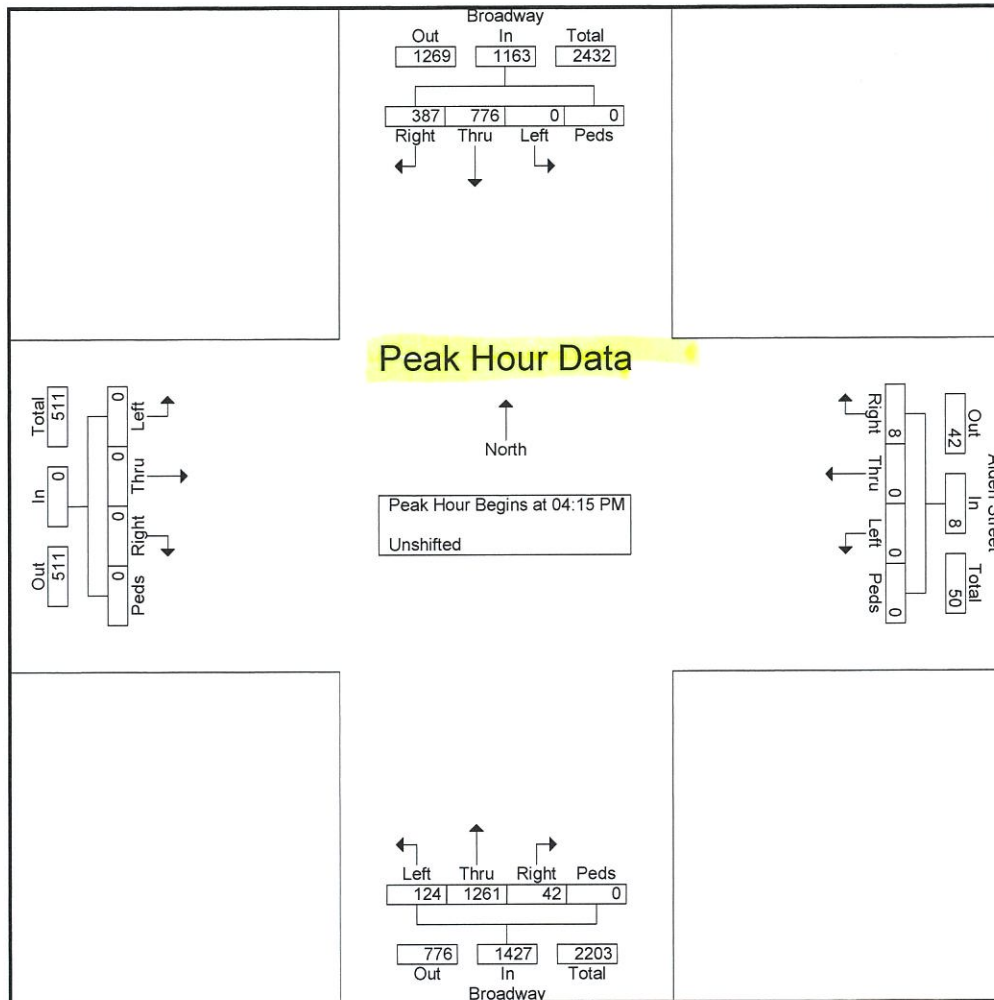


Broadway - Alden Street Evening Count

File Name : Alden PM
 Site Code : 00000056
 Start Date : 6/8/2022
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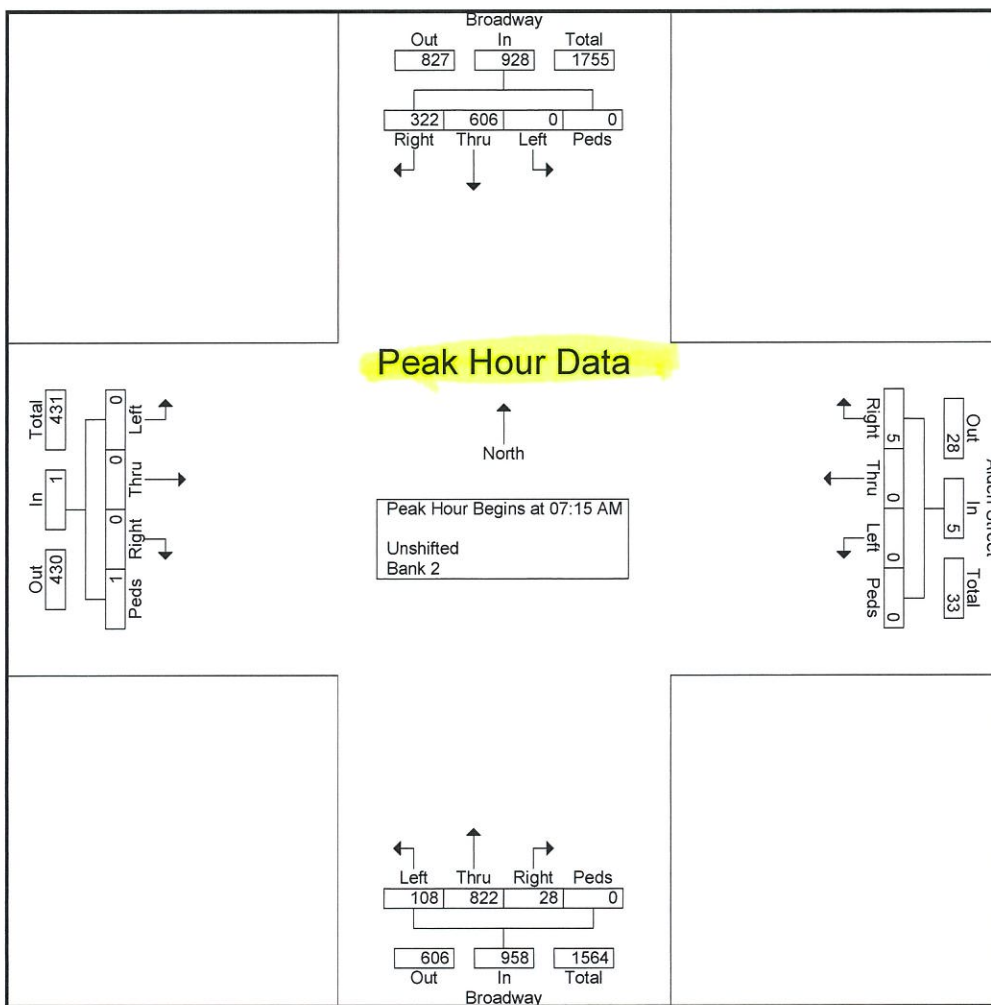
Start Time	Broadway From North					Alden Street From East					Broadway From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	89	182	0	0	271	2	0	0	0	2	10	302	31	0	343	0	0	0	0	0	616
04:30 PM	94	184	0	0	278	3	0	0	0	3	10	329	29	0	368	0	0	0	0	0	649
04:45 PM	96	190	0	0	286	0	0	0	0	0	11	316	31	0	358	0	0	0	0	0	644
05:00 PM	108	220	0	0	328	3	0	0	0	3	11	314	33	0	358	0	0	0	0	0	689
Total Volume	387	776	0	0	1163	8	0	0	0	8	42	1261	124	0	1427	0	0	0	0	0	2598
% App. Total	33.3	66.7	0	0		100	0	0	0		2.9	88.4	8.7	0		0	0	0	0		
PHF	.896	.882	.000	.000	.886	.667	.000	.000	.000	.667	.955	.958	.939	.000	.969	.000	.000	.000	.000	.000	.943



Broadway - Alden Street Morning Count

File Name : Alden Street
 Site Code : 00000056
 Start Date : 6/8/2022
 Page No : 2

