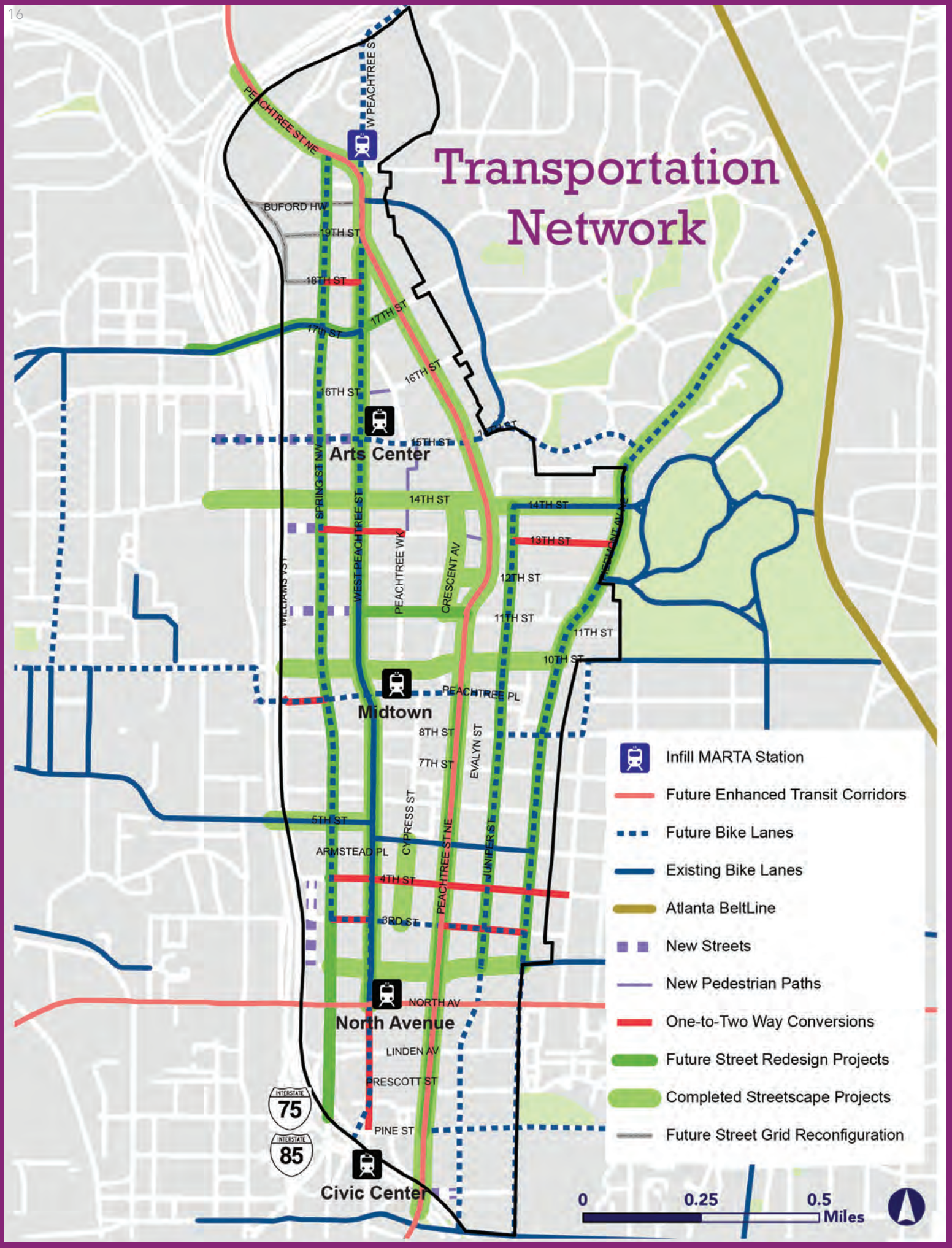
The transportation implementation strategy projects a long-term vision of a robust transportation network that supports Midtown's land use and economic development goals. Many of the recommendations come directly from a comprehensive transportation study, undertaken in 2016, which conducted an in depth, district-wide analysis of transportation projects and policies that will better serve the needs of Midtown's existing and future population and support its character as a vibrant, diverse, and urbanizing district for the next ten years.

To explore the Midtown Transportation Plan in full, go to MidtownATL.Com/TransportationPlan.

INITIATIVES AT GLANCE

- Improve walkability by slowing vehicle speeds and enhancing the pedestrian environment. (T-1 / PG. 17)
- Redesign streets to safely accommodate all modes of transportation and increase circulation, navigability, connectivity and safety. (T-2 / PG. 18-19)
- Build out a safe and connected bicycle network. (T-3 / PG. 20)
- Improve local and regional transit connections and frequency. (T-4 / PG. 21)
- Build new connections that enhance Midtown's street grid, increase travel options, and strengthen connectivity. (T-5 / PG. 22)
- Undertake network improvements that improve safety and efficiency. (T-6 / PG. 23)
- Expand employer-commuter programs and customized support through the Midtown Transportation program to reduce traffic congestion and increase air quality. (T-7/ PG. 24)
- Plan for innovations such as autonomous vehicles and car-sharing that may transform the way people move around a city. (T-8 / PG. 24)

Transportation Network



INITIATIVES

Improve walkability by slowing vehicle speeds and enhancing the pedestrian environment. (T-1)

After 15 years and $40 million invested in the pedestrian realm to date, Midtown is considered one of the most walkable places in the Atlanta region. These investments include 15+ miles of streetscapes with wide, well-lit and tree-lined sidewalks.

While Midtown has made significant progress in developing a comprehensive pedestrian network, several streets remain overbuilt and unsafe. It is not uncommon for vehicles to reach speeds in excess of 45 miles per hour on some of our north-south streets. As a result, Midtown's per capita crash rates are about four times the statewide average for arterial streets. In addition to building "Complete Street" streetscapes (initiative T-2) that are designed to improve pedestrian safety, Midtown Alliance will pursue policies to reduce vehicle speeds and mitigate pedestrian-vehicular conflicts.

ACTION ITEMS

Short-term (<5 years)

- **Implement a district-wide 25 mile-per-hour speed limit.** Excessive vehicle speeds increase the likelihood of crashes as well as the severity of crashes. Reducing Midtown's default speed limit to 25 mph is a necessary first step in taming excessive vehicle speeds and rethinking how we design our streets. (T-1.1)

- **Implement a no right turn on red policy at intersections with high pedestrian volumes.** Prohibiting right turns on red at intersections is a simple, low cost measure that improves pedestrian safety without greatly inconveniencing motorists. (T-1.2)

- **Support City-led program to implement "Don't Block the Box" in Midtown.** In 2016, the City of Atlanta began installing 'Don't Block the Box' signs and striping at key intersections in Midtown to remind drivers to only enter the intersection when the lanes beyond are available. Midtown Alliance supports the City continuing to stripe and sign additional intersections in Midtown and conduct regular enforcement. (T-1.3)

INITIATIVES

Redesign streets to safely accommodate all modes of transportation and increase circulation, navigability, connectivity and safety. (T-2)

Midtown, as one of the most multimodal transportation networks in the Southeast, has a highly pedestrian, transit-rich environment that also benefits greatly from a true street grid. Midtown now has 15+ miles of pedestrian-friendly streetscapes that include new tree-lined sidewalks, intersection improvements, transit stops, and bike facilities. However, the average block size is still larger than ideal, there is excess roadway on major corridors, and most bike facilities are not designed with all-inclusive ridership in mind. Many of Atlanta's streets were retrofitted in the1950s and 1960s to enable fast-moving vehicular traffic. Today, the community desires safer and more vibrant streets that continue to serve cars but also serves people on foot, bicycle, and public transportation.

Midtown Alliance has adopted a "Complete Streets" approach to streetscape improvements that emphasizes safe access for all users of all ages and abilities. Complete Streets do not focus on a single mode of transportation, but rather consider how the available street space can be reallocated and enhanced to accommodate pedestrians, bicyclists, motorists and transit riders. Moving forward, Midtown will continue to enhance its robust street network through projects that redesign our public right-of-way with improved sidewalks and bike lanes, more street trees and street furniture, slower vehicle speeds, and shorter crossing distances.

A SHIFT TOWARD THE COMPLETE STREETS MODEL

Midtown Alliance's approach towards transportation improvements embraces the Complete Streets model, a concept that provides safe access for all users – including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. These projects aim to enhance safety, walkability and multi-modal transportation options, mitigate traffic, and support economic development.

According to research by Smart Growth America, Complete Streets are also proven to have tangible economic benefits, such as increased employment, higher property values, increased net new businesses, and increased investment from the private sector.







ACTION ITEMS

Short-term (<5 years)

- **Build the Juniper Complete Street.** This 12-block project from Ponce de Leon Avenue to 14th Street reinforces Midtown's signature "green street" with a buffered, southbound bicycle lane and storm water catchment and mitigation areas in addition to Midtown's standard sidewalk, LED lighting, and landscape improvements. (T-2.1)

- **Build the Piedmont Complete Street.** Serving as the northbound couplet to Juniper Street, this project from Ponce de Leon Avenue to 15th Street will slow excessive vehicle speeds, create safer street crossings, and add a protected bike lane. (T-2.2)

- **Build West Peachtree Street Complete Street.** Re-purpose one travel lane to create a buffered northbound cycle track north of North Avenue to Peachtree Street., South of North Avenue, West Peachtree may convert to two-way traffic flow with bike lanes in each direction. (T-2.3)

- **Build Spring Street Complete Street.** Re-purpose one travel lane to create a buffered southbound cycle track and build new, wider sidewalks with street trees and improved landscaping. (T-2.4)

- **Repurpose a lane on Peachtree Street.** Peachtree Street between Peachtree Place and Pine Street currently has two travel lanes in each direction. To enhance Peachtree Street as a signature corridor and encourage successful retail, this project will repurpose one travel lane for either on-street parking and loading, or for bike facilities. (T-2.5)

- **Convert one-way, east-west streets to two-way travel**. This change will make circulation easier and more intuitive for people driving, particularly visitors, and will reduce vehicle speeds. Candidate streets for conversion include: Pine Street (Juniper St to Peachtree St), 3rd Street (Spring St to West Peachtree St; Peachtree St to Juniper St), 4th Street (Spring St to Myrtle St) Peachtree Place (Williams St to Spring St), 13th Street – (Spring St to Peachtree Walk; Juniper St to Piedmont Ave) and 18th Street (Spring St to West Peachtree St). (T-2.6)

- **Advocate for a multi-modal level of service analysis with transportation policy-makers.** In order to design streetscape projects that take into account all modes of travel, a multimodal level of service analysis should be conducted during the project concept phase. Traditionally, permitting agencies have only required that a vehicle level of service analysis, which does not consider the impact of street design on pedestrians, cyclists, and transit users. (T-2.7)

Mid-term (5-10 years)

- **Redesign 17th Street.** Reallocate space and redesign the street from Peachtree Street to Atlantic Station. Options under consideration include moving the designated bus lanes to the center of the street, adding landscaping to protect and shade people walking, and building a buffered bike facility. (T-2.8)

- **Reallocate space on 11th Street.** Reallocate roadway space on 11th Street from West Peachtree Street to Peachtree Street for additional on-street parking, bike lanes and/or a green median to discourage speeding and create a better environment for retail, walking, and bicycling. (T-2.9)

Long-term (>10 years)

- **Revisit long-term conversions of Spring & West Peachtree Streets and Juniper Street & Piedmont Avenue** to two-way operations when the distribution of travel trips has shifted away from single-occupancy travel. As part of the Midtown Transportation Plan, these major north-south streets were evaluated for a conversion to allow for two-way vehicular travel. It was determined that conversions would significantly impact traffic flow and that roadway re-purposing on these streets would provide greater benefit to the Midtown community at this time. However, as Midtown continues to transform into an even higher density district with more pedestrians and cyclists, the need may change. A long-term alternative that will require future feasibility analysis would be to convert one or both pairs to two-way streets. (T-2.10)

INITIATIVES

Build out a safe and connected bicycle network. (T-3)

Midtown has an opportunity to be one of the most bike-friendly neighborhoods in Atlanta due to its dense, mixed-use environment, along with its central location and proximity to destinations such as Piedmont Park and Georgia Tech. In addition to is health and environmental benefits, cycling also fills a gap in a city under served by transit, providing greater mobility for those traveling to and from Midtown. When combined with transit, users can more easily reach destinations that are beyond comfortable walking distance from transit stations. Top-tier cities around the U.S. have recognized the value of cycling and are investing in infrastructure to meet the rising demand. In Atlanta, significant investments are already underway with the 22-mile BeltLine multi-use trail, adding to the 20+ miles of established greenway trails built by the PATH Foundation, and the 2016 roll-out of a City of Atlanta bike share program.

Midtown's existing 5-miles of bike facilities provide basic north-south and east-west connections and a link to the BeltLine Eastside Trail via the 10th Street cycle track. With the exception of the 10th Street cycle track, Midtown's bike infrastructure is not buffered from high-speed cars and often feels stressful and unsafe. Additional buffered bike facilities are needed to create a safe and all-inclusive bike network within Midtown. This is especially true of connections across the interstate to the Westside and to points north of 14th Street where these facilities are particularly limited. In addition to executing "Complete Streets", the Midtown Alliance will also build large-scale, bike-oriented capital projects, build and encourage the proliferation of bicycle amenities, and establish a suite of policies to support bicycling

ACTION ITEMS

Short-term (<5 years)

- **Establish maintenance plan for bike facilities.** Routine bike facility maintenance will require an investment by the City of Atlanta in equipment and manpower to consistently clean the debris that accumulates in bike lanes. (T-3.1)

- **Establish citywide standards for signals and detectors.** Midtown Alliance should coordinate with the City to establish standards for the use of bike signals, beacons, and detectors to facilitate safe street crossings for cyclists. (T-3.2)

Mid-term (5-10 years)

- **Build new Peachtree Place Buffered Bike Lanes.** Build new bike lanes on Peachtree Place that provide a low-stress alternative to 10th Street for cyclists and may eventually connect to a new multi-use pathway that extends over the interstate to Georgia Tech's campus. (T-3.3)

- **Build a Peachtree Place Bicycle/Pedestrian Bridge.** A new bike and pedestrian bridge over the Connector via Peachtree Place would provide a calmer alternative to the busier 10th Street corridor. The proposed bridge would connect Midtown's bike network with Georgia Tech and the planned multi-use path on 10th Street west of the Connector. (T-3.4)

- **Build a North Midtown Multi-Use Path Connection to BeltLine.** Build a two-way off-street paved path from West Peachtree Street along the wall of the Buford Spring Connector, connecting Midtown's bike network to a second BeltLine access point at the northern end of the district. (T-3.5)

- **Add 15th Street Bike Lanes.** Add marked bike lanes for an east-west connection that will connect major north-south cycle tracks and link to the Arts Center MARTA Station. (T-3.6)

- **Support Implementation of a 10th Street Road Diet (West of Connector).** Coordinate with the City to convert the four lanes of 10th Street along the Georgia Tech campus to three lanes (two travel lanes and a center turn lane) and bike facilities. (T-3.7)

- **Connect the 10th Street Cycle Track to future bike lanes on Piedmont Avenue and Juniper Street.** Extend the current 10th Street cycle track from its current terminus at Myrtle Street by re-purposing one travel lane, building the cycle track on private right-of-way along 10th Street, or providing a low-stress connection on Myrtle Street and 8th Street. (T-3.8)

Continuous

- **Collaborate with private development to provide bike-friendly amenities and destinations that including bike repair facilities, parking, and storage lockers.** (T-3.9)

INITIATIVES

Improve local and regional transit connections and frequency. (T-4)

Midtown's robust multi-modal transportation network includes four Metropolitan Atlanta Rapid Transit Authority (MARTA) rail stations, each roughly a half-mile apart and located one block off of Atlanta's signature street, Peachtree St. Midtown is also served by both local and regional express bus services, including MARTA, Cobb Community Transit (CCT), Gwinnett County Transit (GCT), and Georgia Regional Transportation Authority (GRTA) Xpress. While transit infrastructure is excellent by Atlanta regional standards, Midtown still suffers from poor east-west transit connectivity and infrequent bus service.

In a 2016 survey of Midtown community residents and workers, 94% of respondents indicated that transit should be a high priority for transportation improvements – on par with walking. Transit becomes an essential service for a dynamic, urban area, therefore Midtown will continue to invest in maintaining, elevating, and expanding its transit infrastructure and services.

ACTION ITEMS

Short-term (<5 years)

- **Coordinate with partner agencies to introduce transit signal priority technology.** Transit signal priority is an operational strategy using special technology to give preferential treatment to transit vehicles at signalized intersections. This could include providing a green light for an on-coming bus or to hold the green longer. These strategies improve travel times for bus passengers and improve on-time performance. (T-4.1)

- **Coordinate with MARTA to implement Route 110 improvements.** Improvements would include doubling frequency of service, as well as installing bus shelters and real-time arrival information, implementing transit signal priority, and eliminating the layover at Arts Center Station. (T-4.2)

Mid-term (5-10 years)

- **Introduce a Midtown Core Transit Circulator.** This eastside transit circulator would mirror the quality of service that is already available on the west side of the Connector (with the Georgia Tech and Atlantic Station shuttles). (T-4.3)

- **Work with the City and transit agencies to improve commuter bus routes in Midtown to increase efficiency and mitigate impact on pedestrian environment.** This project aims to develop a plan for feeding commuter buses into a single MARTA station, reducing idling and mitigating impact on Midtown's surface streets. (T-4.4)

- **Re-envision North Avenue as an enhanced transit corridor.** In advance of a future streetcar route on North Avenue, this project includes targeted improvements that allow existing and future transit to work better, including new bus shelters, "smart city" features such as real-time bus information and transit signal priority at signalized intersections, and safer pedestrian crossings. (T-4.5)

Long-term (> 10 years)

- **Build a future infill rail station at the north end of the district.** A future MARTA station at Midtown's north end would increase transit access to an area under served by rail transit, benefiting in particular SCAD Atlanta, major office development, and the adjacent Brookwood and Sherwood Forest neighborhoods. (T-4.6)

- **Establish 10th Street as an enhanced transit corridor.** This primary thoroughfare links the Midtown Core with Piedmont Park and the BeltLine Eastside Trail to the east and Georgia Tech, Westside and Home Park to the west. It is identified by the City of Atlanta and the Atlanta BeltLine as a future transit corridor that will connect with the proposed Atlanta streetcar network. (T-4.7)

INITIATIVES

Build new connections that enhance Midtown's street grid, increase travel options, and strengthen connectivity. (T-5)

Midtown's connected street grid network serves as the backbone of the district. This network provides greater accessibility through multiple travel choices, increasing network efficiency and reliability. Research shows that more compact and connected street networks tend to have significantly higher levels of people walking and biking and fewer car trips compared a traditional suburban street network, where traffic is funneled onto a limited number of arterials. More specifically, the data shows that those living in more compact street network arrangements are not only four times more likely to walk or bike but also three times less likely to be involved in a fatal crash (CNU, 2015). Proposed street extensions will reduce Midtown's average block size and increase connectivity for users of all transportation modes.

Midtown's connectivity also starts to deteriorate at its edges. The Downtown Connector separates Midtown from the Westside with limited east-west corridors bridging this divide. Additionally, while there is access to I-75 for north Midtown, drivers heading to I-85 northbound and GA-400 have limited options, creating more congestion on surface streets during rush hours. Midtown Alliance will continue to build and enhance capital improvements that strengthen regional connectivity and address congestion hot spots as commuters enter and exit the district.

ACTION ITEMS

Short-term (<5 years)

- **Build a 15th Street Extension.** This new corridor extends 15th Street from its current terminus at West Peachtree Street to Williams Street, providing an alternative to 14th Street and enabling a future 15th Street bridge (T-5.1)

- **Modify the zoning code to dedicate private property towards identified new streets and pedestrian paths.** (T-5.2)

- **Coordinate with the City to update the Atlanta Street Master Plan.** The city's street master plan should be updated to include identified new street connections in Midtown on privately owned land. This will ensure that the land needed for new street connections will be transferred to the City as property develops. (T-5.3)

Mid-term (5-10 years)

- **Build a 15th St Bridge and HOV/HOT Ramps.** Provide bridge access to I-85N and GA 400 from the northern part of Midtown, relieving pressure on 14th Street. It will also improve connectivity for both cars and cyclists between Midtown and the Westside. (T-5.4)

- **Reconfigure the North Midtown street grid.** The character of Midtown north of 17th Street is negatively impacted by a disconnected street grid and the resulting large blocks. The free flowing ramps to the Buford Spring Connector interrupt the street grid, encourage excessive vehicle speeds, and hamper development opportunities. A substantial reconfiguration of the street network bounded by Peachtree Street, I-75 and 17th Street is envisioned that removes the aerial ramps, re-establishes the street grid, and provides at-grade access to the Buford Spring Connector. (T-5.5)

- **Build 13th Street, 11th Street, Williams Street Extensions.** Extending these local streets and will add more street continuity and connectivity for pedestrians, cyclists, and drivers, reduce the traffic burden on Midtown's major corridors, and create more frontage and site access options for redevelopment. The proposed street extensions include 13th St from Williams Street to Peachtree Street, 11th St from Williams Street to West Peachtree Street, and Williams Street from 4th Street to Ponce De Leon. (T-5.6)

INITIATIVES

Undertake network improvements that improve safety and efficiency. (T-6)

Like any urban area, Midtown experiences considerable congestion during peak travel times. This is in large part influenced by regional issues - a congested Interstate system that backs up on to surface streets, a lack of extensive regional transit across the Atlanta metro area, and sprawling development patterns that make transit non-viable for many people. While Midtown can't tackle regional transportation and transit on its own, it can continue to improve signal timing, and implement improvements that create more travel options.

ACTION ITEMS

Short-term (<5 years)

- **Add new traffic signals.** The Midtown Transportation Plan identified over 25 locations where protected crossings should be implemented. This project will add a mix of standard and pedestrian actuated signals to provide more convenient opportunities for pedestrians to cross streets. These new signals also provide the City with the ability to better regulate vehicle speeds by timing signals to slower speeds. (T-6.1)

- **Ensure regulation of privately hired traffic control officers.** Commercial office buildings hire off-duty police officers to direct traffic, in most cases over-riding traffic signals, to make it easier for Midtown workers to exit parking decks. These traffic officers can have an adverse impact on a coordinated traffic system. The City of Atlanta does not currently regulate this activity. It is recommended that a permitting system be put in place to control if, when, and where traffic control officers will be allowed, with the goal of reducing their number significantly. (T-6.2)

Mid-term (5-10 years)

- **Realign West Peachtree Street at 12th Street.** This project calls for moving the eastern leg of the 12th Street intersection south to better align the intersection and reduce delay from the extra signal phase needed under the existing configuration. This requires the purchase or donation of right-of-way on the southeast corner of West Peachtree Street and 12th Street. (T-6.3)

- **Improve the North Avenue Interstate exit.** To improve access to the area of Midtown between 10th Street and North Avenue this project reconfigures the southbound North Avenue Interstate exit to improve access to Williams Street. Williams Street may also be extended from its current terminus at 4th Street to Ponce de Leon Avenue. (T-6.4)

- **Coordinate with the City of Atlanta to reconfigure Buford-Spring Connector access at Piedmont/ Monroe.** This project would eliminate an inefficient and unsafe choke point along the Buford Highway Connector to eliminate an unsafe weaving condition for drivers and help to lessen the severity of peak traffic congestion. (T-6.5)

- **Coordinate with the City of Atlanta and the Ansley Park Neighborhood to build improvements at the Peachtree Street and Beverly Road intersection.** To create a safer pedestrian environment, this project will remove the refuge island at the southeast corner and tighten the intersection approach to reduce pedestrian crossing distance, as well as add two signals on Beverly Road at Peachtree Street and at West Peachtree Street. (T-6.6)

Continuous

- **Execute the Midtown Traffic Operations Program (MTOP).** Since 2013, Midtown Alliance has managed, optimized, and upgraded more than 100 traffic and pedestrian signals to address congestion and improve all modes of travel. (T-6.7)

INITIATIVES

Expand employer-commuter programs and customized support through the Midtown Transportation program to reduce traffic congestion and increase air quality. (T-7)

Today, 61% of commutes in Midtown are single-vehicle occupancy trips. While this is significantly below the 82% regional average, it will be imperative for Midtown to continue managing and redistributing this travel demand as Midtown continues to add more workers, residents and visitors. To do so, Midtown Alliance will maintain and scale Midtown Transportation, a Midtown program that incentivizes and advocates for commute alternatives to single-occupancy vehicle trips in and out of Midtown.

ACTION ITEMS

Short-term (<5 years)

- **Expand transportation demand management program to Midtown residents.** While Midtown Transportation has focused on serving Midtown workers, expanding the program to Midtown residents will help reduce peak flow traffic and congestion. (T-7.1)

Continuous

- **Execute and scale employer and commuter outreach and support services.** Midtown Transportation conducts full-scale marketing, communications, campaigns, and events, and also provides customized services that include clean commute route planning, carpool/vanpool matching, employer surveys, scorecards and reporting, recognition programs, and consulting services. (T-7.2)

- **Conduct outreach for transit promotions and sales.** Midtown Transportation coordinates with regional transit agencies to offer discounted transit passes and free transit pass promotions for eligible new users. (T-7.3)

Plan for innovations such as autonomous vehicles and car- sharing that may transform the way people move around cities. (T-8)

Rapidly changing technologies and better access to information has allowed people to make more informed decisions about the route they take, when to travel, and what mode they take. Shared and on-demand transportation services are already affecting decisions around vehicle ownership and the demand for parking. Autonomous vehicles may have a major impact on how we travel and their implementation is not a matter of if, but when. Midtown intends to be on the leading edge of innovation and to embrace technological change as it occurs. To do so, Midtown Alliance will be prepared to pilot and adopt new technologies and information sharing opportunities that will continue to improve mobility and accessibility in Midtown.

ACTION ITEMS

Mid-term (5-10 years)

- **Pilot an autonomous, on-demand shuttle service for last mile trips.** Driverless, on-demand shuttles are starting to be tested in cities around the world and Midtown should seek partnerships to pilot similar shuttles here. (T-8.1)

- **Explore a pilot project with Georgia Tech to allow autonomous vehicles along North Avenue or 10th Street.** (T-8.2)

Continuous

- **Integrate technologies into the transportation experience, including real-time transit communications, digital wayfinding, parking mobile applications, and on-demand transportation applications.** (T-8.3)

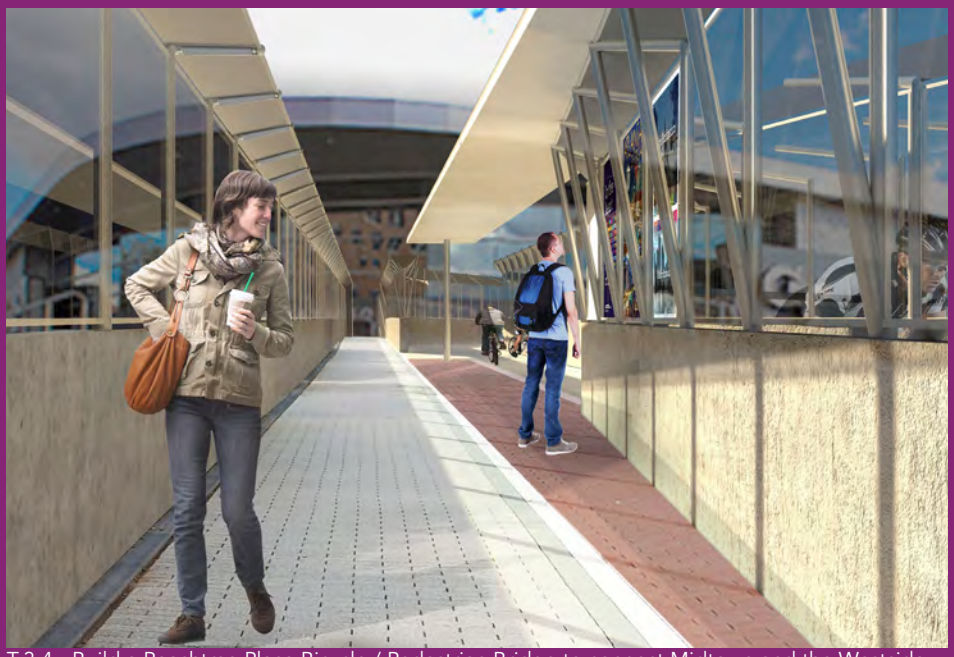
- **Support the use and development of high-efficiency, sustainable transport such as electric, hybrid, and fuel-cell powered vehicles.** Midtown Alliance will continue to require electric vehicle charging stations and follow clean purchasing guidelines for electric vehicles and appliances for the Midtown Green team. (T-8.4)

- **Encourage the development and growth of shared transportation options such as car-sharing, short-term car rentals, and bike share.** (T-8.5)

CONNECTING PEOPLE...



T-4.2- Improve Route 110 Service Along Peachtree Street



T-3.4 - Build a Peachtree Place Bicycle / Pedestrian Bridge to connect Midtown and the Westside



T-2.1 - Build the Juniper "Green" Streetscape



T-5.1 / T-5.4 - Build a 15th Street Extension and Bridge Over the Interstate



T-2.5 - Re-purpose a Lane on Peachtree Street to Create a Complete Street

Public Spaces

Overall Goal: Build out a network of permanent and temporary parks, plazas, courtyards, and multi-purpose spaces that are safe, well-designed, environmentally sensitive, and activated.



OVERVIEW

Extraordinary open spaces that are integrated into the urban fabric are an essential element of the world's greatest cities. These spaces provide for recreation, leisure, health, and human connections. They are particularly critical in high-density urban districts where homes tend to be more compact and space is at a premium.

Beyond the quality of life benefits that parks provide, recent analyses suggest that open spaces may have substantial positive impacts on surrounding property values.[3] The impact varies by location, as factors such as the topography, visual attractiveness, recreational opportunities and proximity of other open spaces, influence the degree of positive impact on real estate values.

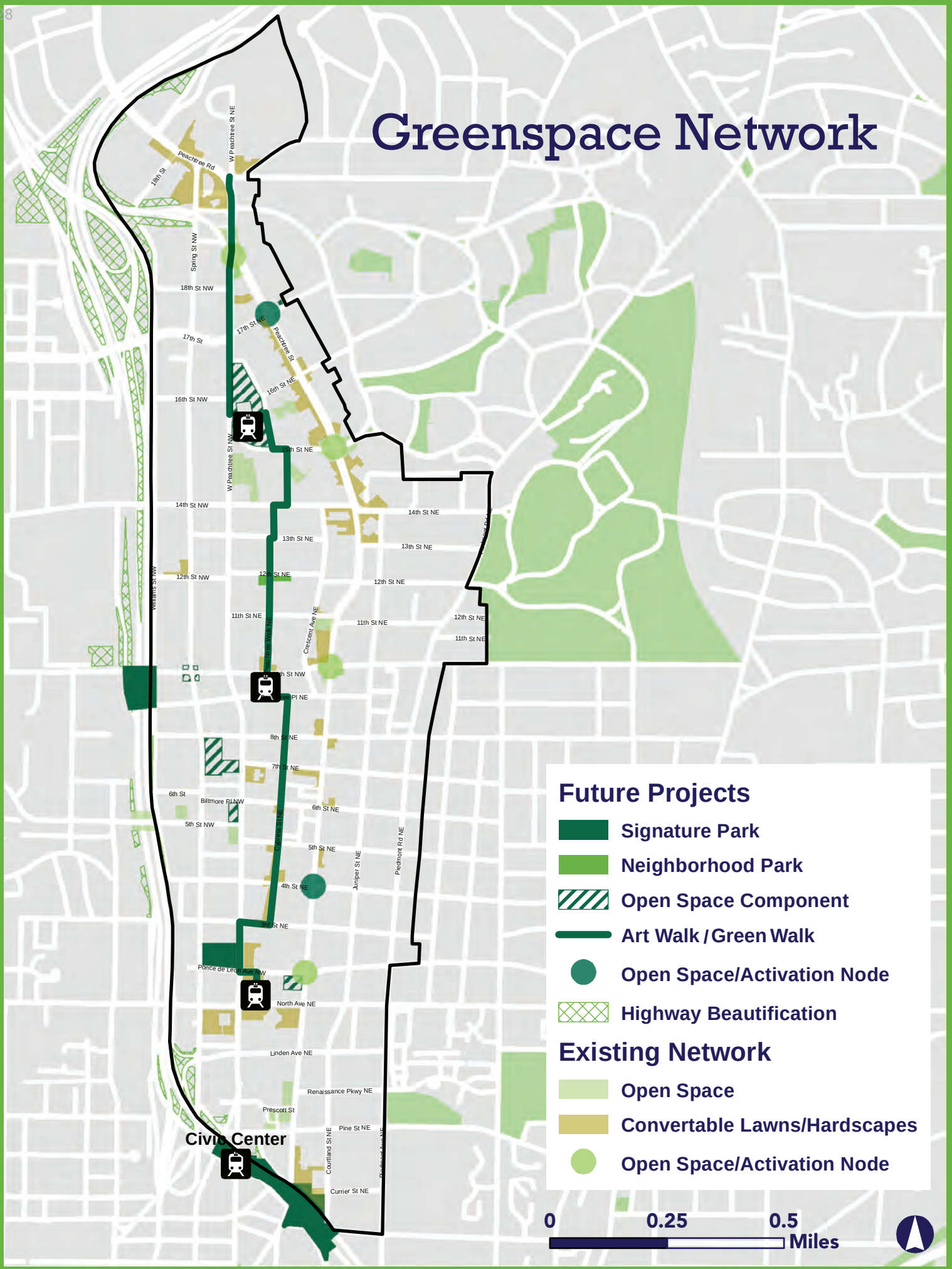
A signature feature of Midtown is its urban but green character. To add to the quality of life and reinforce this character, Midtown should build and activate a network of people-centric open spaces that further emphasize Midtown as a unique, compelling and memorable place. Spaces may be publicly or privately owned, but must always be accessible to the community at large. These spaces can range from signature parks, to pocket parks and plazas, and even Midtown's streets. They should allow for a wide range of elements such as art, water features, games, outdoor dining, and seating nooks- all of which create places where people want to people-watch and mingle.

INITIATIVES AT GLANCE

- Create permanent, public, parks to serve Midtown. (P-1 / PG. 29)
- Re-purpose publicly-owned space, such as under-utilized roadway, as permanent, "pocket" parks and plazas. (P-2 / PG. 29)
- Partner with the private sector to provide temporary, privately-owned open spaces. (P-3 / PG. 30)
- Activate existing privately-owned, publicly accessible spaces in coordination with property owners to make them more functional and accessible. (P-4 / PG. 30)
- Concentrate a variety of enhancements, activities, and programming to enliven public spaces. (P-5 / PG. 31)
- Make Midtown's streets unique, active and engaging public spaces. (P-6 / PG. 34)
- Explore longer-term opportunities to create open space by capping the interstate. (P-7 / PG. 34)
- Build functional and attractive gateway elements at major entrances into the district. (P-2 / PG. 35)
- Ensure a clean and safe environment through public safety and maintenance operations. (P-9 / PG. 36)
- Design public spaces to be environmentally sustainable and resource-efficient. (P-10 / PG. 36)

3 Urban Land Institute. 2015. "The Payoff from Parks."
Retrieved from http://urbanland.uli.org/economy-markets-trends/the-payoff-from-parks/

Greenspace Network



INITIATIVES

Create permanent, public parks to serve Midtown. (P-1)

Midtown benefits from being home to Piedmont Park, a 230-acre, City of Atlanta park. It is a regional destination with a rich mix of activities and events located on the eastern edge of District. Piedmont Park alone provides adequate greenspace access to approximately 32% of Midtown residents and employees who are located within a 10 minute walk of its entrances. However, the northern, southern, and most western edges of the district are too far to be reasonably served by Piedmont Park.

To serve the influx of residents and employees, Midtown would benefit from having at least one 1/2-acre park in each of its character areas and at least one signature, one-acre urban park accessible to the majority of the district.

ACTION ITEMS

Short-term (<5 years)

- **Develop a menu of potential available tools (such as transfer of development rights, zoning incentives, use of impact fees, other public funds, private foundation funds, tax breaks) to secure a significant green space.** (P-1.1)

Mid-term (5-10 years)

- **Acquire a permanent, signature park site in Midtown that can be improved and maintained for public benefit.** A 4.27-acre, full-block development site at Ponce De Leon, 3rd Street, W. Peachtree Street, and Spring Street, has been identified as an opportunity to build both a signature park and future high density development. This option should be pursued by continuing discussions with property owners and developing a pro forma to understand the development scenarios in which a community park would be financially feasible. (P-1.2)

Re-purpose publicly-owned space, such as under-utilized roadway, as permanent, "pocket" parks and plazas. (P-2)

Midtown has several permanent, small parks, also known as "pocket" parks, that help fill open space demand at a smaller scale. There are three permanent pocket parks along Peachtree Street, all publicly-owned: Pershing Point Park, 15th Street Plaza, and the Ponce De Leon Triangle. The latter two parks were created by redesigning the street to remove lanes and capture and redesign that land as open space.

ACTION ITEMS

Continuous

- **Maintain permanent pocket parks at Peachtree & Ponce and Peachtree & 15th Street and Pershing Point Park.** (P-2.1)

- **Seek opportunities to recapture excess right-of-way to create additional pocket parks.** (P-2.2)

INITIATIVES

Partner with the private sector to provide temporary, privately-owned open spaces. (P-3)

Midtown has successfully partnered with property owners of vacant development sites to create temporary parks. There is currently one sizable half-acre temporary park at the corner of 10th and Peachtree Street managed through a partnership between Midtown Alliance and the property owner since 2012. Partnering with property owners of vacant land to create temporary parks while they wait for the right development opportunity has proven to be a successful model. Going forward, Midtown will continue to seek these type of relationships.

ACTION ITEMS

Short-term (<5 years)

- **Maintain Peachtree & 10th Street Pocket Park and explore opportunities that would expand the park and/or preserve its status.** (P-3.1)
- **Investigate opportunity to develop pocket parks at key locations along Peachtree Street.** Prime locations for pocket parks include the intersections at Peachtree & 4th Streets and Peachtree & 17th Streets. (P-3.2)

Activate existing privately-owned, publicly accessible spaces in coordination with property owners to make them more functional and accessible. (P-4)

Midtown's existing development has a considerable inventory of untapped open space, much of it underutilized or inaccessible because of its design and lack of programming. Working with property owners to make better use of existing spaces will help meet some of the district's open space demand. Converting this existing space to usable space can be accomplished through collaborating with property owners and making minor physical modifications such as adding paths, changing landscaping features and introducing activation elements like seating, outdoor games, and art.

ACTION ITEMS

Short-term (<5 years)

- **Develop an Open Space Activation Program that encourages conversion of open space.** This program should provide guidelines and best practices for converting and activating open space. It could also work in complement to the AdVenture Fund program, detailed in P-5.2. (P-4.1)

INITIATIVES

Concentrate a variety of enhancements, activities, and programming to enliven public spaces. (P-5)

A comprehensive public space strategy includes activation as a fundamental component to ensure that spaces are safe, attractive and well-used. While open space has long been considered essential to city life, the design of those spaces has evolved to emphasize functional, enjoyable activities that suit the needs and desires of the community. Ultimately, physical spaces become true places when they are welcoming, active and engaging.

Street-level activation is an added layer of physical space enhancements that tailors those spaces to a human scale, responds to the interests and behaviors of the surrounding community, engages the senses of its users, and encourages individuals to take ownership of the space and to interact with fellow community members.

Activation programming includes a mix of various treatments that, by providing an array of activities to choose from, diversify the user base and populate the space throughout the day. This can include installations and programming such as seating, walkways, lighting, bicycle amenities, water features, outdoor games and musical instruments, public art and performance, reading rooms, playground and exercise equipment—just to name a few. When thoughtfully grouped to meet the needs and desires of the community, a concentrated mix of elements draws new and repeated users to the space and influences a sense of identity for the district or subarea.

Arts-based activation, in particular, should be used strategically to enrich Midtown's public spaces by integrating civic and cultural narratives into the urban environment. Thoughtfully selected public art can thematically and aesthetically direct programming in a public space to create a unique and inviting experience.

ACTION ITEMS

Short-term (<5 years)

- **Develop an arts-based placemaking program with community partners.** This program leverages partnerships with Midtown's numerous arts and cultural organizations and concentrates public art and arts-centric programming in public spaces to reinforce Midtown's identity as a vibrant, engaging arts district. (P-5.1)

- **Establish the AdVenture Fund.** Create an activation partnership program that encourages innovative thinking among the Midtown community. Midtown Alliance will provide funding and direction for community partners to make enhancements in publicly accessible, private property throughout Midtown. (P-5.2)

- **Identify sites for rotating and permanent public art and install artworks along the Art Walk.** Continue to engage leaders in the arts community to curate temporary and permanent installations at deliberate sites along the half-mile Midtown Art Walk. (P-5.3)

Midtown Public Art Initiative

Midtown Alliance's Public Art and Street Activation Program is a strategy to enliven the public realm with visual points of interest that invite conversation and interaction. Reinforcing Midtown's identity as the "Heart of the Arts," these human-scaled projects and programming are intended to enrich the streetscape experience and enhance Midtown's sense of community and walkability. Initiated in 2012, the program continues to grow a network of art and arts-centered public spaces that celebrate Midtown's legacy of art and culture by increasing its presence in and its accessibility to the public sphere.

VISION

Be a vibrant urban district with an engaging streetlife fueled by high-quality temporary and permanent art that reflects Midtown's identity as Atlanta's leading edge for creativity and innovation.

CORE VALUES:

- Midtown should be known as a place that is constantly evolving. We should celebrate its history while embracing creativity and innovation to lead Atlanta forward.
- Midtown should prioritize the pedestrian experience and create a street level environment that is safe, comfortable, attractive and engaging.
- Midtown should be easily navigable through wayfinding and technology.
- Midtown should be a year-round destination that attracts residents, businesses, visitors.
- Midtown should be strategic when choosing locations for public art in order to reinforce the energy and density of priority development areas.
- Midtown should strive for excellence in design and maximum impact.

STRATEGIES:

1. Concentrate initial efforts in specific geographic areas, such as the 10th Street corridor, the Midtown Art Walk and MARTA transit stations.

2. Formalize the recognition of a cultural district ("Heart of the Arts") with physical, tangible elements located within the public realm around Midtown's major cultural assets. Prioritize "arts-based placemaking" around the Woodruff Arts Center, MODA and Colony Square/ SCAD Show. As momentum builds, gradually expand outward from there (Center for Puppetry Arts, Breman Museum, SCAD-Atlanta, Atlanta Botanical Garden, Fox Theater, etc).

3. Curate a mix of temporary installations and permanent acquisitions, but begin with temporary to have the freedom to experiment and test ideas.

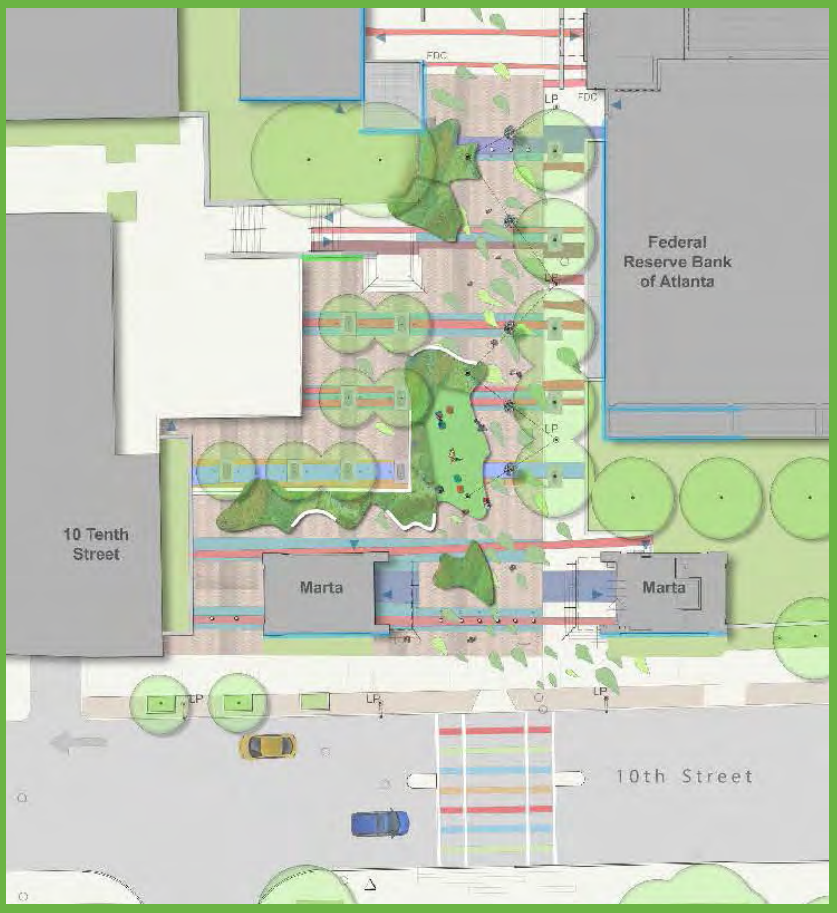
4. Curate a mix of emerging and established artists to celebrate local talent and attract national attention.

5. Consider the "power of 10" as it applies to creating a holistic environment around the art, complete with programming and supporting attractions such as restaurants, retail and open space.

6. Recognize that art and activation are two distinct ideas. They can be linked through design and programming but they are not automatically interchangeable.






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INITIATIVES

Make Midtown's streets unique, active and engaging public spaces. (P-6)

Streets are cities' fundamental public spaces. Midtown has long embraced this concept by making significant investments in attractive, pedestrian-scale, streetscape projects. As Midtown continues to build out the streetscape network, the bar can be raised even higher. In a dense urban district, streets become not only paths for travel but places to linger.

On private property, the supplemental zone between the sidewalk and the building face helps to frame the public space, and should be built to complement the street with appropriate landscaping and activation elements. An impeccable streetscape aesthetic requires utilities to be buried underground rather than hanging overhead. Variations on the standard streetscape, such as "green" streetscapes, inject personality and contribute a defining sense of place.

ACTION ITEMS

Short-term (<5 years)

- **Build the Art Walk.** This project establishes an artful experience along Peachtree Walk, enhanced by lighting, landscaping, and art installations, connecting the Midtown Station to Arts Center Station. A later phase of the project envisions a continuation from Arts Center Station to the future infill MARTA Station north of the Peachtree Street & West Peachtree Street intersection. (P-6.1)

Mid-term (5-10 years)

- **Build the Green Walk.** Similar in concept to the Art Walk, the Green Walk provides a slightly different character with more landscaping elements and a shared space design and connects from the Midtown Station to North Avenue Station via Cypress Street. (P-6.2)

Continuous

- **Encourage property owners to enhance supplemental zones connecting the building to the street in unique and inviting ways.** Such enhancements may include outdoor patios and furniture, merchandising displays, lighting, interactive art, planters, and creative shelters. (P-6.3)

- **Adapt the zoning to enable long-term allowable outdoor merchandising in the supplemental zone with a single permit.** (P-6.4)

Explore longer-term opportunities to create open space by capping the interstate. (P-7)

As space begins to tighten in Midtown, acquiring public space becomes increasingly more difficult and creative options more desirable. One such alternative is the concept of building a park over the interstate highways adjacent to Midtown. Although developing a park over the Downtown Connector is costly, doing so would provide greenspace and serve to reconnect the urban fabric of Atlanta. There are two prime locations for Midtown that would be suitable: a large-scale "Stitch" between Downtown and Midtown Atlanta, and an expansion to the Peachtree Place Bike/Ped Bridge that would yield a park joining the Westside and Midtown between Peachtree Place and 10th Street.

ACTION ITEMS

Long-term (>10 years)

- **Build a 10th Street Bridge Park between 10th Street and Peachtree Place over the Connector.** (P-7.1)

- **Build "The Stitch" over the Connector.** An early concept for a future park and development sites over the Downtown Connector from Spring Street to Piedmont Avenue has been developed by Central Atlanta Progress. Midtown Alliance will stay involved in exploring the feasibility of this idea and helping to shape the concept as it develops. (P-7.2)

INITIATIVES

Build functional and attractive gateway elements at major entrances into the district. (P-8)

Midtown's bridges and MARTA Stations are the most common entry points into the district. They present opportunities to provide gateway experiences that reinforce the character of Midtown and welcome pedestrians, drivers, cyclists, and transit riders.

ACTION ITEMS

Short-term (<5 years)

- **Deliver 10th Street Bridgescape.** This project includes upgrading bridge fencing and adding more lighting, landscaping, a pedestrian buffer, and a safer bicycling connection. (P-8.1)

- **Implement Midtown MARTA Station Enhancements.** Station enhancements will include a variety of elements that increase multimodal usability and draw users to the site, including pop-up cafes, bicycle service facilities, real-time transit information, and public art. This project will act in complement to the Art Walk, which faces the site across 10th Street. (P-8.2)

Mid-term (5-10 years)

- **Deliver North Avenue Bridgescape.** Develop and implement a bridgescape that enlivens one of Midtown's most important east-west connections. (P-8.3)

- **Implement North Avenue MARTA Station Enhancements.** Similar in function to the proposed enhancements at Midtown MARTA Station, this project will include physical elements and programming to further activate the space that may include seating, games, a shade structure, and pop-up café. (P-8.4)

Long-term (>10 years)

- **Coordinate on permanent enhancements to Arts Center Station with the future transit oriented development planned for the site.** MARTA intends to facilitate air-rights development at the Arts Center Station. Enhancement plans for this transit station should be modified and incorporated into future development to ensure the station serves as a vibrant and attractive amenity for residents, workers, and tourists. (P-8.5)

Continuous

- **Implement expressway beautification that utilizes vegetation to green both sides of the I-75/85 highway and elevates the image of Midtown along the vehicular access route.** (P-8.6)

- **Maintain Midtown's bridgescapes that improve the experience for travelers on the bridge surfaces and on the Connector.** Bridgescapes to be maintained include North Avenue Bridge, the Peachtree Place Bike/Ped Bridge, 10th Street Bridge, 14th Street Bridge, the future 15th Street Bridge, 17th Street Bridge, and Peachtree Street North Bridge. (P-8.7)

1-75/I-85 CONNECTOR TRANSFORMATION PLAN

In 2011, Midtown Alliance (MA) and Central Atlanta Progress/Atlanta Downtown Improvement District (CAP/ADID) developed a bold vision for the I-75/85 Connector between I-20 and the Brookwood Interchange. The planning process included public sector leaders from the City of Atlanta and Georgia Department of Transportation, a Leadership Team of Downtown and Midtown stakeholders, and a Creative Team of local design professionals. Completed in early 2012, the first phase of Connector Transformation process resulted in a strategic plan that defines opportunities to enhance the Connector in ways that both improve its appearance and create a positive economic impact for the City, nearby businesses, institutions, and destinations.

Ensure a clean and safe environment through public safety and maintenance operations. (P-9)

"Clean & safe" operations are a core and growing component of Midtown Alliance's work. The Midtown Blue public safety force acts as the "eyes and ears" of the Midtown community 24-hours a day, every day of the year. Midtown's public safety strategy includes patrolling, monitoring, education, collaboration and enforcement to protect and serve the Midtown District. The team is comprised of both private security and off-duty Atlanta Police Department officers who augment the services of the Atlanta Police Department.

Midtown Green services include street sweeping, trash and recycling monitoring, and landscaping and maintenance of medians, pocket parks, and tree wells in the District. They report maintenances issues to the City and/or Georgia Power including pot holes, dangerous sidewalk conditions, missing and broken street lights, pavers, street furniture, and dead or damaged street trees. At times, Midtown Green also replaces street lights, pavers, and street furniture. These services are critical to sustaining the Midtown pedestrian experience. As Midtown Alliance continues to deliver new complete streets with additional landscape elements, barrier separated bike lanes, and parks and plazas, the role and scope of maintenance rises dramatically.

ACTION ITEMS

Continous

- Continue to employ round the clock public safety patrols – both police officers and private security. (P-9.1)
- Maintain and monitor a robust camera network in the public right-of-way and continue to strengthen collaboration with the Atlanta Police Department Video Integration Center. (P-9.2)
- Execute quarterly Public Safety Council and education programs for private buildings and other public safety partners in Midtown. (P-9.3)
- Strive to ensure that all of Midtown's public spaces are clean 24 hours a day. (P-9.4)
- Provide daily upkeep of Midtown's public spaces, including street-sweeping, landscaping, waste removal, sidewalk repairs and street furniture maintenance. (P-9.5)

Design public spaces to be environmentally sustainable and resource-efficient. (P-10)

Midtown is both urban and distinctly green, a character that is unique in the Atlanta region and in the Southeast. It has a significant canopy of over 2000 street trees, lush landscaping, and 300 acres of urban greenspace. Incorporating and implementing a comprehensive green infrastructure public spaces plan to better manage storm-water runoff, mitigate urban heat island effects and increase water quality will augment the positive impacts of this new greenspace network. It will also build on the foundational goals of the Midtown EcoDistrict, a sustainability designation and Midtown Alliance initiative that aims to position the district as one of the most livable, vibrant, and environmentally-forward places in the U.S.

To learn more about the Midtown EcoDistrict, go to MidtownATL.com/EcoDistrict.

ACTION ITEMS

Short-term (<5 years)

- Develop a district-wide green infrastructure plan that reduces water runoff and improves water quality. (P-10.1)

Continuous

- Incorporate landscaping elements in public spaces that add visual character and increase the coverage of carbon-sequestering plants, such as green walls, shade trees, planters, and green roofs. (P-10.2)
- Reduce resource consumption in landscaping and maintenance operations through the use of clean energy equipment, rainwater collection for irrigation, and native plant selection. (P-10.3)
- Incorporate sustainable elements in public spaces where possible, such as LED lights, solar-power chargers, rainwater harvesting systems, and permeable pavers. (P-10.4)

SPACES TO LINGER...



P-3.1 - Work with Private Sector to Provide Public Spaces



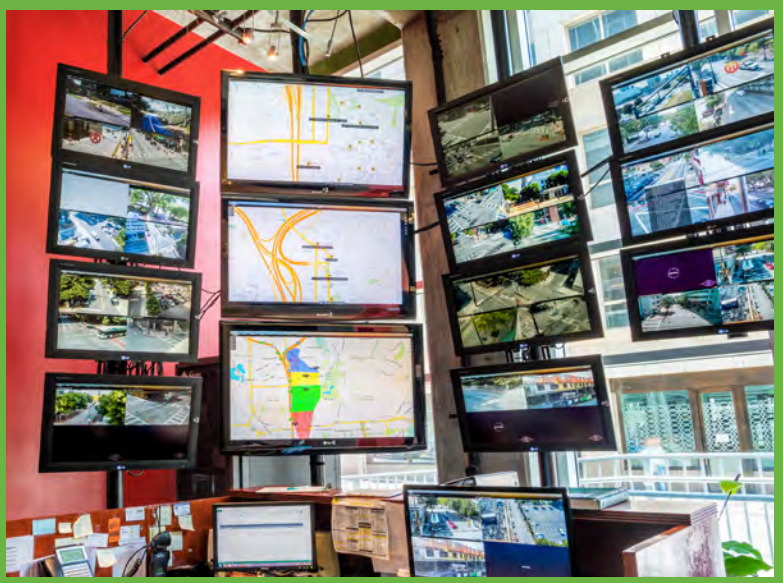
P-8.2 - Implement MARTA Station Enhancements



P-7.1 - Build a 10th Street Bridge Park over the Interstate between 10th St. and Peachtree Place



P-7.2 - Work With the City and CAP to Build "The Stitch" Over Connector



P-9- Ensure a Clean and Safe Environment Through Public Safety and Maintenance Operations

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The Blueprint 3.0 Action Plan was designed through a collaboration between Midtown Alliance and its partners.

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February 2017

MIDTOWN ALLIANCE
TRANSPORTATION PLAN



Midtown Transportation Plan

PLANNING FOR A SAFE, VIBRANT, ACCESSIBLE, MULTIMODAL FUTURE



Midtown Transportation Plan

ABOUT THIS DOCUMENT

Acknowledgements

Midtown Alliance would like to thank the Steering Committee, whose members selflessly gave of their time and expertise in order to make this plan a reality.

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ABOUT THIS DOCUMENT

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Setting the Stage

Over the past twenty years, Midtown has become one of the region's defining urban places – a premier business location, a sought after residential neighborhood, a center of innovation and talent, and a thriving arts and entertainment district. This transformation has not happened by chance – it is the result of intentional planning, community action, and prudent investments.

Midtown's foundation is strong thanks to its tight grid of streets and rail transit running through the center of the district with stations every quarter mile. Building upon these foundational assets, the success of Midtown today has been shaped by the 1997 Blueprint Midtown master plan. This plan impacted Midtown in three ways:

1. Transformed Midtown's zoning code to create a more urban, walkable environment
2. Defined projects and programs to improve Midtown's public spaces, and
3. Created a shared vision that gave confidence to investors and developers.

Since 2000, Midtown has seen more than $5B in private development, $400M of investments in its streets and bridges, a doubling of its residential and retail space, and a 300% increase in commercial tax revenue. Since 2001, the Midtown Improvement District has leveraged funding from the special assessment on commercial properties to implement more than $40M of infrastructure projects and programs aimed at improving and sustaining Midtown's competitive edge and quality of life. These initiatives include:

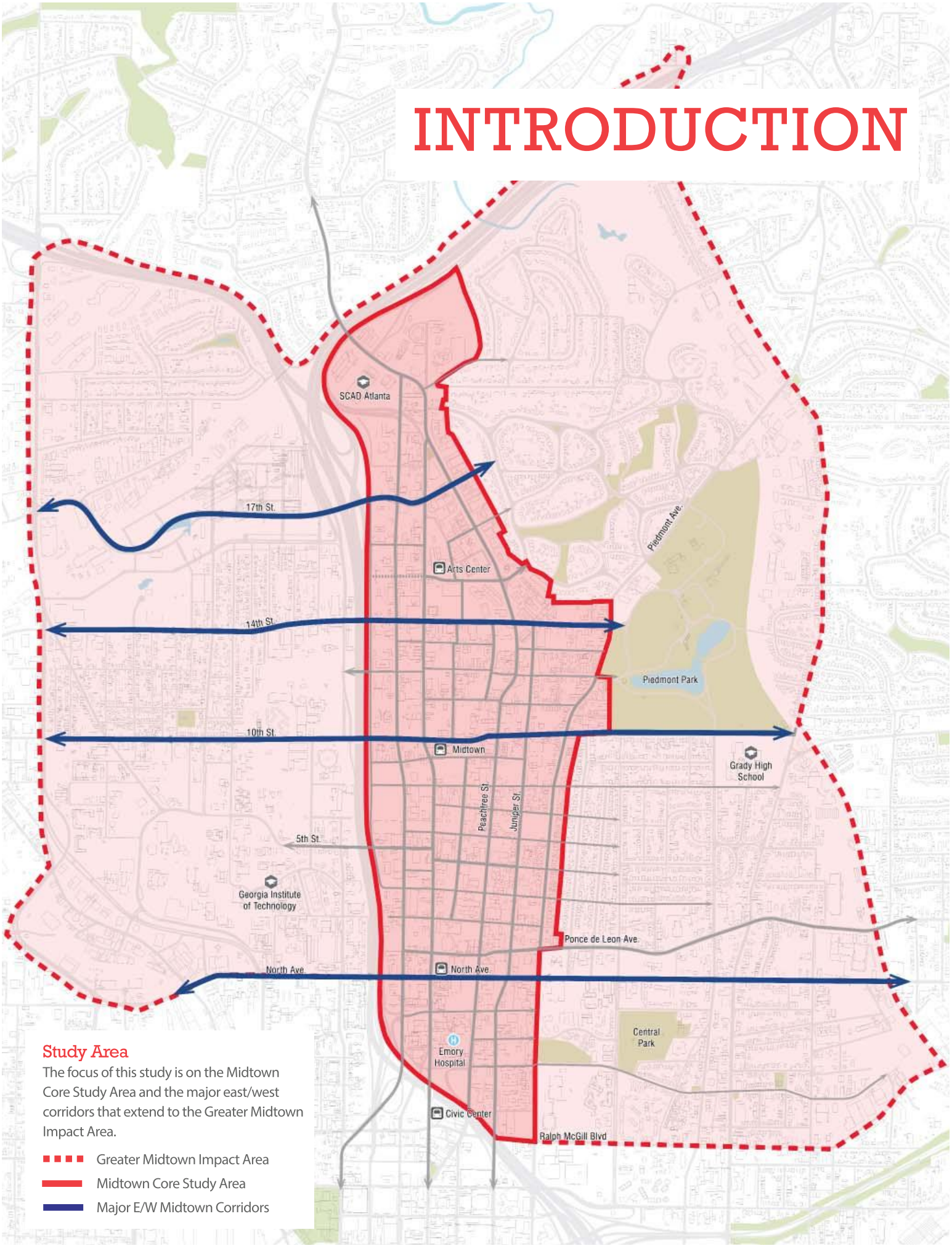
- Streetscape improvements
- Traffic improvements
- Bridge enhancements
- Parks and plaza projects
- Public safety programs
- Clean and Green programs
- Transportation demand management programs
- The creation of the Midtown EcoDistrict

This report summarizes the analysis that was conducted and highlights many of the issues and opportunities that were identified through the planning process. Most importantly, this document describes the projects, policies, and programs that will be implemented over time. The Action Plan document provides more detail on each project, identifies project partners, and offers a strategy for implementation. Finally, there is a Technical Appendix that details the analysis that was conducted and documents the results of the public




27 MIDTOWN STA

INTRODUCTION



Study Area

The focus of this study is on the Midtown Core Study Area and the major east/west corridors that extend to the Greater Midtown Impact Area.

- Greater Midtown Impact Area
- Midtown Core Study Area
- Major E/W Midtown Corridors

MIDTOWN'S GUIDING PRINCIPLES

Safe, Vibrant, Accessible, Multimodal

While much work has been done, many opportunities exist to make Midtown even more vibrant and successful. Midtown's residents, workers, and visitors were actively engaged throughout the planning process to identify the issues and opportunities that matter to them. Analysis of these comments resulted in the following four guiding principles that chart the course for this plan:

1. **Safe:** Safe streets for walking, biking, and driving is paramount in Midtown.
2. **Accessible:** Midtown should make reaching destinations easy and convenient by capitalizing on its dense proximity of residential, commercial, institutional, and cultural land uses, its street grid, and its public transportation assets.
3. **Multi-modal:** Midtown should have a balanced transportation system that reduces dependence on cars and provides a multitude of safe, convenient, and comfortable transportation options.
4. **Vibrant:** Midtown's transportation system should support lively, active sidewalks and public spaces that support economic development.

While these principles are evident in some parts of Midtown, their application is both incomplete and uneven. For example, cars traveling at high speeds reduce public safety while narrow or broken sidewalks, an incomplete system of protected bike lanes, and a lack of convenient public transportation diminish travel options. This plan sets forth a path to continue to create the transportation options that the Midtown community needs and wants to sustain its success.

"Midtown is the city's most walkable neighborhood and thriving business district, home to Fortune 100 companies, technology incubators, critically acclaimed arts institutions and acres of green space."

Ed Allen, VP Development, The Related Group, Atlanta Business Chronicle, July 14, 2015



FRAMING THE NEED

Evolution of the System

"The primary goal of pairing Spring and West Peachtree as parallel one-way streets is to make traffic flow more efficient."

