



REGIONAL TRANSPORTATION COMMISSION CITIZENS MULTIMODAL ADVISORY COMMITTEE

MEETING AGENDA

Wednesday, October 7, 2026, at 5:30 p.m.

MEETING TO BE HELD VIA ZOOM ONLY

-
- I. This meeting will be held via Zoom. There will be no physical location. For those requiring hearing or speech assistance, contact Relay Nevada at 1-800-326-6868 (TTY, VCO or HCO).
 - II. Members of the public may attend the meeting via Zoom at:
<https://us02web.zoom.us/j/86522912412?pwd=tvM8fOdainLygb96Egw80ryBw3flbB.1>
You may also participate by telephone at 1-253-205-0468 or 1-669-444-9171 (Meeting ID: 865 2291 2412, Meeting passcode: 476606). To provide public comment during the meeting via Zoom, please make sure your computer or device has a working microphone. Use the "Chat" feature to submit a request to make a comment. When the time comes to make public comments, you will be invited to speak. If you wish to provide public comment before the meeting, please contact RTC Agency Services at 1-775-348-0171 prior to 4:00 p.m. on the day before the meeting and provide the telephone number you will be calling from as well as the item(s) you would like to comment on. When the time comes to make public comments, you will be invited to speak.
 - III. Members of the public not attending the meeting but would like to provide public comment in advance can do so by one of the following methods: (1) emailing comments to: rtcpubliccomments@rtcwashoe.com; or (2) leaving a voicemail (limited to three minutes) at 1-775-348-0171. Comments received prior to 4:00 p.m. on the day before the meeting will be entered into the record.
 - IV. The supporting materials for the meeting can be found at <https://rtcwashoe.com/news/meetings-agendas/>. If you need to request a copy of the supporting materials, please contact RTC Agency Services by phone at 1-775-348-0171 or by email at agencysservices@rtcwashoe.com.
 - V. RTC staff will make reasonable efforts to assist and accommodate individuals with disabilities. Please call RTC Agency Services at 1-775-348-0171 in advance so that arrangements can be made.
 - VI. RTC staff will make an audio and video recording of the meeting. The recording will be a public record. Committee members and members of the public who do not wish to be shown on the video should turn their cameras off during the meeting.
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1. Roll Call/Call to Order

- 2. Verbal Instructions required by Assembly Bill 219 (2023):** RTC staff will read the following before the first public comment period:

"If you are participating via Zoom, to provide public comment during the meeting please make sure your computer or device has a working microphone. Use the "Chat" feature to submit a request to make a comment. When the time comes to make public comments, you will be invited to speak.

If you are participating by telephone, to provide public comment you should have contacted RTC Agency Services prior to 4:00 p.m. yesterday and provided the telephone number you would be calling from as well as the item(s) you wanted to comment on. When the time comes to make public comments, you will be invited to speak."

- 3. Public Comment:** Public comment may pertain to matters both on and off the agenda. Comments are to be made to the Committee as a whole and not to individual Committee members or staff. Committee members may provide public comments. Public comment is limited to three (3) minutes.

4. **Approve the August 5, 2026, Committee Meeting Minutes** (*For Possible Action*)
5. **Information and Discussion Items** (*No Action*): The purpose of the Committee is to provide (1) information, advice and recommendations regarding certain regional planning documents, proposed major transit service changes, and proposed transit fare policy changes as part of RTC's Public Participation Plan, and (2) information and advice on benches, shelters and transit stops in accordance with Assembly Bill 214 (2023). RTC staff selects and presents items that are intended to further that purpose. Following a presentation by RTC staff, Committee members will have the opportunity to ask questions, discuss and provide feedback pertaining to the item.
 - ITEM 5.1** Provide information, advice and recommendations regarding the EV Roadshow Approved
 - ITEM 5.2** Provide information, advice and recommendations RTIP Amendment No. 4
 - ITEM 5.3** Provide information, advice and recommendations on the Draft Rock Corridor Study Report
 - ITEM 5.4** Provide information, advice and recommendations on the NNP's 3 and 4
6. **Approve the Election of a Chair and Vice Chair to Serve from October 7, 2026, until June 30, 2027** (*For Possible Action*)
7. **RTC Staff Announcements**
8. **Public Comment:** Public comment may pertain to matters both on and off the agenda. Comments are to be made to the Committee as a whole and not to individual Committee members or staff. Committee members may provide public comments. Public comment is limited to three (3) minutes.
9. **Adjournment**

**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
MEETING MINUTES
WEDNESDAY AUGUST 5, 2026**

CMAC MEMBERS PRESENT

Panah Stauffer (Vice Chair)
Juan Martinez

Sue-Ting Chene
Damien Cole

CMAC MEMBERS ABSENT

Michael Lansborough
Kelly Orr

Sierra Henderson

RTC STAFF

Marquis Williams
Graham Dollarhide
Shay League

Alex Cruz
Sai Sun
Lolita Davis

CMAC GUESTS

Doralee Martinez
Phil Corbitt
Justin Haghighi

Member of the Public
Member of the Public
Member of the Public

1. ROLL CALL/CALL TO ORDER

The Citizens Multimodal Advisory Committee (CMAC) meeting was conducted as a Zoom Meeting. The meeting was called to order at 5:33 p.m. by Marquis Williams.

2. VERBAL INSTRUCTIONS REQUIRED BY ASSEMBLY BILL 219 (2023)

RTC staff read the instructions required for participating via Zoom and participating via telephone.

3. PUBLIC COMMENT

Damien commented on a public walkway that extends from University Way to Lake Street. He researched the walkway and found that it was built by the city and funded by the taxpayers in 1972 and had been established through an agreement with property owners. This agreement was binding on current and future landowners.

Damien stated he shared this information with various city officials. Damien stated he identified code violations related to an adjacent AT&T walkway that had been built in 1971. The gates and fences there are required to remain open to serve as a transportation corridor for the Truckee River Path. The city has the authority to remove obstructions and treat them as nuisances, similar to obstructions on public sidewalks.

Panah commented on CMAC recruitment and requested that a public notice regarding recruitment opportunities be made available and shared with the committee. She emphasized that publicly posting the notice would promote transparency, broaden outreach, and support the integrity of the committee.

Doralee Martinez asked RTC staff if a Bill Draft Request exist for the upcoming legislative session, it be included on the agenda for the next meeting and shared with the committee so that members could be informed.

4. APPROVE THE JUNE 3, 2026, AND JULY 1, 2026, MEETING MINUTES (*For Possible Action*)

The CMAC June 3, 2026, and July 1, 2026, meeting minutes were approved as submitted.

5. INFORMATION AND DISCUSSION ITEMS.

ITEM 5.1: PROVIDE INFORMATION, AND ADVICE, REGARDING THE CONSTRUCTION, INSTALLATION AND MAINTENANCE OF BENCHES, SHELTERS AND TRANSIT STOPS FOR RTC PASSENGERS.

Sai Sun, RTC Sr. Transit Planner, gave a presentation on the construction, installation and maintenance of benches, shelters and transit stops for RTC passengers.

Damien asked whether the proposed bus stop improvements were being coordinated with the Neighborhood Network Plans and noted concerns regarding pedestrian and bicycle connectivity to the bus stops, particularly in the McCarran area, where surrounding development and existing infrastructure presented connectivity challenges. Sai Sun, RTC Sr. Transit Planner, clarified that the proposed improvements were limited to existing bus stops and concrete pads.

Damien commented on bicycle and pedestrian access in the area saying he previously contacted Reno Public Works regarding discrepancies with existing bicycle lanes and signage, he stated that some bicycle lane signs had subsequently been removed because the lanes were reportedly not recognized as official bicycle lanes. He further expressed concern that the separated bicycle path on the east side of McCarran, combined with the lack of pedestrian crossings, created difficulties for bicyclists and pedestrians attempting to access the bus stops from surrounding residential areas. Damien emphasized the importance of coordinating bicycle and pedestrian infrastructure with transit access and asked whether future planning could address safe and direct connections to the bus stops from surrounding areas.

Alex Cruz, RTC Sr. Transit Planner with RTC, clarified the Neighborhood Network Plan (NNP), which focus on specific corridors and areas, is currently being worked on. Alex explained that RTC staff participates in planning discussions to ensure coordination with transit services and bus stops are considered as part of the planning process. Alex could not confirm during the meeting whether McCarran was included as a specific project or corridor within the Neighborhood Network Plan but noted that RTC staff would continue to monitor the area. Alex explained that the plan would focus on selected corridors rather than improvements to every roadway within a neighborhood. Marquis Williams, RTC Sr. Planner acknowledged that McCarran and the connectivity issues is included in the plan, not in the near future but further out in the plan.

Panah suggested that RTC consider opportunities to develop partnerships with private landowners, particularly shopping center owners, to improve pedestrian and bicycle safety. She noted that several large shopping centers in Reno were not pedestrian-friendly despite being frequently used by pedestrians and bicyclists. Panah suggested that relatively simple improvements could help people safely navigate large parking lots and access shopping centers from locations other than designated ADA-accessible entrances.

Panah also asked Sai to clarify the endpoints of the Bus Rapid Transit (BRT) improvements along Virginia Street. Sai responded that the BRT improvements were part of an RTC engineering project and stated that project information was available on the RTC website. <https://rtcwashoe.com/project/virginia-line-brt-improvements/>

ITEM 5.2: PROVIDE INFORMATION, AND ADVICE, REGARDING MODIFICATIONS TO RTC ACCESS AS PART OF THE MOVE MORE WITH RTC PLAN (FORMERLY TOPS).

Alex Cruz, RTC Sr. Transit Planner, gave a presentation on the modifications to RTC ACCESS as part of the Move More with RTC plan (formerly TOPS).

Juan Martinez asked how RTC ACCESS clients would be notified that they would be able to ride RTC RIDE free of charge. Alex Cruz, RTC Sr. Transit Planner, responded that ACCESS clients will see notices on ACCESS buses and receive notifications through RTC Connect. Alex stated that the notification plan had not yet been finalized but, pending approval, RTC would have more than a month to inform clients. He added that RTC planned to begin sharing the information as soon as possible through multiple communication methods to ensure broad awareness.

6. RTC STAFF ANNOUNCEMENTS

Marquis Williams, RTC Sr. Transportation Planner, provided an update on committee recruitment and stated that RTC was continuing its efforts to recruit additional members to fully staff the committee. He noted that the committee's policies and procedures established a membership range of 8 to 15 members and that the committee currently had approximately 6 or 7 members. RTC was therefore seeking to recruit at least two additional members.

Marquis Williams provided an update on upcoming RTC planning studies. He stated that Neighborhood Network Plans for Damonte Ranch and West Reno were moving forward, with a consultant selected and negotiations underway. The projects were anticipated to begin in October. Marquis also noted that a Fourth Street study in Sparks and several other planning studies were forthcoming.

Marquis stated that RTC anticipated conducting an updated River Path study within the next several years. The study would examine future improvements, establish standards, and promote consistency along the path. He noted that the study could provide an opportunity to address concerns previously raised regarding the AT&T property. Damien stated that the AT&T agreement contained a two-year “use-it-or-lose-it” provision related to the closure of the fence. He noted that the fence on the Shank property had reportedly been installed approximately six months earlier, leaving approximately a year and a half to address the issue. Marquis acknowledged the concern.

Panah asked how RTC planned to publicize the upcoming Neighborhood Network Plan development process. Marquis explained that RTC had previously used social media, email press releases, presentations to CMAC, and outreach through CMAC members, the Technical Advisory Committee, and city staff. He stated that RTC was also considering mailers for the upcoming plans to reach residents directly and encourage participation in community surveys. He emphasized RTC’s goal of maintaining a transparent planning process and avoiding surprises for residents, council members, and city staff.

Marquis added that RTC planned to coordinate with homeowners associations in the Damonte Ranch area and increase outreach through local elementary, middle, and high schools by working with school principals and their networks.

Panah recommended expanding outreach through the area’s master and sub-homeowners associations, noting that HOAs could distribute information through email blasts at little or no cost. She also recommended utilizing the South Valleys Library through its bulletin boards, newsletter, event calendar, and other communication channels to promote public meetings, surveys, and opportunities for community feedback. She suggested distributing flyers at neighborhood businesses and other prominent locations. She also recommended using online platforms such as Nextdoor and Reddit, where appropriate, and noted that CMAC members could assist with sharing information through their networks.

7. PUBLIC COMMENT

Dora Martinez commented on the accessibility of RTC bus stop platforms in relation to newer buses. She noted that individuals who use wheelchairs, walkers, white canes, and other mobility aids may have different accessibility needs and experiences.

Alex Cruz clarified that the issue involved several Bus Rapid Transit (BRT) stops that had originally been constructed for buses with a different ride height. He explained that approximately seven or eight BRT platforms required modifications to lower the sidewalk platforms by several inches so that ramps on the current buses could deploy properly.

Alex stated that the issue was limited to those particular BRT stops and that modifications had already been completed at some locations. He added that RTC would continue to consider ADA accessibility as part of future projects affecting bus stops, including larger projects along Fourth and Fifth Streets.

Dora encouraged RTC to engage members of the disability community when evaluating or modifying bus stop platforms. She offered the assistance of Reno Advisory Accessibility Board members and others with lived experience to test the platforms and ensure they were not only ADA compliant but also practical and accessible for users with varying mobility and visual accessibility needs.

8. ADJOURNMENT

The meeting adjourned at 6.18 p.m.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: October 7, 2026

AGENDA ITEM 5.1

To: Citizens Multimodal Advisory Committee

From: Paul Nelson, Government Affairs Officer

SUBJECT

EV Fee Informational

FOR INFORMATION AND DISCUSSION

EV Fee Informational

BACKGROUND AND DISCUSSION

Paul Nelson will give a presentation about WC-1, the ballot question regarding a possible registration fee on electric and hybrid vehicles. The presentation includes studies, polls, and funding issues at RTC. It details where RTC's funding comes from and how that is changing as more people buy electric vehicles, hybrids, and better fuel-efficient cars.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: October 7, 2026

AGENDA ITEM 5.2

To: Citizens Multimodal Advisory Committee

From: Graham Dollarhide, Transportation Planning Manager

FOR INFORMATION AND DISCUSSION

Provide information, advice, and recommendations regarding the proposed Amendment No. 4 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP).

BACKGROUND AND DISCUSSION

Amendment No. 4 is required to add and update projects in the RTIP. Both projects included in the amendment are led by the Nevada Department of Transportation (NDOT).

A separate air quality analysis for the proposed amendment was not required as the added and amended projects are either exempt from transportation conformity requirements (pursuant to 40 CFR 93.126) or have already complied with this requirement and the associated amendment does not involve a change to the project scope. A corresponding amendment to the Regional Transportation Plan (RTP) is not required, according to the criteria established in RTC's Public Participation Plan (PPP).

A complete list of the projects meeting the amendment threshold and thus requiring formal action, as well as a brief description of the changes to each project, are as follows:

- I-80 Verdi Commercial Vehicle Inspection Station Upgrades – amendment to increase total project funding
- I-80, WA, Mill & Fill McCarran to Vista – new project to conduct pavement preservation on a segment of Interstate 80

The public comment period for the amendment began on Wednesday, September 23, 2026, and will close on Tuesday, October 13, 2026. A public hearing will be held at the RTC Board meeting on Friday, October 16, 2026.

Attachment

Transportation Improvement Program Fiscal Year 2025 - 2029

2 Projects Listed

WA20250039 Plan Revision: 26-10

STATUS Project Changed

Federal

Name: I-80 VERDI COMMERCIAL VEHICLE INSPECTION STATION UPGRADES

Scope: Upgrade inspection facility with cameras, data readers, commercial static scale, violation vehicle parking, relocate WIM station for better NHP enforcement

Project Type: Freight

County: Washoe

NDOT District: District 2

Limits: From 0.5M W OF CA/NV STATE LINE to INSPECTION STATION. Milepost begins at 0.5 end at 4.4. Distance (mile): 3.9

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	STATE HIGHWAY FUND	\$105,000	\$0	\$0	\$0	\$105,000
2026	NHPP	\$0	\$14,250	\$0	\$0	\$14,250
2026	STATE MATCH - NV	\$0	\$750	\$0	\$0	\$750
2027	NATIONAL HIGHWAY FREIGHT	\$0	\$0	\$7,362,500	\$0	\$7,362,500
2027	STATE MATCH - NV	\$0	\$0	\$387,500	\$0	\$387,500
2028	NATIONAL HIGHWAY FREIGHT	\$0	\$0	\$237,500	\$0	\$237,500
2028	STATE MATCH - NV	\$0	\$0	\$12,500	\$0	\$12,500
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$105,000	\$15,000	\$8,000,000	\$0	\$8,120,000
All Years Total		\$105,000	\$15,000	\$8,000,000	\$0	\$8,120,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

Previously Approved Version

WA20250039 Plan Revision: 26-07

Name: I-80 VERDI COMMERCIAL VEHICLE INSPECTION STATION UPGRADES**Scope:** Upgrade inspection facility with cameras, data readers, commercial static scale, violation vehicle parking, relocate WIM station for better NHP enforcement**Project Type:** Freight**County:** Washoe**NDOT District:** District 2**Limits:** From 0.5M W OF CA/NV STATE LINE to INSPECTION STATION. Milepost begins at 0.5 end at 4.4. Distance (mile): 3.9

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	NATIONAL HIGHWAY FREIGHT	\$0	\$0	\$5,054,000	\$0	\$5,054,000
2026	STATE MATCH - NV	\$0	\$0	\$266,000	\$0	\$266,000
2026	NHPP	\$0	\$14,250	\$0	\$0	\$14,250
2026	STATE MATCH - NV	\$0	\$750	\$0	\$0	\$750
2026	STATE HIGHWAY FUND	\$105,000	\$0	\$0	\$0	\$105,000
2028	NATIONAL HIGHWAY FREIGHT	\$0	\$0	\$237,500	\$0	\$237,500
2028	STATE MATCH - NV	\$0	\$0	\$12,500	\$0	\$12,500
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$105,000	\$15,000	\$5,570,000	\$0	\$5,690,000
All Years Total		\$105,000	\$15,000	\$5,570,000	\$0	\$5,690,000

MPO: RTC Washoe**Lead Agency:** Nevada DOT

Transportation Improvement Program Fiscal Year 2025 - 2029

WA20260044	Plan Revision: 26-10	STATUS	New Project	Federal
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Name: I-80, WA, MILL & FILL MCCARRAN to VISTA
Scope: I-80, WA, MILL & FILL MCCARRAN to VISTA

Project Type: Preservation

County: Washoe

Limits: From MCCARRAN to VISTA. Milepost begins at 17.36 end at 19.92. Distance (mile): 2.56

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2027	NHPP	\$0	\$0	\$9,025,000	\$0	\$9,025,000
2027	STATE MATCH - NV	\$0	\$0	\$475,000	\$0	\$475,000
2027	STBG FLEX	\$0	\$0	\$475,000	\$0	\$475,000
2027	STATE MATCH - NV	\$0	\$0	\$25,000	\$0	\$25,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$10,000,000	\$0	\$10,000,000
All Years Total		\$0	\$0	\$10,000,000	\$0	\$10,000,000

MPO: RTC Washoe

Lead Agency: Nevada DOT



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: October 7, 2026

AGENDA ITEM 5.3

To: Citizens Multimodal Advisory Committee

From: Shay League, Senior Transportation Planner

FOR INFORMATION AND DISCUSSION

Receive a presentation on the draft Rock Boulevard Corridor Study.

BACKGROUND AND DISCUSSION

The purpose of the Rock Boulevard Corridor Study is to identify safety and mobility improvements for people who walk, bike, take transit, drive, and move freight along the corridor between North McCarran Boulevard and the Truckee River. The recommended improvements address traffic flow and truck movement, safety, and the accessibility of transit and active transportation.

The study launched in September 2025, when RTC's Board of Commissioners approved a contract with consultant GCW. The City of Sparks prioritized this study by nominating it for the Unified Planning Work Program (UPWP). The UPWP is a two-year program for planning activities, currently covering Fiscal Years (FY) 2026 and 2027.

The Rock Boulevard Corridor Study recommends 15 improvements along the corridor. Key improvements include:

- Safety and accessibility spot improvements at multiple locations, including speed management adjacent to Maxwell Elementary School;
- Sidewalk widening north of Oddie Boulevard;
- Minor I-80 interchange modifications to address congestion ahead of major upcoming NDOT improvements; and,
- A multi-use path connecting Victorian Avenue to the Truckee River Path.

The current estimate for all recommended improvements is approximately \$46.8 million. This estimate includes \$3.5 million for spot improvements, \$15 million for sidewalk widening, \$5.3 million for I-80 interchange modifications, and \$23 million for a multi-use path.

The Rock Boulevard Corridor Study is available for public review and comment at rtcwashoe.com/rock-boulevard-corridor-study/ from September 30, 2026 through October 20, 2026. The draft study is scheduled for presentation at the October 16, 2026 RTC Board meeting. Final study approval is anticipated at the November 20, 2026 RTC Board meeting.



ROCK BOULEVARD CORRIDOR STUDY

October 2026 (Draft)

GCV
ENGINEERS & SURVEYORS

Parametrix

EXECUTIVE SUMMARY

The Rock Boulevard Corridor Study was conducted to identify transportation improvements that enhance safety, mobility, accessibility, and connectivity for all users of the corridor. Rock Boulevard is a critical north-south arterial in the City of Sparks that connects residential neighborhoods, schools, commercial districts, and industrial employment centers. The corridor serves a broad range of users including motorists, freight operators, pedestrians, bicyclists, transit riders, and students. The study identified the following critical priorities:

- Operational improvements at the I-80 Interchange
- Multimodal connection between the Truckee River and Victorian Avenue
- Pedestrian crossing safety throughout the corridor

The *Recommended Improvements* section is the centerpiece of this corridor study, translating the findings and analyses into a comprehensive set of recommended transportation improvements. The study recommends a combination of alternatives that provide meaningful corridor benefits to all users while balancing the diverse needs of the community. The identified improvements will be forwarded for consideration during the next Regional Transportation Plan (RTP) update process, where they will be prioritized and programmed based on regional needs, priorities, and available funding. The RTC would need to program approximately \$46,800,000 (current 2026 dollars) to fund the recommended improvements.

Recommended Improvements

Recommended Improvement	Implementation Strategy	Cost Estimate
I-80 Interchange Modifications Level 1	Minor spot improvements on Rock Boulevard. Package improvements together as one capacity and multimodal spot improvement package.	\$80,000
Wayfinding Signage		\$50,000
Remove Right Turn Slip Lane at C Street		\$400,000
Crossing Treatments (F through I Street)		\$400,000
Shared Roadway (B-5)		\$50,000
Widen Sidewalk (15 th to Oddie) (B-3)		\$700,000
Speed Management (Tyler Way to Plymouth Way)		\$300,000
Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)		\$700,000
Dual Northbound Right Turn Lanes at McCarran		\$70,000
Transit Improvements		\$750,000
Spot Improvement Package Subtotal		\$3,500,000
Multi-Use Path (A-1, A-2, A-4)	Mid-term multimodal improvement project. Slip lane modifications would be constructed concurrently with the Multi-Use Path. Elements of the I-80 Level 2 or Level 3 could be constructed within the A-4 segment of this project.	\$22,000,000
Slip Lane Modifications		\$1,000,000
Multi-Use Path Package Subtotal		\$23,000,000
I-80 Interchange Modifications Level 2	Potential interim improvements prior to the long-term NDOT I-80/Rock Blvd interchange project. Elements of the Multi-Use Path (A-4) could potentially be constructed with Level 2 or Level 3.	\$300,000
I-80 Interchange Modifications Level 3		\$5,000,000
I-80 Interchange Package Subtotal		\$5,300,000
Widen Sidewalk on Both Sides (B-4)	Multimodal improvement project.	\$15,000,000
Widen Sidewalk Package Subtotal		\$15,000,000
Total Planning Level Cost Estimate		\$46,800,000

ACKNOWLEDGEMENTS

The Rock Boulevard Corridor Study was funded and administered by the Regional Transportation Commission of Washoe County (RTC), in partnership with the City of Sparks, to improve mobility, safety, and accessibility for all who travel along the corridor, whether walking, bicycling, using transit, or driving. The corridor's diverse travel demands create a complex set of transportation challenges and opportunities. The project team sincerely thanks the residents, students, businesses, stakeholders, technical advisors, and agency partners who generously shared their time, experience, and local knowledge throughout the study. Their input was instrumental in developing balanced recommendations that reflect community priorities and will guide future improvements on Rock Boulevard.

Technical Advisory Committee

<u>Name</u>	<u>Agency/Organization</u>
Vanessa Lacer	RTC Washoe
Graham Dollarhide	RTC Washoe
Shay League	RTC Washoe
Marquis Williams	RTC Washoe
Jeff Wilbrecht	RTC Washoe
Sara Going	RTC Washoe
Josh MacEachern	RTC Washoe
Scott Carey	City of Sparks
Amber Sosa	City of Sparks
Andrew Jayankura	City of Sparks
Jeff Bickett	City of Sparks
Julie Duewel	City of Sparks
Nick Johnson	NDOT
Christine Chia	NDOT

Consulting Team

Loren Chilson	GCW
Dylan Axtell	GCW
Dan Doenges	Parametrix
Amy Cummings	Parametrix

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Figure 1 – Study Area

Figure 2 – Crash Severity Map

Figure 3 – Crash Heat Map

Figure 4 – Pedestrian Experience Index (PEI)

Figure 5 – Bicycle Level of Traffic Stress (BLTS)

Figure 6 – Transit Routes

Figure 7 – Study Intersections and Roadway Segments

Figure 8 – 2050 Operations Summary

Figure 9 – Recommended Alternatives (South of Victorian Ave)

Figure 10 – Recommended Alternatives (North of Victorian Ave)

Figure 11 – Crosswalk Master Plan

Figure 12 – Widen Sidewalk (15th to Oddie)

Appendices

Appendix A – Public Engagement Documentation

Appendix B – Existing Conditions

Appendix C – Crash Data

Appendix D – Speed Data

Appendix E – Transit Stop Evaluations

Appendix F – Traffic Operations Analysis

Appendix G – Alternatives Analysis

Appendix H – Scoring Criteria Matrix

Appendix I – Concepts of Recommended Potential Improvements

Appendix J – Cost Estimate Details

PURPOSE AND NEED

Purpose

The purpose of the Rock Boulevard Corridor Study is to identify capacity, safety, and mobility improvement options on Rock Boulevard for all corridor users between North McCarran Boulevard and the Truckee River. The study area is shown in **Figure 1**. This includes traffic operations and freight movement enhancements, safety improvements, and upgrading infrastructure for accessible walking, bicycling, and transit.

Need

Rock Boulevard is an important corridor that provides north-south connectivity across the Truckee River, Union Pacific Railroad (UPRR), and I-80. It serves a wide variety of land uses, including residential neighborhoods, industrial centers, retail and entertainment destinations, public schools, places of worship, and community parks.

Rock Boulevard serves over 20,000 vehicles per day and experiences regular traffic congestion and travel delay at critical locations, such as the I-80 interchange (**Exhibit 1**).

Between 2019 and 2023, 456 crashes occurred in the corridor, including four fatalities and nine serious injuries. Thirteen crashes involved a pedestrian and seven involved bicyclists, including one fatality for each group. Active transportation options are limited, with the only bicycle lanes adjacent to Rock Park in the southern portion of the corridor. As identified in the RTC Active Transportation Plan, the corridor scores poorly when evaluated using the Pedestrian Experience Index and Bicycle Level of Traffic Stress index.



Exhibit 1. Queuing and Congestion at I-80 Interchange



STUDY ROADWAY SEGMENTS

- (Northern Neighborhood)
- Oddie Blvd to Victorian Ave (Residential / Commercial)
- Victorian Ave to Hymer Ave (I-80 Interchange)
- Hymer Ave to Greg St (Industrial)
- Greg St to Truckee River (River)

Figure 1
Rock Boulevard
Corridor Study
Study Area

PUBLIC AND STAKEHOLDER ENGAGEMENT

The Rock Boulevard Corridor Study has incorporated input from the public and agency partners regarding both corridor challenges and proposed solutions. An Engagement Plan was created to outline the outreach approach, strategies, and tools and is aligned with the strategies defined in the RTC Public Participation Plan (PPP). The Engagement Plan is provided in **Appendix A**.

Public Engagement Strategies

The project team used a multi-channel outreach strategy (digital content, surveys, events) to maximize participation and accessibility. English and Spanish outreach materials were developed to encourage participation from all residents and the traveling public within the corridor study limits. Diverse outreach methods used included the following:

- RTC press releases and digital and social media.
- Outreach materials, including informational flyers, posters, and printed materials displaying maps, data, and other information for public outreach events and general distribution.
- Online public survey and a targeted printed survey for 5th grade elementary school students attending Maxwell Elementary School, which is located on Rock Boulevard.
- Presentation and information sharing at organized events, pop-up events, and at select locations within the study area.

Specific outreach events included:

- An information gathering meeting with Maxwell Elementary School staff and subsequent attendance at an “Art Night” event hosted at the school to share information with parents and students (**Exhibit 2**).
- An information gathering meeting with Sparks High School staff and subsequent presentation to the Sparks High School Student Voice, the school-specific Student Advisory Council.
- A pop-up meeting at RTC Centennial Plaza to engage transit riders near the corridor as well as those on routes along the corridor.
- Distribution of project flyers to local businesses and organizations within the study area.
- Meeting with Washoe County School District regarding Safe Routes to School.