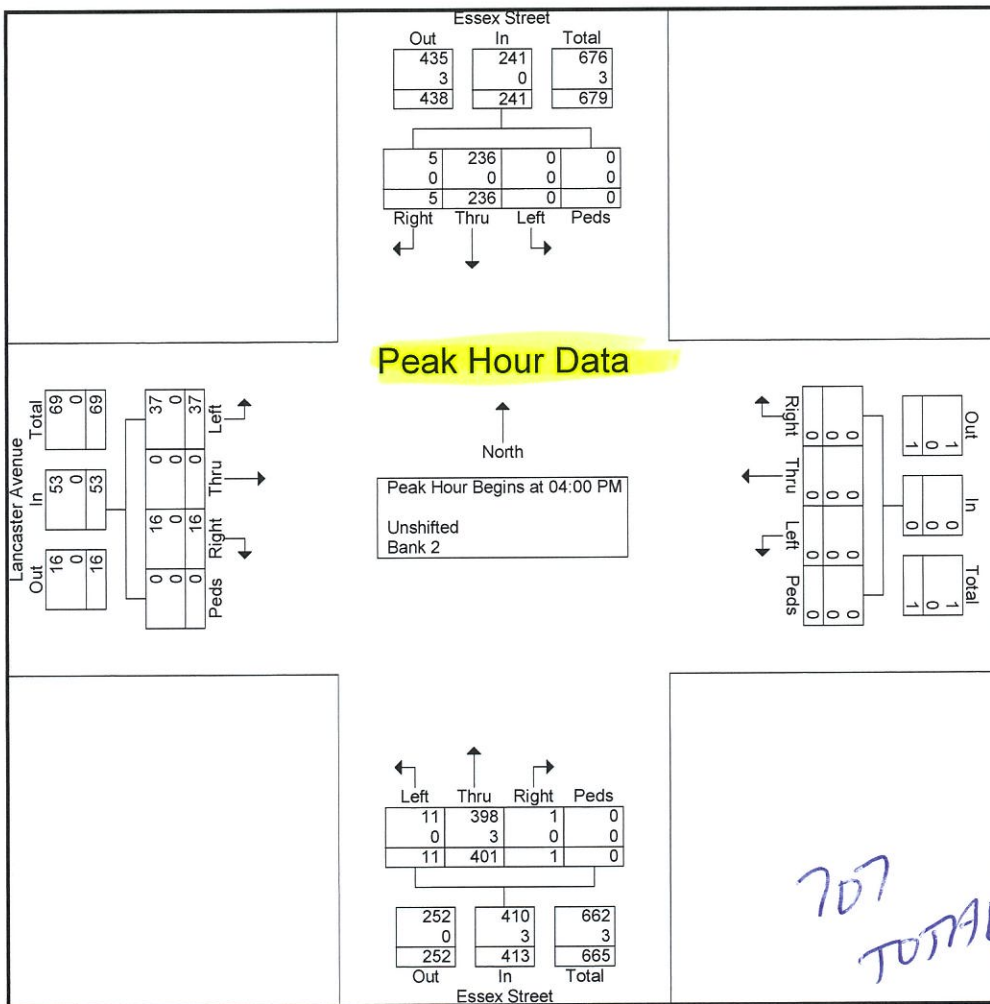
Start Time	Broadway From North					Alden Street From East					Broadway From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	73	132	0	0	205	1	0	0	0	1	4	192	24	0	220	0	0	0	1	1	427
07:30 AM	91	171	0	0	262	2	0	0	0	2	5	268	33	0	306	0	0	0	0	0	570
07:45 AM	95	158	0	0	253	2	0	0	0	2	10	214	28	0	252	0	0	0	0	0	507
08:00 AM	63	145	0	0	208	0	0	0	0	0	9	148	23	0	180	0	0	0	0	0	388
Total Volume	322	606	0	0	928	5	0	0	0	5	28	822	108	0	958	0	0	0	1	1	1892
% App. Total	34.7	65.3	0	0		100	0	0	0		2.9	85.8	11.3	0		0	0	0	100		
PHF	.847	.886	.000	.000	.885	.625	.000	.000	.000	.625	.700	.767	.818	.000	.783	.000	.000	.000	.250	.250	.830



Essex Street - Lancaster Avenue Evening Count

File Name : Lancaster PM
 Site Code : 00000056
 Start Date : 6/9/2022
 Page No : 2