Atlanta Journal Constitution Article. February 6th, 1984

This transportation plan comes at a critical time in Midtown's evolution. Midtown is growing, faster than at any time in its history. At the same time, Midtown's demographic profile is changing, welcoming more young people and empty nesters who have different travel preferences. Additionally, technology is quickly changing the way we travel by giving us better information about routes, modes and travel options. Together, these realities create a unique opportunity to develop and enhance mobility options that will support Midtown as a nationally recognized urban community.

Current conditions are not meeting needs. As the subsequent sections detail, Midtown has challenges that have yet to be met. Midtown is arguably the most walkable and bikeable district in the region, however, there remain safety issues and gaps in the network. Excessive vehicle speeds, primarily during off-peak times, is an issue that Midtown must deal with. Almost all of the Midtown core is within a 6 minute walk of a MARTA station, however, local and regional buses remain underutilized due to infrequent service and spotty coverage. Midtown suffers from regional and interstate issues of traffic congestion. While some of these root causes like congested interstates are not issues we can solve, there are several opportunities to improve traffic flow.



Cars and pedestrians competing for the road

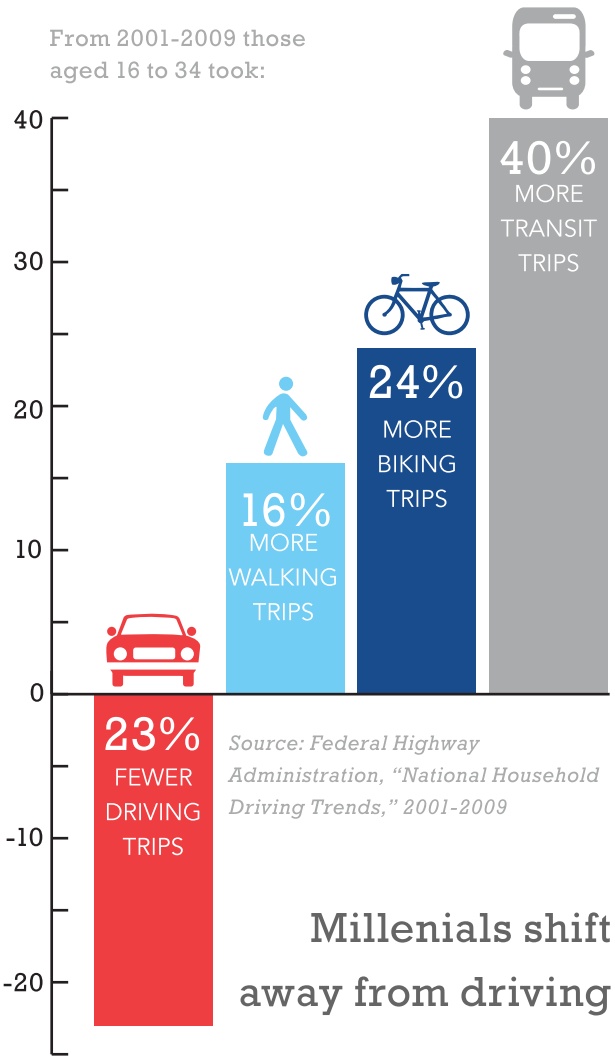
"It was important to have a location with an ability to walk to restaurants and shops and that was close to public transportation."

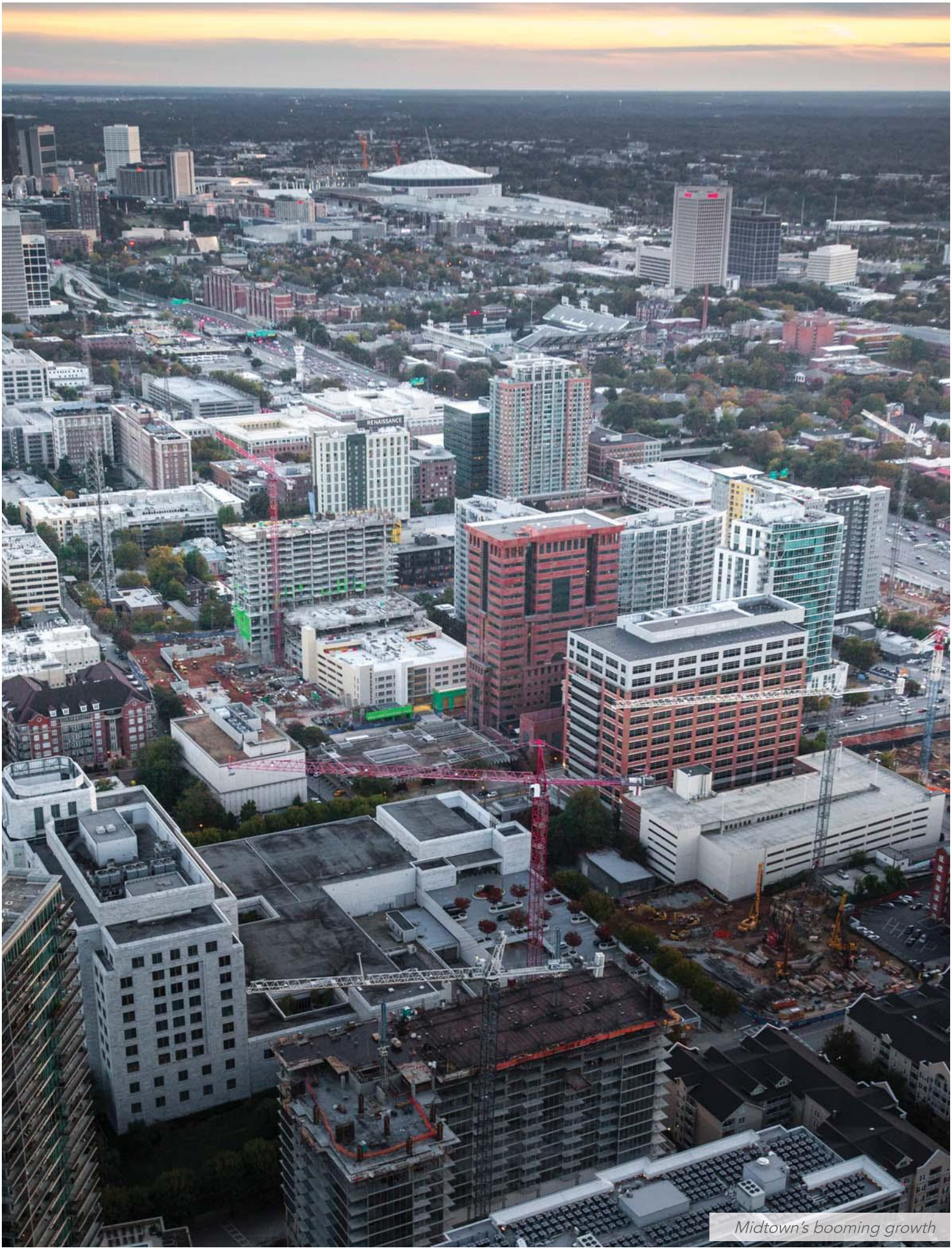
Kaiser Permanente CIO Dick Daniels, Atlanta Business Chronicle. April 17, 2015

Midtown is growing and will continue to grow. Midtown has 65,000 jobs inside a 1.2 square mile area and is experiencing the largest influx of new jobs in four decades – more than 10,000 jobs have been announced for Midtown since 2015. Corporate decision makers are increasingly seeking out urban environments that offer quality of life (walkability, transit, access to a deep talent pool). Even more significantly, Midtown's residential population is projected to grow from 14,000 to over 25,000 by 2020 (a rate 5x faster than the City of Atlanta overall). Transportation projects and policies must be responsive to all of these users.



Mobile transit application





Midtown's booming growth

Travel preferences are changing. Midtown benefits from a diverse demographic, ranging from young people entering the workforce and seeking a dynamic community to downsizing individuals and couples returning to more connected parts of the region. A recent Midtown Community survey of more than 3,400 respondents showed that 93% of respondents want Midtown to be even more walkable, while about 75% indicated they would like Midtown to provide better bike infrastructure and improved public transportation options.

Technology is revolutionizing the way we travel. Better access to information has allowed people to make more informed decisions about the route they take, when to travel, and what mode they take. Shared and on-demand transportation services are already affecting decisions around vehicle ownership and the demand for parking. Midtown is a part of these changes, with 24 Zipcars located in Midtown's core and Atlanta's bike share program expanding to Midtown by the end of 2016. Autonomous vehicles will have a major impact on how we travel and their implementation is not a matter of if, but when. Planning is underway on the North Avenue corridor to test some of the many new "smart city" technologies including autonomous vehicles.

57% of Midtown residents use on-demand ride services 3 times per month*

**Midtown Community Survey, 2016*



Active 5th Street sidewalks

EVALUATION



PLANNING PROCESS

Building on Previous Success

An early stage of the planning process involved understanding the work that had come before. Midtown has made so much progress in recent years based on the hard work of many in the community. It was important that this plan build on that base. Some of the planning work that preceded this effort:

BLUEPRINT MIDTOWN	Midtown's master plan was updated in 2016 to reflect changing preferences, to take advantage of new opportunities, and to ensure that the plan is highly effective and actionable. It was developed with extensive input from more than 6,000 Midtown employers, property owners, residents, workers, visitors, public-sector partners and subject-matter experts in a robust discussion of Midtown's future.
DEVELOPMENT REVIEW COMMITTEE	The Development Review Committee has reviewed nearly 30 development projects in the past 2 years and offered input on transportation-related issues including parking, curb cuts, sidewalk access and other design considerations.
STREETSCAPE IMPROVEMENTS	Since the creation of the Midtown Improvement District in 2000, more than $400 million has been invested in public improvement and infrastructure projects in the Midtown core. This includes both public and private funding to build more than 15 miles of new streetscapes and bridgescapes.
SIDEWALK REPAIR PROGRAM	The Sidewalk Repair Program fixes cracked, broken and damaged sidewalks in approximately 100 locations throughout the Midtown Improvement District
STREET NETWORK ENHANCEMENTS	6th, 7th, and 8th Streets were converted from one way to two way streets.
SIGNAL OPTIMIZATION	The Midtown Traffic Operations Program (MTOP) is a multi-year initiative funded by the Georgia DOT and managed by Midtown Alliance to upgrade traffic signal equipment, improve signal timing, and maintain signals to improve traffic flow and pedestrian safety.
TRAVEL DEMAND MANAGEMENT	Midtown Transportation (MT) is a program of Midtown Alliance that engages employers, property managers, and employees around commute options like transit, carpooling, walking, biking, and telework.

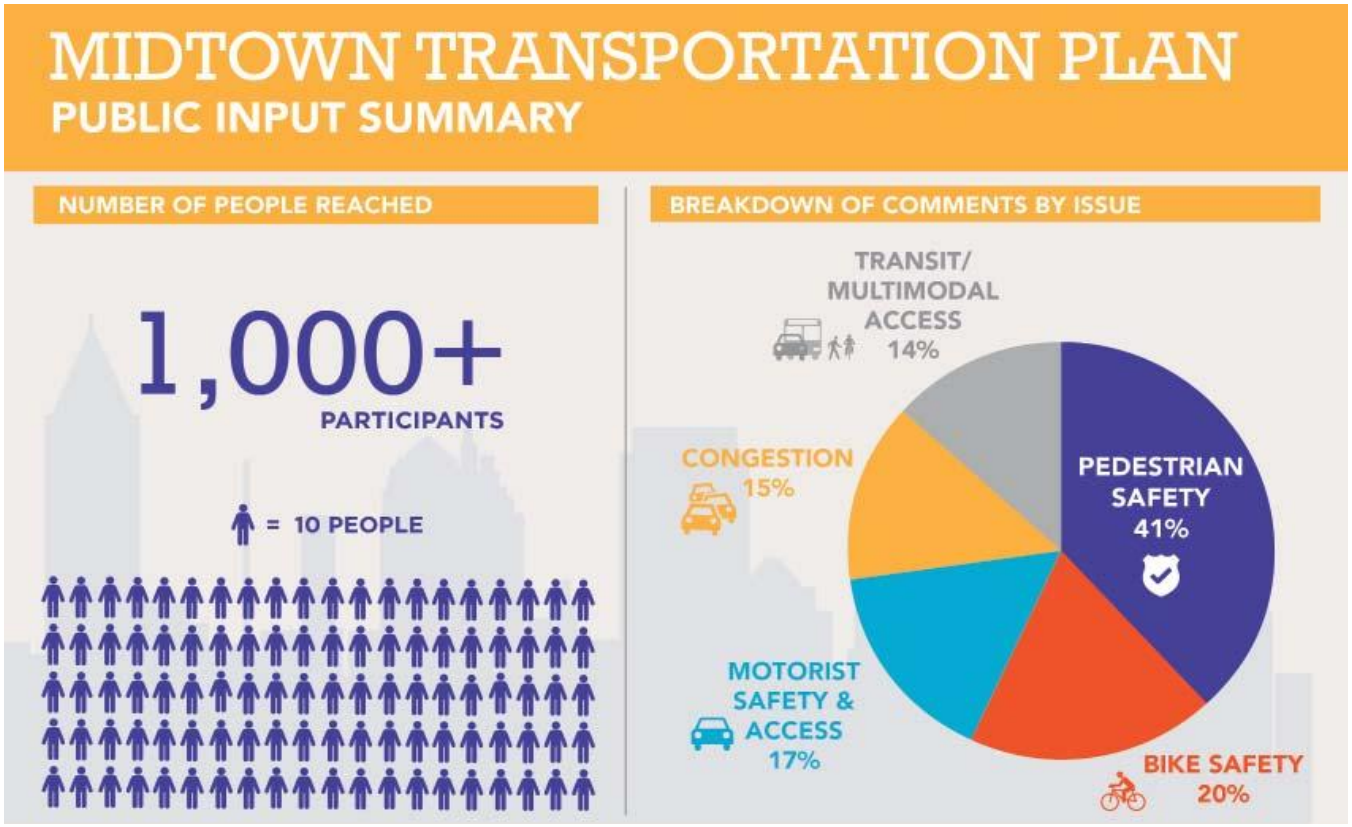
PLANNING PROCESS

Focused on Implementation

Since 2000, the MID has contributed more than $20 million to leverage more than $400 million in public and private funding for infrastructure improvements, transportation network enhancements and public park spaces.

The likelihood that a plan is successfully implemented is a function of establishing a common vision, bringing stakeholders and implementation partners along in the process, and keeping a clear focus on implementation from the very beginning. This plan was developed in tandem with an update of Midtown's master plan, Blueprint 3.0. Much of the land use and urban design strategies that affect how people move around are addressed in Blueprint 3.0. Together, Blueprint 3.0 and the Midtown Transportation Plan recognize the inherent connection between land use, urban design, and transportation and shape a common vision for an exceptionally walkable, urban environment.

This planning process was grounded in facts and analysis and incorporated a layered and vigorous community engagement effort. Examples of best practices from around the world were brought to the table for consideration. Midtown has reached the stage where the opportunities for easy win interventions are limited. Therefore this planning process was often focused on trade-offs – for example, modest changes in the level of service afforded to drivers in order to achieve safer and more convenient options for people taking transit, walking, or biking.



PLANNING PROCESS

How Did We Get Here?

Planning Process

1 Developed a steering committee to guide and inform the process. The Midtown Transportation Plan's steering committee included public and private implementation partners, representatives from business, residents, universities and attractions, property owners, and subject matter experts and was tasked with guiding the planning process and providing feedback.

2 Analyzed existing conditions and engaged the community to identify strengths, weaknesses, challenges, and opportunities. Detailed analysis and an abundance of community engagement activities identified issues and opportunities and provided an opportunity to educate the public on challenges and trade-offs.

3 Agreed upon core principles to which all projects should address. A key outcome of the community engagement and steering committee process was the development of shared principles that would be used as the basis for evaluating the effectiveness of project ideas.

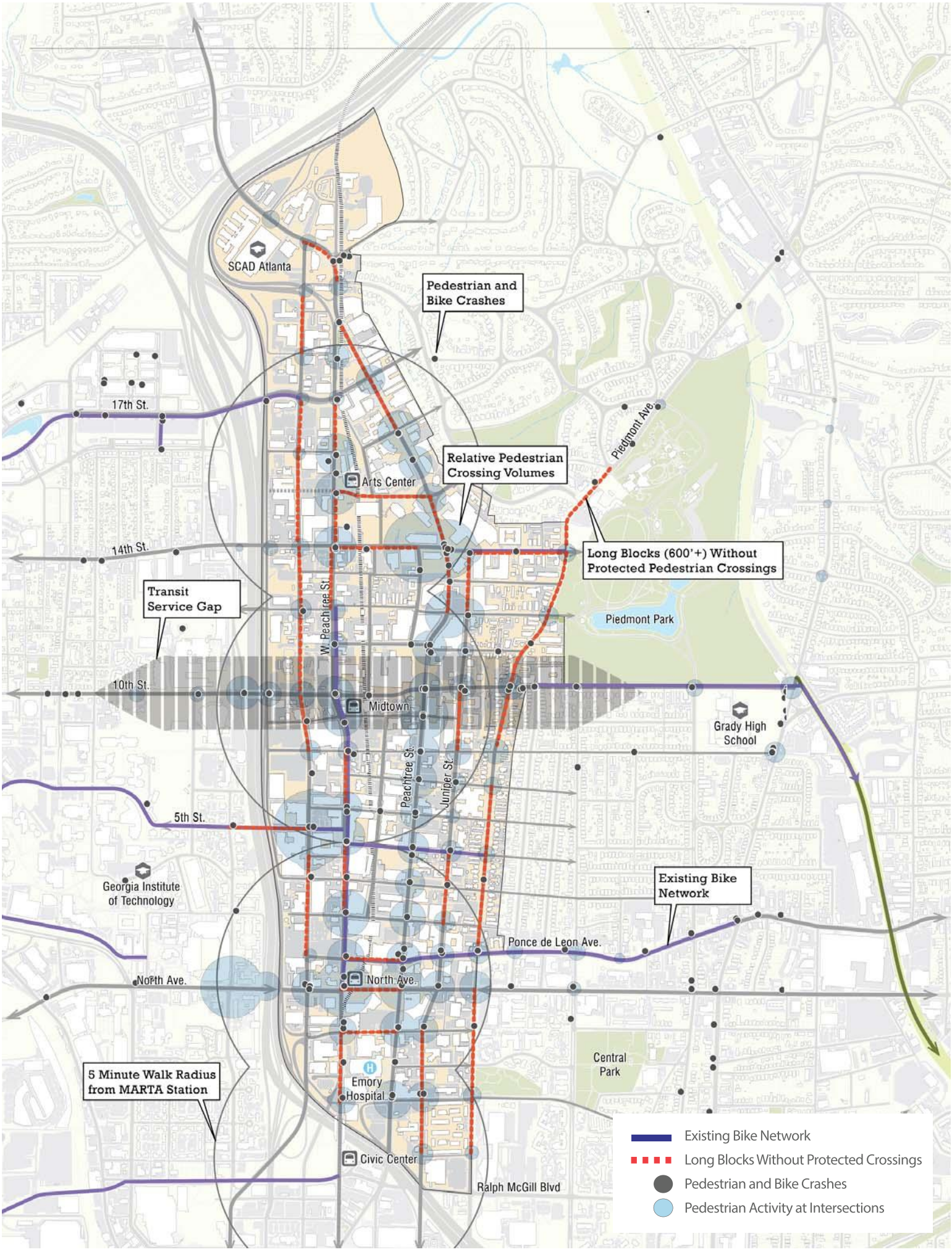
4 Developed a list of preliminary project ideas and analyzed for feasibility. Put all ideas on the table and began to sort and aggregate project ideas based on their feasibility given known physical and financial constraints.

5 Measured projects against the plan's principles. Evaluated and began prioritizing projects based on how they address identified issues and aligned with the plan's established principles.

6 Considered tradeoffs of projects. A review and analysis of remaining project ideas considered positive and negative impacts to the District and other modes of transportation.

7 Consolidated and refined into project recommendations. Leading project ideas were shaped into a coherent package of recommendations that aligned with core principles, addressed key issues, and balanced the overall transportation system across all modes.

8 Developed an action plan for implementation. Key partners, project champions, funding sources and priorities were factored to lay out a pathway for implementation of recommendations. Given that Midtown Alliance will not likely be the lead agency developing and funding every project or policy, strategies were created to determine how Midtown Alliance could play a constructive role in helping to advance each project, either directly or through leveraging outside resources and working with partners.


SCAD Atlanta
Pedestrian and Bike Crashes
17th St.
Relative Pedestrian Crossing Volumes
Arts Center
Piedmont Ave.
14th St.
Long Blocks (600'+) Without Protected Pedestrian Crossings
Transit Service Gap
W. Peachtree St.
Piedmont Park
10th St.
Midtown
Grady High School
Peachtree St.
Juniper St.
5th St.
Georgia Institute of Technology
Existing Bike Network
Ponce de Leon Ave.
North Ave.
North Ave.
5 Minute Walk Radius from MARTA Station
Central Park
Emory Hospital
Civic Center
Ralph McGill Blvd
Existing Bike Network
Long Blocks Without Protected Crossings
Pedestrian and Bike Crashes
Pedestrian Activity at Intersections

CHALLENGES AND OPPORTUNITIES

Existing Conditions

Midtown has made great progress on building out a transportation system that offers a safe and attractive pedestrian environment. Most notably, 15 miles of Midtown streetscapes have been built over the last 13 years. Midtown has taken great strides to better manage traffic flow through the Midtown Traffic Operations Program (MTOP). We've begun to make changes to the configuration of some streets to make Midtown more user friendly. The Midtown Development Review Committee has influenced how new development addresses the public and private realms.

Progress to date has helped spur an unprecedented amount of new development. While this is entirely positive, this growth inevitably places additional demands on Midtown's transportation system. While much progress is being made, there are many opportunities to improve Midtown's system in a way that addresses today's and tomorrow's challenges.

There are seven specific challenges that significantly affect Midtown's core principles of safety, accessibility, multimodal transportation options, and vibrancy. The challenges highlighted in this section call to light the strategies, policies, and specific interventions which are needed to advance Midtown's transportation system.

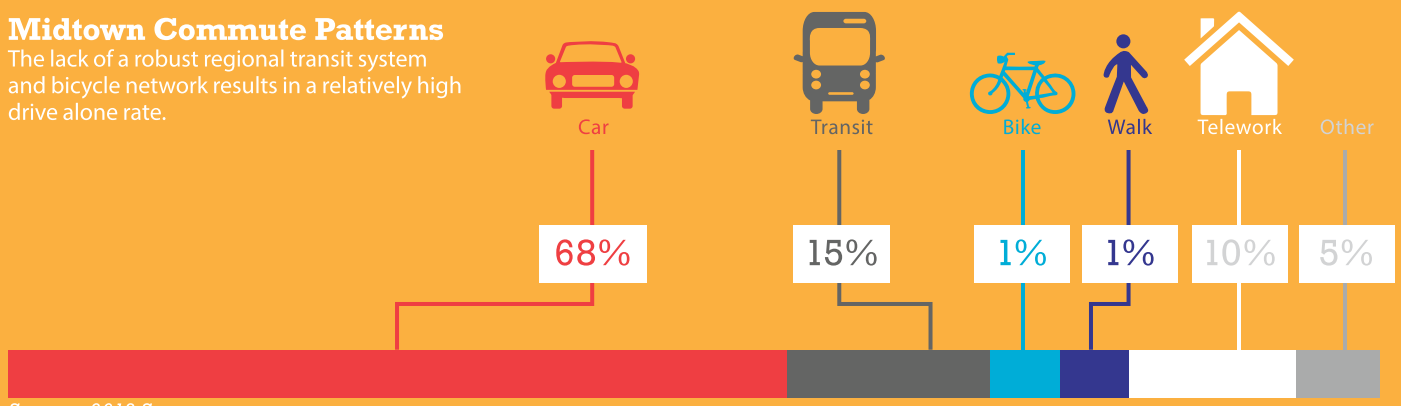
Midtown Inflow and Outflow

Significantly more people drive into Midtown for work than those Midtown residents that work in either Midtown or elsewhere.



Midtown Commute Patterns

The lack of a robust regional transit system and bicycle network results in a relatively high drive alone rate.



Source: 2013 Survey

CHALLENGES AND OPPORTUNITIES

Inconsistent Walkability

Walking is safe and comfortable where streetscapes have been improved, but remains difficult and undesirable in many areas.

While Midtown has completed nearly 15 miles of streetscape improvements that provide safe, comfortable sidewalks, many parts of Midtown remain unimproved and fairly hostile to people on foot due to fast moving cars, long blocks and intersections without signalized crosswalks, and broken or narrow sidewalks. These shortcomings were highlighted by the fact that more than 40% of the comments collected through community engagement focused on concerns about safety for people on foot.

While many areas of Midtown are walkable, with frequent crosswalks, street trees, and active ground floors, many parts of Midtown have fast traffic, long stretches between crosswalks and barren sidewalks. For example, a person walking along portions of North Avenue, West Peachtree, Juniper Street, or Spring Street will experience cars traveling at 40+ MPH, infrequent signalized crosswalks, and narrow or broken sidewalks. Block size is another important factor that determines how walkable a city can be. While most blocks in Midtown are on average 400' x 400', there are many blocks that are much larger in size that promote high vehicle speeds, lack safe midblock crosswalks, and force pedestrians to take long detours to distant intersections to safely reach their destination.



Sidewalk conditions before repairs



Improved sidewalk conditions

CHALLENGES AND OPPORTUNITIES

Gaps in Reliable Transit Service

Midtown is well served by four rail transit stations and local and regional buses, but is hindered by a lack of regional transit coverage and unreliable and infrequent service, especially while traveling east-west.

While Midtown is centrally located within the region and well served by four MARTA rail stations, the rail system's lack of regional coverage presents a challenge for many people commuting between Midtown and areas not served by convenient rail service. East-West travel is a particular challenge. For instance, there is no East-West rail service to provide access to burgeoning activity centers such as West Midtown and along the Eastside BeltLine. While 11 local MARTA bus routes and 14 regional buses serve Midtown, infrequent service with headways up to 40 minutes, unreliable schedules caused by buses having to operate amid regular vehicle traffic, and a lack of direct routes that requires bus transfers or layovers reduce the convenience of this service. Finally, a lack of bus shelters and activity in and around transit stations reduce comfort and the perception of safety.

Public Transit Access

96% of commercial and residential buildings are within a 6-minute walk to a MARTA station



6



Transit stop lacking shelter

CHALLENGES AND OPPORTUNITIES

Gaps in Bike Infrastructure

Midtown's bike network is in its infancy and must be built into a complete network to achieve significant levels of ridership.

Midtown's street grid provides the potential to create a premier bicycle network, but there is currently a lack of safe and connected bike lanes. A significant percentage of community comments confirmed that the lack of safe bike lanes discourages many people from riding their bike. To achieve significant gains in ridership, Midtown needs to build off the success of protected, buffered bike lanes like the 10th Street cycle track, which has more than doubled ridership along 10th Street, and develop a network of protected bike lanes that provide opportunities to travel safely throughout the district.



Intimidating cycling conditions

94% INCREASE

Bike counts increased from a daily average of 345 to 786 after the cycle track extension

CHALLENGES AND OPPORTUNITIES

Auto Congestion

Auto congestion stems from pinch points, mainly on- and off-ramps to the interstates and regional highways.

Unlike most parts of the region, Midtown has a street grid that provides opportunities for multiple route options. The Interstates, on- and off-ramps, and connecting surface streets are congested during peak travel times. Midtown's congestion issues stem from regional challenges – a congested Interstate system that bisects the district, lack of extensive regional transit across the Atlanta metro area, and sprawling development patterns make transit non-viable for many people. While Midtown can't tackle regional transportation and transit on its own, it can continue to improve signal timing, build out new street connections that help reduce traffic hot spots, and continue to encourage and incentivize commute options other than driving alone.



Midtown's congestion is tied to the Interstate

CHALLENGES AND OPPORTUNITIES

Crash Rates and Driving Speeds

Design of some surface streets encourages speeding and creates safety issues as evidenced by a high number of crashes.

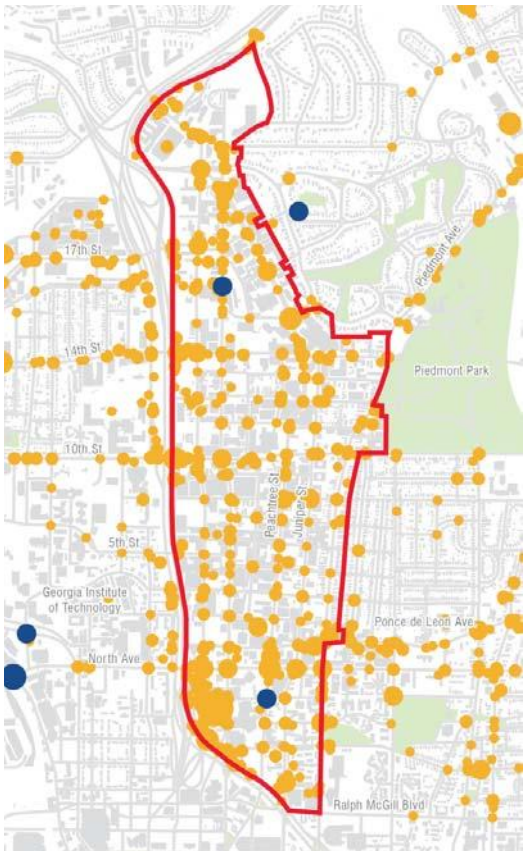
Many of Midtown's streets were redesigned in the 1970s and 1980s into multi-lane, one-way streets with the goal of moving cars as quickly as possible through Midtown. These design decisions have led to serious safety issues. For instance, per capita auto crashes on Peachtree and West Peachtree are 4-5x the statewide average for arterial streets. On Juniper Street, 84% of motorists are traveling above the speed limit. Motorists can frequently be clocked traveling in excess of 50 MPH on Spring Street and West Peachtree Street. These speeds create unsafe conditions for motorists and extremely perilous conditions for pedestrians and cyclists.

Midtown's streets need to be redesigned to slow vehicle speeds, create safer places to walk and bike, and support the growing street life in Midtown. Reducing the number of lanes on one-way streets, increasing the number of protected crossings, adding street trees as barriers, and improving sidewalks are examples of strategies that help to slow vehicle speeds, reduce crashes, and increase safety.

8800 crashes in the Midtown core between 2010-2014

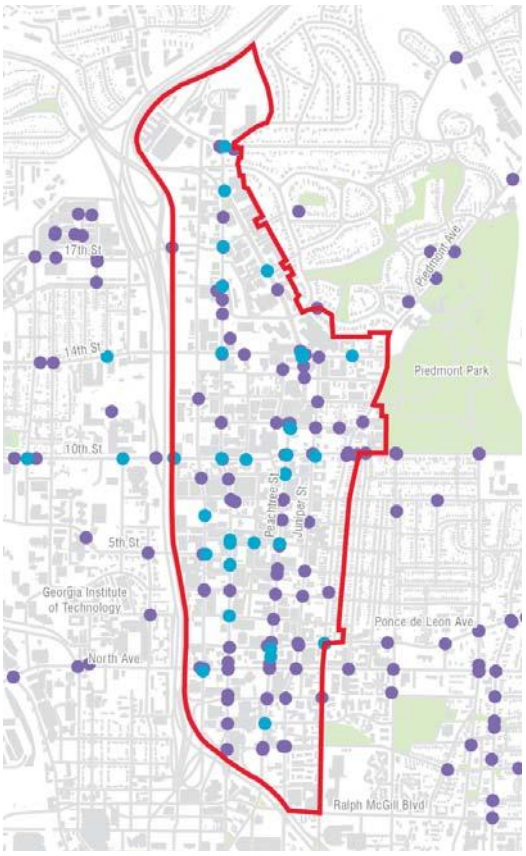
1000+ of these involved injury (5 fatalities)

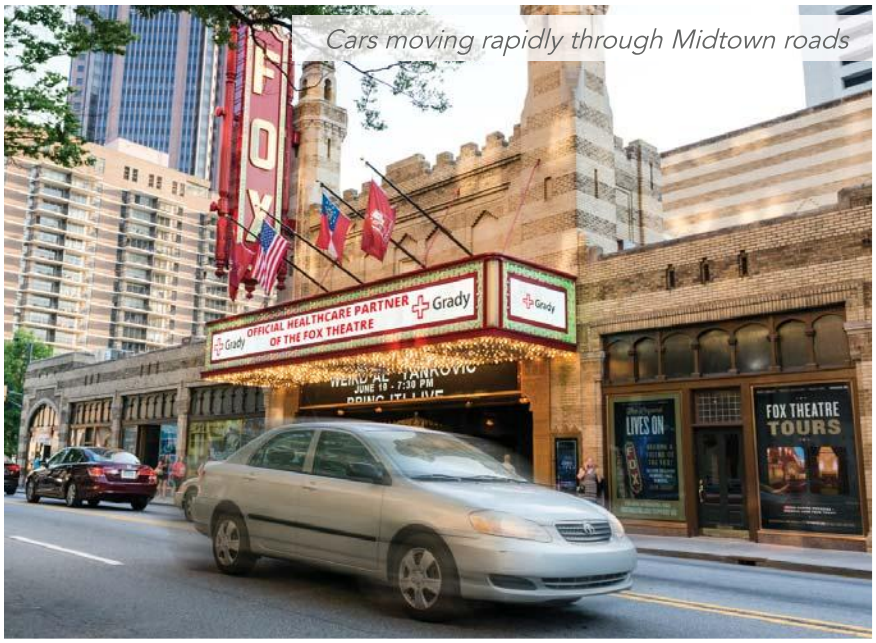
4 x statewide crash rates for urban minor arterials



VEHICULAR CRASHES WITH INJURIES, 2010-2014

- *Vehicle on vehicle crashes with an injury; dot size denotes the number of people injured*
- *Crash resulting in a fatality*
- *Crash involving a pedestrian injury*
- *Crash involving a cyclist injury*

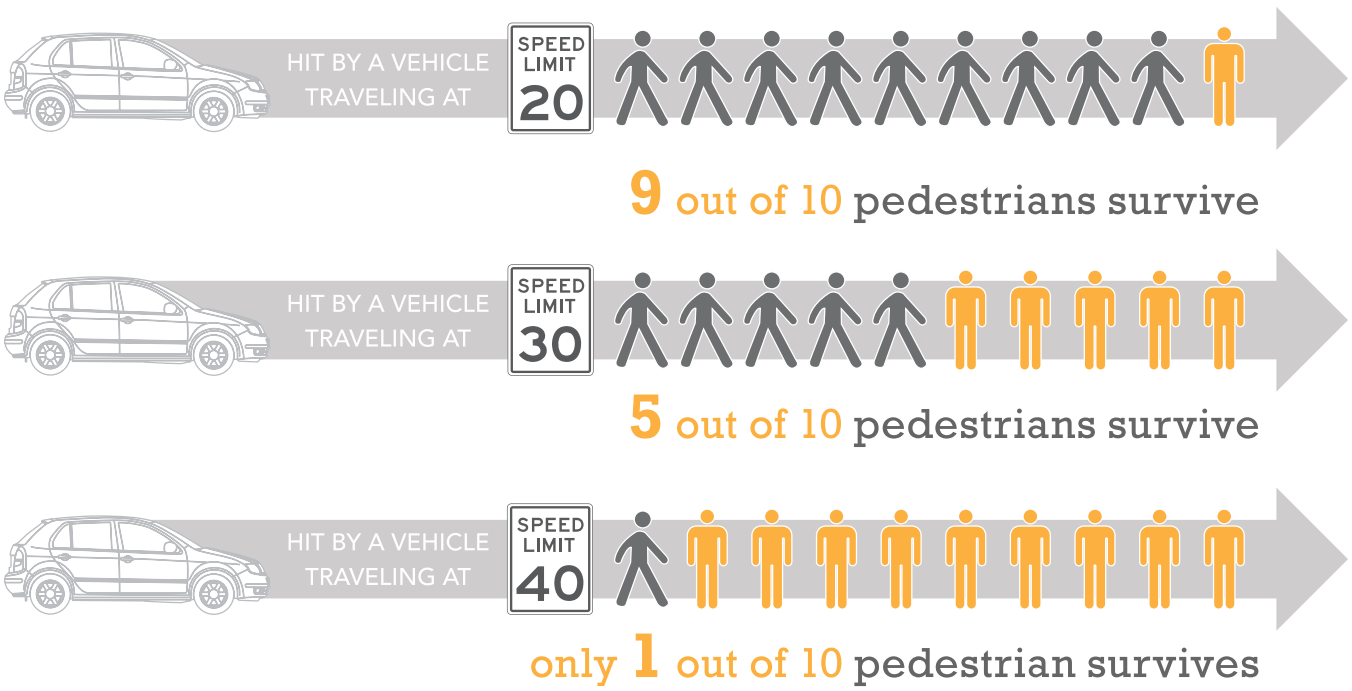




Cars moving rapidly through Midtown roads

Midtown Traffic Speeds

- Posted speed limits are too high for a dense urban area – 30% of Midtown's lane miles are posted at 35 MPH, 68% are posted at 30 MPH or more.
- Drivers are consistently exceeding posted speed limits - on Juniper Street, 84% of drivers are exceeding the speed limit.



CHALLENGES AND OPPORTUNITIES

Gaps in Street Activity

New storefronts and streetscapes, along with a growing residential community, have increased the presence of people walking but many highway over and underpasses lack visual appeal and vibrancy creating a barrier between activity nodes.

The design of Midtown's streets and sidewalks play a significant role in creating vibrant street life and places where people and businesses want to locate. Midtown's street design should complement the character of Midtown's dense, urban built environment. Stretches of Spring Street, West Peachtree Street, North Avenue, and 17th Street represent opportunities to improve streetscapes with wider sidewalks, new trees and benches, slower vehicle speeds, and narrower crossing distances. These improvements will attract and sustain more people and business interest, and ultimately improve Midtown's reputation as a dynamic place to live, work, shop, and play.



Lack of street activity

STRATEGIES



PEDESTRIAN FACILITIES
Midtown Art Walk



TRANSIT IMPROVEMENTS
MARTA Station Enhancements

STREET CONNECTIONS
New Bike/Ped Bridge over Connector

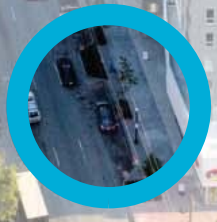


INTERSECTION IMPROVEMENTS
New Traffic Signalization





STREET CONFIGURATION
One-way to Two-way Conversion



BIKE FACILITIES
One-way Cycle Track

STRATEGIES

Projects Overview

Streets make up the majority of public space in Atlanta, serving as front doors of homes, businesses, and shops. The look and feel of these streets express the values of each community. It is important that Midtown keeps pushing to create the most attractive and vibrant district in Atlanta.

The following transportation projects and policies are intended to help Midtown build upon its strengths and address the challenges identified in the previous chapter: inconsistent walkability, infrequent transit service and a lack of transit amenities, disconnected and unsafe bicycle infrastructure, auto congestion, excessive speeding, and a high crash rate.

These projects are housed under six transportation strategies which vary in scale of intervention and level of impact: Transit Improvements, Pedestrian Facilities, Street Configuration, Intersection Improvements, Street Connections, and Bike Facilities. Most projects and policies include multiple strategies at once, but have been listed under the primary strategy that they address.

Though some projects will yield significant results on their own, particularly those involving "complete street" improvements along main corridors, they are intended to act as a layered and complete system which provides multiple options of travel to all users.

CHALLENGES

↓

STRATEGIES

PROJECTS

POLICIES

PROGRAMS

↓

GOALS

TRANSPORTATION STRATEGIES AT A GLANCE

TRANSIT IMPROVEMENTS	New high-quality transit Enhanced operation of existing systems
PEDESTRIAN FACILITIES	Pedestrian facility improvements Mid-block crossings On-street Parking
STREET CONFIGURATION	Reallocation of travel lanes One-way to Two-way Conversions
INTERSECTION IMPROVEMENTS	Signalized intersections Street alignments Interstate ramps
STREET CONNECTIONS	New pedestrian connections New vehicular connections
BIKE FACILITIES	Cycle tracks Bike lanes

Transit Improvements

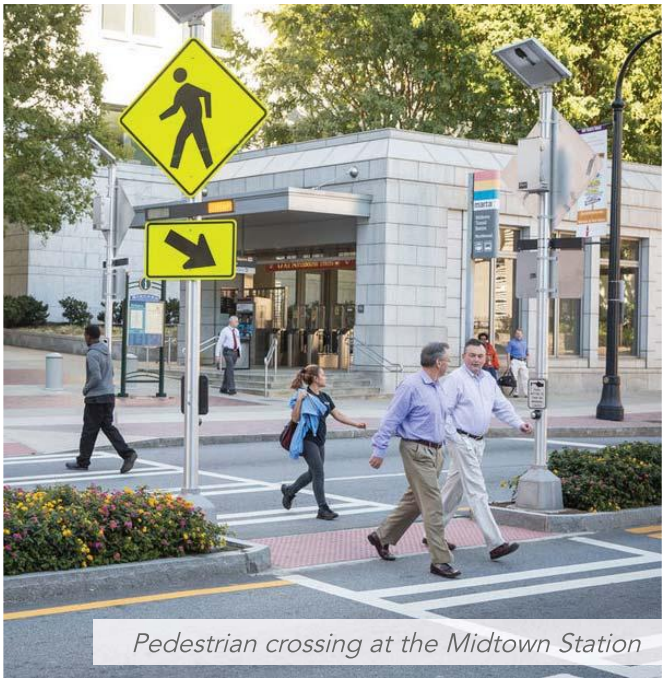
Midtown has a wealth of access to transit in comparison to most parts of the region but still suffers from poor east-west transit access and infrequent service. The projects and policies listed below help to tie the existing system together and make transit more convenient and more attractive for current and prospective riders.

PROJECTS TO IMPLEMENT

TR-01 Transit Station Enhancements
TR-02 Midtown Core Transit Circulator
TR-03 North Ave Complete Street
TR-04 MARTA Route 110 Improvements

TR-01 Transit Station Enhancements

This project envisions improvements to the interior and exterior of the Arts Center, Midtown, and North Avenue MARTA stations. This would include a cleaning/ maintenance program, real-time bus and train arrival information, vending options, station activation, and improved ped/bike connections. The results of these improvements would make riding transit more attractive, more convenient, and more enjoyable.



Pedestrian crossing at the Midtown Station

TR-02 Midtown Core Transit Circulator

This eastside transit circulator would mirror the quality of service that is already available on the west side of the freeway (with the Georgia Tech and Atlantic Station shuttles).



The Tech Trolley performs circulator role

TR-03 North Ave Complete Street

In advance of the City's planned "Crosstown" streetcar connection on North Avenue, this project includes targeted improvements that allow existing and future transit to work better and improve the pedestrian environment. Proposed improvements include the addition of bus shelters, "smart city" features such as real-time bus arrival information and transit signal priority at signalized intersections, and safer pedestrian crossings.

Existing Conditions







Proposed Improvements

TR-04 MARTA Route 110 Improvements

Doubling the frequency on this under used bus line could increase ridership by 50%. In addition to increasing the frequency of service, this project includes the installation of bus shelters and real-time arrival information, transit signal priority, and eliminating the layover at Arts Center Station.

POLICIES

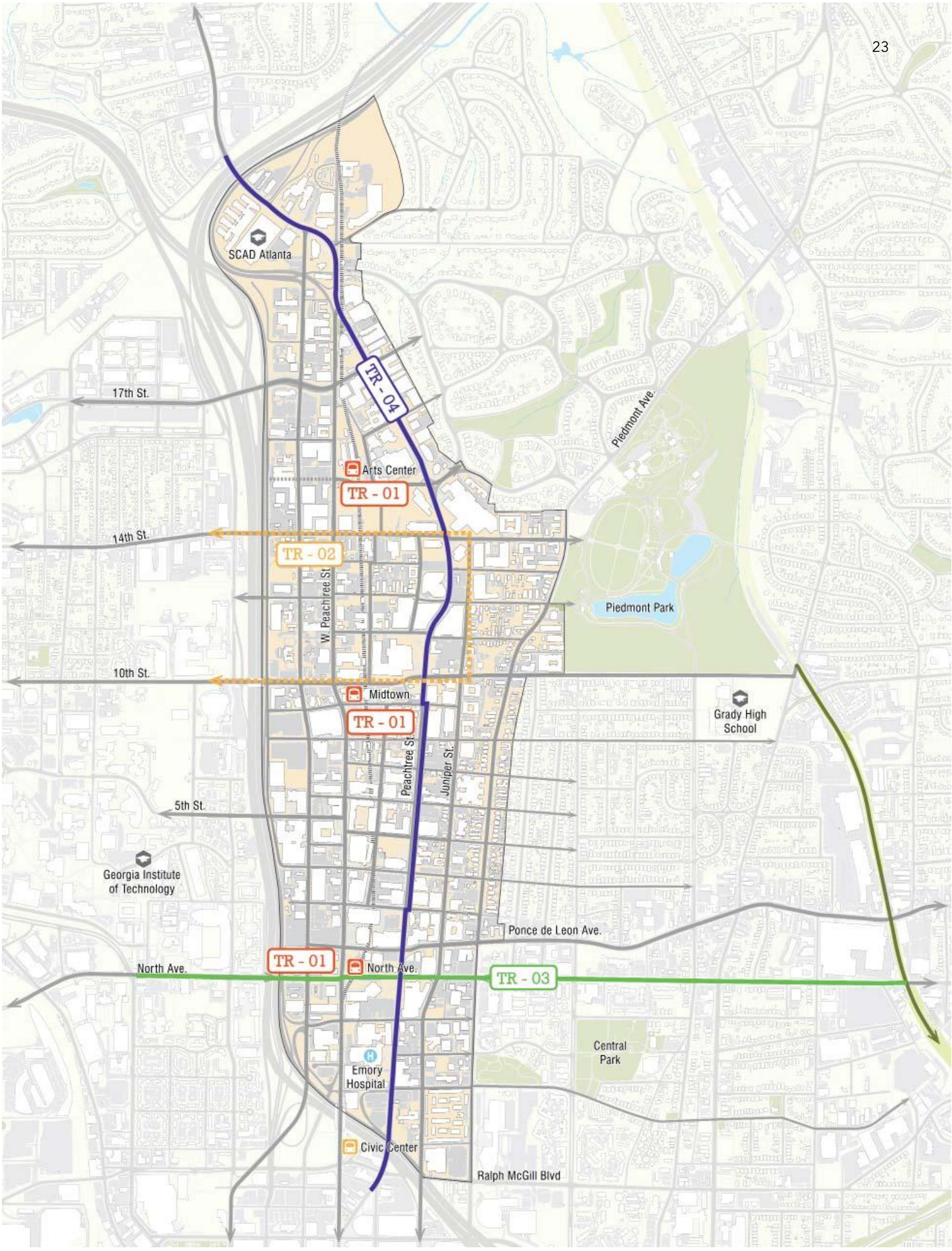
Decrease Impacts of Commuter Buses on Pedestrian Environment: Commuter buses currently travel the length of West Peachtree and Spring Streets to pick up and drop off passengers, primarily at MARTA stations. This negatively impacts pedestrian and cyclist safety, congestion, economic vitality, and air quality along these corridors. Work with the City and transit agencies to develop a plan for feeding commuter buses into outlying MARTA stations or to a single station.

Encourage use of Transit Signal Priority Technology: Transit Signal Priority is an operational strategy using special technology to give preferential treatment to transit vehicles at signalized intersections. This could include providing a green light for an oncoming bus or to hold the green longer. These strategies improve travel times for bus passengers and improve on-time performance.

Pursue Small, On-Demand Shuttles for Last Mile Trips: To attract "choice" riders, transit vehicles and service need to become more user-friendly and convenient. Smaller buses are generally less intimidating to new riders and have less impact on communities. Transit agencies should adopt an on-demand service that provides a similar level of service as Uber and Lyft. Driverless shuttles like Ollie by Local Motors are starting to be tested in cities around the world and Midtown should seek partnerships to pilot similar shuttles here.



Buses with cycle racks enable last mile trips


SCAD Atlanta
17th St.
TR - 04
Piedmont Ave.
Arts Center
TR - 01
14th St.
TR - 02
W. Peachtree St
Piedmont Park
10th St.
Midtown
TR - 01
Grady High School
Peachtree St
Juniper St.
5th St.
Georgia Institute of Technology
Ponce de Leon Ave.
North Ave.
TR - 01
North Ave.
TR - 03
Central Park
Emory Hospital
Civic Center
Ralph McGill Blvd

Pedestrian Facilities

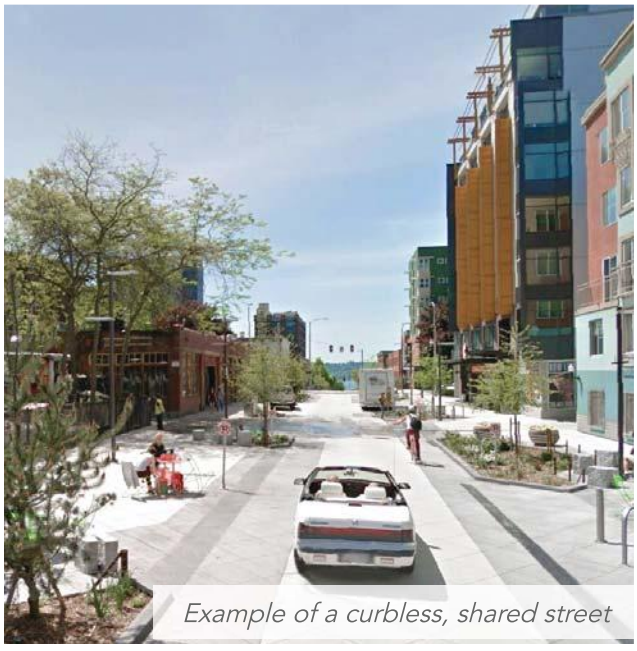
Walkability is one of Midtown's most treasured characteristics. While there are many streets in the district that are already quite walkable, many require improvements to make walking safer, more comfortable, and more enjoyable. The following projects will result in wider sidewalks, shade trees, improved lighting, traffic calming measures, and safe crossings.

PROJECTS TO IMPLEMENT

PF-01 Art Walk
PF-02 17th Street Redesign
PF-03 11th Street Space Reallocation
PF-04 10th Street Bridge Traffic Calming

PF-01 Art Walk

This project aims to create a unique pedestrian experience punctuated by creative design treatments, lighting, and interactive artistic elements along a one-mile walk between the North Ave and Arts Center MARTA Stations. Sections of this corridor could become "shared" streets that blur the line between sidewalk and street while maintaining access for slow moving vehicles.



Example of a curbless, shared street

PF-02 17th Street Redesign

The addition of the 17th Street Bridge crossing in 2004 created new connectivity that made the development of Atlantic Station possible. However, the current design of the corridor presents a hostile and uncomfortable place for pedestrians, creates unsafe conditions for cyclists, and encourages conflicts between cars and buses. This project reallocates the space in the street by moving the buses to the center of the street, adds a green buffer to protect and shade pedestrians, and creates a protected bike facility. These improves aim to make travel on the corridor easier, safer and more logical for users.

PF-03 11th Street Space Reallocation

Eleventh Street between Peachtree and West Peachtree Street is a relatively low-volume street that is excessively wide (50'). This extra width encourages speeding and could be used to create a better environment for retail, walking, and bicycling. This project would reallocate some of the roadway space for additional on-street parking, bike lanes and/or a green median.

Existing Conditions







Proposed Improvements

PF-04 10th Street Bridge Redesign

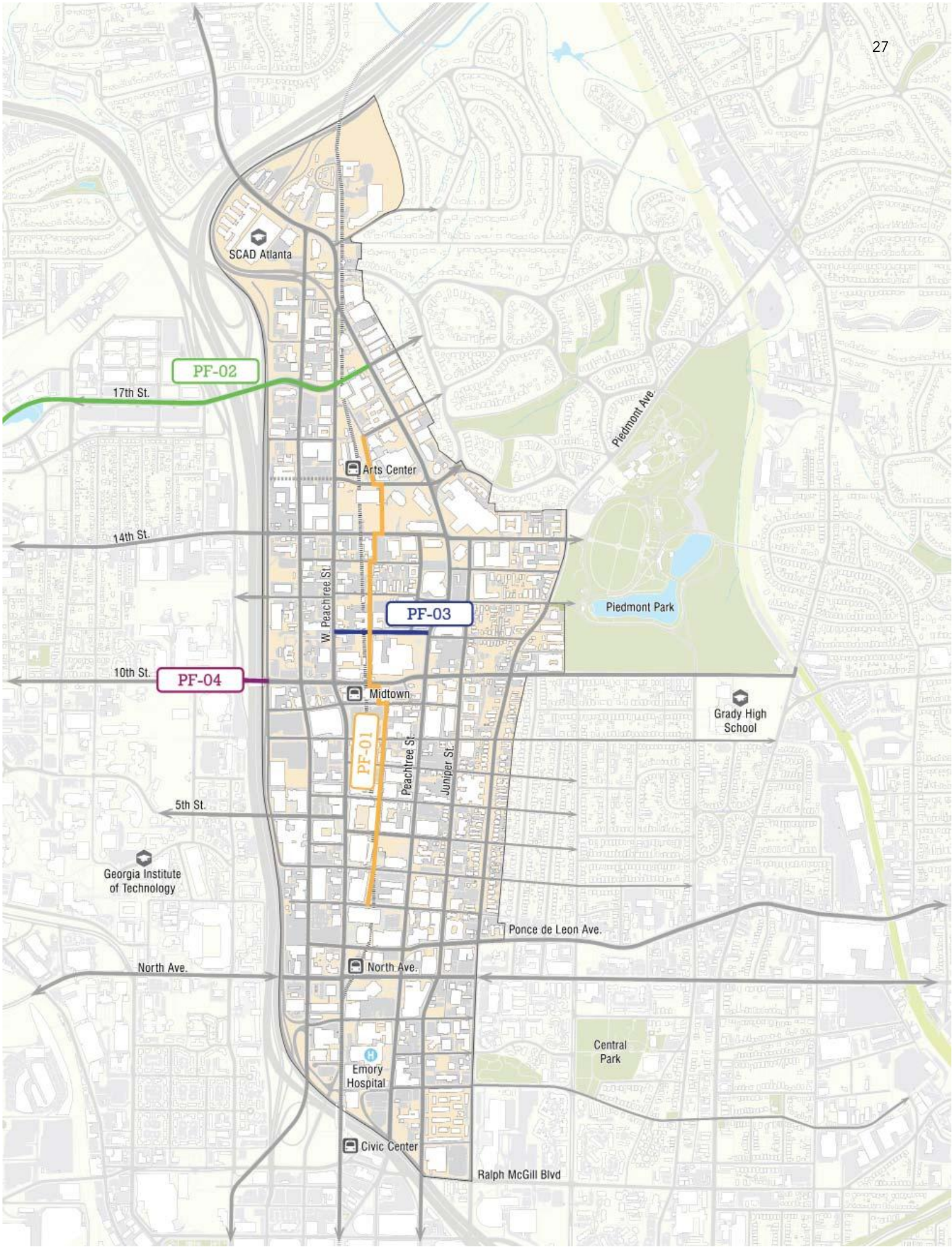
The 10th Street bridge presents a hostile environment for people who walk and bike. As a major gateway to Midtown, the design of this corridor is at odds with the quality of design that Midtown presents throughout the district. This project envisions upgraded bridge fencing, additional landscaping, more lighting, a pedestrian buffer, and a safer bicycling connection.

POLICIES

District wide 25mph Speeds Limit: Excessive vehicle speeds increase the likelihood of crashes as well as the severity of crashes. Reducing Midtown's default speed limit to 25 mph is a necessary first step in taming excessive vehicle speeds. Lowering the speed limits alone is not a panacea but doing so affects how streets are designed and engineered.



10th Street Bridge Redesign Rendering


SCAD Atlanta
PF-02
17th St.
Arts Center
Piedmont Ave.
14th St.
W. Peachtree St.
PF-03
Piedmont Park
10th St.
PF-04
Midtown
Grady High School
PF-01
Peachtree St.
Juniper St.
5th St.
Georgia Institute of Technology
Ponce de Leon Ave.
North Ave.
North Ave.
Central Park
Emory Hospital
Civic Center
Ralph McGill Blvd

Street Configuration

Much of Midtown's street network is optimized for travel exclusively by car. This operational configuration no longer matches the Midtown of today and presents safety problems, particularly for pedestrians and bicyclists. The following projects serve to reconfigure Midtown's streets to make them easier and safer to navigate.

PROJECTS TO IMPLEMENT

SC-01 One-Way to Two-Way Street Conversions
SC-02 Peachtree Street Lane Repurpose
SC-03 North Midtown Street Grid Reconfiguration
SC-04 Piedmont Avenue Lane Repurpose (14th to 15th)

SC-01 One-way to Two-Way Street Conversions

This project includes converting all of the minor east-west streets in the Midtown core from one-way to two-way traffic operation. This change will make circulation easier and more intuitive for drivers, particularly visitors, and will reduce vehicle speeds. Candidate streets for conversion include:

Pine Street – Juniper St to Peachtree St

3rd Street – Spring St to West Peachtree St and Peachtree St to Juniper St

4th Street – Spring St to Myrtle St

Peachtree Place – Williams St to Spring St

13th Street – Spring St to Peachtree Walk and Juniper St to Piedmont Ave

18th Street – Spring St to West Peachtree St

West Peachtree Street – North Ave to Pine St

SC-02 Peachtree Street Lane Repurpose

Peachtree Street between Peachtree Place and Pine Street currently has two travel lanes in each direction. This stretch of Peachtree has been identified as having the greatest potential for successful retail. It also is a primary route for people traveling by bike given its relative flatness and access to jobs and residences. This project includes the repurposing of one travel lane for either on-street parking and loading or for a striped bike lane. Adding on-street parking would likely be beneficial to existing retailers and help to attract additional retailers. Having striped bike lanes would make the corridor safer for cyclists. Additional study and community engagement is needed to determine the best use for this right-of-way.


Existing Peachtree Alignment


Potential Peachtree Realignment

Existing Conditions







Proposed Improvements

SC-03 North Midtown Street Grid Reconfiguration

The character of Midtown north of 17th Street is negatively impacted by a disconnected street grid and the resulting large blocks. The free flowing ramps to the Buford Spring Connector bisect the street grid, encourage excessive vehicle speeds, and hamper development opportunities. As recommended in the Connect Atlanta Plan, this project envisions a substantial reconfiguration of the street network bounded by Peachtree Street, I-75 and 17th Street. This project includes the removal of the aerial ramps, establishment of a grid of complete streets, and at-grade access to the Buford Spring Connector.

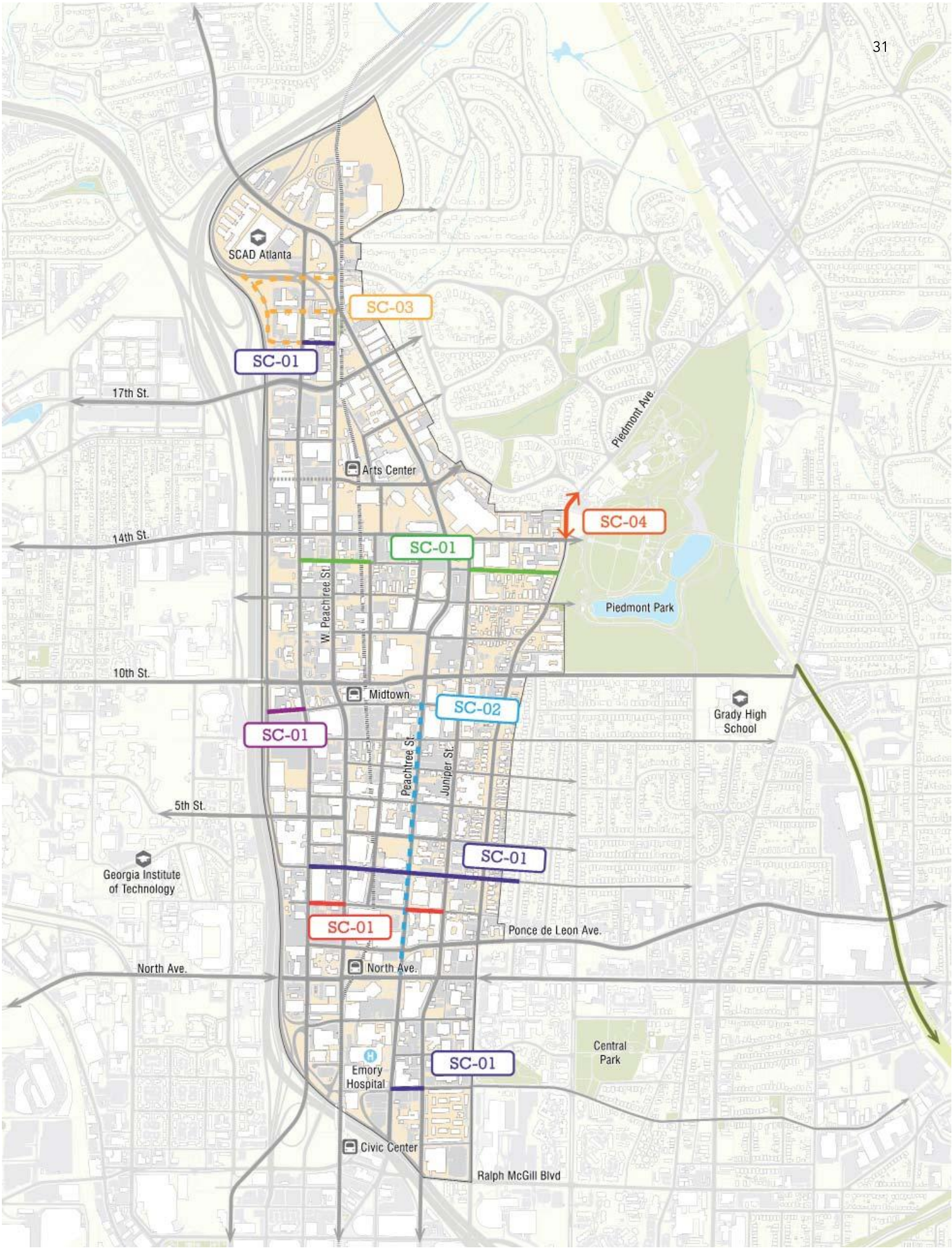
SC-04 Piedmont Avenue Lane Repurpose (14th to 15th)

This project would convert the four lanes of Piedmont Avenue between 14th Street and 15th Street to three lanes (including a center turn lane) and repurposes the remaining right-of-way for a barrier protected bike lane adjacent to the park. This lane repurpose allows people on bikes with a safer and more direct connection to and from Ansley Park and the northern part of Midtown.

POLICIES

Performance Tracking: Repurposing travel lanes is often controversial. To better understand and communicate the effects of lane repurposing, it's recommended that Midtown Alliance develop a standard operating procedure to measure transportation conditions before and after each project that repurposes lanes and communicate the results of the analysis. This would involve conducting regular multimodal traffic counts and speeds studies at intersections and mid-block locations.

Multi-modal Level of Service: In order to design streetscape projects that take into account all modes of travel, a multimodal level of service analysis should be conducted during the project concept phase. Traditionally, permitting agencies have only required that a vehicle level of service analysis be performed. A vehicle level of service analysis fails to present impacts of a proposed street design on pedestrians, cyclists, and transit users.


SCAD Atlanta
SC-03
SC-01
17th St.
Arts Center
Piedmont Ave.
SC-04
14th St.
SC-01
W. Peachtree St.
Piedmont Park
10th St.
Midtown
SC-02
Grady High School
SC-01
Peachtree St.
Juniper St.
5th St.
SC-01
Georgia Institute of Technology
SC-01
Ponce de Leon Ave.
North Ave.
North Ave.
Central Park
SC-01
Emory Hospital
Civic Center
Ralph McGill Blvd

Intersection Improvements

Intersections are the places where the travelling public come together, and in turn where many problems originate. As this district continues to grow, Midtown must place a heavy emphasis on well-designed intersections that are safe, efficient, and legible for all users. Some intersections also provide opportunities to inject vibrancy into overbuilt or underutilized spaces.