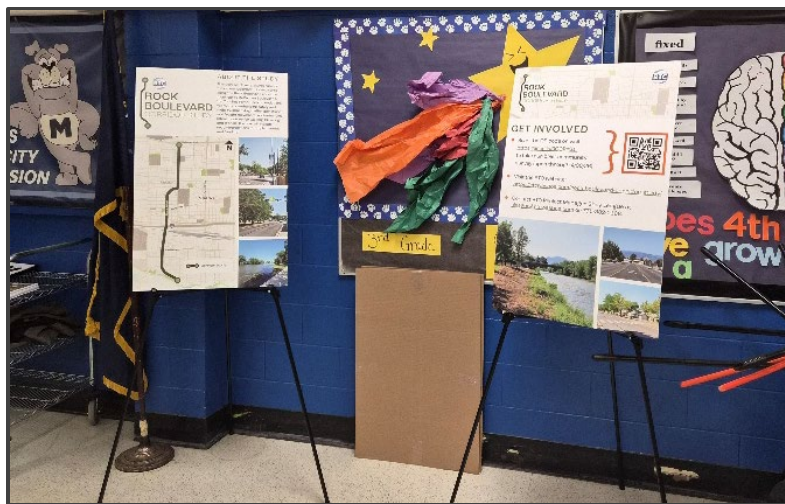


Exhibit 2. Project Information Meeting at Maxwell Elementary

Partner Agency and Stakeholder Engagement

The project team met regularly with partner agency staff from RTC Departments (Planning, Engineering, Public Transportation), City of Sparks, Nevada Department of Transportation (NDOT), and the Washoe County School District throughout development of the Rock Boulevard Corridor Study. In addition to regularly scheduled project Technical Advisory Committee (TAC) meetings, the project team held individual meetings with agency staff to discuss unique issues, concerns, and proposed improvements as they relate to each agency's policies, plans, and operations. These individual meetings were conducted through a combination of site visits and in-person or virtual meeting formats.

RTC staff also provided updates to their advisory committee members (RTC Technical Advisory Committee and Citizens Multimodal Advisory Committee) as well as the RTC Board to reach a broader base of agency staff, public interest representatives, and elected officials. Feedback and direction from these groups was incorporated into the final plan.

Key Themes

Safety and traffic congestion on Rock Boulevard were consistently identified as the top concerns among community members (**Exhibit 3**). The following are key findings and general themes from corridor users:

- Traffic congestion and signal timing problems, notably at the I-80/Rock Boulevard Interchange
- Speed and aggressive driving issues
- Pedestrian safety concerns especially around schools, major intersections, and near I-80
- Desire for safer bicycle infrastructure

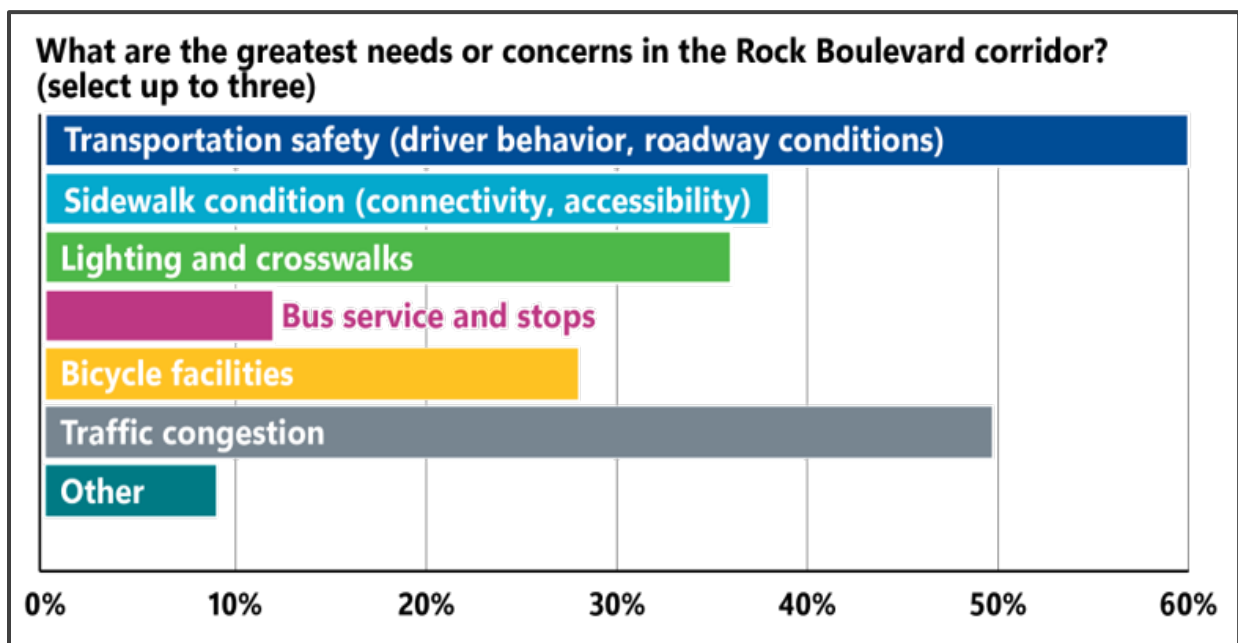


Exhibit 3. Online Survey Results

EXISTING CONDITIONS

The project team collected, organized, and evaluated relevant existing data and background information to develop a clear understanding of existing conditions and identify key transportation issues in the study area. Additional existing conditions documentation is provided in **Appendix B**.

Plan Review

The team reviewed key planning documents to inform the corridor analysis and concept development, including the Sparks Comprehensive Plan, the Central Sparks Neighborhood Network Plan (NNP), and the 2050 RTP (**Exhibit 4**). This review helped identify corridor priorities, multimodal recommendations, and opportunities to strengthen connectivity, while also providing a policy and planning framework for evaluating existing conditions and shaping potential improvement concepts. The findings from these documents were used to better understand how the Rock Boulevard corridor fits within broader local and regional planning efforts and to support the development of practical, context-sensitive multimodal concepts. The *Ignite Sparks Comprehensive Plan* does not show Rock Boulevard as a “Complete Street”, which would prioritize pedestrian and bicycle facilities on that roadway. Therefore, it is inferred that vehicle travel and capacity are of high priority on this arterial roadway.

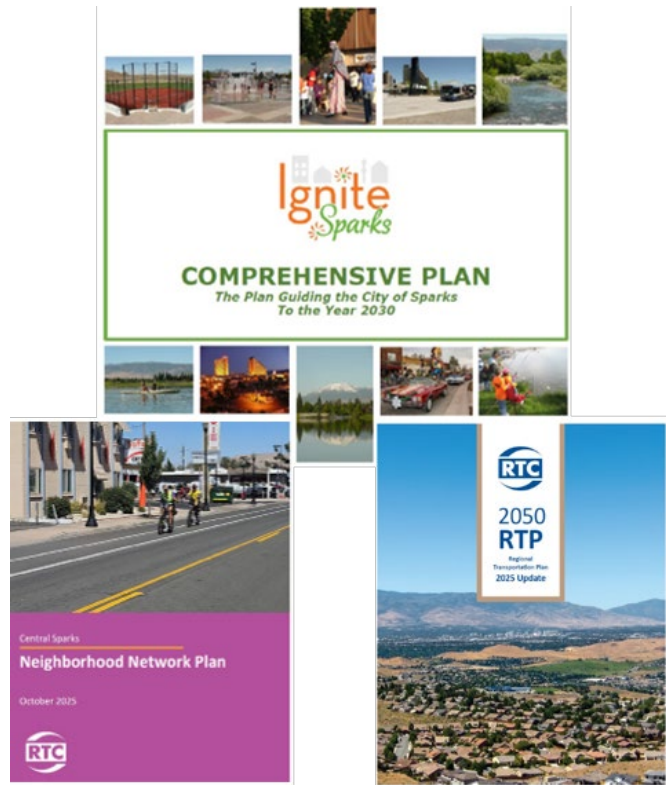


Exhibit 4. Key Planning Documents

Crash Data

Crash data for the study area was obtained from NDOT for the 2019-2023 period and supplemental data was received from the City of Sparks Police Department for the 2024 -2025 period. During this time, there were 456 total crashes reported. Of those, there were four fatalities and nine serious injuries as shown in **Figure 2**. Crashes involving vulnerable road users (VRUs), generally considered those using active transportation modes such as walking and bicycling, primarily occur at intersections or at the I-80 interchange as shown in **Figure 3**. Complete crash data is provided in **Appendix C**.

Speed Data

Vehicular speed data on Rock Boulevard was obtained from the RTC for two locations, between York Way and Oddie Boulevard, and between Greg Street and the Truckee River. Between York Way and Oddie Boulevard (30 mph posted speed limit), the average speed was 33.3 mph and the 85th percentile speed was 37.3 mph. Between Greg Street and the Truckee River (30/45 mph posted speed limit), the average speed was 42 mph and the 85th percentile speed was 48.5 mph. Both surveyed locations indicate elevated vehicle speeds (greater than 7 mph over the posted speed limit) within the study corridor. Complete speed data is provided in **Appendix D**.

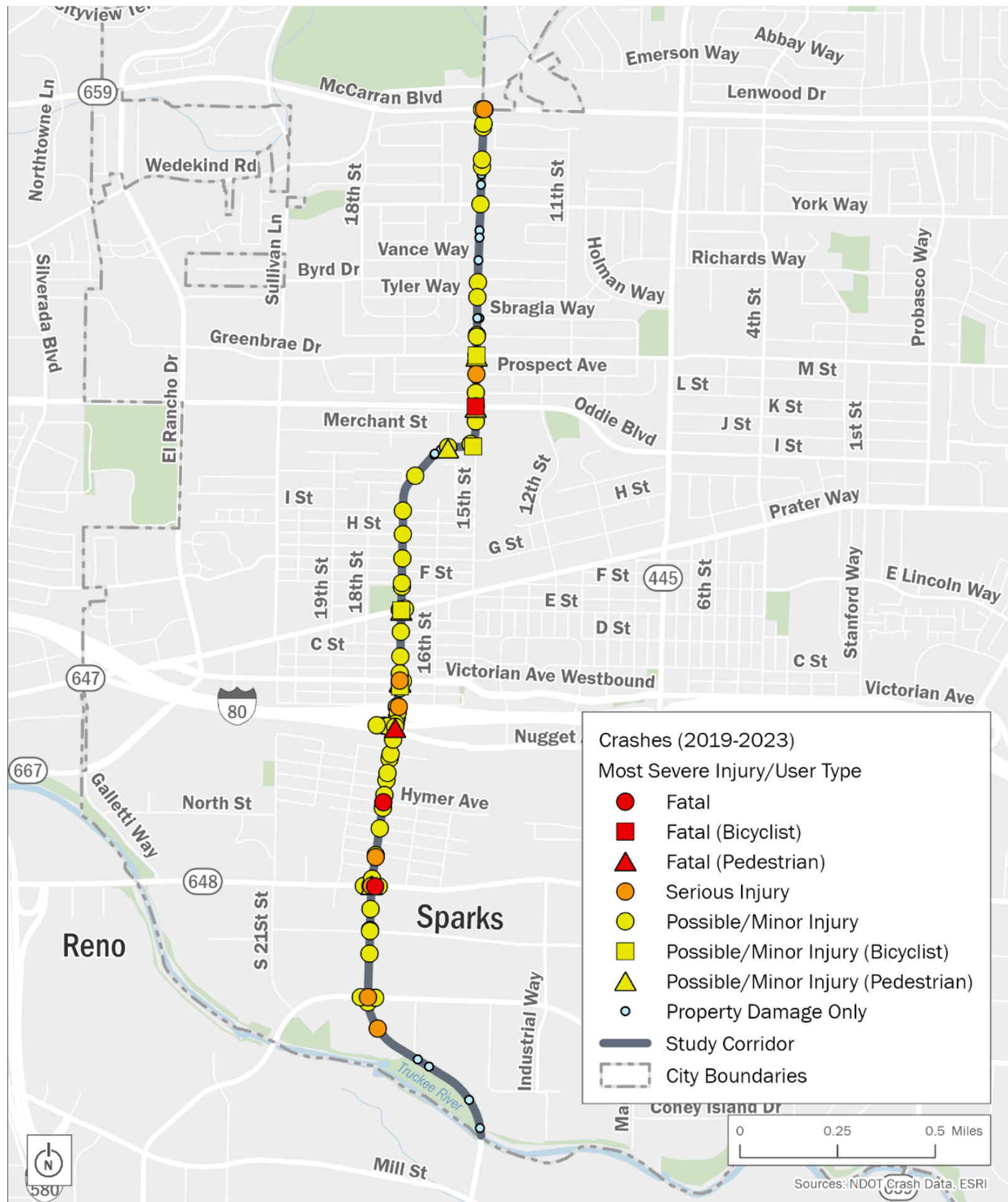


Figure 2

Rock Boulevard
Corridor Study

Crash Severity Map

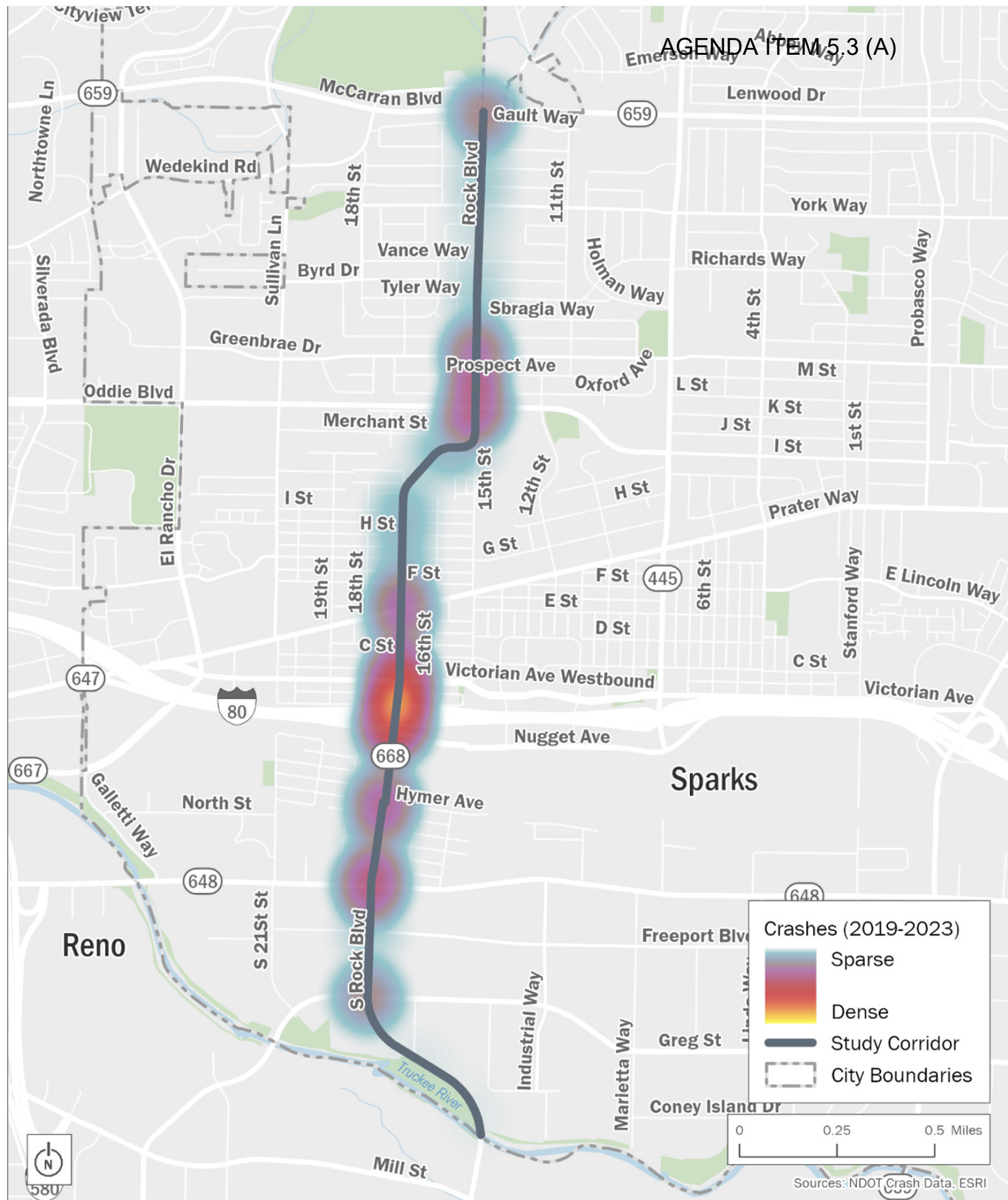


Figure 3

Rock Boulevard
Corridor Study
Crash Heat Map

Existing Active Transportation Facilities

Pedestrian Conditions

Figure 4 shows the Pedestrian Experience Index (PEI) and indicates that much of the corridor is generally uncomfortable for walking, particularly south of Greg Street and near the I-80 interchange. Sidewalk gaps are also present in several locations, including south of Greg Street, between Freeport Boulevard and Glendale Avenue, and between Hymer Avenue and Victorian Avenue, where the east side lacks a continuous sidewalk and the west side has limited connectivity.

There are several school zones in proximity to the Rock Boulevard corridor; however, Maxwell Elementary School is the only school located directly adjacent to the roadway. Other nearby schools include Risley, Mitchell, and Kate Smith Elementary Schools; Sparks Middle School; and Sparks High School. There is high student walking potential in the northern portion of the study corridor (generally north of Victorian Avenue) since the schools are located in residential areas.

Bicycle Conditions

Bicycle facilities are limited along most of Rock Boulevard, with existing bike lanes only provided south of Greg Street near Rock Park. **Figure 5** shows the Bicycle Level of Traffic Stress (BLTS) for the study corridor and surrounding roadways. Most corridor segments on Rock Boulevard are rated Bicycle Level of Traffic Stress (BLTS) 4, indicating high-stress conditions due to high speeds, traffic volumes, and the absence of bikeways. The northern and southern segments are somewhat less stressful at BLTS 3, but still uncomfortable for most riders.

Transit Service

Rock Boulevard functions as an important transit corridor, with multiple RTC routes intersecting or traveling through the study area. The existing transit routes are summarized below and shown in **Figure 6**:

- Five RTC routes intersect or run along the corridor: Routes 2, 9, 11, 18, and 54.
- There are 13 bus stops on Rock Boulevard; none include shelters, and more than half have no amenities.
- The corridor serves both high- and lower-ridership routes, including Route 11, which has the second-highest ridership in the system, and Route 2, which ranks fifth in the system.

RTC is developing the Move More initiative to improve public transit services. While no route changes are proposed on Rock Boulevard, Route 2 would be modified to extend service to the Sparks Senior Center on Richards Way. Route 54 would be extended to serve the Northern Nevada Sierra Medical Center in the southern portion of the route and modified east of the airport to better serve high ridership areas. Detailed findings and recommendations are provided within the Transit Stop Evaluation provided in **Appendix E**.

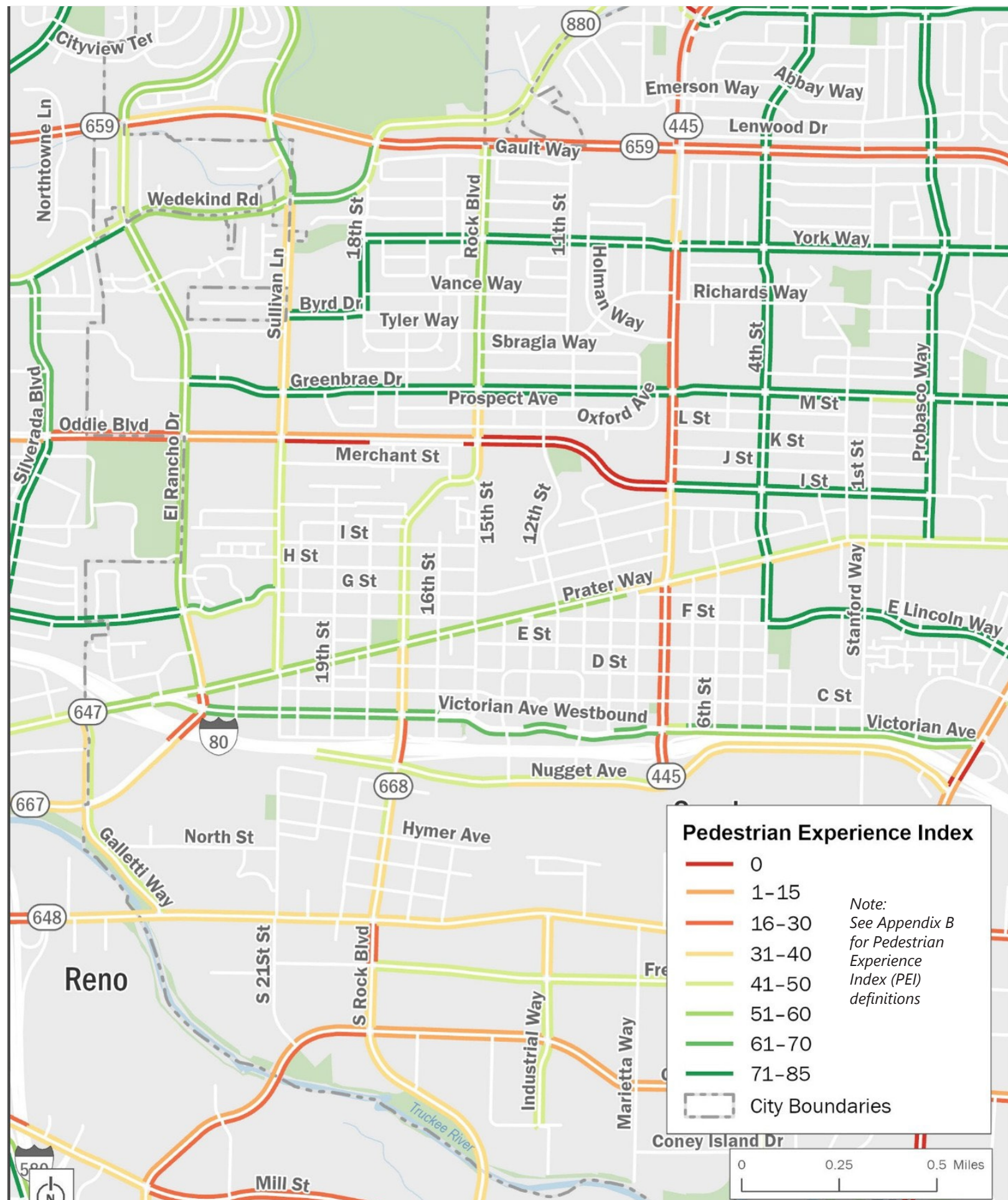


Figure 4

Rock Boulevard
Corridor Study

Pedestrian Experience Index (PEI)

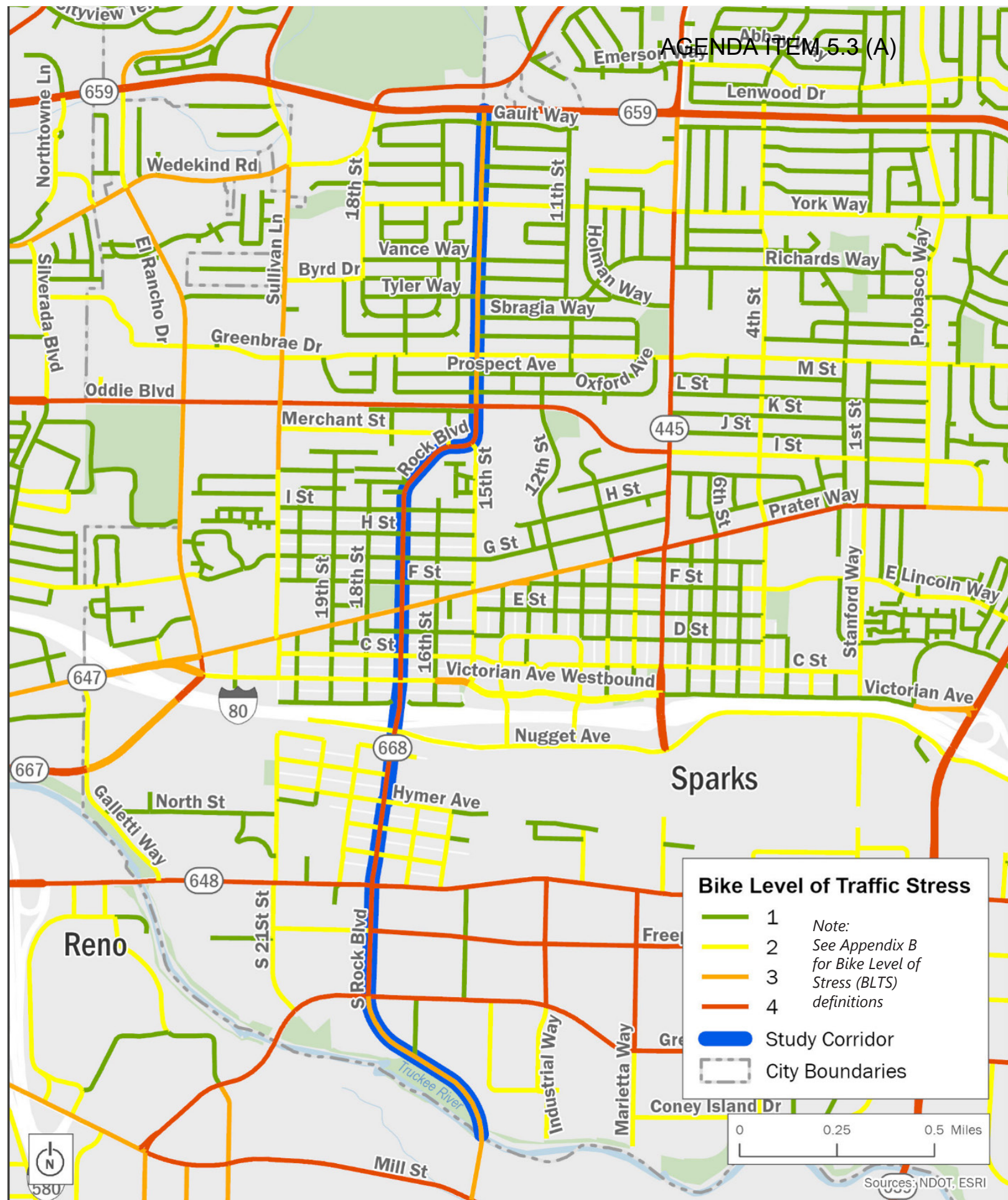


Figure 5

Rock Boulevard
Corridor Study

Bicycle Level of Traffic Stress (BLTS)

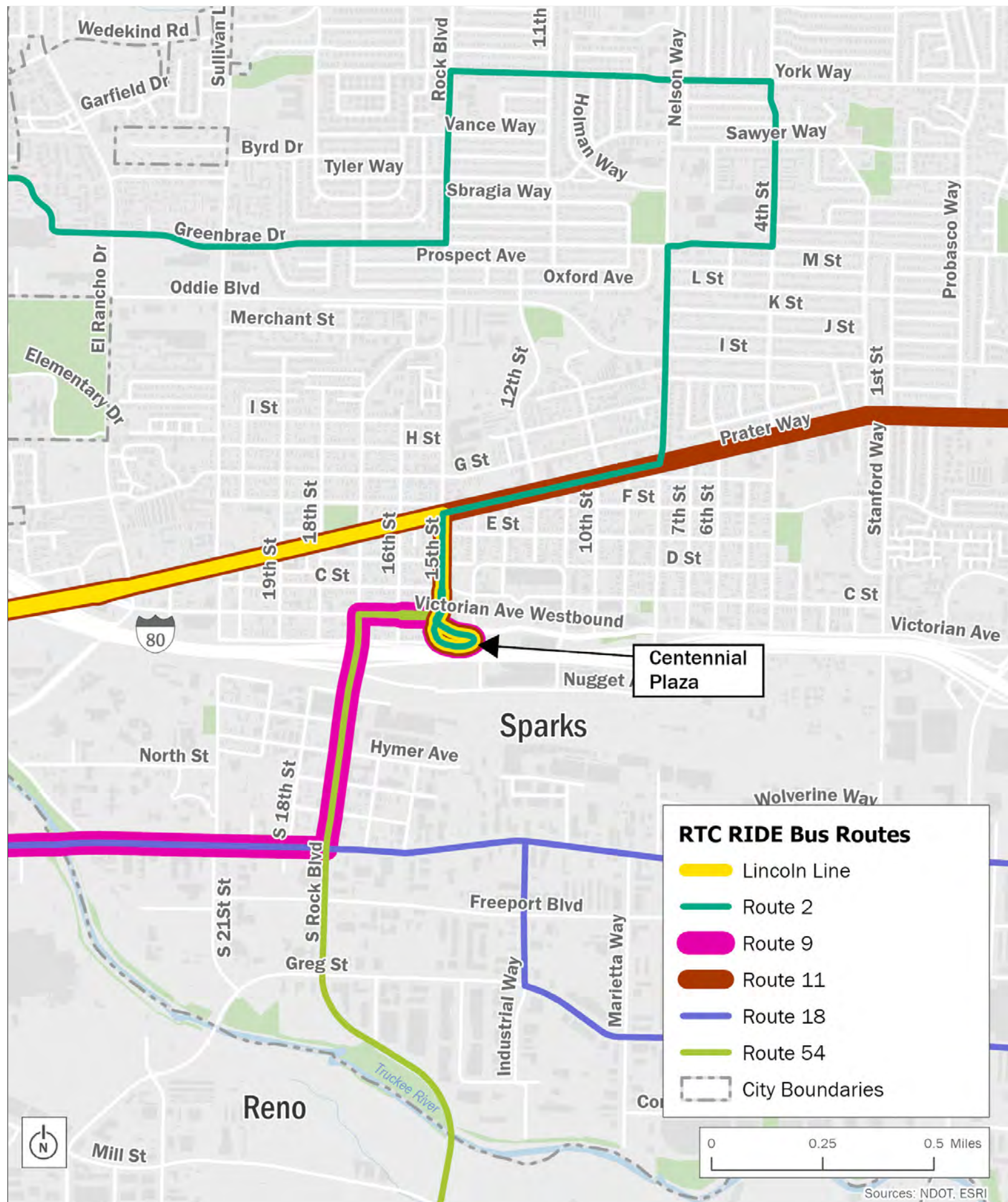


Figure 6

Rock Boulevard
Corridor Study
Transit Routes

TRAFFIC OPERATIONS ANALYSIS

A traffic operations analysis was conducted to evaluate how the Rock Boulevard corridor currently functions and how it is expected to perform in the future. The analysis focused on intersection and roadway segment operations, identifying localized congestion, queuing, and operational constraints. Detailed assumptions, turning movement volumes, and level of service analysis are provided in **Appendix F**.