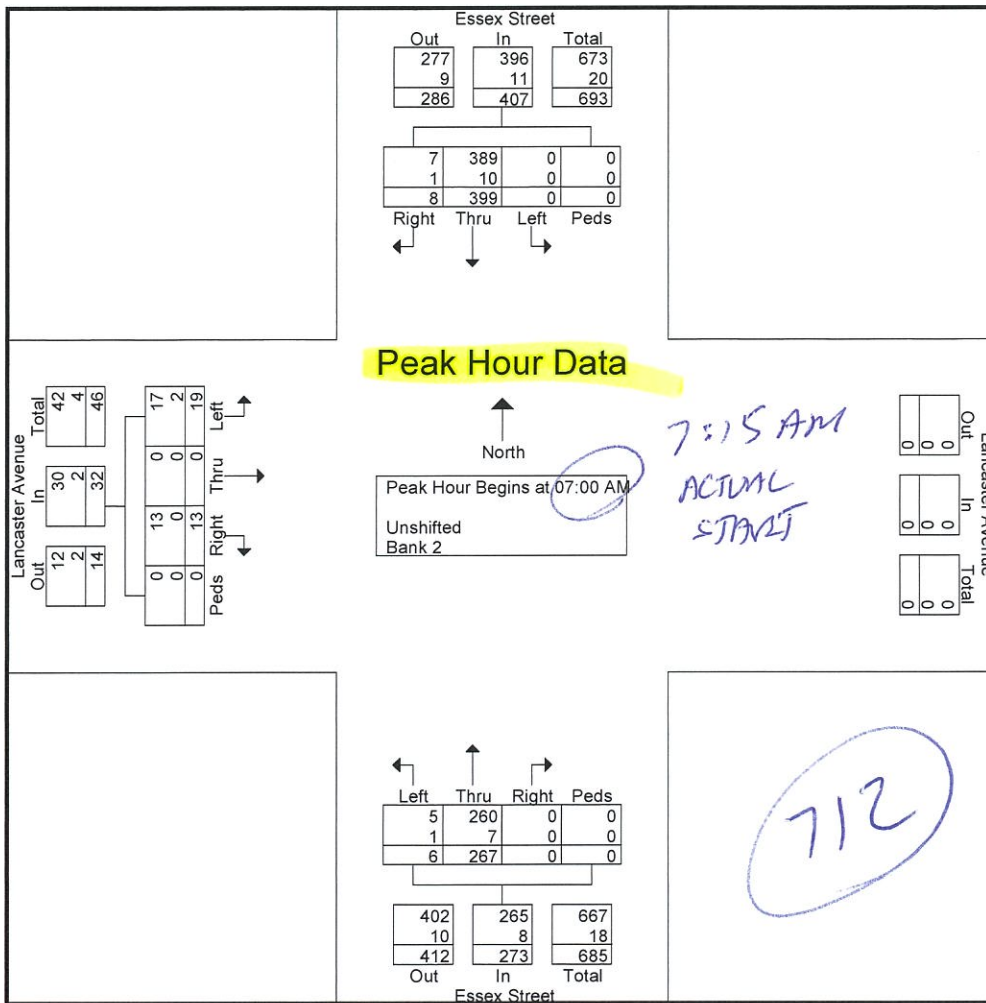
Start Time	Essex Street From North					From East					Essex Street From South					Lancaster Avenue From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	55	0	0	56	0	0	0	0	0	0	110	3	0	113	4	0	8	0	12	181
04:15 PM	0	69	0	0	69	0	0	0	0	0	1	89	3	0	93	4	0	10	0	14	176
04:30 PM	3	52	0	0	55	0	0	0	0	0	0	98	2	0	100	3	0	9	0	12	167
04:45 PM	1	60	0	0	61	0	0	0	0	0	0	104	3	0	107	5	0	10	0	15	183
Total Volume	5	236	0	0	241	0	0	0	0	0	1	401	11	0	413	16	0	37	0	53	707
% App. Total	2.1	97.9	0	0		0	0	0	0		0.2	97.1	2.7	0		30.2	0	69.8	0		
PHF	.417	.855	.000	.000	.873	.000	.000	.000	.000	.000	.250	.911	.917	.000	.914	.800	.000	.925	.000	.883	.966
Unshifted	5	236	0	0	241	0	0	0	0	0	1	398	11	0	410	16	0	37	0	53	704
% Unshifted												99.3	100	0	99.3	100	0	100	0	100	99.6
Bank 2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.4



Essex Street - Lancaster Avenue Morning Count

File Name : Not Named 1
 Site Code : 00000056
 Start Date : 6/9/2022
 Page No : 2