PROJECTS TO IMPLEMENT

IN-01 New Traffic Signals
IN-02 Buford-Spring Connector Access Reconfiguration at Piedmont/Monroe
IN-03 Peachtree Street at Beverly Road Intersection Improvements
IN-04 West Peachtree Street at 12th Street Realignment
IN-05 10th Street at Myrtle Street Signal Enhancement
IN-06 North Avenue Alternative Freeway Access and Corridor Enhancement

IN-01 New Traffic Signals

One of the key tenets to creating better walkability for Midtown is the provision of frequent and safe street crossings. While such conditions exist in parts of the district, this plan has identified over 25 locations where protected crossings should be implemented. This project calls for adding a mix of standard and pedestrian actuated signals to provide more convenient opportunities for pedestrians to cross streets. These new signals also provide the City with the ability to better regulate vehicle speeds by timing signals to slower speeds.

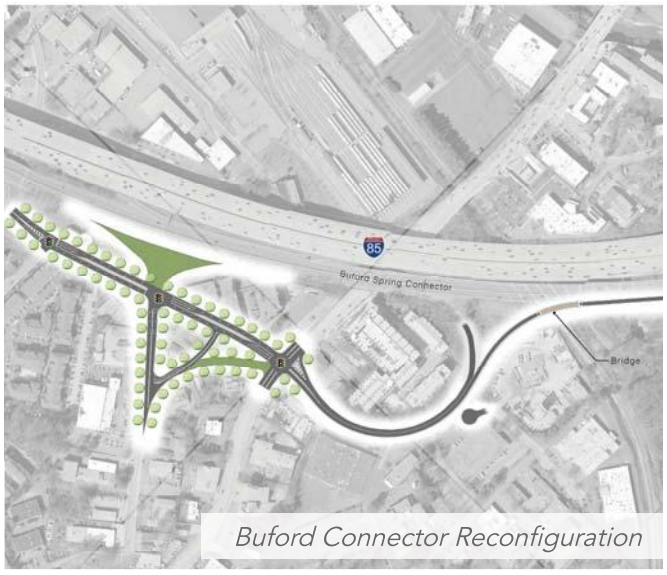
IN-02 Buford-Spring Connector Access Reconfiguration at Piedmont/Monroe

This project – first proposed in the BeltLine Subarea 7 Master Plan – would eliminate an inefficient and unsafe choke point along the Buford Highway Connector. Traffic analysis suggests the area between the Monroe Drive and Piedmont Road ramps contributes to the daily traffic buildup that eventually stretches back to Midtown. While this project alone will not "solve" the peak-hour highway congestion that frustrates Midtown residents and workers, it will eliminate an unsafe weaving condition for drivers and will help to shorten or lessen the severity of some peak traffic congestion.

IN-03 Peachtree Street at Beverly Road Intersection Improvements

The intersection of Peachtree Street and Beverly Road is currently not signalized and does not provide pedestrians with a safe opportunity to cross. This intersection also suffers from an odd geometry. Several alternatives to improve this intersection have been considered over the years, ranging from a large roundabout, to realignment of all of the surrounding streets. This plan recommends a more modest solution.

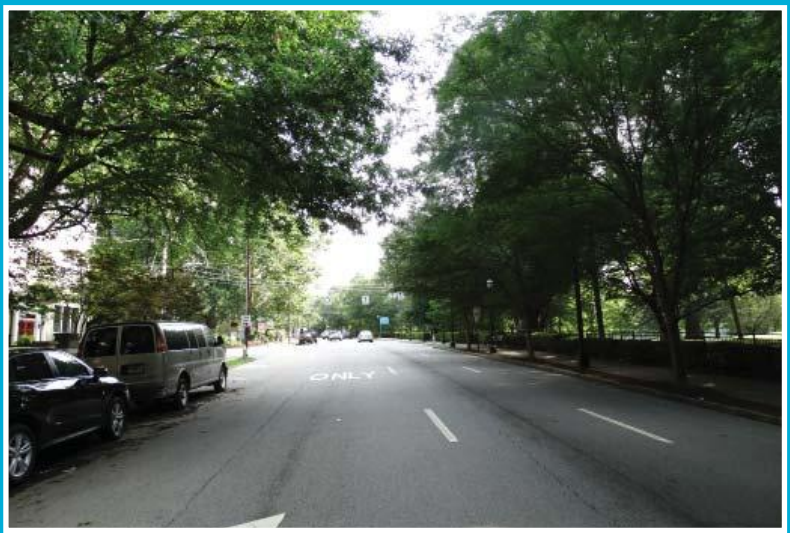
The proposed project calls for the installation of a traffic signal on Peachtree Street. The refuge island at the southeast corner would be removed and the intersection approach tightened to reduce pedestrian crossing distance. In addition, a second, coordinated traffic signal would be added at Beverly and West Peachtree to provide order to the intersection.



Buford Connector Reconfiguration

Existing Conditions







Proposed Improvements

IN-04 West Peachtree Street at 12th Street Realignment

This project calls for moving the eastern leg of the 12th Street intersection south to better align the intersection and reduce delay from the extra signal phase needed under the existing configuration. This requires the purchase or donation of right-of-way on the southeast corner of West Peachtree Street and 12th Street.

IN-05 10th Street at Myrtle Street Signal Enhancement

A pedestrian actuated signal (rectangular rapid flashing beacon) was recently installed at this location to provide a safer pedestrian crossing and to transition cyclists safely to and from the 10th Street cycle track. Currently, the flashing beacons are located on either side of the street. Due to the width of the street, some drivers are not seeing the beacons and therefore not stopping. This project recommends that an overhead beacon be installed to ensure visibility and improve safety.

IN-06 North Avenue Alternative Freeway Access and Corridor Enhancement

This project aims to improve access to the area of Midtown between 10th Street and North Avenue and lessen traffic volume on North Avenue. The project calls for the installation of a new ramp and bridge adjacent to the existing North Ave bridge that would allow southbound highway drivers bound for the east side of the Connector in Midtown to avoid North Avenue traffic and make a free U-turn over the Interstate and connect directly to Williams Street. Williams Street would be extended from its current terminus at 4th Street. Given the scope and scale of this project, additional study needs to be completed to better understand the impacts that this would have on the district.



North Avenue Enhancement

POLICIES

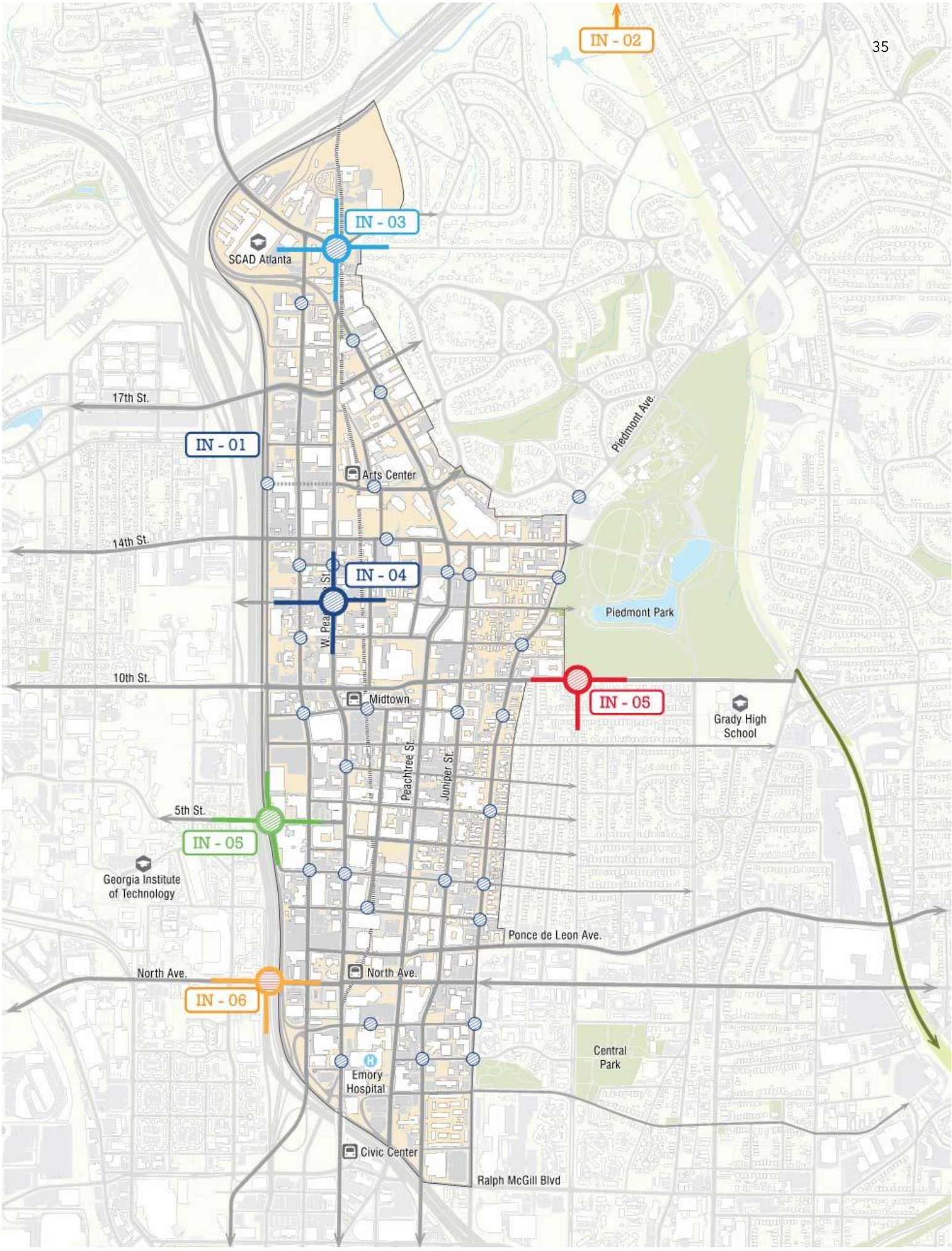
Don't Block the Box: a simple tactic, adding and enforcing 'Don't Block the Box' signs and striping at key intersections can remind drivers to only enter the intersection when the lanes beyond are available. The time lost from blocked intersections can propagate for multiple signal cycles - worsening peak congestion, endangering cyclists and pedestrians, and generally causing frustration.

Pedestrian Focused Signal Timing: it is recommended that the Midtown district be the focus of studies to identify pedestrian focused traffic signal improvements including; shorter signal cycles, leading pedestrian interval, all walk signal phases, and high visibility crosswalks.

Right Turn on Red Policy: Prohibiting right turns on red at intersections with high pedestrian volumes will make for a safer walking environment. It is a low cost measure that improves safety without greatly inconveniencing motorists.

Regulation of Privately Hired Traffic Control Officers: Currently, several commercial office buildings hire off-duty police officers to direct traffic, in most cases over-riding traffic signals, to make it easier for Midtown workers to exit parking decks. These traffic officers can have an adverse impact on a coordinated traffic system. The City of Atlanta does not currently regulate this activity. It is recommended that a permitting system be put in place to control if, when, and where traffic control officers will be allowed, with the goal of reducing their number significantly.

Don't Block the Box: The City has begun installing 'Don't Block the Box' signs and striping at key intersections in Midtown to remind drivers to only enter the intersection when the lanes beyond are available. The time lost from blocked intersections can propagate for multiple signal cycles - worsening peak congestion, endangering cyclists and pedestrians, and generally causing frustration. It's recommended that the City stripe and sign additional intersections in Midtown and conduct regular enforcement.


IN - 02
IN - 03
SCAD Atlanta
17th St.
IN - 01
Arts Center
Piedmont Ave.
14th St.
IN - 04
W. Peachtree St.
Piedmont Park
10th St.
Midtown
IN - 05
Grady High School
Peachtree St.
Juniper St.
5th St.
IN - 05
Georgia Institute of Technology
Ponce de Leon Ave.
North Ave.
North Ave.
IN - 06
Central Park
Emory Hospital
Civic Center
Ralph McGill Blvd

Street Connections

Midtown's well-connected street grid is a major asset that can be improved upon. Street extensions and new connections across the Interstate provide people with more options on how to get from point A to point B, relieve congestion in some places, and provide improved access to parts of Midtown.

PROJECTS TO IMPLEMENT

NC-01 15th St Bridge and HOV/HOT Ramps
NC-02 13th Street Extension
NC-03 11th Street Extension
NC-04 Peachtree Place Bike/Ped Bridge and Corridor
NC-05 Williams Street Extension to Ponce de Leon
NC-06 Re-open 3rd Street Tunnel

NC-01 15th St Bridge and HOV/HOT Ramps

Access to I-85N and GA 400 from the northern part of Midtown could be greatly improved by a new 15th Street interchange. This new bridge would also provide improved east-west connectivity and relieve pressure on 14th Street and provide a safe opportunity for cyclists to connect to the core of Midtown. Much of the required right-of-way for this project has already been acquired as part of the planning for the 17th Street Bridge and the replacement of the 14th Street Bridge. The ramps to and from the Interstate were originally conceived of as high occupancy vehicle (HOV) only. The opportunity may exist to allow non-HOVs to access 15th Street from the Interstate through tolled ramps. This would provide a funding mechanism and would also provide more value to more people.

NC-02 13th Street Extension

This project extends 13th Street one block at either end so that it connects to Williams Street on the west and Peachtree Street on the east. These two blocks would create a continuous local street that stretches from Williams Street to Piedmont Avenue, providing a needed alternative to congested 14th Street for pedestrians, bicyclists and drivers.



15th Street Bridge Concept

Existing Conditions







Proposed Improvements

NC-03 11th Street Extension

An extension of 11th Street from its current terminus at West Peachtree Street through to Williams Street would, like 13th Street, provide a needed alternative route for all modes of travel around Midtown. This extension would also create good block faces for future redevelopment.

NC-04 Peachtree Place Bike/Ped Bridge and Corridor

A new bike and pedestrian bridge over the Connector via Peachtree Place would provide a much safer connection as an alternative to the challenging 10th Street corridor. This bridge would connect with the multi-use path planned for the south side of 10th Street on the west side of the Connector and create a seamless east-west connection.



Bike/Ped Bridge Precedent

NC-05 Williams Street Extension to Ponce de Leon

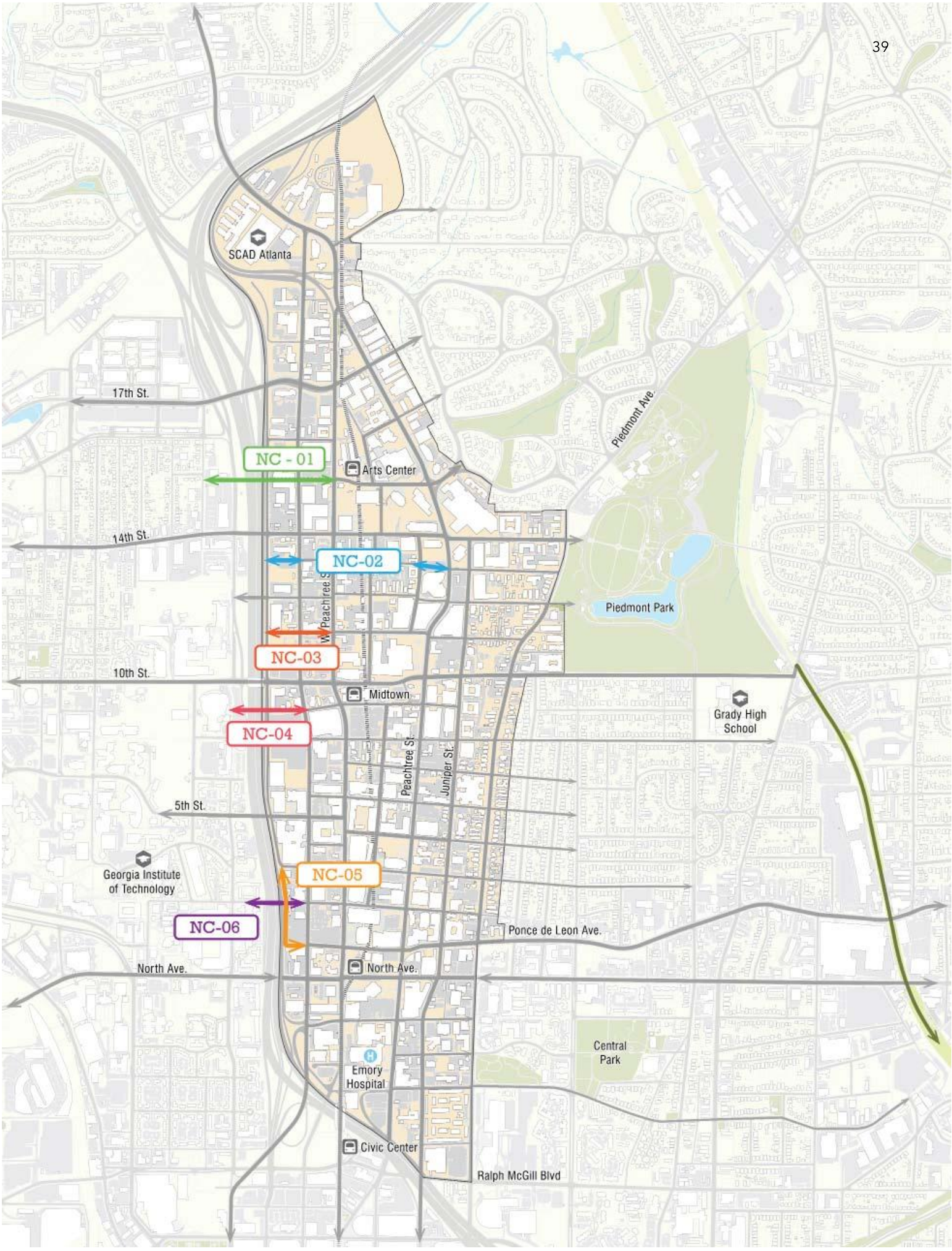
The southern terminus of Williams Street is currently 4th Street. This projects calls for extending Williams Street two blocks south to Ponce de Leon Avenue. This extension provides improved connectivity to and from Tech Square and reduces some of the burden on West Peachtree and Spring Streets.

NC-06 Re-open 3rd Street Tunnel

The 3rd Street tunnel that connects the Georgia Tech campus with the southern part of Tech Square has been closed to pedestrians since 2009 due to real and perceived safety issues. Now that the parcels adjacent to the tunnel entrance on the east side of the tunnel are redeveloping, the time is right to develop a plan with Georgia Tech and GDOT to re-open the pedestrian tunnel that incorporates appropriate safety measures.

POLICIES

Update City of Atlanta's Street Master Plan: The city's street master plan should be updated to include the new street connections that bisect privately owned land. This will ensure that the land needed for new street connections will be transferred to the City as property develops.


SCAD Atlanta
17th St.
NC - 01
Arts Center
14th St.
NC-02
W Peachtree St
NC-03
10th St.
Midtown
NC-04
Peachtree St
Juniper St.
5th St.
Georgia Institute of Technology
NC-05
NC-06
North Ave.
North Ave.
Emory Hospital
Civic Center
Ralph McGill Blvd
Piedmont Ave.
Piedmont Park
Grady High School
Ponce de Leon Ave.
Central Park

Bike Facilities

Bicycling in Midtown has increased over the last decade despite the lack of new infrastructure. The growth in cycling reflects changes in travel preferences, interest in "active living," and the trend in in-town living. Cities that have experienced a significant mode shift from driving to bicycling have invested in bicycling infrastructure that is safe, connected, and convenient. Midtown has an opportunity to create a "low stress" bike network that would appeal to the vast "interested but concerned" cohort and become a bicycling mecca.

PROJECTS TO IMPLEMENT

BK-01 West Peachtree Street Complete Street
BK-02 Spring Street Complete Street
BK-03 Peachtree Place Buffered Bike Lanes
BK-04 North Midtown Multi-Use Path Connection to BeltLine
BK-05 15th Street Bike Lanes and Street Improvements
BK-06 10th Street Road Diet (West of Connector)
BK-07 10th Street Cycle Track Extension (Myrtle Street to Juniper Street)
BK-08 Piedmont Avenue Complete Street (Ponce de Leon Ave to 15th Street)

BK-01 West Peachtree Street Complete Street (Pine Street to Peachtree Street)

West Peachtree currently has a northbound bike lane extending from North Avenue to 12th Street. The narrow width and placement of the current bike lane between on-street parking and fast moving vehicles makes for an unsafe facility. This project retains the one-way operation north of North Avenue and repurposes one travel lane to create a buffered northbound cycle track. South of North Avenue, West Peachtree would convert to two-way operation with bike lanes in each direction. This project also includes sidewalk improvements, bus shelters, and other traffic calming strategies. When demand for car travel decreases in the future, it is recommended that West Peachtree Street be fully converted to two-way operation.

BK-02 Spring Street Complete Street (17th to Linden Avenue)

Spring Street, the southbound complement to West Peachtree Street, is in need of significant improvements to the pedestrian environment. Redevelopment is finally occurring on this corridor but there are major safety and comfort issues that need to be addressed. This project includes new sidewalks with pedestrian amenities and repurposes one travel lane to create a buffered southbound cycle track. When demand for car travel decreases in the future, it is recommended that Spring Street be fully converted to two-way operation.

BK-03 Peachtree Place Buffered Bike Lanes

Adding bike lanes to Peachtree Place provides a safe alternative to 10th Street for cyclists. This new facility would ultimately connect to the 10th Street cycle track adjacent to Piedmont Park with the off-street facility envisioned for 10th Street on the west side of the Connector.

BK-04 North Midtown Multi-Use Path Connection to BeltLine

Connecting the future Midtown bike network to a second BeltLine location (in addition to the 10th Street/Monroe Drive connection) will provide much needed access to northern part of the district. This project calls for building a two-way off-street paved path from West Peachtree Street, along the wall of the Buford Spring Connector, to the BeltLine's Eastside Trail. An alternative alignment utilizes on-street connections via Beverly Road and Polo Drive to connect to the BeltLine at Montgomery Ferry Road.

Existing Conditions







Proposed Improvements

BK-05 15th Street Bike Lanes and Street Improvements

Fifteenth Street connects the core of Midtown through Ansley Park to Piedmont Avenue. This project would add marked bike lanes to this extra-wide right of way to allow cyclists to bypass a congested section of 14th Street. As well, the stretch of 15th Street between West Peachtree Street and Peachtree Street presents an opportunity to create a safe east-west connection that provides access to the high density development on 15th Street and to the Arts Center MARTA Station. This project includes the striping of an eastbound bike lane to make it safer for cyclists navigating the long hill. This project could be implemented in tandem with SC-04 Piedmont Avenue Lane Repurpose.

BK-06 10th Street Road Diet (Howell Mill Road to Williams Street)

This project would convert the four lanes of 10th Street along the Georgia Tech campus to three lanes (two travel lanes and a center turn lane) plus bike lanes. This project would provide a more efficient street configuration, encourage safer driving speeds, easier and safer pedestrian crossings, and fewer crashes. Coupled with the benefits to cyclists from the bike lanes, this project should create great benefit with very little additional driving delay.

BK-07 10th Street Cycle Track Extension (Myrtle Street to Juniper Street)

This project would extend the current 10th Street cycle track from its current terminus at Myrtle Street to the cycle track on Juniper Street. This project could be implemented by repurposing one travel lane which would result in some additional congestion or by building the cycle track on private right-of-way.

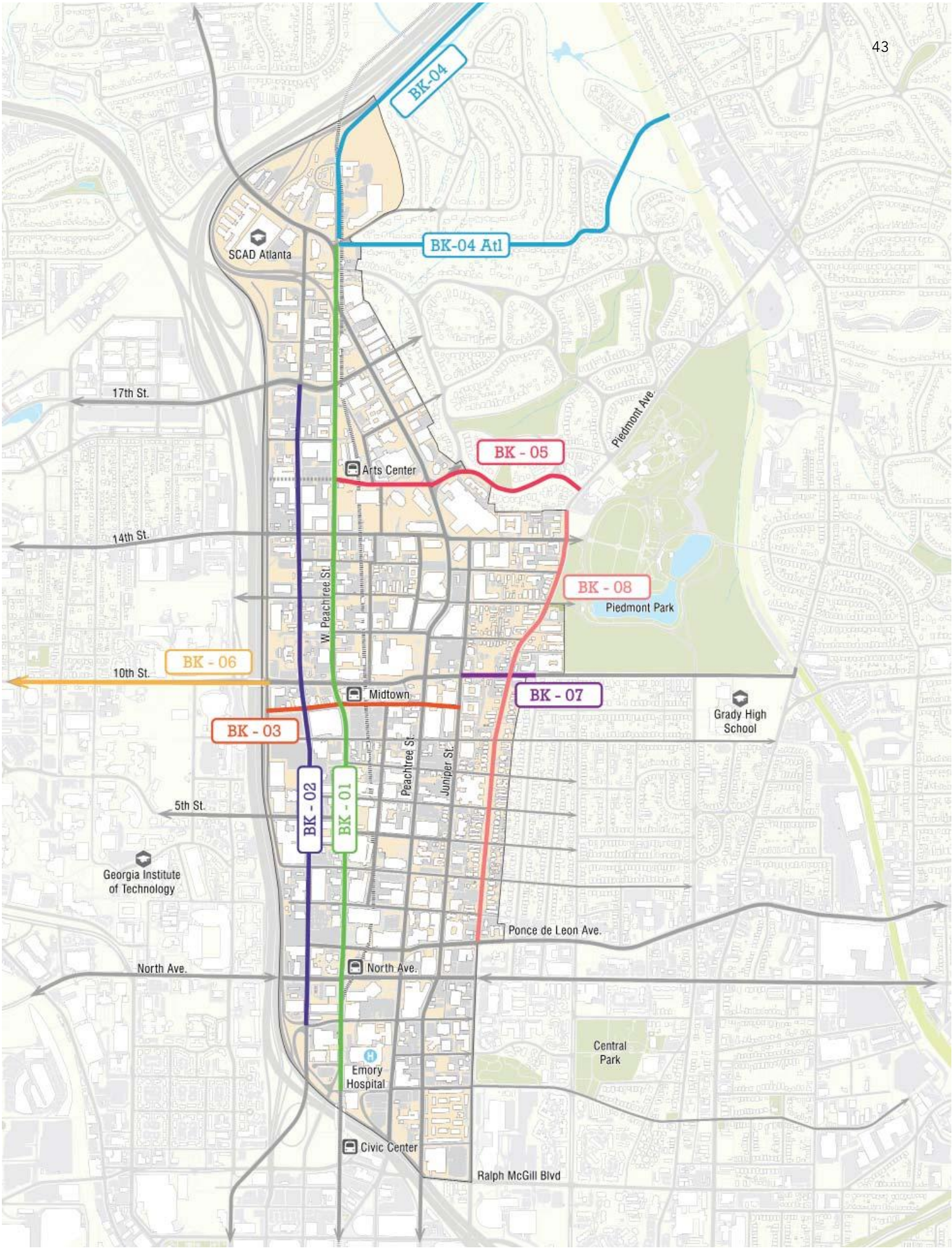
BK-08 Piedmont Avenue Complete Street (Ponce de Leon Ave to 15th Street)

Piedmont Avenue, the northbound complement to Juniper Street, currently suffers from poor pedestrian conditions, disorganized on-street parking regulations, excessive vehicle speeds, and unsafe conditions for cyclists. This project retains the existing one-way configuration and includes new sidewalks, a barrier protected northbound bicycle lane, new traffic signals, and other pedestrian amenities.

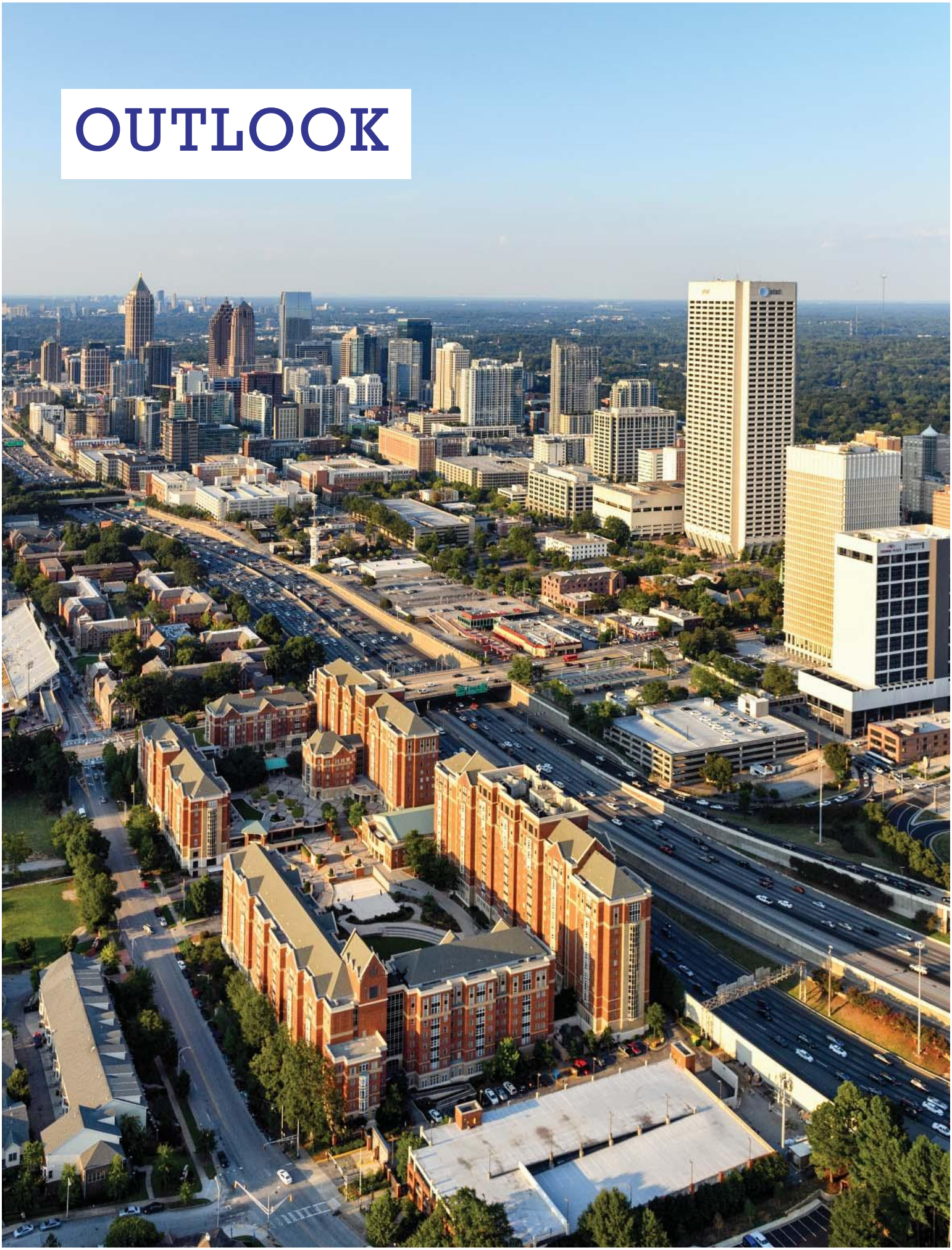
POLICIES

Bicycle route maintenance: Due to their location at the edge of the roadway, bike lanes often fill with debris. This can create maintenance issues and potentially safety concerns for cyclists. This policy recommends that the City of Atlanta invest in the equipment and manpower to keep the growing miles of bike lanes clear of debris. More specifically, it's recommended that the City acquire a street sweeper that can navigate narrow cycle tracks.

Signals and detectors: Bike signals, beacons, and detectors can be used to facilitate the safe crossing of streets by cyclists. Implemented properly, these tools can clarify when to enter an intersection and restricting conflicting vehicle turning movements. This policy recommends that the City develop standards for the use of bike signals, beacons, and detectors.


BK-04
BK-04 Atl
SCAD Atlanta
17th St.
Arts Center
BK - 05
Piedmont Ave.
14th St.
W. Peachtree St.
BK - 08
Piedmont Park
BK - 06
10th St.
Midtown
BK - 07
Grady High School
BK - 03
Peachtree St.
Juniper St.
BK - 02
BK - 01
5th St.
Georgia Institute of Technology
Ponce de Leon Ave.
North Ave.
North Ave.
Central Park
Emory Hospital
Civic Center
Ralph McGill Blvd

OUTLOOK



EXPECTED RESULTS

Fulfilling Midtown's Potential

The project recommendations in the preceding section address the gaps identified through analysis, fulfill the vision articulated by residents and workers, and create a transportation network that offers users many convenient options.

To achieve the goals and aspirations of this community, Midtown must deliver an exceptional urban experience on every level – more vibrancy and street life, unparalleled walkability, abundant travel choices, ease of access, and a well-designed and attractive public realm. Achieving these goals will not be easy but they will be worth it. The projects defined in the previous chapter together will result in the repurposing of five miles of travel lanes currently allocated for drivers. This means that we are able to make major improvements in our pedestrian, bike, and transit infrastructure by repurposing just 8% of Midtown's total lane miles.

The projects and policies outlined in this plan were developed to help satisfy these lofty goals. When implemented, these projects are expected to result in the following:

The plan recommends increased transit frequencies, improved walkability and station access and new services on the eastside of I-75/85 and along North Avenue. Paired with policy changes, the expected results will be:



INCREASE TRANSIT MODE SHARE 2.5 TIMES

The plan includes an extensive bike network, lowering of driving speeds and improved crosswalks. The expected results will be:



INCREASE BIKE/WALK MODE SHARE BY 40%

The plan includes biking options for those who are interested but concerned about biking and visitors who might want to use the bikeshare program:



BUILD 6.7 MILES OF LOW STRESS, CONNECTED BIKE FACILITIES IN MIDTOWN

Investments in sidewalks and crosswalks, along with reduction in driving speeds will improve connectivity. The anticipated outcome will be:



INCREASE THE HIGHLY WALKABLE NETWORK BY 30%

A comprehensive effort to identify the highest crash locations and prioritize resources in those areas will:



ACHIEVE 20% REDUCTION IN TOTAL BIKE/PED CRASHES

Nationally in 2014, 4,884 pedestrians and 726 bicylcists were killed in crashes with motor vehicles (NHTSA). As Midtown invites more people to walk and bike, we will lead the rgion in creating a safe environment with projects and policies that will:



ACHIEVE ZERO TRAFFIC DEATHS IN MIDTOWN AND REDUCE INJURY CRASHES BY 20%

Planning for Growth

Midtown is growing at an unprecedented rate. Improving Midtown's physical transportation system is critical to accommodating new businesses, employees, and residents. To sustain this growth, however, physical improvements must be paired with policies, incentives, and actions that encourage Midtown residents and workers to embrace alternatives to driving. Significantly increasing the share of people taking transit, bicycling, and walking is necessary to prevent Midtown from succumbing to its own success. This section outlines a strategy to assure that Midtown can continue to grow and thrive without becoming gridlocked.

Midtown's traffic congestion issues are focused around the morning and evening peak periods when most people are traveling in the same direction at the same time. Given Midtown's position in a car-dependent region, the impact of the projects outlined in this plan on congestion is limited by our geography. Every successful city and district is beset with traffic congestion. For retailers, congestion can be a good thing – for commuters, it can induce rage. This plan is not trying to solve congestion but instead manage traffic and provide options.

To be successful, Midtown must make the most efficient use of its infrastructure, continue to encourage a balance of land uses, and change travel behavior through incentives. In addition to improving the physical transportation infrastructure, the following three strategies outline the best opportunity for Midtown to continue grow in a sustainable manner:

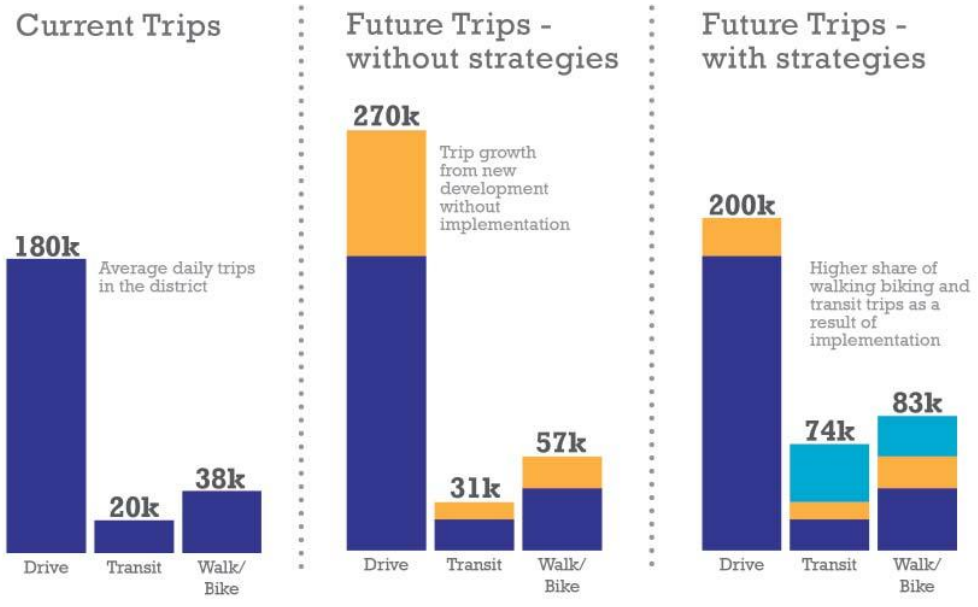
1. **Balance traffic flows –** as espoused in Blueprint Midtown, encourage more residential development to better balance the inflow and outflow of vehicles.

2. **Improve efficiency –** reduce the peak flows by encouraging people to travel outside of the peak periods; repurpose underutilized road capacity to support non-SOV options; time traffic signals to encourage safe, efficient use of roads.

3. **Incentivize mode shift –** use incentives to encourage transit, biking, and walking; unbundle parking costs from leases/sales; provide affordable housing options; price parking to change travel behavior.

How Well Will These Strategies Work In Midtown?

The new transit, bike and pedestrian infrastructure outlined in this plan was modeled and coupled with an aggressive assumption of Midtown development for the next 20 years. The model assumed that a number of the strategies listed above would be implemented. The results are as follows:




JIMMY JOHN'S
JJ
fadó
Wander
all about
MIDTOWN Atlanta
MidtownATL.com

The Midtown Transportation Plan was designed through a collaboration between:









PERKINS+WILL

MIDTOWN Alliance

999 Peachtree Street

Suite 730

Atlanta, GA 30309

APPENDIX E

GDOT COUNT STATION DATA

1215625



Short Term Station **1215625**
In **Fulton** County
Located on **066103**
LRS ID: **1213066103**

Referencing | Annual Statistics | Surveys

Volume

2017	-	
2016	19400	1 - 6 days
2015	17500	Est. from previous years
2014	16300	Est. from last year
2013	16320	Est. from last year
2012	16240	1 - 6 days
2011	15560	Est. from last year
2010	15580	Est. from last year
2009	15550	Est. from last year
2008	16000	1 - 6 days
2007	25010	Est. from last year
2006	23330	1 - 6 days
2005	25020	Est. from last year
2004	24770	Est. from last year
2003	24330	1 - 6 days
2002	27365	Est. from last year
2001	26900	Est. from last year
2000	26200	Est. from last year
1999	26600	1 - 6 days
1998	23700	Est. from last year
1997	22200	1 - 6 days
1996	25300	1 - 6 days
1995	22400	1 - 6 days
1994	22300	1 - 6 days
1993	20800	1 - 6 days
1992	20486	1 - 6 days
1991	22618	1 - 6 days
1990	29262	1 - 6 days

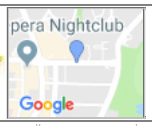
Trucks

2017	-	
2016	585	Est. from previous years
2015	527	Est. from previous years
2014	490	Est. from previous years
2013	490	Est. from last year
2012	-	
2011	-	
2010	-	
2009	-	
2008	458	1 - 6 days

Key Annual Trends

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2017		5.67					
2016	19400		585	3.02	9.52	62.81	
2015	17500		527	3.01			
2014	16300		490	3.00			
2013	16320		490	3.00			
2012	16240						
2011	15560						
2010	15580						
2009	15550						
2008	16000		458	2.86			
2007	25010						

1215638



Short Term Station **1215638**
In **Fulton** County
Located on **346203**
LRS ID: **1213346203**

Referencing | Annual Statistics | Surveys

	Volume		Trucks
2017	-		
2016	17800	Est. from last year	
2015	17200	1 - 6 days	
2014	17400	Est. from last year	
2013	17360	Est. from last year	
2012	17280	Est. from last year	
2011	17380	Est. from last year	
2010	17400	Est. from last year	
2009	17360	Est. from last year	
2008	17860	Est. from last year	
2007	18980	1 - 6 days	
2006	20290	1 - 6 days	
2005	20730	Est. from last year	
2004	20530	Est. from last year	
2003	20170	1 - 6 days	
2002	23343	Est. from last year	
2001	22900	Est. from last year	
2000	22300	Est. from last year	
1999	19400	1 - 6 days	
1998	22600	1 - 6 days	
1997	22400	1 - 6 days	
1996	19600	1 - 6 days	
1995	18800	1 - 6 days	
1994	18900	1 - 6 days	
1993	17300	1 - 6 days	
1992	17327	1 - 6 days	
1991	21056	1 - 6 days	
1990	16520	1 - 6 days	

Key Annual Trends

Year	Annual Average Daily Traffic	% APR Change	Annual Average Daily Truck Traffic	% Trucks	K Factor	D Factor	85th Pctl Speed
2017		5.62					
2016	17800				10.84	90.83	
2015	17200				10.84	90.83	
2014	17400						
2013	17360						
2012	17280						
2011	17380						
2010	17400						
2009	17360						
2008	17860						
2007	18980						

APPENDIX F

ITE TRIP GENERATION - SELIG DEVELOPMENT

ITE TRIP GENERATION

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: Selig Development

Open Date: 5/23/2018
Analysis Date: 5/23/2018

ITE	Land Use		Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
232	High-Rise Condos			218	217	435		9	36	45		22	13	35
	56	Dwelling Units												
310	Hotel			1022	1021	2043		78	55	133		77	73	150
	250	Rooms												
710	Office Space			1103	1103	2206		293	40	333		51	247	298
	200	Gross Floor Area 1000 SF												
932	Restaurant/Bar			382	381	763		36	29	65		35	24	59
	6	Gross Floor Area 1000 SF												
Unadjusted Volume				2725	2722	5447		416	160	576		185	357	542
Internal Capture Trips				0	0	0		37	37	74		15	15	30
Pass-By Trips				0	0	0		0	0	0		10	10	20
Volume Added to Adjacent Streets				2725	2722	5447		379	123	502		160	332	492

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 13 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 6 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012
TRIP GENERATION 10, TRAFFICWARE, LLC

MODE SPLIT REDUCTION

- The applicant is applying for approval under GRTA's expedited review process under Section 3-102 F., Livable Centers Initiative (LCI). The site is in the Midtown LCI Study Area.

METHODOLOGY FOR ANALYSIS

- All intersections identified as within the study network shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future "no-build" conditions and (3) future "build" conditions. This DRI shall be reviewed in one phase to be completed by 2021.

- Capacity analysis shall be based on turning movement counts collected not more than 12 months prior to the date of the actual DRI submittal to GRTA. Counts shall be collected while local schools are in session.

- A 1% annual background traffic growth rate shall be used for all roadways. Trip generation information for any other major developments currently underway in the study area shall be taken into consideration.

- The Level of Service (LOS) standard for all analyses shall be LOS E due to the location of the DRI within the Regional Center: Central City Region Core according to the Unified Growth Policy Map.

- Mixed-use and pass-by reductions are allowed per the ITE Trip Generation Manual. An alternative mode reduction of 18% is allowed, due to the close proximity to Arts Center MARTA Station, Midtown MARTA Station, and adjacent bicycle infrastructure.

- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account.

- The applicant shall research the TIP, STIP, RTP, and GDOT's construction work program, as well as any local government plans (SPLOST, CIP, etc.), to determine the open-to-traffic date, sponsor, cost of the project, funding source(s), etc. for future roadway projects in the project vicinity. This information shall be included within the traffic analysis and modeling scenarios.

STUDY NETWORK

1) 13th @ Peachtree St.
2) 13th @ Juniper St.
3) 14th @ Peachtree St.
4) 14th @ Juniper St.
5) 12th @ Peachtree St.
6) 12th @ Juniper St.
7) All Site Accesses

APPENDIX G

INTERSECTION CAPACITY ANALYSIS REPORT -

EXISTING CONDITIONS, 2018

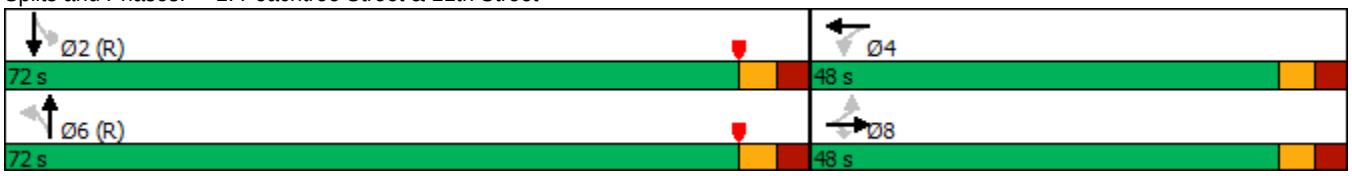
AM PEAK HOUR
SIGNALIZED

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	64	101	24	110	60	75	839	52	42	401	25
Future Volume (vph)	31	64	101	24	110	60	75	839	52	42	401	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1722	1478	1597	1786	0	1805	3507	0	1685	3195	0
Flt Permitted		0.433		0.600			0.490			0.267		
Satd. Flow (perm)	0	759	1478	1009	1786	0	931	3507	0	473	3195	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116		20			8			10	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.60	0.73	0.87	1.00	0.65	0.83	0.78	0.90	0.93	0.70	0.95	0.78
Heavy Vehicles (%)	3%	0%	2%	13%	1%	3%	0%	2%	2%	0%	4%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	116	24	241	0	96	988	0	60	454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	48.0	48.0	48.0	48.0	48.0		72.0	72.0		72.0	72.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		20.5	20.5	20.5	20.5		86.7	86.7		86.7	86.7	
Actuated g/C Ratio		0.17	0.17	0.17	0.17		0.72	0.72		0.72	0.72	
v/c Ratio		1.09	0.33	0.14	0.75		0.14	0.39		0.18	0.20	
Control Delay		148.9	9.6	51.1	67.7		6.8	7.5		4.5	3.1	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		148.9	9.6	51.1	67.7		6.8	7.5		4.5	3.1	
LOS		F	A	D	E		A	A		A	A	
Approach Delay		85.8			66.2			7.4			3.3	
Approach LOS		F			E			A			A	
Queue Length 50th (ft)		~121	0	18	177		20	136		8	29	
Queue Length 95th (ft)		#143	43	m36	168		41	214		11	35	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		263	589	350	633		672	2534		341	2310	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.53	0.20	0.07	0.38		0.14	0.39		0.18	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 79 (66%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Peachtree Street & 11th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	43	18	15	64	138	41	817	83	114	463	42
Future Volume (vph)	23	43	18	15	64	138	41	817	83	114	463	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1666	0	0	1714	0	1652	3230	0	1668	3223	0
Flt Permitted		0.570			0.964		0.429			0.258		
Satd. Flow (perm)	0	963	0	0	1659	0	746	3230	0	453	3223	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			68			21			16	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.60	0.77	0.50	0.63	0.80	0.82	0.85	0.91	0.74	0.75	0.88	0.81
Heavy Vehicles (%)	0%	7%	6%	7%	0%	1%	2%	2%	7%	1%	3%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	272	0	48	1010	0	152	578	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		20.7			20.7		87.8	87.8		87.8	87.8	
Actuated g/C Ratio		0.17			0.17		0.73	0.73		0.73	0.73	
v/c Ratio		0.73			0.80		0.09	0.43		0.46	0.24	
Control Delay		62.8			39.9		3.4	3.6		9.2	1.9	
Queue Delay		0.0			0.2		0.0	0.1		0.0	0.0	
Total Delay		62.8			40.1		3.4	3.7		9.2	1.9	
LOS		E			D		A	A		A	A	
Approach Delay		62.8			40.1			3.7			3.4	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)		85			75		6	65		7	10	
Queue Length 95th (ft)		117			107		m12	76		130	30	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		284			518		545	2369		331	2363	
Starvation Cap Reductn		0			31		0	272		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.46			0.56		0.09	0.48		0.46	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 84 (70%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Peachtree Street & 12th Street



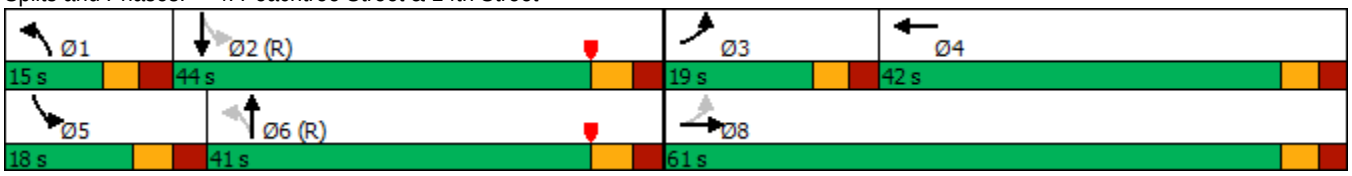
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	318	176	0	423	157	132	627	86	148	577	109
Future Volume (vph)	194	318	176	0	423	157	132	627	86	148	577	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1652	1621	0	0	3320	0	1652	3219	0	1752	3462	0
Flt Permitted	0.142						0.261			0.188		
Satd. Flow (perm)	247	1621	0	0	3320	0	454	3219	0	347	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			42			18			20	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.92	0.96	0.75	0.92	0.83	0.87	0.85	0.94	0.69	0.76	0.94	0.91
Heavy Vehicles (%)	2%	3%	2%	0%	1%	1%	2%	2%	3%	3%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	566	0	0	690	0	155	792	0	195	734	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	19.0	61.0			42.0		15.0	41.0		18.0	44.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	48.7	48.5			29.8		50.5	40.1		54.9	42.4	
Actuated g/C Ratio	0.41	0.40			0.25		0.42	0.33		0.46	0.35	
v/c Ratio	0.84	0.83			0.81		0.53	0.73		0.65	0.59	
Control Delay	53.3	41.1			33.9		34.5	45.5		30.4	34.4	
Queue Delay	0.0	0.0			1.4		0.0	0.0		0.0	0.0	
Total Delay	53.3	41.1			35.4		34.5	45.5		30.4	34.4	
LOS	D	D			D		C	D		C	C	
Approach Delay		44.4			35.4			43.7			33.5	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	108	360			250		69	268		85	246	
Queue Length 95th (ft)	#209	476			245		146	#402		121	322	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	254	764			1025		293	1086		308	1237	
Starvation Cap Reductn	0	0			167		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.83	0.74			0.80		0.53	0.73		0.63	0.59	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 24 (20%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 39.3		Intersection LOS: D	
Intersection Capacity Utilization 76.6%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 4: Peachtree Street & 14th Street

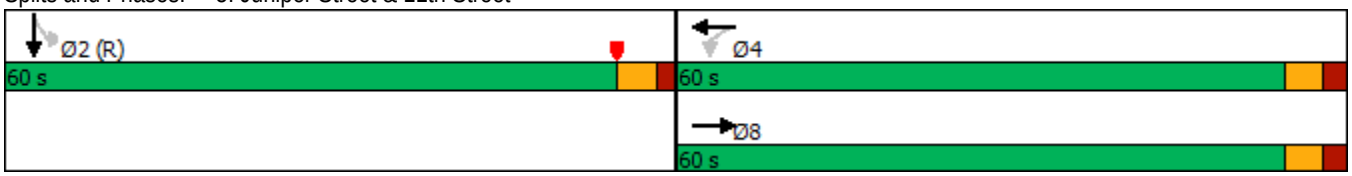


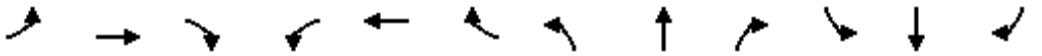
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	24	45	178	71	0	0	0	0	17	1156	66
Future Volume (vph)	0	24	45	178	71	0	0	0	0	17	1156	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1687	0	0	1768	0	0	0	0	0	4702	0
Flt Permitted					0.733						0.999	
Satd. Flow (perm)	0	1687	0	0	1343	0	0	0	0	0	4702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23									10	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.92	0.81	0.83	0.74	0.77	0.92	0.92	0.92	0.92	0.79	0.89	0.84
Heavy Vehicles (%)	0%	8%	0%	0%	1%	0%	2%	2%	2%	0%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	0	0	333	0	0	0	0	0	1400	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		60.0		60.0	60.0					60.0	60.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		36.5			36.5						72.5	
Actuated g/C Ratio		0.30			0.30						0.60	
v/c Ratio		0.16			0.82						0.49	
Control Delay		17.9			53.9						10.7	
Queue Delay		0.0			0.0						0.1	
Total Delay		17.9			53.9						10.8	
LOS		B			D						B	
Approach Delay		17.9			53.9						10.8	
Approach LOS		B			D						B	
Queue Length 50th (ft)		22			238						196	
Queue Length 95th (ft)		41			244						381	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		775			607						2844	
Starvation Cap Reductn		0			0						323	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.11			0.55						0.56	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 87 (73%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Juniper Street & 11th Street





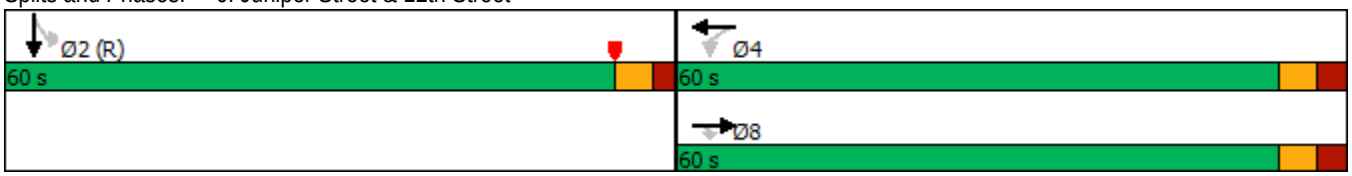
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	29	70	77	145	0	0	0	0	22	931	138
Future Volume (vph)	0	29	70	77	145	0	0	0	0	22	931	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1594	1395	0	1844	0	0	0	0	1685	4624	0
Flt Permitted					0.868					0.950		
Satd. Flow (perm)	0	1594	1395	0	1627	0	0	0	0	1685	4624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27	49								32	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.92	0.81	0.83	0.84	0.74	0.92	0.92	0.92	0.92	0.79	0.89	0.84
Heavy Vehicles (%)	0%	3%	10%	0%	2%	0%	2%	2%	2%	0%	3%	0%
Shared Lane Traffic (%)			32%									
Lane Group Flow (vph)	0	63	57	0	288	0	0	0	0	28	1210	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		60.0	60.0	60.0	60.0					60.0	60.0	
Total Lost Time (s)		6.2	6.2		6.2					5.6	5.6	
Act Effct Green (s)		27.3	27.3		27.3					80.9	80.9	
Actuated g/C Ratio		0.23	0.23		0.23					0.67	0.67	
v/c Ratio		0.16	0.16		0.78					0.02	0.39	
Control Delay		27.6	18.8		57.6					3.5	3.5	
Queue Delay		0.0	0.0		0.0					0.0	0.0	
Total Delay		27.6	18.8		57.6					3.5	3.5	
LOS		C	B		E					A	A	
Approach Delay		23.4			57.6						3.5	
Approach LOS		C			E						A	
Queue Length 50th (ft)		26	11		211					2	45	
Queue Length 95th (ft)		58	43		219					m6	64	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		729	652		729					1136	3129	
Starvation Cap Reductn		0	0		0					0	0	
Spillback Cap Reductn		0	0		0					0	0	
Storage Cap Reductn		0	0		0					0	0	
Reduced v/c Ratio		0.09	0.09		0.40					0.02	0.39	

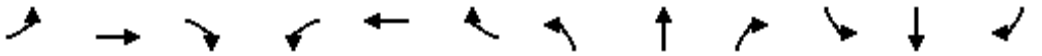
Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 6: Juniper Street & 12th Street



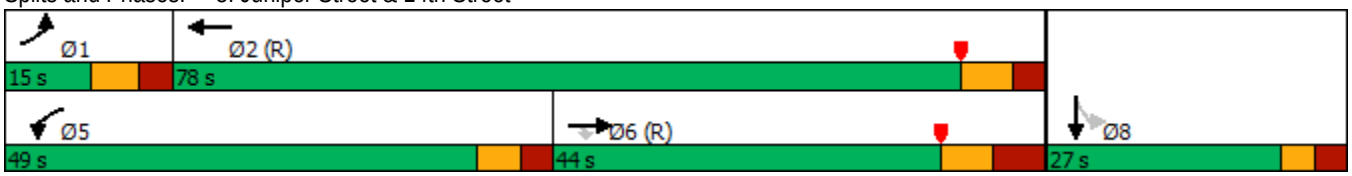


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	107	294	867	508	185	0	0	0	4	34	21
Future Volume (vph)	114	107	294	867	508	185	0	0	0	4	34	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1642	1478	3433	1798	0	0	0	0	0	3416	0
Flt Permitted	0.950			0.950							0.996	
Satd. Flow (perm)	1685	1642	1478	3433	1798	0	0	0	0	0	3416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			294		27						32	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	0.92	0.81	0.83	0.96	0.90	0.89	0.25	0.25	0.25	0.50	0.61	0.66
Heavy Vehicles (%)	0%	8%	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	132	354	903	772	0	0	0	0	0	96	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	15.0	44.0	44.0	49.0	78.0					27.0	27.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	18.0	52.6	52.6	37.3	73.3						7.7	
Actuated g/C Ratio	0.15	0.44	0.44	0.31	0.61						0.06	
v/c Ratio	0.49	0.18	0.44	0.85	0.70						0.39	
Control Delay	51.6	22.0	7.5	46.5	19.8						40.3	
Queue Delay	0.0	0.0	0.9	0.0	0.4						0.0	
Total Delay	51.6	22.0	8.4	46.5	20.2						40.3	
LOS	D	C	A	D	C						D	
Approach Delay		20.1			34.4						40.3	
Approach LOS		C			C						D	
Queue Length 50th (ft)	94	57	36	335	362						25	
Queue Length 95th (ft)	m136	m94	75	381	553						31	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	252	720	813	1216	1108						624	
Starvation Cap Reductn	0	0	228	0	0						0	
Spillback Cap Reductn	0	0	0	0	70						0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.49	0.18	0.61	0.74	0.74						0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 80 (67%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 31.0		Intersection LOS: C	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street

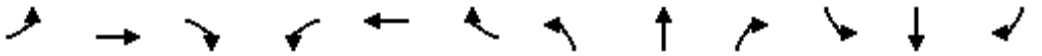


AM PEAK HOUR
UNSIGNALIZED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	15	1	15	9	833	27	51	683	16
Future Volume (Veh/h)	2	0	2	15	1	15	9	833	27	51	683	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.50	0.63	0.25	0.75	0.75	0.92	0.75	0.71	0.96	0.80
Hourly flow rate (vph)	4	0	4	24	4	20	12	905	36	72	711	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.89	0.89	0.85	0.89	0.89	0.91	0.85			0.91		
vC, conflicting volume	1364	1830	366	1450	1822	470	731			941		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	724	1246	0	821	1237	225	329			741		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	89	97	97	99			91		
cM capacity (veh/h)	249	141	927	222	143	715	1055			797		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	8	48	12	603	338	428	376
Volume Left	4	24	12	0	0	72	0
Volume Right	4	20	0	0	36	0	20
cSH	393	292	1055	1700	1700	797	1700
Volume to Capacity	0.02	0.16	0.01	0.35	0.20	0.09	0.22
Queue Length 95th (ft)	2	14	1	0	0	7	0
Control Delay (s)	14.4	19.7	8.5	0.0	0.0	2.6	0.0
Lane LOS	B	C	A			A	
Approach Delay (s)	14.4	19.7	0.1			1.4	
Approach LOS	B	C					

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	58.1%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	17	58	0	0	0	0	0	0	25	990	28
Future Volume (Veh/h)	0	17	58	0	0	0	0	0	0	25	990	28
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.61	0.76	0.92	0.92	0.92	0.92	0.92	0.92	0.69	0.89	0.70
Hourly flow rate (vph)	0	28	76	0	0	0	0	0	0	36	1112	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1204	1204	391	533	1224	0	1152			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1204	1204	391	533	1224	0	1152			0		
tC, single (s)	7.5	6.6	6.9	7.5	6.5	6.9	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.4		
p0 queue free %	100	84	88	100	100	100	100			98		
cM capacity (veh/h)	140	173	614	324	174	1084	602			1525		

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	104	36	445	445	262
Volume Left	0	36	0	0	0
Volume Right	76	0	0	0	40
cSH	364	1525	1700	1700	1700
Volume to Capacity	0.29	0.02	0.26	0.26	0.15
Queue Length 95th (ft)	29	2	0	0	0
Control Delay (s)	18.8	7.4	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	18.8	0.2			
Approach LOS	C				

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	30.9%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	87	151	84	196	18	12
Future Volume (Veh/h)	87	151	84	196	18	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.74	0.70	0.84	0.64	0.60
Hourly flow rate (vph)	112	204	120	233	28	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	173			144		
pX, platoon unblocked					0.87	
vC, conflicting volume			316		687	158
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			316		568	158
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			90		92	98
cM capacity (veh/h)			1256		361	866

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	75	241	353	48
Volume Left	0	0	120	28
Volume Right	0	204	0	20
cSH	1700	1700	1256	477
Volume to Capacity	0.04	0.14	0.10	0.10
Queue Length 95th (ft)	0	0	8	8
Control Delay (s)	0.0	0.0	3.4	13.4
Lane LOS			A	B
Approach Delay (s)	0.0		3.4	13.4
Approach LOS				B

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		

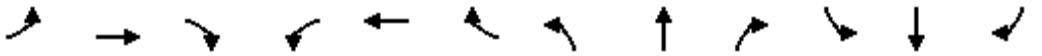


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	63	0	0	0	6	1042
Future Volume (Veh/h)	63	0	0	0	6	1042
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.92	0.92	0.92	0.50	0.91
Hourly flow rate (vph)	84	0	0	0	12	1145
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			226			625
pX, platoon unblocked						
vC, conflicting volume	310	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	100			99	
cM capacity (veh/h)	658	1091			1636	

Direction, Lane #	WB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	84	176	327	327	327
Volume Left	84	12	0	0	0
Volume Right	0	0	0	0	0
cSH	658	1636	1700	1700	1700
Volume to Capacity	0.13	0.01	0.19	0.19	0.19
Queue Length 95th (ft)	11	1	0	0	0
Control Delay (s)	11.3	0.5	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	11.3	0.1			
Approach LOS	B				