Critical Intersections and Roadway Segments

The purpose of the Rock Boulevard Corridor Study is to identify the most significant issues and long-term needs in the corridor for all modes of travel for programming purposes. Note that N. McCarran Boulevard was studied as part of the RTC's recent McCarran Boulevard Corridor Study. Additionally, the Rock Boulevard / Greenbrae Drive intersection has been recently evaluated by the City of Sparks/GCW for crosswalk safety. Oddie Boulevard was recently improved through the RTC's Oddie/Wells Project. Prater Way was improved through the RTC's 4th Street/Prater Way BRT project. Additionally, NDOT is currently underway with planning efforts for the *Reno Spaghetti Bowl Project* which will reconfigure the I-80 and Rock Boulevard interchange in the future. Therefore, the focus of this study was placed on other locations with the highest volumes and activity. The study area roadway segments and intersections are shown in **Figure 7**.

Study Intersections

The following six (6) intersections were identified as the critical intersections within the corridor and those that were analyzed in this study:

1. Rock Boulevard / 15th Street
2. Rock Boulevard / C Street
3. Rock Boulevard / Victorian Avenue
4. Rock Boulevard / Hymer Avenue
5. Rock Boulevard / Glendale Avenue
6. Rock Boulevard / Greg Street

Study Roadway Segments

The Rock Boulevard corridor was studied in segments based on the differing characteristics and logical breakpoints in traffic volumes. The study segments and general character (as noted in **Figure 7**) are:

- N. McCarran Boulevard to Oddie Boulevard (Residential)
- Oddie Boulevard to Victorian Avenue (Residential / Commercial)
- Victorian Avenue to Hymer Avenue (I-80 Interchange)
- Hymer Avenue to Greg Street (Industrial)
- Greg Street to Truckee River (River)

STUDY INTERSECTIONS

- ① Rock Blvd / 15th St
- ② Rock Blvd / C St
- ③ Rock Blvd / Victorian Ave
- ④ Rock Blvd / Hymer Ave
- ⑤ Rock Blvd / Glendale Ave
- ⑥ Rock Blvd / Greg St

STUDY ROADWAY SEGMENTS

- McCarran Blvd to Oddie Blvd (Residential)
- Oddie Blvd to Victorian Ave (Residential / Commercial)
- Victorian Ave to Hymer Ave (I-80 Interchange)
- Hymer Ave to Greg St (Industrial)
- Greg St to Truckee River (River)



Figure 7

Rock Boulevard
Corridor Study

Study Intersections and Roadway Segments

Existing Conditions Level of Service Analysis

The study intersections and roadway segments currently operate within overall level of service policy (which is LOS "F" near the interchange from Glendale Ave to Victorian Ave and "LOS D" along the remainder of the corridor). Intersections may operate at acceptable levels of service overall but have movements that operate poorly, causing queuing and congestion on Rock Boulevard during peak hours. Notably, congestion occurs in the northbound direction, south of I-80, during the PM Peak Hour. Additionally, the closely spaced traffic signals near the I-80 interchange create coordination challenges and limited vehicle storage between intersections.

The single northbound left-turn lane at the I-80 westbound on-ramp is the primary operational constraint in the corridor. NDOT's preferred alternative at the interchange proposes dual northbound left-turn lanes at this location in the future. However, interim improvements are recommended due to the likelihood that NDOT improvements will not be implemented within the next 10-plus years.

Traffic Volume Forecasting

NDOT is planning improvements along I-80 including the Rock Boulevard interchange (**Exhibit 5**) which will cause significant changes to traffic volumes. NDOT's *Reno Spaghetti Bowl Project - Traffic Analysis Report* includes turning movement counts and projected 2040 volumes for NDOT's Preferred Alternative (Alternative 2). Future turning movement volumes were forecasted using the RTC Travel Demand Model and then balanced with the NDOT traffic analysis report for overall consistency.

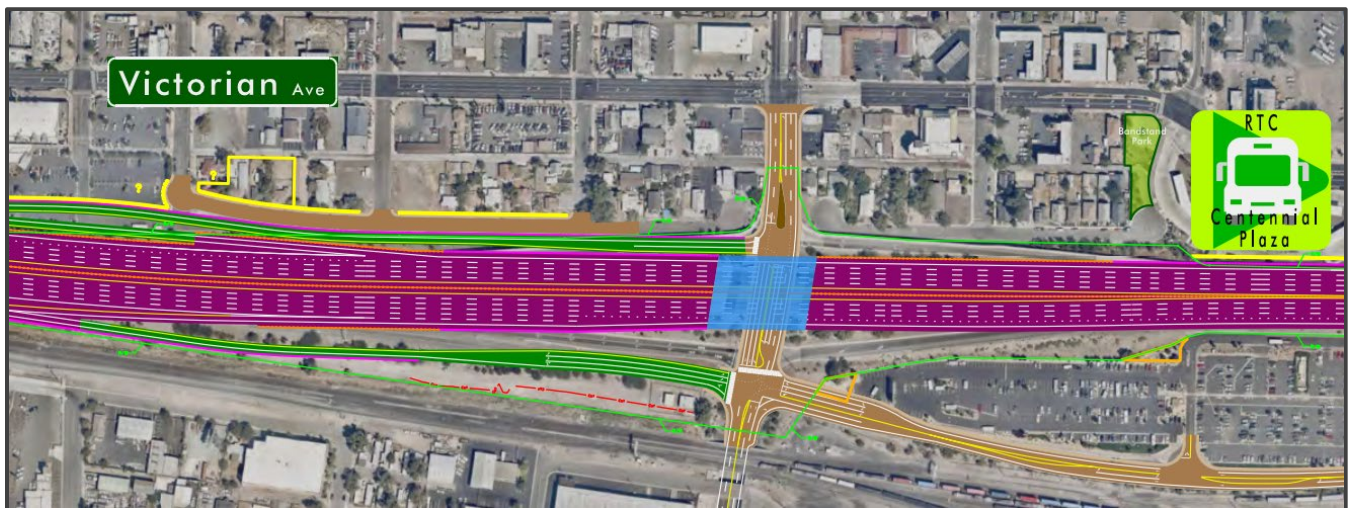


Exhibit 5. NDOT I-80 Preferred Alternative at Rock Blvd

Future Conditions Level of Service Analysis

Under future conditions, the study intersections and roadway segments are anticipated to technically operate within overall level of service policy. However, heavier traffic volumes and movements (peak hour conditions) within the interchange area are still expected to experience significant congestion in the future. Improvements at the I-80 interchange to reduce queuing and congestion are a high priority for the Rock Boulevard corridor. The Future Year Conditions (2050) operation summary is shown in **Figure 8**.

Legend



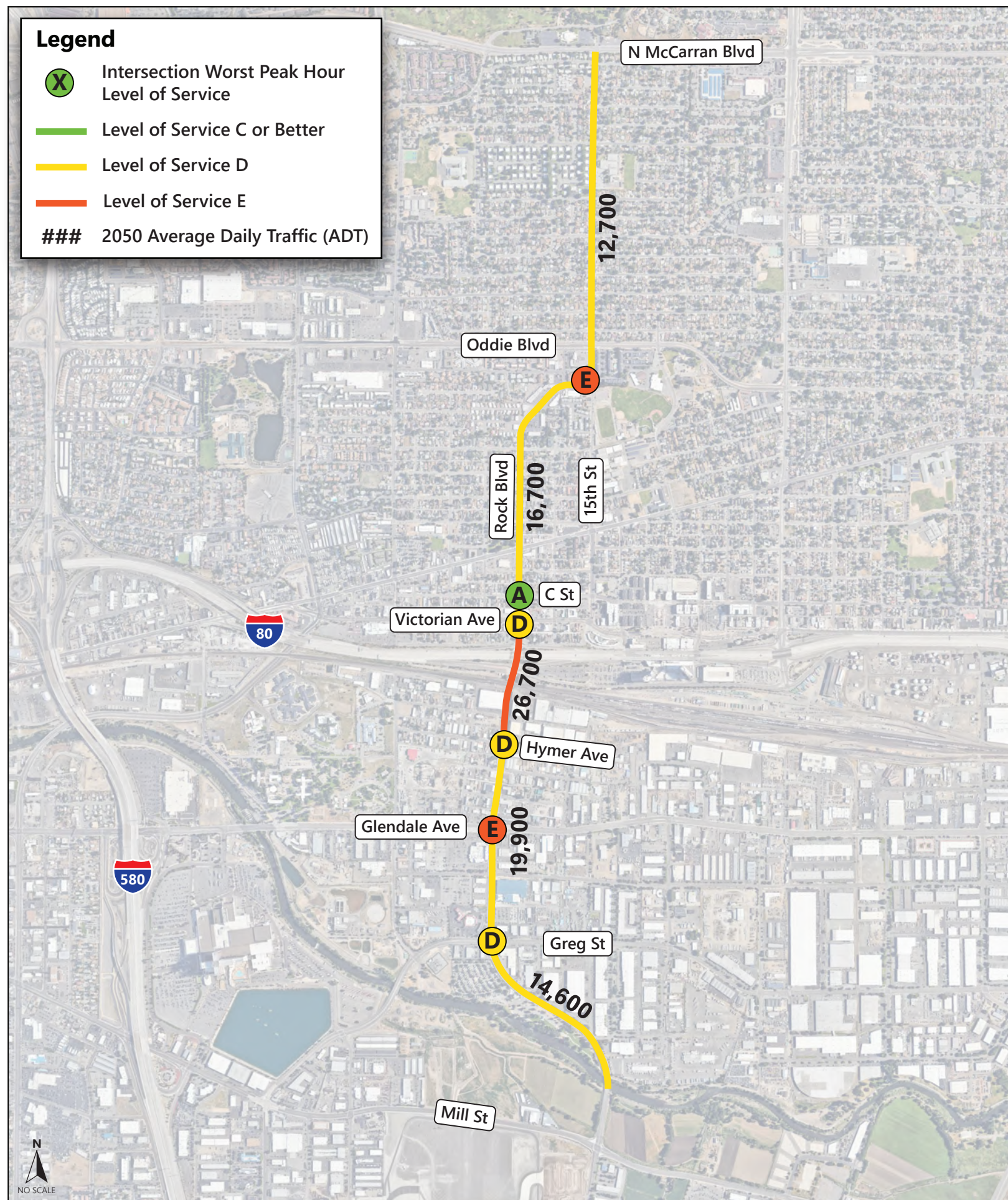
Intersection Worst Peak Hour
Level of Service

Level of Service C or Better

Level of Service D

Level of Service E

2050 Average Daily Traffic (ADT)



Note: Study intersections and roadways operate within level of service policy; however, peak-hour congestion and queuing occur at heavier movements near the I-80 interchange.

Figure 8

Rock Boulevard
Corridor Study

2050 Operations Summary

ALTERNATIVES ANALYSIS

A variety of potential traffic, pedestrian, and bicycle improvement options that address safety, vehicular capacity, and active transportation mobility were explored in this corridor study. The corridor was evaluated as a connected system and a range of improvement concepts were considered, based on input received through community engagement activities and TAC meetings. The alternatives analysis background, calculations, and considered but dismissed alternatives are provided in **Appendix G**.

Projects Already Identified

Following is a list of projects that are already identified within the study area:

- Rock Boulevard/Hymer Avenue Traffic Signal Modifications
- Rock Boulevard/Commerce Street Rectangular Rapid Flashing Beacon (RRFB)
- Rock Boulevard/Greenbrae Drive Rectangular Rapid Flashing Beacon (RRFB)
- Sullivan Lane Multimodal Improvements (Under separate study, for reference only)
- Improvements to the I-80/Rock Boulevard Interchange by NDOT (long-term timeframe)

Scoring Criteria

Each improvement alternative was screened and scored using a comprehensive scoring matrix. The scoring matrix is comprised of nine categories (100 total points) generally covering bicycle and pedestrian safety, traffic operations and freight movement, land use compatibility, and cost effectiveness and feasibility. Potential alternatives scoring less than 50 points were dismissed and alternatives scoring more than 50 points were carried forward as recommendations. The scoring criteria matrix is provided in **Appendix H**. Although some concepts did not advance to the final recommendations, they helped inform corridor needs, constraints, and opportunities.

Railroad Undercrossing Constraint

Significant capacity improvements, including roadway widening, were deemed impractical due to right-of-way constraints (**Exhibit 6**) within the interchange area (I-80 overcrossing and Union Pacific railroad bridge). It is estimated that the cost for railroad bridge widening would be in the tens of millions of dollars (\$30M to \$50M) and would involve an extensive approval process with Union Pacific Railroad (UPRR). Roadway widening within this segment of Rock Boulevard would provide capacity benefits in this congested portion of the corridor, however, was not specifically analyzed in this study due to scope and feasibility. Roadway widening within the interchange area (I-80 overcrossing and Union Pacific railroad bridge) could be reconsidered in the future in coordination with NDOT's improvements.



Exhibit 6. UPRR Undercrossing Constraint

RECOMMENDED IMPROVEMENTS

Figure 9 and **Figure 10** summarize the improvement concepts that were advanced and carried forward for prioritization and implementation planning through a future Regional Transportation Plan (RTP) update. The identified potential improvements will be prioritized and programmed during the RTP process based on regional needs, priorities, and available funding. Each potential improvement is briefly discussed and outlined within this section with detailed corridor concepts for major roadway improvements provided in **Appendix I**.

Highest Priorities

Following are the critical priorities identified in this corridor study:

- *Operational Improvements at I-80 Interchange:* Rock Boulevard currently experiences significant congestion issues at the I-80 interchange, notably in the northbound direction during the PM peak hour. The congestion issues cause significant queuing and back-ups along Rock Boulevard from I-80 to Greg Street. Coordination and planning improvements with NDOT is critical to improve traffic operations within this corridor.
- *Multimodal Connection between the Truckee River and Victorian Avenue:* Analysis conducted for the RTC Active Transportation Plan and field tours of the corridor indicate that the corridor is generally not comfortable for walking or cycling. This is particularly pronounced on the southern end of the corridor where traffic volumes are high, and sidewalks are not always present. Accommodation of multimodal improvements within this segment is vital to improve pedestrian and bicyclist safety and connectivity to the Truckee River Path and the recreational amenities available at Rock Park.
- *Pedestrian Crossing Safety:* Rock Boulevard currently carries relatively high traffic volumes throughout the corridor. Providing safe and enhanced crossings will improve pedestrian safety and connectivity throughout the corridor. The guiding engineering principle is that marked crosswalks on four-lane roadways should have protected crossings or enhancements for increased driver awareness such as overhead Rectangular Rapid Flashing Beacons (RRFB), pedestrian refuge islands or other treatments. However, RRFBs should not be installed at numerous adjacent intersections, or they will lose their “high visibility” value, and too many warning devices can be confusing for drivers. A Rock Boulevard crosswalk master plan is provided in **Figure 11**.

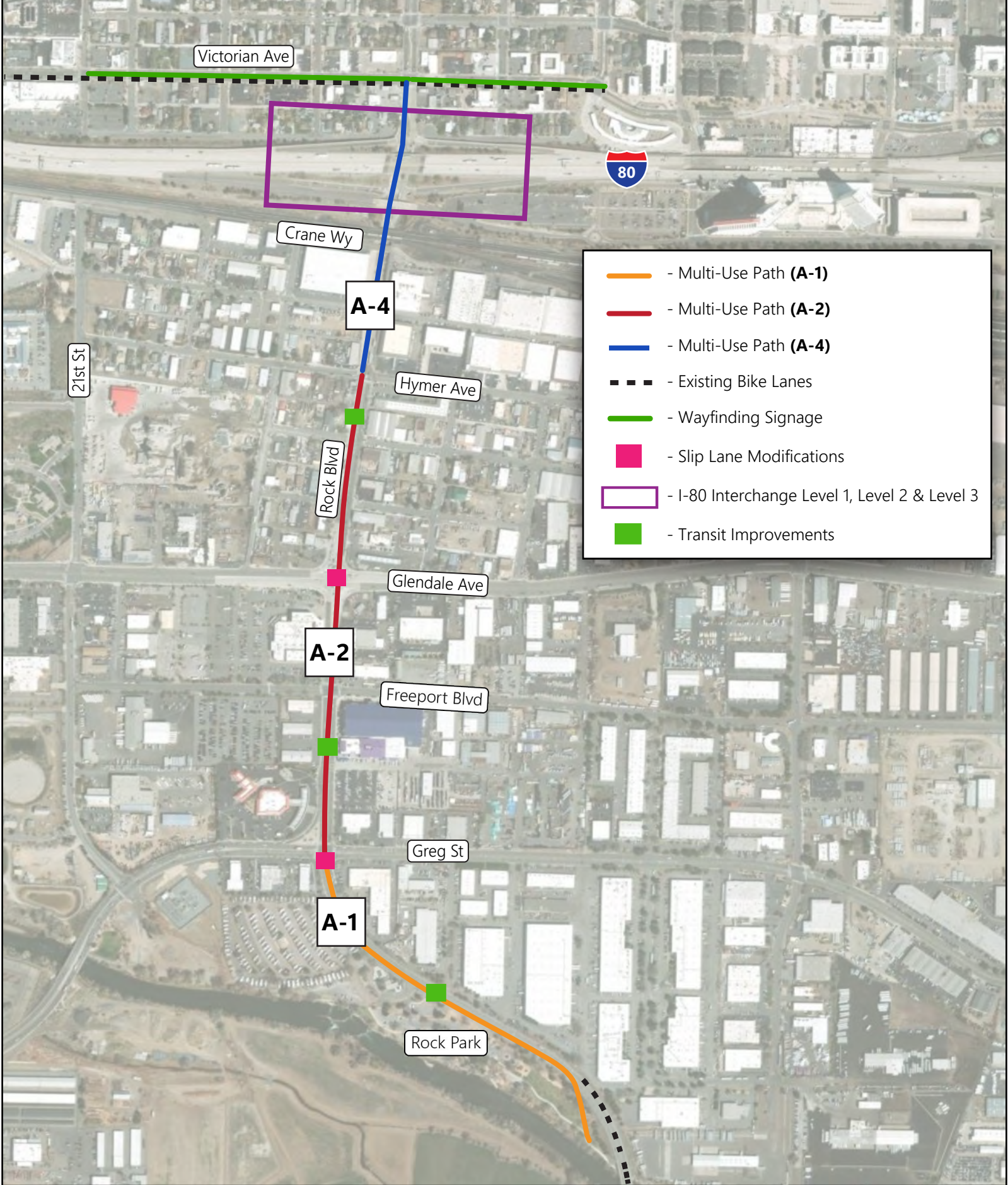


Figure 9

Rock Boulevard
Corridor Study

Recommended Alternatives (South of Victorian Ave)

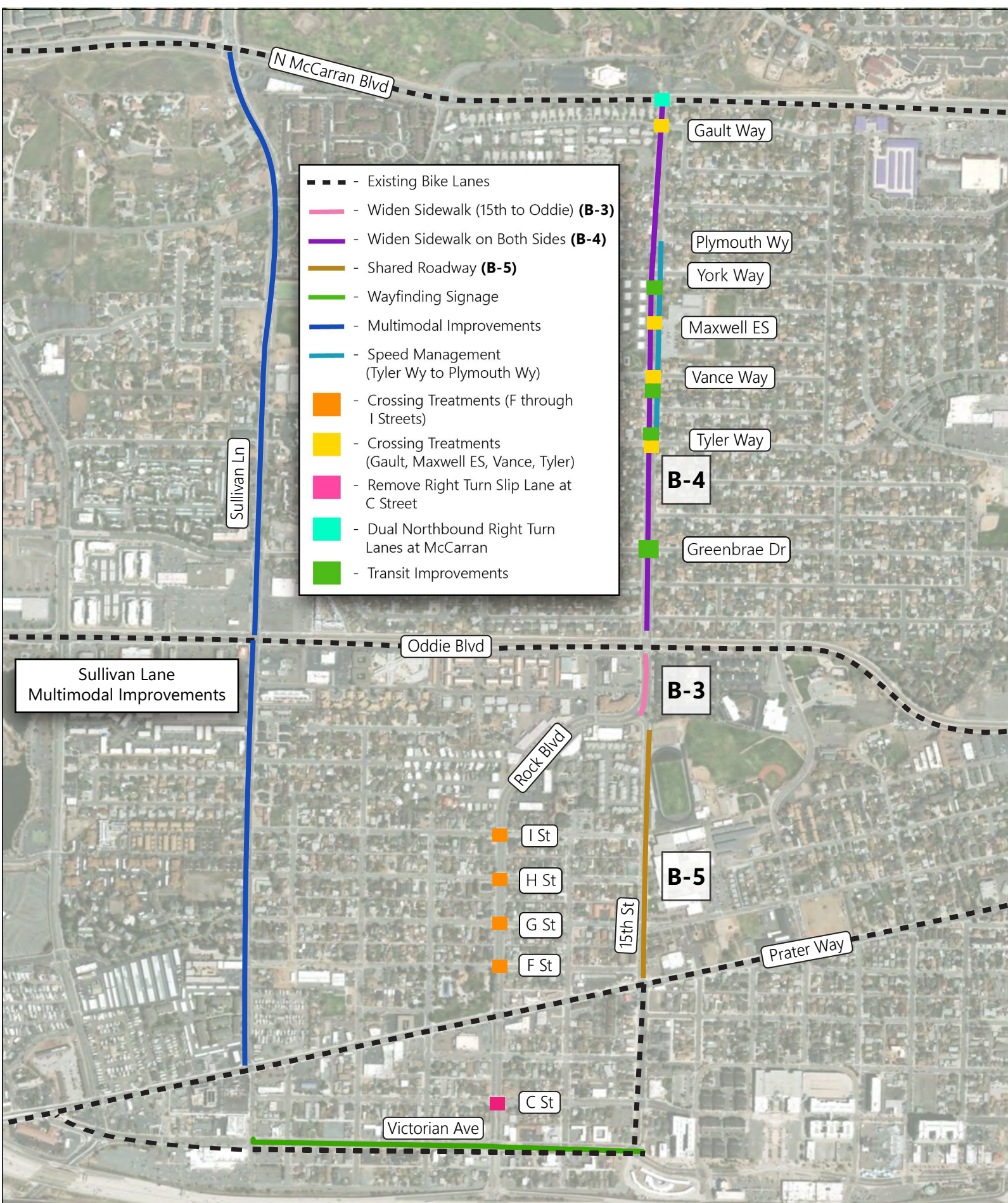


Figure 10

Rock Boulevard
Corridor Study

Recommended Alternatives (North of Victorian Ave)



Figure 11

Rock Boulevard
Corridor Study

Crosswalk Master Plan

Truckee River to Victorian Avenue

Multi-Use Path (Cross-sections A-1, A-2 & A-4)

The Multi-Use Path A-1 and A-2 option (**Exhibit 7**) illustrates acquiring an estimated 8 to 12 feet of right-of-way and widening Rock Boulevard in order to construct a multi-use path on the west side of the roadway between Rock Park and Hymer Avenue. No other feasible options have been identified for this segment due to the constrained conditions. On-street bicycle lanes are not recommended in this high-volume road segment. Existing infrastructure on the east side of Rock Boulevard was maintained for both Multi-Use Path A-1 and A-2 options.

Cross-section A-4 (**Exhibit 7**) is specially for the roadway segment between Hymer Avenue and Victorian Avenue and shows reconfiguring the roadway (narrowing of existing wide lanes) beneath Crane Way and the UPRR underpass to move the curb and gutter inward and widen the sidewalk on the west side of the road. Reconfiguration of the bridge abutment beneath I-80 will be necessary to fit a similarly wide sidewalk between the UPRR underpass and Victorian Avenue and is included in the cost estimates. The reconfiguration beneath the UPRR and Crane Way bridges would address the most severe pedestrian discomfort and safety issue.

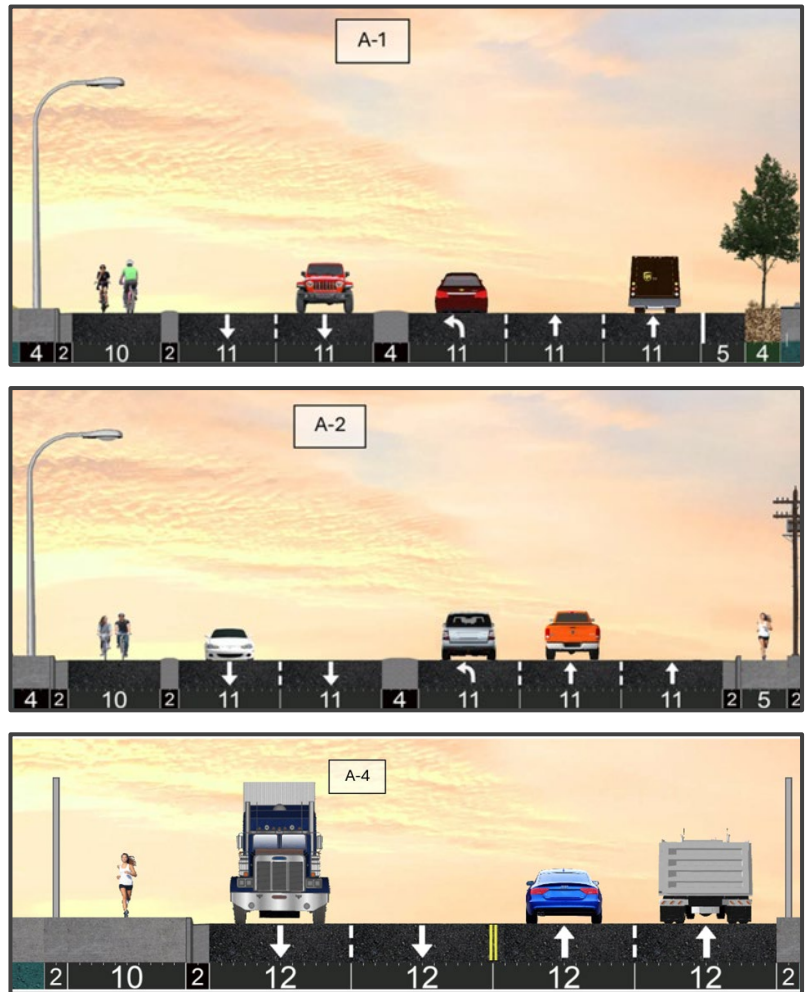


Exhibit 7. Multi-Use Path, Cross-sections A-1, A-2, A-4

Slip Lane Modifications

The right turn slip lane configurations at Greg Street and Glendale Avenue allow drivers to make right turns with limited need to stop or yield, reducing driver attention to pedestrians, and result in higher vehicle speeds at crosswalks. The conflicts with pedestrians and cyclists are anticipated to increase with a multi-use path and associated higher bicycle and pedestrian volumes. It is recommended that the current right turn lane configurations be modified to remove free flow right turns and be constructed with tighter turning radii.

I-80 Interchange Modifications Level 1, Level 2 & Level 3

NDOT is planning long-term improvements along I-80 and revisions to the Rock Boulevard interchange which will cause notable changes to traffic volumes on Rock Boulevard. The schedule of the Rock Boulevard interchange improvements is unknown currently, but the major modifications are expected to be beyond 2035. Therefore, interim improvements were explored at the interchange to determine what near-term improvements could be implemented prior to the NDOT project and have a reasonable service life. The recommendations were developed assuming that neither the I-80 nor railroad undercrossing would be widened in interim conditions to add travel lanes. The following are three recommendations (**Exhibit 8**) that could be constructed as interim improvements at the I-80 Interchange:

- Level 1: Restripe the eastbound & westbound off-ramps to add dual turning lanes
- Level 2: Remove the southbound left turn movement to the eastbound on-ramp
- Level 3: Remove the southbound left turn movement and construct dual northbound left turn lanes

Level 3 would have the highest associated cost, but it would provide the greatest operational benefit by constructing the needed northbound dual left turn lanes (550+ PM peak hour left turns).

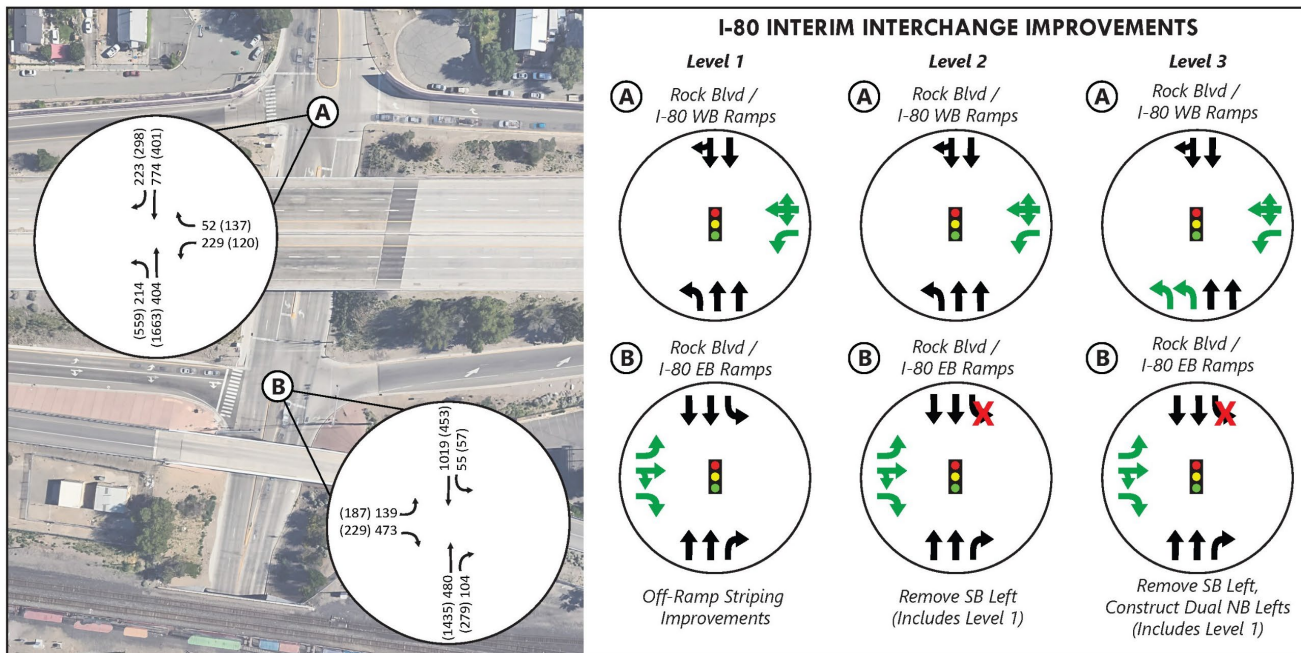


Exhibit 8. Interim I-80 Interchange Improvements

Transit Improvements

The transit stop evaluation (Appendix E) found that most stops lack fully compliant boarding pads and other passenger amenities. The evaluation provides a prioritized framework for improving transit accessibility and service quality along the corridor. Recommendations include ADA upgrades, benches, shelters, improved pedestrian connections, crossing enhancements, lighting, and potential stop relocations where safety or operational concerns exist. A transit improvement project is included as a recommended improvement to address these items as one package.