Start Time	Essex Street From North					Essex Street From South					Lancaster Avenue From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	3	66	0	0	69	0	62	1	0	63	2	0	7	0	9	141
07:15 AM	2	106	0	0	108	0	72	1	0	73	3	0	0	0	3	184
07:30 AM	1	145	0	0	146	0	93	0	0	93	4	0	5	0	9	248
07:45 AM	2	82	0	0	84	0	40	4	0	44	4	0	7	0	11	139
Total Volume	8	399	0	0	407	0	267	6	0	273	13	0	19	0	32	712
% App. Total	2	98	0	0		0	97.8	2.2	0		40.6	0	59.4	0		
PHF	.667	.688	.000	.000	.697	.000	.718	.375	.000	.734	.813	.000	.679	.000	.727	.718
Unshifted	7	389	0	0	396	0	260	5	0	265	13	0	17	0	30	691
% Unshifted	87.5	97.5	0	0	97.3	0	97.4	83.3	0	97.1	100	0	89.5	0	93.8	97.1
Bank 2	1	10	0	0	11	0	7	1	0	8	0	0	2	0	2	21
% Bank 2	12.5	2.5	0	0	2.7	0	2.6	16.7	0	2.9	0	0	10.5	0	6.3	2.9



NO BUILD

Intersection

Int Delay, s/veh 0

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	5	822	28	0	928
Future Vol, veh/h	0	5	822	28	0	928
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	63	78	78	92	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	1054	36	0	1043

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	-	545	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	482	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	482	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	12.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt NBT NBRWBLn1 SBT

Capacity (veh/h)	-	-	482	-
HCM Lane V/C Ratio	-	-	0.016	-
HCM Control Delay (s)	-	-	12.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

NO BOLD

HCM 2010 TWSC
4: Broadway & Alden Street

PM Peak Hour
06/14/2022

Intersection

Int Delay, s/veh 0.1

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↑	↑↑			↑↑
Traffic Vol, veh/h	0	8	1261	42	0	1163
Future Vol, veh/h	0	8	1261	42	0	1163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	67	97	96	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	1300	44	0	1307

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	-	672	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	398	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	398	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt NBT NBRWBLn1 SBT

Capacity (veh/h)	-	-	398	-
HCM Lane V/C Ratio	-	-	0.03	-
HCM Control Delay (s)	-	-	14.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

NO BUILD

HCM 2010 TWSC
6: Essex Street & Lancaster Avenue

AM Peak Hour
06/14/2022

Intersection

Int Delay, s/veh 0.8

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	Y				↑	↑
Traffic Vol, veh/h	19	13	6	267	399	8
Future Vol, veh/h	19	13	6	267	399	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	18	8	366	570	11

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	958	576	581	0	-	0
Stage 1	576	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	285	517	993	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	517	993	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	690	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	16.9	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	993	-	346	-	-
HCM Lane V/C Ratio	0.008	-	0.127	-	-
HCM Control Delay (s)	8.7	0	16.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

NO BUILD

HCM 2010 TWSC
6: Essex Street & Lancaster Avenue

PM Peak Hour
06/14/2022

Intersection

Int Delay, s/veh 1.4

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	37	16	11	402	236	5
Future Vol, veh/h	37	16	11	402	236	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	91	91	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	22	12	442	268	6

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	737	271	274	0	-	0
Stage 1	271	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	386	768	1289	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	768	1289	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s 14.6 0.2 0
HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1289	-	449	-	-
HCM Lane V/C Ratio	0.009	-	0.162	-	-
HCM Control Delay (s)	7.8	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection

Int Delay, s/veh 0.1

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↑	↑↑			↑↑
Traffic Vol, veh/h	0	8	822	31	0	928
Future Vol, veh/h	0	8	822	31	0	928
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	63	78	78	92	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	1054	40	0	1043

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	-	547	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	481	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	481	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt NBT NBRWBLn1 SBT

Capacity (veh/h)	-	-	481	-
HCM Lane V/C Ratio	-	-	0.026	-
HCM Control Delay (s)	-	-	12.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection

Int Delay, s/veh 0.1

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↑	↑↑			↑↑
Traffic Vol, veh/h	0	9	1261	56	0	1163
Future Vol, veh/h	0	9	1261	56	0	1163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	67	97	96	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	1300	58	0	1307