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

MD PEAK HOUR
SIGNALIZED

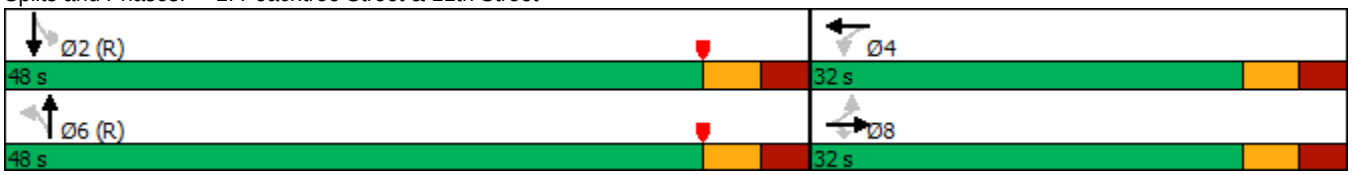


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	40	118	18	46	34	43	431	23	23	582	32
Future Volume (vph)	18	40	118	18	46	34	43	431	23	23	582	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1651	1507	1805	1784	0	1805	3570	0	1685	3302	0
Flt Permitted		0.847		0.710			0.388			0.476		
Satd. Flow (perm)	0	1421	1507	1349	1784	0	737	3570	0	844	3302	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136		44			15			12	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.75	0.83	0.87	0.75	0.72	0.77	0.67	0.96	0.64	0.58	0.89	0.80
Heavy Vehicles (%)	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	136	24	108	0	64	485	0	40	694	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	32.0	32.0	32.0	32.0	32.0		48.0	48.0		48.0	48.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		9.2	9.2	9.2	9.2		58.0	58.0		58.0	58.0	
Actuated g/C Ratio		0.12	0.12	0.12	0.12		0.72	0.72		0.72	0.72	
v/c Ratio		0.44	0.46	0.15	0.44		0.12	0.19		0.07	0.29	
Control Delay		40.6	11.5	32.6	25.9		4.6	3.9		2.5	2.4	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		40.6	11.5	32.6	25.9		4.6	3.9		2.5	2.4	
LOS		D	B	C	C		A	A		A	A	
Approach Delay		21.6			27.1			4.0			2.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		34	0	11	30		8	31		3	27	
Queue Length 95th (ft)		65	43	26	53		16	56		5	39	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		456	576	433	602		534	2591		611	2396	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.16	0.24	0.06	0.18		0.12	0.19		0.07	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 18 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Peachtree Street & 11th Street

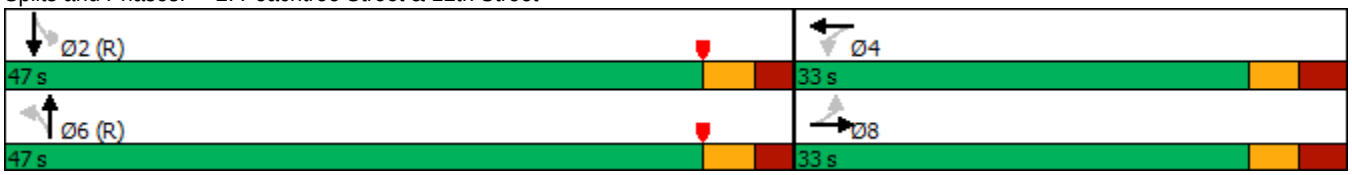


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	36	40	11	28	51	31	412	40	81	586	52
Future Volume (vph)	19	36	40	11	28	51	31	412	40	81	586	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1607	0	0	1756	0	1636	3154	0	1652	3177	0
Flt Permitted		0.911			0.928		0.390			0.469		
Satd. Flow (perm)	0	1477	0	0	1640	0	671	3154	0	815	3177	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			64			25			20	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.79	0.69	0.63	0.69	0.64	0.80	0.86	0.93	0.71	0.70	0.94	0.81
Heavy Vehicles (%)	16%	6%	3%	0%	0%	0%	3%	5%	5%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	124	0	36	499	0	116	687	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	33.0	33.0		33.0	33.0		47.0	47.0		47.0	47.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		10.1			10.1		58.4	58.4		58.4	58.4	
Actuated g/C Ratio		0.13			0.13		0.73	0.73		0.73	0.73	
v/c Ratio		0.59			0.47		0.07	0.22		0.20	0.30	
Control Delay		30.1			22.4		3.5	3.1		5.1	4.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		30.1			22.4		3.5	3.1		5.1	4.4	
LOS		C			C		A	A		A	A	
Approach Delay		30.1			22.4			3.1			4.5	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		39			28		3	24		14	47	
Queue Length 95th (ft)		58			41		10	40		30	89	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		535			595		490	2309		594	2325	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.26			0.21		0.07	0.22		0.20	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Peachtree Street & 12th Street

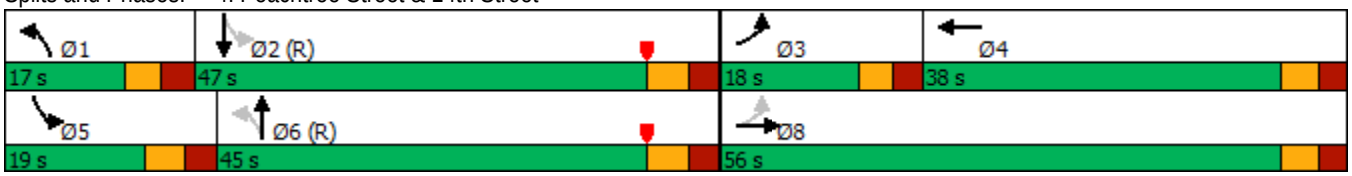


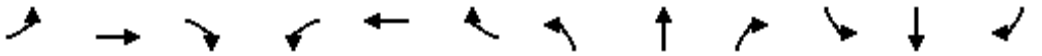
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	278	172	0	261	92	96	365	33	198	612	105
Future Volume (vph)	144	278	172	0	261	92	96	365	33	198	612	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1652	1630	0	0	3199	0	1636	3118	0	1687	3407	0
Flt Permitted	0.317						0.275			0.405		
Satd. Flow (perm)	551	1630	0	0	3199	0	473	3118	0	719	3407	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			43			11			19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.82	0.86	0.83	0.25	0.92	0.88	0.75	0.88	0.69	0.81	0.94	0.88
Heavy Vehicles (%)	2%	2%	3%	0%	5%	4%	3%	5%	18%	7%	4%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	530	0	0	389	0	128	463	0	244	770	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	18.0	56.0			38.0		17.0	45.0		19.0	47.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	42.6	42.4			24.8		55.8	45.7		61.8	48.9	
Actuated g/C Ratio	0.36	0.35			0.21		0.46	0.38		0.52	0.41	
v/c Ratio	0.58	0.89			0.56		0.41	0.39		0.52	0.55	
Control Delay	34.5	51.3			36.4		19.9	29.2		21.1	30.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	34.5	51.3			36.4		19.9	29.2		21.1	30.0	
LOS	C	D			D		B	C		C	C	
Approach Delay		47.1			36.4			27.2			27.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	95	356			128		49	140		100	238	
Queue Length 95th (ft)	126	435			171		76	192		150	331	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	307	698			884		331	1195		482	1400	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.57	0.76			0.44		0.39	0.39		0.51	0.55	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Peachtree Street & 14th Street



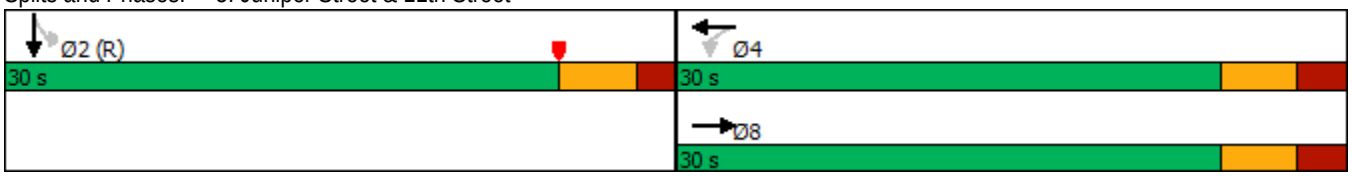


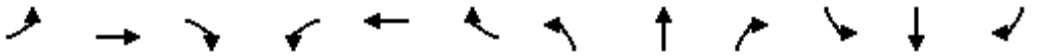
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	19	56	27	41	0	0	0	0	35	562	44
Future Volume (vph)	0	19	56	27	41	0	0	0	0	35	562	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1723	0	0	1729	0	0	0	0	0	4557	0
Flt Permitted					0.830						0.997	
Satd. Flow (perm)	0	1723	0	0	1463	0	0	0	0	0	4557	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72									30	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.25	0.59	0.78	0.84	0.79	0.25	0.25	0.25	0.25	0.88	0.96	0.79
Heavy Vehicles (%)	0%	0%	0%	11%	0%	0%	0%	0%	0%	3%	5%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	84	0	0	0	0	0	681	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		30.0		30.0	30.0					30.0	30.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		8.7			8.7						43.6	
Actuated g/C Ratio		0.14			0.14						0.73	
v/c Ratio		0.34			0.40						0.20	
Control Delay		12.7			28.2						1.4	
Queue Delay		0.0			0.0						0.0	
Total Delay		12.7			28.2						1.4	
LOS		B			C						A	
Approach Delay		12.7			28.2						1.4	
Approach LOS		B			C						A	
Queue Length 50th (ft)		10			28						8	
Queue Length 95th (ft)		20			52						14	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		740			592						3322	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.14			0.14						0.20	

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 49 (82%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 5.4		Intersection LOS: A	
Intersection Capacity Utilization 32.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Juniper Street & 11th Street



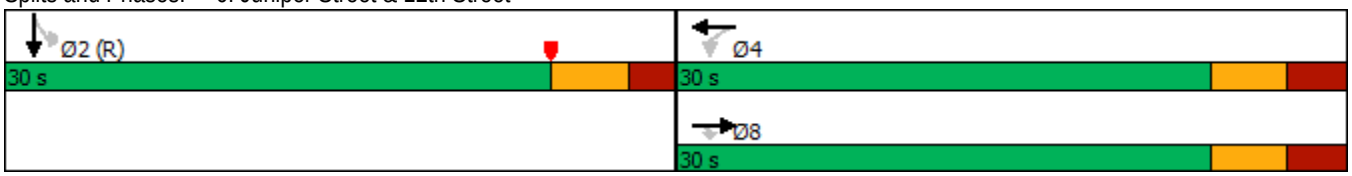


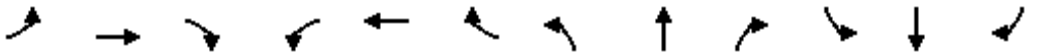
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	49	84	35	44	0	0	0	0	29	729	34
Future Volume (vph)	0	49	84	35	44	0	0	0	0	29	729	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1659	1504	0	1808	0	0	0	0	1574	4631	0
Flt Permitted					0.810					0.950		
Satd. Flow (perm)	0	1659	1504	0	1498	0	0	0	0	1574	4631	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28	70								16	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.25	0.88	0.81	0.80	0.85	0.25	0.25	0.25	0.25	0.48	0.87	0.77
Heavy Vehicles (%)	0%	4%	2%	6%	0%	0%	0%	0%	0%	7%	4%	0%
Shared Lane Traffic (%)			27%									
Lane Group Flow (vph)	0	84	76	0	96	0	0	0	0	60	882	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		30.0	30.0	30.0	30.0					30.0	30.0	
Total Lost Time (s)		6.2	6.2		6.2					5.6	5.6	
Act Effct Green (s)		9.0	9.0		9.0					42.6	42.6	
Actuated g/C Ratio		0.15	0.15		0.15					0.71	0.71	
v/c Ratio		0.31	0.27		0.43					0.05	0.27	
Control Delay		18.7	9.6		28.2					7.7	8.8	
Queue Delay		0.0	0.0		0.0					0.0	0.0	
Total Delay		18.7	9.6		28.2					7.7	8.8	
LOS		B	A		C					A	A	
Approach Delay		14.3			28.2						8.8	
Approach LOS		B			C						A	
Queue Length 50th (ft)		18	2		32					23	135	
Queue Length 95th (ft)		49	26		62					21	159	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		674	638		594					1118	3295	
Starvation Cap Reductn		0	0		0					0	0	
Spillback Cap Reductn		0	0		0					0	0	
Storage Cap Reductn		0	0		0					0	0	
Reduced v/c Ratio		0.12	0.12		0.16					0.05	0.27	

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 36 (60%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 38.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Juniper Street & 12th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	164	224	348	300	37	0	0	0	4	32	42
Future Volume (vph)	32	164	224	348	300	37	0	0	0	4	32	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1657	1478	3400	1804	0	0	0	0	0	3329	0
Flt Permitted	0.950			0.950							0.997	
Satd. Flow (perm)	1685	1657	1478	3400	1804	0	0	0	0	0	3329	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			243		9						60	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	0.89	0.89	0.92	0.81	0.88	0.84	0.25	0.25	0.25	0.50	0.62	0.70
Heavy Vehicles (%)	0%	7%	2%	3%	4%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	184	243	430	385	0	0	0	0	0	120	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	17.0	51.0	51.0	40.0	74.0					29.0	29.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	8.1	69.5	69.5	20.5	88.6						7.7	
Actuated g/C Ratio	0.07	0.58	0.58	0.17	0.74						0.06	
v/c Ratio	0.32	0.19	0.25	0.74	0.29						0.44	
Control Delay	52.9	14.4	4.4	55.1	7.1						33.1	
Queue Delay	0.0	0.7	0.5	0.0	0.0						0.0	
Total Delay	52.9	15.2	5.0	55.1	7.1						33.1	
LOS	D	B	A	E	A						C	
Approach Delay		12.8			32.4						33.1	
Approach LOS		B			C						C	
Queue Length 50th (ft)	27	53	0	164	101						23	
Queue Length 95th (ft)	m42	m104	m47	185	169						29	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	139	959	957	937	1333						686	
Starvation Cap Reductn	0	516	397	0	0						0	
Spillback Cap Reductn	0	0	0	0	0						0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.26	0.42	0.43	0.46	0.29						0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 115 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 26.0		Intersection LOS: C	
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street

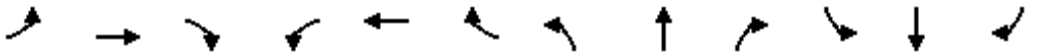


MD PEAK HOUR
UNSIGNALIZED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1	9	5	0	33	3	451	27	59	681	9
Future Volume (Veh/h)	2	1	9	5	0	33	3	451	27	59	681	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.75	0.63	0.25	0.83	0.38	0.92	0.75	0.70	0.99	0.56
Hourly flow rate (vph)	4	4	12	8	0	40	8	490	36	84	688	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.86	0.86	0.85	0.86	0.86	0.99	0.85			0.99		
vC, conflicting volume	1165	1406	352	1050	1396	263	704			526		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	827	1108	0	693	1097	246	312			511		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.1	4.8			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.5			2.2		
p0 queue free %	98	98	99	97	100	94	99			92		
cM capacity (veh/h)	202	165	932	258	168	720	896			1044		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	20	48	8	327	199	428	360
Volume Left	4	8	8	0	0	84	0
Volume Right	12	40	0	0	36	0	16
cSH	351	555	896	1700	1700	1044	1700
Volume to Capacity	0.06	0.09	0.01	0.19	0.12	0.08	0.21
Queue Length 95th (ft)	5	7	1	0	0	7	0
Control Delay (s)	15.9	12.1	9.1	0.0	0.0	2.4	0.0
Lane LOS	C	B	A			A	
Approach Delay (s)	15.9	12.1	0.1			1.3	
Approach LOS	C	B					

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	47.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	18	68	0	0	0	0	0	0	53	726	40
Future Volume (Veh/h)	0	18	68	0	0	0	0	0	0	53	726	40
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.90	0.63	0.25	0.25	0.25	0.25	0.25	0.25	0.83	0.87	0.83
Hourly flow rate (vph)	0	20	108	0	0	0	0	0	0	64	834	48
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	986	986	302	524	1010	0	882			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	986	986	302	524	1010	0	882			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.5		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.4		
p0 queue free %	100	92	85	100	100	100	100			96		
cM capacity (veh/h)	198	239	697	337	231	1091	775			1494		

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	128	64	334	334	215
Volume Left	0	64	0	0	0
Volume Right	108	0	0	0	48
cSH	536	1494	1700	1700	1700
Volume to Capacity	0.24	0.04	0.20	0.20	0.13
Queue Length 95th (ft)	23	3	0	0	0
Control Delay (s)	13.8	7.5	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	13.8	0.5			
Approach LOS	B				

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	26.7%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	121	36	19	62	27	15
Future Volume (Veh/h)	121	36	19	62	27	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.82	0.59	0.78	0.75	0.75
Hourly flow rate (vph)	141	44	32	79	36	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	173			144		
pX, platoon unblocked						
vC, conflicting volume			185		306	92
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			185		306	92
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		94	98
cM capacity (veh/h)			1402		652	953

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	94	91	111	56
Volume Left	0	0	32	36
Volume Right	0	44	0	20
cSH	1700	1700	1402	735
Volume to Capacity	0.06	0.05	0.02	0.08
Queue Length 95th (ft)	0	0	2	6
Control Delay (s)	0.0	0.0	2.3	10.3
Lane LOS			A	B
Approach Delay (s)	0.0		2.3	10.3
Approach LOS				B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	0	0	0	12	784
Future Volume (Veh/h)	13	0	0	0	12	784
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.65	0.25	0.25	0.25	0.75	0.86
Hourly flow rate (vph)	20	0	0	0	16	912
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			226			625
pX, platoon unblocked						
vC, conflicting volume	260	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	260	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			99	
cM capacity (veh/h)	705	1091			1636	

Direction, Lane #	WB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	20	146	261	261	261
Volume Left	20	16	0	0	0
Volume Right	0	0	0	0	0
cSH	705	1636	1700	1700	1700
Volume to Capacity	0.03	0.01	0.15	0.15	0.15
Queue Length 95th (ft)	2	1	0	0	0
Control Delay (s)	10.3	0.9	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	10.3	0.1			
Approach LOS	B				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

PM PEAK HOUR
SIGNALIZED

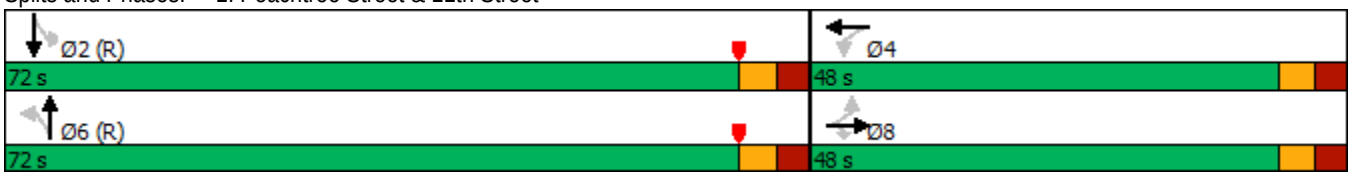
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	152	216	25	94	63	57	634	26	58	798	21
Future Volume (vph)	30	152	216	25	94	63	57	634	26	58	798	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1733	1507	1805	1775	0	1805	3518	0	1685	3315	0
Flt Permitted		0.653		0.411			0.293			0.369		
Satd. Flow (perm)	0	1142	1507	781	1775	0	557	3518	0	654	3315	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134		31			6			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.68	0.81	0.87	0.63	0.67	0.68	0.79	0.94	0.81	0.76	0.92	0.75
Heavy Vehicles (%)	3%	1%	0%	0%	1%	0%	0%	2%	0%	0%	1%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	248	40	233	0	72	706	0	76	895	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	48.0	48.0	48.0	48.0	48.0		72.0	72.0		72.0	72.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		23.9	23.9	23.9	23.9		83.3	83.3		83.3	83.3	
Actuated g/C Ratio		0.20	0.20	0.20	0.20		0.69	0.69		0.69	0.69	
v/c Ratio		1.02	0.61	0.26	0.62		0.19	0.29		0.17	0.39	
Control Delay		112.0	25.1	35.6	35.9		9.5	8.0		7.6	8.3	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.3	
Total Delay		112.0	25.1	35.6	35.9		9.5	8.0		7.6	8.6	
LOS		F	C	D	D		A	A		A	A	
Approach Delay		67.1			35.8			8.2			8.6	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)		~185	78	20	101		18	98		15	94	
Queue Length 95th (ft)		228	142	30	105		41	162		33	262	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		396	611	271	637		386	2443		453	2302	
Starvation Cap Reductn		0	0	0	0		0	0		0	756	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.59	0.41	0.15	0.37		0.19	0.29		0.17	0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 55 (46%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 1: Peachtree Street & 11th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	105	50	17	46	78	32	656	33	153	822	45
Future Volume (vph)	18	105	50	17	46	78	32	656	33	153	822	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1742	0	0	1727	0	1685	3278	0	1685	3311	0
Flt Permitted		0.930			0.843		0.253			0.344		
Satd. Flow (perm)	0	1628	0	0	1466	0	449	3278	0	610	3311	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			55			11			9	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.75	0.71	0.83	0.71	0.88	0.78	0.89	0.91	0.69	0.81	0.85	0.80
Heavy Vehicles (%)	6%	1%	0%	6%	0%	0%	0%	2%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	176	0	36	769	0	189	1023	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		21.0			21.0		87.5	87.5		87.5	87.5	
Actuated g/C Ratio		0.18			0.18		0.73	0.73		0.73	0.73	
v/c Ratio		0.78			0.58		0.11	0.32		0.43	0.42	
Control Delay		61.5			48.0		6.1	5.4		6.2	4.2	
Queue Delay		0.0			0.1		0.0	0.2		0.0	0.0	
Total Delay		61.5			48.1		6.1	5.5		6.2	4.2	
LOS		E			D		A	A		A	A	
Approach Delay		61.5			48.1			5.5			4.5	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)		162			95		6	77		28	78	
Queue Length 95th (ft)		174			151		m18	124		m42	m104	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		472			454		327	2392		444	2415	
Starvation Cap Reductn		0			21		0	699		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.49			0.41		0.11	0.45		0.43	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 20 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Peachtree Street & 12th Street



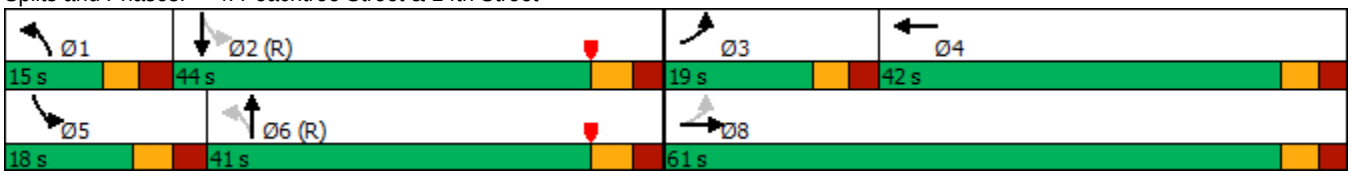
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	352	233	0	260	139	109	642	57	176	761	62
Future Volume (vph)	173	352	233	0	260	139	109	642	57	176	761	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1668	1636	0	0	3251	0	1636	3260	0	1752	3538	0
Flt Permitted	0.327						0.112			0.121		
Satd. Flow (perm)	574	1636	0	0	3251	0	193	3260	0	223	3538	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			87			6			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.85	0.85	0.78	0.25	0.86	0.85	0.80	0.81	0.95	0.83	0.83	0.82
Heavy Vehicles (%)	1%	2%	1%	0%	2%	1%	3%	2%	5%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	713	0	0	466	0	136	853	0	212	993	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	19.0	61.0			42.0		15.0	41.0		18.0	44.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	53.5	53.3			34.9		44.9	35.6		51.0	38.9	
Actuated g/C Ratio	0.45	0.44			0.29		0.37	0.30		0.42	0.32	
v/c Ratio	0.55	0.95			0.46		0.76	0.88		0.86	0.86	
Control Delay	26.7	54.0			28.4		55.2	53.2		57.6	47.3	
Queue Delay	0.0	0.7			0.7		0.0	0.0		0.0	0.0	
Total Delay	26.7	54.7			29.1		55.2	53.2		57.6	47.3	
LOS	C	D			C		E	D		E	D	
Approach Delay		48.5			29.1			53.5			49.1	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	95	486			137		65	342		106	384	
Queue Length 95th (ft)	139	#668			180		#126	372		#211	421	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	376	771			1036		179	972		246	1151	
Starvation Cap Reductn	0	0			268		0	0		0	0	
Spillback Cap Reductn	0	7			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.54	0.93			0.61		0.76	0.88		0.86	0.86	

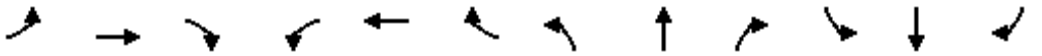
Intersection Summary

Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 107 (89%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 47.5	Intersection LOS: D
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 4: Peachtree Street & 14th Street



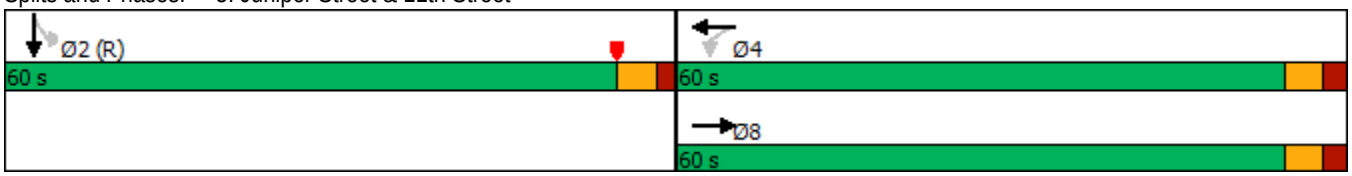


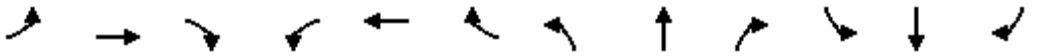
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	41	217	34	68	0	0	0	0	43	1358	49
Future Volume (vph)	0	41	217	34	68	0	0	0	0	43	1358	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1682	0	0	1795	0	0	0	0	0	4759	0
Flt Permitted					0.580						0.999	
Satd. Flow (perm)	0	1682	0	0	1056	0	0	0	0	0	4759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12									6	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.25	0.73	0.79	0.94	0.77	0.25	0.25	0.25	0.25	0.90	0.91	0.82
Heavy Vehicles (%)	0%	2%	0%	3%	0%	0%	0%	0%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	331	0	0	124	0	0	0	0	0	1600	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		60.0		60.0	60.0					60.0	60.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		29.4			29.4						79.6	
Actuated g/C Ratio		0.24			0.24						0.66	
v/c Ratio		0.79			0.48						0.51	
Control Delay		70.2			43.4						11.1	
Queue Delay		0.0			0.0						0.1	
Total Delay		70.2			43.4						11.2	
LOS		E			D						B	
Approach Delay		70.2			43.4						11.2	
Approach LOS		E			D						B	
Queue Length 50th (ft)		230			83						199	
Queue Length 95th (ft)		203			106						365	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		767			477						3158	
Starvation Cap Reductn		0			0						377	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.43			0.26						0.58	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: Juniper Street & 11th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	69	260	58	43	0	0	0	0	24	1316	27
Future Volume (vph)	0	69	260	58	43	0	0	0	0	24	1316	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1644	1534	0	1829	0	0	0	0	1685	4771	0
Flt Permitted					0.469					0.950		
Satd. Flow (perm)	0	1644	1534	0	885	0	0	0	0	1685	4771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12	24								5	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.25	0.86	0.94	0.66	0.83	0.25	0.25	0.25	0.25	0.75	0.88	0.56
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)			38%									
Lane Group Flow (vph)	0	185	172	0	140	0	0	0	0	32	1543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		60.0	60.0	60.0	60.0					60.0	60.0	
Total Lost Time (s)		6.2	6.2		6.2					5.6	5.6	
Act Effct Green (s)		18.6	18.6		18.6					89.6	89.6	
Actuated g/C Ratio		0.16	0.16		0.16					0.75	0.75	
v/c Ratio		0.70	0.67		1.03					0.03	0.43	
Control Delay		55.1	49.8		133.1					3.5	3.8	
Queue Delay		0.0	0.0		0.0					0.0	0.0	
Total Delay		55.1	49.8		133.1					3.5	3.8	
LOS		E	D		F					A	A	
Approach Delay		52.5			133.1						3.8	
Approach LOS		D			F						A	
Queue Length 50th (ft)		146	122		~116					3	60	
Queue Length 95th (ft)		205	193		#172					m9	141	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		743	700		396					1258	3563	
Starvation Cap Reductn		29	22		0					0	0	
Spillback Cap Reductn		0	0		0					0	41	
Storage Cap Reductn		0	0		0					0	0	
Reduced v/c Ratio		0.26	0.25		0.35					0.03	0.44	

Intersection Summary

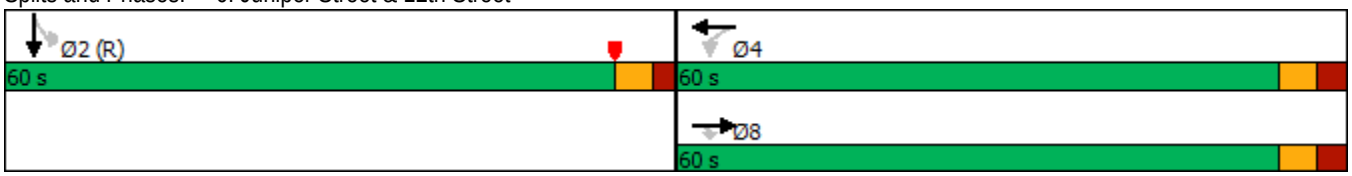
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 37 (31%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

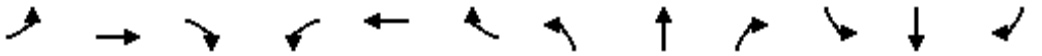
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 6: Juniper Street & 12th Street



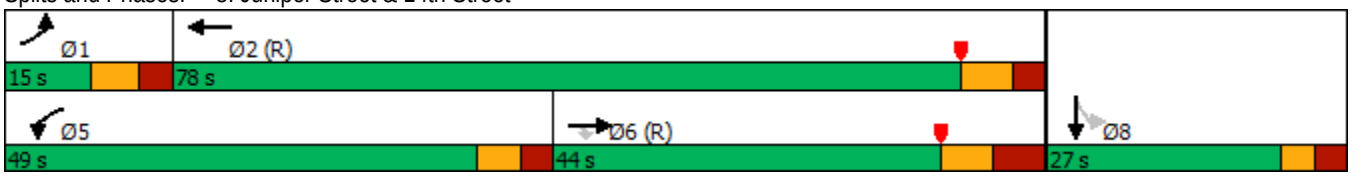


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	202	361	756	341	50	0	0	0	26	121	55
Future Volume (vph)	37	202	361	756	341	50	0	0	0	26	121	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1739	1492	3467	1848	0	0	0	0	0	3445	0
Flt Permitted	0.950			0.950							0.992	
Satd. Flow (perm)	1685	1739	1492	3467	1848	0	0	0	0	0	3445	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156		10						34	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	0.77	0.80	0.92	0.91	0.87	0.89	0.25	0.25	0.25	0.59	0.72	0.76
Heavy Vehicles (%)	0%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	253	392	831	448	0	0	0	0	0	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	15.0	44.0	44.0	49.0	78.0					27.0	27.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	8.5	48.8	48.8	34.8	79.0						14.1	
Actuated g/C Ratio	0.07	0.41	0.41	0.29	0.66						0.12	
v/c Ratio	0.40	0.36	0.56	0.83	0.37						0.66	
Control Delay	49.5	27.8	19.1	47.0	11.5						51.6	
Queue Delay	0.0	1.4	2.1	0.0	0.0						0.0	
Total Delay	49.5	29.1	21.2	47.0	11.5						51.6	
LOS	D	C	C	D	B						D	
Approach Delay		26.0			34.6						51.6	
Approach LOS		C			C						D	
Queue Length 50th (ft)	0	119	107	308	152						98	
Queue Length 95th (ft)	m40	m158	m141	354	237						107	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	126	707	699	1216	1219						630	
Starvation Cap Reductn	0	278	178	0	0						0	
Spillback Cap Reductn	0	0	0	0	0						0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.38	0.59	0.75	0.68	0.37						0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 38 (32%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 34.1		Intersection LOS: C	
Intersection Capacity Utilization 68.4%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street

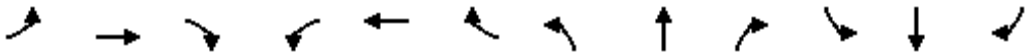


PM PEAK HOUR
UNSIGNALIZED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	9	20	1	76	3	718	28	68	881	1
Future Volume (Veh/h)	7	1	9	20	1	76	3	718	28	68	881	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.25	0.56	0.56	0.25	0.76	0.75	0.91	0.70	0.65	0.88	0.25
Hourly flow rate (vph)	12	4	16	36	4	100	4	789	40	105	1001	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.78	0.78	0.75	0.78	0.78	0.93	0.75			0.93		
vC, conflicting volume	1718	2050	502	1546	2032	414	1005			829		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	964	1388	0	745	1365	221	338			666		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	96	98	83	96	86	100			88		
cM capacity (veh/h)	126	99	817	206	102	723	924			861		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	32	140	4	526	303	606	504
Volume Left	12	36	4	0	0	105	0
Volume Right	16	100	0	0	40	0	4
cSH	206	398	924	1700	1700	861	1700
Volume to Capacity	0.16	0.35	0.00	0.31	0.18	0.12	0.30
Queue Length 95th (ft)	13	39	0	0	0	10	0
Control Delay (s)	25.7	18.9	8.9	0.0	0.0	3.1	0.0
Lane LOS	D	C	A			A	
Approach Delay (s)	25.7	18.9	0.0			1.7	
Approach LOS	D	C					

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	63.5%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	21	80	0	0	0	0	0	0	77	1067	96
Future Volume (Veh/h)	0	21	80	0	0	0	0	0	0	77	1067	96
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.66	0.67	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.91	0.83
Hourly flow rate (vph)	0	32	119	0	0	0	0	0	0	108	1173	116
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1447	1447	449	742	1505	0	1289			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1447	1447	449	742	1505	0	1289			0		
tC, single (s)	7.5	6.6	6.9	7.5	6.5	6.9	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	73	79	100	100	100	100			93		
cM capacity (veh/h)	89	118	563	183	114	1091	545			1607		

Direction, Lane #	EB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	151	108	469	469	351
Volume Left	0	108	0	0	0
Volume Right	119	0	0	0	116
cSH	313	1607	1700	1700	1700
Volume to Capacity	0.48	0.07	0.28	0.28	0.21
Queue Length 95th (ft)	62	5	0	0	0
Control Delay (s)	26.7	7.4	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s)	26.7	0.6			
Approach LOS	D				

Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	35.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	266	26	4	69	73	62
Future Volume (Veh/h)	266	26	4	69	73	62
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.82	0.59	0.78	0.75	0.75
Hourly flow rate (vph)	309	32	7	88	97	83
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	173			144		
pX, platoon unblocked						
vC, conflicting volume			341		427	170
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			341		427	170
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		83	90
cM capacity (veh/h)			1229		558	850

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	206	135	95	180
Volume Left	0	0	7	97
Volume Right	0	32	0	83
cSH	1700	1700	1229	663
Volume to Capacity	0.12	0.08	0.01	0.27
Queue Length 95th (ft)	0	0	0	27
Control Delay (s)	0.0	0.0	0.6	12.4
Lane LOS			A	B
Approach Delay (s)	0.0		0.6	12.4
Approach LOS				B

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	0	0	0	35	1112
Future Volume (Veh/h)	12	0	0	0	35	1112
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.25	0.25	0.25	0.88	0.93
Hourly flow rate (vph)	24	0	0	0	40	1196
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			226			625
pX, platoon unblocked						
vC, conflicting volume	379	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	379	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			98	
cM capacity (veh/h)	586	1091			1636	

Direction, Lane #	WB 1	SB 1	SB 2	SB 3	SB 4
Volume Total	24	211	342	342	342
Volume Left	24	40	0	0	0
Volume Right	0	0	0	0	0
cSH	586	1636	1700	1700	1700
Volume to Capacity	0.04	0.02	0.20	0.20	0.20
Queue Length 95th (ft)	3	2	0	0	0
Control Delay (s)	11.4	1.5	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	11.4	0.3			
Approach LOS	B				

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX H

INTERSECTION CAPACITY ANALYSIS REPORT -

NO-BUILD CONDITIONS, 2021

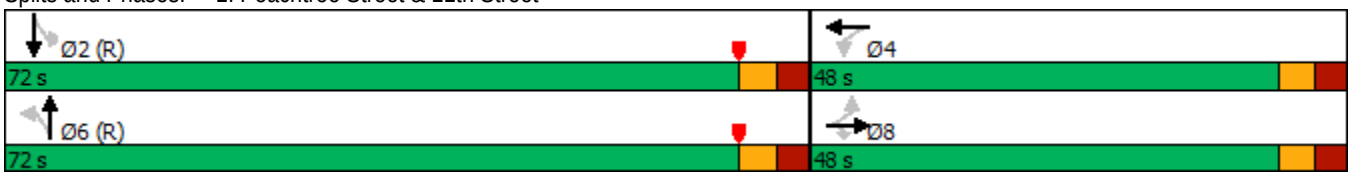
AM PEAK HOUR
SIGNALIZED

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	70	105	25	115	65	80	865	55	45	415	30
Future Volume (vph)	35	70	105	25	115	65	80	865	55	45	415	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	0		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			50		
Satd. Flow (prot)	0	1681	1436	1597	1730	0	1805	3500	0	1685	3154	0
Flt Permitted		0.473		0.605			0.482			0.252		
Satd. Flow (perm)	0	809	1436	1017	1730	0	916	3500	0	447	3154	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			114		20			7			10	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.75	0.75	0.92	1.00	0.67	0.88	0.85	0.89	1.00	0.69	0.95	0.88
Heavy Vehicles (%)	11%	0%	5%	13%	4%	7%	0%	2%	8%	0%	5%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	114	25	246	0	94	1027	0	65	471	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	48.0	48.0	48.0	48.0	48.0		72.0	72.0		72.0	72.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		21.4	21.4	21.4	21.4		85.8	85.8		85.8	85.8	
Actuated g/C Ratio		0.18	0.18	0.18	0.18		0.72	0.72		0.72	0.72	
v/c Ratio		0.97	0.33	0.14	0.76		0.14	0.41		0.20	0.21	
Control Delay		117.2	9.4	49.2	66.7		7.1	8.0		5.1	3.4	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		117.2	9.4	49.2	66.7		7.1	8.0		5.1	3.4	
LOS		F	A	D	E		A	A		A	A	
Approach Delay		68.8			65.1			8.0			3.6	
Approach LOS		E			E			A			A	
Queue Length 50th (ft)		109	0	18	182		21	148		9	33	
Queue Length 95th (ft)		141	47	m32	168		46	230		13	40	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50						165		
Base Capacity (vph)		281	573	353	614		655	2505		319	2258	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.50	0.20	0.07	0.40		0.14	0.41		0.20	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 79 (66%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Peachtree Street & 11th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	45	20	20	70	105	45	845	90	120	480	45
Future Volume (vph)	25	45	20	20	70	105	45	845	90	120	480	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1583	0	0	1688	0	1532	3220	0	1620	3217	0
Flt Permitted		0.713			0.948		0.418			0.244		
Satd. Flow (perm)	0	1144	0	0	1610	0	674	3220	0	416	3217	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			44			20			15	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.88	0.92	0.63	0.63	0.80	0.83	0.83	0.90	0.79	0.78	0.87	0.92
Heavy Vehicles (%)	0%	9%	20%	20%	0%	3%	10%	2%	11%	4%	3%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	0	0	247	0	54	1053	0	154	601	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		20.9			20.9		87.6	87.6		87.6	87.6	
Actuated g/C Ratio		0.17			0.17		0.73	0.73		0.73	0.73	
v/c Ratio		0.51			0.78		0.11	0.45		0.51	0.26	
Control Delay		44.8			48.8		3.4	3.5		11.3	2.1	
Queue Delay		0.0			0.2		0.0	0.1		0.0	0.0	
Total Delay		44.8			49.1		3.4	3.5		11.3	2.1	
LOS		D			D		A	A		B	A	
Approach Delay		44.8			49.1			3.5			4.0	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		65			123		6	65		10	15	
Queue Length 95th (ft)		116			167		12	77		m139	34	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		336			487		492	2357		303	2353	
Starvation Cap Reductn		0			30		0	211		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.32			0.54		0.11	0.49		0.51	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 84 (70%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Peachtree Street & 12th Street

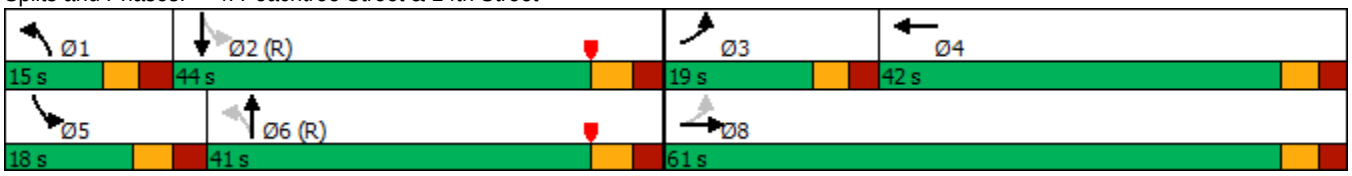


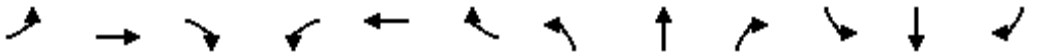
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	330	185	0	440	165	140	650	90	155	595	115
Future Volume (vph)	200	330	185	0	440	165	140	650	90	155	595	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1652	1615	0	0	3303	0	1636	3209	0	1752	3431	0
Flt Permitted	0.136						0.232			0.159		
Satd. Flow (perm)	236	1615	0	0	3303	0	399	3209	0	293	3431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			42			18			22	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.95	0.94	0.75	0.92	0.83	0.88	0.81	0.94	0.68	0.75	0.94	0.86
Heavy Vehicles (%)	2%	3%	3%	0%	1%	3%	3%	2%	5%	3%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	598	0	0	718	0	173	823	0	207	767	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	19.0	61.0			42.0		15.0	41.0		18.0	44.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	49.8	49.6			30.9		49.2	38.3		54.0	40.9	
Actuated g/C Ratio	0.42	0.41			0.26		0.41	0.32		0.45	0.34	
v/c Ratio	0.85	0.87			0.82		0.64	0.80		0.72	0.65	
Control Delay	54.1	43.8			31.7		41.3	50.6		35.6	36.5	
Queue Delay	0.0	0.0			2.2		0.0	0.0		0.0	0.0	
Total Delay	54.1	43.8			33.9		41.3	50.6		35.6	36.5	
LOS	D	D			C		D	D		D	D	
Approach Delay		46.5			33.9			49.0			36.3	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	106	388			261		86	293		93	268	
Queue Length 95th (ft)	#216	522			242		#162	#430		126	340	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	253	761			1020		272	1035		292	1182	
Starvation Cap Reductn	0	0			175		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.83	0.79			0.85		0.64	0.80		0.71	0.65	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 24 (20%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 41.8		Intersection LOS: D	
Intersection Capacity Utilization 78.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Peachtree Street & 14th Street



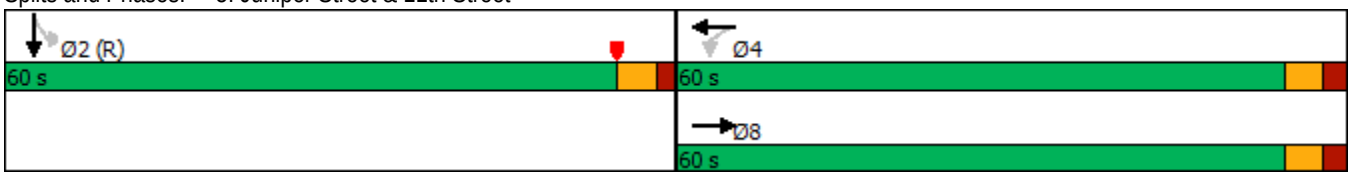


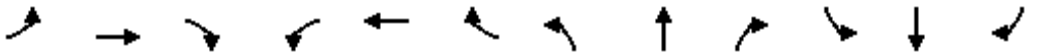
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	25	50	185	75	0	0	0	0	20	1195	70
Future Volume (vph)	0	25	50	185	75	0	0	0	0	20	1195	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1657	0	0	1759	0	0	0	0	0	3266	0
Flt Permitted					0.740						0.999	
Satd. Flow (perm)	0	1657	0	0	1347	0	0	0	0	0	3266	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25									6	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.92	1.00	0.92	0.80	0.79	0.92	0.92	0.92	0.92	0.75	0.94	0.94
Heavy Vehicles (%)	0%	13%	0%	0%	3%	0%	0%	0%	0%	0%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	326	0	0	0	0	0	1372	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		60.0		60.0	60.0					60.0	60.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		35.8			35.8						73.2	
Actuated g/C Ratio		0.30			0.30						0.61	
v/c Ratio		0.15			0.81						0.69	
Control Delay		18.7			54.2						15.5	
Queue Delay		0.0			0.0						0.2	
Total Delay		18.7			54.2						15.7	
LOS		B			D						B	
Approach Delay		18.7			54.2						15.7	
Approach LOS		B			D						B	
Queue Length 50th (ft)		20			233						506	
Queue Length 95th (ft)		46			249						610	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		763			609						1995	
Starvation Cap Reductn		0			0						114	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.10			0.54						0.73	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 87 (73%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Juniper Street & 11th Street



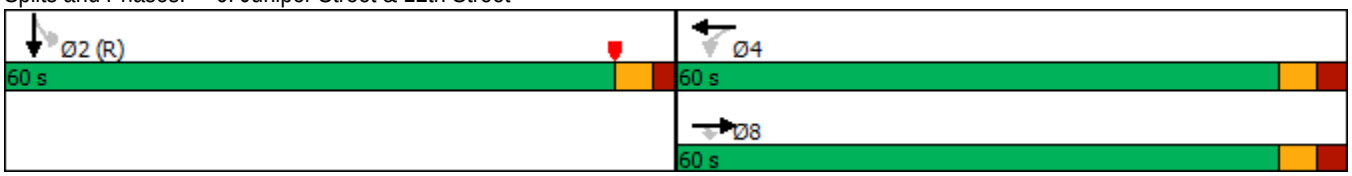


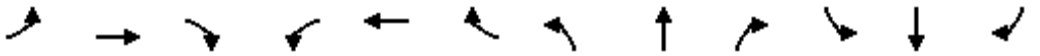
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	30	75	80	110	0	0	0	0	25	960	145
Future Volume (vph)	0	30	75	80	110	0	0	0	0	25	960	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1470	1358	0	1830	0	0	0	0	0	3217	0
Flt Permitted					0.845						0.999	
Satd. Flow (perm)	0	1470	1358	0	1576	0	0	0	0	0	3217	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34	44								19	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.92	1.00	0.80	0.85	0.73	0.92	0.92	0.92	0.92	0.88	0.89	0.83
Heavy Vehicles (%)	0%	13%	13%	0%	3%	0%	0%	0%	0%	0%	3%	0%
Shared Lane Traffic (%)			36%									
Lane Group Flow (vph)	0	64	60	0	245	0	0	0	0	0	1282	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		60.0	60.0	60.0	60.0					60.0	60.0	
Total Lost Time (s)		6.2	6.2		6.2						5.6	
Act Effct Green (s)		24.5	24.5		24.5						83.7	
Actuated g/C Ratio		0.20	0.20		0.20						0.70	
v/c Ratio		0.20	0.19		0.76						0.57	
Control Delay		24.6	20.4		59.7						4.8	
Queue Delay		0.0	0.0		0.0						0.3	
Total Delay		24.6	20.4		59.7						5.0	
LOS		C	C		E						A	
Approach Delay		22.6			59.7						5.0	
Approach LOS		C			E						A	
Queue Length 50th (ft)		20	15		180						70	
Queue Length 95th (ft)		64	46		192						97	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		677	633		706						2249	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		3	4		18						337	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.09	0.10		0.36						0.67	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Juniper Street & 12th Street



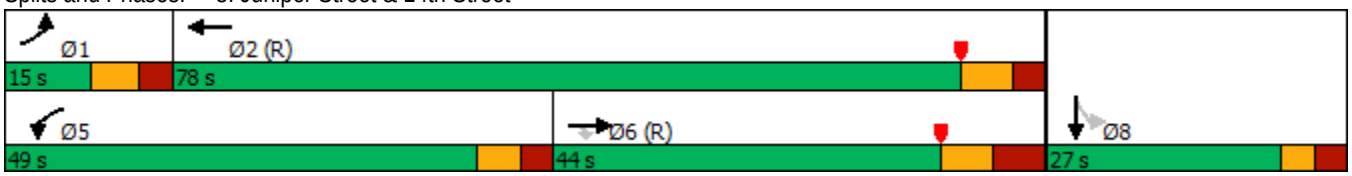


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	115	305	895	525	195	0	0	0	5	40	25
Future Volume (vph)	120	115	305	895	525	195	0	0	0	5	40	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1627	1463	3400	1785	0	0	0	0	0	3423	0
Flt Permitted	0.950			0.950							0.996	
Satd. Flow (perm)	1685	1627	1463	3400	1785	0	0	0	0	0	3423	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			298		26						28	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	0.89	0.82	0.83	0.96	0.88	0.91	0.25	0.25	0.25	0.75	0.75	0.88
Heavy Vehicles (%)	0%	9%	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	140	367	932	811	0	0	0	0	0	88	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	15.0	44.0	44.0	49.0	78.0					27.0	27.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	19.7	51.5	51.5	38.6	71.7						7.6	
Actuated g/C Ratio	0.16	0.43	0.43	0.32	0.60						0.06	
v/c Ratio	0.49	0.20	0.46	0.85	0.75						0.36	
Control Delay	49.9	23.2	8.3	46.1	22.8						41.1	
Queue Delay	0.0	0.0	1.0	0.0	1.2						0.0	
Total Delay	49.9	23.2	9.3	46.1	24.0						41.1	
LOS	D	C	A	D	C						D	
Approach Delay		20.9			35.8						41.1	
Approach LOS		C			D						D	
Queue Length 50th (ft)	104	61	37	345	411						23	
Queue Length 95th (ft)	m136	m98	84	393	584						40	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	277	698	798	1210	1076						622	
Starvation Cap Reductn	0	0	220	0	0						0	
Spillback Cap Reductn	0	0	0	0	103						0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.49	0.20	0.63	0.77	0.83						0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 80 (67%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 32.1		Intersection LOS: C	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street



AM PEAK HOUR
UNSIGNALIZED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	20	1	60	9	820	30	55	705	16
Future Volume (Veh/h)	2	0	2	20	1	60	9	820	30	55	705	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.50	0.63	0.25	0.63	0.75	0.92	0.88	0.75	0.96	0.80
Hourly flow rate (vph)	4	0	4	32	4	95	12	891	34	73	734	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.88	0.88	0.84	0.88	0.88	0.90	0.84			0.90		
vC, conflicting volume	1456	1839	377	1449	1832	462	754			925		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	764	1196	0	755	1188	191	315			703		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	87	97	87	99			91		
cM capacity (veh/h)	207	149	912	245	151	745	1051			817		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	8	131	12	594	331	440	387
Volume Left	4	32	12	0	0	73	0
Volume Right	4	95	0	0	34	0	20
cSH	338	460	1051	1700	1700	817	1700
Volume to Capacity	0.02	0.28	0.01	0.35	0.19	0.09	0.23
Queue Length 95th (ft)	2	29	1	0	0	7	0
Control Delay (s)	15.9	15.9	8.5	0.0	0.0	2.6	0.0
Lane LOS	C	C	A			A	
Approach Delay (s)	15.9	15.9	0.1			1.4	
Approach LOS	C	C					

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	60.4%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	60	0	40	0	0	0	0	30	1020	30
Future Volume (Veh/h)	0	20	60	0	40	0	0	0	0	30	1020	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.63	0.88	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.89	0.75
Hourly flow rate (vph)	0	32	68	0	43	0	0	0	0	34	1146	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1256	1234	593	725	1254	0	1186			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1256	1234	593	725	1254	0	1186			0		
tC, single (s)	7.5	6.6	6.9	7.5	6.5	6.9	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	81	85	100	74	100	100			98		
cM capacity (veh/h)	103	167	454	223	167	1084	585			1538		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	100	43	607	613
Volume Left	0	0	34	0
Volume Right	68	0	0	40
cSH	293	167	1538	1700
Volume to Capacity	0.34	0.26	0.02	0.36
Queue Length 95th (ft)	37	25	2	0
Control Delay (s)	23.5	33.9	0.6	0.0
Lane LOS	C	D	A	
Approach Delay (s)	23.5	33.9	0.3	
Approach LOS	C	D		

Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	41.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	90	151	84	165	73	18
Future Volume (Veh/h)	90	151	84	165	73	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.74	0.70	0.88	0.64	0.60
Hourly flow rate (vph)	114	204	120	188	114	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	173			144		
pX, platoon unblocked					0.91	
vC, conflicting volume			318		644	159
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			318		555	159
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			90		70	97
cM capacity (veh/h)			1253		382	864

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	76	242	308	144
Volume Left	0	0	120	114
Volume Right	0	204	0	30
cSH	1700	1700	1253	432
Volume to Capacity	0.04	0.14	0.10	0.33
Queue Length 95th (ft)	0	0	8	36
Control Delay (s)	0.0	0.0	3.7	17.4
Lane LOS			A	C
Approach Delay (s)	0.0		3.7	17.4
Approach LOS				C

Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	63	0	0	0	6	1074
Future Volume (Veh/h)	63	0	0	0	6	1074
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.92	0.92	0.92	0.50	0.91
Hourly flow rate (vph)	84	0	0	0	12	1180
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			226			625
pX, platoon unblocked						
vC, conflicting volume	614	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	614	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	100			99	
cM capacity (veh/h)	425	1091			1636	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	84	405	787
Volume Left	84	12	0
Volume Right	0	0	0
cSH	425	1636	1700
Volume to Capacity	0.20	0.01	0.46
Queue Length 95th (ft)	18	1	0
Control Delay (s)	15.5	0.3	0.0
Lane LOS	C	A	
Approach Delay (s)	15.5	0.1	
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

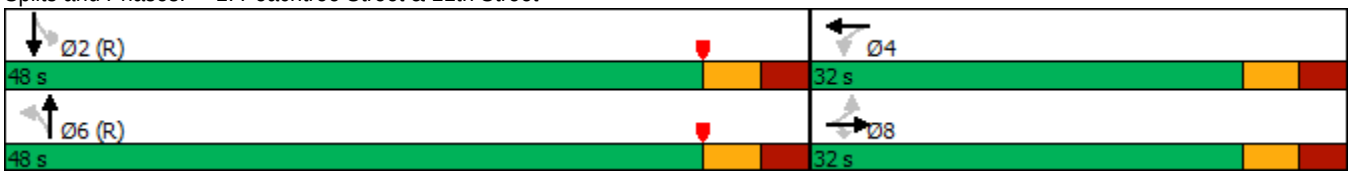
MD PEAK HOUR
SIGNALIZED

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	45	125	20	50	40	55	455	35	25	600	35
Future Volume (vph)	20	45	125	20	50	40	55	455	35	25	600	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1611	1507	1805	1775	0	1805	3534	0	1685	3275	0
Flt Permitted		0.842		0.704			0.378			0.460		
Satd. Flow (perm)	0	1378	1507	1338	1775	0	718	3534	0	816	3275	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149		52			16			13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.75	0.83	0.84	0.75	0.75	0.75	0.69	0.95	0.88	0.58	0.89	0.75
Heavy Vehicles (%)	25%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	149	27	120	0	80	519	0	43	721	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	32.0	32.0	32.0	32.0	32.0		48.0	48.0		48.0	48.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		9.8	9.8	9.8	9.8		57.4	57.4		57.4	57.4	
Actuated g/C Ratio		0.12	0.12	0.12	0.12		0.72	0.72		0.72	0.72	
v/c Ratio		0.48	0.47	0.16	0.46		0.16	0.20		0.07	0.31	
Control Delay		41.3	10.9	32.0	24.5		5.2	4.2		2.7	2.5	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		41.3	10.9	32.0	24.5		5.2	4.2		2.7	2.5	
LOS		D	B	C	C		A	A		A	A	
Approach Delay		21.6			25.9			4.3			2.5	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		38	0	12	32		10	35		3	28	
Queue Length 95th (ft)		70	40	28	58		22	63		6	41	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		442	585	429	605		514	2539		585	2352	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.18	0.25	0.06	0.20		0.16	0.20		0.07	0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 18 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 48.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Peachtree Street & 11th Street

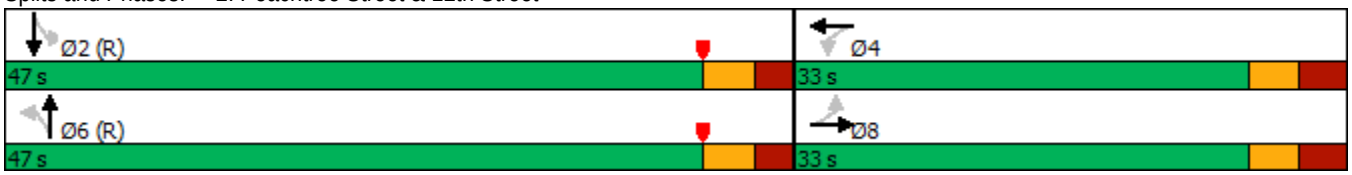


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	40	45	15	30	40	35	425	45	85	605	55
Future Volume (vph)	20	40	45	15	30	40	35	425	45	85	605	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1503	0	0	1770	0	1478	3115	0	1589	3154	0
Flt Permitted		0.910			0.901		0.376			0.468		
Satd. Flow (perm)	0	1382	0	0	1607	0	585	3115	0	783	3154	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			53			24			21	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.75	0.83	0.69	0.75	0.67	0.75	1.00	0.95	0.83	0.75	0.93	0.81
Heavy Vehicles (%)	25%	10%	11%	0%	0%	0%	14%	6%	10%	6%	4%	18%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	118	0	35	501	0	113	719	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	33.0	33.0		33.0	33.0		47.0	47.0		47.0	47.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		10.4			10.4		58.1	58.1		58.1	58.1	
Actuated g/C Ratio		0.13			0.13		0.73	0.73		0.73	0.73	
v/c Ratio		0.61			0.46		0.08	0.22		0.20	0.31	
Control Delay		30.2			23.9		3.8	3.2		5.4	4.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		30.2			23.9		3.8	3.2		5.4	4.7	
LOS		C			C		A	A		A	A	
Approach Delay		30.2			23.9			3.2			4.8	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		38			30		3	23		14	51	
Queue Length 95th (ft)		77			46		10	42		33	98	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		505			577		424	2268		568	2296	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.20		0.08	0.22		0.20	0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Peachtree Street & 12th Street

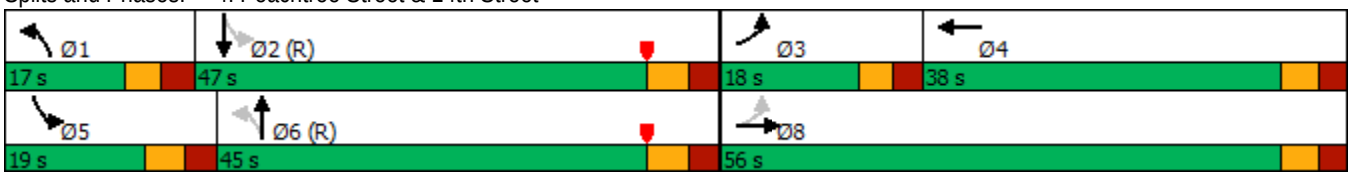


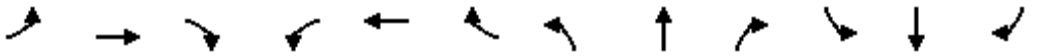
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	290	180	0	270	95	100	380	35	205	635	110
Future Volume (vph)	150	290	180	0	270	95	100	380	35	205	635	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1636	1602	0	0	3165	0	1604	3094	0	1687	3388	0
Flt Permitted	0.323						0.246			0.393		
Satd. Flow (perm)	556	1602	0	0	3165	0	415	3094	0	698	3388	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			44			10			19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.80	0.87	0.84	0.25	0.93	0.88	0.75	0.89	0.75	0.83	0.93	0.86
Heavy Vehicles (%)	3%	3%	6%	0%	6%	5%	5%	5%	28%	7%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	547	0	0	398	0	133	474	0	247	811	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	18.0	56.0			38.0		17.0	45.0		19.0	47.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	44.3	44.1			26.3		54.2	44.2		60.0	47.3	
Actuated g/C Ratio	0.37	0.37			0.22		0.45	0.37		0.50	0.39	
v/c Ratio	0.60	0.90			0.55		0.47	0.41		0.55	0.60	
Control Delay	34.4	51.8			35.2		22.3	30.5		22.7	32.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	34.4	51.8			35.2		22.3	30.5		22.7	32.0	
LOS	C	D			D		C	C		C	C	
Approach Delay		47.4			35.2			28.7			29.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	100	366			129		53	149		106	264	
Queue Length 95th (ft)	131	471			175		78	200		157	353	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	315	686			876		296	1145		461	1346	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.60	0.80			0.45		0.45	0.41		0.54	0.60	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 35.0		Intersection LOS: C	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Peachtree Street & 14th Street



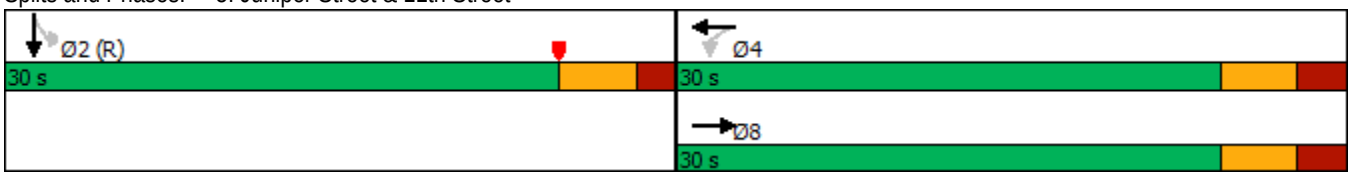


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	20	60	30	45	0	0	0	0	40	580	50
Future Volume (vph)	0	20	60	30	45	0	0	0	0	40	580	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1708	0	0	1700	0	0	0	0	0	3129	0
Flt Permitted					0.845						0.997	
Satd. Flow (perm)	0	1708	0	0	1463	0	0	0	0	0	3129	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68									19	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.25	0.88	0.88	1.00	0.83	0.25	0.25	0.25	0.25	0.83	0.96	0.83
Heavy Vehicles (%)	0%	0%	0%	17%	0%	0%	0%	0%	0%	13%	5%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	84	0	0	0	0	0	712	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		30.0		30.0	30.0					30.0	30.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		8.7			8.7						43.6	
Actuated g/C Ratio		0.14			0.14						0.73	
v/c Ratio		0.30			0.40						0.31	
Control Delay		11.8			28.1						1.9	
Queue Delay		0.0			0.0						0.0	
Total Delay		11.8			28.1						1.9	
LOS		B			C						A	
Approach Delay		11.8			28.1						1.9	
Approach LOS		B			C						A	
Queue Length 50th (ft)		7			28						15	
Queue Length 95th (ft)		37			55						25	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		732			592						2280	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.12			0.14						0.31	

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 49 (82%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 5.4		Intersection LOS: A	
Intersection Capacity Utilization 38.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Juniper Street & 11th Street