Victorian Avenue to Oddie Boulevard

Wayfinding Signage

If the project for Sullivan Lane detailed in the *Central Sparks Neighborhood Network Plan* (RTC, 2025) and the project for 15th Street detailed herein are constructed, it is recommended that wayfinding signage be installed to guide cyclists to Sullivan Lane and/or 15th Street, which are the parallel lower stress routes north of I-80. Wayfinding signage would be installed directing northbound cyclists on Rock Boulevard at Victorian Avenue to travel east to 15th Street and/or west to Sullivan Lane to continue north. Wayfinding signage would also be provided for southbound cyclists on Sullivan Lane and/or 15th Street at Victorian Avenue to use Rock Boulevard to continue south.

Remove Right Turn Slip Lane at C Street

Similar to the right turn slip lane modifications in the southern end of the corridor at Greg Street and Glendale Avenue, it is recommended that the slip lane at C Street be modified to reduce vehicular and pedestrian conflicts. The northbound right turn lane could be completely removed to shorten pedestrian crosswalks at the C Street intersection.

Crossing Treatments (F through I Streets)

Pedestrian crossing safety improvements between F and I Streets are recommended due to pedestrian activity near Deer Park and student walking activity near Sparks High School. I Street is suggested as a key crossing location since it connects to the front door of Sparks High School. G Street is also suggested for crossing treatments since it is a contemplated east-west bike connection in the *Central Sparks Neighborhood Network Plan*. A marked crosswalk with refuge island is recommended at I Street and an overhead RRFB is recommended at G Street. Removing the marked crosswalks at F Street and H Street is also recommended to focus crossings at the enhanced crosswalks.

Shared Roadway (Cross-section B-5)

A shared roadway (sharrow markings) on 15th Street between Prater Way and Rock Boulevard is recommended as 15th Street is determined to be a preferred multimodal corridor instead of placing dedicated cycling facilities on Rock Boulevard between Victorian Avenue and Oddie Boulevard. Cyclists would share the travel lane with vehicles (**Exhibit 9**) on this low volume, low speed roadway where most adults would feel comfortable riding.

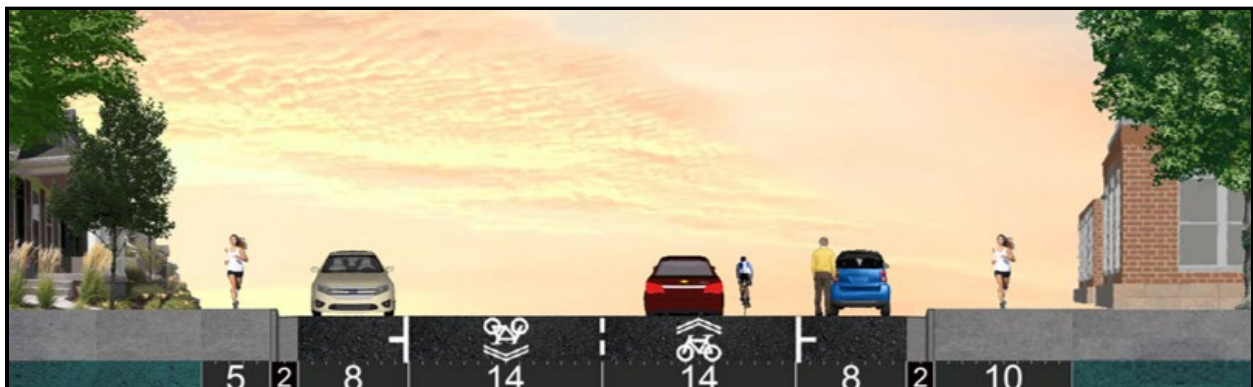


Exhibit 9. Shared Roadway (Cross-section B-5)

Widen Sidewalk (15th to Oddie) (Cross-section B-3)

This sidewalk segment on the east side of Rock Boulevard between 15th Street and Oddie Boulevard is highly utilized by students walking between the neighborhoods north of Oddie Boulevard and Sparks High School located south on 15th Street. **Exhibit 10** illustrates a concept for the segment between 15th Street and Oddie Boulevard focusing on widening the sidewalk on the east side of Rock Boulevard to improve pedestrian safety and comfort. Narrowing the median and travel lanes on Rock Boulevard would be necessary to create additional sidewalk width. A barrier rail should be provided between the roadway and sidewalk, as exists today, for pedestrian safety and to keep errant vehicles away from the adjacent apartment complex buildings. The left turn movement from 15th Street is located within a horizontal curve on Rock Boulevard and has poor sight lines and safety implications. Very low left turn volumes (less than 10 during the peak hours) were observed during the data collection period. Therefore, consideration should be given to prohibiting the left turn movement from 15th Street to Rock Boulevard. A detailed concept is shown in **Figure 12**.

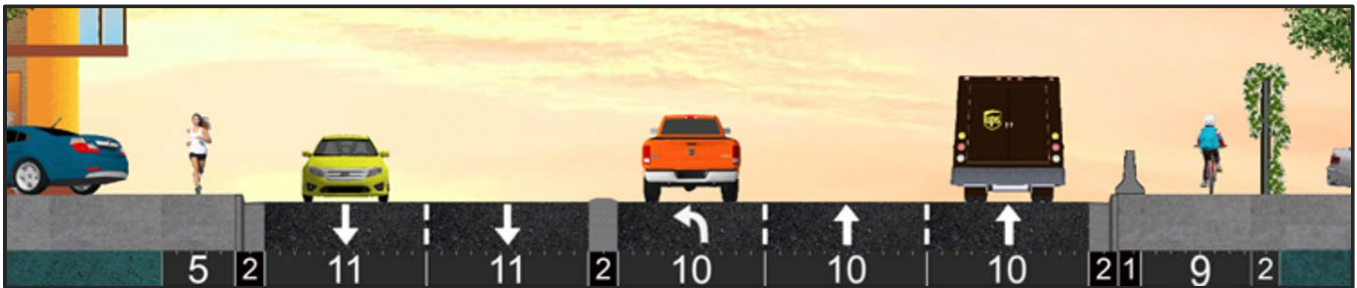


Exhibit 10. Widen Sidewalk (15th to Oddie) (Cross-section B-3)

Oddie Boulevard to N. McCarran Boulevard

Widen Sidewalk Both Sides (Cross-section B-4)

This concept (**Exhibit 11**) is specific to the segment between Oddie Boulevard and N. McCarran Boulevard, which currently has narrow sidewalks and a wide landscaped median with mature trees. This option proposes reducing the width of the raised median (which could impact the trees) and/or travel lanes to create additional space for sidewalk widening on both sides of the street. The intent is to construct sidewalks that comply with ADA width requirements by moving the curb and gutter inward and reconstructing the sidewalks, matching the existing back of walk locations to avoid right-of-way acquisition. Narrower travel lanes would provide a slight traffic calming effect beneficial to speed management. It is acknowledged that this improvement is aimed more toward pedestrians than cyclists.

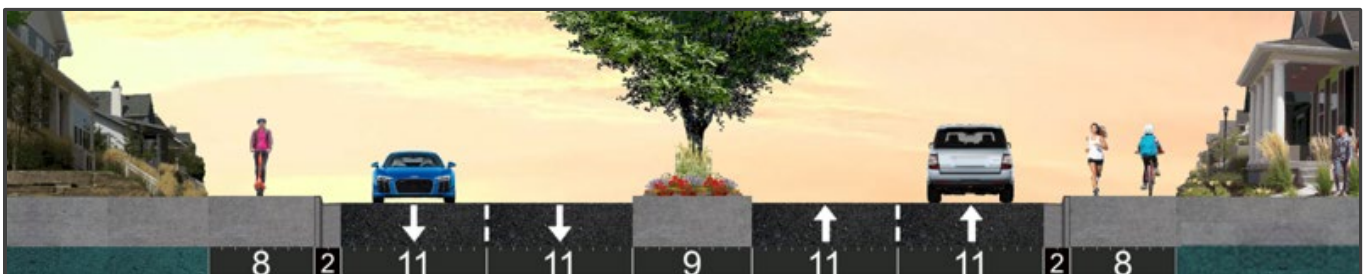


Exhibit 11. Widen Sidewalk Both Sides (Cross-section B-4)

ODDIE BLVD

BARRIER RAIL

NARROW LANES AND MEDIAN
TO WIDEN EAST SIDEWALK

ROCK BLVD

RECONFIGURE 15TH STREET APPROACH
(PROHIBIT LEFT TURN MOVEMENT)

15TH ST

Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)

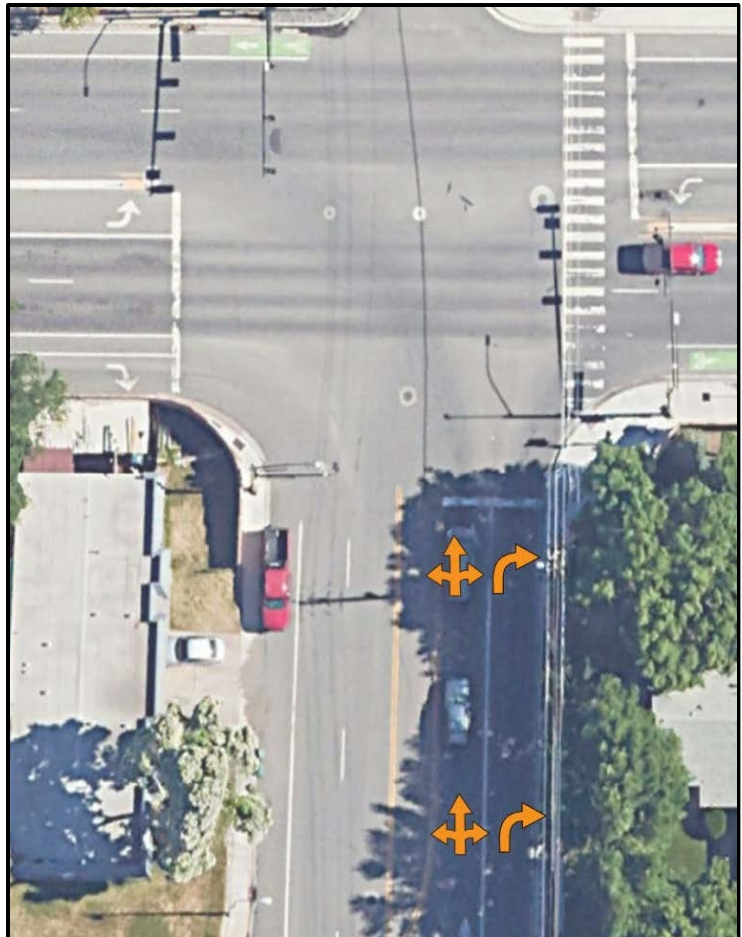
The proposed crosswalk enhancement and safety improvements at Gault Way, Maxwell Elementary School, Tyler Way, and Vance Way are intended to enhance pedestrian visibility, reduce crossing distances, and improve access to nearby neighborhoods, schools, parks, and transit stops. Recommended treatments include high-visibility crosswalk markings, rectangular rapid flashing beacons (RRFBs) at Vance Way and Maxwell Elementary School, and median refuge islands at Tyler Way and Gault Way.

Speed Management (Tyler Way to Plymouth Way)

Observed operating speeds and driver behavior between Tyler Way and Plymouth Way indicate a need for additional speed management measures to improve safety for all corridor users. The Speed Management (Tyler Way to Plymouth Way) improvement is intended to encourage lower operating speeds through a combination of narrowing lanes via striping, pavement markings, and speed feedback signs. The speed management recommendations are intended as low cost interim measures prior to implementation of the Widen Sidewalk Both Sides (Cross-section B-4) improvement.

Dual Northbound Right Turn Lanes at McCarran

Field observations indicate that the northbound right turn movement at the Rock Boulevard/N. McCarran Boulevard intersection experiences significant queuing and congestion. The prior *McCarran Boulevard Corridor Study* (RTC/NDOT, 2023) confirms that this movement carries a high right turn demand. To improve operations, it is recommended that the existing northbound approach be restriped with a shared left-through-right lane and a dedicated right turn lane, allowing for dual right turn operations (**Exhibit 12**). This option is expected to improve intersection level of service. Pedestrian/crosswalk and signal phasing revisions will need to be considered during the design phase.



**Exhibit 12. Dual Northbound Right Turn Lanes
at McCarran**

IMPLEMENTATION STRATEGY

The recommended improvements are organized into packages based on general proximity and efficient project delivery. Packages may be implemented individually or combined in future RTP updates. The improvement list and implementation strategies are presented in **Table 1**. The projects are generally listed south to north within each package rather than in order of priority. Project prioritization and implementation timing will be evaluated during future RTP updates based on regional needs and funding considerations.

As previously discussed, reducing congestion at the I-80 interchange during the PM peak hour is critical for Rock Boulevard. Long-term improvements are complex due to the current constraints under the I-80 bridge overcrossing and the Union Pacific railroad bridge. Interim improvements are important and should be programmed as outlined in this study.

Table 1. Improvement List and Implementation Strategy

Recommended Improvement	Implementation Strategy
Spot Improvement Package	
I-80 Interchange Modifications Level 1	Minor spot improvements on Rock Boulevard. Package improvements together as one capacity and multimodal spot improvement package.
Wayfinding Signage	
Remove Right Turn Slip Lane at C Street	
Crossing Treatments (F through I Street)	
Shared Roadway (B-5)	
Widen Sidewalk (15 th to Oddie) (B-3)	
Speed Management (Tyler Way to Plymouth Way)	
Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)	
Dual Northbound Right Turn Lanes at McCarran	
Transit Improvements	
Multi-Use Path Package	
Multi-Use Path (A-1, A-2, A-4)	Multimodal improvement package between the Truckee River and Victorian Avenue. Slip lane modifications would be constructed concurrently with the Multi-Use Path. Elements of the I-80 Level 2 or Level 3 could be constructed within the A-4 segment of this package.
Slip Lane Modifications	
I-80 Interchange Package	
I-80 Interchange Modifications Level 2 and Level 3	Potential interim improvements prior to the long-term NDOT I-80/Rock Blvd interchange project. Elements of the Multi-Use Path (A-4) could potentially be constructed with Level 2 or Level 3.
Widen Sidewalk Package	
Widen Sidewalk on Both Sides (B-4)	Multimodal improvements between Oddie Boulevard and N. McCarran Boulevard.

PLANNING LEVEL COST ESTIMATES

This section presents preliminary planning level cost estimates for the broad range of recommended improvements. The quantities and costs have been generalized based on planning level conceptual designs. It is not feasible at this time to address all the specific items that would be included in construction ready documents. Soft costs (engineering, specialty consultant services, construction administration, etc.) and contingency were included to present complete project budgets. Should these prices be extended into future years, it would be advisable to include a 3% to 5% per-year increase to allow for inflation and other pricing fluctuations. **Table 2** presents planning level cost estimates for the various recommended improvements. Cost estimate assumptions and details are provided in **Appendix J**.

Table 2. Planning Level Cost Estimates

Recommended Improvement	Planning Level Estimate
I-80 Interchange Modifications Level 1	\$80,000
Wayfinding Signage	\$50,000
Remove Right Turn Slip Lane at C Street	\$400,000
Crossing Treatments (F through I Street)	\$400,000
Shared Roadway (B-5)	\$50,000
Widen Sidewalk (15 th to Oddie) (B-3)	\$700,000
Speed Management (Tyler Way to Plymouth Way)	\$300,000
Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)	\$700,000
Dual Northbound Right Turn Lanes at McCarran	\$70,000
Transit Improvements	\$750,000
<i>Spot Improvement Subtotal</i>	<i>\$3,500,000</i>
Multi-Use Path (A-1, A-2, A-4)	\$22,000,000
Slip Lane Modifications	\$1,000,000
<i>Multi-Use Path Subtotal</i>	<i>\$23,000,000</i>
I-80 Interchange Modifications Level 2	\$300,000
I-80 Interchange Modifications Level 3	\$5,000,000
<i>I-80 Interchange Subtotal</i>	<i>\$5,300,000</i>
Widen Sidewalk on Both Sides (B-4)	\$15,000,000
<i>Widen Sidewalk Subtotal</i>	<i>\$15,000,000</i>
Total Planning Level Cost Estimate	\$46,800,000

As shown in the table, the RTC would need to program approximately \$46,800,000 (current 2026 dollars) to fund the identified improvements. The recommended improvements will enhance mobility, safety, and accessibility throughout the Rock Boulevard corridor while preserving its important role as a regional transportation route. Together, these investments provide long-term benefits by improving connectivity, supporting economic activity, and creating a safer and more efficient transportation experience for all corridor users.

APPENDIX A

Public Engagement Documentation





Rock Boulevard Corridor Study Engagement Documentation



Prepared by:

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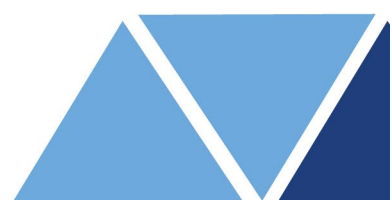


May 2026



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1. Public Engagement Strategies

The project team incorporated the following strategies and tools to provide information on the Rock Boulevard Corridor Study and solicit input and feedback from the public on challenges and potential solutions for incorporation into the plan document. Outreach materials were developed in both English- and Spanish-language text.

1.1. Project Messaging

Consistent messaging was provided throughout the project across engagement materials and media channels to project partners and the public. Content included key messaging such as project information and background, solicitation for public input, and project schedule and milestones. Earned media coverage generated eight broadcast events across local television outlets, reaching 32,823 local viewers.

1.2. Digital Outreach

The project team worked with RTC to develop concise and impactful digital public outreach content, including content for the RTC website and social media. The RTC paid social media campaign reached 22,539 unique viewers. The team also developed a project flyer (see Attachment A), which provided an overview of key project objectives, elements, and events. Online materials were designed to meet ADA accessibility standards. All handouts and surveys were provided in English and Spanish.

1.3. Graphics and Visualizations

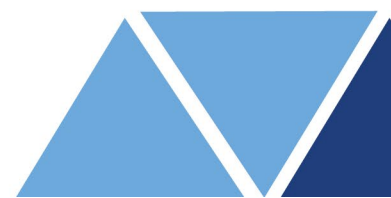
The project team developed effective graphics and other tools to help communicate complex information in an easy-to-understand format. These graphics and visualizations were prepared for use at public meetings and the project website to represent key concepts.

1.4. Surveys

The project team developed an online survey (see Attachment B) to help gauge resident and stakeholder needs, wants, and concerns related to transportation along the study corridor. Survey information was promoted through social media, schools, corridor businesses and institutions, and through public engagement events. In addition, a special student survey was prepared for 5th grade students at Maxwell Elementary School (see Attachment C).

1.5. Community Engagement

The project team collected feedback about corridor needs and key plan features through discussions with school leaders, students, and residents living and traveling through the corridor. Flyers containing project information and survey links were distributed throughout the corridor to local businesses and institutions.



2. Outreach Events

2.1. Maxwell Elementary School

On February 20, 2026, the project team met with the principal of Maxwell Elementary School, which is located directly on Rock Boulevard between York Way and Vance Way within the study limits. Topics discussed were generally focused on transportation safety and operations on Rock Boulevard related to school access, primarily during pre-bell and school release times.

Some key takeaways from the discussion include the following:

- Excessive speeding is a concern during school drop off/pick up times and driver behavior with school zone compliance is inconsistent.
- Signage has recently been installed at the intersection with Vance Way, which has improved prohibited U-turn compliance; however, there has been an increase of illegal U-turns at York Way which currently lacks signage.
- Most parents/caregivers drop off/pick up children on school property and very few park on Rock Boulevard during these times.
- Based on conversations with school officials, it is estimated that about 1/3 of students (of approximately 380 enrolled) walk to school either alone or with a parent/caregiver. Almost no students ride a bike to school and very few ride a scooter.
- There are two volunteer staff that serve as crossing guards for Rock Boulevard in front of the school entrance during pick up/drop off times, but they are not trained professionals and occasionally must deal with hostile drivers.
- There is a northbound RTC RIDE bus stop on Rock Boulevard in front of school property and there have been concerns with kindergarteners interacting with bus riders waiting at the stop. The school has installed a partial privacy fence to mitigate these issues but concerns remain.
- There are plans for capital improvements to the school within the existing footprint, but specific dates have yet to be determined. Additionally, there will be a potential re-zoning of the school enrollment area which could increase or decrease enrollment. There is currently one traditional bus and two special education buses that provide transportation to the school.
- Permission was granted to distribute two surveys, one for parents/caregivers of children attending the school, and one for 5th grade students.

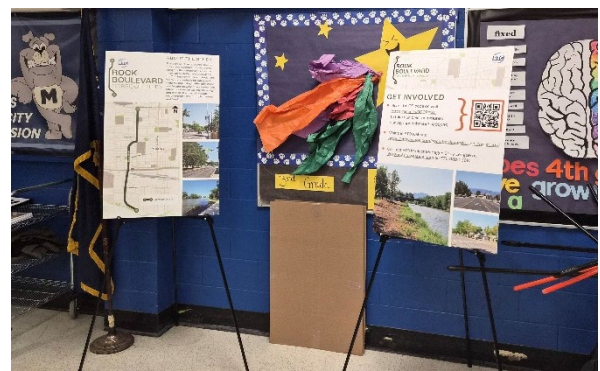


Figure 1. Maxwell ES Art Night

Following the initial school visit, the project team was invited to attend the Art Night event at the school on April 8, 2026, to staff a table, provide information on the project, and promote the online survey. Information boards were developed which highlighted project details and instructions on how to participate and provide feedback on the project (see Attachment D). Approximately 20 adults (including school staff) and several students attended the event. In addition, Maxwell Elementary School provided information through the school communication system to parents and caregivers with access to the survey.

2.2. Sparks High School

On March 6, 2026, the project team met with the principal of Sparks High School, which is located on 15th Street, a parallel roadway to Rock Boulevard which directly intersects Rock Boulevard on the north terminus. Topics discussed were generally focused on transportation safety and operations within the Rock Boulevard corridor related to school access, primarily during pre-bell and school release times.

Some key takeaways from the discussion include the following:

- Most students (over half) walk, many from as far as the Sparks Marina (along Prater Way), McCarran Boulevard, and Sullivan Lane.
- Many students walk to Kate Smith Elementary School (on F Street) to pick up younger siblings after school.
- From a driver's perspective, it's difficult to make a left turn onto Rock Boulevard from cross streets (a concern is that many student drivers don't have patience/experience). This is especially true when making a left turn from northbound 15th Street to southbound Rock Boulevard.
- A suggestion was made to implement bike and pedestrian facilities on Rock Boulevard north of Oddie Boulevard. Speeding on this section of Rock Boulevard was noted as a concern as well as low compliance in the school zone at Maxwell Elementary School, which aligns with comments received during the visit with that school.
- There is generally good compliance within the school zone on 15th Street in front of Sparks High School; however, there are frequently illegal U-turns observed. Enforcement of traffic laws occurs when school police are present.
- Sparks High School has an open campus and approximately half of students leave during the lunch period. Most visit the restaurants on Prater Way, while some go to the Subway on Rock Boulevard, and a few go north to cross at Commerce Street to get to Rainbow Market (convenience store).
- Many students cross Rock Boulevard to get to/from school, and indicated that H and I Streets are the most utilized.

The project team met with the Sparks High School Student Voice on April 17, 2026. The Student Voice is a Washoe County School District program which encourages student viewpoints for school improvement through the Student Advisory Council.

The team presented information on the Rock Boulevard Corridor Study and encouraged students to identify challenges and concerns along the corridor from their perspective. Some high-level comments received include the following:

- Vehicles (including those driven by other high school students) don't stop for pedestrians at crosswalks, and students sometimes must wait for several cars to pass before a driver yields.
- A similar concern was voiced about vehicles making turning movements (e.g., trying to turn quickly to avoid having to wait for someone at the crosswalk).
- Vehicles ignore pedestrians at the overhead beacons by Commerce Street (students report going the "long way" to get to Rainbow Market).
- There is perceived speeding on Rock Boulevard and adjacent streets.
- The intersection with Greenbrae Drive was identified as an unsafe intersection due to sight distance issues. Participants cited several crashes at this intersection.
- There were suggestions for more/expanded sidewalks, rectangular rapid flashing beacons (RRFBs), and other improvements to make drivers more aware of pedestrians.
- Much of the existing sidewalk on Rock Boulevard is not in good condition. The sidewalk panels are lifted or otherwise obstructed, and it would be difficult for someone in a wheelchair to navigate.
- There was support for better connections to Rock Park.

Students were also encouraged to participate in the online survey and to promote the survey among their peers. There were approximately 25 students in attendance. In addition, Sparks High School provided links to the survey on their social media accounts.

2.3. Centennial Plaza

On April 29, 2026, the project team set up an engagement table at the RTC Centennial Plaza Transit Center to provide information about the project as well as to promote participation in the online survey. This location was chosen due to its relative proximity to the corridor, as well as serving as a transfer point for several RTC RIDE routes that run on segments of Rock Boulevard or intersect the corridor with bus stops nearby. The project team discussed the corridor study with several individuals passing through the transit center. A total of 37 flyers containing project information and a QR code linked to the online survey were distributed during rider interactions.

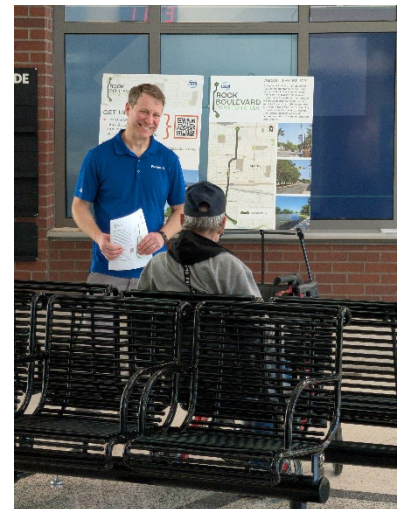
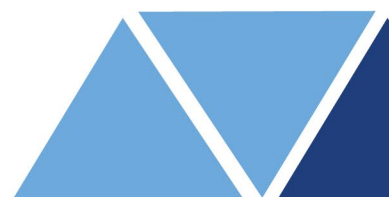


Figure 2. Outreach at RTC Centennial Plaza

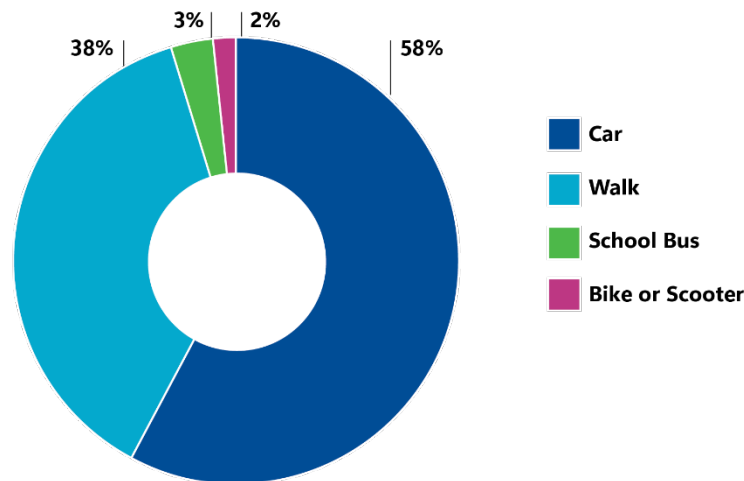


3. Surveys

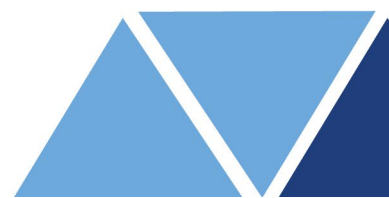
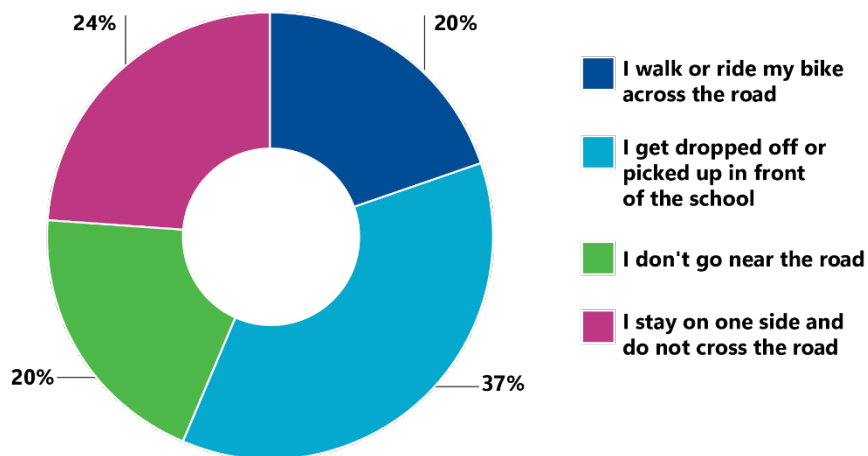
3.1. Maxwell Elementary School Student Survey

The project team developed a special survey that was administered to the 5th grade students at Maxwell Elementary School to get their unique perspective on interactions with Rock Boulevard in front of the school. A copy of the survey is included in Attachment C. The figures below represent the results for the 51 surveys received.