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	-	679	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	394	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	394	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt NBT NBRWBLn1 SBT

Capacity (veh/h)	-	-	394	-
HCM Lane V/C Ratio	-	-	0.034	-
HCM Control Delay (s)	-	-	14.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection

Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	20	7	267	399	9
Future Vol, veh/h	30	20	7	267	399	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	27	10	366	570	13

Major/Minor

	Minor2	Major1		Major2		
Conflicting Flow All	963	577	583	0	-	0
Stage 1	577	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	284	516	991	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	280	516	991	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	18.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	343	-	-
HCM Lane V/C Ratio	0.01	-	0.2	-	-
HCM Control Delay (s)	8.7	0	18.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection

Int Delay, s/veh 1.8

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	W			W	W	
Traffic Vol, veh/h	44	19	15	402	236	7
Future Vol, veh/h	44	19	15	402	236	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	91	91	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	26	16	442	268	8

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	746	272	276	0	-	0
Stage 1	272	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	381	767	1287	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	375	767	1287	-	-	-
Mov Cap-2 Maneuver	375	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s 15.1 0.3 0
HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

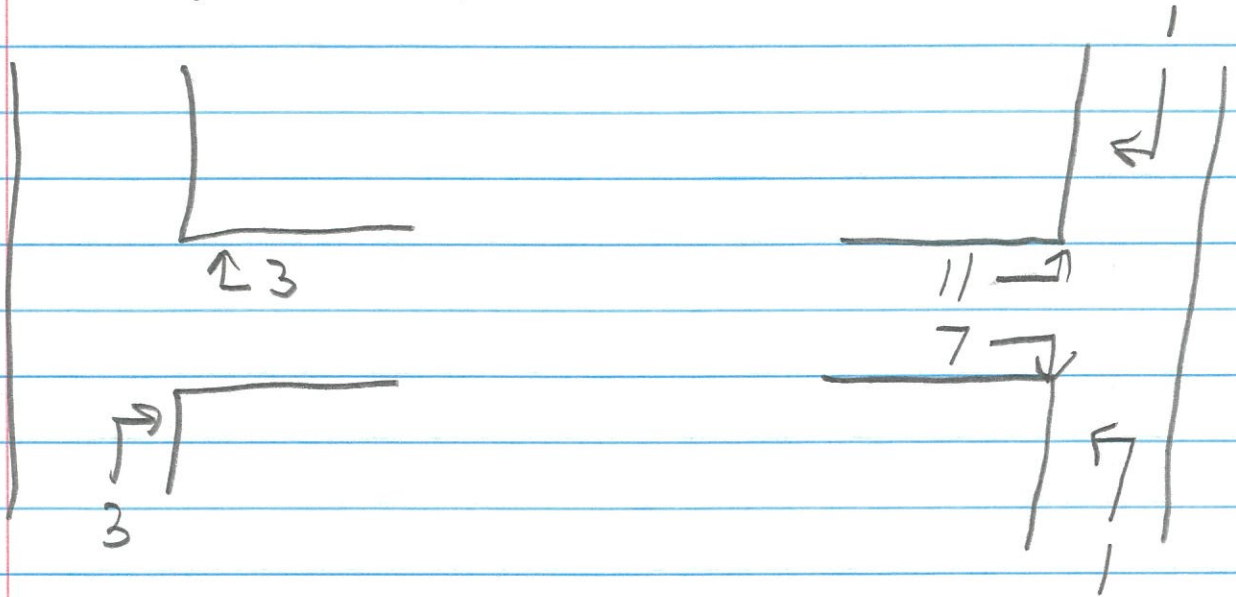
Capacity (veh/h)	1287	-	443	-	-
HCM Lane V/C Ratio	0.013	-	0.195	-	-
HCM Control Delay (s)	7.8	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