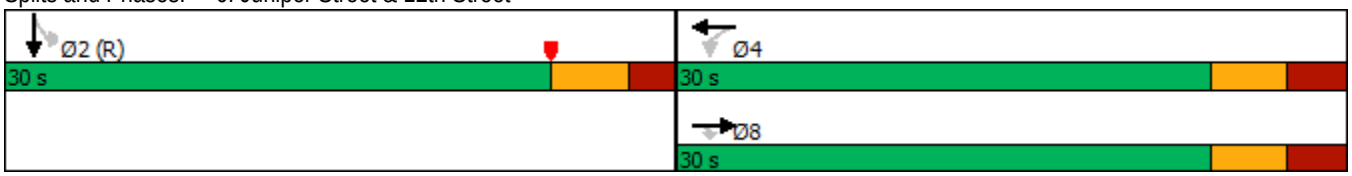


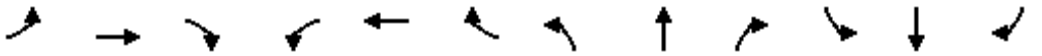
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	55	90	40	35	0	0	0	0	30	755	40
Future Volume (vph)	0	55	90	40	35	0	0	0	0	30	755	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1580	1447	0	1724	0	0	0	0	0	3164	0
Flt Permitted					0.776						0.997	
Satd. Flow (perm)	0	1580	1447	0	1375	0	0	0	0	0	3164	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33	63								10	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.25	1.00	0.79	0.75	0.83	0.25	0.25	0.25	0.25	0.56	0.87	0.83
Heavy Vehicles (%)	0%	9%	6%	13%	0%	0%	0%	0%	0%	17%	5%	0%
Shared Lane Traffic (%)			29%									
Lane Group Flow (vph)	0	88	81	0	95	0	0	0	0	0	970	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		30.0	30.0	30.0	30.0					30.0	30.0	
Total Lost Time (s)		6.2	6.2		6.2						5.6	
Act Effct Green (s)		9.3	9.3		9.3						42.4	
Actuated g/C Ratio		0.16	0.16		0.16						0.71	
v/c Ratio		0.32	0.29		0.45						0.43	
Control Delay		17.9	11.5		28.8						11.9	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		17.9	11.5		28.8						11.9	
LOS		B	B		C						B	
Approach Delay		14.9			28.8						11.9	
Approach LOS		B			C						B	
Queue Length 50th (ft)		18	6		32						236	
Queue Length 95th (ft)		50	29		60						290	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		646	611		545						2236	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.14	0.13		0.17						0.43	

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 36 (60%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Juniper Street & 12th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	170	235	360	310	40	0	0	0	5	35	45
Future Volume (vph)	35	170	235	360	310	40	0	0	0	5	35	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1642	1449	3367	1790	0	0	0	0	0	3304	0
Flt Permitted	0.950			0.950							0.997	
Satd. Flow (perm)	1685	1642	1449	3367	1790	0	0	0	0	0	3304	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			255		8						65	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	1.00	0.90	0.92	0.80	0.89	0.92	0.25	0.25	0.25	0.75	0.75	0.69
Heavy Vehicles (%)	0%	8%	4%	4%	5%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	189	255	450	391	0	0	0	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	17.0	51.0	51.0	40.0	74.0					29.0	29.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	8.0	68.8	68.8	21.4	88.8						7.6	
Actuated g/C Ratio	0.07	0.57	0.57	0.18	0.74						0.06	
v/c Ratio	0.31	0.20	0.27	0.75	0.29						0.44	
Control Delay	52.8	15.0	4.7	54.8	7.1						31.3	
Queue Delay	0.0	0.8	0.6	0.0	0.0						0.0	
Total Delay	52.8	15.8	5.3	54.8	7.1						31.3	
LOS	D	B	A	D	A						C	
Approach Delay		12.9			32.7						31.3	
Approach LOS		B			C						C	
Queue Length 50th (ft)	27	62	7	172	103						21	
Queue Length 95th (ft)	m40	m104	m44	189	173						38	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	139	940	939	928	1326						685	
Starvation Cap Reductn	0	503	380	0	0						0	
Spillback Cap Reductn	0	0	0	0	0						0	

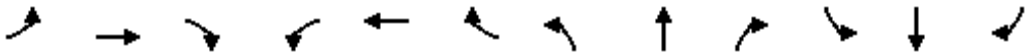
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.25	0.43	0.46	0.48	0.29						0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 115 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 26.0		Intersection LOS: C	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street



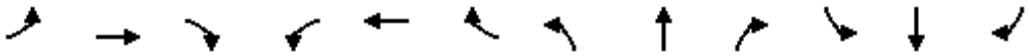
MD PEAK HOUR
UNSIGNALIZED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1	9	10	0	50	3	450	30	65	705	9
Future Volume (Veh/h)	2	1	9	10	0	50	3	450	30	65	705	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.75	0.75	0.25	0.75	0.50	0.91	0.88	0.75	0.99	0.56
Hourly flow rate (vph)	4	4	12	13	0	67	6	495	34	87	712	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84	0.99	0.84			0.99		
vC, conflicting volume	1220	1435	364	1068	1426	264	728			529		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	846	1100	0	665	1089	242	291			509		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.2	4.8			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.5			2.3		
p0 queue free %	98	98	99	95	100	91	99			91		
cM capacity (veh/h)	184	164	915	265	166	717	898			1010		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	20	80	6	330	199	443	372
Volume Left	4	13	6	0	0	87	0
Volume Right	12	67	0	0	34	0	16
cSH	337	562	898	1700	1700	1010	1700
Volume to Capacity	0.06	0.14	0.01	0.19	0.12	0.09	0.22
Queue Length 95th (ft)	5	12	1	0	0	7	0
Control Delay (s)	16.3	12.5	9.0	0.0	0.0	2.5	0.0
Lane LOS	C	B	A			A	
Approach Delay (s)	16.3	12.5	0.1			1.4	
Approach LOS	C	B					

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	49.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	75	0	15	0	0	0	0	55	755	45
Future Volume (Veh/h)	0	20	75	0	15	0	0	0	0	55	755	45
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.88	0.67	0.25	0.25	0.25	0.25	0.25	0.25	0.88	0.88	0.83
Hourly flow rate (vph)	0	23	112	0	60	0	0	0	0	63	858	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1041	1011	456	678	1038	0	912			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1041	1011	456	678	1038	0	912			0		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1			4.6		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.5		
p0 queue free %	100	90	79	100	73	100	100			96		
cM capacity (veh/h)	143	231	538	242	223	1091	755			1457		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	135	60	492	483
Volume Left	0	0	63	0
Volume Right	112	0	0	54
cSH	439	223	1457	1700
Volume to Capacity	0.31	0.27	0.04	0.28
Queue Length 95th (ft)	32	26	3	0
Control Delay (s)	16.8	27.0	1.4	0.0
Lane LOS	C	D	A	
Approach Delay (s)	16.8	27.0	0.7	
Approach LOS	C	D		

Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	36.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	125	36	19	50	27	15
Future Volume (Veh/h)	125	36	19	50	27	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.82	0.59	0.80	0.75	0.75
Hourly flow rate (vph)	149	44	32	63	36	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	173			144		
pX, platoon unblocked						
vC, conflicting volume			193		298	96
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			193		298	96
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	98
cM capacity (veh/h)			1392		659	947

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	99	94	95	56
Volume Left	0	0	32	36
Volume Right	0	44	0	20
cSH	1700	1700	1392	740
Volume to Capacity	0.06	0.06	0.02	0.08
Queue Length 95th (ft)	0	0	2	6
Control Delay (s)	0.0	0.0	2.7	10.3
Lane LOS			A	B
Approach Delay (s)	0.0		2.7	10.3
Approach LOS				B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	0	0	0	12	818
Future Volume (Veh/h)	13	0	0	0	12	818
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.65	0.25	0.25	0.25	0.75	0.85
Hourly flow rate (vph)	20	0	0	0	16	962
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			226			625
pX, platoon unblocked						
vC, conflicting volume	513	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	513	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			99	
cM capacity (veh/h)	491	1091			1636	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	20	337	641
Volume Left	20	16	0
Volume Right	0	0	0
cSH	491	1636	1700
Volume to Capacity	0.04	0.01	0.38
Queue Length 95th (ft)	3	1	0
Control Delay (s)	12.6	0.4	0.0
Lane LOS	B	A	
Approach Delay (s)	12.6	0.1	
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		

PM PEAK HOUR
SIGNALIZED

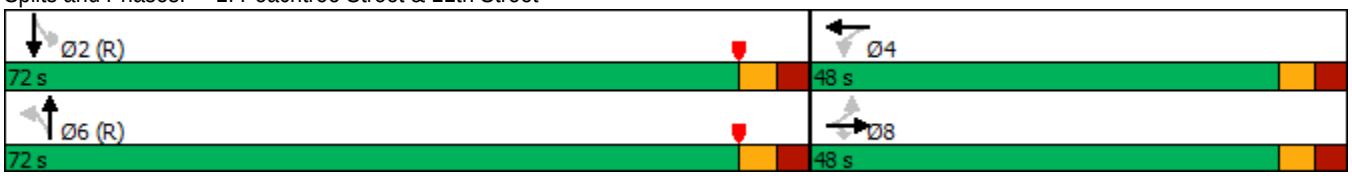
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	160	225	30	100	65	60	655	30	60	825	35
Future Volume (vph)	35	160	225	30	100	65	60	655	30	60	825	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1670	1507	1805	1740	0	1805	3518	0	1685	3292	0
Flt Permitted		0.666		0.414			0.273			0.356		
Satd. Flow (perm)	0	1123	1507	787	1740	0	519	3518	0	631	3292	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124		26			6			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.75	0.83	0.88	0.58	0.66	0.75	0.81	0.94	0.88	0.81	0.92	0.75
Heavy Vehicles (%)	14%	3%	0%	0%	5%	0%	0%	2%	0%	0%	1%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	240	256	52	239	0	74	731	0	74	944	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	48.0	48.0	48.0	48.0	48.0		72.0	72.0		72.0	72.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		25.6	25.6	25.6	25.6		81.6	81.6		81.6	81.6	
Actuated g/C Ratio		0.21	0.21	0.21	0.21		0.68	0.68		0.68	0.68	
v/c Ratio		1.00	0.61	0.31	0.61		0.21	0.31		0.17	0.42	
Control Delay		105.4	26.7	33.4	33.5		10.9	8.9		8.0	9.2	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.4	
Total Delay		105.4	26.7	33.4	33.5		10.9	8.9		8.0	9.5	
LOS		F	C	C	C		B	A		A	A	
Approach Delay		64.8			33.5			9.1			9.4	
Approach LOS		E			C			A			A	
Queue Length 50th (ft)		~188	91	25	103		19	108		15	98	
Queue Length 95th (ft)		239	155	32	103		47	179		42	365	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		390	604	273	621		352	2394		429	2240	
Starvation Cap Reductn		0	0	0	0		0	0		0	702	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.62	0.42	0.19	0.38		0.21	0.31		0.17	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 55 (46%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 1: Peachtree Street & 11th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	110	55	20	50	80	35	680	35	160	850	50
Future Volume (vph)	20	110	55	20	50	80	35	680	35	160	850	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1656	0	0	1683	0	1685	3247	0	1685	3314	0
Flt Permitted		0.917			0.842		0.244			0.326		
Satd. Flow (perm)	0	1528	0	0	1427	0	433	3247	0	578	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			52			10			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.63	0.72	0.75	0.75	0.92	0.79	1.00	0.90	0.75	0.85	0.86	1.00
Heavy Vehicles (%)	25%	5%	0%	25%	0%	0%	0%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	0	0	182	0	35	803	0	188	1038	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		23.9			23.9		84.6	84.6		84.6	84.6	
Actuated g/C Ratio		0.20			0.20		0.70	0.70		0.70	0.70	
v/c Ratio		0.81			0.56		0.11	0.35		0.46	0.44	
Control Delay		61.8			43.9		7.1	6.4		7.4	4.7	
Queue Delay		0.0			0.3		0.0	0.2		0.0	0.0	
Total Delay		61.8			44.1		7.1	6.6		7.4	4.7	
LOS		E			D		A	A		A	A	
Approach Delay		61.8			44.1			6.6			5.1	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)		180			101		6	92		30	84	
Queue Length 95th (ft)		190			158		m21	132		m42	m115	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		445			441		305	2292		407	2338	
Starvation Cap Reductn		0			40		0	597		0	0	
Spillback Cap Reductn		0			0		0	0		0	50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.58			0.45		0.11	0.47		0.46	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 20 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Peachtree Street & 12th Street



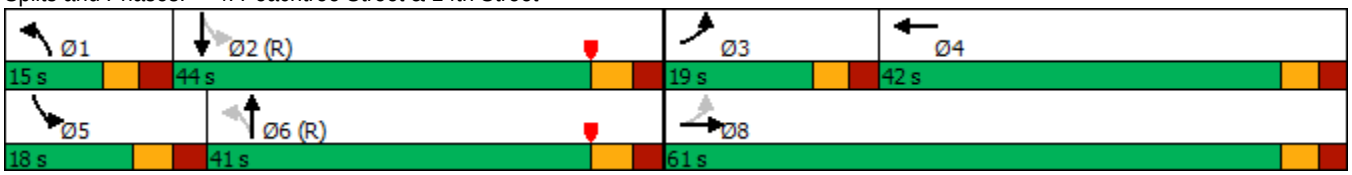
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	365	240	0	270	145	115	665	60	185	785	65
Future Volume (vph)	180	365	240	0	270	145	115	665	60	185	785	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1636	1620	0	0	3185	0	1620	3244	0	1719	3541	0
Flt Permitted	0.321						0.116			0.106		
Satd. Flow (perm)	553	1620	0	0	3185	0	198	3244	0	192	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			95			8			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.84	0.85	0.78	0.25	0.88	0.83	0.78	0.82	0.81	0.89	0.83	0.94
Heavy Vehicles (%)	3%	3%	2%	0%	4%	3%	4%	2%	8%	5%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	737	0	0	482	0	147	885	0	208	1015	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	19.0	61.0			42.0		15.0	41.0		18.0	44.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	54.5	54.3			35.9		43.9	34.6		49.8	37.8	
Actuated g/C Ratio	0.45	0.45			0.30		0.37	0.29		0.42	0.32	
v/c Ratio	0.59	0.98			0.47		0.83	0.94		0.91	0.91	
Control Delay	27.6	58.4			27.9		63.5	60.4		69.2	52.0	
Queue Delay	0.0	3.9			0.7		0.0	0.0		0.0	0.0	
Total Delay	27.6	62.3			28.6		63.5	60.4		69.2	52.0	
LOS	C	E			C		E	E		E	D	
Approach Delay		54.4			28.6			60.9			54.9	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	101	522			141		72	363		112	396	
Queue Length 95th (ft)	145	#714			191		#136	#407		#256	433	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	370	764			1022		177	941		229	1118	
Starvation Cap Reductn	0	0			250		0	0		0	0	
Spillback Cap Reductn	0	17			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.58	0.99			0.62		0.83	0.94		0.91	0.91	

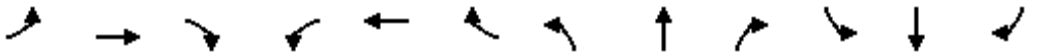
Intersection Summary

Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 107 (89%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 53.0	Intersection LOS: D
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 4: Peachtree Street & 14th Street



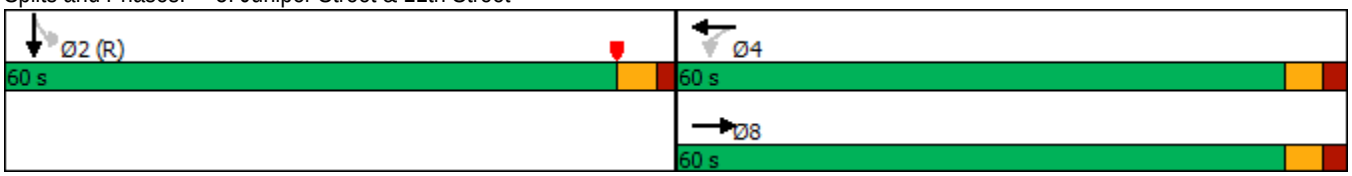


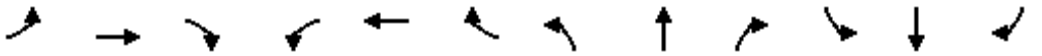
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	45	225	40	75	0	0	0	0	45	1400	55
Future Volume (vph)	0	45	225	40	75	0	0	0	0	45	1400	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1655	0	0	1746	0	0	0	0	0	3303	0
Flt Permitted					0.566						0.999	
Satd. Flow (perm)	0	1655	0	0	1002	0	0	0	0	0	3303	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11									5	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.25	0.92	0.78	1.00	0.75	0.25	0.25	0.25	0.25	0.92	0.92	0.81
Heavy Vehicles (%)	0%	11%	0%	13%	0%	0%	0%	0%	0%	0%	1%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	337	0	0	140	0	0	0	0	0	1639	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		60.0		60.0	60.0					60.0	60.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		30.3			30.3						78.7	
Actuated g/C Ratio		0.25			0.25						0.66	
v/c Ratio		0.79			0.55						0.76	
Control Delay		68.8			45.9						20.2	
Queue Delay		0.0			0.0						0.1	
Total Delay		68.8			45.9						20.3	
LOS		E			D						C	
Approach Delay		68.8			45.9						20.3	
Approach LOS		E			D						C	
Queue Length 50th (ft)		231			95						604	
Queue Length 95th (ft)		260			115						735	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		754			453						2166	
Starvation Cap Reductn		0			0						41	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.45			0.31						0.77	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 29.7		Intersection LOS: C	
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: Juniper Street & 11th Street





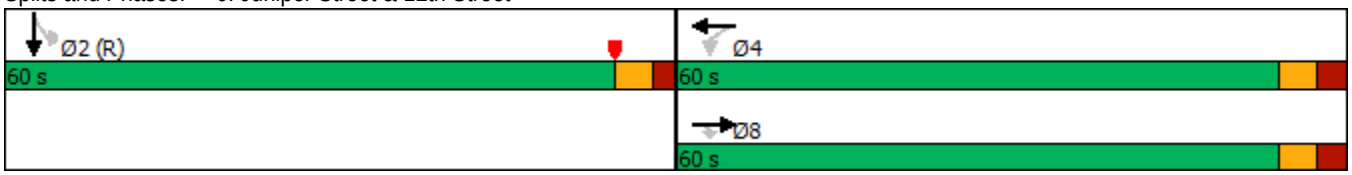
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	75	270	60	40	0	0	0	0	25	1095	30
Future Volume (vph)	0	75	270	60	40	0	0	0	0	25	1095	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1609	1534	0	1774	0	0	0	0	0	3315	0
Flt Permitted					0.427						0.999	
Satd. Flow (perm)	0	1609	1534	0	783	0	0	0	0	0	3315	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28	28								4	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.25	0.80	0.93	0.70	0.92	0.25	0.25	0.25	0.25	0.88	0.89	0.58
Heavy Vehicles (%)	0%	7%	0%	0%	11%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)			36%									
Lane Group Flow (vph)	0	198	186	0	129	0	0	0	0	0	1310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		60.0	60.0	60.0	60.0					60.0	60.0	
Total Lost Time (s)		6.2	6.2		6.2						5.6	
Act Effct Green (s)		19.0	19.0		19.0						89.2	
Actuated g/C Ratio		0.16	0.16		0.16						0.74	
v/c Ratio		0.71	0.70		1.05						0.53	
Control Delay		51.5	50.7		142.1						4.1	
Queue Delay		0.0	0.0		0.0						0.3	
Total Delay		51.5	50.7		142.1						4.3	
LOS		D	D		F						A	
Approach Delay		51.1			142.1						4.3	
Approach LOS		D			F						A	
Queue Length 50th (ft)		137	127		~110						57	
Queue Length 95th (ft)		177	198		#191						177	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		736	703		351						2466	
Starvation Cap Reductn		28	24		0						0	
Spillback Cap Reductn		3	3		0						460	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.28	0.27		0.37						0.65	

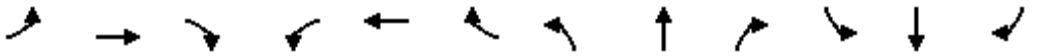
Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 37 (31%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 23.9		Intersection LOS: C	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 6: Juniper Street & 12th Street



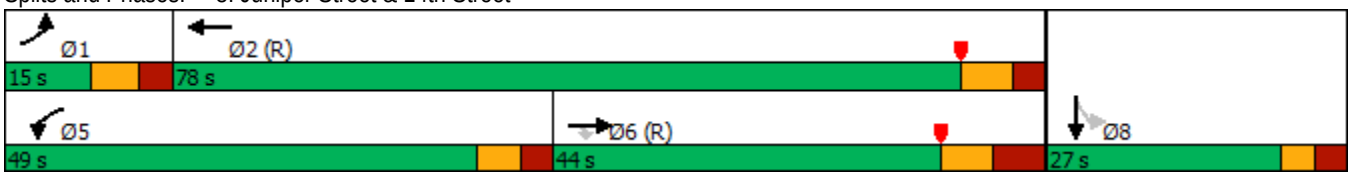


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	210	375	780	355	55	0	0	0	30	125	60
Future Volume (vph)	40	210	375	780	355	55	0	0	0	30	125	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1689	1463	3433	1818	0	0	0	0	0	3441	0
Flt Permitted	0.950			0.950							0.992	
Satd. Flow (perm)	1685	1689	1463	3433	1818	0	0	0	0	0	3441	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156		10						35	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	0.75	0.85	0.90	0.92	0.87	1.00	0.25	0.25	0.25	0.67	0.75	0.81
Heavy Vehicles (%)	0%	5%	3%	2%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	247	417	848	463	0	0	0	0	0	286	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	15.0	44.0	44.0	49.0	78.0					27.0	27.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	8.7	47.9	47.9	35.7	78.8						14.1	
Actuated g/C Ratio	0.07	0.40	0.40	0.30	0.66						0.12	
v/c Ratio	0.43	0.37	0.62	0.83	0.39						0.66	
Control Delay	49.5	28.6	20.8	46.8	11.9						51.5	
Queue Delay	0.0	1.4	2.8	0.0	0.0						0.0	
Total Delay	49.5	30.0	23.6	46.8	11.9						51.5	
LOS	D	C	C	D	B						D	
Approach Delay		27.7			34.5						51.5	
Approach LOS		C			C						D	
Queue Length 50th (ft)	38	120	125	314	161						98	
Queue Length 95th (ft)	m43	m148	m148	360	249						113	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	128	674	678	1207	1196						631	
Starvation Cap Reductn	0	257	160	0	0						0	
Spillback Cap Reductn	0	0	0	0	0						0	

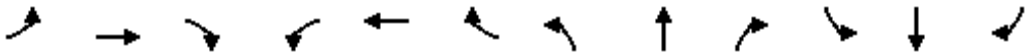
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.41	0.59	0.81	0.70	0.39						0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 38 (32%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 34.5		Intersection LOS: C	
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street



PM PEAK HOUR
UNSIGNALIZED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	9	25	1	85	3	735	30	75	910	1
Future Volume (Veh/h)	7	1	9	25	1	85	3	735	30	75	910	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.25	0.56	0.75	0.25	0.71	0.75	0.91	0.67	0.67	0.88	0.25
Hourly flow rate (vph)	12	4	16	33	4	120	4	808	45	112	1034	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.78	0.78	0.74	0.78	0.78	0.92	0.74			0.92		
vC, conflicting volume	1794	2121	519	1598	2100	426	1038			853		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	972	1393	0	719	1367	196	334			661		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	90	96	98	84	96	84	100			86		
cM capacity (veh/h)	118	95	803	210	99	734	910			817		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	32	157	4	539	314	629	521
Volume Left	12	33	4	0	0	112	0
Volume Right	16	120	0	0	45	0	4
cSH	196	435	910	1700	1700	817	1700
Volume to Capacity	0.16	0.36	0.00	0.32	0.18	0.14	0.31
Queue Length 95th (ft)	14	40	0	0	0	12	0
Control Delay (s)	27.0	17.9	9.0	0.0	0.0	3.4	0.0
Lane LOS	D	C	A			A	
Approach Delay (s)	27.0	17.9	0.0			1.9	
Approach LOS	D	C					

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	66.0%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	25	85	0	5	0	0	0	0	80	1100	100
Future Volume (Veh/h)	0	25	85	0	5	0	0	0	0	80	1100	100
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.88	0.68	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.91	0.88
Hourly flow rate (vph)	0	28	125	0	20	0	0	0	0	113	1209	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1502	1492	662	970	1549	0	1323			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1502	1492	662	970	1549	0	1323			0		
tC, single (s)	7.5	6.6	6.9	7.5	6.5	6.9	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	75	69	100	81	100	100			93		
cM capacity (veh/h)	69	112	409	112	107	1091	529			1593		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	153	20	718	718
Volume Left	0	0	113	0
Volume Right	125	0	0	114
cSH	275	107	1593	1700
Volume to Capacity	0.56	0.19	0.07	0.42
Queue Length 95th (ft)	78	16	6	0
Control Delay (s)	33.3	46.3	1.9	0.0
Lane LOS	D	E	A	
Approach Delay (s)	33.3	46.3	0.9	
Approach LOS	D	E		

Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	49.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	275	26	4	70	18	12
Future Volume (Veh/h)	275	26	4	70	18	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.82	0.59	0.85	0.75	0.75
Hourly flow rate (vph)	284	32	7	82	24	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	173			144		
pX, platoon unblocked						
vC, conflicting volume			316		396	158
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			316		396	158
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	98
cM capacity (veh/h)			1256		583	866

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	189	127	89	40
Volume Left	0	0	7	24
Volume Right	0	32	0	16
cSH	1700	1700	1256	671
Volume to Capacity	0.11	0.07	0.01	0.06
Queue Length 95th (ft)	0	0	0	5
Control Delay (s)	0.0	0.0	0.7	10.7
Lane LOS			A	B
Approach Delay (s)	0.0		0.7	10.7
Approach LOS				B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	18.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	0	0	0	35	1150
Future Volume (Veh/h)	12	0	0	0	35	1150
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.25	0.25	0.25	0.88	0.93
Hourly flow rate (vph)	24	0	0	0	40	1237
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			226			625
pX, platoon unblocked						
vC, conflicting volume	698	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	698	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	100			98	
cM capacity (veh/h)	370	1091			1636	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	24	452	825
Volume Left	24	40	0
Volume Right	0	0	0
cSH	370	1636	1700
Volume to Capacity	0.06	0.02	0.49
Queue Length 95th (ft)	5	2	0
Control Delay (s)	15.4	0.9	0.0
Lane LOS	C	A	
Approach Delay (s)	15.4	0.3	
Approach LOS	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX I

INTERSECTION CAPACITY ANALYSIS REPORT –

BUILD CONDITIONS, 2021

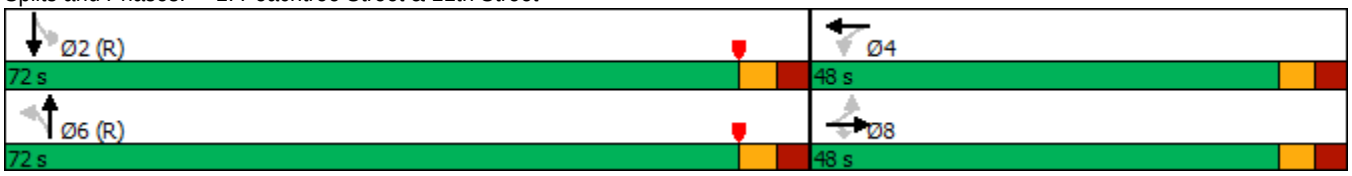
AM PEAK HOUR
SIGNALIZED

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	70	105	25	115	82	80	931	55	45	432	37
Future Volume (vph)	48	70	105	25	115	82	80	931	55	45	432	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1663	1436	1597	1713	0	1805	3504	0	1685	3144	0
Flt Permitted		0.406		0.571			0.470			0.227		
Satd. Flow (perm)	0	689	1436	960	1713	0	893	3504	0	403	3144	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			114		25			7			13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.75	0.75	0.92	1.00	0.67	0.88	0.85	0.89	1.00	0.69	0.95	0.88
Heavy Vehicles (%)	11%	0%	5%	13%	4%	7%	0%	2%	8%	0%	5%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	114	25	265	0	94	1101	0	65	497	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	48.0	48.0	48.0	48.0	48.0		72.0	72.0		72.0	72.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		22.8	22.8	22.8	22.8		84.4	84.4		84.4	84.4	
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.70	0.70		0.70	0.70	
v/c Ratio		1.21	0.31	0.14	0.77		0.15	0.45		0.23	0.22	
Control Delay		185.9	8.8	48.2	66.0		7.8	9.1		6.1	3.8	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		185.9	8.8	48.2	66.0		7.8	9.1		6.1	3.8	
LOS		F	A	D	E		A	A		A	A	
Approach Delay		111.4			64.4			9.0			4.1	
Approach LOS		F			E			A			A	
Queue Length 50th (ft)		~149	0	19	192		21	171		9	35	
Queue Length 95th (ft)		#181	45	m30	169		50	269		m15	48	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		239	573	333	611		628	2467		283	2216	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.66	0.20	0.08	0.43		0.15	0.45		0.23	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 79 (66%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 26.7		Intersection LOS: C	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Peachtree Street & 11th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	51	20	44	75	159	45	845	186	223	480	45
Future Volume (vph)	25	51	20	44	75	159	45	845	186	223	480	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1589	0	0	1652	0	1532	3149	0	1620	3217	0
Flt Permitted		0.772			0.903		0.408			0.193		
Satd. Flow (perm)	0	1241	0	0	1507	0	658	3149	0	329	3217	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			49			49			15	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.88	0.92	0.63	0.63	0.80	0.83	0.83	0.90	0.79	0.78	0.87	0.92
Heavy Vehicles (%)	0%	9%	20%	20%	0%	3%	10%	2%	11%	4%	3%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	356	0	54	1174	0	286	601	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		29.0			29.0		79.5	79.5		79.5	79.5	
Actuated g/C Ratio		0.24			0.24		0.66	0.66		0.66	0.66	
v/c Ratio		0.37			0.89		0.12	0.56		1.31	0.28	
Control Delay		34.6			59.3		5.1	8.2		183.8	3.9	
Queue Delay		0.0			10.0		0.0	0.0		0.0	0.0	
Total Delay		34.6			69.2		5.1	8.2		183.8	3.9	
LOS		C			E		A	A		F	A	
Approach Delay		34.6			69.2			8.0			61.9	
Approach LOS		C			E			A			E	
Queue Length 50th (ft)		63			242		8	80		~237	23	
Queue Length 95th (ft)		114			283		m14	92		m#318	m57	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		363			462		436	2103		218	2137	
Starvation Cap Reductn		0			81		0	62		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.32			0.93		0.12	0.58		1.31	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 84 (70%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 36.1		Intersection LOS: D	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			

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

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

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

Splits and Phases: 2: Peachtree Street & 12th Street



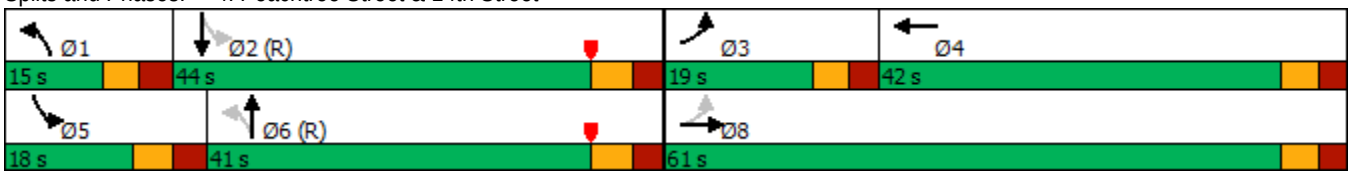
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	330	232	0	440	165	162	677	94	155	651	115
Future Volume (vph)	200	330	232	0	440	165	162	677	94	155	651	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1652	1601	0	0	3303	0	1636	3209	0	1752	3437	0
Flt Permitted	0.151						0.176			0.139		
Satd. Flow (perm)	263	1601	0	0	3303	0	303	3209	0	256	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			42			18			19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.95	0.94	0.75	0.92	0.83	0.88	0.81	0.94	0.68	0.75	0.94	0.86
Heavy Vehicles (%)	2%	3%	3%	0%	1%	3%	3%	2%	5%	3%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	660	0	0	718	0	200	858	0	207	827	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	19.0	61.0			42.0		15.0	41.0		18.0	44.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	51.4	51.2			32.5		48.9	37.3		51.2	38.7	
Actuated g/C Ratio	0.43	0.43			0.27		0.41	0.31		0.43	0.32	
v/c Ratio	0.81	0.93			0.78		0.81	0.85		0.79	0.74	
Control Delay	46.3	50.4			28.8		58.7	58.3		45.1	40.5	
Queue Delay	0.0	0.0			3.8		0.0	0.0		0.0	0.0	
Total Delay	46.3	50.4			32.6		58.7	58.3		45.1	40.5	
LOS	D	D			C		E	E		D	D	
Approach Delay		49.4			32.6			58.4			41.4	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	100	428			249		127	365		99	297	
Queue Length 95th (ft)	#200	#659			242		m#190	#467		#141	374	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	265	760			1020		247	1010		262	1120	
Starvation Cap Reductn	0	0			215		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.80	0.87			0.89		0.81	0.85		0.79	0.74	

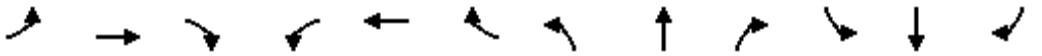
Intersection Summary

Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 24 (20%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 46.5	Intersection LOS: D
Intersection Capacity Utilization 79.8%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 4: Peachtree Street & 14th Street





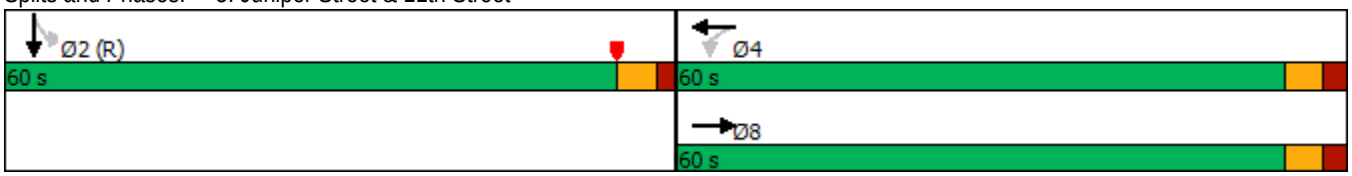
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	25	50	185	92	0	0	0	0	21	1240	70
Future Volume (vph)	0	25	50	185	92	0	0	0	0	21	1240	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1657	0	0	1760	0	0	0	0	0	3266	0
Flt Permitted					0.752						0.999	
Satd. Flow (perm)	0	1657	0	0	1367	0	0	0	0	0	3266	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21									6	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.92	1.00	0.92	0.80	0.79	0.92	0.92	0.92	0.92	0.75	0.94	0.94
Heavy Vehicles (%)	0%	13%	0%	0%	3%	0%	0%	0%	0%	0%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	347	0	0	0	0	0	1421	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		60.0		60.0	60.0					60.0	60.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		37.2			37.2						71.8	
Actuated g/C Ratio		0.31			0.31						0.60	
v/c Ratio		0.15			0.82						0.73	
Control Delay		19.9			53.3						16.2	
Queue Delay		0.0			0.0						0.3	
Total Delay		19.9			53.3						16.5	
LOS		B			D						B	
Approach Delay		19.9			53.3						16.5	
Approach LOS		B			D						B	
Queue Length 50th (ft)		24			248						523	
Queue Length 95th (ft)		m47			261						644	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		761			618						1956	
Starvation Cap Reductn		0			0						131	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.10			0.56						0.78	

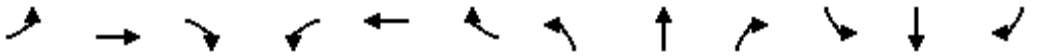
Intersection Summary

Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 87 (73%), Referenced to phase 2:SBTL and 6:, Start of Yellow	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 5: Juniper Street & 11th Street





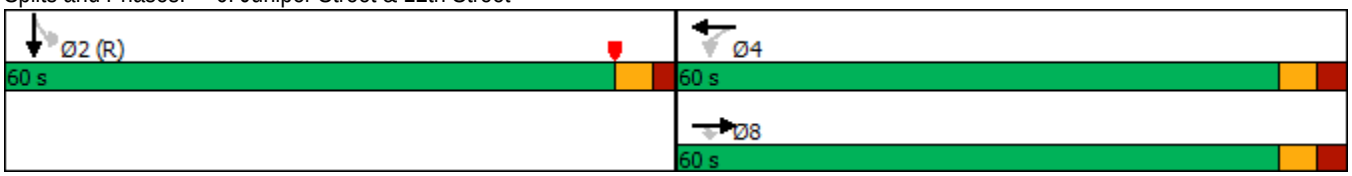
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	30	75	80	125	0	0	0	0	27	1006	186
Future Volume (vph)	0	30	75	80	125	0	0	0	0	27	1006	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1470	1358	0	1832	0	0	0	0	0	3207	0
Flt Permitted					0.855						0.999	
Satd. Flow (perm)	0	1470	1358	0	1594	0	0	0	0	0	3207	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34	38								24	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.92	1.00	0.80	0.85	0.73	0.92	0.92	0.92	0.92	0.88	0.89	0.83
Heavy Vehicles (%)	0%	13%	13%	0%	3%	0%	0%	0%	0%	0%	3%	0%
Shared Lane Traffic (%)			36%									
Lane Group Flow (vph)	0	64	60	0	265	0	0	0	0	0	1385	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		60.0	60.0	60.0	60.0					60.0	60.0	
Total Lost Time (s)		6.2	6.2		6.2						5.6	
Act Effct Green (s)		25.9	25.9		25.9						82.3	
Actuated g/C Ratio		0.22	0.22		0.22						0.69	
v/c Ratio		0.19	0.19		0.77						0.63	
Control Delay		19.5	17.4		58.7						6.1	
Queue Delay		0.0	0.0		0.5						0.4	
Total Delay		19.5	17.4		59.2						6.6	
LOS		B	B		E						A	
Approach Delay		18.4			59.2						6.6	
Approach LOS		B			E						A	
Queue Length 50th (ft)		21	16		194						85	
Queue Length 95th (ft)		m46	m34		204						318	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		677	629		714						2207	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		2	3		163						337	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.09	0.10		0.48						0.74	

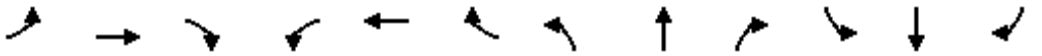
Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 6: Juniper Street & 12th Street



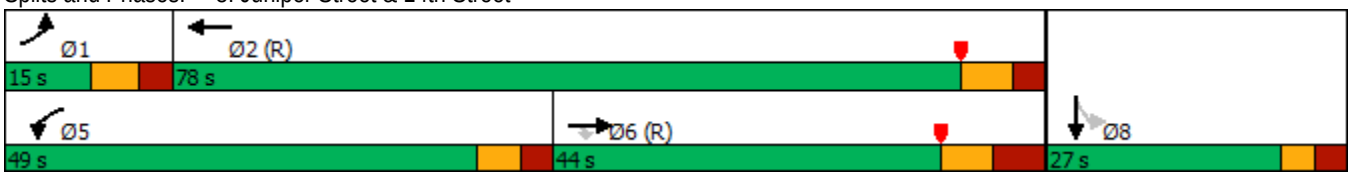


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	119	305	1001	525	195	0	0	0	5	40	25
Future Volume (vph)	120	119	305	1001	525	195	0	0	0	5	40	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1627	1463	3400	1785	0	0	0	0	0	3423	0
Flt Permitted	0.950			0.950							0.996	
Satd. Flow (perm)	1685	1627	1463	3400	1785	0	0	0	0	0	3423	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			291		26						28	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	0.89	0.82	0.83	0.96	0.88	0.91	0.25	0.25	0.25	0.75	0.75	0.88
Heavy Vehicles (%)	0%	9%	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	145	367	1043	811	0	0	0	0	0	88	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	15.0	44.0	44.0	49.0	78.0					27.0	27.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	19.7	47.4	47.4	42.8	71.7						7.6	
Actuated g/C Ratio	0.16	0.40	0.40	0.36	0.60						0.06	
v/c Ratio	0.49	0.23	0.49	0.86	0.75						0.36	
Control Delay	48.7	26.6	9.7	43.7	22.8						41.1	
Queue Delay	0.0	0.0	1.2	0.0	0.6						0.0	
Total Delay	48.7	26.6	10.9	43.7	23.4						41.1	
LOS	D	C	B	D	C						D	
Approach Delay		22.3			34.8						41.1	
Approach LOS		C			C						D	
Queue Length 50th (ft)	102	68	51	381	411						23	
Queue Length 95th (ft)	m124	m98	m81	429	584						40	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	277	642	753	1260	1076						622	
Starvation Cap Reductn	0	0	197	0	0						0	
Spillback Cap Reductn	0	0	0	0	68						0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.49	0.23	0.66	0.83	0.80						0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 80 (67%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 31.9		Intersection LOS: C	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street

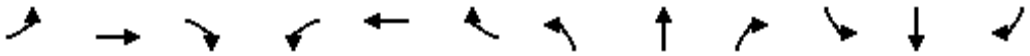


AM PEAK HOUR
UNSIGNALIZED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	20	1	60	9	873	31	55	808	16
Future Volume (Veh/h)	2	0	2	20	1	60	9	873	31	55	808	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.50	0.63	0.25	0.63	0.75	0.92	0.88	0.75	0.96	0.80
Hourly flow rate (vph)	4	0	4	32	4	95	12	949	35	73	842	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.88	0.88	0.81	0.88	0.88	0.86	0.81			0.86		
vC, conflicting volume	1594	2006	431	1562	1998	492	862			984		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	695	1165	0	659	1156	92	361			663		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	89	97	88	99			91		
cM capacity (veh/h)	234	155	884	285	156	822	979			807		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	8	131	12	633	351	494	441
Volume Left	4	32	12	0	0	73	0
Volume Right	4	95	0	0	35	0	20
cSH	370	517	979	1700	1700	807	1700
Volume to Capacity	0.02	0.25	0.01	0.37	0.21	0.09	0.26
Queue Length 95th (ft)	2	25	1	0	0	7	0
Control Delay (s)	15.0	14.3	8.7	0.0	0.0	2.5	0.0
Lane LOS	B	B	A			A	
Approach Delay (s)	15.0	14.3	0.1			1.3	
Approach LOS	B	B					

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	64.7%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	21	60	15	40	0	0	0	0	30	1126	30
Future Volume (Veh/h)	0	21	60	15	40	0	0	0	0	30	1126	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.63	0.88	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.89	0.75
Hourly flow rate (vph)	0	33	68	16	43	0	0	0	0	34	1265	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1374	1353	652	785	1373	0	1305			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1374	1353	652	785	1373	0	1305			0		
tC, single (s)	7.5	6.6	6.9	7.5	6.5	6.9	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	77	84	92	70	100	100			98		
cM capacity (veh/h)	80	142	415	191	141	1084	526			1538		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	101	59	666	672
Volume Left	0	16	34	0
Volume Right	68	0	0	40
cSH	255	152	1538	1700
Volume to Capacity	0.40	0.39	0.02	0.40
Queue Length 95th (ft)	45	42	2	0
Control Delay (s)	28.1	42.9	0.6	0.0
Lane LOS	D	E	A	
Approach Delay (s)	28.1	42.9	0.3	
Approach LOS	D	E		

Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	49.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	90	151	84	206	15	73	0	62	0	0	42
Future Volume (Veh/h)	205	90	151	84	206	15	73	0	62	0	0	42
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.79	0.74	0.70	0.88	0.92	0.64	0.92	0.60	0.92	0.92	0.92
Hourly flow rate (vph)	223	114	204	120	234	16	114	0	103	0	0	46
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		173			144							
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	250			318			1190	1152	159	1088	1246	242
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	97			318			1152	1110	159	1038	1215	88
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			90			0	100	88	100	100	95
cM capacity (veh/h)	1331			1253			106	140	864	118	121	849

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	280	261	370	217	46
Volume Left	223	0	120	114	0
Volume Right	0	204	16	103	46
cSH	1331	1700	1253	181	849
Volume to Capacity	0.17	0.15	0.10	1.20	0.05
Queue Length 95th (ft)	15	0	8	288	4
Control Delay (s)	6.9	0.0	3.3	181.6	9.5
Lane LOS	A		A	F	A
Approach Delay (s)	3.6		3.3	181.6	9.5
Approach LOS				F	A

Intersection Summary				
Average Delay	36.6			
Intersection Capacity Utilization	54.2%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	89	63	0	0	0	0	0	6	1074	121
Future Volume (Veh/h)	0	0	89	63	0	0	0	0	0	6	1074	121
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.75	0.92	0.92	0.92	0.92	0.92	0.50	0.91	0.92
Hourly flow rate (vph)	0	0	97	84	0	0	0	0	0	12	1180	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								226			625	
pX, platoon unblocked												
vC, conflicting volume	1270	1270	656	711	1336	0	1312			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1270	1270	656	711	1336	0	1312			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	76	66	100	100	100			99		
cM capacity (veh/h)	124	166	408	246	151	1091	523			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	97	84	602	722
Volume Left	0	84	12	0
Volume Right	97	0	0	132
cSH	408	246	1636	1700
Volume to Capacity	0.24	0.34	0.01	0.42
Queue Length 95th (ft)	23	36	1	0
Control Delay (s)	16.6	27.1	0.2	0.0
Lane LOS	C	D	A	
Approach Delay (s)	16.6	27.1	0.1	
Approach LOS	C	D		

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	52.7%	ICU Level of Service	A	
Analysis Period (min)	15			

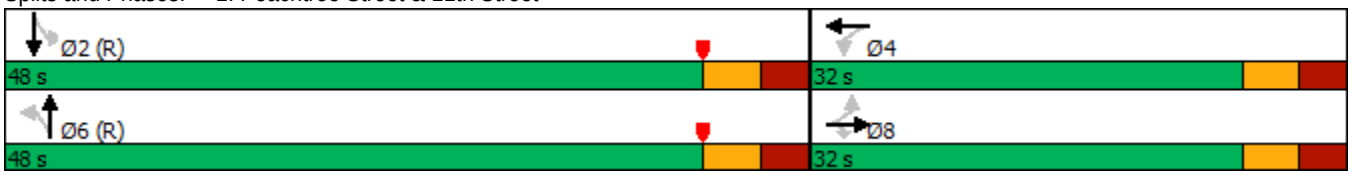
MD PEAK HOUR
SIGNALIZED

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	45	125	20	50	41	55	466	35	25	633	41
Future Volume (vph)	24	45	125	20	50	41	55	466	35	25	633	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1593	1507	1805	1771	0	1805	3538	0	1685	3269	0
Flt Permitted		0.826		0.701			0.360			0.455		
Satd. Flow (perm)	0	1340	1507	1332	1771	0	684	3538	0	807	3269	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149		54			16			15	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.75	0.83	0.84	0.75	0.75	0.75	0.69	0.95	0.88	0.58	0.89	0.75
Heavy Vehicles (%)	25%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	149	27	122	0	80	531	0	43	766	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	32.0	32.0	32.0	32.0	32.0		48.0	48.0		48.0	48.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		10.2	10.2	10.2	10.2		57.0	57.0		57.0	57.0	
Actuated g/C Ratio		0.13	0.13	0.13	0.13		0.71	0.71		0.71	0.71	
v/c Ratio		0.50	0.46	0.16	0.45		0.16	0.21		0.07	0.33	
Control Delay		41.8	10.5	31.4	23.5		5.5	4.4		3.0	3.0	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		41.8	10.5	31.4	23.5		5.5	4.4		3.0	3.0	
LOS		D	B	C	C		A	A		A	A	
Approach Delay		21.9			25.0			4.5			3.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		41	0	12	31		11	37		4	39	
Queue Length 95th (ft)		73	39	27	57		23	67		7	53	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		430	585	427	605		486	2523		574	2331	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.20	0.25	0.06	0.20		0.16	0.21		0.07	0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 18 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Peachtree Street & 11th Street

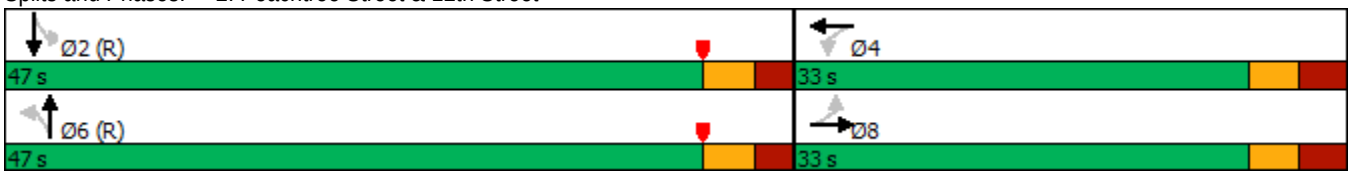


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	42	45	54	35	100	35	425	61	117	605	55
Future Volume (vph)	20	42	45	54	35	100	35	425	61	117	605	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1509	0	0	1742	0	1478	3095	0	1589	3154	0
Flt Permitted		0.856			0.855		0.367			0.460		
Satd. Flow (perm)	0	1303	0	0	1511	0	571	3095	0	770	3154	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			73			34			21	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.75	0.83	0.69	0.75	0.67	0.75	1.00	0.95	0.83	0.75	0.93	0.81
Heavy Vehicles (%)	25%	10%	11%	0%	0%	0%	14%	6%	10%	6%	4%	18%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	257	0	35	520	0	156	719	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	33.0	33.0		33.0	33.0		47.0	47.0		47.0	47.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		15.4			15.4		53.1	53.1		53.1	53.1	
Actuated g/C Ratio		0.19			0.19		0.66	0.66		0.66	0.66	
v/c Ratio		0.48			0.74		0.09	0.25		0.31	0.34	
Control Delay		21.9			33.6		5.6	4.5		9.1	7.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		21.9			33.6		5.6	4.5		9.1	7.0	
LOS		C			C		A	A		A	A	
Approach Delay		21.9			33.6			4.6			7.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		37			87		3	33		28	68	
Queue Length 95th (ft)		71			92		15	56		61	129	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		477			558		379	2067		511	2102	
Starvation Cap Reductn		0			6		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.30			0.47		0.09	0.25		0.31	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Peachtree Street & 12th Street

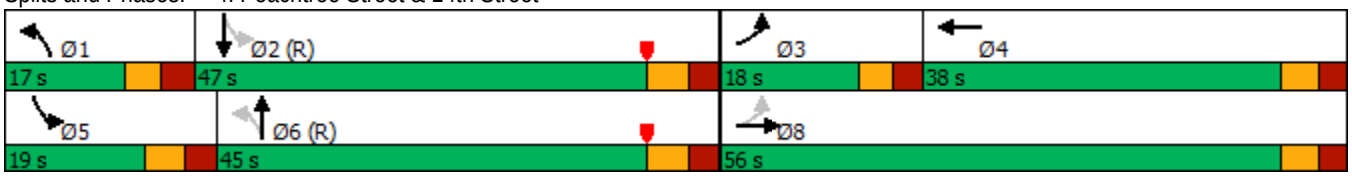


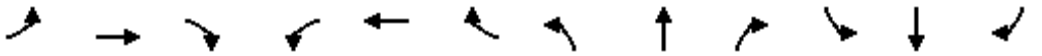
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	290	193	0	270	95	121	408	43	205	654	110
Future Volume (vph)	150	290	193	0	270	95	121	408	43	205	654	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1636	1598	0	0	3165	0	1604	3080	0	1687	3391	0
Flt Permitted	0.329						0.224			0.368		
Satd. Flow (perm)	566	1598	0	0	3165	0	378	3080	0	653	3391	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			44			12			19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.80	0.87	0.84	0.25	0.93	0.88	0.75	0.89	0.75	0.83	0.93	0.86
Heavy Vehicles (%)	3%	3%	6%	0%	6%	5%	5%	5%	28%	7%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	563	0	0	398	0	161	515	0	247	831	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	18.0	56.0			38.0		17.0	45.0		19.0	47.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	45.1	44.9			27.2		54.1	43.4		58.5	45.8	
Actuated g/C Ratio	0.38	0.37			0.23		0.45	0.36		0.49	0.38	
v/c Ratio	0.59	0.91			0.53		0.59	0.46		0.58	0.64	
Control Delay	33.5	52.6			34.5		26.5	31.6		24.1	33.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	33.5	52.6			34.5		26.5	31.6		24.1	33.6	
LOS	C	D			C		C	C		C	C	
Approach Delay		47.8			34.5			30.4			31.4	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	98	374			127		67	166		108	285	
Queue Length 95th (ft)	131	491			175		92	218		157	364	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	321	686			876		284	1121		434	1305	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.59	0.82			0.45		0.57	0.46		0.57	0.64	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 35.8		Intersection LOS: D	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Peachtree Street & 14th Street



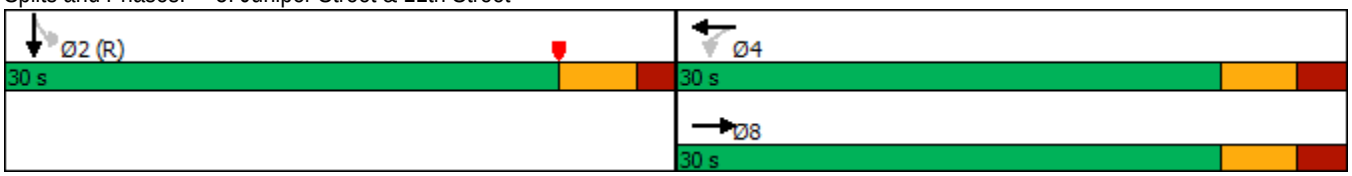


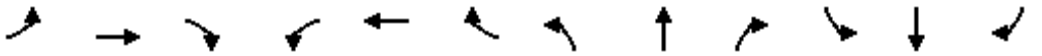
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	20	60	30	46	0	0	0	0	42	610	50
Future Volume (vph)	0	20	60	30	46	0	0	0	0	42	610	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1708	0	0	1703	0	0	0	0	0	3133	0
Flt Permitted					0.846						0.997	
Satd. Flow (perm)	0	1708	0	0	1466	0	0	0	0	0	3133	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68									18	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.25	0.88	0.88	1.00	0.83	0.25	0.25	0.25	0.25	0.83	0.96	0.83
Heavy Vehicles (%)	0%	0%	0%	17%	0%	0%	0%	0%	0%	13%	5%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	85	0	0	0	0	0	746	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		30.0		30.0	30.0					30.0	30.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		8.7			8.7						43.6	
Actuated g/C Ratio		0.14			0.14						0.73	
v/c Ratio		0.30			0.40						0.33	
Control Delay		11.8			28.2						1.9	
Queue Delay		0.0			0.0						0.0	
Total Delay		11.8			28.2						1.9	
LOS		B			C						A	
Approach Delay		11.8			28.2						1.9	
Approach LOS		B			C						A	
Queue Length 50th (ft)		7			28						17	
Queue Length 95th (ft)		37			55						26	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		732			593						2282	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.12			0.14						0.33	

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 49 (82%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 5.3		Intersection LOS: A	
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Juniper Street & 11th Street



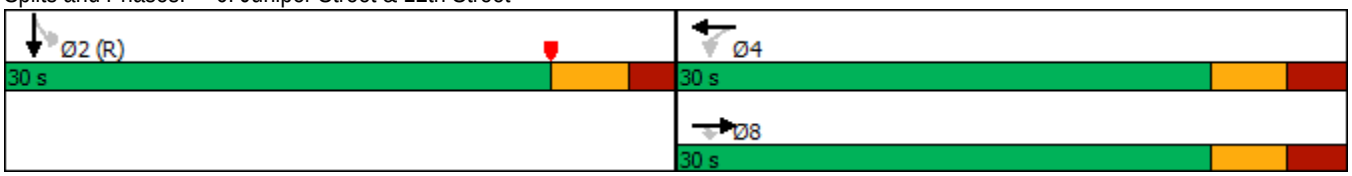


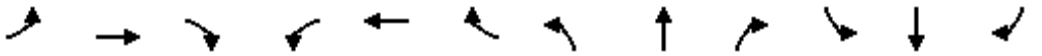
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	55	90	40	37	0	0	0	0	34	787	84
Future Volume (vph)	0	55	90	40	37	0	0	0	0	34	787	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1580	1447	0	1729	0	0	0	0	0	3148	0
Flt Permitted					0.781						0.997	
Satd. Flow (perm)	0	1580	1447	0	1386	0	0	0	0	0	3148	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33	55								22	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.25	1.00	0.79	0.75	0.83	0.25	0.25	0.25	0.25	0.56	0.87	0.83
Heavy Vehicles (%)	0%	9%	6%	13%	0%	0%	0%	0%	0%	17%	5%	0%
Shared Lane Traffic (%)			29%									
Lane Group Flow (vph)	0	88	81	0	98	0	0	0	0	0	1067	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		30.0	30.0	30.0	30.0					30.0	30.0	
Total Lost Time (s)		6.2	6.2		6.2						5.6	
Act Effct Green (s)		9.4	9.4		9.4						42.3	
Actuated g/C Ratio		0.16	0.16		0.16						0.70	
v/c Ratio		0.32	0.30		0.45						0.48	
Control Delay		17.8	12.8		28.7						12.2	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		17.8	12.8		28.7						12.2	
LOS		B	B		C						B	
Approach Delay		15.4			28.7						12.2	
Approach LOS		B			C						B	
Queue Length 50th (ft)		18	8		33						261	
Queue Length 95th (ft)		50	31		61						315	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		646	607		549						2224	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.14	0.13		0.18						0.48	

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 36 (60%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Juniper Street & 12th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	178	235	375	310	40	0	0	0	5	35	45
Future Volume (vph)	35	178	235	375	310	40	0	0	0	5	35	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1642	1449	3367	1790	0	0	0	0	0	3304	0
Flt Permitted	0.950			0.950							0.997	
Satd. Flow (perm)	1685	1642	1449	3367	1790	0	0	0	0	0	3304	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			255		8						65	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	1.00	0.90	0.92	0.80	0.89	0.92	0.25	0.25	0.25	0.75	0.75	0.69
Heavy Vehicles (%)	0%	8%	4%	4%	5%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	198	255	469	391	0	0	0	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	17.0	51.0	51.0	40.0	74.0					29.0	29.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	8.0	68.1	68.1	22.0	88.8						7.6	
Actuated g/C Ratio	0.07	0.57	0.57	0.18	0.74						0.06	
v/c Ratio	0.31	0.21	0.27	0.76	0.29						0.44	
Control Delay	53.1	16.0	5.0	54.5	7.1						31.3	
Queue Delay	0.0	0.9	0.6	0.0	0.0						0.0	
Total Delay	53.1	16.9	5.6	54.5	7.1						31.3	
LOS	D	B	A	D	A						C	
Approach Delay		13.6			33.0						31.3	
Approach LOS		B			C						C	
Queue Length 50th (ft)	27	73	14	179	103						21	
Queue Length 95th (ft)	m39	m109	m41	195	173						38	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	139	931	932	928	1326						685	
Starvation Cap Reductn	0	497	384	0	0						0	
Spillback Cap Reductn	0	0	0	0	0						0	

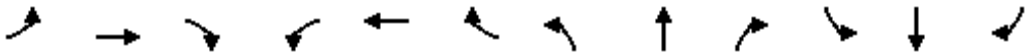
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.25	0.46	0.47	0.51	0.29						0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 115 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 48.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street



MD PEAK HOUR
UNSIGNALIZED



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1	9	10	0	50	3	507	33	65	737	9
Future Volume (Veh/h)	2	1	9	10	0	50	3	507	33	65	737	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.75	0.75	0.25	0.75	0.50	0.91	0.88	0.75	0.99	0.56
Hourly flow rate (vph)	4	4	12	13	0	67	6	557	38	87	744	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.84	0.84	0.83	0.84	0.84	0.98	0.83			0.98		
vC, conflicting volume	1284	1533	380	1148	1522	298	760			595		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	844	1142	0	682	1129	242	295			546		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.2	4.8			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.5			2.3		
p0 queue free %	98	97	99	95	100	91	99			91		
cM capacity (veh/h)	183	153	903	255	156	709	884			966		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	20	80	6	371	224	459	388
Volume Left	4	13	6	0	0	87	0
Volume Right	12	67	0	0	38	0	16
cSH	326	550	884	1700	1700	966	1700
Volume to Capacity	0.06	0.15	0.01	0.22	0.13	0.09	0.23
Queue Length 95th (ft)	5	13	1	0	0	7	0
Control Delay (s)	16.8	12.7	9.1	0.0	0.0	2.6	0.0
Lane LOS	C	B	A			A	
Approach Delay (s)	16.8	12.7	0.1			1.4	
Approach LOS	C	B					

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	52.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	23	75	2	15	0	0	0	0	55	770	45
Future Volume (Veh/h)	0	23	75	2	15	0	0	0	0	55	770	45
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.88	0.67	0.25	0.25	0.25	0.25	0.25	0.25	0.88	0.88	0.83
Hourly flow rate (vph)	0	26	112	8	60	0	0	0	0	63	875	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1058	1028	464	688	1055	0	929			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1058	1028	464	688	1055	0	929			0		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1			4.6		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.5		
p0 queue free %	100	88	79	97	72	100	100			96		
cM capacity (veh/h)	139	226	531	234	218	1091	744			1457		

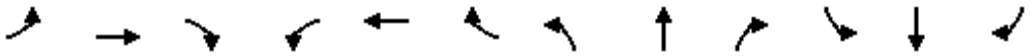
Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	138	68	500	492
Volume Left	0	8	63	0
Volume Right	112	0	0	54
cSH	423	219	1457	1700
Volume to Capacity	0.33	0.31	0.04	0.29
Queue Length 95th (ft)	35	32	3	0
Control Delay (s)	17.6	28.6	1.3	0.0
Lane LOS	C	D	A	
Approach Delay (s)	17.6	28.6	0.7	
Approach LOS	C	D		

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	36.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	125	36	19	94	2	27	0	15	0	0	60
Future Volume (Veh/h)	50	125	36	19	94	2	27	0	15	0	0	60
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.84	0.82	0.59	0.80	0.92	0.75	0.92	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	54	149	44	32	118	2	36	0	20	0	0	65
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		173			144							
pX, platoon unblocked												
vC, conflicting volume	120			193			527	463	96	386	484	119
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	120			193			527	463	96	386	484	119
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			98			91	100	98	100	100	93
cM capacity (veh/h)	1466			1392			389	465	947	512	453	910

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	128	118	152	56	65
Volume Left	54	0	32	36	0
Volume Right	0	44	2	20	65
cSH	1466	1700	1392	493	910
Volume to Capacity	0.04	0.07	0.02	0.11	0.07
Queue Length 95th (ft)	3	0	2	10	6
Control Delay (s)	3.3	0.0	1.8	13.2	9.3
Lane LOS	A		A	B	A
Approach Delay (s)	1.7		1.8	13.2	9.3
Approach LOS				B	A

Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	31.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	80	13	0	0	0	0	0	12	818	17
Future Volume (Veh/h)	0	0	80	13	0	0	0	0	0	12	818	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.65	0.92	0.25	0.92	0.25	0.25	0.75	0.85	0.92
Hourly flow rate (vph)	0	0	87	20	0	0	0	0	0	16	962	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								226			625	
pX, platoon unblocked												
vC, conflicting volume	1003	1003	490	600	1012	0	980			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1003	1003	490	600	1012	0	980			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	83	94	100	100	100			99		
cM capacity (veh/h)	195	238	524	322	235	1091	700			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	87	20	497	499
Volume Left	0	20	16	0
Volume Right	87	0	0	18
cSH	524	322	1636	1700
Volume to Capacity	0.17	0.06	0.01	0.29
Queue Length 95th (ft)	15	5	1	0
Control Delay (s)	13.2	16.9	0.3	0.0
Lane LOS	B	C	A	
Approach Delay (s)	13.2	16.9	0.2	
Approach LOS	B	C		