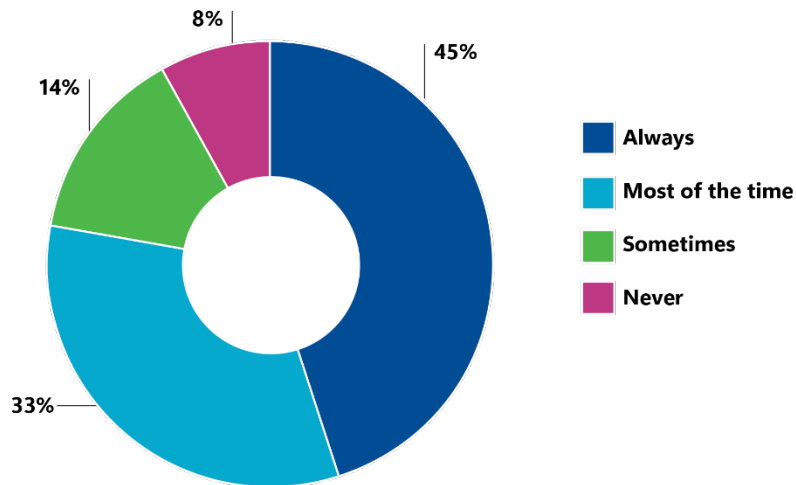
How do you usually get to school?



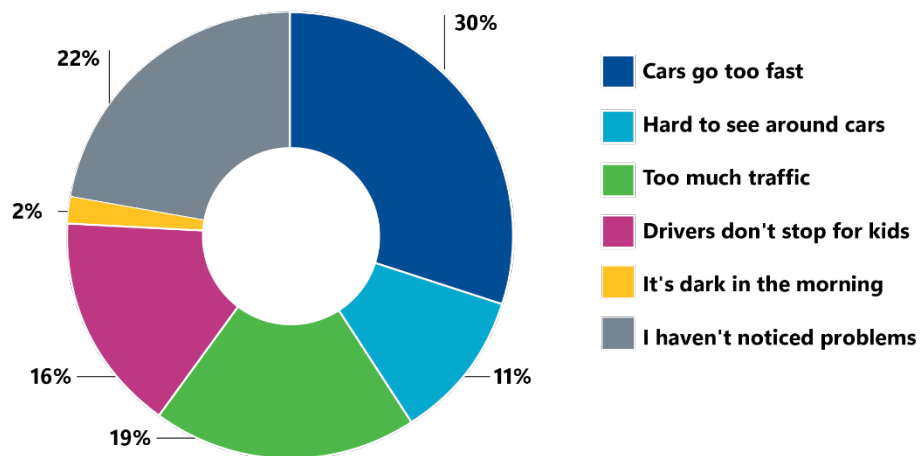
When you arrive at school, how do you cross or use the road (Rock Blvd) in front of the school?



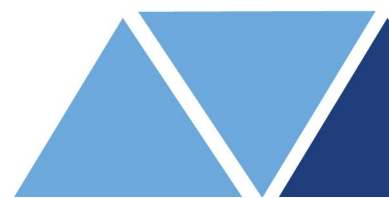
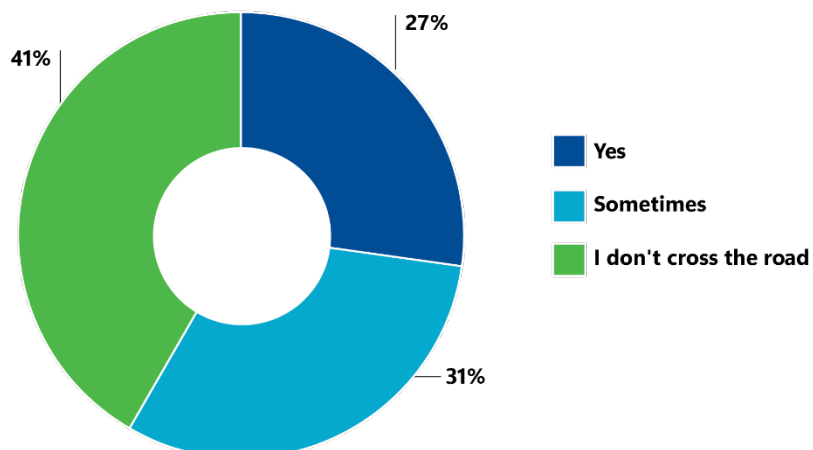
Do you feel safe near the road in front of the school?



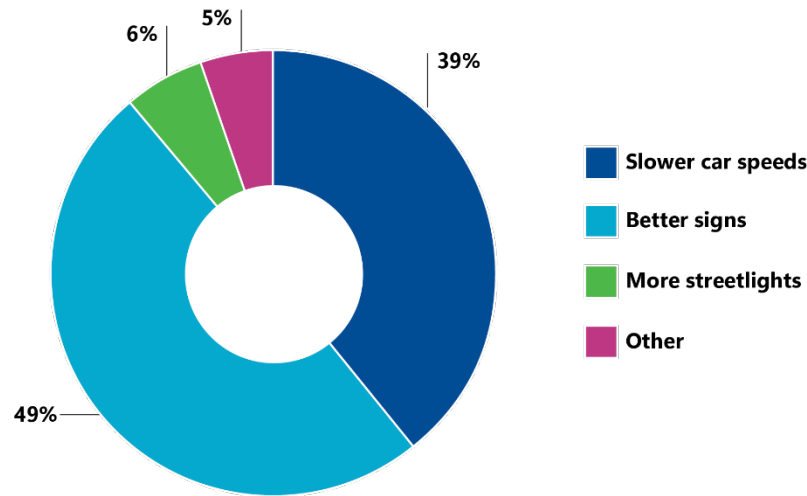
What problems have you noticed on Rock Blvd?



Is it easy to cross the road in front of the school?



What would make the road in front of the school feel safer to you?

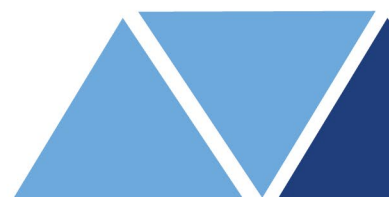


3.2. Online Survey

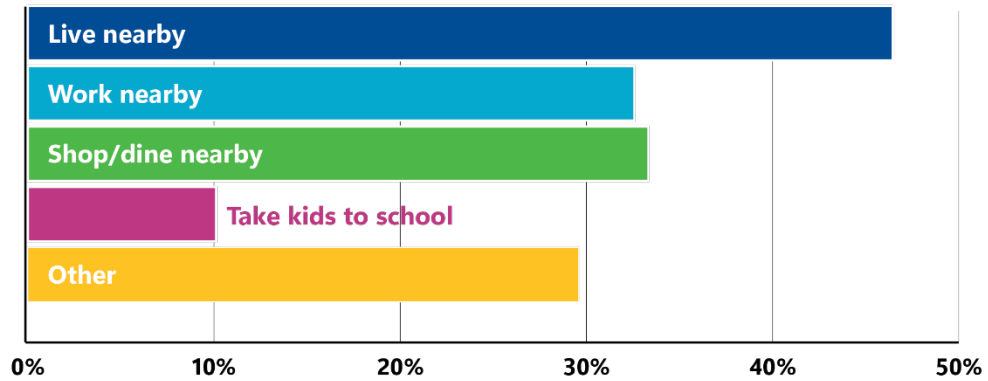
An online survey was also developed for people living, working, and travelling through the corridor. This survey was made available in both English and Spanish versions, shown in Attachment B, and was open from March 16, 2026, through April 30, 2026.

Promotion of the surveys occurred at the Maxwell Elementary School Art Night event, Sparks High School Student Voice meeting, and Centennial Plaza information event, as well as through the distribution of digital and hard copy informational flyers in English and Spanish shown in Attachment A. The flyers included a QR code to provide direct access to the online survey. The flyers were posted on the RTC project website (along with the survey itself) and through social media outlets and distribution lists. Additionally, RTC staff distributed paper versions of the flyers to local businesses and institutions along the project corridor. Locations were chosen that experience high levels of foot traffic and frequent visitation, providing a greater likelihood of reaching people living and working along the corridor.

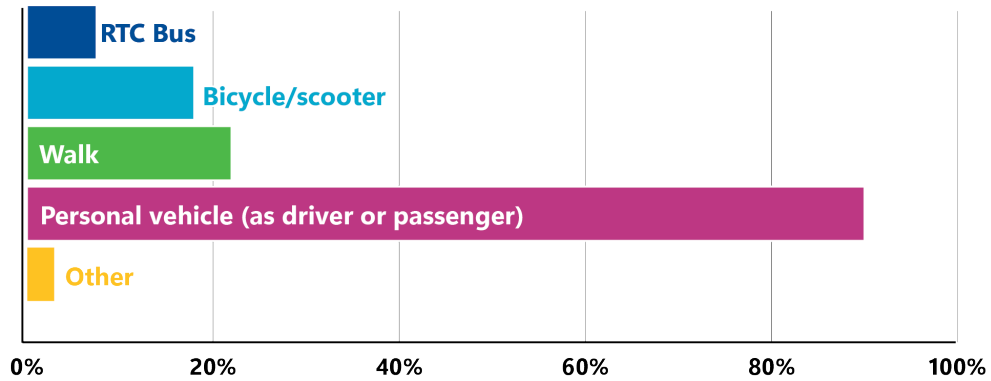
The project team received 267 survey responses, which are summarized below.



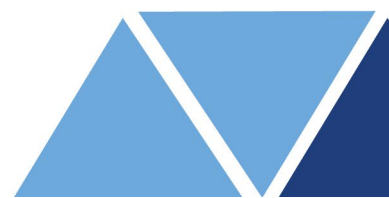
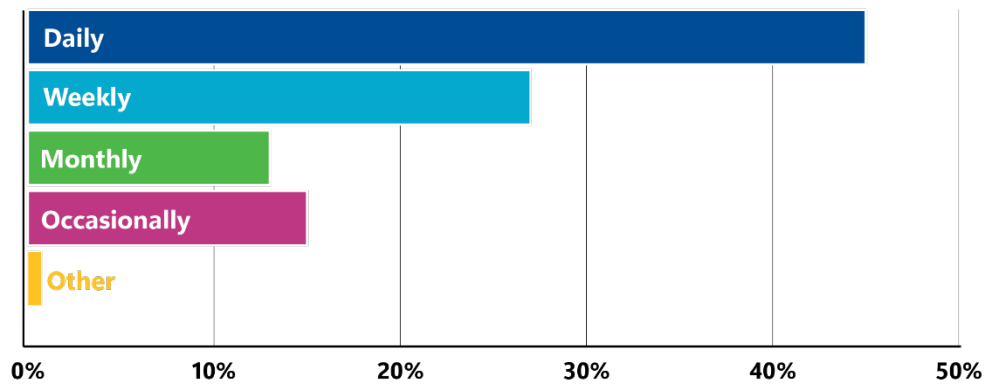
Why do you use Rock Boulevard? (check all that apply)



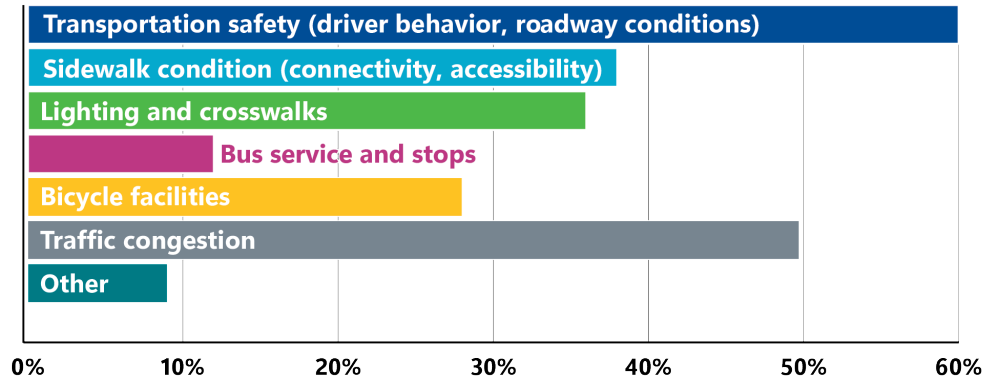
How do you travel along Rock Boulevard? (check the two methods you use most)



How often do you travel along Rock Boulevard? (select one)

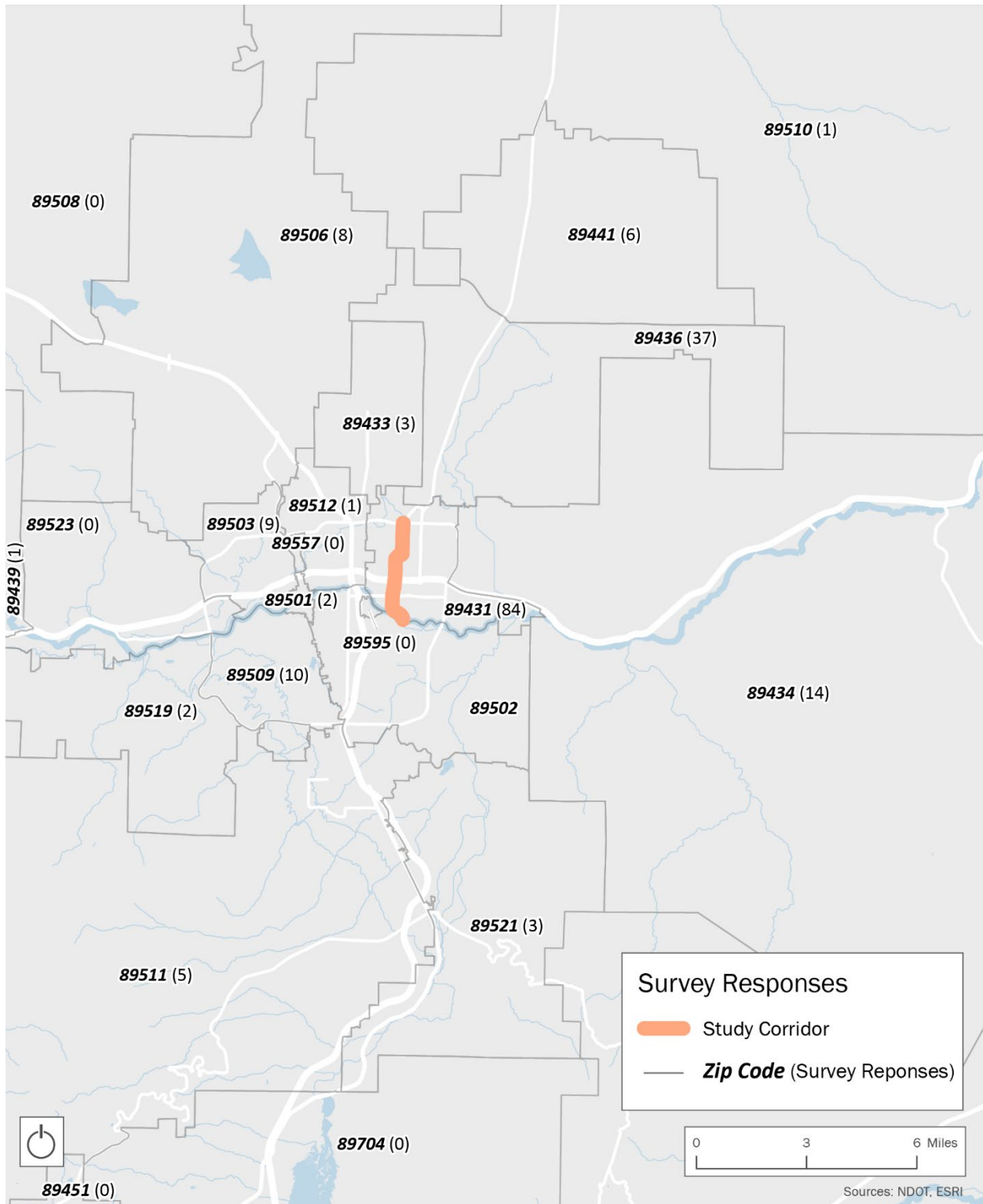


What are the greatest needs or concerns in the Rock Boulevard corridor?
(select up to three)



In what zip code do you live? (optional)

The map below shows survey respondents by zip code in the vicinity of the project area for those who chose to provide this information. There were three additional respondents from zip codes further away.

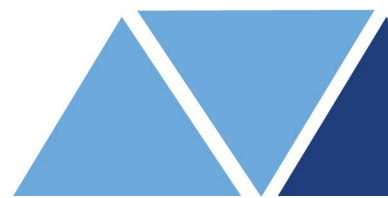


To receive news about this study, please enter your email address. (optional)

Approximately 36% of survey participants provided an email address to remain informed of the Rock Boulevard Study.

General Themes from Question #7 “Please write any additional comments below”

1. Pedestrian Safety Is a Major Concern - The most common theme was concern for pedestrian safety, especially around schools, intersections, and freeway areas.
 - Key concerns included:
 - Dangerous crosswalks
 - Failure of drivers to stop for pedestrians
 - Lack of flashing pedestrian signals
 - Poor lighting and visibility
 - Unsafe conditions for children traveling to school
 - Frequently mentioned locations:
 - Greenbrae Drive and Rock Boulevard – top concern, request for improved intersection controls
 - I Street crosswalk
 - Area near Alice Maxwell Elementary School
 - I-80 interchange/underpass – active transportation safety/security, traffic congestion, and flooding concerns
2. Desire for Safer Bicycle Infrastructure
 - Stated need for protected or continuous bike lanes
 - Better access to parks, schools, and transit
3. Traffic Congestion and Signal Timing Problems
 - Congestion was one of the strongest recurring operational concerns. Key issues included:
 - Heavy congestion near I-80 ramps
 - Backups at left-turn lanes
 - Poor signal coordination/synchronization
 - Bottlenecks near schools and major intersections
 - Frequently mentioned locations:
 - I-80 interchange



- Prater Way to Greg Street
- Victorian Avenue area
- Rock Boulevard and Hymer Avenue
- Rock Boulevard and McCarran Boulevard

4. Speeding and Aggressive Driving.

- Issues included:
 - Speeding through school zones
 - Aggressive driving
 - Illegal U-turns
 - Drivers blocking intersections
 - Failure to yield

5. Mixed Opinions on Vehicle Capacity (approximately 31% of statements) vs. Multimodal Improvements (approximately 68% of statements)

- Capacity Priorities:
 - Widening roads
 - Maintaining or increasing lane capacity
 - Faster traffic flow
 - Opposition to lane reductions or bike lanes
 - Signal timing improvements focused on throughput
- Multimodal Priorities:
 - Protected bike lanes
 - Better sidewalks and crossings
 - Traffic calming
 - Transit improvements and amenities
 - Pedestrian-first design
 - Reduced speeds and safer school access

4. Agency and Stakeholder Engagement

Stakeholders include individuals or organizations that may be directly or indirectly impacted by the project. The term also includes those who represent or have an interest in the project area, including elected officials who represent constituents within the project areas, residents living in the project areas, commuters, partner and regulatory agencies, and businesses.

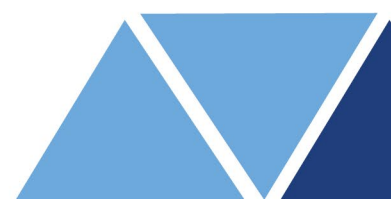
The project team worked closely with RTC staff, including representatives from Planning, Engineering, and Communication departments, as well as representatives of the City of Sparks, Nevada Department of Transportation, and Washoe County School District.

4.1 Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed to provide input about key project concepts and deliverables throughout the study development process. A kick-off meeting was held in October 2025 and subsequent meetings were held in January, April, and June of 2026 to report out and receive feedback on critical project updates and overall progress. A list of the project TAC members is provided in **Table 1**.

Table 1. Technical Advisory Committee Members

Name	Agency/Organization
Vanessa Lacer	RTC Washoe – Planning Director
Graham Dollarhide	RTC Washoe – Planning Manager
Shay League	RTC Washoe – Senior Transportation Planner
Marquis Williams	RTC Washoe – Senior Transportation Planner
Jeff Wilbrecht	RTC Washoe – Engineering Manager
Sara Going	RTC Washoe – Engineering Project Manager
Josh MacEachern	RTC Washoe – Public Information Officer
Scott Carey	City of Sparks – Development Services Manager
Amber Sosa	City of Sparks – City Engineer
Andrew Jayankura	City of Sparks – Transportation Manager
Jeff Bickett	City of Sparks – Traffic Engineer
Julie Duewel	City of Sparks – Communications Manager
Nick Johnson	NDOT – Project Management Chief
Christine Chia	NDOT – Senior Project Manager



4.2 City of Sparks Field Review

The project team met with the City of Sparks Development Services Manager on February 13, 2026, and conducted a driving review / tour of the corridor and study area to obtain site-specific feedback on thoughts, concerns, and insights into the corridor. City staff's primary concerns and feedback were:

- Interest in safer multimodal travel from the Truckee River to areas north of I-80
- Congestion between Greg Street and Victorian Avenue
- Crosswalks/safety in the area north of Prater Way
- Pedestrian safety for traveling to Sparks High School

4.3 Washoe County School District Staff Meeting

The project team met with Washoe County School District (WCSD) staff, including the School Property Planning Manager and a Safe Routes to School Coordinator, on May 4, 2026, to discuss project background and preliminary findings as well as to receive input on the study. Several schools within the corridor area are being considered for repurposing or reconstruction, but final decisions have not been made about any of the schools at the time of the coordination meeting. WCSD staff shared concerns about specific locations on Rock Boulevard near Maxwell Elementary School and Sparks High School, including driver behavior (speeding and not yielding to pedestrians) and sight distance issues. Items mentioned include:

- Safety concerns about the crosswalk on 15th Street.
- The Safe Routes to School team prefers installation of RRFBs on Rock Boulevard at both G and I Streets.
- Students at Maxwell Elementary primarily use the crosswalk in front of the school.

APPENDIX B

Existing Conditions



TRAFFIC COUNT DATA SOURCES

Existing traffic data sources were reviewed from the Nevada Department of Transportation (NDOT) Traffic Records Information Access (TRINA), RTC Open Data, and other previous studies including turning movement counts (TMC's) from the NDOT Reno Spaghetti Bowl traffic study. The data is summarized below and the existing count data locations are shown on **Exhibit B-1**.

NDOT TRINA

There are six TRINA count stations within the study corridor, each with Annual Average Daily Traffic volumes (AADTs) spanning at least 2014-2024, and hourly volume reports, as shown in **Table B-1** and **Exhibit B-1**.

Table B-1: NDOT TRINA Stations

Station	Street	Hourly Reports
310619	Rock Blvd – Oddie to McCarran	Jun-24
310617	Rock Blvd – Prater to Oddie	Jun-24
310586	Rock Blvd – Victorian to Prater	Jun-24
310298	Rock Blvd – Glendale to I80	May-24
310585	Rock Blvd – Greg to Glendale	May-24
310584	Rock Blvd – Mill to Greg	May-24

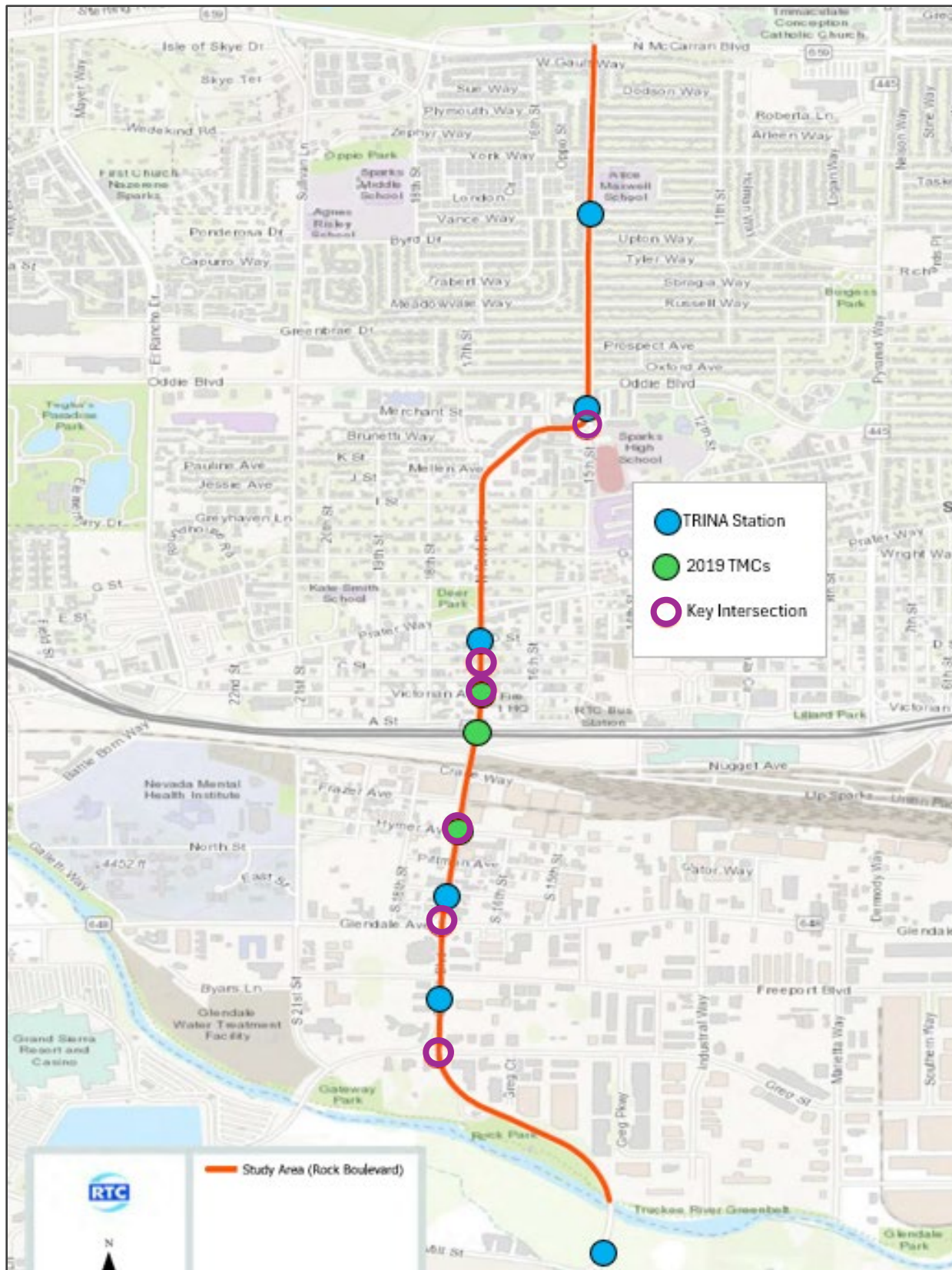


Exhibit B-1. Count Data Sources

These count stations indicate that little to no, or negative traffic volume growth (traffic decrease), has occurred in the corridor over the past 10 years, as shown in **Table B-2**. Traffic volumes have increased slightly over the last five years between Greg Street and Glendale Avenue.

Table B-2: AADT Volume Changes based on TRINA Stations

Station →	310619		310617		310586		310298		310585		310584	
Segment →	Oddie to McCarran		Prater to Oddie		Victorian to Prater		Glendale to I-80		Greg to Glendale		Mill to Greg	
Year												
2014	6,700		11,000		12,500		20,000		14,500		8,600	
2015	7,100	6%	11,500	5%	13,000	4%	22,000	10%	15,500	7%	8,700	1%
2016	6,300	-11%	10,000	-13%	13,000	0%	22,000	0%	15,500	0%	9,400	8%
2017	5,800	-8%	9,800	-2%	10,000	-23%	23,100	5%	16,100	4%	5,700	-39%
2018	6,900	19%	12,000	22%	14,200	42%	18,800	-19%	12,100	-25%	8,200	44%
2019	7,300	6%	11,500	-4%	13,400	-6%	19,300	3%	12,400	2%	8,500	4%
2020	6,600	-10%	10,500	-9%	12,700	-5%	18,200	-6%	13,200	6%	7,250	-15%
2021	6,100	-8%	9,450	-10%	11,400	-10%	21,800	20%	16,100	22%	8,750	21%
2022	5,650	-7%	9,300	-2%	11,300	-1%	17,800	-18%	15,800	-2%	8,600	-2%
2023	6,900	22%	10,400	12%	11,300	0%	17,000	-4%	12,300	-22%	6,500	-24%
2024	6,550	-5%	9,550	-8%	11,600	3%	18,400	8%	12,900	5%	7,250	12%
5 Year Growth (2019-2024)	-2.14%		-3.65%		-2.84%		-0.95%		0.79%		-3.13%	
10 Year Growth (2014-2024)	-0.23%		-1.40%		-0.74%		-0.83%		-1.16%		-1.69%	

The hourly count reports indicate that the AM peak hour has remained consistent, ranging from a start time of 7:00 AM to 7:30 AM, and most frequently occurring from 7:15 AM - 8:15 AM. The PM peak hours vary slightly by location, all starting between 3:00 PM and 5:00 PM, with the peak hour typically occurring from 4:00 PM – 5:00 PM.

The NDOT count station data is deemed comprehensive enough to evaluate the various road segments at a planning level.

RTC Counts

The RTC Open Data Traffic Count map did not include any data on the study corridor.