LANCASTER
ADD'L TRAFFIC

7-27-2022

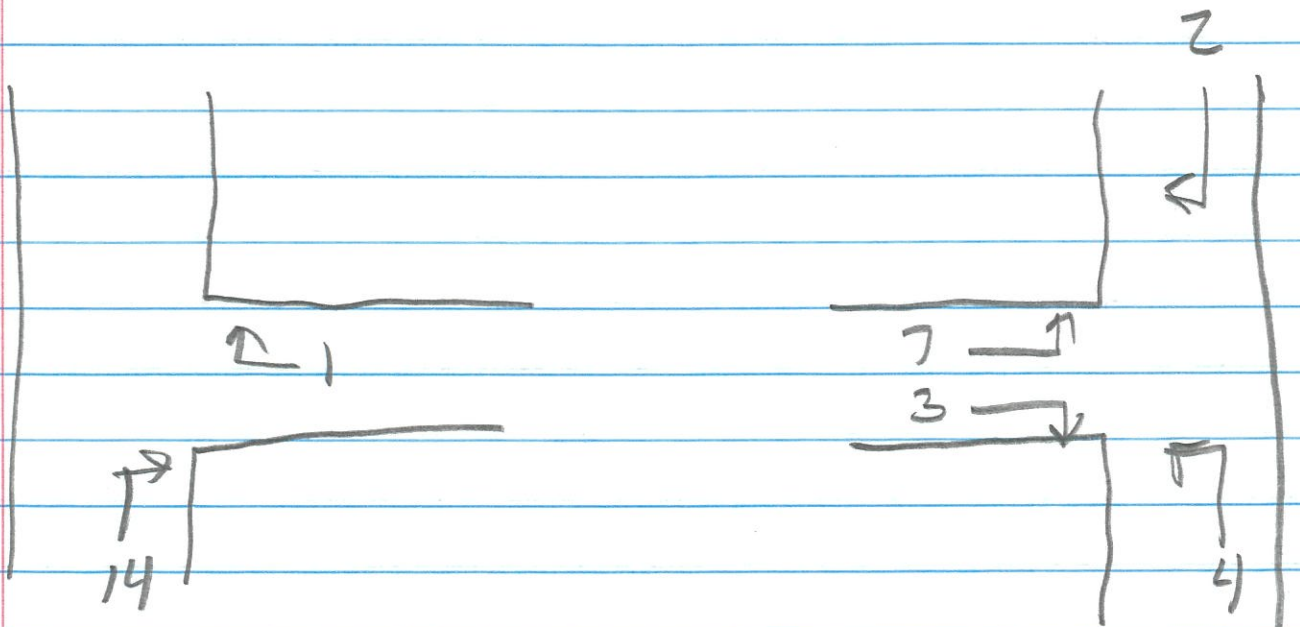
AM PEAK

26 TRIPS \Rightarrow 21 OUT 5 IN



PM PEAK

31 TRIPS \Rightarrow 20 IN 11 OUT



LAWCASTERS

18% IN