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	41.8%	ICU Level of Service	A	
Analysis Period (min)	15			

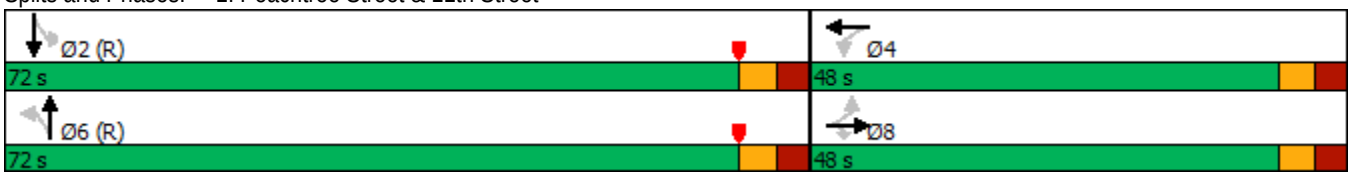
PM PEAK HOUR
SIGNALIZED

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	160	225	30	100	68	60	677	30	60	885	35
Future Volume (vph)	47	160	225	30	100	68	60	677	30	60	885	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1657	1507	1805	1739	0	1805	3518	0	1685	3293	0
Flt Permitted		0.639		0.415			0.245			0.341		
Satd. Flow (perm)	0	1072	1507	788	1739	0	466	3518	0	605	3293	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			106		28			6			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.75	0.83	0.88	0.58	0.66	0.75	0.81	0.94	0.88	0.81	0.92	0.75
Heavy Vehicles (%)	14%	3%	0%	0%	5%	0%	0%	2%	0%	0%	1%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	256	52	243	0	74	754	0	74	1009	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	48.0	48.0	48.0	48.0	48.0		72.0	72.0		72.0	72.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		28.6	28.6	28.6	28.6		78.6	78.6		78.6	78.6	
Actuated g/C Ratio		0.24	0.24	0.24	0.24		0.66	0.66		0.66	0.66	
v/c Ratio		1.00	0.58	0.28	0.56		0.24	0.33		0.19	0.47	
Control Delay		102.0	27.2	29.7	29.1		13.3	10.5		9.6	10.9	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.5	
Total Delay		102.0	27.2	29.7	29.1		13.3	10.5		9.6	11.4	
LOS		F	C	C	C		B	B		A	B	
Approach Delay		64.6			29.2			10.7			11.2	
Approach LOS		E			C			B			B	
Queue Length 50th (ft)		199	102	25	99		22	123		17	164	
Queue Length 95th (ft)		250	161	m29	98		53	202		m51	m430	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		372	592	273	622		305	2306		396	2159	
Starvation Cap Reductn		0	0	0	0		0	0		0	643	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.69	0.43	0.19	0.39		0.24	0.33		0.19	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 55 (46%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Peachtree Street & 11th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	115	55	90	56	178	35	680	72	214	850	50
Future Volume (vph)	20	115	55	90	56	178	35	680	72	214	850	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1658	0	0	1612	0	1685	3226	0	1685	3314	0
Flt Permitted		0.886			0.692		0.223			0.289		
Satd. Flow (perm)	0	1478	0	0	1133	0	395	3226	0	512	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			52			22			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.63	0.72	0.75	0.75	0.92	0.79	1.00	0.90	0.75	0.85	0.86	1.00
Heavy Vehicles (%)	25%	5%	0%	25%	0%	0%	0%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	0	0	406	0	35	852	0	252	1038	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		34.0			34.0		74.5	74.5		74.5	74.5	
Actuated g/C Ratio		0.28			0.28		0.62	0.62		0.62	0.62	
v/c Ratio		0.62			1.13		0.14	0.42		0.79	0.50	
Control Delay		42.2			124.7		9.3	9.3		22.9	7.0	
Queue Delay		0.2			0.9		0.0	0.2		0.0	0.0	
Total Delay		42.4			125.6		9.3	9.5		22.9	7.0	
LOS		D			F		A	A		C	A	
Approach Delay		42.4			125.6			9.5			10.1	
Approach LOS		D			F			A			B	
Queue Length 50th (ft)		168			~334		9	114		53	108	
Queue Length 95th (ft)		195			#537		m20	135		m57	m114	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		430			358		245	2011		317	2060	
Starvation Cap Reductn		0			29		0	420		0	0	
Spillback Cap Reductn		10			1		0	0		0	100	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.63			1.23		0.14	0.54		0.79	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 20 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 29.4		Intersection LOS: C	
Intersection Capacity Utilization 81.5%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Peachtree Street & 12th Street



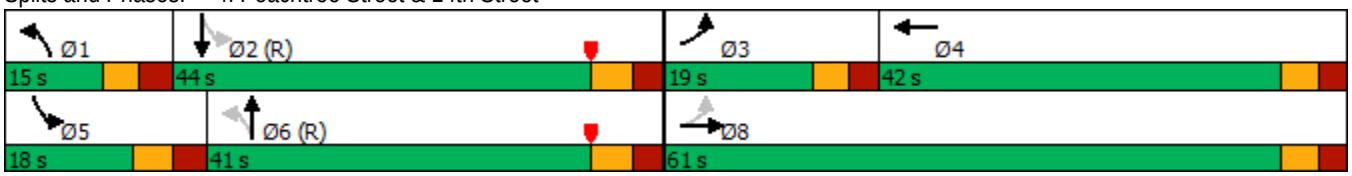
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	365	263	0	270	145	140	720	73	185	816	65
Future Volume (vph)	180	365	263	0	270	145	140	720	73	185	816	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1636	1615	0	0	3185	0	1620	3239	0	1719	3541	0
Flt Permitted	0.325						0.117			0.107		
Satd. Flow (perm)	560	1615	0	0	3185	0	199	3239	0	194	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44			95			9			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.84	0.85	0.78	0.25	0.88	0.83	0.78	0.82	0.81	0.89	0.83	0.94
Heavy Vehicles (%)	3%	3%	2%	0%	4%	3%	4%	2%	8%	5%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	766	0	0	482	0	179	968	0	208	1052	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	19.0	61.0			42.0		15.0	41.0		18.0	44.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	55.2	55.0			36.6		43.4	34.3		49.0	37.3	
Actuated g/C Ratio	0.46	0.46			0.30		0.36	0.29		0.41	0.31	
v/c Ratio	0.58	1.00			0.46		1.03	1.04		0.92	0.95	
Control Delay	27.1	64.5			27.8		103.5	77.4		73.0	58.5	
Queue Delay	0.0	6.8			0.6		0.0	0.0		0.0	0.0	
Total Delay	27.1	71.3			28.4		103.5	77.4		73.0	58.5	
LOS	C	E			C		F	E		E	E	
Approach Delay		61.6			28.4			81.5			60.9	
Approach LOS		E			C			F			E	
Queue Length 50th (ft)	101	~563			141		~101	~429		111	417	
Queue Length 95th (ft)	145	#758			191		m#171	m#450		#255	#461	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	375	764			1038		174	932		225	1104	
Starvation Cap Reductn	0	0			250		0	0		0	0	
Spillback Cap Reductn	0	18			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.57	1.03			0.61		1.03	1.04		0.92	0.95	

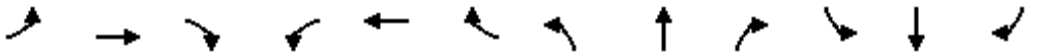
Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 107 (89%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 63.1		Intersection LOS: E	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 4: Peachtree Street & 14th Street



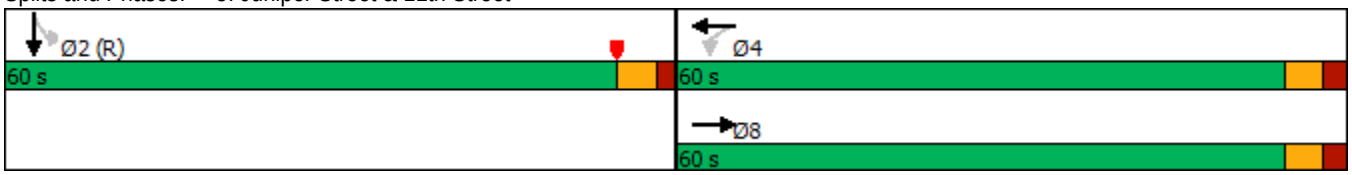


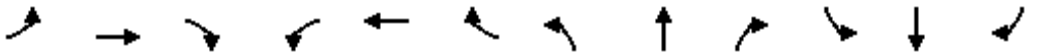
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	45	225	40	78	0	0	0	0	51	1493	55
Future Volume (vph)	0	45	225	40	78	0	0	0	0	51	1493	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1655	0	0	1748	0	0	0	0	0	3300	0
Flt Permitted					0.574						0.998	
Satd. Flow (perm)	0	1655	0	0	1018	0	0	0	0	0	3300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8									4	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.25	0.92	0.78	1.00	0.75	0.25	0.25	0.25	0.25	0.92	0.92	0.81
Heavy Vehicles (%)	0%	11%	0%	13%	0%	0%	0%	0%	0%	0%	1%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	337	0	0	144	0	0	0	0	0	1746	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		60.0		60.0	60.0					60.0	60.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		30.5			30.5						78.5	
Actuated g/C Ratio		0.25			0.25						0.65	
v/c Ratio		0.79			0.56						0.81	
Control Delay		68.6			45.9						17.8	
Queue Delay		0.0			0.0						1.4	
Total Delay		68.6			45.9						19.1	
LOS		E			D						B	
Approach Delay		68.6			45.9						19.1	
Approach LOS		E			D						B	
Queue Length 50th (ft)		236			97						634	
Queue Length 95th (ft)		272			118						#834	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		753			460						2160	
Starvation Cap Reductn		0			0						223	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.45			0.31						0.90	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: Juniper Street & 11th Street





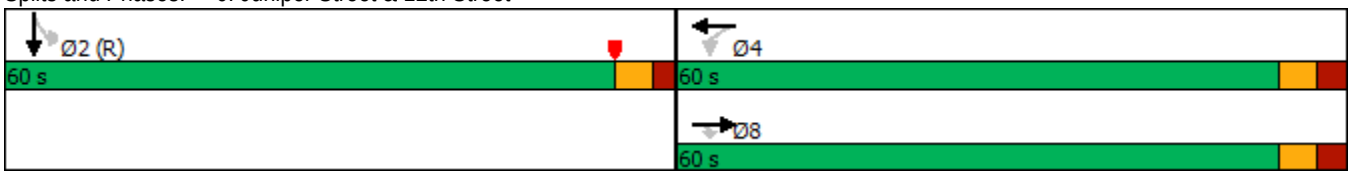
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	75	270	60	43	0	0	0	0	30	1459	86
Future Volume (vph)	0	75	270	60	43	0	0	0	0	30	1459	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1609	1534	0	1772	0	0	0	0	0	3296	0
Flt Permitted					0.455						0.999	
Satd. Flow (perm)	0	1609	1534	0	832	0	0	0	0	0	3296	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7	24								10	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.25	0.80	0.93	0.70	0.92	0.25	0.25	0.25	0.25	0.88	0.89	0.58
Heavy Vehicles (%)	0%	7%	0%	0%	11%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)			36%									
Lane Group Flow (vph)	0	198	186	0	133	0	0	0	0	0	1821	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		60.0	60.0	60.0	60.0					60.0	60.0	
Total Lost Time (s)		6.2	6.2		6.2						5.6	
Act Effct Green (s)		20.4	20.4		20.4						87.8	
Actuated g/C Ratio		0.17	0.17		0.17						0.73	
v/c Ratio		0.71	0.66		0.94						0.75	
Control Delay		57.3	50.0		110.0						9.8	
Queue Delay		0.0	0.0		0.1						1.7	
Total Delay		57.4	50.1		110.2						11.5	
LOS		E	D		F						B	
Approach Delay		53.8			110.2						11.5	
Approach LOS		D			F						B	
Queue Length 50th (ft)		158	132		103						197	
Queue Length 95th (ft)		m194	m187		#182						726	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		725	700		373						2413	
Starvation Cap Reductn		33	28		0						0	
Spillback Cap Reductn		0	2		24						396	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.29	0.28		0.38						0.90	

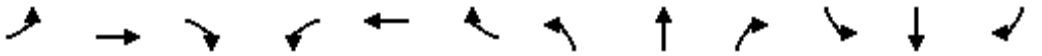
Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 37 (31%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 75.7%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 6: Juniper Street & 12th Street



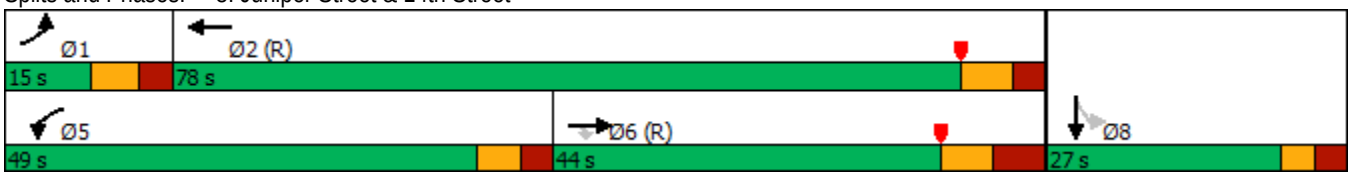


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	223	375	815	355	55	0	0	0	30	125	60
Future Volume (vph)	40	223	375	815	355	55	0	0	0	30	125	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1689	1463	3433	1818	0	0	0	0	0	3441	0
Flt Permitted	0.950			0.950							0.992	
Satd. Flow (perm)	1685	1689	1463	3433	1818	0	0	0	0	0	3441	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156		10						35	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	0.75	0.85	0.90	0.92	0.87	1.00	0.25	0.25	0.25	0.67	0.75	0.81
Heavy Vehicles (%)	0%	5%	3%	2%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	262	417	886	463	0	0	0	0	0	286	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	15.0	44.0	44.0	49.0	78.0					27.0	27.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	8.7	46.8	46.8	36.8	78.8						14.1	
Actuated g/C Ratio	0.07	0.39	0.39	0.31	0.66						0.12	
v/c Ratio	0.43	0.40	0.63	0.84	0.39						0.66	
Control Delay	49.9	29.8	21.4	46.6	11.9						51.5	
Queue Delay	0.0	1.7	3.3	0.0	0.0						0.0	
Total Delay	49.9	31.5	24.6	46.6	11.9						51.5	
LOS	D	C	C	D	B						D	
Approach Delay		28.9			34.7						51.5	
Approach LOS		C			C						D	
Queue Length 50th (ft)	38	133	132	328	161						98	
Queue Length 95th (ft)	m40	m157	m137	375	249						113	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	128	657	665	1213	1196						631	
Starvation Cap Reductn	0	243	157	0	0						0	
Spillback Cap Reductn	0	0	0	0	0						0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.41	0.63	0.82	0.73	0.39						0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 38 (32%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street



PM PEAK HOUR
UNSIGNALIZED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	9	25	1	85	3	828	35	75	964	1
Future Volume (Veh/h)	7	1	9	25	1	85	3	828	35	75	964	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.25	0.56	0.75	0.25	0.71	0.75	0.91	0.67	0.67	0.88	0.25
Hourly flow rate (vph)	12	4	16	33	4	120	4	910	52	112	1095	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.78	0.78	0.72	0.78	0.78	0.89	0.72			0.89		
vC, conflicting volume	1906	2291	550	1734	2267	481	1099			962		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	927	1423	0	705	1392	155	358			698		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	91	96	98	84	96	84	100			85		
cM capacity (veh/h)	126	91	785	213	95	753	872			763		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	32	157	4	607	355	660	552
Volume Left	12	33	4	0	0	112	0
Volume Right	16	120	0	0	52	0	4
cSH	201	440	872	1700	1700	763	1700
Volume to Capacity	0.16	0.36	0.00	0.36	0.21	0.15	0.32
Queue Length 95th (ft)	14	40	0	0	0	13	0
Control Delay (s)	26.3	17.6	9.1	0.0	0.0	3.7	0.0
Lane LOS	D	C	A			A	
Approach Delay (s)	26.3	17.6	0.0			2.0	
Approach LOS	D	C					

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	70.2%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	30	85	3	5	0	0	0	0	80	1135	100
Future Volume (Veh/h)	0	30	85	3	5	0	0	0	0	80	1135	100
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.88	0.68	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.91	0.88
Hourly flow rate (vph)	0	34	125	12	20	0	0	0	0	113	1247	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1540	1530	680	992	1587	0	1361			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1540	1530	680	992	1587	0	1361			0		
tC, single (s)	7.5	6.6	6.9	7.5	6.5	6.9	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	68	69	88	80	100	100			93		
cM capacity (veh/h)	64	106	398	99	101	1091	512			1593		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	159	32	736	738
Volume Left	0	12	113	0
Volume Right	125	0	0	114
cSH	250	101	1593	1700
Volume to Capacity	0.64	0.32	0.07	0.43
Queue Length 95th (ft)	97	31	6	0
Control Delay (s)	41.5	56.7	1.8	0.0
Lane LOS	E	F	A	
Approach Delay (s)	41.5	56.7	0.9	
Approach LOS	E	F		

Intersection Summary				
Average Delay	5.9			
Intersection Capacity Utilization	50.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	275	26	4	126	3	18	0	12	0	0	118
Future Volume (Veh/h)	96	275	26	4	126	3	18	0	12	0	0	118
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.97	0.82	0.59	0.85	0.92	0.75	0.92	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	104	284	32	7	148	3	24	0	16	0	0	128
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		173			144							
pX, platoon unblocked												
vC, conflicting volume	151			316			800	673	158	530	688	150
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151			316			800	673	158	530	688	150
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			99			89	100	98	100	100	85
cM capacity (veh/h)	1428			1256			224	346	866	399	339	870

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	246	174	158	40	128
Volume Left	104	0	7	24	0
Volume Right	0	32	3	16	128
cSH	1428	1700	1256	319	870
Volume to Capacity	0.07	0.10	0.01	0.13	0.15
Queue Length 95th (ft)	6	0	0	11	13
Control Delay (s)	3.6	0.0	0.4	17.9	9.8
Lane LOS	A		A	C	A
Approach Delay (s)	2.1		0.4	17.9	9.8
Approach LOS				C	A

Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	36.7%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	160	12	0	0	0	0	0	35	1150	38
Future Volume (Veh/h)	0	0	160	12	0	0	0	0	0	35	1150	38
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.50	0.92	0.25	0.92	0.25	0.25	0.88	0.93	0.92
Hourly flow rate (vph)	0	0	174	24	0	0	0	0	0	40	1237	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								226			625	
pX, platoon unblocked												
vC, conflicting volume	1338	1338	639	872	1358	0	1278			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1338	1338	639	872	1358	0	1278			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	58	83	100	100	100			98		
cM capacity (veh/h)	109	148	419	142	144	1091	539			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	174	24	658	660
Volume Left	0	24	40	0
Volume Right	174	0	0	41
cSH	419	142	1636	1700
Volume to Capacity	0.42	0.17	0.02	0.39
Queue Length 95th (ft)	50	15	2	0
Control Delay (s)	19.6	35.4	0.7	0.0
Lane LOS	C	E	A	
Approach Delay (s)	19.6	35.4	0.4	
Approach LOS	C	E		

Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	57.3%	ICU Level of Service	B	
Analysis Period (min)	15			

APPENDIX J

INTERSECTION CAPACITY ANALYSIS REPORT –

ALTERNATE BUILD CONDITIONS, 2021

AM PEAK HOUR
SIGNALIZED

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	70	105	25	120	150	80	931	55	45	432	32
Future Volume (vph)	48	70	105	25	120	150	80	931	55	45	432	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1663	1436	1597	1670	0	1805	3504	0	1685	3154	0
Flt Permitted		0.345		0.600			0.470			0.216		
Satd. Flow (perm)	0	586	1436	1009	1670	0	893	3504	0	383	3154	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			114		44			7			11	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.75	0.75	0.92	1.00	0.67	0.88	0.85	0.89	1.00	0.69	0.95	0.88
Heavy Vehicles (%)	11%	0%	5%	13%	4%	7%	0%	2%	8%	0%	5%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	114	25	349	0	94	1101	0	65	491	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	48.0	48.0	48.0	48.0	48.0		72.0	72.0		72.0	72.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		28.3	28.3	28.3	28.3		78.9	78.9		78.9	78.9	
Actuated g/C Ratio		0.24	0.24	0.24	0.24		0.66	0.66		0.66	0.66	
v/c Ratio		1.14	0.27	0.11	0.82		0.16	0.48		0.26	0.24	
Control Delay		160.1	7.2	35.8	56.1		10.4	12.0		8.2	5.2	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		160.1	7.2	35.8	56.1		10.4	12.0		8.2	5.2	
LOS		F	A	D	E		B	B		A	A	
Approach Delay		95.8			54.8			11.9			5.5	
Approach LOS		F			D			B			A	
Queue Length 50th (ft)		~142	0	17	233		26	204		11	43	
Queue Length 95th (ft)		#177	42	m25	200		58	315		17	54	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		203	573	350	609		586	2305		251	2077	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.77	0.20	0.07	0.57		0.16	0.48		0.26	0.24	

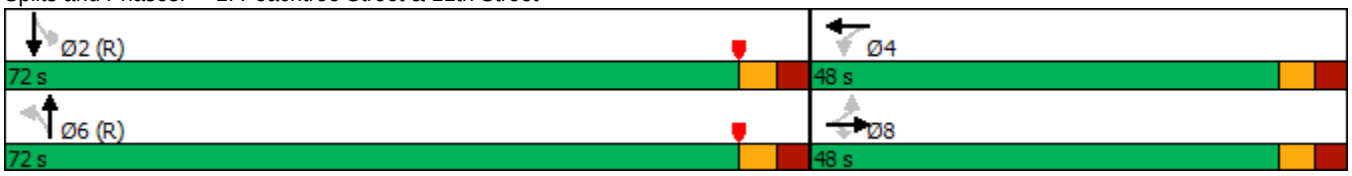
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 79 (66%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

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

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

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

Splits and Phases: 1: Peachtree Street & 11th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	51	20	36	50	119	70	888	186	223	480	45
Future Volume (vph)	25	51	20	36	50	119	70	888	186	223	480	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1589	0	0	1644	0	1532	3154	0	1620	3217	0
Flt Permitted		0.771			0.880		0.416			0.193		
Satd. Flow (perm)	0	1240	0	0	1463	0	671	3154	0	329	3217	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			50			46			15	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.88	0.92	0.63	0.63	0.80	0.83	0.83	0.90	0.79	0.78	0.87	0.92
Heavy Vehicles (%)	0%	9%	20%	20%	0%	3%	10%	2%	11%	4%	3%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	263	0	84	1222	0	286	601	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		22.8			22.8		85.7	85.7		85.7	85.7	
Actuated g/C Ratio		0.19			0.19		0.71	0.71		0.71	0.71	
v/c Ratio		0.46			0.83		0.18	0.54		1.22	0.26	
Control Delay		41.3			50.1		4.6	4.7		142.9	2.9	
Queue Delay		0.0			0.4		0.0	0.0		0.0	0.0	
Total Delay		41.3			50.5		4.6	4.7		142.9	2.9	
LOS		D			D		A	A		F	A	
Approach Delay		41.3			50.5			4.7			48.0	
Approach LOS		D			D			A			D	
Queue Length 50th (ft)		68			103		12	102		~275	22	
Queue Length 95th (ft)		117			177		m23	121		m#309	m37	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		362			450		479	2265		235	2301	
Starvation Cap Reductn		0			27		0	38		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.32			0.62		0.18	0.55		1.22	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 84 (70%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 26.0		Intersection LOS: C	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

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

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

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

Splits and Phases: 2: Peachtree Street & 12th Street

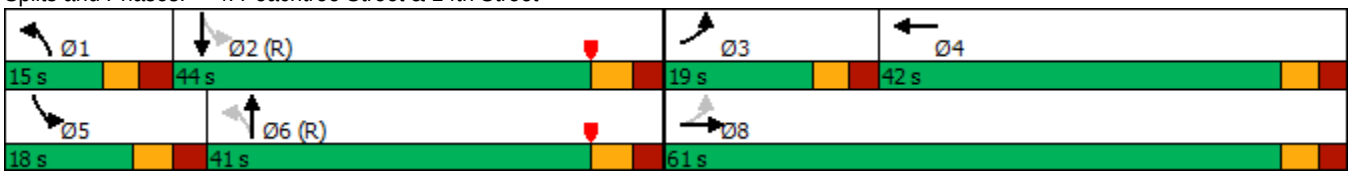


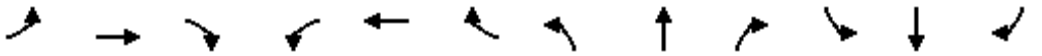
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	330	232	0	440	165	162	677	94	155	651	115
Future Volume (vph)	200	330	232	0	440	165	162	677	94	155	651	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1652	1601	0	0	3303	0	1636	3209	0	1752	3437	0
Flt Permitted	0.151						0.176			0.139		
Satd. Flow (perm)	263	1601	0	0	3303	0	303	3209	0	256	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			42			18			19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.95	0.94	0.75	0.92	0.83	0.88	0.81	0.94	0.68	0.75	0.94	0.86
Heavy Vehicles (%)	2%	3%	3%	0%	1%	3%	3%	2%	5%	3%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	660	0	0	718	0	200	858	0	207	827	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	19.0	61.0			42.0		15.0	41.0		18.0	44.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	51.4	51.2			32.5		48.9	37.3		51.2	38.7	
Actuated g/C Ratio	0.43	0.43			0.27		0.41	0.31		0.43	0.32	
v/c Ratio	0.81	0.93			0.78		0.81	0.85		0.79	0.74	
Control Delay	46.3	50.4			28.8		58.7	56.5		45.1	40.5	
Queue Delay	0.0	0.0			3.8		0.0	0.0		0.0	0.0	
Total Delay	46.3	50.4			32.6		58.7	56.5		45.1	40.5	
LOS	D	D			C		E	E		D	D	
Approach Delay		49.4			32.6			56.9			41.4	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	100	428			249		118	319		99	297	
Queue Length 95th (ft)	#200	#659			242		#190	#470		#141	374	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	265	760			1020		247	1010		262	1120	
Starvation Cap Reductn	0	0			215		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.80	0.87			0.89		0.81	0.85		0.79	0.74	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 24 (20%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 46.0		Intersection LOS: D	
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Peachtree Street & 14th Street





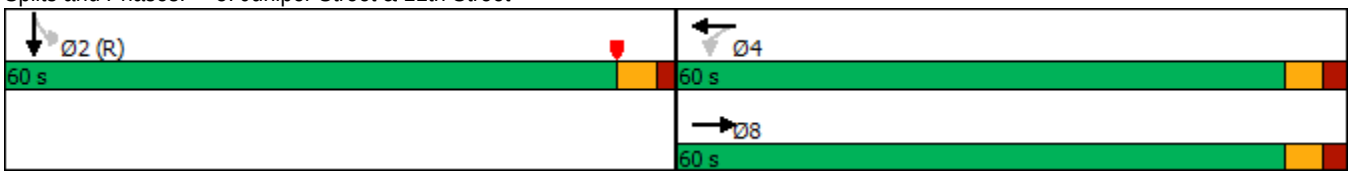
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	25	50	185	92	0	0	0	0	21	1240	143
Future Volume (vph)	0	25	50	185	92	0	0	0	0	21	1240	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1657	0	0	1760	0	0	0	0	0	3236	0
Flt Permitted					0.752						0.999	
Satd. Flow (perm)	0	1657	0	0	1367	0	0	0	0	0	3236	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21									13	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.92	1.00	0.92	0.80	0.79	0.92	0.92	0.92	0.92	0.75	0.94	0.94
Heavy Vehicles (%)	0%	13%	0%	0%	3%	0%	0%	0%	0%	0%	2%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	347	0	0	0	0	0	1499	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		60.0		60.0	60.0					60.0	60.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		37.2			37.2						71.8	
Actuated g/C Ratio		0.31			0.31						0.60	
v/c Ratio		0.15			0.82						0.77	
Control Delay		21.5			53.3						20.1	
Queue Delay		0.0			0.0						0.4	
Total Delay		21.5			53.3						20.5	
LOS		C			D						C	
Approach Delay		21.5			53.3						20.5	
Approach LOS		C			D						C	
Queue Length 50th (ft)		25			248						576	
Queue Length 95th (ft)		m48			261						#728	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		761			618						1941	
Starvation Cap Reductn		0			0						122	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.10			0.56						0.82	

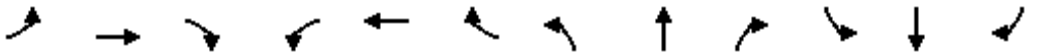
Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 87 (73%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 5: Juniper Street & 11th Street





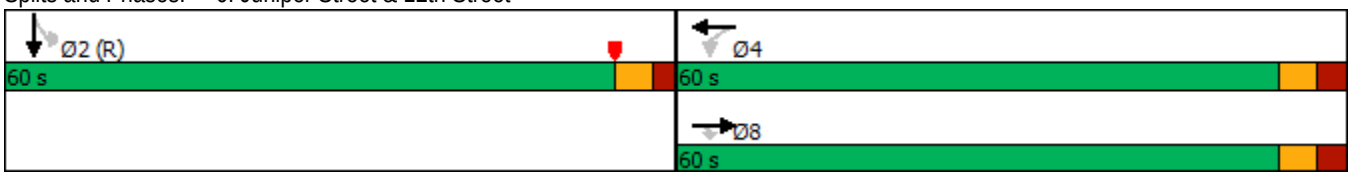
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	30	148	80	125	0	0	0	0	27	1006	186
Future Volume (vph)	0	30	148	80	125	0	0	0	0	27	1006	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1423	1358	0	1832	0	0	0	0	0	3207	0
Flt Permitted					0.828						0.999	
Satd. Flow (perm)	0	1423	1358	0	1543	0	0	0	0	0	3207	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38	38								24	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.92	1.00	0.80	0.85	0.73	0.92	0.92	0.92	0.92	0.88	0.89	0.83
Heavy Vehicles (%)	0%	13%	13%	0%	3%	0%	0%	0%	0%	0%	3%	0%
Shared Lane Traffic (%)			43%									
Lane Group Flow (vph)	0	110	105	0	265	0	0	0	0	0	1385	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		60.0	60.0	60.0	60.0					60.0	60.0	
Total Lost Time (s)		6.2	6.2		6.2						5.6	
Act Effct Green (s)		26.3	26.3		26.3						81.9	
Actuated g/C Ratio		0.22	0.22		0.22						0.68	
v/c Ratio		0.32	0.32		0.78						0.63	
Control Delay		26.4	25.9		59.6						6.4	
Queue Delay		0.0	0.0		0.1						0.7	
Total Delay		26.4	25.9		59.7						7.1	
LOS		C	C		E						A	
Approach Delay		26.1			59.7						7.1	
Approach LOS		C			E						A	
Queue Length 50th (ft)		50	47		195						86	
Queue Length 95th (ft)		m89	m73		204						368	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		658	629		691						2195	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		4	4		29						435	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.17	0.17		0.40						0.79	

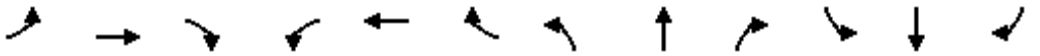
Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 76 (63%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 6: Juniper Street & 12th Street



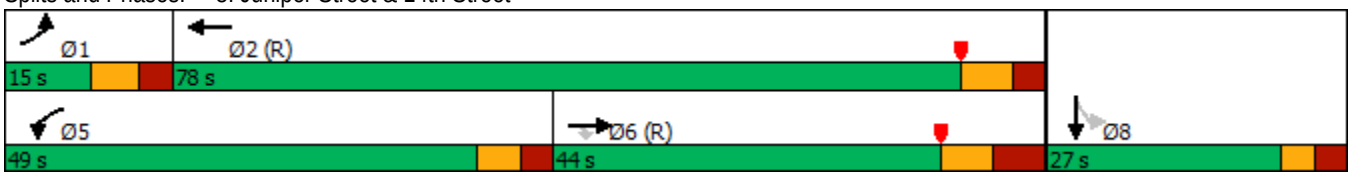


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	119	305	1001	525	195	0	0	0	5	40	25
Future Volume (vph)	120	119	305	1001	525	195	0	0	0	5	40	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1627	1463	3400	1785	0	0	0	0	0	3423	0
Flt Permitted	0.950			0.950							0.996	
Satd. Flow (perm)	1685	1627	1463	3400	1785	0	0	0	0	0	3423	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			291		26						28	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	0.89	0.82	0.83	0.96	0.88	0.91	0.25	0.25	0.25	0.75	0.75	0.88
Heavy Vehicles (%)	0%	9%	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	145	367	1043	811	0	0	0	0	0	88	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	15.0	44.0	44.0	49.0	78.0					27.0	27.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	19.7	47.4	47.4	42.8	71.7						7.6	
Actuated g/C Ratio	0.16	0.40	0.40	0.36	0.60						0.06	
v/c Ratio	0.49	0.23	0.49	0.86	0.75						0.36	
Control Delay	48.7	26.6	9.7	43.7	22.8						41.1	
Queue Delay	0.0	0.0	1.2	0.0	0.6						0.0	
Total Delay	48.7	26.6	10.9	43.7	23.4						41.1	
LOS	D	C	B	D	C						D	
Approach Delay		22.3			34.8						41.1	
Approach LOS		C			C						D	
Queue Length 50th (ft)	102	68	49	381	411						23	
Queue Length 95th (ft)	m124	m98	m81	429	584						40	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	277	642	753	1260	1076						622	
Starvation Cap Reductn	0	0	197	0	0						0	
Spillback Cap Reductn	0	0	0	0	68						0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.49	0.23	0.66	0.83	0.80						0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 80 (67%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 31.9		Intersection LOS: C	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street

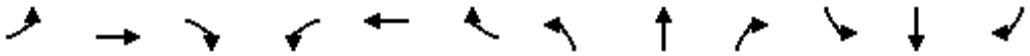


AM PEAK HOUR
UNSIGNALIZED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	20	1	60	9	873	31	55	808	16
Future Volume (Veh/h)	2	0	2	20	1	60	9	873	31	55	808	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.50	0.63	0.25	0.63	0.75	0.92	0.88	0.75	0.96	0.80
Hourly flow rate (vph)	4	0	4	32	4	95	12	949	35	73	842	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.87	0.87	0.81	0.87	0.87	0.88	0.81			0.88		
vC, conflicting volume	1594	2006	431	1562	1998	492	862			984		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	755	1228	0	718	1220	143	361			704		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	87	97	88	99			91		
cM capacity (veh/h)	208	140	884	256	142	777	979			793		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	8	131	12	633	351	494	441
Volume Left	4	32	12	0	0	73	0
Volume Right	4	95	0	0	35	0	20
cSH	336	475	979	1700	1700	793	1700
Volume to Capacity	0.02	0.28	0.01	0.37	0.21	0.09	0.26
Queue Length 95th (ft)	2	28	1	0	0	8	0
Control Delay (s)	16.0	15.4	8.7	0.0	0.0	2.5	0.0
Lane LOS	C	C	A			A	
Approach Delay (s)	16.0	15.4	0.1			1.3	
Approach LOS	C	C					

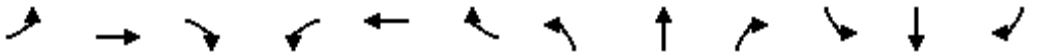
Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	64.7%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	21	60	15	40	0	0	0	0	30	1126	30
Future Volume (Veh/h)	0	21	60	15	40	0	0	0	0	30	1126	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.63	0.88	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.89	0.75
Hourly flow rate (vph)	0	33	68	16	43	0	0	0	0	34	1265	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1374	1353	652	785	1373	0	1305			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1374	1353	652	785	1373	0	1305			0		
tC, single (s)	7.5	6.6	6.9	7.5	6.5	6.9	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	77	84	92	70	100	100			98		
cM capacity (veh/h)	80	142	415	191	141	1084	526			1538		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	101	59	666	672
Volume Left	0	16	34	0
Volume Right	68	0	0	40
cSH	255	152	1538	1700
Volume to Capacity	0.40	0.39	0.02	0.40
Queue Length 95th (ft)	45	42	2	0
Control Delay (s)	28.1	42.9	0.6	0.0
Lane LOS	D	E	A	
Approach Delay (s)	28.1	42.9	0.3	
Approach LOS	D	E		

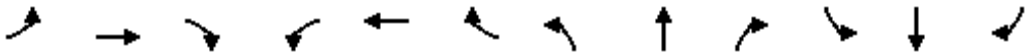
Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	49.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	90	151	84	206	15	0	0	135	0	0	42
Future Volume (Veh/h)	205	90	151	84	206	15	0	0	135	0	0	42
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.79	0.74	0.70	0.88	0.92	0.64	0.92	0.60	0.92	0.92	0.92
Hourly flow rate (vph)	223	114	204	120	234	16	0	0	225	0	0	46
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		173			144							
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	250			318			1190	1152	159	1210	1246	242
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	98			318			1152	1110	159	1175	1215	89
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			90			100	100	74	100	100	95
cM capacity (veh/h)	1331			1253			106	140	864	78	121	848

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	280	261	370	225	46
Volume Left	223	0	120	0	0
Volume Right	0	204	16	225	46
cSH	1331	1700	1253	864	848
Volume to Capacity	0.17	0.15	0.10	0.26	0.05
Queue Length 95th (ft)	15	0	8	26	4
Control Delay (s)	6.9	0.0	3.3	10.6	9.5
Lane LOS	A		A	B	A
Approach Delay (s)	3.6		3.3	10.6	9.5
Approach LOS				B	A

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	36.4%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	89	63	0	0	0	0	0	6	1074	121
Future Volume (Veh/h)	0	0	89	63	0	0	0	0	0	6	1074	121
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.75	0.92	0.92	0.92	0.92	0.92	0.50	0.91	0.92
Hourly flow rate (vph)	0	0	97	84	0	0	0	0	0	12	1180	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								226			625	
pX, platoon unblocked												
vC, conflicting volume	1270	1270	656	711	1336	0	1312			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1270	1270	656	711	1336	0	1312			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	76	66	100	100	100			99		
cM capacity (veh/h)	124	166	408	246	151	1091	523			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	97	84	602	722
Volume Left	0	84	12	0
Volume Right	97	0	0	132
cSH	408	246	1636	1700
Volume to Capacity	0.24	0.34	0.01	0.42
Queue Length 95th (ft)	23	36	1	0
Control Delay (s)	16.6	27.1	0.2	0.0
Lane LOS	C	D	A	
Approach Delay (s)	16.6	27.1	0.1	
Approach LOS	C	D		

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	52.7%	ICU Level of Service	A	
Analysis Period (min)	15			

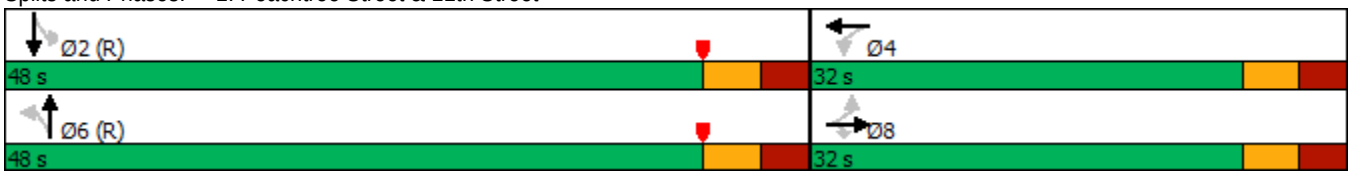
MD PEAK HOUR
SIGNALIZED

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	45	125	20	54	64	55	466	35	25	633	37
Future Volume (vph)	24	45	125	20	54	64	55	466	35	25	633	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1593	1507	1805	1746	0	1805	3538	0	1685	3275	0
Flt Permitted		0.783		0.701			0.363			0.455		
Satd. Flow (perm)	0	1270	1507	1332	1746	0	690	3538	0	807	3275	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149		78			16			13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.75	0.83	0.84	0.75	0.75	0.75	0.69	0.95	0.88	0.58	0.89	0.75
Heavy Vehicles (%)	25%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	149	27	157	0	80	531	0	43	760	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	32.0	32.0	32.0	32.0	32.0		48.0	48.0		48.0	48.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		10.3	10.3	10.3	10.3		56.9	56.9		56.9	56.9	
Actuated g/C Ratio		0.13	0.13	0.13	0.13		0.71	0.71		0.71	0.71	
v/c Ratio		0.53	0.46	0.16	0.54		0.16	0.21		0.07	0.33	
Control Delay		43.4	10.5	31.3	23.6		5.5	4.4		3.0	3.0	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		43.4	10.5	31.3	23.6		5.5	4.4		3.0	3.0	
LOS		D	B	C	C		A	A		A	A	
Approach Delay		22.5			24.7			4.5			3.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		41	0	12	37		11	37		4	38	
Queue Length 95th (ft)		73	39	27	64		23	67		7	53	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		407	585	427	613		490	2521		574	2333	
Starvation Cap Reductn		0	0	0	0		0	0		0	0	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.21	0.25	0.06	0.26		0.16	0.21		0.07	0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 18 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Peachtree Street & 11th Street

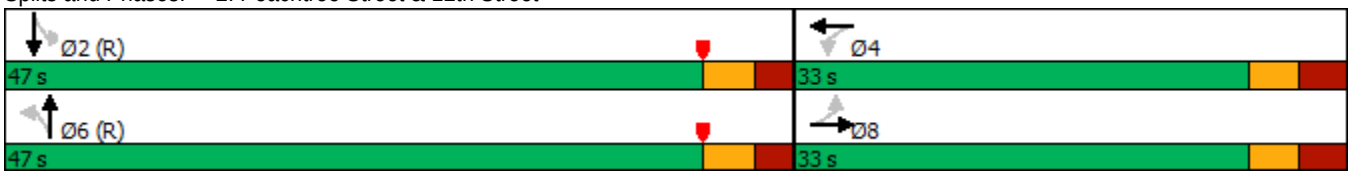


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	42	45	50	25	87	45	438	61	117	605	55
Future Volume (vph)	20	42	45	50	25	87	45	438	61	117	605	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1509	0	0	1739	0	1478	3096	0	1589	3154	0
Flt Permitted		0.853			0.836		0.371			0.453		
Satd. Flow (perm)	0	1299	0	0	1476	0	577	3096	0	758	3154	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			76			33			21	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.75	0.83	0.69	0.75	0.67	0.75	1.00	0.95	0.83	0.75	0.93	0.81
Heavy Vehicles (%)	25%	10%	11%	0%	0%	0%	14%	6%	10%	6%	4%	18%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	220	0	45	534	0	156	719	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	33.0	33.0		33.0	33.0		47.0	47.0		47.0	47.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		13.3			13.3		55.2	55.2		55.2	55.2	
Actuated g/C Ratio		0.17			0.17		0.69	0.69		0.69	0.69	
v/c Ratio		0.54			0.71		0.11	0.25		0.30	0.33	
Control Delay		25.4			32.5		5.0	4.1		8.0	6.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		25.4			32.5		5.0	4.1		8.0	6.0	
LOS		C			C		A	A		A	A	
Approach Delay		25.4			32.5			4.1			6.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		39			68		4	24		26	62	
Queue Length 95th (ft)		74			78		18	61		56	117	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		476			548		398	2146		523	2182	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.30			0.40		0.11	0.25		0.30	0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Peachtree Street & 12th Street

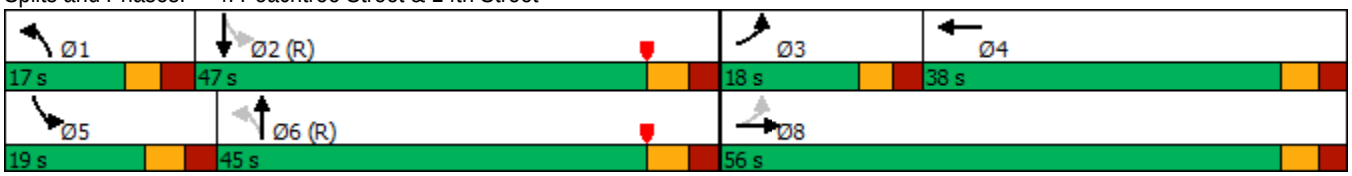


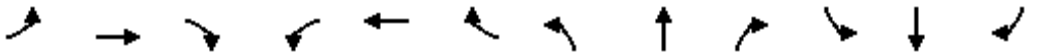
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	290	193	0	270	95	121	408	43	205	654	110
Future Volume (vph)	150	290	193	0	270	95	121	408	43	205	654	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1636	1598	0	0	3165	0	1604	3080	0	1687	3391	0
Flt Permitted	0.329						0.224			0.368		
Satd. Flow (perm)	566	1598	0	0	3165	0	378	3080	0	653	3391	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			44			12			19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.80	0.87	0.84	0.25	0.93	0.88	0.75	0.89	0.75	0.83	0.93	0.86
Heavy Vehicles (%)	3%	3%	6%	0%	6%	5%	5%	5%	28%	7%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	563	0	0	398	0	161	515	0	247	831	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	18.0	56.0			38.0		17.0	45.0		19.0	47.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	45.1	44.9			27.2		54.1	43.4		58.5	45.8	
Actuated g/C Ratio	0.38	0.37			0.23		0.45	0.36		0.49	0.38	
v/c Ratio	0.59	0.91			0.53		0.59	0.46		0.58	0.64	
Control Delay	33.5	52.6			34.5		26.5	31.6		24.1	33.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	33.5	52.6			34.5		26.5	31.6		24.1	33.6	
LOS	C	D			C		C	C		C	C	
Approach Delay		47.8			34.5			30.4			31.4	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	98	374			127		67	166		108	285	
Queue Length 95th (ft)	131	491			175		92	218		157	364	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	321	686			876		284	1121		434	1305	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.59	0.82			0.45		0.57	0.46		0.57	0.64	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 35.8		Intersection LOS: D	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Peachtree Street & 14th Street



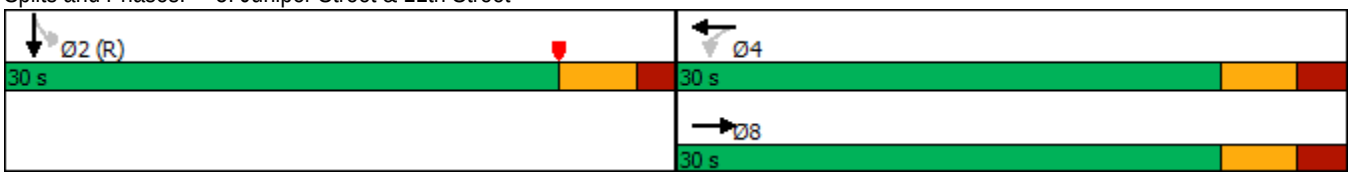


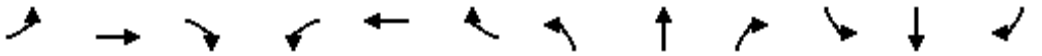
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	20	60	30	46	0	0	0	0	42	610	77
Future Volume (vph)	0	20	60	30	46	0	0	0	0	42	610	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1708	0	0	1703	0	0	0	0	0	3108	0
Flt Permitted					0.846						0.997	
Satd. Flow (perm)	0	1708	0	0	1466	0	0	0	0	0	3108	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68									30	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.25	0.88	0.88	1.00	0.83	0.25	0.25	0.25	0.25	0.83	0.96	0.83
Heavy Vehicles (%)	0%	0%	0%	17%	0%	0%	0%	0%	0%	13%	5%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	85	0	0	0	0	0	779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		30.0		30.0	30.0					30.0	30.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		8.7			8.7						43.6	
Actuated g/C Ratio		0.14			0.14						0.73	
v/c Ratio		0.30			0.40						0.34	
Control Delay		11.8			28.2						2.1	
Queue Delay		0.0			0.0						0.0	
Total Delay		11.8			28.2						2.1	
LOS		B			C						A	
Approach Delay		11.8			28.2						2.1	
Approach LOS		B			C						A	
Queue Length 50th (ft)		7			28						21	
Queue Length 95th (ft)		37			55						31	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		732			593						2267	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.12			0.14						0.34	

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 49 (82%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 5.4		Intersection LOS: A	
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Juniper Street & 11th Street



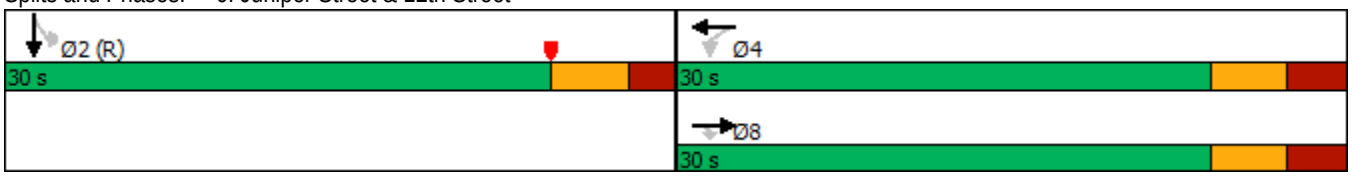


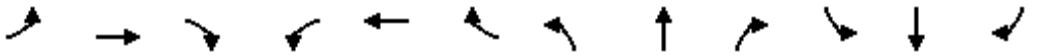
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	55	117	40	37	0	0	0	0	34	787	84
Future Volume (vph)	0	55	117	40	37	0	0	0	0	34	787	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1559	1447	0	1729	0	0	0	0	0	3148	0
Flt Permitted					0.772						0.997	
Satd. Flow (perm)	0	1559	1447	0	1370	0	0	0	0	0	3148	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50	55								22	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.25	1.00	0.79	0.75	0.83	0.25	0.25	0.25	0.25	0.56	0.87	0.83
Heavy Vehicles (%)	0%	9%	6%	13%	0%	0%	0%	0%	0%	17%	5%	0%
Shared Lane Traffic (%)			34%									
Lane Group Flow (vph)	0	105	98	0	98	0	0	0	0	0	1067	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		30.0	30.0	30.0	30.0					30.0	30.0	
Total Lost Time (s)		6.2	6.2		6.2						5.6	
Act Effct Green (s)		9.4	9.4		9.4						42.2	
Actuated g/C Ratio		0.16	0.16		0.16						0.70	
v/c Ratio		0.37	0.36		0.46						0.48	
Control Delay		16.5	15.1		28.9						12.2	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		16.5	15.1		28.9						12.2	
LOS		B	B		C						B	
Approach Delay		15.8			28.9						12.2	
Approach LOS		B			C						B	
Queue Length 50th (ft)		18	14		33						261	
Queue Length 95th (ft)		53	40		61						315	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		648	607		543						2222	
Starvation Cap Reductn		0	0		0						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.16	0.16		0.18						0.48	

Intersection Summary

Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 36 (60%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Juniper Street & 12th Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	178	235	375	310	40	0	0	0	5	35	45
Future Volume (vph)	35	178	235	375	310	40	0	0	0	5	35	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1642	1449	3367	1790	0	0	0	0	0	3304	0
Flt Permitted	0.950			0.950							0.997	
Satd. Flow (perm)	1685	1642	1449	3367	1790	0	0	0	0	0	3304	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			255		8						65	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	1.00	0.90	0.92	0.80	0.89	0.92	0.25	0.25	0.25	0.75	0.75	0.69
Heavy Vehicles (%)	0%	8%	4%	4%	5%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	198	255	469	391	0	0	0	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	17.0	51.0	51.0	40.0	74.0					29.0	29.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	8.0	68.1	68.1	22.0	88.8						7.6	
Actuated g/C Ratio	0.07	0.57	0.57	0.18	0.74						0.06	
v/c Ratio	0.31	0.21	0.27	0.76	0.29						0.44	
Control Delay	53.1	16.0	5.0	54.5	7.1						31.3	
Queue Delay	0.0	0.9	0.6	0.0	0.0						0.0	
Total Delay	53.1	16.9	5.6	54.5	7.1						31.3	
LOS	D	B	A	D	A						C	
Approach Delay		13.6			33.0						31.3	
Approach LOS		B			C						C	
Queue Length 50th (ft)	27	73	14	179	103						21	
Queue Length 95th (ft)	m39	m109	m41	195	173						38	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	139	931	932	928	1326						685	
Starvation Cap Reductn	0	497	384	0	0						0	
Spillback Cap Reductn	0	0	0	0	0						0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.25	0.46	0.47	0.51	0.29						0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 115 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 48.0%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street

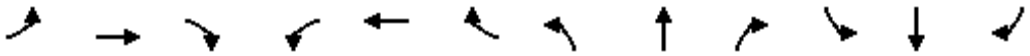


MD PEAK HOUR
UNSIGNALIZED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1	9	10	0	50	3	507	33	65	737	9
Future Volume (Veh/h)	2	1	9	10	0	50	3	507	33	65	737	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.25	0.75	0.75	0.25	0.75	0.50	0.91	0.88	0.75	0.99	0.56
Hourly flow rate (vph)	4	4	12	13	0	67	6	557	38	87	744	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.84	0.84	0.83	0.84	0.84	0.98	0.83			0.98		
vC, conflicting volume	1284	1533	380	1148	1522	298	760			595		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	854	1152	0	692	1139	249	295			552		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.2	4.8			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.5			2.3		
p0 queue free %	98	97	99	95	100	90	99			91		
cM capacity (veh/h)	179	151	903	250	153	703	884			963		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	20	80	6	371	224	459	388
Volume Left	4	13	6	0	0	87	0
Volume Right	12	67	0	0	38	0	16
cSH	322	543	884	1700	1700	963	1700
Volume to Capacity	0.06	0.15	0.01	0.22	0.13	0.09	0.23
Queue Length 95th (ft)	5	13	1	0	0	7	0
Control Delay (s)	16.9	12.8	9.1	0.0	0.0	2.6	0.0
Lane LOS	C	B	A			A	
Approach Delay (s)	16.9	12.8	0.1			1.4	
Approach LOS	C	B					

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	52.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	23	75	2	15	0	0	0	0	55	770	45
Future Volume (Veh/h)	0	23	75	2	15	0	0	0	0	55	770	45
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.88	0.67	0.25	0.25	0.25	0.25	0.25	0.25	0.88	0.88	0.83
Hourly flow rate (vph)	0	26	112	8	60	0	0	0	0	63	875	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1058	1028	464	688	1055	0	929			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1058	1028	464	688	1055	0	929			0		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1			4.6		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.5		
p0 queue free %	100	88	79	97	72	100	100			96		
cM capacity (veh/h)	139	226	531	234	218	1091	744			1457		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	138	68	500	492
Volume Left	0	8	63	0
Volume Right	112	0	0	54
cSH	423	219	1457	1700
Volume to Capacity	0.33	0.31	0.04	0.29
Queue Length 95th (ft)	35	32	3	0
Control Delay (s)	17.6	28.6	1.3	0.0
Lane LOS	C	D	A	
Approach Delay (s)	17.6	28.6	0.7	
Approach LOS	C	D		

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	36.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	125	36	19	94	2	0	0	42	0	0	60
Future Volume (Veh/h)	50	125	36	19	94	2	0	0	42	0	0	60
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.84	0.82	0.59	0.80	0.92	0.75	0.92	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	54	149	44	32	118	2	0	0	56	0	0	65
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		173			144							
pX, platoon unblocked												
vC, conflicting volume	120			193			527	463	96	422	484	119
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	120			193			527	463	96	422	484	119
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			98			100	100	94	100	100	93
cM capacity (veh/h)	1466			1392			389	465	947	464	453	910

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	128	118	152	56	65
Volume Left	54	0	32	0	0
Volume Right	0	44	2	56	65
cSH	1466	1700	1392	947	910
Volume to Capacity	0.04	0.07	0.02	0.06	0.07
Queue Length 95th (ft)	3	0	2	5	6
Control Delay (s)	3.3	0.0	1.8	9.0	9.3
Lane LOS	A		A	A	A
Approach Delay (s)	1.7		1.8	9.0	9.3
Approach LOS				A	A

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	18.8%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	80	13	0	0	0	0	0	12	818	17
Future Volume (Veh/h)	0	0	80	13	0	0	0	0	0	12	818	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.65	0.92	0.25	0.92	0.25	0.25	0.75	0.85	0.92
Hourly flow rate (vph)	0	0	87	20	0	0	0	0	0	16	962	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								226			625	
pX, platoon unblocked												
vC, conflicting volume	1003	1003	490	600	1012	0	980			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1003	1003	490	600	1012	0	980			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	83	94	100	100	100			99		
cM capacity (veh/h)	195	238	524	322	235	1091	700			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	87	20	497	499
Volume Left	0	20	16	0
Volume Right	87	0	0	18
cSH	524	322	1636	1700
Volume to Capacity	0.17	0.06	0.01	0.29
Queue Length 95th (ft)	15	5	1	0
Control Delay (s)	13.2	16.9	0.3	0.0
Lane LOS	B	C	A	
Approach Delay (s)	13.2	16.9	0.2	
Approach LOS	B	C		

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	41.8%	ICU Level of Service	A	
Analysis Period (min)	15			

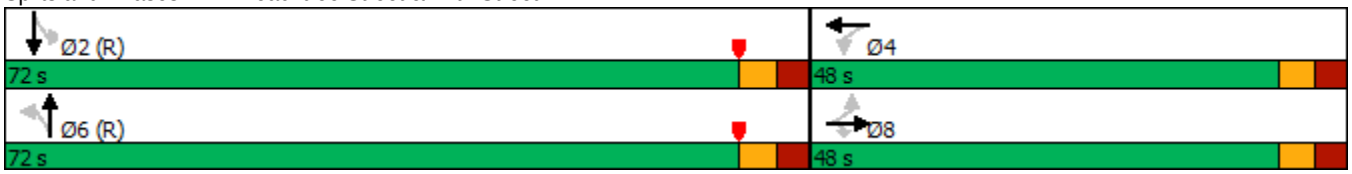
PM PEAK HOUR
SIGNALIZED

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	160	225	30	102	84	60	677	30	60	885	33
Future Volume (vph)	47	160	225	30	102	84	60	677	30	60	885	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	10	10	10
Storage Length (ft)	0		0	50		0	75		0	165		0
Storage Lanes	0		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1657	1507	1805	1730	0	1805	3518	0	1685	3294	0
Flt Permitted		0.605		0.423			0.244			0.340		
Satd. Flow (perm)	0	1015	1507	804	1730	0	464	3518	0	603	3294	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			106		33			6			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		200			546			241			524	
Travel Time (s)		5.5			14.9			4.7			10.2	
Peak Hour Factor	0.75	0.83	0.88	0.58	0.66	0.75	0.81	0.94	0.88	0.81	0.92	0.75
Heavy Vehicles (%)	14%	3%	0%	0%	5%	0%	0%	2%	0%	0%	1%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	256	52	267	0	74	754	0	74	1006	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			12			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	48.0	48.0	48.0	48.0	48.0		72.0	72.0		72.0	72.0	
Total Lost Time (s)		6.3	6.3	6.3	6.3		6.5	6.5		6.5	6.5	
Act Effct Green (s)		29.5	29.5	29.5	29.5		77.7	77.7		77.7	77.7	
Actuated g/C Ratio		0.25	0.25	0.25	0.25		0.65	0.65		0.65	0.65	
v/c Ratio		1.03	0.57	0.26	0.59		0.25	0.33		0.19	0.47	
Control Delay		107.7	26.3	29.8	30.7		13.9	11.0		10.2	11.5	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.5	
Total Delay		107.7	26.3	29.8	30.7		13.9	11.0		10.2	12.0	
LOS		F	C	C	C		B	B		B	B	
Approach Delay		67.0			30.5			11.2			11.9	
Approach LOS		E			C			B			B	
Queue Length 50th (ft)		~211	101	25	114		22	126		17	178	
Queue Length 95th (ft)		252	158	m31	111		55	207		m54	m432	
Internal Link Dist (ft)		120			466			161			444	
Turn Bay Length (ft)				50			75			165		
Base Capacity (vph)		352	592	279	622		300	2279		390	2133	
Starvation Cap Reductn		0	0	0	0		0	0		0	638	
Spillback Cap Reductn		0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.73	0.43	0.19	0.43		0.25	0.33		0.19	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 55 (46%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 24.2		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Peachtree Street & 11th Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	115	55	88	50	168	41	690	72	214	850	50
Future Volume (vph)	20	115	55	88	50	168	41	690	72	214	850	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	125		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Satd. Flow (prot)	0	1658	0	0	1609	0	1685	3226	0	1685	3314	0
Flt Permitted		0.894			0.686		0.223			0.285		
Satd. Flow (perm)	0	1491	0	0	1120	0	395	3226	0	505	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			52			21			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			173			524			408	
Travel Time (s)		9.4			4.7			10.2			7.9	
Peak Hour Factor	0.63	0.72	0.75	0.75	0.92	0.79	1.00	0.90	0.75	0.85	0.86	1.00
Heavy Vehicles (%)	25%	5%	0%	25%	0%	0%	0%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	0	0	384	0	41	863	0	252	1038	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)		6.0			6.0		5.5	5.5		5.5	5.5	
Act Effct Green (s)		34.0			34.0		74.5	74.5		74.5	74.5	
Actuated g/C Ratio		0.28			0.28		0.62	0.62		0.62	0.62	
v/c Ratio		0.61			1.08		0.17	0.43		0.81	0.50	
Control Delay		42.0			108.7		9.5	9.1		23.9	7.0	
Queue Delay		0.3			6.5		0.0	0.2		0.0	0.0	
Total Delay		42.3			115.3		9.5	9.3		23.9	7.0	
LOS		D			F		A	A		C	A	
Approach Delay		42.3			115.3			9.3			10.3	
Approach LOS		D			F			A			B	
Queue Length 50th (ft)		167			~301		10	114		53	108	
Queue Length 95th (ft)		194			m#501		m22	134		m57	m114	
Internal Link Dist (ft)		264			93			444			328	
Turn Bay Length (ft)							125			75		
Base Capacity (vph)		433			354		245	2010		313	2060	
Starvation Cap Reductn		0			27		0	430		0	0	
Spillback Cap Reductn		18			1		0	0		0	109	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.64			1.17		0.17	0.55		0.81	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 20 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 27.2		Intersection LOS: C	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Peachtree Street & 12th Street