NDOT I-80 Spaghetti Bowl Study¹

The *Reno Spaghetti Bowl Project - Traffic Analysis Report* includes turning movement counts (TMCs) from

- Rock Boulevard / Victorian Avenue
- Rock Boulevard / I-80 WB Ramps
- Rock Boulevard / I-80 EB Ramps
- Rock Boulevard / Hymer Avenue

The 2019 and projected 2040 volumes are shown in **Exhibits B-2 and B-3** respectively. The 2019 counts are

It should be noted that NDOT is performing a NEPA Reevaluation for the Spaghetti Bowl Phase 2 project and

¹ <https://www.dot.nv.gov/home/showpublisheddocument/21461/638140388867200000>

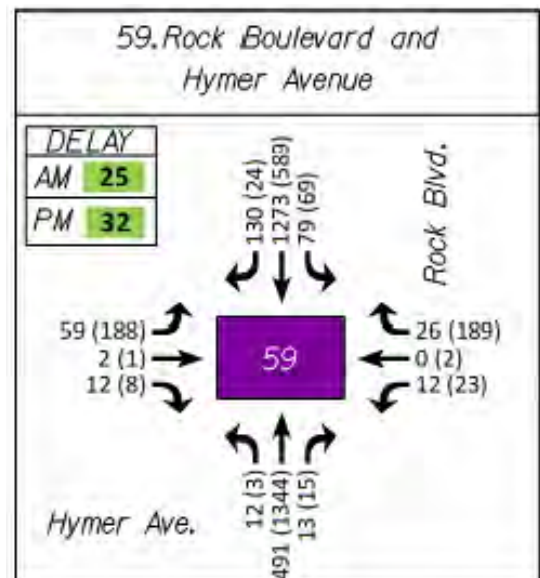
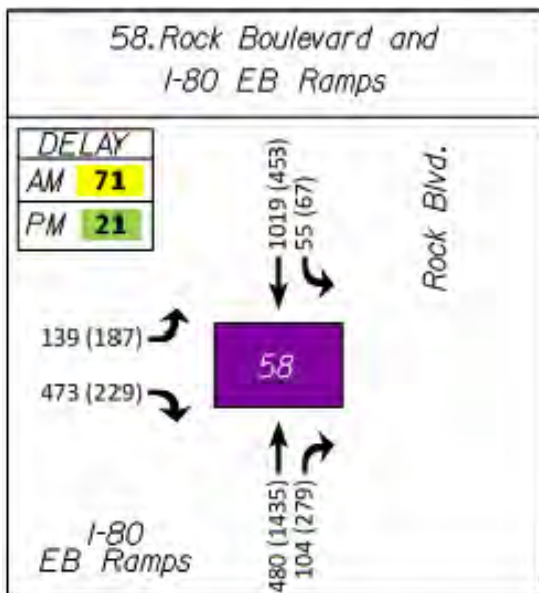
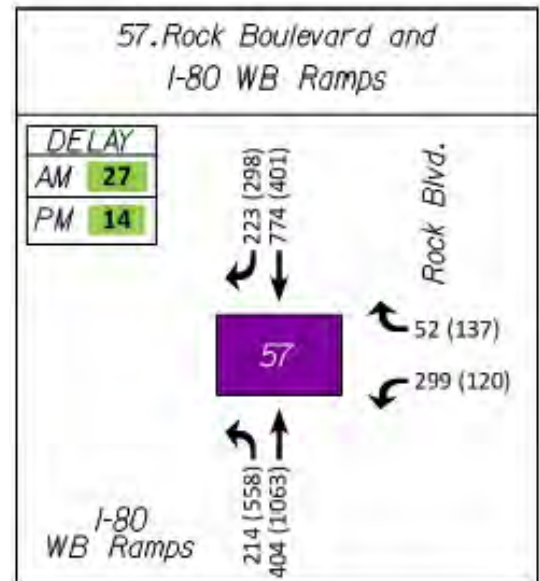
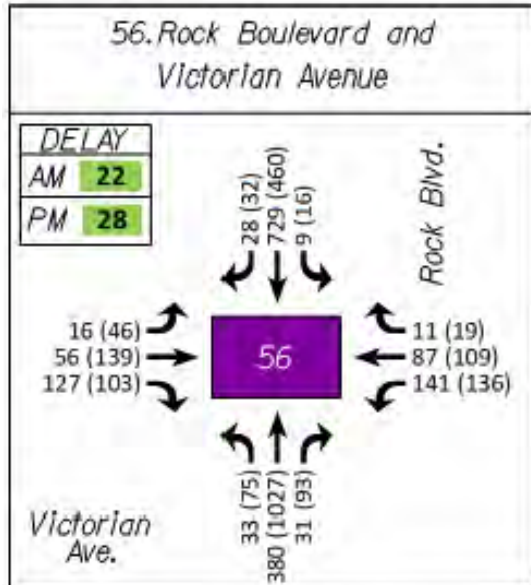


Exhibit B-2: 2019 Counts
(Source: Reno Spaghetti Bowl Project – Traffic Analysis Report)

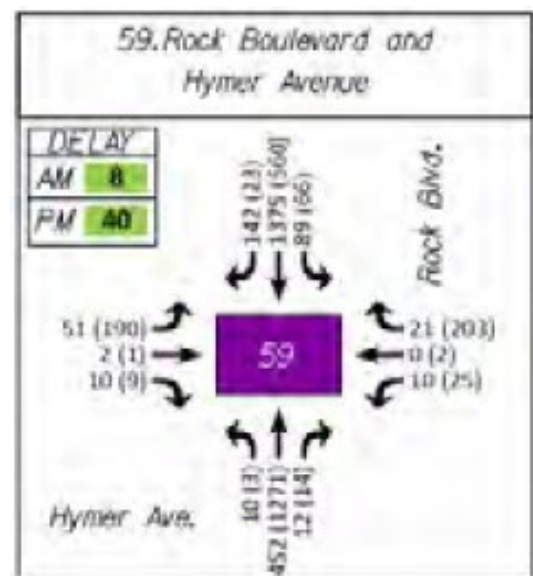
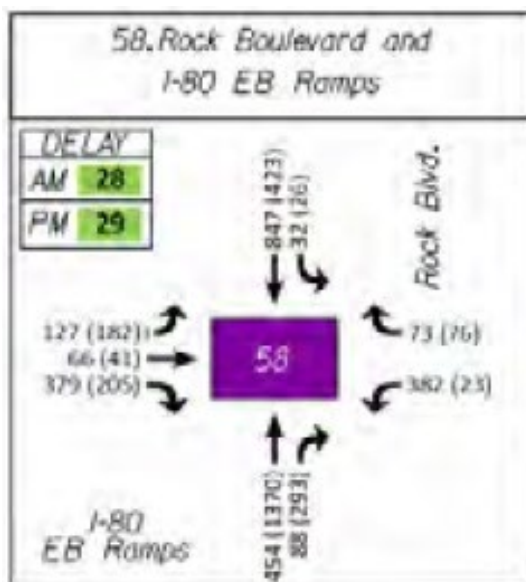
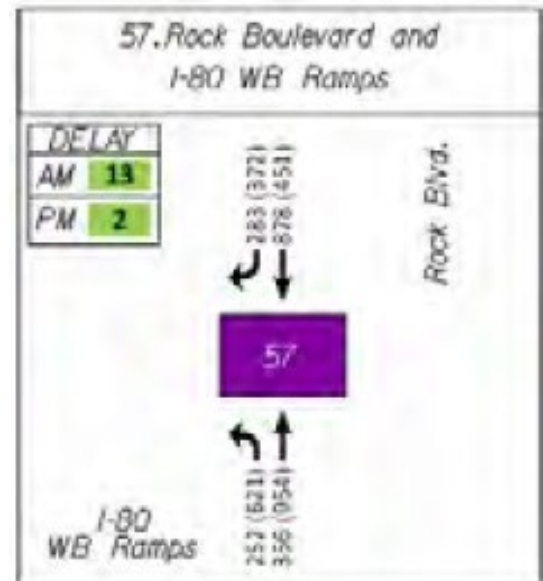
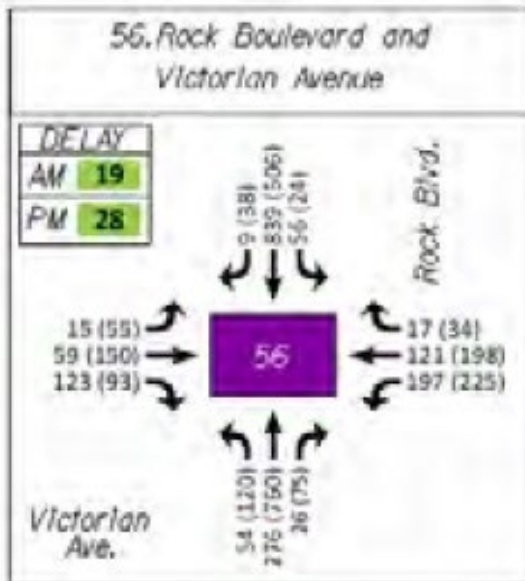


Exhibit B-3: 2040 Traffic Volumes – Preferred Alternative (Alternative 2)
 (Source: Reno Spaghetti Bowl Project – Traffic Analysis Report)

EXISTING INFRASTRUCTURE INVENTORY

Roadway Facilities

Rock Boulevard within the study corridor is a north-south arterial that runs from N. McCarran Boulevard to the Truckee River and beyond. In general, the corridor is a four-lane roadway with two lanes in each direction and turn lanes at major intersections. The 2050 RTP classifies Rock Boulevard as a Low Access Control (LAC) Arterial between N. McCarran Boulevard and Prater Way and as a Moderate Access Control (MAC) Arterial between Prater Way and the Truckee River.

Speed Limits

The posted speed limit on Rock Boulevard is 25 mph between N. McCarran Boulevard and Oddie Boulevard. A 15 mph school zone also exists on Rock Boulevard within this segment between N. McCarran Boulevard and Oddie Boulevard. The posted speed limit on Rock Boulevard is 30 mph for the remainder of the study corridor between Oddie Boulevard and the Truckee River.

Pavement Conditions

Existing pavement conditions on Rock Boulevard were obtained from the City of Sparks online GIS database. Per the data available, the pavement conditions on Rock Boulevard are generally adequate (only preventive maintenance as needed is programmed) and the roadway has a Pavement Condition Index (PCI) between 65 and 100.

Corridor Lighting

Corridor lighting is generally provided on both sides of Rock Boulevard within the study corridor. Where provided on both sides of the roadway, lighting is generally consistently spaced with consistent lighting levels. Three segments on Rock Boulevard currently have gaps in corridor lighting 1) east side between N. McCarran Boulevard and Oddie Boulevard 2) at the I-80 interchange 3) west side immediately south of Greg Street. Existing overhead power lines and available right-of-way may be constraints with any proposed street lighting improvements.

EXISTING MULTIMODAL NETWORK

Pedestrian Facilities

The pedestrian experience index (PEI) measures the level of comfort for pedestrians on a given street segment, taking into account factors such as the presence and width of sidewalks, traffic volumes and speeds, and the separation between sidewalks and the street. RTC's Active Transportation Plan defines PEI as:

- PEI 21 – 40: Sidewalks when present are between 4 – 6 feet and may be intermittent, buffers between vehicles and pedestrians are not typical, and roadways high multiple vehicle lanes of high speed traffic
- PEI 41 – 60: Sidewalks are typically 5-6 feet wide and present on one or both sides, buffers between vehicles and pedestrians may be intermittent or speeds and number of lanes may be higher
- PEI 60 – 85: Sidewalks are typically 5-6 feet wide and present on both sides with buffers (landscaping or on-street parking) between people walking and high-speed vehicles or a low posted speed

A PEI analysis conducted for the RTC Active Transportation Plan and field tour of the corridor indicate that the corridor is generally not comfortable for walking. This is particularly pronounced on the southern end of the corridor where sidewalks are not always present, especially south of Greg Street. Likewise, the street segment between Freeport Boulevard and Glendale Avenue scores the lowest on the PEI due to a lack of sidewalks and relatively high traffic volumes. The I-80 interchange area is also poor for pedestrians due to a lack of sidewalks on the east side of the street, higher traffic volumes, and many vehicle turning movements. Further north along the corridor, walking conditions generally improve with more consistent sidewalk coverage, lower traffic volumes, and slower speeds. This is especially true north of Oddie Boulevard, where the speed limit decreases to 25 MPH and where the school zone for Maxwell Elementary School is located, as shown in **Exhibit B-4**.

Notable gaps in the sidewalk network include the following:

- South of Greg Street
- Freeport Boulevard to Glendale Avenue
- Hymer Avenue to Victorian Avenue (no continuous sidewalk on east side, west side provides connectivity but is not sufficient)

There are several school zones in proximity to the Rock Boulevard corridor; however, Maxwell Elementary School is the only school located directly adjacent to the roadway. Other nearby schools include Risley, Mitchell, and Kate Smith Elementary Schools; Sparks Middle School; and Sparks High School. The zoning boundaries for each of these schools either intersect, run adjacent to, or fully contain the Rock Boulevard study area north of I-80. There is high student walking potential for these schools since many are located in residential neighborhoods.

A field tour and map analysis of the corridor identified potential challenges for pedestrians. The intersection with 15th Street at the north end of Sparks High School lacks accessible sidewalks and marked crossings. There is a crosswalk on Rock Boulevard at Commerce Street with overhead pedestrian flashers which serves as the main crossing for pedestrians wishing to access 15th Street.

Other intersections which may lack signage and markings include Tyler Way (no crosswalk on Rock Boulevard) and I, H, and F Streets (no crosswalk on side streets). These intersections provide access to RTC bus stops or key destinations such as Sparks High School and Deer Park.

The intersection with Greg Street does not have a curb ramp at the southeast corner. While the sidewalk does not continue in either direction from this location, the existing crosswalks should have a curb ramp at either end. Additionally, there is a free right turn lane at the northwest corner of the intersection which poses potential sight line issues and high speeds for pedestrians to navigate. A similar situation exists at all legs of the intersection with Glendale Avenue, though the crosswalks are better marked.

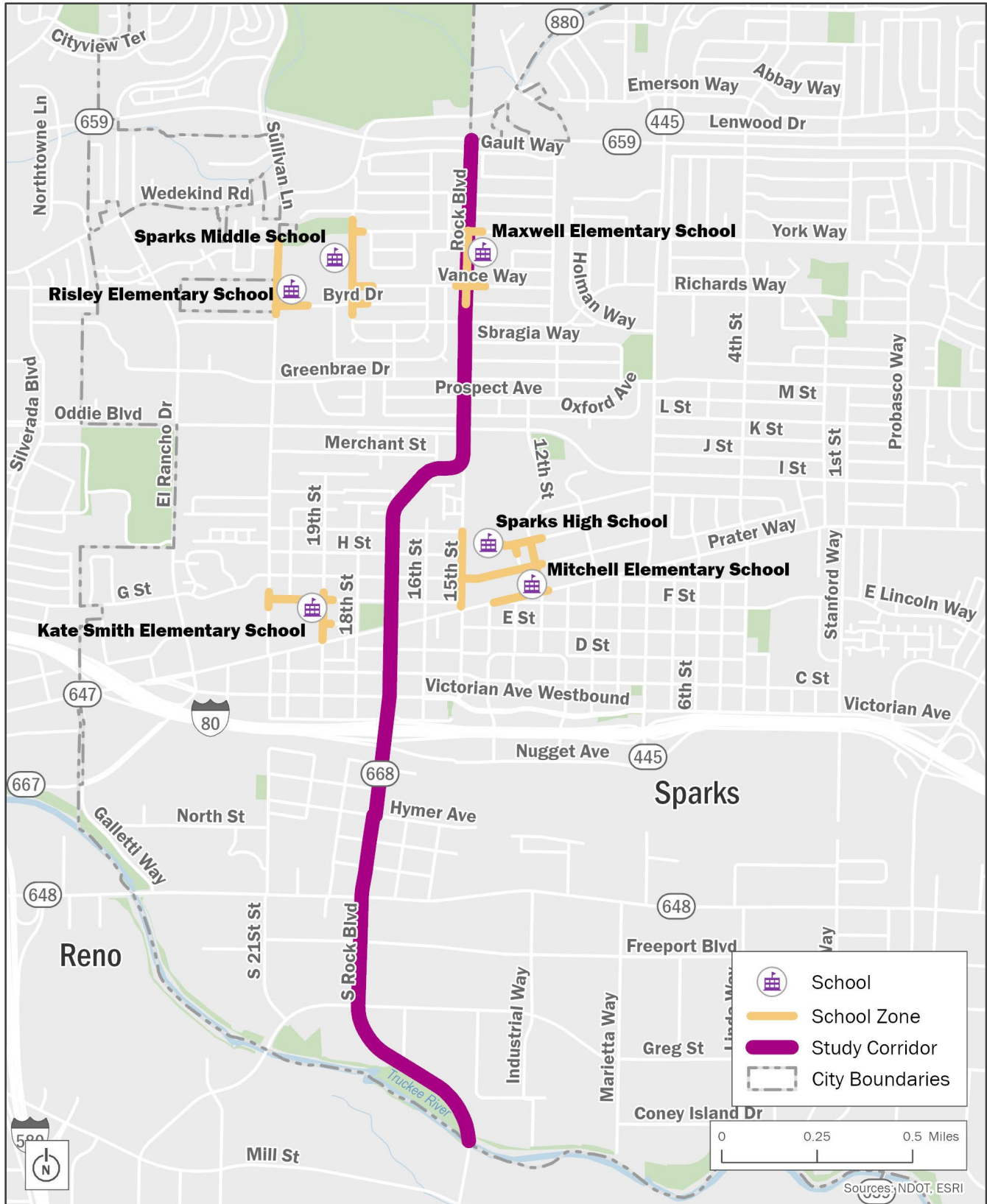


Exhibit B-4. School Zones

Bicycle Facilities

There are no existing bicycle facilities (**Exhibit B-5**) on much of Rock Boulevard within the corridor study area except for the section between the Truckee River and Rock Park. There are no dedicated bike facilities for bicyclists wishing to access Rock Park from the north, which presents a significant barrier to use of the Tahoe-Pyramid Trail. As shown in **Exhibit B-6**, there are bike lanes on some intersecting streets such Prater Way and McCarran Boulevard, as well as the Tahoe-Pyramid Trail, an off-street multi-use path along the river at the southern end of the corridor. RTC's Active Transportation Plan defines BLTS as:

- BLTS 1: Roadways where bicyclists of all ages and abilities would feel comfortable riding; separated shared-use paths and separated bike lanes for bicycles also fall into this category.
- BLTS 2: Slightly less comfortable roadways, where most adults would feel comfortable riding.
- BLTS 3: Moderately uncomfortable roadways, where most experienced bicyclists would feel comfortable riding.
- BLTS 4: High-stress roadways where only strong and fearless bicyclists would feel comfortable riding. These roadways are generally characterized by high volumes, high speeds, several travel lanes, and complex transitions approaching and crossing intersections.

The lack of bike facilities on Rock Boulevard and high traffic volumes contribute to its high Bicycle Level of Traffic Stress (BLTS) score, which measures the level of comfort for riding a bike on a particular street (higher scores indicate higher stress environments for riding a bike). As identified in the RTC Active Transportation Plan, most of the corridor has a BLTS score of 4, which indicates that it is the most stressful environment to ride a bike. This reflects the lack of bicycle facilities, relatively higher traffic volumes, and high traffic speeds. The northern (north of Oddie Boulevard) and southern (south of Greg Street) segments of the corridor have a slightly lower BLTS score of 3, due to lower traffic volumes, but overall, these sections still present a challenging bike riding environment for most users.



Exhibit B-5. Northbound Rock Boulevard at Prater Way

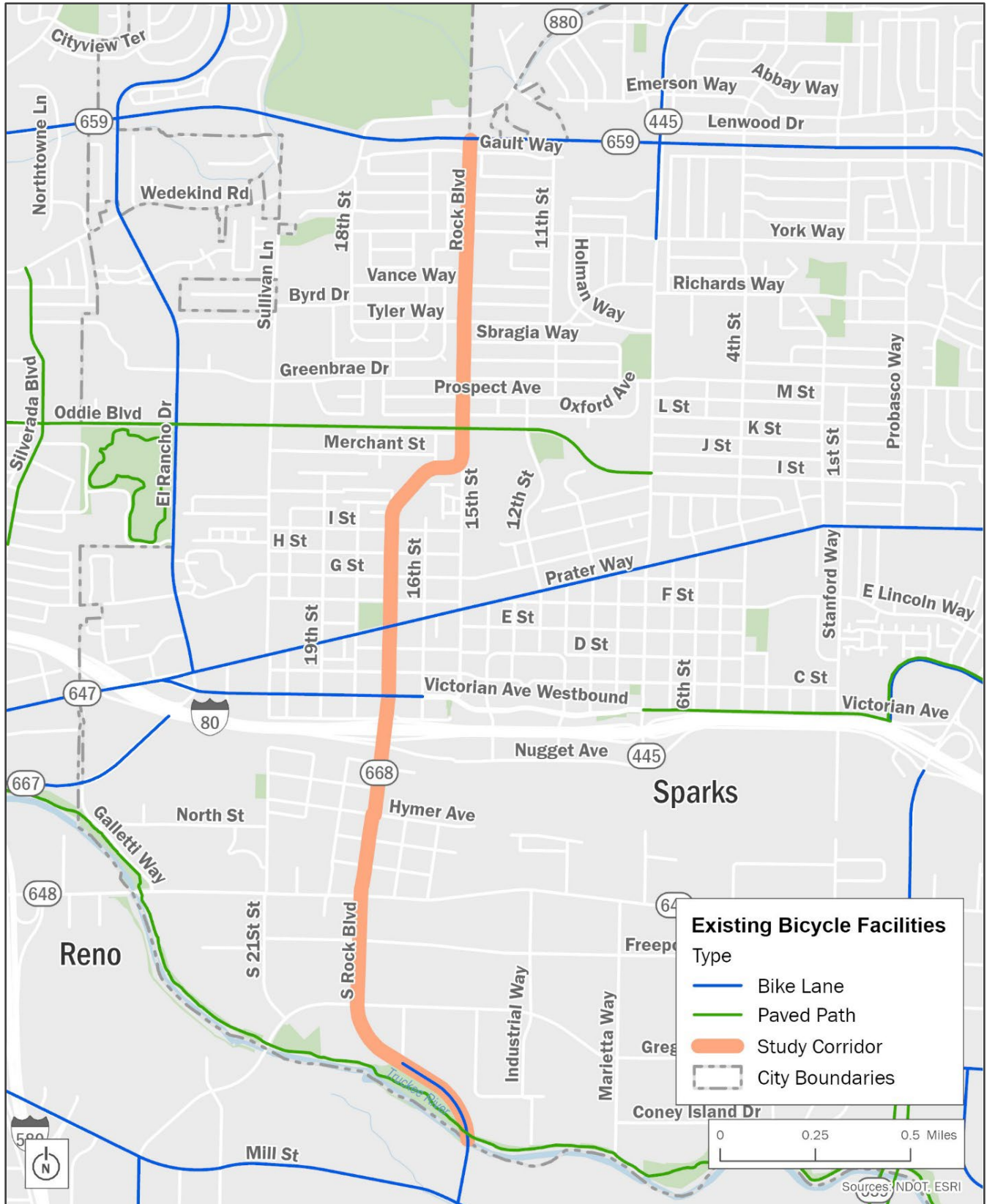


Exhibit B-6. Existing Bicycle Facilities

APPENDIX C

Crash Data



CRASH ANALYSIS

Crash data for the section of Rock Boulevard between North McCarran Boulevard and the Truckee River was obtained from the Nevada Department of Transportation (NDOT) for the 2019-2023 period. During this time, there were 456 total crashes reported. Of those, there were four fatalities and nine serious injuries.

Regarding crash type, angle crashes were the most common, representing 45% of total crashes. Rear end crashes were the second most common, representing 29% of total crashes. **Table C-1** provides a summary of all crash types.

Table C-1: Crashes by Type

Crash Type	Number of Crashes	Percentage of Crashes
Angle	206	45%
Backing	7	2%
Head On	6	1%
Non-Collision	46	10%
Rear End	133	29%
Sideswipe – Meeting	27	6%
Sideswipe – Overtaking	20	4%
Unknown	10	2%
Total	456	100%

When looking at road user types, crashes involving vulnerable road users (VRUs), generally considered those using active transportation modes such as walking and bicycling, primarily occurred at intersections or at the I-80 interchange. VRUs represent half of the four fatalities, one involving a pedestrian, and one involving a bicyclist, and all nine serious injury crashes involved VRUs.

Similarly, most vehicle crashes occurred at intersections (89%). The three intersections along Rock Boulevard with the most crashes are Oddie Boulevard (36), Victorian Avenue (35), and Greenbrae Drive (27), representing 21% of all crashes.

When looking at potential contributing factors, 16 crashes reported distracted driving and 30 crashes reported impaired driving, with alcohol as the most common reason for impairment. **Exhibit C-1** provides a breakdown of driver and environmental conditions for all crashes.

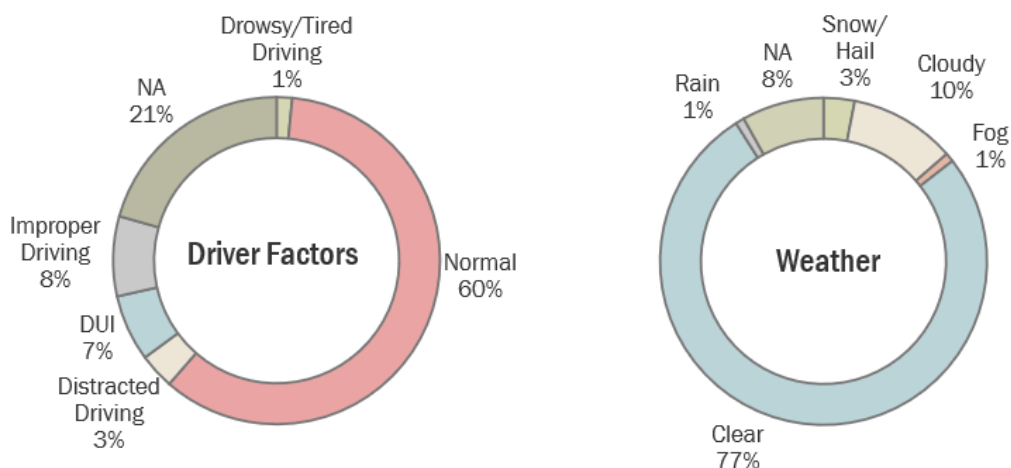


Exhibit C-1: Driver and Environmental Factors

When looking at the time of day that crashes occurred during the 2019-2023 period, the highest number of crashes (26%) occurred between the hours of 4 p.m. and 6 p.m., coinciding with afternoon/evening peak commute period. **Exhibit C-2** shows the average number of crashes by hour over a 24-hour period.

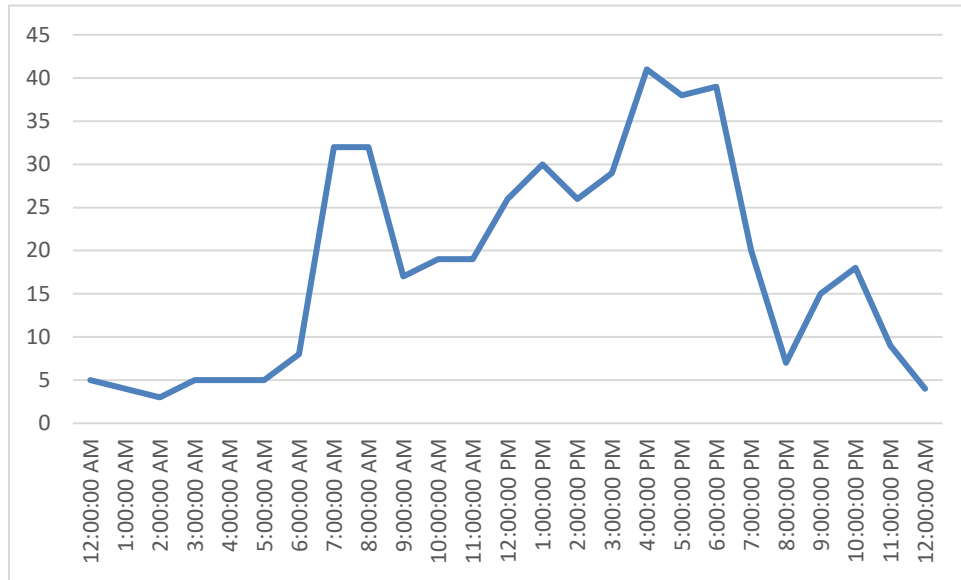


Exhibit C-2: Average Number of Crashes by Time of Day

SUPPLEMENTAL CRASH DATA

More recent crash data was received from the City of Sparks Police Department. The data analyzed was from crashes that occurred in 2024 and 2025. The attribute data reported varies from that collected by NDOT, so direct comparisons were not made. City of Sparks reported crashes are generally distributed evenly throughout the corridor study area. One item to note is that approximately 33% of the crashes reported were classified as hit and run crashes.