82% OUT

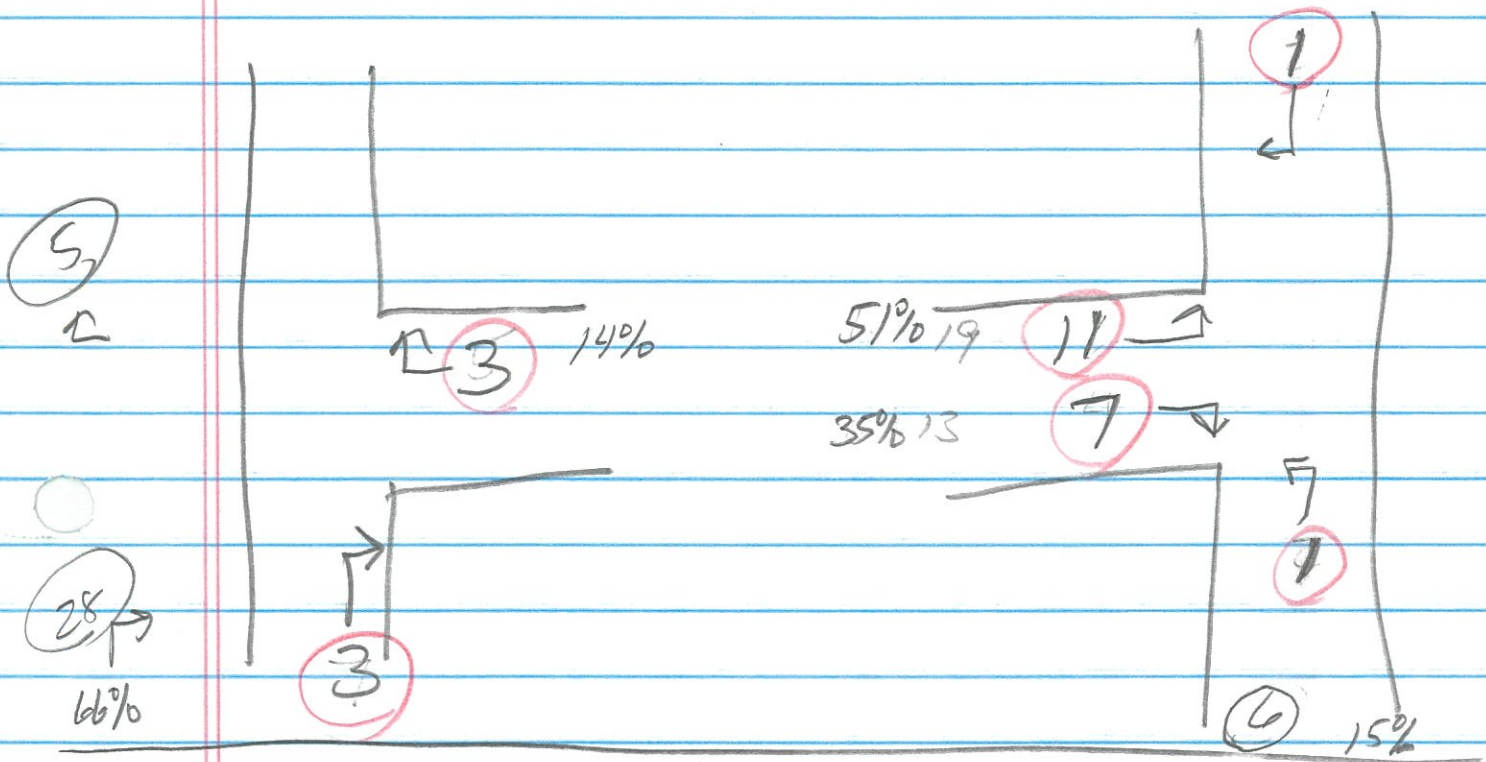
AM

26 TRIPS ⇒

21 OUT

5 IN

⑧ 19%

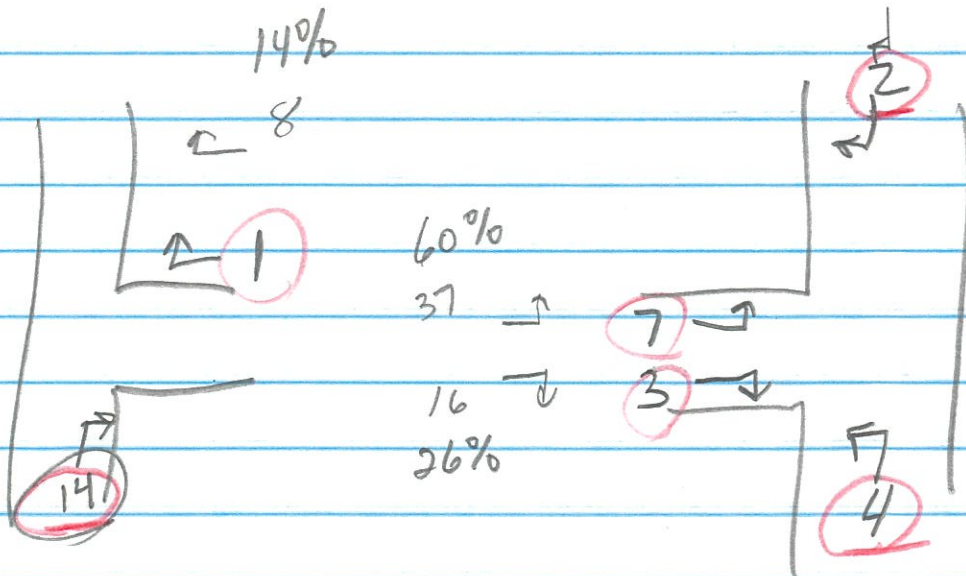


31 TRIPS

PM 20 IN

11 OUT

5 9%



72% → 42

61

→

11

19%

58