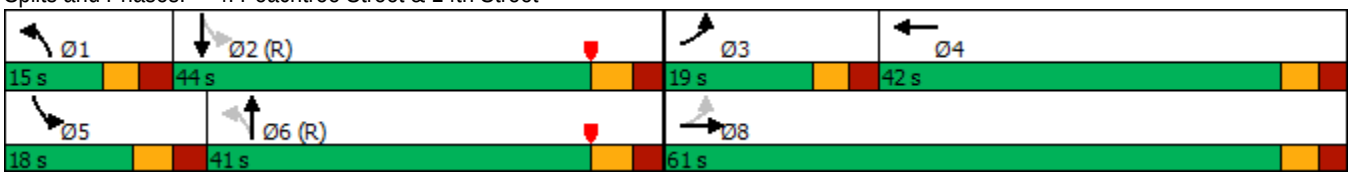
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	365	263	0	270	145	140	720	73	185	816	65
Future Volume (vph)	180	365	263	0	270	145	140	720	73	185	816	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	14	10	10	10	12	12	12
Satd. Flow (prot)	1636	1615	0	0	3185	0	1620	3239	0	1719	3541	0
Flt Permitted	0.325						0.117			0.107		
Satd. Flow (perm)	560	1615	0	0	3185	0	199	3239	0	194	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44			95			9			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		327			351			455			179	
Travel Time (s)		6.4			6.8			8.9			3.5	
Peak Hour Factor	0.84	0.85	0.78	0.25	0.88	0.83	0.78	0.82	0.81	0.89	0.83	0.94
Heavy Vehicles (%)	3%	3%	2%	0%	4%	3%	4%	2%	8%	5%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	766	0	0	482	0	179	968	0	208	1052	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.04	1.04	0.92	1.09	1.09	1.09	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8						6			2		
Total Split (s)	19.0	61.0			42.0		15.0	41.0		18.0	44.0	
Total Lost Time (s)	5.8	6.0			6.0		6.3	6.7		6.5	6.7	
Act Effct Green (s)	55.2	55.0			36.6		43.4	34.3		49.0	37.3	
Actuated g/C Ratio	0.46	0.46			0.30		0.36	0.29		0.41	0.31	
v/c Ratio	0.58	1.00			0.46		1.03	1.04		0.92	0.95	
Control Delay	27.1	64.5			27.8		103.8	77.2		73.0	58.5	
Queue Delay	0.0	6.8			0.6		0.0	0.0		0.0	0.0	
Total Delay	27.1	71.3			28.4		103.8	77.2		73.0	58.5	
LOS	C	E			C		F	E		E	E	
Approach Delay		61.6			28.4			81.3			60.9	
Approach LOS		E			C			F			E	
Queue Length 50th (ft)	101	~563			141		~100	~428		111	417	
Queue Length 95th (ft)	145	#758			191		m#172	m#456		#255	#461	
Internal Link Dist (ft)		247			271			375			99	
Turn Bay Length (ft)												
Base Capacity (vph)	375	764			1038		174	932		225	1104	
Starvation Cap Reductn	0	0			250		0	0		0	0	
Spillback Cap Reductn	0	18			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.57	1.03			0.61		1.03	1.04		0.92	0.95	

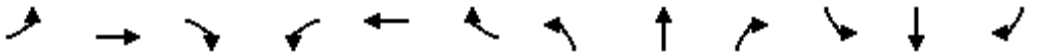
Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 107 (89%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 63.1		Intersection LOS: E	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 4: Peachtree Street & 14th Street





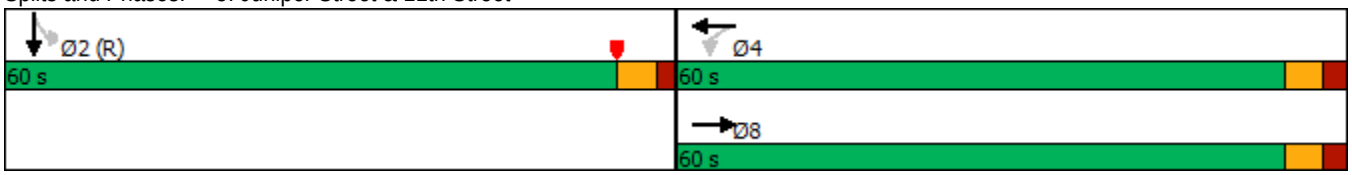
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	45	225	40	78	0	0	0	0	51	1493	73
Future Volume (vph)	0	45	225	40	78	0	0	0	0	51	1493	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	10	10	10
Satd. Flow (prot)	0	1655	0	0	1748	0	0	0	0	0	3290	0
Flt Permitted					0.574						0.998	
Satd. Flow (perm)	0	1655	0	0	1018	0	0	0	0	0	3290	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8									6	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		546			309			156			515	
Travel Time (s)		14.9			8.4			3.5			11.7	
Peak Hour Factor	0.25	0.92	0.78	1.00	0.75	0.25	0.25	0.25	0.25	0.92	0.92	0.81
Heavy Vehicles (%)	0%	11%	0%	13%	0%	0%	0%	0%	0%	0%	1%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	337	0	0	144	0	0	0	0	0	1768	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Total Split (s)		60.0		60.0	60.0					60.0	60.0	
Total Lost Time (s)		5.7			5.7						5.3	
Act Effct Green (s)		30.5			30.5						78.5	
Actuated g/C Ratio		0.25			0.25						0.65	
v/c Ratio		0.79			0.56						0.82	
Control Delay		68.5			45.9						18.2	
Queue Delay		0.0			0.0						1.6	
Total Delay		68.5			45.9						19.8	
LOS		E			D						B	
Approach Delay		68.5			45.9						19.8	
Approach LOS		E			D						B	
Queue Length 50th (ft)		237			97						647	
Queue Length 95th (ft)		275			118						#840	
Internal Link Dist (ft)		466			229			76			435	
Turn Bay Length (ft)												
Base Capacity (vph)		753			460						2154	
Starvation Cap Reductn		0			0						217	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.45			0.31						0.91	

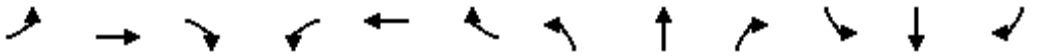
Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 28.7		Intersection LOS: C	
Intersection Capacity Utilization 81.5%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 5: Juniper Street & 11th Street





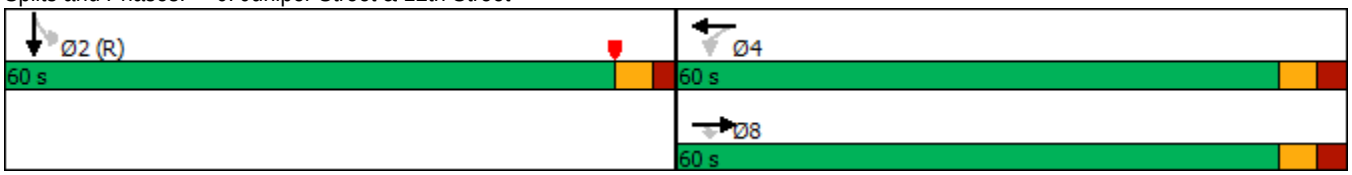
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	75	288	60	43	0	0	0	0	30	1459	86
Future Volume (vph)	0	75	288	60	43	0	0	0	0	30	1459	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Satd. Flow (prot)	0	1605	1534	0	1772	0	0	0	0	0	3296	0
Flt Permitted					0.441						0.999	
Satd. Flow (perm)	0	1605	1534	0	807	0	0	0	0	0	3296	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7	24								10	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		144			291			515			226	
Travel Time (s)		3.9			7.9			11.7			5.1	
Peak Hour Factor	0.25	0.80	0.93	0.70	0.92	0.25	0.25	0.25	0.25	0.88	0.89	0.58
Heavy Vehicles (%)	0%	7%	0%	0%	11%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)			37%									
Lane Group Flow (vph)	0	209	195	0	133	0	0	0	0	0	1821	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Total Split (s)		60.0	60.0	60.0	60.0					60.0	60.0	
Total Lost Time (s)		6.2	6.2		6.2						5.6	
Act Effct Green (s)		21.5	21.5		21.5						86.7	
Actuated g/C Ratio		0.18	0.18		0.18						0.72	
v/c Ratio		0.72	0.67		0.92						0.76	
Control Delay		57.3	50.1		104.8						10.8	
Queue Delay		0.1	0.0		0.2						2.0	
Total Delay		57.4	50.2		105.0						12.7	
LOS		E	D		F						B	
Approach Delay		53.9			105.0						12.7	
Approach LOS		D			F						B	
Queue Length 50th (ft)		168	142		103						201	
Queue Length 95th (ft)		m203	m197		#177						744	
Internal Link Dist (ft)		64			211			435			146	
Turn Bay Length (ft)												
Base Capacity (vph)		723	700		361						2385	
Starvation Cap Reductn		46	36		0						0	
Spillback Cap Reductn		0	2		25						392	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.31	0.29		0.40						0.91	

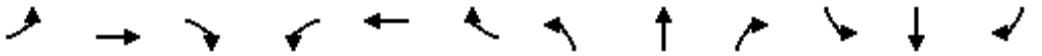
Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 37 (31%), Referenced to phase 2:SBTL and 6:, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 6: Juniper Street & 12th Street



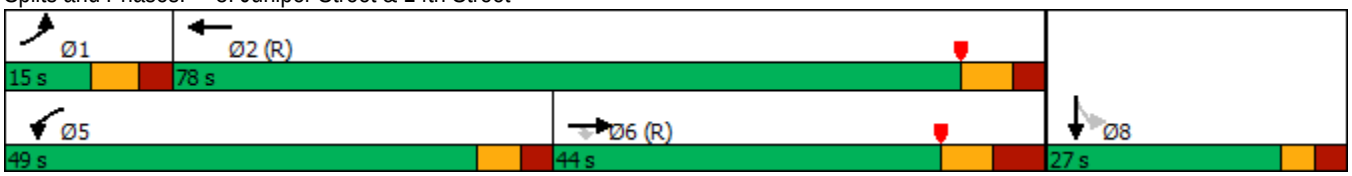


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	223	375	815	355	55	0	0	0	30	125	60
Future Volume (vph)	40	223	375	815	355	55	0	0	0	30	125	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		1	2		0	0		0	0		0
Taper Length (ft)	50			25			25			25		
Satd. Flow (prot)	1685	1689	1463	3433	1818	0	0	0	0	0	3441	0
Flt Permitted	0.950			0.950							0.992	
Satd. Flow (perm)	1685	1689	1463	3433	1818	0	0	0	0	0	3441	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156		10						35	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		351			284			444			108	
Travel Time (s)		6.8			5.5			10.1			2.5	
Peak Hour Factor	0.75	0.85	0.90	0.92	0.87	1.00	0.25	0.25	0.25	0.67	0.75	0.81
Heavy Vehicles (%)	0%	5%	3%	2%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	262	417	886	463	0	0	0	0	0	286	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA					Perm	NA	
Protected Phases	1	6		5	2						8	
Permitted Phases			6							8		
Total Split (s)	15.0	44.0	44.0	49.0	78.0					27.0	27.0	
Total Lost Time (s)	7.3	9.4	9.4	6.9	7.7						6.0	
Act Effct Green (s)	8.7	46.8	46.8	36.8	78.8						14.1	
Actuated g/C Ratio	0.07	0.39	0.39	0.31	0.66						0.12	
v/c Ratio	0.43	0.40	0.63	0.84	0.39						0.66	
Control Delay	50.0	29.8	21.4	46.6	11.9						51.5	
Queue Delay	0.0	1.7	3.3	0.0	0.0						0.0	
Total Delay	50.0	31.5	24.6	46.6	11.9						51.5	
LOS	D	C	C	D	B						D	
Approach Delay		28.9			34.7						51.5	
Approach LOS		C			C						D	
Queue Length 50th (ft)	38	133	132	328	161						98	
Queue Length 95th (ft)	m40	m157	m137	375	249						113	
Internal Link Dist (ft)		271			204			364			28	
Turn Bay Length (ft)	150											
Base Capacity (vph)	128	657	665	1213	1196						631	
Starvation Cap Reductn	0	243	157	0	0						0	
Spillback Cap Reductn	0	0	0	0	0						0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0	0	0	0						0	
Reduced v/c Ratio	0.41	0.63	0.82	0.73	0.39						0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 38 (32%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: Juniper Street & 14th Street

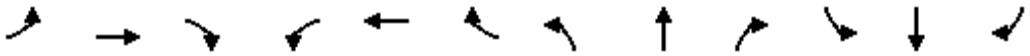


PM PEAK HOUR
UNSIGNALIZED

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	9	25	1	85	3	828	35	75	964	1
Future Volume (Veh/h)	7	1	9	25	1	85	3	828	35	75	964	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.25	0.56	0.75	0.25	0.71	0.75	0.91	0.67	0.67	0.88	0.25
Hourly flow rate (vph)	12	4	16	33	4	120	4	910	52	112	1095	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								408			455	
pX, platoon unblocked	0.78	0.78	0.72	0.78	0.78	0.88	0.72			0.88		
vC, conflicting volume	1906	2291	550	1734	2267	481	1099			962		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	915	1410	0	693	1379	146	358			691		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	91	96	98	85	96	84	100			85		
cM capacity (veh/h)	130	92	785	218	96	761	872			765		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	32	157	4	607	355	660	552
Volume Left	12	33	4	0	0	112	0
Volume Right	16	120	0	0	52	0	4
cSH	205	448	872	1700	1700	765	1700
Volume to Capacity	0.16	0.35	0.00	0.36	0.21	0.15	0.32
Queue Length 95th (ft)	14	39	0	0	0	13	0
Control Delay (s)	25.8	17.3	9.1	0.0	0.0	3.7	0.0
Lane LOS	D	C	A			A	
Approach Delay (s)	25.8	17.3	0.0			2.0	
Approach LOS	D	C					

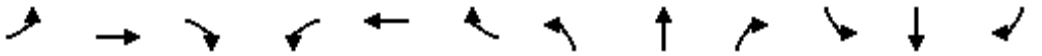
Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	70.2%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	30	85	3	5	0	0	0	0	80	1135	100
Future Volume (Veh/h)	0	30	85	3	5	0	0	0	0	80	1135	100
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.88	0.68	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.91	0.88
Hourly flow rate (vph)	0	34	125	12	20	0	0	0	0	113	1247	114
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								407			444	
pX, platoon unblocked												
vC, conflicting volume	1540	1530	680	992	1587	0	1361			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1540	1530	680	992	1587	0	1361			0		
tC, single (s)	7.5	6.6	6.9	7.5	6.5	6.9	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	100	68	69	88	80	100	100			93		
cM capacity (veh/h)	64	106	398	99	101	1091	512			1593		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	159	32	736	738
Volume Left	0	12	113	0
Volume Right	125	0	0	114
cSH	250	101	1593	1700
Volume to Capacity	0.64	0.32	0.07	0.43
Queue Length 95th (ft)	97	31	6	0
Control Delay (s)	41.5	56.7	1.8	0.0
Lane LOS	E	F	A	
Approach Delay (s)	41.5	56.7	0.9	
Approach LOS	E	F		

Intersection Summary				
Average Delay	5.9			
Intersection Capacity Utilization	50.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	275	26	4	126	3	0	0	30	0	0	118
Future Volume (Veh/h)	96	275	26	4	126	3	0	0	30	0	0	118
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.97	0.82	0.59	0.85	0.92	0.75	0.92	0.75	0.92	0.92	0.92
Hourly flow rate (vph)	104	284	32	7	148	3	0	0	40	0	0	128
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		173			144							
pX, platoon unblocked												
vC, conflicting volume	151			316			800	673	158	554	688	150
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151			316			800	673	158	554	688	150
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			99			100	100	95	100	100	85
cM capacity (veh/h)	1428			1256			224	346	866	373	339	870

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	246	174	158	40	128
Volume Left	104	0	7	0	0
Volume Right	0	32	3	40	128
cSH	1428	1700	1256	866	870
Volume to Capacity	0.07	0.10	0.01	0.05	0.15
Queue Length 95th (ft)	6	0	0	4	13
Control Delay (s)	3.6	0.0	0.4	9.4	9.8
Lane LOS	A		A	A	A
Approach Delay (s)	2.1		0.4	9.4	9.8
Approach LOS				A	A

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	24.9%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	160	12	0	0	0	0	0	35	1150	38
Future Volume (Veh/h)	0	0	160	12	0	0	0	0	0	35	1150	38
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.50	0.92	0.25	0.92	0.25	0.25	0.88	0.93	0.92
Hourly flow rate (vph)	0	0	174	24	0	0	0	0	0	40	1237	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								226			625	
pX, platoon unblocked												
vC, conflicting volume	1338	1338	639	872	1358	0	1278			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1338	1338	639	872	1358	0	1278			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	58	83	100	100	100			98		
cM capacity (veh/h)	109	148	419	142	144	1091	539			1636		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	174	24	658	660
Volume Left	0	24	40	0
Volume Right	174	0	0	41
cSH	419	142	1636	1700
Volume to Capacity	0.42	0.17	0.02	0.39
Queue Length 95th (ft)	50	15	2	0
Control Delay (s)	19.6	35.4	0.7	0.0
Lane LOS	C	E	A	
Approach Delay (s)	19.6	35.4	0.4	
Approach LOS	C	E		

Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	57.3%	ICU Level of Service	B	
Analysis Period (min)	15			

APPENDIX K

SEGMENT CAPACITY ANALYSIS REPORT –

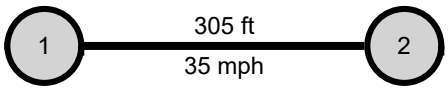
EXISTING CONDITIONS, 2018

14TH STREET

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	14th Street AM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	1	1	305	305	22	30	0	0	100	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			41.58		
1	Running Time, s	11.47			11.23		
1	Running Speed, mph	18.14			18.52		
1	Through Delay, s/veh	5.21			14.38		
1	Travel Time, s	16.68			25.61		
1	Travel Speed, mph	12.47			8.12		
1	Stop Rate, stops/veh	0.19			0.40		
1	Spatial Stop Rate, stops/mi	3.27			6.98		
1	Through vol/cap Ratio	0.27			0.10		
1	Percent of Base FFS	29.99			19.53		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	2.66			3.34		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.73		D	3.36		C
1	Bicycle Segment LOS Score / LOS	3.95		D	3.34		C
1	Transit Segment LOS Score / LOS	1.94		A	1.70		A

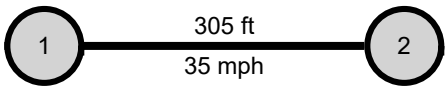
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	16.68	25.61
Facility Travel Speed, mph	12.47	8.12
Facility Base Free Flow Speed, mph	41.58	41.58
Facility Percent of Base FFS	29.99	19.53
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.66	3.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.73	D	3.36	C
Bicycle Facility LOS Score / LOS	3.95	D	3.34	C
Transit Facility LOS Score / LOS	1.94	A	1.70	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	14th Street MD.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	1	1	305	305	22	30	0	0	100	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			41.58		
1	Running Time, s	11.37			11.25		
1	Running Speed, mph	18.29			18.49		
1	Through Delay, s/veh	1.90			23.86		
1	Travel Time, s	13.26			35.11		
1	Travel Speed, mph	15.68			5.92		
1	Stop Rate, stops/veh	0.08			0.69		
1	Spatial Stop Rate, stops/mi	1.35			11.86		
1	Through vol/cap Ratio	0.19			0.15		
1	Percent of Base FFS	37.71			14.24		
1	Level of Service	E			F		
1	Auto Traveler Perception Score	2.34			4.31		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.55		D	3.46		C
1	Bicycle Segment LOS Score / LOS	3.50		C	3.44		C
1	Transit Segment LOS Score / LOS	1.86		A	1.75		A

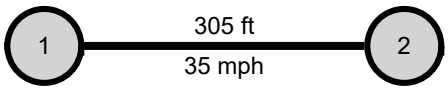
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	13.26	35.11
Facility Travel Speed, mph	15.68	5.92
Facility Base Free Flow Speed, mph	41.58	41.58
Facility Percent of Base FFS	37.71	14.24
Facility Level of Service	E	F
Facility Auto Traveler Perception Score	2.34	4.31

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.55	D	3.46	C
Bicycle Facility LOS Score / LOS	3.50	C	3.44	C
Transit Facility LOS Score / LOS	1.86	A	1.75	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	14th Street PM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	1	1	305	305	22	30	0	0	100	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			41.58		
1	Running Time, s	11.35			11.27		
1	Running Speed, mph	18.32			18.45		
1	Through Delay, s/veh	4.48			15.48		
1	Travel Time, s	15.83			26.75		
1	Travel Speed, mph	13.13			7.77		
1	Stop Rate, stops/veh	0.17			0.42		
1	Spatial Stop Rate, stops/mi	3.03			7.27		
1	Through vol/cap Ratio	0.13			0.23		
1	Percent of Base FFS	31.59			18.70		
1	Level of Service	E			F		
1	Auto Traveler Perception Score	2.62			3.40		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.53		D	3.52		D
1	Bicycle Segment LOS Score / LOS	3.64		D	3.52		D
1	Transit Segment LOS Score / LOS	1.85		A	1.77		A

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	15.83	26.75
Facility Travel Speed, mph	13.13	7.77
Facility Base Free Flow Speed, mph	41.58	41.58
Facility Percent of Base FFS	31.59	18.70
Facility Level of Service	E	F
Facility Auto Traveler Perception Score	2.62	3.40

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.53	D	3.52	D
Bicycle Facility LOS Score / LOS	3.64	D	3.52	D
Transit Facility LOS Score / LOS	1.85	A	1.77	A

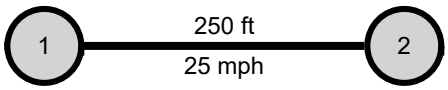
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12TH STREET

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	12th Street AM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	12.13			12.08		
1	Running Speed, mph	14.05			14.11		
1	Through Delay, s/veh	8.83			21.82		
1	Travel Time, s	20.96			33.90		
1	Travel Speed, mph	8.13			5.03		
1	Stop Rate, stops/veh	0.32			0.58		
1	Spatial Stop Rate, stops/mi	6.85			12.15		
1	Through vol/cap Ratio	0.12			0.05		
1	Percent of Base FFS	22.02			13.61		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	3.58			4.61		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.20		C	3.25		C
1	Bicycle Segment LOS Score / LOS	3.32		C	3.09		C
1	Transit Segment LOS Score / LOS	2.19		B	2.13		B

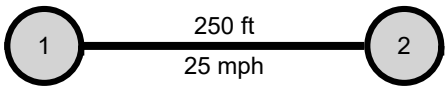
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	20.96	33.90
Facility Travel Speed, mph	8.13	5.03
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	22.02	13.61
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	3.58	4.61

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.25	C
Bicycle Facility LOS Score / LOS	3.32	C	3.09	C
Transit Facility LOS Score / LOS	2.19	B	2.13	B

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	12th Street MD.xus	Analysis Year	2018	System Cycle Length, s	80
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	12.11			12.10		
1	Running Speed, mph	14.08			14.09		
1	Through Delay, s/veh	11.97			8.26		
1	Travel Time, s	24.08			20.35		
1	Travel Speed, mph	7.08			8.38		
1	Stop Rate, stops/veh	0.55			0.36		
1	Spatial Stop Rate, stops/mi	11.67			7.64		
1	Through vol/cap Ratio	0.26			0.07		
1	Percent of Base FFS	19.17			22.68		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	4.53			3.74		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.90		C	3.02		C
1	Bicycle Segment LOS Score / LOS	3.23		C	3.16		C
1	Transit Segment LOS Score / LOS	2.17		B	2.15		B

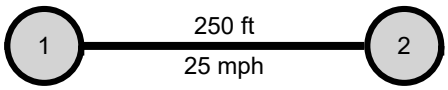
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	24.08	20.35
Facility Travel Speed, mph	7.08	8.38
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	19.17	22.68
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	4.53	3.74

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	2.90	C	3.02	C
Bicycle Facility LOS Score / LOS	3.23	C	3.16	C
Transit Facility LOS Score / LOS	2.17	B	2.15	B

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	12th Street PM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	12.11			12.10		
1	Running Speed, mph	14.08			14.09		
1	Through Delay, s/veh	14.34			21.50		
1	Travel Time, s	26.45			33.60		
1	Travel Speed, mph	6.44			5.07		
1	Stop Rate, stops/veh	0.47			0.58		
1	Spatial Stop Rate, stops/mi	9.83			12.25		
1	Through vol/cap Ratio	0.22			0.19		
1	Percent of Base FFS	17.45			13.74		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	4.18			4.63		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.16		C	3.31		C
1	Bicycle Segment LOS Score / LOS	3.26		C	3.21		C
1	Transit Segment LOS Score / LOS	2.17		B	2.16		B

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	26.45	33.60
Facility Travel Speed, mph	6.44	5.07
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	17.45	13.74
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	4.18	4.63

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.16	C	3.31	C
Bicycle Facility LOS Score / LOS	3.26	C	3.21	C
Transit Facility LOS Score / LOS	2.17	B	2.16	B

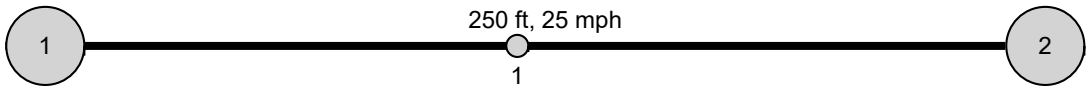
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12TH STREET

PEAK HOUR ACCESS POINT ANALYSES

HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	12th Street AM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

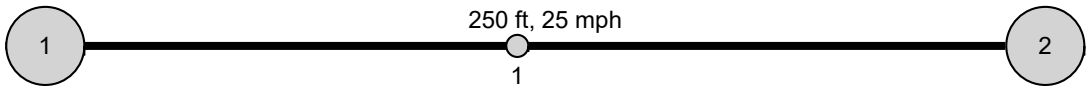
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (1075 Peachtree St...)	Peak Hour Factor			1.00			Location, ft			125		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	1	0	1	0	0	1	0	0	0	0
Input volume, veh/h	0	87	151	84	196	0	18	0	12	0	0	0
Balanced flow, veh/h	0	18	32	44	103	0	18	0	12	0	0	0
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay		0.0			0.0							
Probability inside blocked		0.00			0.03							

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	12th Street MD.xus	Analysis Year	2018	System Cycle Length, s	80
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

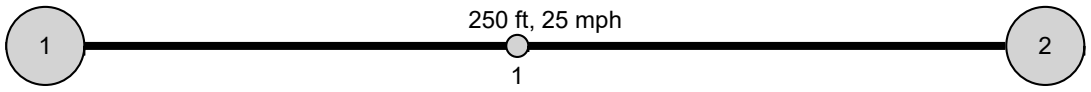
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (1075 Peachtree St...)	Peak Hour Factor			1.00			Location, ft			125		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Input volume, veh/h	50	125	36	19	109	2	27	0	15	0	0	60
Balanced flow, veh/h	18	46	13	16	93	2	27	0	15	0	0	60
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay		0.0			0.0							
Probability inside blocked		0.01			0.01							

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	12th Street PM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0

Number of Access Points	1

#1 (1075 Peachtree St...)	Peak Hour Factor			1.00			Location, ft			125		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	1	0	1	0	0	1	0	0	0	0
Input volume, veh/h	0	266	26	4	69	0	73	0	62	0	0	0
Balanced flow, veh/h	0	84	8	7	116	0	73	0	62	0	0	0
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay		0.0			0.0							
Probability inside blocked		0.00			0.00							

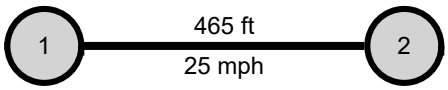
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11TH STREET

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	11th Street AM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	465	465	22	11	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	13.76			13.64		
1	Running Speed, mph	23.04			23.24		
1	Through Delay, s/veh	20.50			18.59		
1	Travel Time, s	34.26			32.24		
1	Travel Speed, mph	9.25			9.83		
1	Stop Rate, stops/veh	0.65			0.56		
1	Spatial Stop Rate, stops/mi	7.43			6.37		
1	Through vol/cap Ratio	0.26			0.03		
1	Percent of Base FFS	25.06			26.63		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	3.70			3.49		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.26		C	3.26		C
1	Bicycle Segment LOS Score / LOS	3.39		C	2.96		C
1	Transit Segment LOS Score / LOS	1.35		A	1.24		A

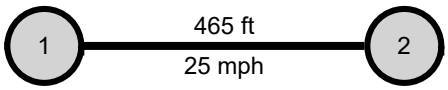
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	34.26	32.24
Facility Travel Speed, mph	9.25	9.83
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	25.06	26.63
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	3.70	3.49

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.26	C	3.26	C
Bicycle Facility LOS Score / LOS	3.39	C	2.96	C
Transit Facility LOS Score / LOS	1.35	A	1.24	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	11th Street MD.xus	Analysis Year	2018	System Cycle Length, s	80
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	465	465	22	11	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	13.70			13.65		
1	Running Speed, mph	23.15			23.23		
1	Through Delay, s/veh	11.83			8.28		
1	Travel Time, s	25.53			21.93		
1	Travel Speed, mph	12.42			14.46		
1	Stop Rate, stops/veh	0.56			0.36		
1	Spatial Stop Rate, stops/mi	6.34			4.08		
1	Through vol/cap Ratio	0.17			0.02		
1	Percent of Base FFS	33.63			39.15		
1	Level of Service	E			E		
1	Auto Traveler Perception Score	3.48			3.05		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.89		C	3.02		C
1	Bicycle Segment LOS Score / LOS	3.25		C	3.07		C
1	Transit Segment LOS Score / LOS	1.30		A	1.26		A

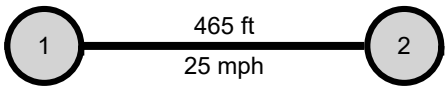
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	25.53	21.93
Facility Travel Speed, mph	12.42	14.46
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	33.63	39.15
Facility Level of Service	E	E
Facility Auto Traveler Perception Score	3.48	3.05

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	2.89	C	3.02	C
Bicycle Facility LOS Score / LOS	3.25	C	3.07	C
Transit Facility LOS Score / LOS	1.30	A	1.26	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	11th Street PM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	465	465	22	11	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	13.73			13.67		
1	Running Speed, mph	23.09			23.19		
1	Through Delay, s/veh	11.55			21.52		
1	Travel Time, s	25.29			35.19		
1	Travel Speed, mph	12.54			9.01		
1	Stop Rate, stops/veh	0.37			0.64		
1	Spatial Stop Rate, stops/mi	4.18			7.31		
1	Through vol/cap Ratio	0.23			0.04		
1	Percent of Base FFS	33.95			24.40		
1	Level of Service	E			F		
1	Auto Traveler Perception Score	3.07			3.68		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.23		C	3.32		C
1	Bicycle Segment LOS Score / LOS	3.35		C	3.13		C
1	Transit Segment LOS Score / LOS	1.34		A	1.27		A

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	25.29	35.19
Facility Travel Speed, mph	12.54	9.01
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	33.95	24.40
Facility Level of Service	E	F
Facility Auto Traveler Perception Score	3.07	3.68

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.32	C
Bicycle Facility LOS Score / LOS	3.35	C	3.13	C
Transit Facility LOS Score / LOS	1.34	A	1.27	A

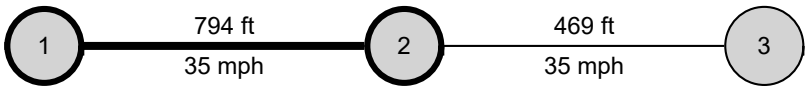
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PEACHTREE STREET (14TH STREET TO 12TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street AM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	41.63			41.63		
1	Running Time, s	17.03			17.10		
1	Running Speed, mph	31.79			31.67		
1	Through Delay, s/veh	1.51			30.38		
1	Travel Time, s	18.53			47.48		
1	Travel Speed, mph	29.21			11.40		
1	Stop Rate, stops/veh	0.06			0.69		
1	Spatial Stop Rate, stops/mi	0.39			4.59		
1	Through vol/cap Ratio	0.24			0.54		
1	Percent of Base FFS	70.17			27.39		
1	Level of Service	B			F		
1	Auto Traveler Perception Score	2.30			2.89		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.55		D	3.69		D
1	Bicycle Segment LOS Score / LOS	3.55		D	3.58		D
1	Transit Segment LOS Score / LOS	0.99		A	2.69		B

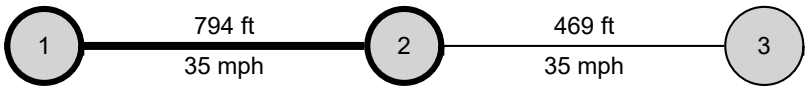
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	35.73	63.54
Facility Travel Speed, mph	24.10	13.55
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	57.92	32.57
Facility Level of Service	C	E
Facility Auto Traveler Perception Score	2.35	2.66

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.52	D	3.64	D
Bicycle Facility LOS Score / LOS	3.52	D	3.57	D
Transit Facility LOS Score / LOS	1.29	A	2.34	C

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Peachtree Street MD.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	41.63			41.63		
1	Running Time, s	17.02			16.86		
1	Running Speed, mph	31.80			32.12		
1	Through Delay, s/veh	16.48			21.75		
1	Travel Time, s	33.51			38.60		
1	Travel Speed, mph	16.16			14.02		
1	Stop Rate, stops/veh	0.61			0.54		
1	Spatial Stop Rate, stops/mi	4.09			3.60		
1	Through vol/cap Ratio	0.46			0.25		
1	Percent of Base FFS	38.81			33.69		
1	Level of Service	E			E		
1	Auto Traveler Perception Score	2.92			2.71		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.56		D	3.19		C
1	Bicycle Segment LOS Score / LOS	3.56		D	3.50		D
1	Transit Segment LOS Score / LOS	2.10		B	2.29		B

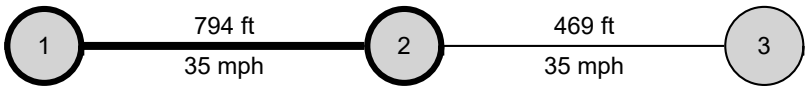
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	63.20	66.59
Facility Travel Speed, mph	13.63	12.93
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	32.75	31.08
Facility Level of Service	E	E
Facility Auto Traveler Perception Score	3.06	2.88

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.42	C	3.16	C
Bicycle Facility LOS Score / LOS	3.54	D	3.49	C
Transit Facility LOS Score / LOS	2.32	C	2.40	C

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street PM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	41.63			41.63		
1	Running Time, s	17.16			16.99		
1	Running Speed, mph	31.55			31.87		
1	Through Delay, s/veh	3.23			28.99		
1	Travel Time, s	20.39			45.97		
1	Travel Speed, mph	26.55			11.78		
1	Stop Rate, stops/veh	0.13			0.61		
1	Spatial Stop Rate, stops/mi	0.87			4.04		
1	Through vol/cap Ratio	0.31			0.59		
1	Percent of Base FFS	63.78			28.29		
1	Level of Service	C			F		
1	Auto Traveler Perception Score	2.37			2.79		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.65		D	3.60		D
1	Bicycle Segment LOS Score / LOS	3.60		D	3.56		D
1	Transit Segment LOS Score / LOS	1.23		A	2.61		B

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	44.98	62.62
Facility Travel Speed, mph	19.15	13.75
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	46.01	33.05
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.57	2.64

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.62	D	3.55	D
Bicycle Facility LOS Score / LOS	3.58	D	3.55	D
Transit Facility LOS Score / LOS	1.68	A	2.30	C

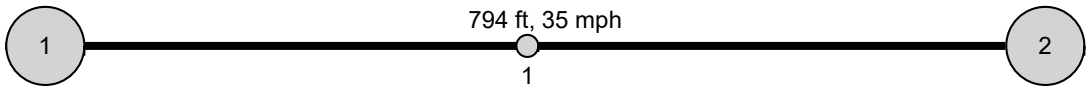
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PEACHTREE STREET (14TH STREET TO 12TH STREET)

PEAK HOUR ACCESS POINT ANALYSES

HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street AM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

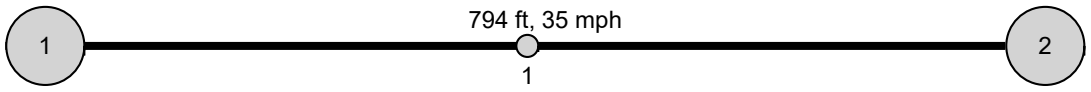
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			405		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Input volume, veh/h	2	0	2	20	1	20	9	913	31	55	808	16
Balanced flow, veh/h	2	0	2	20	1	20	9	928	32	47	692	14
Proportion time blocked	0.19	0.19	0.14	0.19	0.19	0.05	0.14	0.00	0.00	0.05	0.00	0.00
Thru vehicle delay								0.0			0.1	
Probability inside blocked								0.00			0.06	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Peachtree Street MD.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

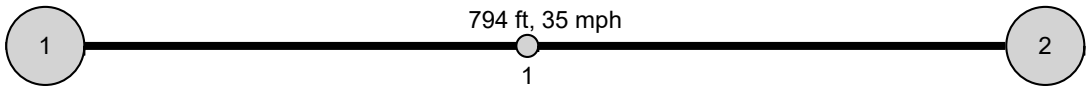
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			405		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Input volume, veh/h	2	1	9	5	0	33	3	451	27	59	681	9
Balanced flow, veh/h	2	1	9	5	0	33	3	452	27	62	713	9
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.06	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street PM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			405		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Input volume, veh/h	7	1	9	20	1	76	3	718	28	68	881	1
Balanced flow, veh/h	7	1	9	20	1	76	3	726	28	71	922	1
Proportion time blocked	0.23	0.23	0.18	0.23	0.23	0.05	0.18	0.00	0.00	0.05	0.00	0.00
Thru vehicle delay								0.0			0.1	
Probability inside blocked								0.00			0.08	

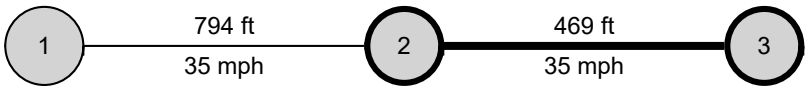
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PEACHTREE STREET (12TH STREET TO 11TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street AM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	35	35	2	2	469	469	30	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never			never		
2	Base Free-Flow Speed, mph	41.58			41.58		
2	Running Time, s	12.71			12.83		
2	Running Speed, mph	25.16			24.93		
2	Through Delay, s/veh	4.49			3.24		
2	Travel Time, s	17.20			16.07		
2	Travel Speed, mph	18.59			19.90		
2	Stop Rate, stops/veh	0.17			0.12		
2	Spatial Stop Rate, stops/mi	1.95			1.30		
2	Through vol/cap Ratio	0.22			0.36		
2	Percent of Base FFS	44.71			47.86		
2	Level of Service	D			D		
2	Auto Traveler Perception Score	2.44			2.34		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.46		C	3.57		D
2	Bicycle Segment LOS Score / LOS	3.48		C	3.56		D
2	Transit Segment LOS Score / LOS	1.79		A	1.74		A

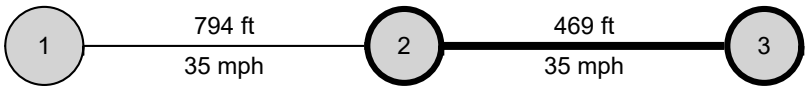
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	35.73	63.54
Facility Travel Speed, mph	24.10	13.55
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	57.92	32.57
Facility Level of Service	C	E
Facility Auto Traveler Perception Score	2.35	2.66

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.52	D	3.64	D
Bicycle Facility LOS Score / LOS	3.52	D	3.57	D
Transit Facility LOS Score / LOS	1.29	A	2.34	C

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Peachtree Street MD.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	35	35	2	2	469	469	30	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never			never		
2	Base Free-Flow Speed, mph	41.58			41.58		
2	Running Time, s	12.73			12.68		
2	Running Speed, mph	25.12			25.21		
2	Through Delay, s/veh	16.96			15.30		
2	Travel Time, s	29.69			27.98		
2	Travel Speed, mph	10.77			11.43		
2	Stop Rate, stops/veh	0.62			0.56		
2	Spatial Stop Rate, stops/mi	6.94			6.33		
2	Through vol/cap Ratio	0.44			0.32		
2	Percent of Base FFS	25.90			27.48		
2	Level of Service	F			F		
2	Auto Traveler Perception Score	3.34			3.22		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.19		C	3.10		C
2	Bicycle Segment LOS Score / LOS	3.50		D	3.47		C
2	Transit Segment LOS Score / LOS	2.70		B	2.58		B

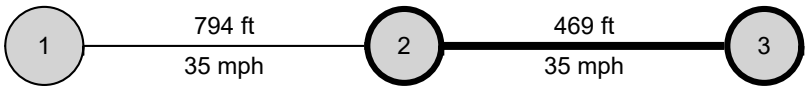
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	63.20	66.59
Facility Travel Speed, mph	13.63	12.93
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	32.75	31.08
Facility Level of Service	E	E
Facility Auto Traveler Perception Score	3.06	2.88

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.42	C	3.16	C
Bicycle Facility LOS Score / LOS	3.54	D	3.49	C
Transit Facility LOS Score / LOS	2.32	C	2.40	C

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street PM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	35	35	2	2	469	469	30	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never			never		
2	Base Free-Flow Speed, mph	41.58			41.58		
2	Running Time, s	12.79			12.76		
2	Running Speed, mph	25.00			25.06		
2	Through Delay, s/veh	11.79			3.89		
2	Travel Time, s	24.59			16.65		
2	Travel Speed, mph	13.01			19.21		
2	Stop Rate, stops/veh	0.46			0.16		
2	Spatial Stop Rate, stops/mi	5.20			1.81		
2	Through vol/cap Ratio	0.33			0.27		
2	Percent of Base FFS	31.28			46.20		
2	Level of Service	E			D		
2	Auto Traveler Perception Score	3.00			2.42		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.57		D	3.48		C
2	Bicycle Segment LOS Score / LOS	3.54		D	3.52		D
2	Transit Segment LOS Score / LOS	2.44		B	1.76		A

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	44.98	62.62
Facility Travel Speed, mph	19.15	13.75
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	46.01	33.05
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.57	2.64

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.62	D	3.55	D
Bicycle Facility LOS Score / LOS	3.58	D	3.55	D
Transit Facility LOS Score / LOS	1.68	A	2.30	C

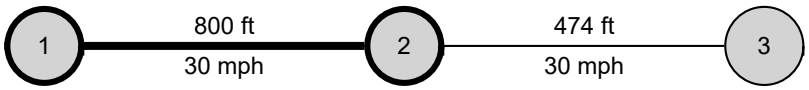
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JUNIPER STREET (14TH STREET TO 12TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Juniper Street AM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	3	1	800	800	40	10	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	1	6	16		2	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.23					
1	Running Time, s	17.78					
1	Running Speed, mph	30.68					
1	Through Delay, s/veh	2.20					
1	Travel Time, s	19.98					
1	Travel Speed, mph	27.30					
1	Stop Rate, stops/veh	0.09					
1	Spatial Stop Rate, stops/mi	0.58					
1	Through vol/cap Ratio	0.31					
1	Percent of Base FFS	69.60					
1	Level of Service	B					
1	Auto Traveler Perception Score	2.30					
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.60		D			
1	Bicycle Segment LOS Score / LOS	3.55		D			
1	Transit Segment LOS Score / LOS	1.12		A			

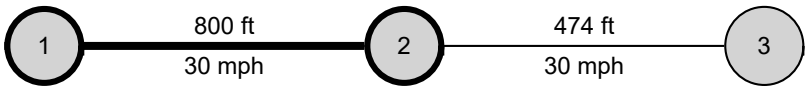
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	40.86	
Facility Travel Speed, mph	21.26	
Facility Base Free Flow Speed, mph	39.23	
Facility Percent of Base FFS	54.19	
Facility Level of Service	C	
Facility Auto Traveler Perception Score	2.46	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.56	D		
Bicycle Facility LOS Score / LOS	3.54	D		
Transit Facility LOS Score / LOS	1.50	A		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Juniper Street MD.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	3	1	800	800	40	10	0	0	80	80	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	1	6	16		2	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.32					
1	Running Time, s	17.54					
1	Running Speed, mph	31.10					
1	Through Delay, s/veh	12.42					
1	Travel Time, s	29.96					
1	Travel Speed, mph	18.20					
1	Stop Rate, stops/veh	0.59					
1	Spatial Stop Rate, stops/mi	3.92					
1	Through vol/cap Ratio	0.30					
1	Percent of Base FFS	46.29					
1	Level of Service	D					
1	Auto Traveler Perception Score	2.85					
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.43		C			
1	Bicycle Segment LOS Score / LOS	3.49		C			
1	Transit Segment LOS Score / LOS	1.82		A			

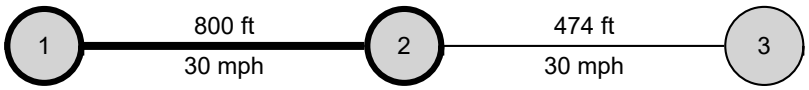
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	56.13	
Facility Travel Speed, mph	15.48	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	39.39	
Facility Level of Service	E	
Facility Auto Traveler Perception Score	3.08	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.17	C		
Bicycle Facility LOS Score / LOS	3.47	C		
Transit Facility LOS Score / LOS	2.06	B		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	Juniper Street PM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	3	1	800	800	40	10	0	0	80	80	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	1	6	16		2	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.32					
1	Running Time, s	17.77					
1	Running Speed, mph	30.69					
1	Through Delay, s/veh	6.15					
1	Travel Time, s	23.92					
1	Travel Speed, mph	22.81					
1	Stop Rate, stops/veh	0.24					
1	Spatial Stop Rate, stops/mi	1.55					
1	Through vol/cap Ratio	0.31					
1	Percent of Base FFS	58.00					
1	Level of Service	C					
1	Auto Traveler Perception Score	2.45					
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.62	D				
1	Bicycle Segment LOS Score / LOS	3.57	D				
1	Transit Segment LOS Score / LOS	1.47	A				

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	41.45	
Facility Travel Speed, mph	20.95	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	53.33	
Facility Level of Service	C	
Facility Auto Traveler Perception Score	2.49	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.59	D		
Bicycle Facility LOS Score / LOS	3.56	D		
Transit Facility LOS Score / LOS	1.62	A		

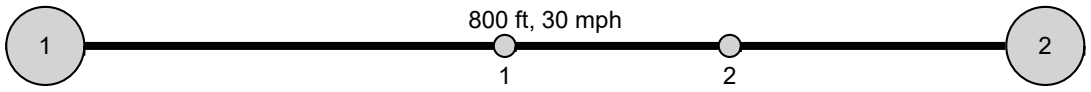
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JUNIPER STREET (14TH STREET TO 12TH STREET)

PEAK HOUR ACCESS POINT ANALYSES

HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Juniper Street AM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	3	1	800	800	40	10	0	0	100	100	0.0	0.0

Number of Access Points	2

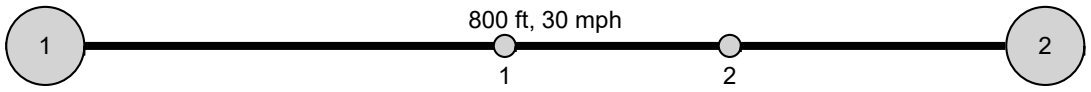
#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			390		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	0	0	0	0	0	1	3	0
Input volume, veh/h	0	17	58	0	0	0	0	0	0	25	990	28
Balanced flow, veh/h	0	17	58	0	0	0	0	0	0	29	1134	32
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.00	

#2 (1101 Juniper Stre...)	Peak Hour Factor			1.00			Location, ft			570		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	0	0	1	0	0	0	0	0	0	4	0
Input volume, veh/h	0	0	0	63	0	0	0	0	0	6	1042	121
Balanced flow, veh/h	0	0	0	63	0	0	0	0	0	6	1063	123
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.00	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Juniper Street MD.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	3	1	800	800	40	10	0	0	80	80	0.0	0.0
Number of Access Points	2													

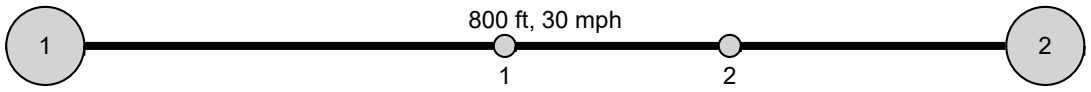
#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			390		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	0	0	0	0	0	1	3	0
Input volume, veh/h	0	18	68	0	0	0	0	0	0	53	726	40
Balanced flow, veh/h	0	18	68	0	0	0	0	0	0	39	535	29
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.00	

#2 (1101 Juniper Stre...)	Peak Hour Factor			1.00			Location, ft			570		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	0	0	1	0	0	0	0	0	0	4	0
Input volume, veh/h	0	0	0	13	0	0	0	0	0	12	784	0
Balanced flow, veh/h	0	0	0	13	0	0	0	0	0	9	594	0
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.01	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	Juniper Street PM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	3	1	800	800	40	10	0	0	80	80	0.0	0.0

Number of Access Points	2

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			390		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	0	0	0	0	0	1	3	0
Input volume, veh/h	0	21	80	0	0	0	0	0	0	77	1067	96
Balanced flow, veh/h	0	21	80	0	0	0	0	0	0	77	1065	96
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.00	

#2 (1101 Juniper Stre...)	Peak Hour Factor			1.00			Location, ft			570		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	0	0	1	0	0	0	0	0	0	4	0
Input volume, veh/h	0	0	0	12	0	0	0	0	0	35	1112	0
Balanced flow, veh/h	0	0	0	12	0	0	0	0	0	35	1110	0
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.02	

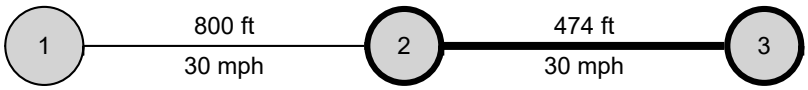
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JUNIPER STREET (12TH STREET TO 11TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Juniper Street AM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	3	1	474	474	30	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	39.23					
2	Running Time, s	13.62					
2	Running Speed, mph	23.72					
2	Through Delay, s/veh	7.26					
2	Travel Time, s	20.89					
2	Travel Speed, mph	15.47					
2	Stop Rate, stops/veh	0.25					
2	Spatial Stop Rate, stops/mi	2.75					
2	Through vol/cap Ratio	0.36					
2	Percent of Base FFS	39.44					
2	Level of Service	E					
2	Auto Traveler Perception Score	2.80					
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.48	C				
2	Bicycle Segment LOS Score / LOS	3.52	D				
2	Transit Segment LOS Score / LOS	2.15	B				

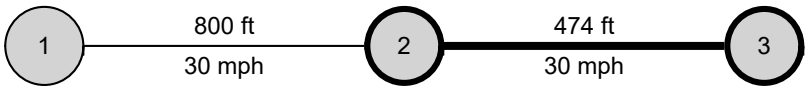
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	40.86	
Facility Travel Speed, mph	21.26	
Facility Base Free Flow Speed, mph	39.23	
Facility Percent of Base FFS	54.19	
Facility Level of Service	C	
Facility Auto Traveler Perception Score	2.46	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.56	D		
Bicycle Facility LOS Score / LOS	3.54	D		
Transit Facility LOS Score / LOS	1.50	A		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Juniper Street MD.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	3	1	474	474	30	10	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	39.23					
2	Running Time, s	13.52					
2	Running Speed, mph	23.91					
2	Through Delay, s/veh	12.65					
2	Travel Time, s	26.17					
2	Travel Speed, mph	12.35					
2	Stop Rate, stops/veh	0.60					
2	Spatial Stop Rate, stops/mi	6.68					
2	Through vol/cap Ratio	0.35					
2	Percent of Base FFS	31.48					
2	Level of Service	E					
2	Auto Traveler Perception Score	3.55					
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	2.74	B				
2	Bicycle Segment LOS Score / LOS	3.45	C				
2	Transit Segment LOS Score / LOS	2.46	B				

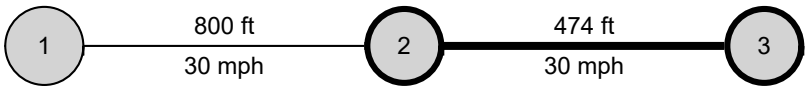
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	56.13	
Facility Travel Speed, mph	15.48	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	39.39	
Facility Level of Service	E	
Facility Auto Traveler Perception Score	3.08	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.17	C		
Bicycle Facility LOS Score / LOS	3.47	C		
Transit Facility LOS Score / LOS	2.06	B		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	Juniper Street PM.xus	Analysis Year	2018	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	3	1	474	474	30	10	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	39.23					
2	Running Time, s	13.70					
2	Running Speed, mph	23.58					
2	Through Delay, s/veh	3.84					
2	Travel Time, s	17.54					
2	Travel Speed, mph	18.43					
2	Stop Rate, stops/veh	0.12					
2	Spatial Stop Rate, stops/mi	1.33					
2	Through vol/cap Ratio	0.43					
2	Percent of Base FFS	46.97					
2	Level of Service	D					
2	Auto Traveler Perception Score	2.56					
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.56	D				
2	Bicycle Segment LOS Score / LOS	3.55	D				
2	Transit Segment LOS Score / LOS	1.88	A				

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	41.45	
Facility Travel Speed, mph	20.95	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	53.33	
Facility Level of Service	C	
Facility Auto Traveler Perception Score	2.49	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.59	D		
Bicycle Facility LOS Score / LOS	3.56	D		
Transit Facility LOS Score / LOS	1.62	A		

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APPENDIX L

SEGMENT CAPACITY ANALYSIS REPORT –

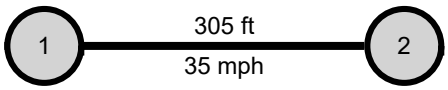
NO-BUILD CONDITIONS, 2021

14TH STREET

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	14th Street AM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	1	1	305	305	22	30	0	0	100	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			41.58		
1	Running Time, s	11.48			11.23		
1	Running Speed, mph	18.11			18.52		
1	Through Delay, s/veh	5.81			17.66		
1	Travel Time, s	17.30			28.89		
1	Travel Speed, mph	12.02			7.20		
1	Stop Rate, stops/veh	0.21			0.49		
1	Spatial Stop Rate, stops/mi	3.58			8.42		
1	Through vol/cap Ratio	0.29			0.11		
1	Percent of Base FFS	28.92			17.31		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	2.71			3.63		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.76		D	3.37		C
1	Bicycle Segment LOS Score / LOS	4.01		D	3.36		C
1	Transit Segment LOS Score / LOS	1.96		A	1.71		A

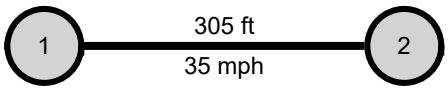
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	17.30	28.89
Facility Travel Speed, mph	12.02	7.20
Facility Base Free Flow Speed, mph	41.58	41.58
Facility Percent of Base FFS	28.92	17.31
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.71	3.63

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.76	D	3.37	C
Bicycle Facility LOS Score / LOS	4.01	D	3.36	C
Transit Facility LOS Score / LOS	1.96	A	1.71	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	14th Street MD.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	1	1	305	305	22	30	0	0	100	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			41.58		
1	Running Time, s	11.38			11.25		
1	Running Speed, mph	18.28			18.49		
1	Through Delay, s/veh	2.00			26.19		
1	Travel Time, s	13.38			37.44		
1	Travel Speed, mph	15.55			5.55		
1	Stop Rate, stops/veh	0.08			0.74		
1	Spatial Stop Rate, stops/mi	1.40			12.80		
1	Through vol/cap Ratio	0.20			0.16		
1	Percent of Base FFS	37.39			13.36		
1	Level of Service	E			F		
1	Auto Traveler Perception Score	2.35			4.48		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.57		D	3.46		C
1	Bicycle Segment LOS Score / LOS	3.51		D	3.45		C
1	Transit Segment LOS Score / LOS	1.87		A	1.75		A

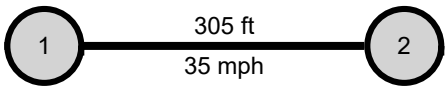
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	13.38	37.44
Facility Travel Speed, mph	15.55	5.55
Facility Base Free Flow Speed, mph	41.58	41.58
Facility Percent of Base FFS	37.39	13.36
Facility Level of Service	E	F
Facility Auto Traveler Perception Score	2.35	4.48

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.57	D	3.46	C
Bicycle Facility LOS Score / LOS	3.51	D	3.45	C
Transit Facility LOS Score / LOS	1.87	A	1.75	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	14th Street PM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	1	1	305	305	22	30	0	0	100	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			41.58		
1	Running Time, s	11.36			11.27		
1	Running Speed, mph	18.30			18.45		
1	Through Delay, s/veh	4.23			15.87		
1	Travel Time, s	15.59			27.14		
1	Travel Speed, mph	13.34			7.66		
1	Stop Rate, stops/veh	0.16			0.42		
1	Spatial Stop Rate, stops/mi	2.84			7.35		
1	Through vol/cap Ratio	0.14			0.24		
1	Percent of Base FFS	32.07			18.43		
1	Level of Service	E			F		
1	Auto Traveler Perception Score	2.59			3.41		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.54		D	3.52		D
1	Bicycle Segment LOS Score / LOS	3.67		D	3.52		D
1	Transit Segment LOS Score / LOS	1.86		A	1.77		A

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	15.59	27.14
Facility Travel Speed, mph	13.34	7.66
Facility Base Free Flow Speed, mph	41.58	41.58
Facility Percent of Base FFS	32.07	18.43
Facility Level of Service	E	F
Facility Auto Traveler Perception Score	2.59	3.41

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.54	D	3.52	D
Bicycle Facility LOS Score / LOS	3.67	D	3.52	D
Transit Facility LOS Score / LOS	1.86	A	1.77	A

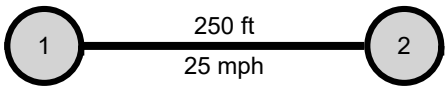
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12TH STREET

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	12th Street AM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	12.17			12.08		
1	Running Speed, mph	14.00			14.11		
1	Through Delay, s/veh	18.93			22.65		
1	Travel Time, s	31.11			34.73		
1	Travel Speed, mph	5.48			4.91		
1	Stop Rate, stops/veh	0.54			0.57		
1	Spatial Stop Rate, stops/mi	11.34			12.03		
1	Through vol/cap Ratio	0.30			0.14		
1	Percent of Base FFS	14.84			13.29		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	4.46			4.59		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.19		C	3.26		C
1	Bicycle Segment LOS Score / LOS	3.41		C	3.10		C
1	Transit Segment LOS Score / LOS	2.24		B	2.13		B

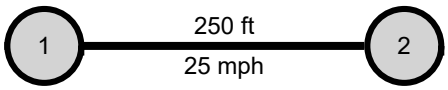
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	31.11	34.73
Facility Travel Speed, mph	5.48	4.91
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	14.84	13.29
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	4.46	4.59

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.19	C	3.26	C
Bicycle Facility LOS Score / LOS	3.41	C	3.10	C
Transit Facility LOS Score / LOS	2.24	B	2.13	B

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	12th Street MD.xus	Analysis Year	2021 No-Build	System Cycle Length, s	80
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	12.11			12.09		
1	Running Speed, mph	14.07			14.09		
1	Through Delay, s/veh	11.42			9.08		
1	Travel Time, s	23.53			21.18		
1	Travel Speed, mph	7.24			8.05		
1	Stop Rate, stops/veh	0.53			0.39		
1	Spatial Stop Rate, stops/mi	11.25			8.15		
1	Through vol/cap Ratio	0.17			0.10		
1	Percent of Base FFS	19.62			21.80		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	4.45			3.84		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.81		C	3.05		C
1	Bicycle Segment LOS Score / LOS	3.25		C	3.18		C
1	Transit Segment LOS Score / LOS	2.17		B	2.15		B

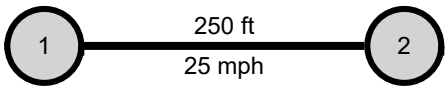
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	23.53	21.18
Facility Travel Speed, mph	7.24	8.05
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	19.62	21.80
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	4.45	3.84

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	2.81	C	3.05	C
Bicycle Facility LOS Score / LOS	3.25	C	3.18	C
Transit Facility LOS Score / LOS	2.17	B	2.15	B

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	12th Street PM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	12.11			12.10		
1	Running Speed, mph	14.07			14.09		
1	Through Delay, s/veh	19.23			20.78		
1	Travel Time, s	31.35			32.89		
1	Travel Speed, mph	5.44			5.18		
1	Stop Rate, stops/veh	0.55			0.55		
1	Spatial Stop Rate, stops/mi	11.61			11.54		
1	Through vol/cap Ratio	0.21			0.15		
1	Percent of Base FFS	14.72			14.04		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	4.52			4.50		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.07		C	3.32		C
1	Bicycle Segment LOS Score / LOS	3.28		C	3.22		C
1	Transit Segment LOS Score / LOS	2.18		B	2.16		B

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	31.35	32.89
Facility Travel Speed, mph	5.44	5.18
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	14.72	14.04
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	4.52	4.50

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.07	C	3.32	C
Bicycle Facility LOS Score / LOS	3.28	C	3.22	C
Transit Facility LOS Score / LOS	2.18	B	2.16	B

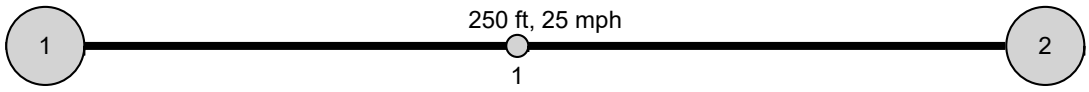
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12TH STREET

PEAK HOUR ACCESS POINT ANALYSES

HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	12th Street AM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

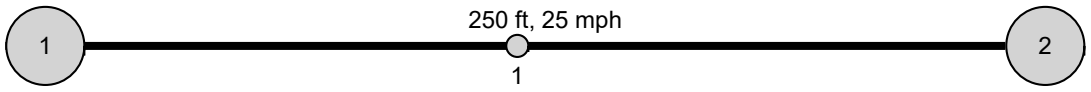
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (1075 Peachtree St...)	Peak Hour Factor			1.00			Location, ft			125		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	1	0	1	0	0	1	0	0	0	0
Input volume, veh/h	0	90	151	84	205	0	73	0	62	0	0	0
Balanced flow, veh/h	0	20	34	68	167	0	73	0	62	0	0	0
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay		0.0			0.0							
Probability inside blocked		0.00			0.04							

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	12th Street MD.xus	Analysis Year	2021 No-Build	System Cycle Length, s	80
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

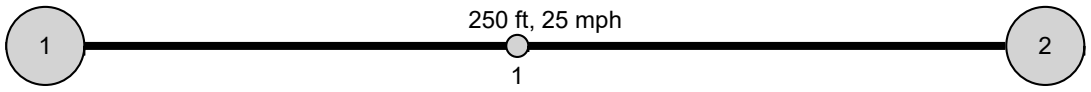
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (1075 Peachtree St...)	Peak Hour Factor			1.00			Location, ft			125		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	1	0	1	0	0	1	0	0	0	0
Input volume, veh/h	0	125	36	19	65	0	27	0	15	0	0	0
Balanced flow, veh/h	0	65	19	27	93	0	27	0	15	0	0	0
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay		0.0			0.0							
Probability inside blocked		0.00			0.02							

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	12th Street PM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (1075 Peachtree St...)	Peak Hour Factor			1.00			Location, ft			125		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	1	0	1	0	0	1	0	0	0	0
Input volume, veh/h	0	275	26	4	75	0	18	0	12	0	0	0
Balanced flow, veh/h	0	90	9	7	128	0	18	0	12	0	0	0
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay		0.0			0.0							
Probability inside blocked		0.00			0.00							

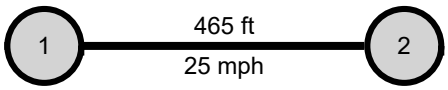
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11TH STREET

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	11th Street AM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	465	465	22	11	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	13.77			13.64		
1	Running Speed, mph	23.02			23.24		
1	Through Delay, s/veh	30.04			15.99		
1	Travel Time, s	43.81			29.63		
1	Travel Speed, mph	7.24			10.70		
1	Stop Rate, stops/veh	0.75			0.47		
1	Spatial Stop Rate, stops/mi	8.50			5.37		
1	Through vol/cap Ratio	0.35			0.03		
1	Percent of Base FFS	19.60			28.97		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	3.91			3.29		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.21		C	3.26		C
1	Bicycle Segment LOS Score / LOS	3.40		C	2.98		C
1	Transit Segment LOS Score / LOS	1.36		A	1.24		A