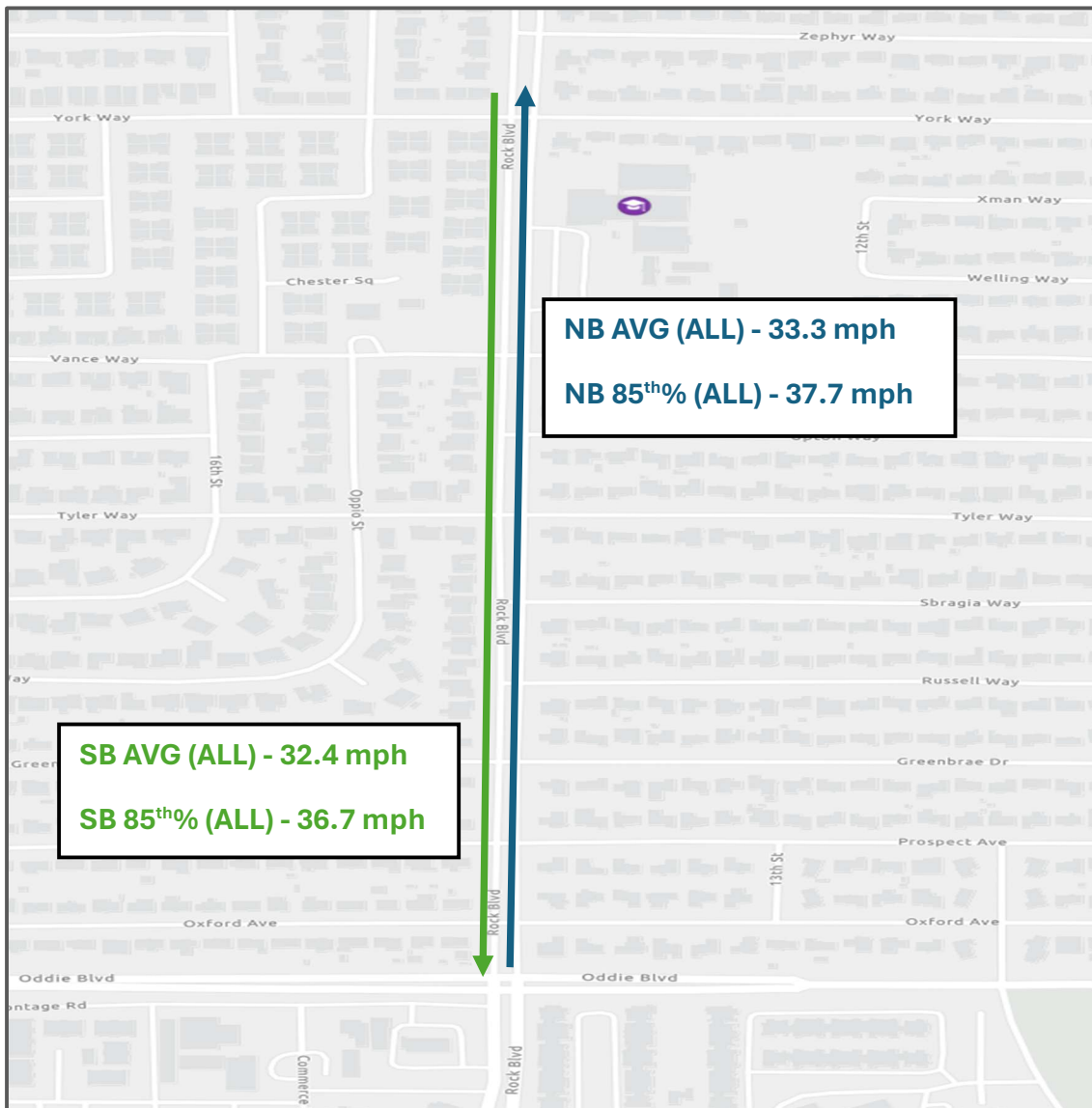
APPENDIX D

Speed Data



Rock Blvd Speed Survey

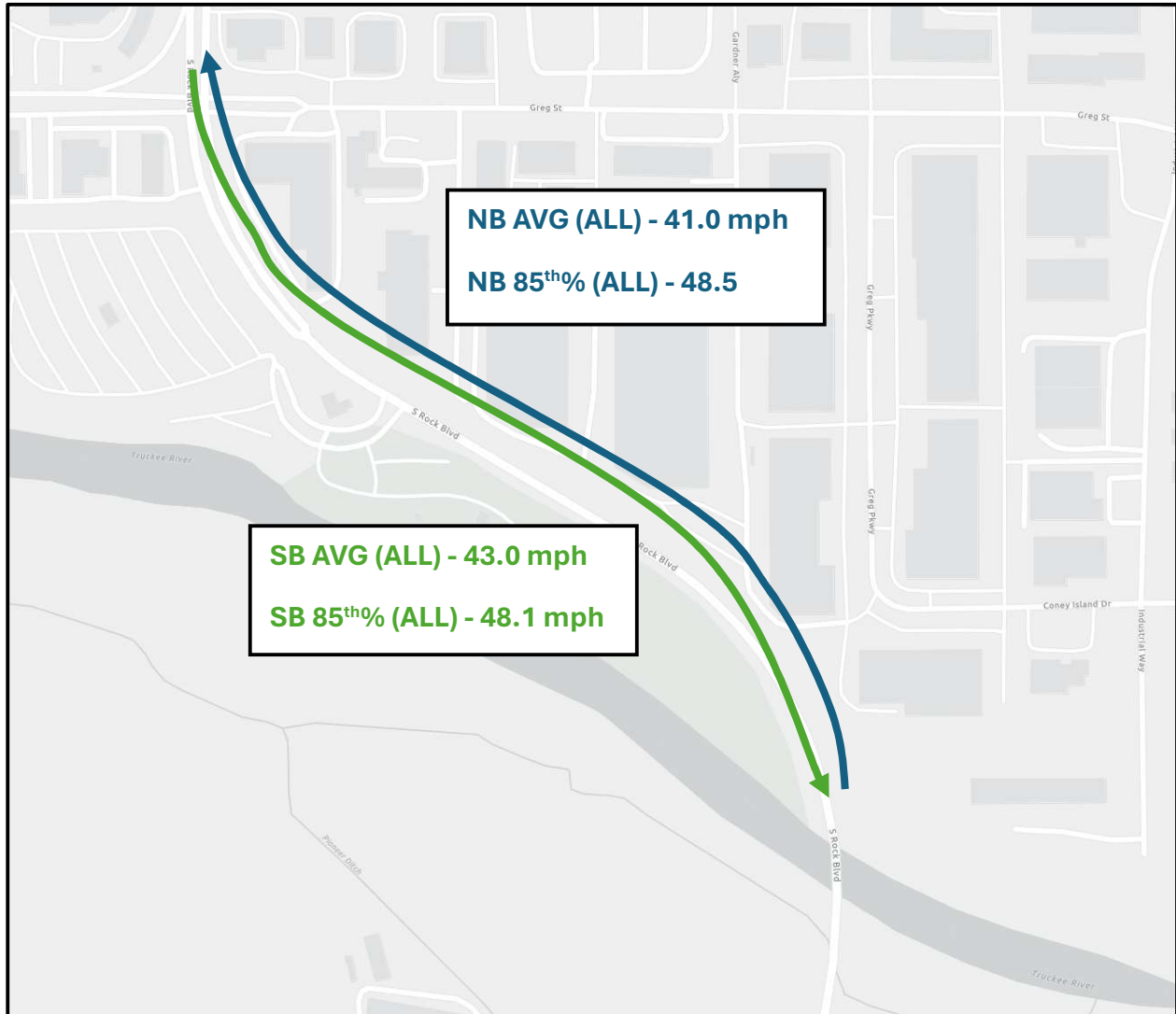
Location 1: (York Way to Oddie Blvd)



Direction	Posted Speed Limit (mph)	Average Speed (mph)	85 th Percentile Speed (mph)	Total Volume
Rock Blvd, Northbound	30	33.3	37.7	495
Rock Blvd, Southbound	30	32.4	36.7	640
Rock Blvd Total	30	33.3	37.2	1,135

Rock Blvd Speed Survey

Location 2: (Greg St to Truckee River)



Direction	Posted Speed Limit (mph)	Average Speed (mph)	85 th Percentile Speed (mph)	Total Volume
Rock Blvd, Northbound	45	41.0	48.5	1,241
Rock Blvd, Southbound	30	43.0	48.1	1,227
Rock Blvd Total	45	42.0	48.5	2,468

Rock Blvd Speed Survey**Location 1 Data Tables**

FEATURE NAME	VEHICLE TYPE	TOTAL VOLUME	AVG SPEED (MPH)	MEDIAN SPEED (MPH)	85 TH PERCENTILE SPEED (MPH)	15 TH PERCENTILE SPEED (MPH)	STD. DEV. SPEED (MPH)
Rock NB – York to Oddie	CAR	495	33.266	33.554	37.686	29.204	5.359
Rock NB – York to Oddie	ALL	495	33.266	33.554	37.686	29.204	5.359
Rock SB – York to Oddie	CAR	638	32.421	32.187	36.661	28.813	4.582
Rock SB – York to Oddie	HCV	2	17.756	15.13	20.381	15.13	3.713
Rock SB – York to Oddie	ALL	640	32.374	32.187	36.661	28.769	4.653

Rock Blvd Speed Survey**Location 1 Data Tables**

FEATURE NAME	VEHICLE TYPE	AVG. QUEUE LENGTH (FT)	MEDIAN QUEUE LENGTH (FT)	85 TH PERCENTILE QUEUE LENGTH (FT)	15 TH PERCENTILE QUEUE LENGTH (FT)	STD. DEV. QUEUE LENGTH (FT)	TRAVEL TIME 50
Rock NB – York to Oddie	CAR	265.862	33.116	166.849	13.857	640.698	60.6825
Rock NB – York to Oddie	ALL	265.862	33.116	166.849	13.857	640.698	60.6825
Rock SB – York to Oddie	CAR	203.106	37.141	329.744	9.291	451.49	57.05816
Rock SB – York to Oddie	HCV	325.22	325.22	325.22	325.22	undefined	129.5
Rock SB – York to Oddie	ALL	204.875	37.442	329.744	9.291	448.399	57.32897

Rock Blvd Speed Survey**Location 2 Data Tables**

FEATURE NAME	VEHICLE TYPE	TOTAL VOLUME	AVG SPEED (MPH)	MEDIAN SPEED (MPH)	85 TH PERCENTILE SPEED (MPH)	15 TH PERCENTILE SPEED (MPH)	STD. DEV. SPEED (MPH)
Rock NB - River to Greg	CAR	1220	41.129	43.322	48.629	36.599	10.656
Rock NB - River to Greg	HCV	21	33.13	36.474	40.016	31.752	11.446
Rock NB - River to Greg	ALL	1241	40.988	43.198	48.529	36.22	10.717
Rock SB - Greg to River	CAR	1128	43.526	44.117	48.38	38.649	5.538
Rock SB - Greg to River	HCV	99	35.518	37.655	42.378	32.125	9.799
Rock SB - Greg to River	ALL	1227	42.999	43.856	48.069	37.668	6.231

Rock Blvd Speed Survey

Location 2 Data Tables

FEATURE NAME	VEHICLE TYPE	AVG. QUEUE LENGTH (FT)	MEDIAN QUEUE LENGTH (FT)	85 TH PERCENTILE QUEUE LENGTH (FT)	15 TH PERCENTILE QUEUE LENGTH (FT)	STD. DEV. QUEUE LENGTH (FT)	TRAVEL TIME 50
Rock NB - River to Greg	CAR	124.046	75.091	227.464	16.526	142.525	65.87512
Rock NB - River to Greg	HCV	undefined	undefined	undefined	undefined	undefined	35.64706
Rock NB - River to Greg	ALL	124.046	75.091	227.464	16.526	142.525	65.38196
Rock SB - Greg to River	CAR	undefined	undefined	undefined	undefined	undefined	34.79769
Rock SB - Greg to River	HCV	undefined	undefined	undefined	undefined	undefined	27.24138
Rock Blvd SB - Greg to River	ALL	undefined	undefined	undefined	undefined	undefined	34.55257

APPENDIX E

Transit Stop Evaluations





Rock Boulevard Corridor Study Transit Stop Analysis



Prepared by:

Parametrix

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Reno, NV 89521

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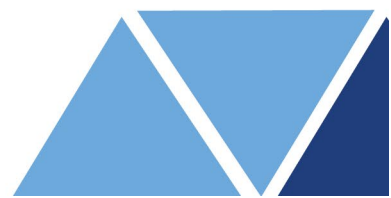
www.parametrix.com

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1. Introduction

The project team conducted a review of the existing bus stops along the Rock Boulevard corridor, which are served by several RTC RIDE bus routes. The following sections provide a summary of existing conditions for each of the bus stops as well as planning-level recommendations for potential stop improvements. RTC generally considers providing benches at stops with five or more average daily boardings and bus shelters at stops with 20 or more average daily boardings.

RTC is developing the Move More with RTC initiative to improve public transit services. This plan is improving the convenience and ease of using the transit system through the following types of changes:

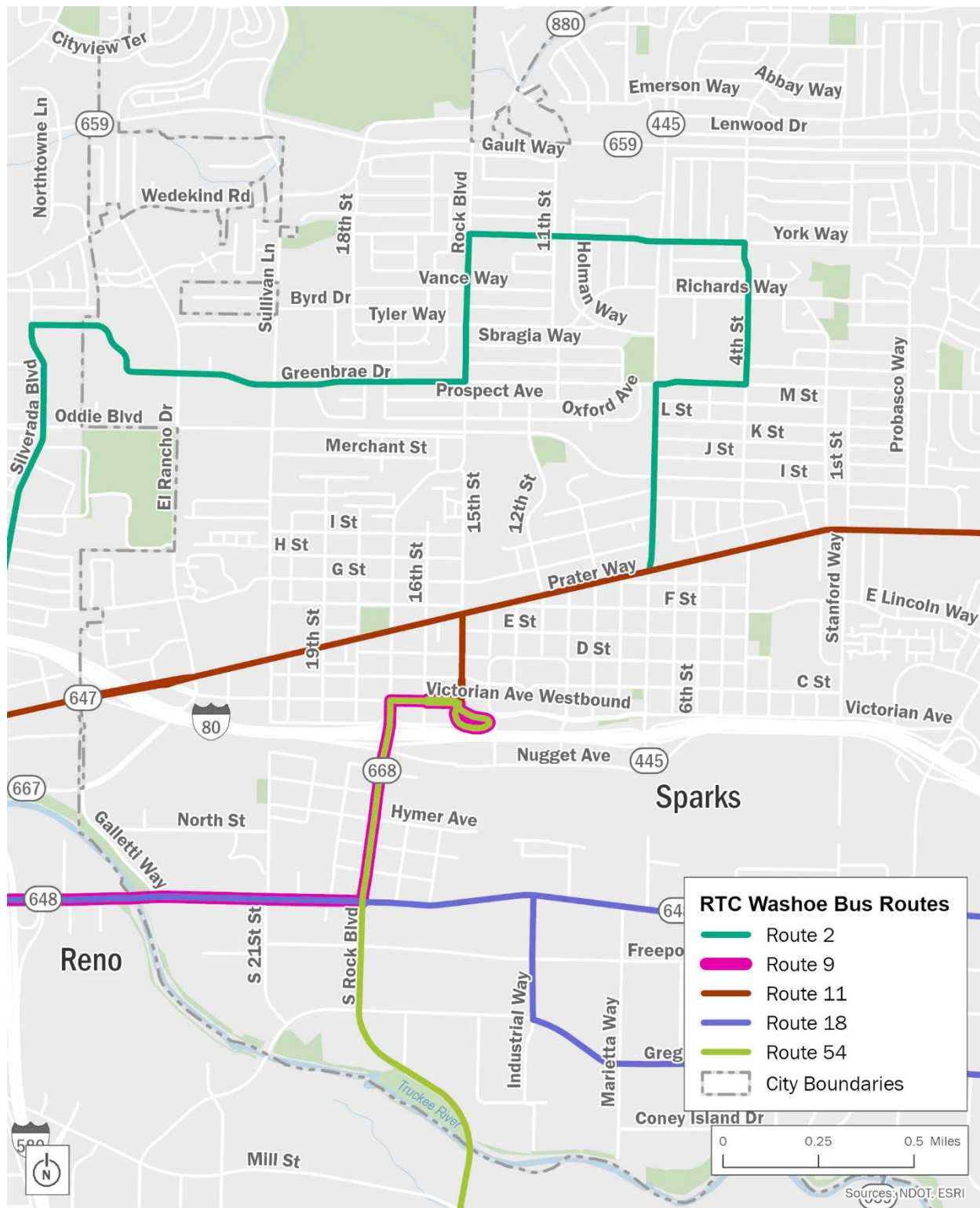
- Later and more frequent service on weekdays and weekends
- Changing routes to improve ridership
- Add onboard fare payment by credit/debit card

While no route changes are proposed on Rock Boulevard, Route 2 would be modified to extend service to the Sparks Senior Center of Richards Way. Route 54 would be extended to serve the Northern Nevada Sierra Medical Center in the southern portion of the route and modified east of the airport to better serve high ridership areas. Routes 2, 9, and 11 would offer 30-minute service frequencies for much of the day, with Route 54 offering 60-minute service frequency. The Lincoln Line provides 10-minute service headways on weekdays.

1.1. Corridor Overview

There are two bus routes that intersect the corridor (Routes 11 and 18) and three that run along some sections of the corridor (Routes 2, 9, and 54), as shown in **Figure 1**. Routes 11 and 18 cross the corridor at Prater Way and Glendale Avenue, respectively. Routes 9 and 54 run along the southern end of the corridor, beginning at Victorian Avenue. Route 9 runs west on Glendale Avenue, while Route 54 continues south past the southern boundary of the study area. In the northern part of the corridor, Route 2 operates between Greenbrae Drive and York Way. A total of 13 bus stops are located directly on Rock Boulevard and generally lack amenities such as benches or shelters.

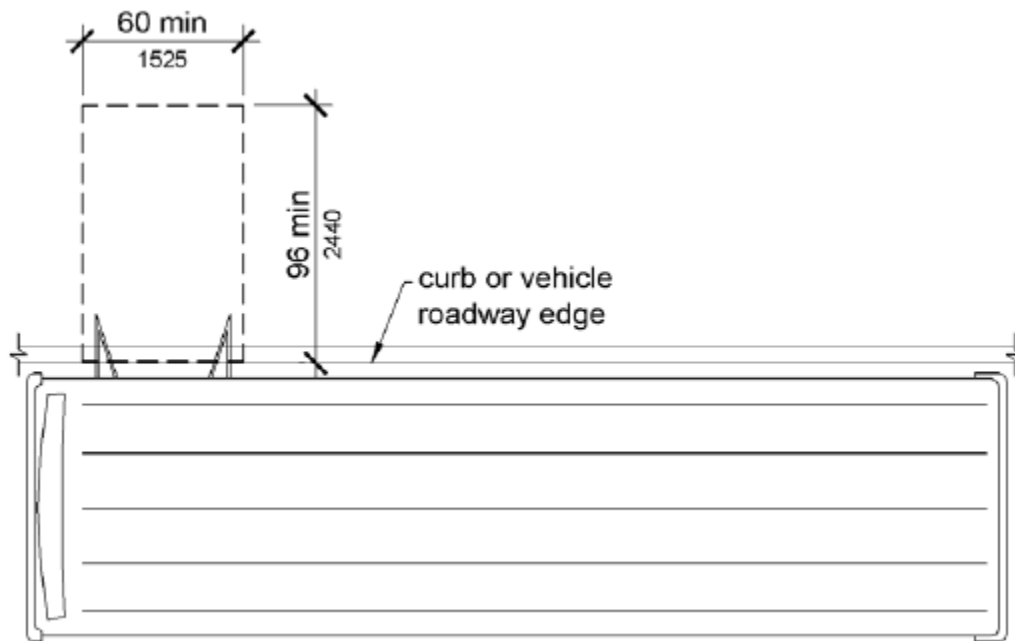
Figure 1. Existing Transit Facilities and Services



2. Individual Sites

The following section provides further details for each of the bus stops on Rock Boulevard. As bus stops are typically located in bi-directional pairs, information is provided for the northbound (NB) and southbound (SB) stops at each location. The review identified the presence or absence of such features as a paved boarding and alighting area, bus stop amenities (benches, shelters, etc.), crosswalks, and general connectivity to surrounding land uses. For context, Americans with Disabilities Act (ADA)-compliant boarding and alighting areas must provide a firm, stable surface with minimum dimensions of 96 inches by 60 inches (8' x 5'), connected to accessible routes (see **Figure 2**). While this study identified the presence of landing areas, it did not include a detailed evaluation for ADA compliance. Proposed recommendations for future improvements are provided for consideration.

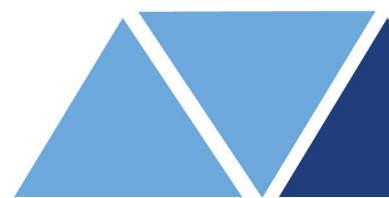
Figure 2. ADA-Compliant Boarding and Alighting Area



Source: <https://www.ada-compliance.com/ada-compliance/810-transportation-facilities>

In general, when prioritizing improvements for bus stops, the following criteria should be considered:

- Accessibility and ADA-compliance
- Rider safety (visibility, lighting, traffic exposure, roadway crossings)
- Ridership and utilization
- Connectivity to nearby destinations such as social services and employment





High-priority consideration should be given to individual bus stops which demonstrate a need for more than one of these criteria. Additionally, RTC may choose to weigh certain criteria more heavily than others in developing a prioritization framework for bus stop improvements.

2.1. Rock Park

These stops are located at the south end of the project study limits and primarily serve as access to Rock Park (**Figure 3**). Neither stop is accessible by sidewalk. In particular, the northbound stop is isolated from any connections to pedestrian infrastructure. No crosswalk is provided in the vicinity of the transit stops.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/ Alighting Area	No	Yes
Average Daily Boardings	1	0
Amenities	None	Bench
Connectivity	No sidewalk on east side of Rock Blvd.	Accessible path to park, no sidewalk on west side of Rock Blvd.
Recommendations	Install ADA-compliant pad, and other amenities as reasonable. Consider mid-block pedestrian crossing on Rock Blvd appropriate for the level of traffic, speed, and sight distance.	Provide sidewalk or multiuse path to existing sidewalk to the north which would eliminate gap to Greg Street.

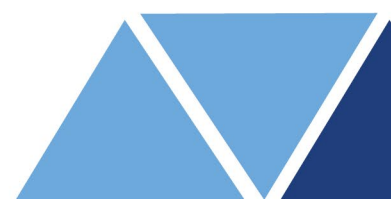


Figure 3. Rock Park Bus Stops (Route 54)





2.2. Greg Street

The northbound and southbound stops between Greg Street and Freeport Blvd are slightly offset (**Figure 4**). Immediately adjacent land uses include a mix of industrial, retail, and service oriented businesses (gas station, auto shop, etc.). There is limited right-of-way (ROW) available for ADA-compliant boarding/alighting areas at the northbound stop. The nearest crosswalks are located at the signalized intersections of Freeport Boulevard and Greg Street.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/Alighting Area	No	Yes
Average Daily Boardings	3	3
Amenities	Bench	Bench
Connectivity	Existing sidewalk.	Existing sidewalk.
Recommendations	Install ADA-compliant pad – would require ROW in the landscaped area.	Consider installation of lighting.

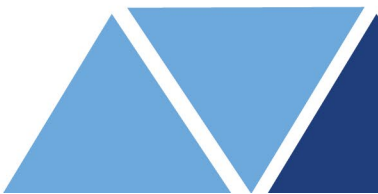


Figure 4. Greg Street Bus Stops (Route 54)





2.3. Pittman Avenue

The northbound and southbound stops between Pittman Avenue and Hymer are slightly offset (**Figure 5**). Immediately adjacent land uses include a mix of industrial and commercial. There is limited ROW available for ADA-compliant boarding/alighting areas at either stop. The closest crosswalk is provided at the Hymer Avenue signalized intersection.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/Alighting Area	No.	No
Average Daily Boardings	8	1
Amenities	None	None
Connectivity	Existing sidewalk.	Existing sidewalk is partially covered by dirt and gravel from adjacent lot.
Recommendations	Install an ADA-compliant pad and bench.	Install ADA-compliant pad.

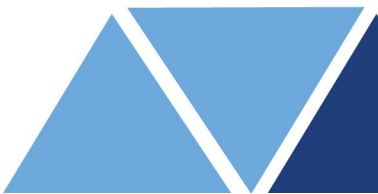
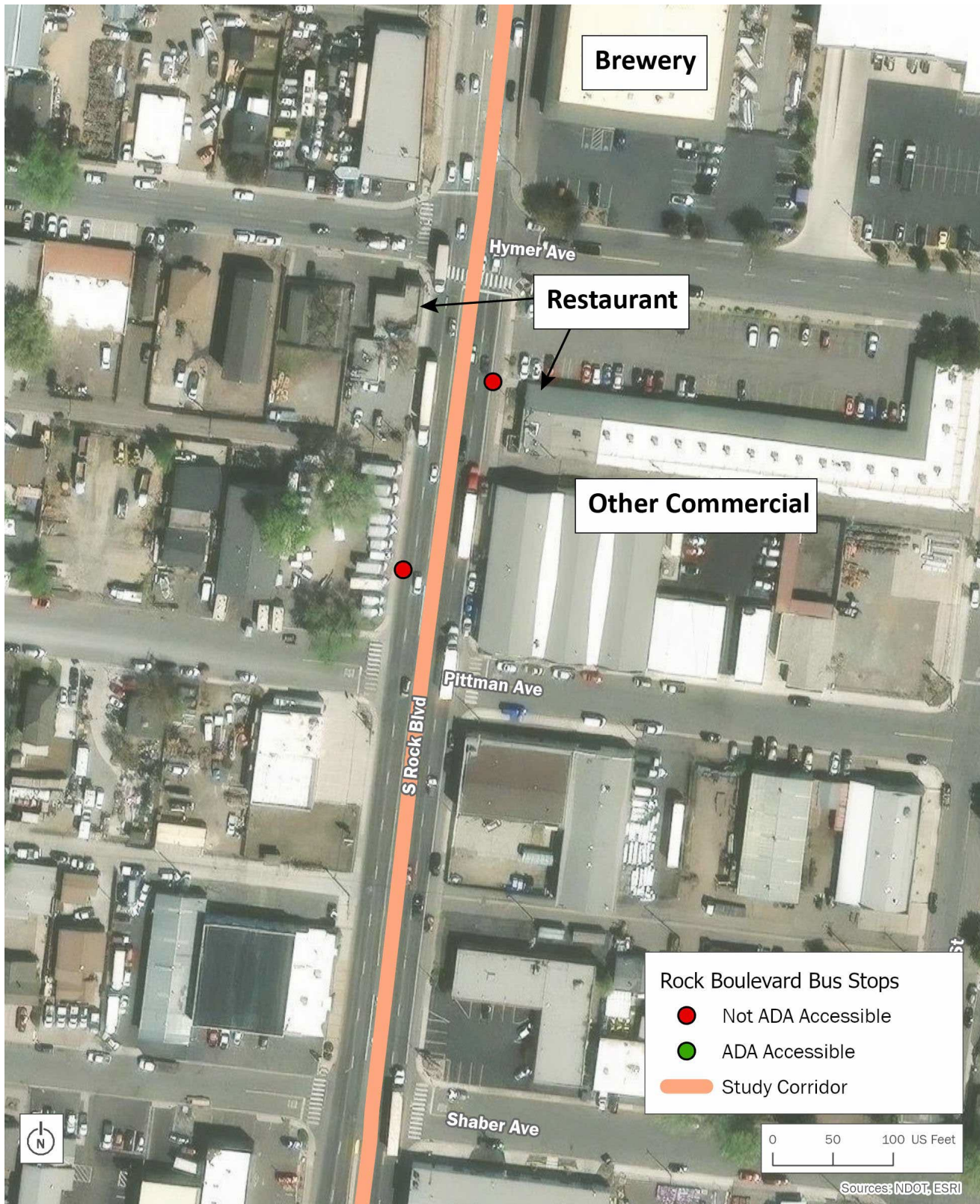


Figure 5. Pittman Avenue Bus Stops (Routes 54 & 9)





2.4. Greenbrae Drive

These stops are located in a residential area just north of Greenbrae Drive (**Figure 6**). There are potential safety concerns with sight issues in proximity to the Rock Boulevard crosswalk for buses stopping in the southbound direction. There is limited space available for ADA-compliant boarding/alighting areas at either stop. A crosswalk is located at Greenbrae Drive.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/Alighting Area	No	No
Average Daily Boardings	4	7
Amenities	Bench	Bench
Connectivity	Existing sidewalk.	Existing sidewalk.
Recommendations	If possible, adjust bench/sign location to accommodate ADA-compliant pad in setback area of the fence next to utility cabinet.	Consider relocating stop onto Greenbrae as a "far side" stop to improve safety conditions at the intersection (i.e. pedestrians crossing eastbound on Rock Blvd).

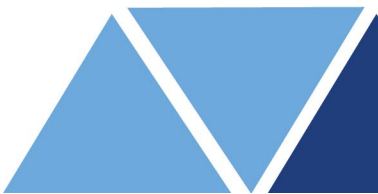


Figure 6. Greenbrae Drive Bus Stops (Route 2)





2.5. Tyler Way

These stops are located in a residential area on either side of the intersection with Tyler Way (**Figure 7**). There is limited ROW available for ADA-compliant boarding/alighting areas at either stop. No crosswalks are provided in the vicinity of the bus stops.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/Alighting Area	No	No
Average Daily Boardings	1	3
Amenities	Bench	None
Connectivity	Existing sidewalk.	Existing sidewalk.
Recommendations	Install ADA-compliant landing pad.	Install ADA-compliant landing pad.