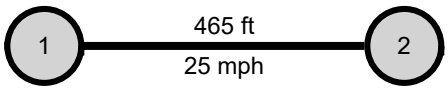
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	43.81	29.63
Facility Travel Speed, mph	7.24	10.70
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	19.60	28.97
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	3.91	3.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.21	C	3.26	C
Bicycle Facility LOS Score / LOS	3.40	C	2.98	C
Transit Facility LOS Score / LOS	1.36	A	1.24	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	11th Street MD.xus	Analysis Year	2021 No-Build	System Cycle Length, s	80
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	465	465	22	11	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	13.71			13.65		
1	Running Speed, mph	23.12			23.22		
1	Through Delay, s/veh	12.07			9.08		
1	Travel Time, s	25.78			22.74		
1	Travel Speed, mph	12.30			13.94		
1	Stop Rate, stops/veh	0.56			0.38		
1	Spatial Stop Rate, stops/mi	6.41			4.32		
1	Through vol/cap Ratio	0.20			0.02		
1	Percent of Base FFS	33.30			37.76		
1	Level of Service	E			E		
1	Auto Traveler Perception Score	3.50			3.09		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.85		C	3.06		C
1	Bicycle Segment LOS Score / LOS	3.29		C	3.09		C
1	Transit Segment LOS Score / LOS	1.31		A	1.26		A

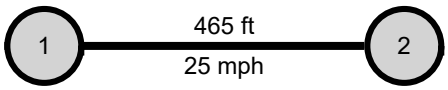
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	25.78	22.74
Facility Travel Speed, mph	12.30	13.94
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	33.30	37.76
Facility Level of Service	E	E
Facility Auto Traveler Perception Score	3.50	3.09

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	2.85	C	3.06	C
Bicycle Facility LOS Score / LOS	3.29	C	3.09	C
Transit Facility LOS Score / LOS	1.31	A	1.26	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	11th Street PM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	465	465	22	11	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	13.75			13.67		
1	Running Speed, mph	23.06			23.19		
1	Through Delay, s/veh	35.76			20.11		
1	Travel Time, s	49.51			33.79		
1	Travel Speed, mph	6.40			9.38		
1	Stop Rate, stops/veh	0.83			0.58		
1	Spatial Stop Rate, stops/mi	9.41			6.59		
1	Through vol/cap Ratio	0.37			0.05		
1	Percent of Base FFS	17.34			25.41		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	4.09			3.53		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.19		C	3.32		C
1	Bicycle Segment LOS Score / LOS	3.36		C	3.15		C
1	Transit Segment LOS Score / LOS	1.35		A	1.27		A

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	49.51	33.79
Facility Travel Speed, mph	6.40	9.38
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	17.34	25.41
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	4.09	3.53

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.19	C	3.32	C
Bicycle Facility LOS Score / LOS	3.36	C	3.15	C
Transit Facility LOS Score / LOS	1.35	A	1.27	A

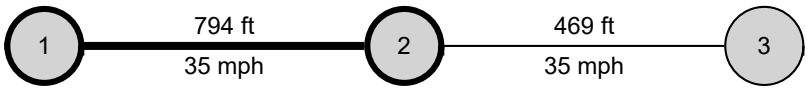
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PEACHTREE STREET (14TH STREET TO 12TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street AM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	41.63			41.63		
1	Running Time, s	17.06			17.11		
1	Running Speed, mph	31.73			31.63		
1	Through Delay, s/veh	1.64			39.03		
1	Travel Time, s	18.70			56.15		
1	Travel Speed, mph	28.95			9.64		
1	Stop Rate, stops/veh	0.06			0.82		
1	Spatial Stop Rate, stops/mi	0.42			5.47		
1	Through vol/cap Ratio	0.25			0.67		
1	Percent of Base FFS	69.54			23.16		
1	Level of Service	B			F		
1	Auto Traveler Perception Score	2.30			3.05		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.56		D	3.70		D
1	Bicycle Segment LOS Score / LOS	3.55		D	3.59		D
1	Transit Segment LOS Score / LOS	1.01		A	2.92		C

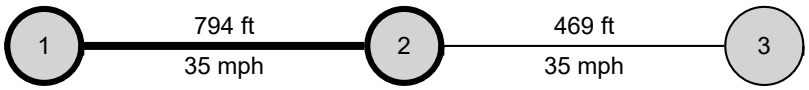
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	36.42	72.54
Facility Travel Speed, mph	23.65	11.87
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	56.83	28.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.36	2.75

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.52	D	3.66	D
Bicycle Facility LOS Score / LOS	3.53	D	3.58	D
Transit Facility LOS Score / LOS	1.32	A	2.50	C

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Peachtree Street MD.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	41.63			41.63		
1	Running Time, s	17.05			16.87		
1	Running Speed, mph	31.76			32.09		
1	Through Delay, s/veh	16.66			24.40		
1	Travel Time, s	33.70			41.27		
1	Travel Speed, mph	16.06			13.12		
1	Stop Rate, stops/veh	0.62			0.59		
1	Spatial Stop Rate, stops/mi	4.16			3.93		
1	Through vol/cap Ratio	0.47			0.30		
1	Percent of Base FFS	38.59			31.51		
1	Level of Service	E			E		
1	Auto Traveler Perception Score	2.94			2.77		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.57		D	3.20		C
1	Bicycle Segment LOS Score / LOS	3.56		D	3.51		D
1	Transit Segment LOS Score / LOS	2.12		B	2.40		B

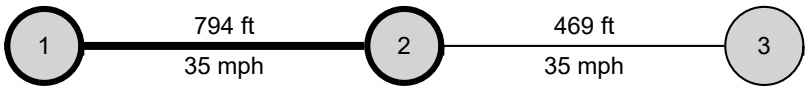
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	63.61	69.46
Facility Travel Speed, mph	13.54	12.40
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	32.54	29.79
Facility Level of Service	E	F
Facility Auto Traveler Perception Score	3.08	2.93

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.16	C
Bicycle Facility LOS Score / LOS	3.54	D	3.50	C
Transit Facility LOS Score / LOS	2.34	C	2.47	C

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street PM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h	never					
1	Base Free-Flow Speed, mph	41.63			41.63		
1	Running Time, s	17.19			17.00		
1	Running Speed, mph	31.49			31.84		
1	Through Delay, s/veh	3.43			33.39		
1	Travel Time, s	20.62			50.39		
1	Travel Speed, mph	26.25			10.74		
1	Stop Rate, stops/veh	0.14			0.68		
1	Spatial Stop Rate, stops/mi	0.90			4.49		
1	Through vol/cap Ratio	0.33			0.65		
1	Percent of Base FFS	63.06			25.81		
1	Level of Service	C			F		
1	Auto Traveler Perception Score	2.38			2.87		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.67		D	3.61		D
1	Bicycle Segment LOS Score / LOS	3.61		D	3.57		D
1	Transit Segment LOS Score / LOS	1.25		A	2.75		C

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	46.41	67.61
Facility Travel Speed, mph	18.55	12.74
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	44.59	30.61
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.59	2.70

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.63	D	3.57	D
Bicycle Facility LOS Score / LOS	3.59	D	3.55	D
Transit Facility LOS Score / LOS	1.73	A	2.41	C

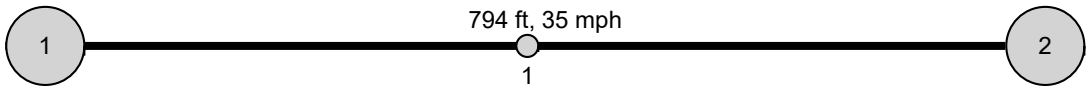
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PEACHTREE STREET (14TH STREET TO 12TH STREET)

PEAK HOUR ACCESS POINT ANALYSES

HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street AM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

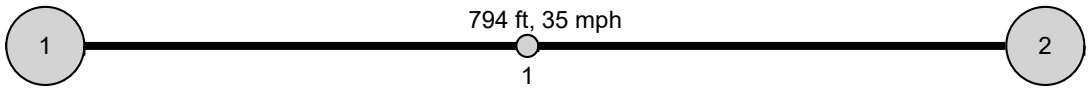
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			405		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Input volume, veh/h	2	0	2	20	1	20	9	860	30	55	705	16
Balanced flow, veh/h	2	0	2	20	1	20	10	959	33	55	709	16
Proportion time blocked	0.19	0.19	0.15	0.19	0.19	0.05	0.15	0.00	0.00	0.05	0.00	0.00
Thru vehicle delay								0.0			0.1	
Probability inside blocked								0.00			0.08	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Peachtree Street MD.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

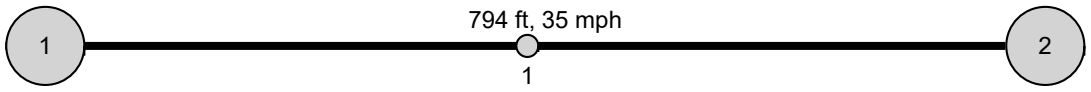
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			405		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Input volume, veh/h	2	1	9	10	0	35	3	465	30	65	705	9
Balanced flow, veh/h	2	1	9	10	0	35	3	475	31	68	738	9
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.06	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street PM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			405		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Input volume, veh/h	7	1	9	25	1	80	3	740	30	75	910	1
Balanced flow, veh/h	7	1	9	25	1	80	3	756	31	78	946	1
Proportion time blocked	0.26	0.26	0.21	0.26	0.26	0.05	0.21	0.00	0.00	0.05	0.00	0.00
Thru vehicle delay								0.0			0.1	
Probability inside blocked								0.00			0.09	

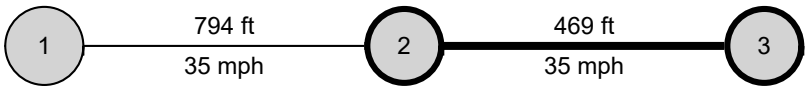
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PEACHTREE STREET (12TH STREET TO 11TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street AM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	35	35	2	2	469	469	30	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never			never		
2	Base Free-Flow Speed, mph	41.58			41.58		
2	Running Time, s	12.71			12.84		
2	Running Speed, mph	25.15			24.91		
2	Through Delay, s/veh	5.00			3.55		
2	Travel Time, s	17.72			16.39		
2	Travel Speed, mph	18.05			19.51		
2	Stop Rate, stops/veh	0.19			0.12		
2	Spatial Stop Rate, stops/mi	2.10			1.38		
2	Through vol/cap Ratio	0.24			0.38		
2	Percent of Base FFS	43.41			46.92		
2	Level of Service	D			D		
2	Auto Traveler Perception Score	2.46			2.35		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.46		C	3.58		D
2	Bicycle Segment LOS Score / LOS	3.49		C	3.56		D
2	Transit Segment LOS Score / LOS	1.85		A	1.78		A

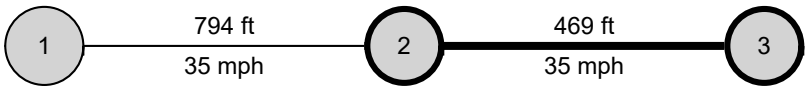
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	36.42	72.54
Facility Travel Speed, mph	23.65	11.87
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	56.83	28.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.36	2.75

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.52	D	3.66	D
Bicycle Facility LOS Score / LOS	3.53	D	3.58	D
Transit Facility LOS Score / LOS	1.32	A	2.50	C

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Peachtree Street MD.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	35	35	2	2	469	469	30	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never			never		
2	Base Free-Flow Speed, mph	41.58			41.58		
2	Running Time, s	12.74			12.69		
2	Running Speed, mph	25.10			25.20		
2	Through Delay, s/veh	17.17			15.50		
2	Travel Time, s	29.91			28.19		
2	Travel Speed, mph	10.69			11.34		
2	Stop Rate, stops/veh	0.63			0.57		
2	Spatial Stop Rate, stops/mi	7.07			6.39		
2	Through vol/cap Ratio	0.46			0.35		
2	Percent of Base FFS	25.72			27.28		
2	Level of Service	F			F		
2	Auto Traveler Perception Score	3.36			3.23		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.20		C	3.10		C
2	Bicycle Segment LOS Score / LOS	3.51		D	3.48		C
2	Transit Segment LOS Score / LOS	2.71		B	2.60		B

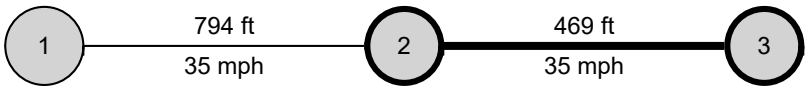
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	63.61	69.46
Facility Travel Speed, mph	13.54	12.40
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	32.54	29.79
Facility Level of Service	E	F
Facility Auto Traveler Perception Score	3.08	2.93

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.16	C
Bicycle Facility LOS Score / LOS	3.54	D	3.50	C
Transit Facility LOS Score / LOS	2.34	C	2.47	C

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street PM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	35	35	2	2	469	469	30	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never			never		
2	Base Free-Flow Speed, mph	41.58			41.58		
2	Running Time, s	12.80			12.77		
2	Running Speed, mph	24.98			25.05		
2	Through Delay, s/veh	12.99			4.45		
2	Travel Time, s	25.79			17.22		
2	Travel Speed, mph	12.40			18.57		
2	Stop Rate, stops/veh	0.48			0.18		
2	Spatial Stop Rate, stops/mi	5.41			2.02		
2	Through vol/cap Ratio	0.35			0.29		
2	Percent of Base FFS	29.82			44.67		
2	Level of Service	F			D		
2	Auto Traveler Perception Score	3.04			2.45		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.58		D	3.49		C
2	Bicycle Segment LOS Score / LOS	3.55		D	3.53		D
2	Transit Segment LOS Score / LOS	2.52		B	1.82		A

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	46.41	67.61
Facility Travel Speed, mph	18.55	12.74
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	44.59	30.61
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.59	2.70

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.63	D	3.57	D
Bicycle Facility LOS Score / LOS	3.59	D	3.55	D
Transit Facility LOS Score / LOS	1.73	A	2.41	C

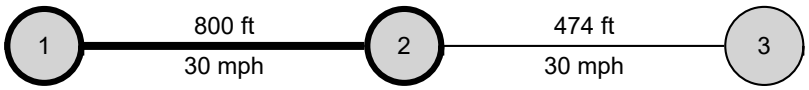
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JUNIPER STREET (14TH STREET TO 12TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Juniper Street AM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	100	100	0.0	0.0

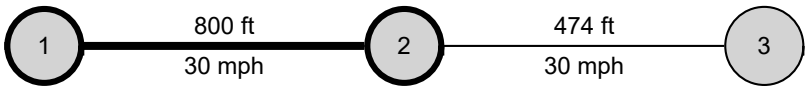
Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	1	6	16		2	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.23					
1	Running Time, s	18.05					
1	Running Speed, mph	30.21					
1	Through Delay, s/veh	3.50					
1	Travel Time, s	21.56					
1	Travel Speed, mph	25.30					
1	Stop Rate, stops/veh	0.12					
1	Spatial Stop Rate, stops/mi	0.77					
1	Through vol/cap Ratio	0.56					
1	Percent of Base FFS	64.50					
1	Level of Service	C					
1	Auto Traveler Perception Score	2.47					
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.79		D			
1	Bicycle Segment LOS Score / LOS	3.68		D			
1	Transit Segment LOS Score / LOS	1.00		A			

Facility Output Data	Southbound		Northbound	
Facility Travel Time, s	44.82			
Facility Travel Speed, mph	19.38			
Facility Base Free Flow Speed, mph	39.23			
Facility Percent of Base FFS	49.41			
Facility Level of Service	D			
Facility Auto Traveler Perception Score	2.59			
Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.75	D		
Bicycle Facility LOS Score / LOS	3.67	D		
Transit Facility LOS Score / LOS	1.18	A		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Juniper Street MD.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	80	80	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	1	6	16		2	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.32					
1	Running Time, s	17.67					
1	Running Speed, mph	30.87					
1	Through Delay, s/veh	13.98					
1	Travel Time, s	31.65					
1	Travel Speed, mph	17.23					
1	Stop Rate, stops/veh	0.65					
1	Spatial Stop Rate, stops/mi	4.28					
1	Through vol/cap Ratio	0.49					
1	Percent of Base FFS	43.82					
1	Level of Service	D					
1	Auto Traveler Perception Score	3.09					
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.52	D				
1	Bicycle Segment LOS Score / LOS	3.58	D				
1	Transit Segment LOS Score / LOS	0.85	A				

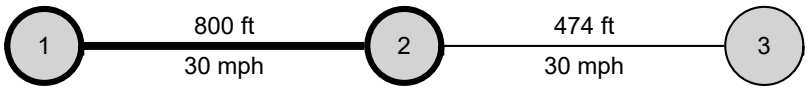
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	59.72	
Facility Travel Speed, mph	14.55	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	37.02	
Facility Level of Service	E	
Facility Auto Traveler Perception Score	3.28	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.24	C		
Bicycle Facility LOS Score / LOS	3.57	D		
Transit Facility LOS Score / LOS	1.04	A		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	Juniper Street PM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	80	80	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	1	6	16		2	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.32					
1	Running Time, s	18.11					
1	Running Speed, mph	30.12					
1	Through Delay, s/veh	7.70					
1	Travel Time, s	25.80					
1	Travel Speed, mph	21.14					
1	Stop Rate, stops/veh	0.27					
1	Spatial Stop Rate, stops/mi	1.79					
1	Through vol/cap Ratio	0.52					
1	Percent of Base FFS	53.75					
1	Level of Service	C					
1	Auto Traveler Perception Score	2.64					
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.81	D				
1	Bicycle Segment LOS Score / LOS	3.68	D				
1	Transit Segment LOS Score / LOS	1.01	A				

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	46.84	
Facility Travel Speed, mph	18.55	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	47.20	
Facility Level of Service	D	
Facility Auto Traveler Perception Score	2.64	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.80	D		
Bicycle Facility LOS Score / LOS	3.69	D		
Transit Facility LOS Score / LOS	1.20	A		

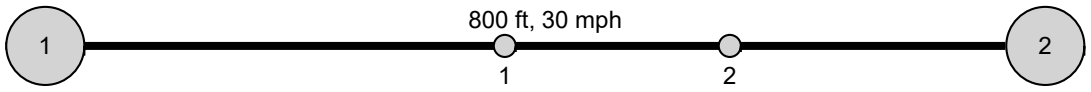
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JUNIPER STREET (14TH STREET TO 12TH STREET)

PEAK HOUR ACCESS POINT ANALYSES

HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Juniper Street AM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	100	100	0.0	0.0

Number of Access Points	2

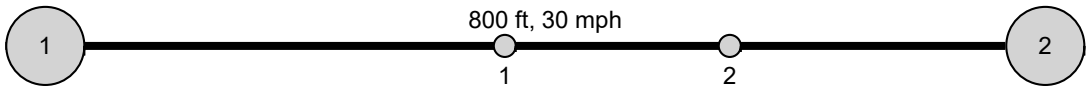
#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			390		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	0	0	0	0	0	0	2	0
Input volume, veh/h	0	20	60	0	0	0	0	0	0	30	1020	30
Balanced flow, veh/h	0	20	60	0	0	0	0	0	0	34	1171	34
Proportion time blocked	0.30	0.30	0.30	0.30	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.02	

#2 (1101 Juniper Stre...)	Peak Hour Factor			1.00			Location, ft			570		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	0	0	1	0	0	0	0	0	0	2	0
Input volume, veh/h	0	0	0	63	0	0	0	0	0	6	1074	0
Balanced flow, veh/h	0	0	0	63	0	0	0	0	0	7	1224	0
Proportion time blocked	0.29	0.29	0.29	0.29	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.00	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Juniper Street MD.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	80	80	0.0	0.0

Number of Access Points	2

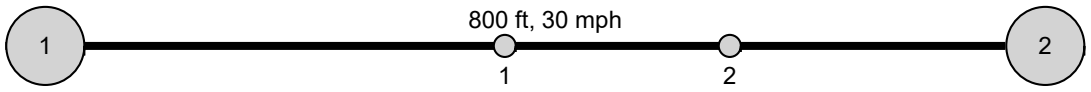
#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			390		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	0	0	0	0	0	0	2	0
Input volume, veh/h	0	20	75	0	0	0	0	0	0	55	755	45
Balanced flow, veh/h	0	20	75	0	0	0	0	0	0	41	556	33
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.02	

#2 (1101 Juniper Stre...)	Peak Hour Factor			1.00			Location, ft			570		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	0	0	1	0	0	0	0	0	0	2	0
Input volume, veh/h	0	0	0	13	0	0	0	0	0	12	818	0
Balanced flow, veh/h	0	0	0	13	0	0	0	0	0	9	622	0
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.01	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	Juniper Street PM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	80	80	0.0	0.0

Number of Access Points	2

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			390		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	0	0	0	0	0	0	2	0
Input volume, veh/h	0	25	85	0	0	0	0	0	0	80	1100	100
Balanced flow, veh/h	0	25	85	0	0	0	0	0	0	80	1100	100
Proportion time blocked	0.26	0.26	0.26	0.26	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.1	
Probability inside blocked								0.00			0.05	

#2 (1101 Juniper Stre...)	Peak Hour Factor			1.00			Location, ft			570		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	0	0	1	0	0	0	0	0	0	2	0
Input volume, veh/h	0	0	0	12	0	0	0	0	0	35	1150	0
Balanced flow, veh/h	0	0	0	12	0	0	0	0	0	35	1150	0
Proportion time blocked	0.23	0.23	0.23	0.23	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.02	

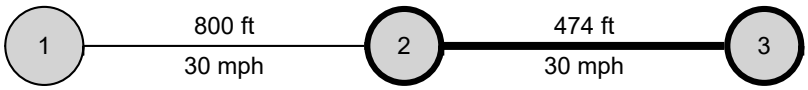
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JUNIPER STREET (12TH STREET TO 11TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Juniper Street AM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	2	1	474	474	20	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	39.23					
2	Running Time, s	13.85					
2	Running Speed, mph	23.34					
2	Through Delay, s/veh	9.41					
2	Travel Time, s	23.26					
2	Travel Speed, mph	13.89					
2	Stop Rate, stops/veh	0.26					
2	Spatial Stop Rate, stops/mi	2.87					
2	Through vol/cap Ratio	0.60					
2	Percent of Base FFS	35.42					
2	Level of Service	E					
2	Auto Traveler Perception Score	2.83					
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.69	D				
2	Bicycle Segment LOS Score / LOS	3.66	D				
2	Transit Segment LOS Score / LOS	1.48	A				

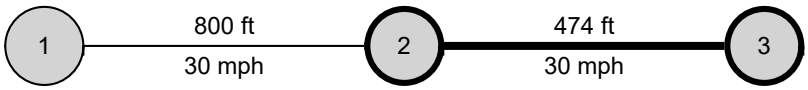
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	44.82	
Facility Travel Speed, mph	19.38	
Facility Base Free Flow Speed, mph	39.23	
Facility Percent of Base FFS	49.41	
Facility Level of Service	D	
Facility Auto Traveler Perception Score	2.59	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.75	D		
Bicycle Facility LOS Score / LOS	3.67	D		
Transit Facility LOS Score / LOS	1.18	A		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Juniper Street MD.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	2	1	474	474	20	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	39.23					
2	Running Time, s	13.61					
2	Running Speed, mph	23.74					
2	Through Delay, s/veh	14.45					
2	Travel Time, s	28.07					
2	Travel Speed, mph	11.51					
2	Stop Rate, stops/veh	0.65					
2	Spatial Stop Rate, stops/mi	7.29					
2	Through vol/cap Ratio	0.54					
2	Percent of Base FFS	29.35					
2	Level of Service	F					
2	Auto Traveler Perception Score	3.67					
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	2.76	C				
2	Bicycle Segment LOS Score / LOS	3.54	D				
2	Transit Segment LOS Score / LOS	1.36	A				

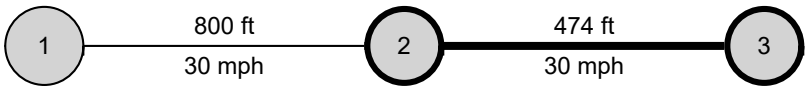
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	59.72	
Facility Travel Speed, mph	14.55	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	37.02	
Facility Level of Service	E	
Facility Auto Traveler Perception Score	3.28	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.24	C		
Bicycle Facility LOS Score / LOS	3.57	D		
Transit Facility LOS Score / LOS	1.04	A		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	Juniper Street PM.xus	Analysis Year	2021 No-Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	2	1	474	474	20	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	39.23					
2	Running Time, s	13.94					
2	Running Speed, mph	23.18					
2	Through Delay, s/veh	7.09					
2	Travel Time, s	21.03					
2	Travel Speed, mph	15.37					
2	Stop Rate, stops/veh	0.16					
2	Spatial Stop Rate, stops/mi	1.81					
2	Through vol/cap Ratio	0.68					
2	Percent of Base FFS	39.17					
2	Level of Service	E					
2	Auto Traveler Perception Score	2.64					
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.77		D			
2	Bicycle Segment LOS Score / LOS	3.71		D			
2	Transit Segment LOS Score / LOS	1.52		A			

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	46.84	
Facility Travel Speed, mph	18.55	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	47.20	
Facility Level of Service	D	
Facility Auto Traveler Perception Score	2.64	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.80	D		
Bicycle Facility LOS Score / LOS	3.69	D		
Transit Facility LOS Score / LOS	1.20	A		

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APPENDIX M

SEGMENT CAPACITY ANALYSIS REPORT –

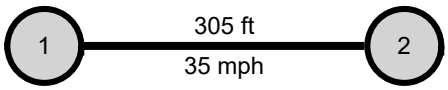
BUILD CONDITIONS, 2021

14TH STREET

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	14th Street AM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	1	1	305	305	22	30	0	0	100	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			41.58		
1	Running Time, s	11.49			11.23		
1	Running Speed, mph	18.09			18.52		
1	Through Delay, s/veh	5.42			18.19		
1	Travel Time, s	16.92			29.42		
1	Travel Speed, mph	12.29			7.07		
1	Stop Rate, stops/veh	0.19			0.50		
1	Spatial Stop Rate, stops/mi	3.35			8.57		
1	Through vol/cap Ratio	0.28			0.12		
1	Percent of Base FFS	29.56			17.00		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	2.67			3.66		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.77		D	3.37		C
1	Bicycle Segment LOS Score / LOS	4.13		D	3.38		C
1	Transit Segment LOS Score / LOS	1.97		A	1.71		A

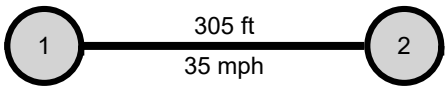
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	16.92	29.42
Facility Travel Speed, mph	12.29	7.07
Facility Base Free Flow Speed, mph	41.58	41.58
Facility Percent of Base FFS	29.56	17.00
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.67	3.66

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.77	D	3.37	C
Bicycle Facility LOS Score / LOS	4.13	D	3.38	C
Transit Facility LOS Score / LOS	1.97	A	1.71	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	14th Street MD.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	1	1	305	305	22	30	0	0	100	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			41.58		
1	Running Time, s	11.38			11.25		
1	Running Speed, mph	18.27			18.48		
1	Through Delay, s/veh	1.78			28.63		
1	Travel Time, s	13.16			39.89		
1	Travel Speed, mph	15.80			5.21		
1	Stop Rate, stops/veh	0.07			0.79		
1	Spatial Stop Rate, stops/mi	1.24			13.69		
1	Through vol/cap Ratio	0.20			0.18		
1	Percent of Base FFS	38.00			12.54		
1	Level of Service	E			F		
1	Auto Traveler Perception Score	2.33			4.65		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.59		D	3.47		C
1	Bicycle Segment LOS Score / LOS	3.52		D	3.46		C
1	Transit Segment LOS Score / LOS	1.88		A	1.75		A

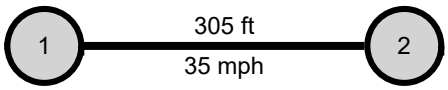
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	13.16	39.89
Facility Travel Speed, mph	15.80	5.21
Facility Base Free Flow Speed, mph	41.58	41.58
Facility Percent of Base FFS	38.00	12.54
Facility Level of Service	E	F
Facility Auto Traveler Perception Score	2.33	4.65

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.59	D	3.47	C
Bicycle Facility LOS Score / LOS	3.52	D	3.46	C
Transit Facility LOS Score / LOS	1.88	A	1.75	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	14th Street PM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	1	1	305	305	22	30	0	0	100	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			41.58		
1	Running Time, s	11.37			11.28		
1	Running Speed, mph	18.29			18.44		
1	Through Delay, s/veh	3.71			17.65		
1	Travel Time, s	15.08			28.93		
1	Travel Speed, mph	13.79			7.19		
1	Stop Rate, stops/veh	0.14			0.46		
1	Spatial Stop Rate, stops/mi	2.49			8.02		
1	Through vol/cap Ratio	0.14			0.26		
1	Percent of Base FFS	33.16			17.29		
1	Level of Service	E			F		
1	Auto Traveler Perception Score	2.53			3.55		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.57		D	3.53		D
1	Bicycle Segment LOS Score / LOS	3.69		D	3.54		D
1	Transit Segment LOS Score / LOS	1.87		A	1.78		A

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	15.08	28.93
Facility Travel Speed, mph	13.79	7.19
Facility Base Free Flow Speed, mph	41.58	41.58
Facility Percent of Base FFS	33.16	17.29
Facility Level of Service	E	F
Facility Auto Traveler Perception Score	2.53	3.55

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.57	D	3.53	D
Bicycle Facility LOS Score / LOS	3.69	D	3.54	D
Transit Facility LOS Score / LOS	1.87	A	1.78	A

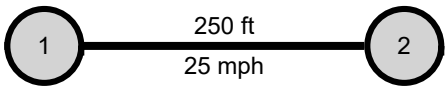
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12TH STREET

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	12th Street AM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	12.14			12.09		
1	Running Speed, mph	14.04			14.10		
1	Through Delay, s/veh	20.06			33.57		
1	Travel Time, s	32.20			45.67		
1	Travel Speed, mph	5.29			3.73		
1	Stop Rate, stops/veh	0.55			0.71		
1	Spatial Stop Rate, stops/mi	11.53			15.07		
1	Through vol/cap Ratio	0.30			0.20		
1	Percent of Base FFS	14.34			10.11		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	4.50			5.10		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.13		C	3.26		C
1	Bicycle Segment LOS Score / LOS	3.38		C	3.11		C
1	Transit Segment LOS Score / LOS	2.21		B	2.14		B

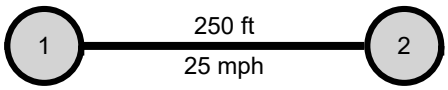
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	32.20	45.67
Facility Travel Speed, mph	5.29	3.73
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	14.34	10.11
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	4.50	5.10

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.13	C	3.26	C
Bicycle Facility LOS Score / LOS	3.38	C	3.11	C
Transit Facility LOS Score / LOS	2.21	B	2.14	B

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	12th Street MD.xus	Analysis Year	2021 Build	System Cycle Length, s	80
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0

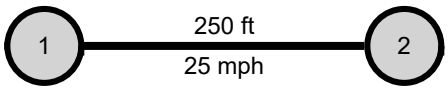
		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	12.11			12.10		
1	Running Speed, mph	14.07			14.09		
1	Through Delay, s/veh	12.09			10.18		
1	Travel Time, s	24.20			22.29		
1	Travel Speed, mph	7.04			7.65		
1	Stop Rate, stops/veh	0.56			0.42		
1	Spatial Stop Rate, stops/mi	11.75			8.81		
1	Through vol/cap Ratio	0.28			0.09		
1	Percent of Base FFS	19.07			20.71		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	4.54			3.97		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.82		C	3.06		C
1	Bicycle Segment LOS Score / LOS	3.26		C	3.19		C
1	Transit Segment LOS Score / LOS	2.18		B	2.15		B

Facility Output Data	Westbound		Eastbound	
Facility Travel Time, s	24.20		22.29	
Facility Travel Speed, mph	7.04		7.65	
Facility Base Free Flow Speed, mph	36.93		36.93	
Facility Percent of Base FFS	19.07		20.71	
Facility Level of Service	F		F	
Facility Auto Traveler Perception Score	4.54		3.97	
Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	2.82	C	3.06	C
Bicycle Facility LOS Score / LOS	3.26	C	3.19	C
Transit Facility LOS Score / LOS	2.18	B	2.15	B

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	12th Street PM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	12.12			12.11		
1	Running Speed, mph	14.07			14.08		
1	Through Delay, s/veh	30.12			25.43		
1	Travel Time, s	42.24			37.54		
1	Travel Speed, mph	4.04			4.54		
1	Stop Rate, stops/veh	0.72			0.60		
1	Spatial Stop Rate, stops/mi	15.29			12.75		
1	Through vol/cap Ratio	0.45			0.14		
1	Percent of Base FFS	10.93			12.30		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	5.13			4.72		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.08		C	3.32		C
1	Bicycle Segment LOS Score / LOS	3.29		C	3.23		C
1	Transit Segment LOS Score / LOS	2.19		B	2.16		B

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	42.24	37.54
Facility Travel Speed, mph	4.04	4.54
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	10.93	12.30
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	5.13	4.72

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.08	C	3.32	C
Bicycle Facility LOS Score / LOS	3.29	C	3.23	C
Transit Facility LOS Score / LOS	2.19	B	2.16	B

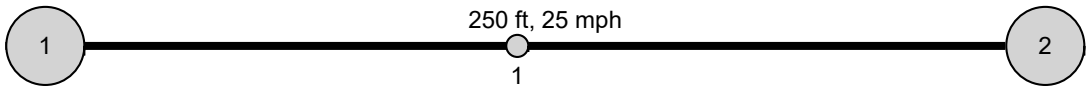
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12TH STREET

PEAK HOUR ACCESS POINT ANALYSES

HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	12th Street AM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

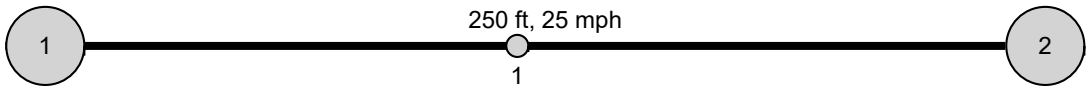
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (Selig & 1075 Peac...)	Peak Hour Factor			1.00			Location, ft			125		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Input volume, veh/h	205	90	151	84	246	15	73	0	62	0	0	42
Balanced flow, veh/h	26	11	19	40	118	7	73	0	62	0	0	42
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay		0.0			0.0							
Probability inside blocked		0.02			0.03							

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	12th Street MD.xus	Analysis Year	2021 Build	System Cycle Length, s	80
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

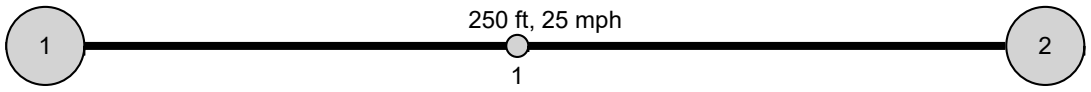
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (Selig & 1075 Peac...)	Peak Hour Factor			1.00			Location, ft			125		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Input volume, veh/h	50	125	36	19	109	2	27	0	15	0	0	60
Balanced flow, veh/h	21	52	15	18	105	2	27	0	15	0	0	60
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay		0.0			0.0							
Probability inside blocked		0.01			0.01							

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	12th Street PM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	250	250	10	20	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (Selig & 1075 Peac...)	Peak Hour Factor			1.00			Location, ft			125		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Input volume, veh/h	96	275	26	4	131	3	18	0	12	0	0	118
Balanced flow, veh/h	25	70	7	4	134	3	18	0	12	0	0	118
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay		0.0			0.0							
Probability inside blocked		0.02			0.00							

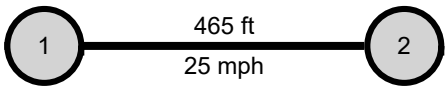
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11TH STREET

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	11th Street AM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 8:00
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	465	465	22	11	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	13.78			13.65		
1	Running Speed, mph	23.01			23.23		
1	Through Delay, s/veh	31.51			17.69		
1	Travel Time, s	45.29			31.33		
1	Travel Speed, mph	7.00			10.12		
1	Stop Rate, stops/veh	0.77			0.50		
1	Spatial Stop Rate, stops/mi	8.76			5.70		
1	Through vol/cap Ratio	0.37			0.04		
1	Percent of Base FFS	18.96			27.40		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	3.97			3.36		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.22		C	3.26		C
1	Bicycle Segment LOS Score / LOS	3.40		C	2.99		C
1	Transit Segment LOS Score / LOS	1.36		A	1.24		A

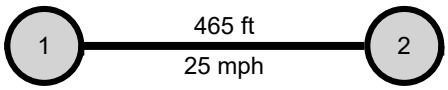
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	45.29	31.33
Facility Travel Speed, mph	7.00	10.12
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	18.96	27.40
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	3.97	3.36

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.22	C	3.26	C
Bicycle Facility LOS Score / LOS	3.40	C	2.99	C
Transit Facility LOS Score / LOS	1.36	A	1.24	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	11th Street MD.xus	Analysis Year	2021 Build	System Cycle Length, s	60
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 11:15
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	465	465	22	11	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	13.71			13.66		
1	Running Speed, mph	23.12			23.22		
1	Through Delay, s/veh	12.15			9.75		
1	Travel Time, s	25.86			23.41		
1	Travel Speed, mph	12.26			13.55		
1	Stop Rate, stops/veh	0.52			0.45		
1	Spatial Stop Rate, stops/mi	5.96			5.08		
1	Through vol/cap Ratio	0.21			0.03		
1	Percent of Base FFS	33.20			36.68		
1	Level of Service	E			E		
1	Auto Traveler Perception Score	3.41			3.24		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.51		B	3.06		C
1	Bicycle Segment LOS Score / LOS	3.30		C	3.10		C
1	Transit Segment LOS Score / LOS	1.32		A	1.26		A

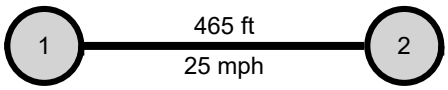
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	25.86	23.41
Facility Travel Speed, mph	12.26	13.55
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	33.20	36.68
Facility Level of Service	E	E
Facility Auto Traveler Perception Score	3.41	3.24

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	2.51	C	3.06	C
Bicycle Facility LOS Score / LOS	3.30	C	3.10	C
Transit Facility LOS Score / LOS	1.32	A	1.26	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	2
Analyst	GD	Analysis Date	Jul 23, 2018	Number of Segments	1
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	11th Street PM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	Peachtree Street	Juniper Street		Analysis Period	1> 4:30
Project Description	DR 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	25	25	1	1	465	465	22	11	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	36.93			36.93		
1	Running Time, s	13.75			13.68		
1	Running Speed, mph	23.06			23.18		
1	Through Delay, s/veh	34.15			21.83		
1	Travel Time, s	47.90			35.50		
1	Travel Speed, mph	6.62			8.93		
1	Stop Rate, stops/veh	0.81			0.61		
1	Spatial Stop Rate, stops/mi	9.16			6.90		
1	Through vol/cap Ratio	0.37			0.06		
1	Percent of Base FFS	17.92			24.18		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	4.05			3.60		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.19		C	3.33		C
1	Bicycle Segment LOS Score / LOS	3.36		C	3.16		C
1	Transit Segment LOS Score / LOS	1.35		A	1.27		A

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	47.90	35.50
Facility Travel Speed, mph	6.62	8.93
Facility Base Free Flow Speed, mph	36.93	36.93
Facility Percent of Base FFS	17.92	24.18
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	4.05	3.60

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.19	C	3.33	C
Bicycle Facility LOS Score / LOS	3.36	C	3.16	C
Transit Facility LOS Score / LOS	1.35	A	1.27	A

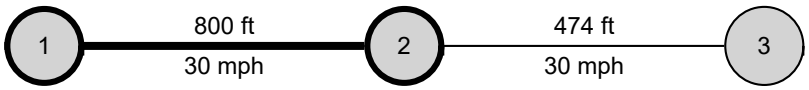
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PEACHTREE STREET (14TH STREET TO 12TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Juniper Street AM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	100	100	0.0	0.0

Segment Output Data		Southbound			Northbound		
		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.23			39.23		
1	Running Time, s	18.17			17.38		
1	Running Speed, mph	30.03			31.39		
1	Through Delay, s/veh	3.77			0.00		
1	Travel Time, s	21.94			17.38		
1	Travel Speed, mph	24.86			31.39		
1	Stop Rate, stops/veh	0.13			0.00		
1	Spatial Stop Rate, stops/mi	0.83			0.00		
1	Through vol/cap Ratio	0.60			0.00		
1	Percent of Base FFS	63.38			80.00		
1	Level of Service	C			A		
1	Auto Traveler Perception Score	2.48			2.34		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.83		D	3.01		C
1	Bicycle Segment LOS Score / LOS	3.70		D	1.09		A
1	Transit Segment LOS Score / LOS	1.02		A	0.60		A

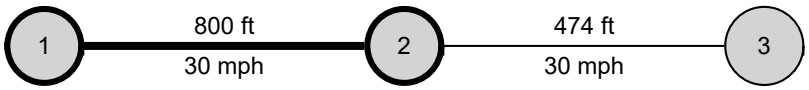
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	45.25	30.75
Facility Travel Speed, mph	19.20	28.25
Facility Base Free Flow Speed, mph	39.23	39.23
Facility Percent of Base FFS	48.93	72.01
Facility Level of Service	D	B
Facility Auto Traveler Perception Score	2.59	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.78	D	2.96	C
Bicycle Facility LOS Score / LOS	3.69	D	1.08	A
Transit Facility LOS Score / LOS	1.19	A	0.78	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Juniper Street MD.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	80	80	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.32			39.32		
1	Running Time, s	17.68			17.35		
1	Running Speed, mph	30.85			31.44		
1	Through Delay, s/veh	14.75			0.00		
1	Travel Time, s	32.43			17.35		
1	Travel Speed, mph	16.82			31.44		
1	Stop Rate, stops/veh	0.65			0.00		
1	Spatial Stop Rate, stops/mi	4.29			0.00		
1	Through vol/cap Ratio	0.56			0.00		
1	Percent of Base FFS	42.77			79.94		
1	Level of Service	D			B		
1	Auto Traveler Perception Score	3.09			2.34		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.53		D	2.56		B
1	Bicycle Segment LOS Score / LOS	3.59		D	1.09		A
1	Transit Segment LOS Score / LOS	0.85		A	0.59		A

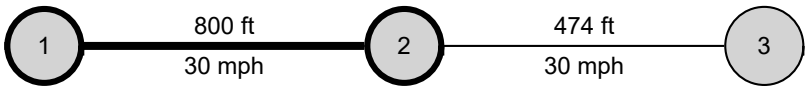
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	61.01	30.72
Facility Travel Speed, mph	14.24	28.28
Facility Base Free Flow Speed, mph	39.29	39.29
Facility Percent of Base FFS	36.24	71.97
Facility Level of Service	E	B
Facility Auto Traveler Perception Score	3.28	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.25	C	2.52	C
Bicycle Facility LOS Score / LOS	3.58	D	1.08	A
Transit Facility LOS Score / LOS	1.04	A	0.78	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	Juniper Street PM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	80	80	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.32			39.32		
1	Running Time, s	18.15			17.35		
1	Running Speed, mph	30.05			31.44		
1	Through Delay, s/veh	8.70			0.00		
1	Travel Time, s	26.85			17.35		
1	Travel Speed, mph	20.32			31.44		
1	Stop Rate, stops/veh	0.31			0.00		
1	Spatial Stop Rate, stops/mi	2.02			0.00		
1	Through vol/cap Ratio	0.59			0.00		
1	Percent of Base FFS	51.66			79.94		
1	Level of Service	C			B		
1	Auto Traveler Perception Score	2.68			2.34		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.82		D	3.01		C
1	Bicycle Segment LOS Score / LOS	3.76		D	1.09		A
1	Transit Segment LOS Score / LOS	1.02		A	0.59		A

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	48.47	30.72
Facility Travel Speed, mph	17.92	28.28
Facility Base Free Flow Speed, mph	39.29	39.29
Facility Percent of Base FFS	45.61	71.97
Facility Level of Service	D	B
Facility Auto Traveler Perception Score	2.66	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.82	D	2.96	C
Bicycle Facility LOS Score / LOS	3.75	D	1.08	A
Transit Facility LOS Score / LOS	1.22	A	0.78	A

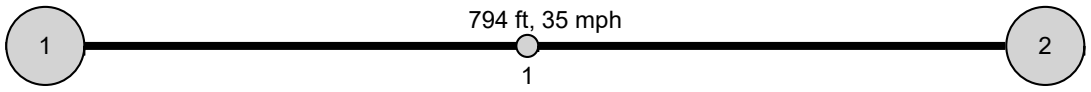
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PEACHTREE STREET (14TH STREET TO 12TH STREET)

PEAK HOUR ACCESS POINT ANALYSES

HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street AM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

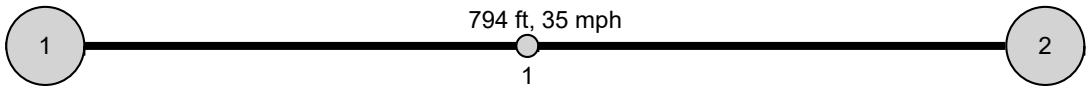
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			405		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Input volume, veh/h	2	0	2	20	1	20	9	913	31	55	808	16
Balanced flow, veh/h	2	0	2	20	1	20	10	1013	34	55	812	16
Proportion time blocked	0.26	0.26	0.18	0.26	0.26	0.08	0.18	0.00	0.00	0.08	0.00	0.00
Thru vehicle delay								0.0			0.1	
Probability inside blocked								0.00			0.08	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Peachtree Street MD.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

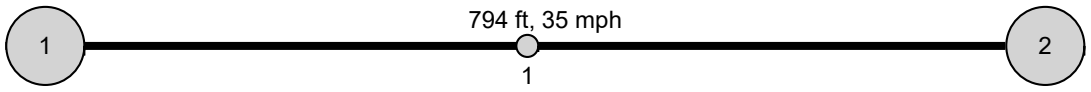
Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			405		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Input volume, veh/h	2	1	9	10	0	35	3	522	33	65	737	9
Balanced flow, veh/h	2	1	9	10	0	35	3	523	33	68	770	9
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.07	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street PM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	35	35	2	2	794	794	20	30	0	0	90	90	0.0	0.0
Number of Access Points	1													

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			405		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Input volume, veh/h	7	1	9	25	1	80	3	833	35	75	964	1
Balanced flow, veh/h	7	1	9	25	1	80	3	849	36	78	1000	1
Proportion time blocked	0.25	0.25	0.23	0.25	0.25	0.08	0.23	0.00	0.00	0.08	0.00	0.00
Thru vehicle delay								0.0			0.1	
Probability inside blocked								0.00			0.09	

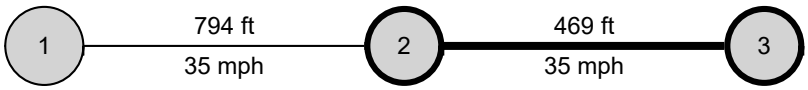
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PEACHTREE STREET (12TH STREET TO 11TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street AM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	35	35	2	2	469	469	30	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never			never		
2	Base Free-Flow Speed, mph	41.58			41.58		
2	Running Time, s	12.72			12.87		
2	Running Speed, mph	25.14			24.84		
2	Through Delay, s/veh	5.26			5.21		
2	Travel Time, s	17.97			18.08		
2	Travel Speed, mph	17.79			17.68		
2	Stop Rate, stops/veh	0.19			0.16		
2	Spatial Stop Rate, stops/mi	2.09			1.78		
2	Through vol/cap Ratio	0.25			0.47		
2	Percent of Base FFS	42.79			42.53		
2	Level of Service	D			D		
2	Auto Traveler Perception Score	2.46			2.41		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.47		C	3.62		D
2	Bicycle Segment LOS Score / LOS	3.49		C	3.58		D
2	Transit Segment LOS Score / LOS	1.88		A	1.99		A

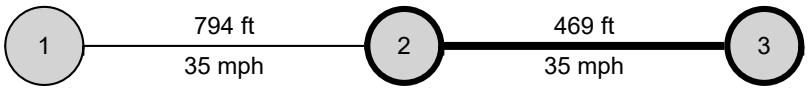
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	39.65	81.10
Facility Travel Speed, mph	21.72	10.62
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	52.20	25.52
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.43	2.84

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.55	D	3.69	D
Bicycle Facility LOS Score / LOS	3.54	D	3.59	D
Transit Facility LOS Score / LOS	1.52	A	2.68	C

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Peachtree Street MD.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	35	35	2	2	469	469	30	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never			never		
2	Base Free-Flow Speed, mph	41.58			41.58		
2	Running Time, s	12.74			12.69		
2	Running Speed, mph	25.10			25.19		
2	Through Delay, s/veh	17.18			15.56		
2	Travel Time, s	29.92			28.25		
2	Travel Speed, mph	10.69			11.32		
2	Stop Rate, stops/veh	0.63			0.57		
2	Spatial Stop Rate, stops/mi	7.08			6.41		
2	Through vol/cap Ratio	0.46			0.35		
2	Percent of Base FFS	25.70			27.22		
2	Level of Service	F			F		
2	Auto Traveler Perception Score	3.36			3.23		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.20		C	3.10		C
2	Bicycle Segment LOS Score / LOS	3.51		D	3.48		C
2	Transit Segment LOS Score / LOS	2.71		B	2.60		B

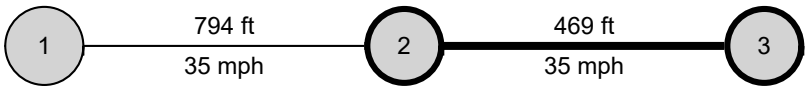
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	63.63	70.84
Facility Travel Speed, mph	13.53	12.16
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	32.53	29.22
Facility Level of Service	E	F
Facility Auto Traveler Perception Score	3.08	2.94

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.44	C	3.17	C
Bicycle Facility LOS Score / LOS	3.55	D	3.50	D
Transit Facility LOS Score / LOS	2.34	C	2.51	C

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Peachtree Street PM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	35	35	2	2	469	469	30	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never			never		
2	Base Free-Flow Speed, mph	41.58			41.58		
2	Running Time, s	12.83			12.78		
2	Running Speed, mph	24.93			25.02		
2	Through Delay, s/veh	13.44			9.34		
2	Travel Time, s	26.27			22.12		
2	Travel Speed, mph	12.17			14.46		
2	Stop Rate, stops/veh	0.48			0.31		
2	Spatial Stop Rate, stops/mi	5.35			3.49		
2	Through vol/cap Ratio	0.39			0.36		
2	Percent of Base FFS	29.28			34.77		
2	Level of Service	F			E		
2	Auto Traveler Perception Score	3.03			2.70		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.61		D	3.51		D
2	Bicycle Segment LOS Score / LOS	3.56		D	3.53		D
2	Transit Segment LOS Score / LOS	2.56		B	2.26		B

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	50.02	75.29
Facility Travel Speed, mph	17.21	11.44
Facility Base Free Flow Speed, mph	41.61	41.61
Facility Percent of Base FFS	41.37	27.49
Facility Level of Service	D	F
Facility Auto Traveler Perception Score	2.65	2.82

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.66	D	3.60	D
Bicycle Facility LOS Score / LOS	3.60	D	3.56	D
Transit Facility LOS Score / LOS	1.92	A	2.63	C

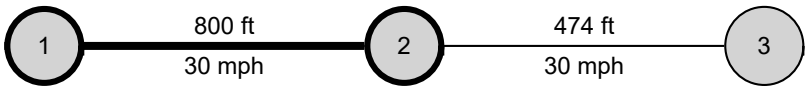
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JUNIPER STREET (14TH STREET TO 12TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Juniper Street AM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.23					
1	Running Time, s	18.17					
1	Running Speed, mph	30.03					
1	Through Delay, s/veh	3.77					
1	Travel Time, s	21.94					
1	Travel Speed, mph	24.86					
1	Stop Rate, stops/veh	0.13					
1	Spatial Stop Rate, stops/mi	0.83					
1	Through vol/cap Ratio	0.60					
1	Percent of Base FFS	63.38					
1	Level of Service	C					
1	Auto Traveler Perception Score	2.48					
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.83		D			
1	Bicycle Segment LOS Score / LOS	3.70		D			
1	Transit Segment LOS Score / LOS	1.02		A			

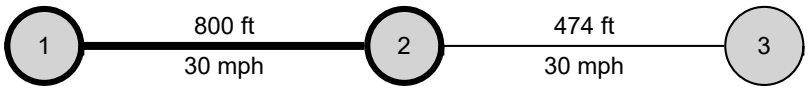
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	45.25	
Facility Travel Speed, mph	19.20	
Facility Base Free Flow Speed, mph	39.23	
Facility Percent of Base FFS	48.93	
Facility Level of Service	D	
Facility Auto Traveler Perception Score	2.59	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.78	D		
Bicycle Facility LOS Score / LOS	3.69	D		
Transit Facility LOS Score / LOS	1.19	A		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Juniper Street MD.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	80	80	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.32					
1	Running Time, s	17.68					
1	Running Speed, mph	30.85					
1	Through Delay, s/veh	14.75					
1	Travel Time, s	32.43					
1	Travel Speed, mph	16.82					
1	Stop Rate, stops/veh	0.65					
1	Spatial Stop Rate, stops/mi	4.29					
1	Through vol/cap Ratio	0.56					
1	Percent of Base FFS	42.77					
1	Level of Service	D					
1	Auto Traveler Perception Score	3.09					
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.53	D				
1	Bicycle Segment LOS Score / LOS	3.59	D				
1	Transit Segment LOS Score / LOS	0.85	A				

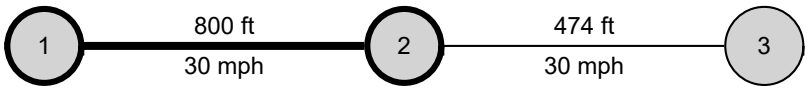
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	61.01	
Facility Travel Speed, mph	14.24	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	36.24	
Facility Level of Service	E	
Facility Auto Traveler Perception Score	3.28	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.25	C		
Bicycle Facility LOS Score / LOS	3.58	D		
Transit Facility LOS Score / LOS	1.04	A		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	Juniper Street PM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	80	80	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
1	Bay/Lane Spillback Time, h		never				
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	39.32					
1	Running Time, s	18.15					
1	Running Speed, mph	30.05					
1	Through Delay, s/veh	8.70					
1	Travel Time, s	26.85					
1	Travel Speed, mph	20.32					
1	Stop Rate, stops/veh	0.31					
1	Spatial Stop Rate, stops/mi	2.02					
1	Through vol/cap Ratio	0.59					
1	Percent of Base FFS	51.66					
1	Level of Service	C					
1	Auto Traveler Perception Score	2.68					
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.82		D			
1	Bicycle Segment LOS Score / LOS	3.76		D			
1	Transit Segment LOS Score / LOS	1.02		A			

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	48.47	
Facility Travel Speed, mph	17.92	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	45.61	
Facility Level of Service	D	
Facility Auto Traveler Perception Score	2.66	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.82	D		
Bicycle Facility LOS Score / LOS	3.75	D		
Transit Facility LOS Score / LOS	1.22	A		

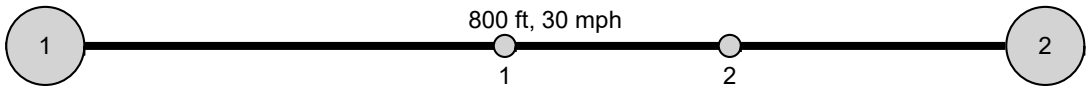
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JUNIPER STREET (14TH STREET TO 12TH STREET)

PEAK HOUR ACCESS POINT ANALYSES

HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Juniper Street AM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	100	100	0.0	0.0

Number of Access Points	2

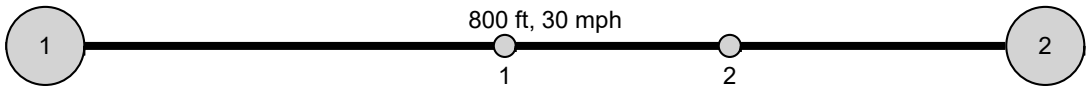
#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			390		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	0	0	0	0	2	0
Input volume, veh/h	0	21	60	15	0	0	0	0	0	30	1126	30
Balanced flow, veh/h	0	21	60	15	0	0	0	0	0	34	1267	34
Proportion time blocked	0.33	0.33	0.33	0.33	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.02	

#2 (Selig & 1101 Juni...)	Peak Hour Factor			1.00			Location, ft			570		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	0	1	1	0	0	0	0	0	0	2	0
Input volume, veh/h	0	0	89	63	0	0	0	0	0	6	1074	121
Balanced flow, veh/h	0	0	89	63	0	0	0	0	0	7	1200	135
Proportion time blocked	0.33	0.33	0.33	0.33	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.00	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Juniper Street MD.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	80	80	0.0	0.0

Number of Access Points	2

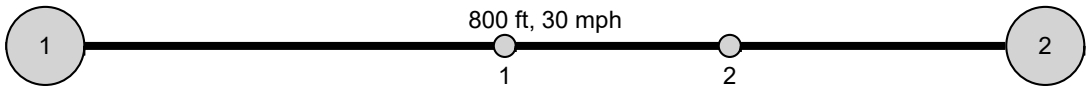
#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			390		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	0	0	0	0	2	0
Input volume, veh/h	0	23	75	2	0	0	0	0	0	55	770	45
Balanced flow, veh/h	0	23	75	2	0	0	0	0	0	41	571	33
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.02	

#2 (Selig & 1101 Juni...)	Peak Hour Factor			1.00			Location, ft			570		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	0	1	1	0	0	0	0	0	0	2	0
Input volume, veh/h	0	0	80	13	0	0	0	0	0	12	818	17
Balanced flow, veh/h	0	0	80	13	0	0	0	0	0	9	626	13
Proportion time blocked	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.01	

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HCS7 Urban Street Access Point Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	Juniper Street PM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	14th Street	12th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	30	30	2	1	800	800	20	20	0	0	80	80	0.0	0.0

Number of Access Points	2

#1 (13th Street)	Peak Hour Factor			1.00			Location, ft			390		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	1	0	0	1	0	0	0	0	0	2	0
Input volume, veh/h	0	30	85	3	0	0	0	0	0	80	1135	100
Balanced flow, veh/h	0	30	85	3	0	0	0	0	0	80	1135	100
Proportion time blocked	0.27	0.27	0.27	0.27	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.1	
Probability inside blocked								0.00			0.05	

#2 (Selig & 1101 Juni...)	Peak Hour Factor			1.00			Location, ft			570		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	0	1	1	0	0	0	0	0	0	2	0
Input volume, veh/h	0	0	160	12	0	0	0	0	0	35	1150	38
Balanced flow, veh/h	0	0	160	12	0	0	0	0	0	35	1150	38
Proportion time blocked	0.24	0.24	0.24	0.24	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.00
Thru vehicle delay								0.0			0.0	
Probability inside blocked								0.00			0.02	

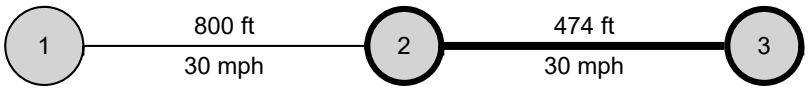
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JUNIPER STREET (12TH STREET TO 11TH STREET)

PEAK HOUR LOS ANALYSES

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	AM Peak Hour	Number of Iterations	15
File Name	Juniper Street AM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 8:00
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	2	1	474	474	20	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	39.23					
2	Running Time, s	13.86					
2	Running Speed, mph	23.32					
2	Through Delay, s/veh	9.45					
2	Travel Time, s	23.31					
2	Travel Speed, mph	13.86					
2	Stop Rate, stops/veh	0.25					
2	Spatial Stop Rate, stops/mi	2.77					
2	Through vol/cap Ratio	0.62					
2	Percent of Base FFS	35.34					
2	Level of Service	E					
2	Auto Traveler Perception Score	2.81					
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.70	D				
2	Bicycle Segment LOS Score / LOS	3.67	D				
2	Transit Segment LOS Score / LOS	1.48	A				

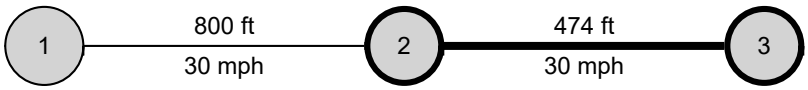
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	45.25	
Facility Travel Speed, mph	19.20	
Facility Base Free Flow Speed, mph	39.23	
Facility Percent of Base FFS	48.93	
Facility Level of Service	D	
Facility Auto Traveler Perception Score	2.59	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.78	D		
Bicycle Facility LOS Score / LOS	3.69	D		
Transit Facility LOS Score / LOS	1.19	A		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	MD Peak Hour	Number of Iterations	15
File Name	Juniper Street MD.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 11:15
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	2	1	474	474	20	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	39.23					
2	Running Time, s	13.63					
2	Running Speed, mph	23.71					
2	Through Delay, s/veh	14.95					
2	Travel Time, s	28.58					
2	Travel Speed, mph	11.31					
2	Stop Rate, stops/veh	0.66					
2	Spatial Stop Rate, stops/mi	7.33					
2	Through vol/cap Ratio	0.57					
2	Percent of Base FFS	28.83					
2	Level of Service	F					
2	Auto Traveler Perception Score	3.68					
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	2.76	C				
2	Bicycle Segment LOS Score / LOS	3.55	D				
2	Transit Segment LOS Score / LOS	1.37	A				

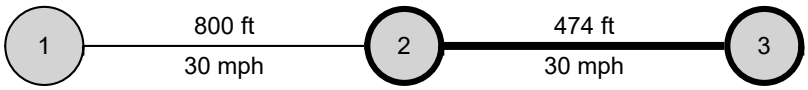
Facility Output Data	Southbound	Northbound
Facility Travel Time, s	61.01	
Facility Travel Speed, mph	14.24	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	36.24	
Facility Level of Service	E	
Facility Auto Traveler Perception Score	3.28	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.25	C		
Bicycle Facility LOS Score / LOS	3.58	D		
Transit Facility LOS Score / LOS	1.04	A		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Wilburn Engineering			Number of Intersections	3
Analyst	GD	Analysis Date	7/23/2018	Number of Segments	2
Jurisdiction	City of Atlanta	Time Period	PM Peak Hour	Number of Iterations	15
File Name	Juniper Street PM.xus	Analysis Year	2021 Build	System Cycle Length, s	120
Intersections	12th Street	11th Street		Analysis Period	1> 4:30
Project Description	DRI 2821 Segment Analysis				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
2	30	30	2	1	474	474	20	20	0	0	100	100	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12		6	
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	39.23					
2	Running Time, s	14.01					
2	Running Speed, mph	23.08					
2	Through Delay, s/veh	7.62					
2	Travel Time, s	21.63					
2	Travel Speed, mph	14.94					
2	Stop Rate, stops/veh	0.16					
2	Spatial Stop Rate, stops/mi	1.75					
2	Through vol/cap Ratio	0.74					
2	Percent of Base FFS	38.10					
2	Level of Service	E					
2	Auto Traveler Perception Score	2.63					
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	3.83		D			
2	Bicycle Segment LOS Score / LOS	3.74		D			
2	Transit Segment LOS Score / LOS	1.55		A			

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	48.47	
Facility Travel Speed, mph	17.92	
Facility Base Free Flow Speed, mph	39.29	
Facility Percent of Base FFS	45.61	
Facility Level of Service	D	
Facility Auto Traveler Perception Score	2.66	

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.82	D		
Bicycle Facility LOS Score / LOS	3.75	D		
Transit Facility LOS Score / LOS	1.22	A		

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