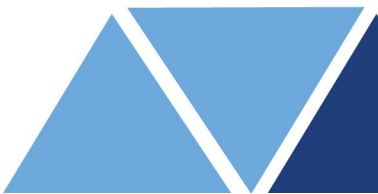
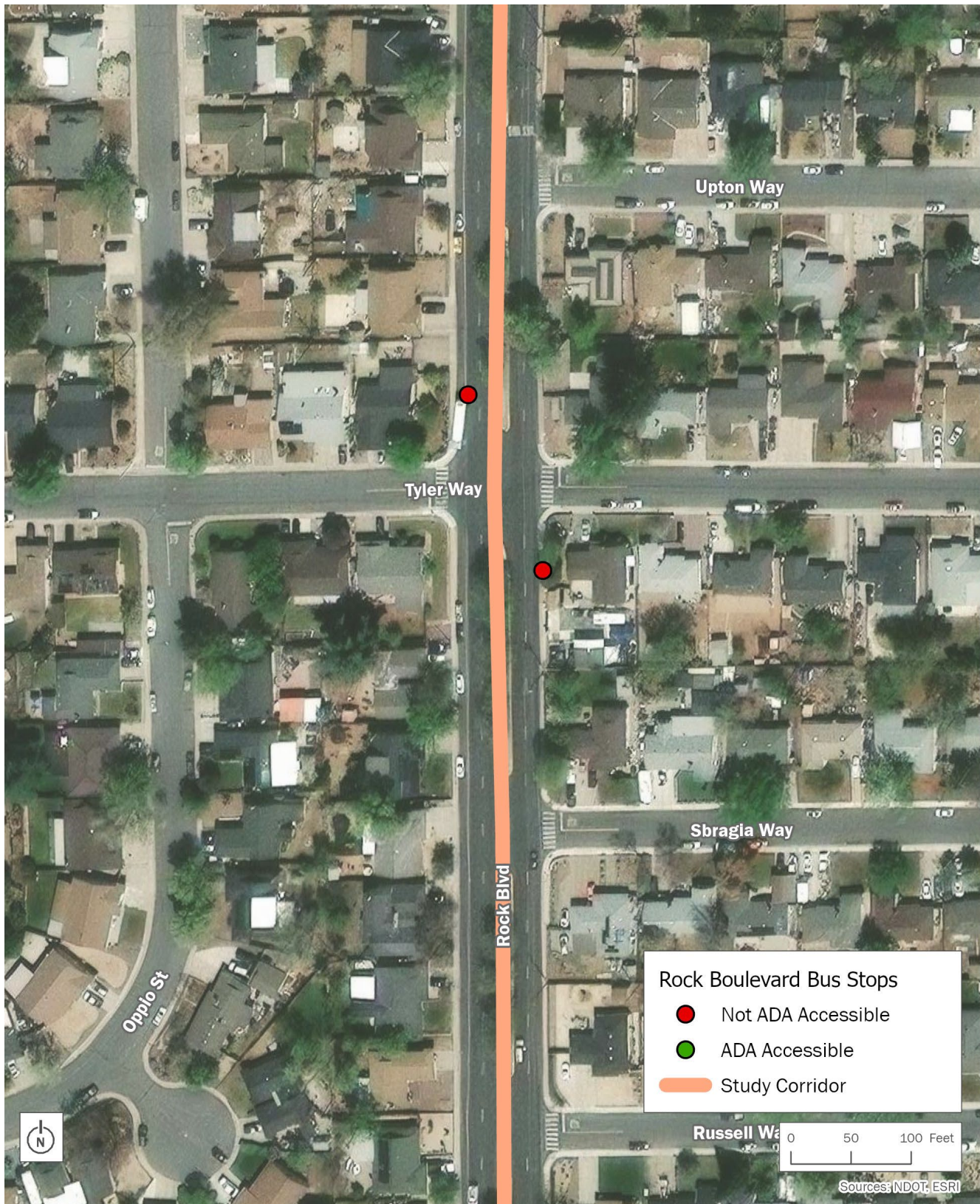


Figure 7. Tyler Way Bus Stops (Route 2)



2.6. Vance Way

These stops are located in a residential area on either side of the intersection with Vance Way (**Figure 8**). There is limited space available for ADA-compliant boarding/alighting areas at the northbound stop. A crosswalk is provided at Vance Way.

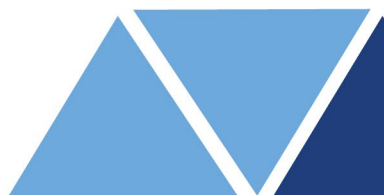
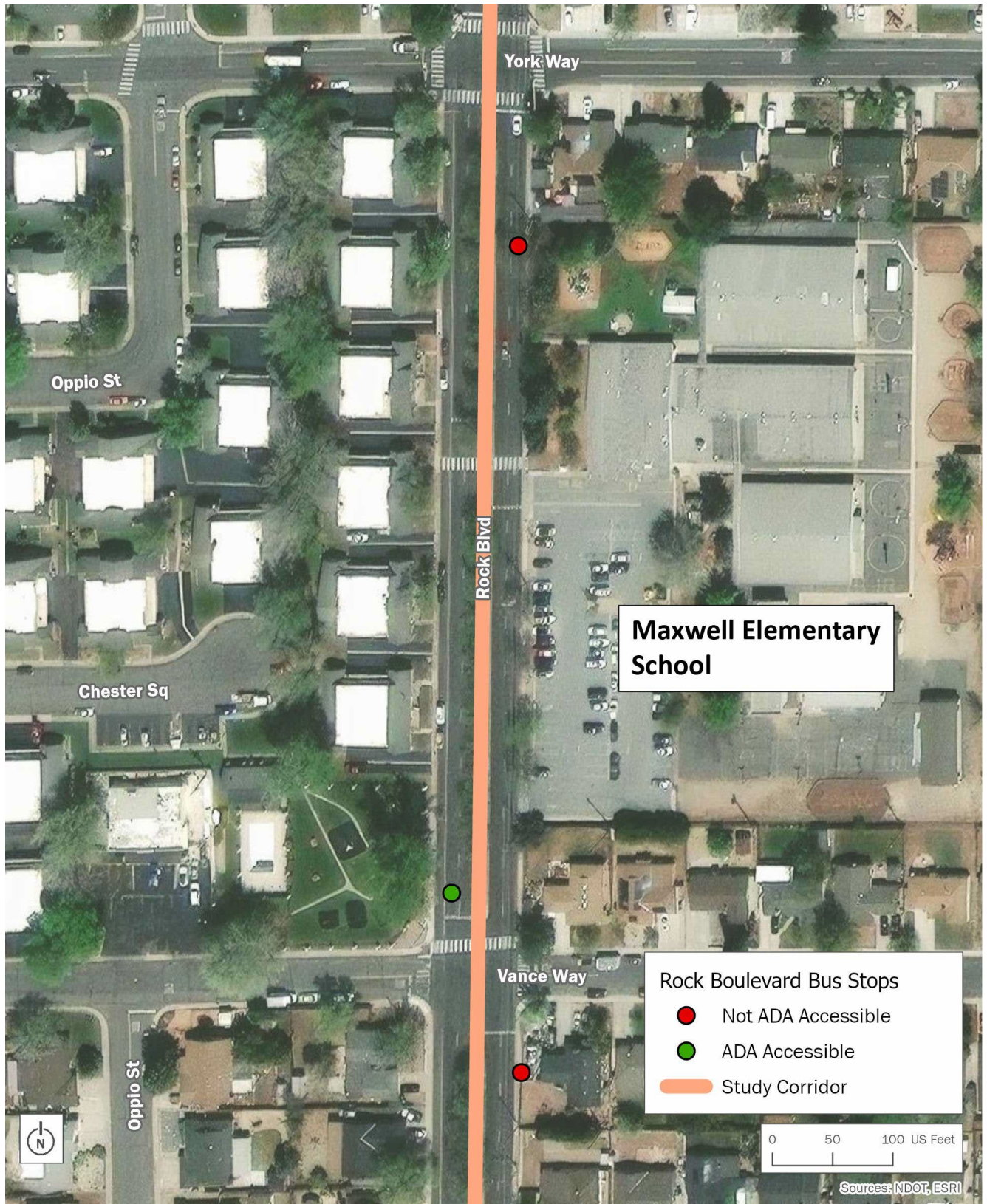
Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/ Alighting Area	No	Yes
Average Daily Boardings	16	24
Amenities	None	Bench
Connectivity	Existing sidewalk.	Existing Sidewalk.
Recommendations	Install ADA-compliant pad and bench.	Install shelter.

2.7 York Way

The northbound stop is located on Rock Boulevard, just south of York Way in front of Maxwell Elementary School (**Figure 8**). School officials have voiced concerns over the location of the stop as it is directly in front of the kindergarten playground area. A privacy fence was installed to discourage interaction between bus riders and students; however, there are remaining concerns. The stop for the westbound/southbound direction is located on York Way east of Rock Boulevard and has not been evaluated in the table below. A crosswalk is provided at York Way.

Attributes/Description	Northbound
Paved 8'x5' Boarding/ Alighting Area	No
Average Daily Boardings	11
Amenities	None
Connectivity	Existing sidewalk.
Recommendations	Consider relocation or consolidation of this stop. If relocated, ROW would be required to make the stop fully ADA-compliant. There is some uncertainty as to whether Maxwell Elementary School will continue to operate in the next few years. There may be an opportunity to work with the Washoe County School District/future landowner to construct a more robust and compliant stop at the existing location.

Figure 8. Vance Way and York Way Bus Stops (Route 2)



APPENDIX F

Traffic Operations Analysis



ANALYSIS METHODOLOGY

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades “A” through “F”, with “A” representing optimum conditions and “F” representing breakdown or over capacity flows.

Intersections

The complete methodology for intersection level of service analysis is established in the *Highway Capacity Manual (HCM)*, 7th Edition published by the Transportation Research Board (TRB). **Table F-1** presents the delay thresholds for each level of service grade at signalized and unsignalized intersections.

Table F-1: Level of Service Definition for Intersections

Level of Service	Brief Description	Average Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Free flow conditions.	< 10	< 10
B	Stable conditions with some affect from other vehicles.	10 to 20	10 to 15
C	Stable conditions with significant affect from other vehicles.	20 to 35	15 to 25
D	High density traffic conditions still with stable flow.	35 to 55	25 to 35
E	At or near capacity flows.	55 to 80	35 to 50
F	Over capacity conditions.	> 80	> 50

Source: *Highway Capacity Manual*, 7th Edition

Level of service calculations for the study intersections were performed using the Synchro 12 software package with results reported in accordance with the current HCM 7th Edition methodology.

Roadway Segments

Roadway segments were analyzed using the Generalized Daily Service Volumes for Urban Street Facilities (Exhibit 16-16) of the *Highway Capacity Manual*, 7th Edition. Using this methodology, planning level segment level of service is determined by comparing average daily traffic volumes to the LOS threshold values shown in **Table F-2**. The level of service/capacity is based on number of lanes and roadway speed rather than roadway classification.

The values listed under “Posted Speed = 30 mi/hr” are most appropriate for Rock Boulevard as the posted speed and access spacing assumptions (20 access points per mile) better represent the roadway within the study area than the “Posted Speed = 45 mi/hr” values. K and D factors were determined based on NDOT count data.

Table F-2. Level of Service Thresholds for Roadway Segments

Facility Type	Maximum Service Flow Rate (Daily for Given Service Level)				
# of Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
Posted Speed = 30 mi/hr					
2	N/A	N/A	1,700	11,800	17,800
4	N/A	N/A	2,200	24,700	35,800
6	N/A	N/A	2,600	38,700	54,000
Posted Speed = 45 mi/hr					
2	N/A	N/A	7,700	15,900	18,300
4	N/A	N/A	16,500	33,600	36,800
6	N/A	N/A	25,400	51,700	55,300

General assumptions: K-Factor – 0.9, D-Factor – 0.55, Peak Hour Factor – 0.92, Base Saturation Flow Rate – 1,900 pc/h/ln

Level of Service Policy

The 2050 Regional Transportation Plan (RTP) establishes level of service criteria for regional roadway facilities in the City of Reno, City of Sparks, and Washoe County. The current level of service policy is:

- “All regional roadway facilities projected to carry less than 27,000 ADT at the latest RTP horizon – LOS D or better.”
- “All regional roadway facilities projected to carry 27,000 or more ADT at the latest RTP horizon – LOS E or better.”
- “All intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridors”.
- Rock Boulevard – Glendale Avenue to Victorian Avenue has a Regional Level of Service Standard of “F”

In general, Rock Boulevard carries or is projected to carry in the future horizon, less than 27,000 ADT except at the I-80 interchange. Therefore, LOS “D” was used as an operational threshold for the corridor outside the segment between Glendale Avenue and Victorian Avenue.

The level of service policies are not specific to minor side street approaches but rather focus on maintaining quality operations on the mainline corridor. LOS “E” or “F” on a side street approach does not necessarily constitute an exceedance of the level of service policy. However, minor street approach LOS will be considered when planning for future improvements.

EXISTING CONDITIONS

Intersection Level of Service Analysis

Peak period (6:30 AM to 8:30 AM and 3:30 PM to 5:30 PM) turning movement counts of vehicles, bicycles, and pedestrians were collected at the six study intersections between January 7th and January 9th, 2026, with Washoe County School District schools in regular session. This data was used to identify the highest morning and evening traffic conditions. The AM peak hour is generally from 7:15 AM to 8:15 AM and the PM peak hour is generally from 4:30 PM to 5:30 PM on the north side of I-80 and 3:30 PM to 4:30 PM on the south side of I-80. Full turning movement data is provided in **Attachment F-A**.

The collected turning movement counts were compared to historical NDOT data to determine if any adjustments were needed. The collected AM peak hour traffic volumes were approximately 10% lower than

the historical NDOT data, while the PM peak hour volumes were generally consistent with or higher than the historical NDOT data. Therefore, the AM peak hour turning movements were factored 10% higher.

Existing AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the existing lane configurations and traffic volumes shown in **Exhibit F-1** and **Exhibit F-2**, respectively.

Signal timing for the study intersections were obtained from the RTC. Note that the AM timing plans at the Victorian Avenue and C Street intersections include a reservice parameter (phases can be served more than once per cycle). Therefore, the signal timing in Synchro at the Victorian Avenue and C Street intersections were slightly modified to allocate appropriate green time on all phases.

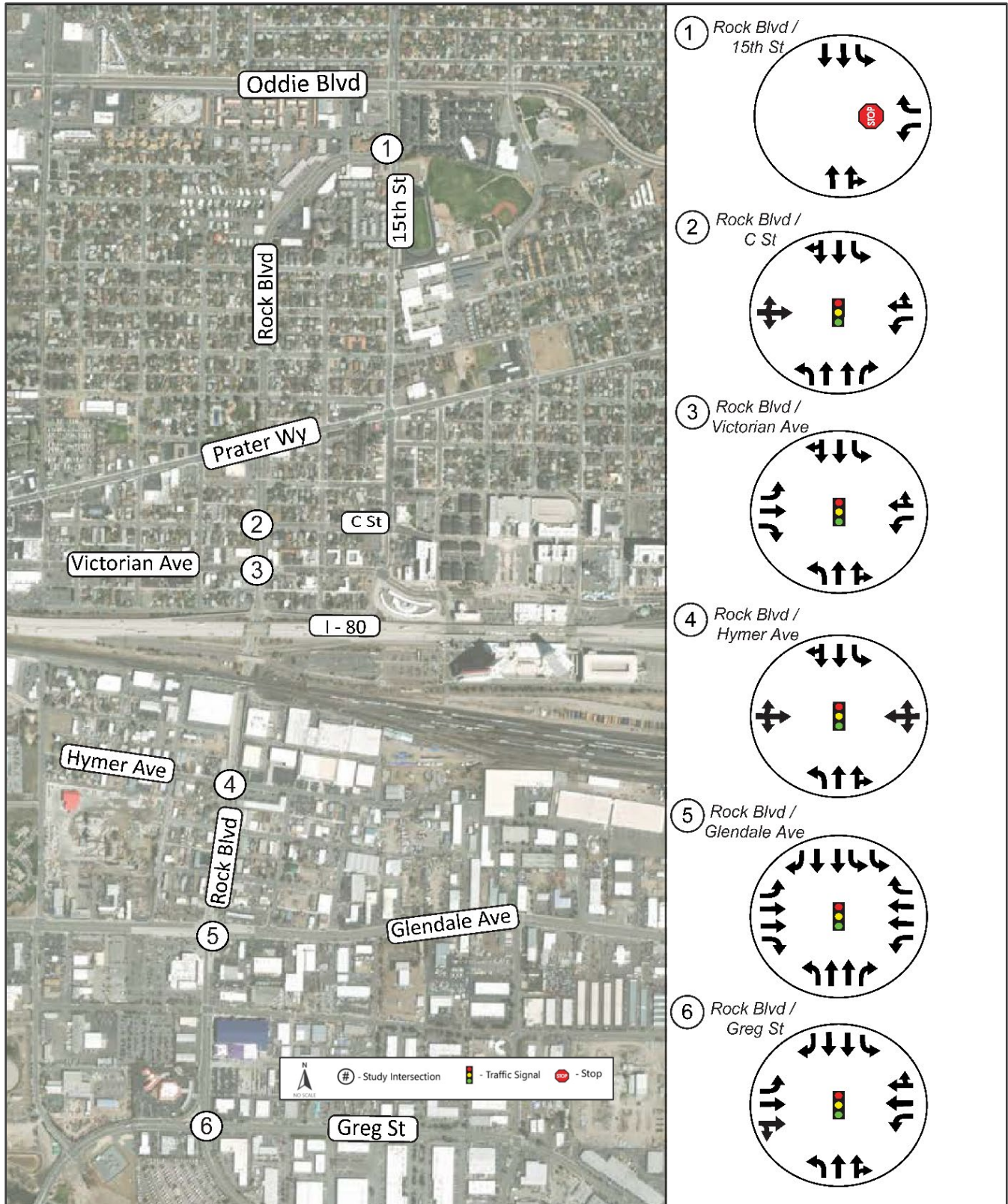


Exhibit F-1. Existing Intersection Lane Configurations and Controls

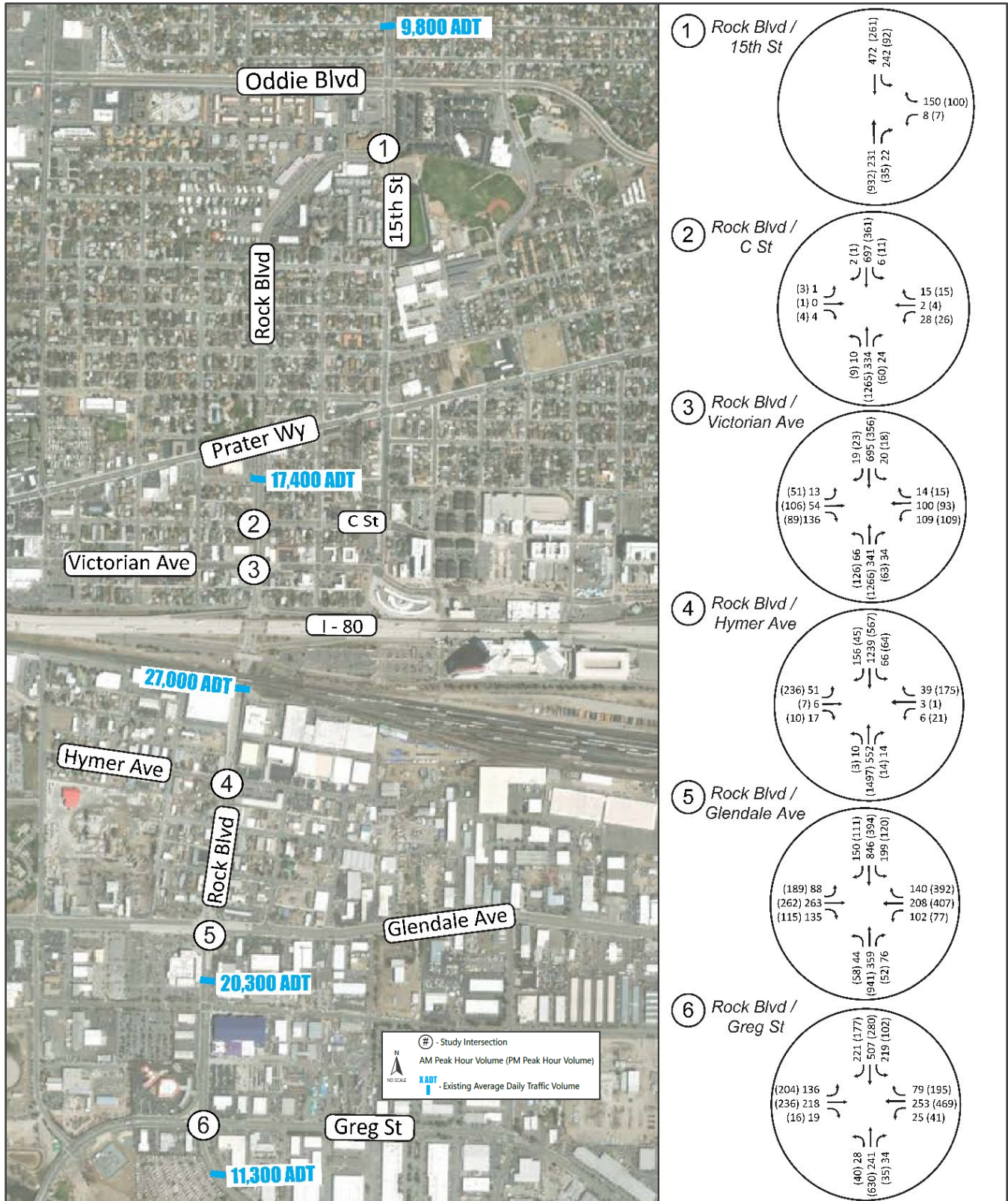


Exhibit F-2. Existing Traffic Volumes

Table F-3 shows the Existing Condition level of service results and the technical calculations are provided in **Attachment F-B**.

Table F-3: Existing Intersection Level of Service

ID	Intersection Name	Intersection Control	AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹
1	Rock Blvd / 15th St	Side-Street Stop				
	Southbound Left		A	8.7	B	11.1
	Westbound Left		D	29.9	D	33.9
	Westbound Right		B	10.2	B	13.8
2	Rock Blvd / C St	Signal				
	Overall		B	16.2	A	5.0
3	Rock Blvd / Victorian Ave	Signal				
	Overall		B	19.7	D	39.3
4	Rock Blvd / Hymer Ave	Signal				
	Overall		B	19.0	D	46.9
5	Rock Blvd / Glendale Ave	Signal				
	Overall		D	47.0	E	56.5
6	Rock Blvd / Greg St	Signal				
	Overall		C	32.6	D	51.1

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

Source: GCW, 2026

The study intersections currently technically operate within overall level of service policy. Intersections may operate at acceptable levels of service overall but have movements that operate poorly, causing queuing and congestion on Rock Boulevard during peak hours. Notably in the northbound direction, south of I-80, during the PM Peak Hour. Additionally, the closely spaced traffic signals near the I-80 interchange create coordination challenges and limited vehicle storage between intersections.

The single northbound left-turn lane at the I-80 westbound on-ramp appears to be a primary constraint in the corridor. NDOT's preferred alternative at the interchange proposes dual northbound left-turn lanes at this location in the future.

Roadway Segment Level of Service Analysis

NDOT's Traffic Records Information Access (TRINA) has six count stations within the study corridor. Existing daily roadway segment volumes were derived from available traffic data obtained from TRINA.

Table F-4 presents the level of service assessment for Rock Boulevard based on the Existing Condition Daily roadway segment volume.

Table F-4: Existing Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	4	9,800	D
	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	4	17,400	D
	Victorian Avenue to Hymer Avenue (I-80 Interchange)	4	27,000	E
	Hymer Avenue to Greg Street (Industrial)	4	20,300	D
	Greg Street to Truckee River (River)	4	11,300	D

Source: GCW, 2026

As shown in the table, the study roadway segments technically operate within overall level of service policy under Existing Conditions. Note that heavier traffic volumes and movements (peak hour basis) within the interchange area experience significant congestion.

FUTURE CONDITIONS

Forecasting

NDOT is planning improvements along I-80 including the Rock Boulevard interchange which will have significant changes to traffic volumes. NDOT's preferred alternative is shown on **Exhibit F-3**.

**Exhibit F-3. I-80 Preferred Alternative at Rock Boulevard**

The *Reno Spaghetti Bowl Project - Traffic Analysis Report* includes turning movement counts and projected 2040 volumes for the Preferred Alternative (Alternative 2) for the following intersections in the study corridor.

- Rock Boulevard / Victorian Avenue
- Rock Boulevard / I-80 WB Ramps
- Rock Boulevard / I-80 EB Ramps
- Rock Boulevard / Hymer Avenue

The projected 2040 traffic volumes at Victorian Avenue and Hymer Avenue were moderately increased from the NDOT study to develop 2050 horizon traffic volumes. Future (2050) traffic volume projections at the other study intersections were obtained using the current RTC Travel Demand Model as shown in **Attachment F-C**. Future turning movements volumes were then forecasted and balanced with the NDOT interchange for overall consistency. This was deemed conservative as the NDOT study forecasted higher traffic volumes than the current RTC model.

Intersection Level of Service Analysis

Future AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the future traffic volumes and future NDOT planned “baseline” lane configurations shown in **Exhibit F-4** and **Exhibit F-5**. **Table F-5** shows the Future Condition level of service results and the technical calculations are provided in **Attachment F-D**.

Table F-5: Future Intersection Level of Service

ID	Intersection Name	Intersection Control	AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹
1	Rock Blvd / 15th St	Side-Street Stop				
	Southbound Left		A	8.8	B	11.0
	Westbound Left		E	37.6	E	43.2
	Westbound Right		B	10.4	B	13.8
2	Rock Blvd / C St	Signal				
	Overall		B	19.2	A	6.1
3	Rock Blvd / Victorian Ave	Signal				
	Overall		C	21.1	D	38.5
4	Rock Blvd / Hymer Ave	Signal				
	Overall		B	12.1	D	51.4
5	Rock Blvd / Glendale Ave	Signal				
	Overall		D	52.2	E	57.3
6	Rock Blvd / Greg St	Signal				
	Overall		C	29.1	D	54.8

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.
Source: GCW, 2026

The study intersections are anticipated to technically operate within overall level of service policy. However, congestion and queuing are still anticipated on heavier movements to/from the I-80 interchange during the peak hours.

Roadway Segment Level of Service Analysis

Table F-6 presents the level of service assessment for Rock Boulevard based on the future condition daily roadway segment volumes.

Table F-6: Future Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	4	12,700	D
	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	4	16,700	D
	Victorian Avenue to Hymer Avenue (I-80 Interchange)	4	26,700	E
	Hymer Avenue to Greg Street (Industrial)	4	19,900	D
	Greg Street to Truckee River (River)	4	14,600	D

Source: GCW, 2026

As shown in the table, the study roadway segments are anticipated to operate within policy level of service thresholds under Future Conditions.

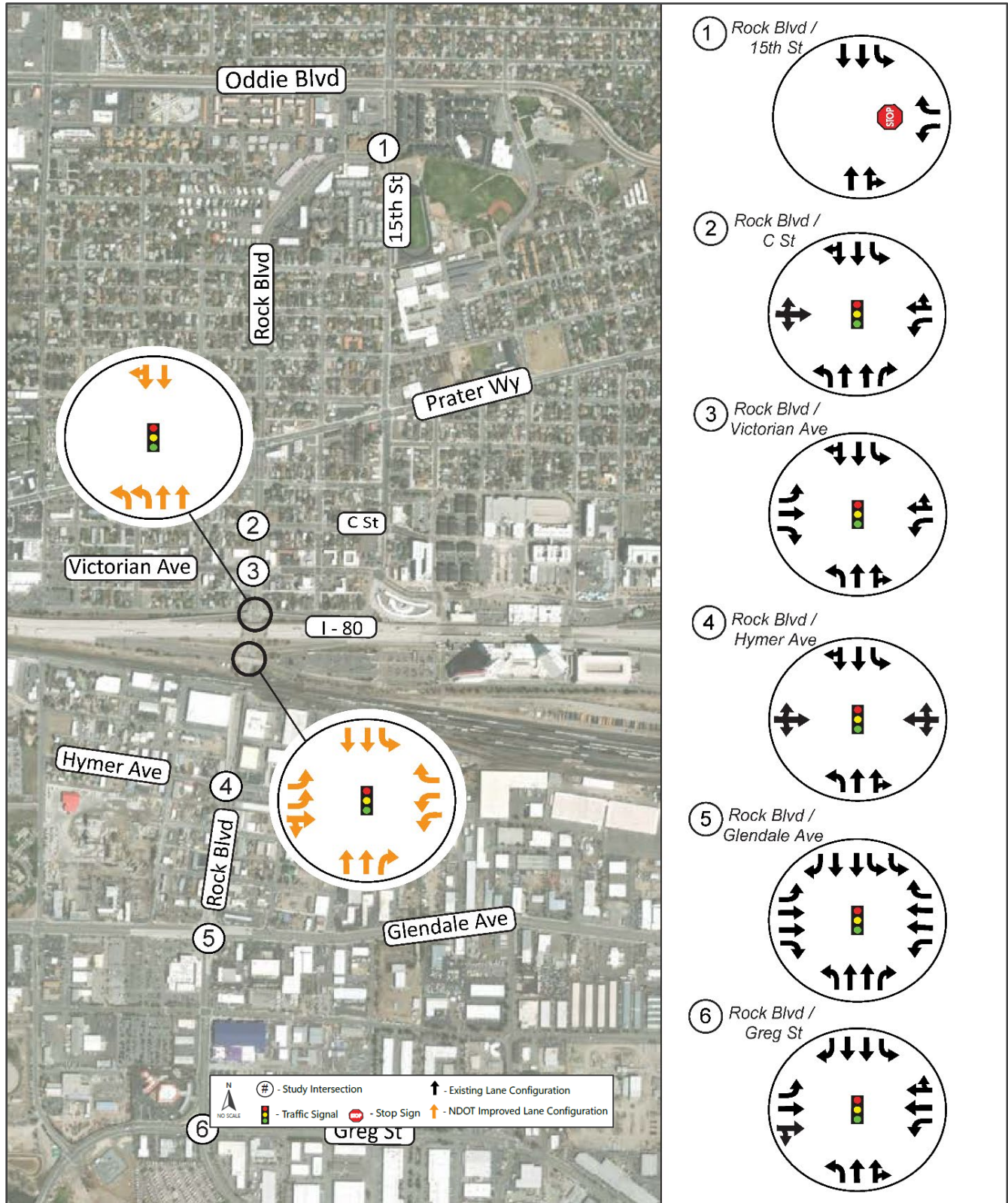


Exhibit F-4. Future Year Baseline Lane Configurations and Controls

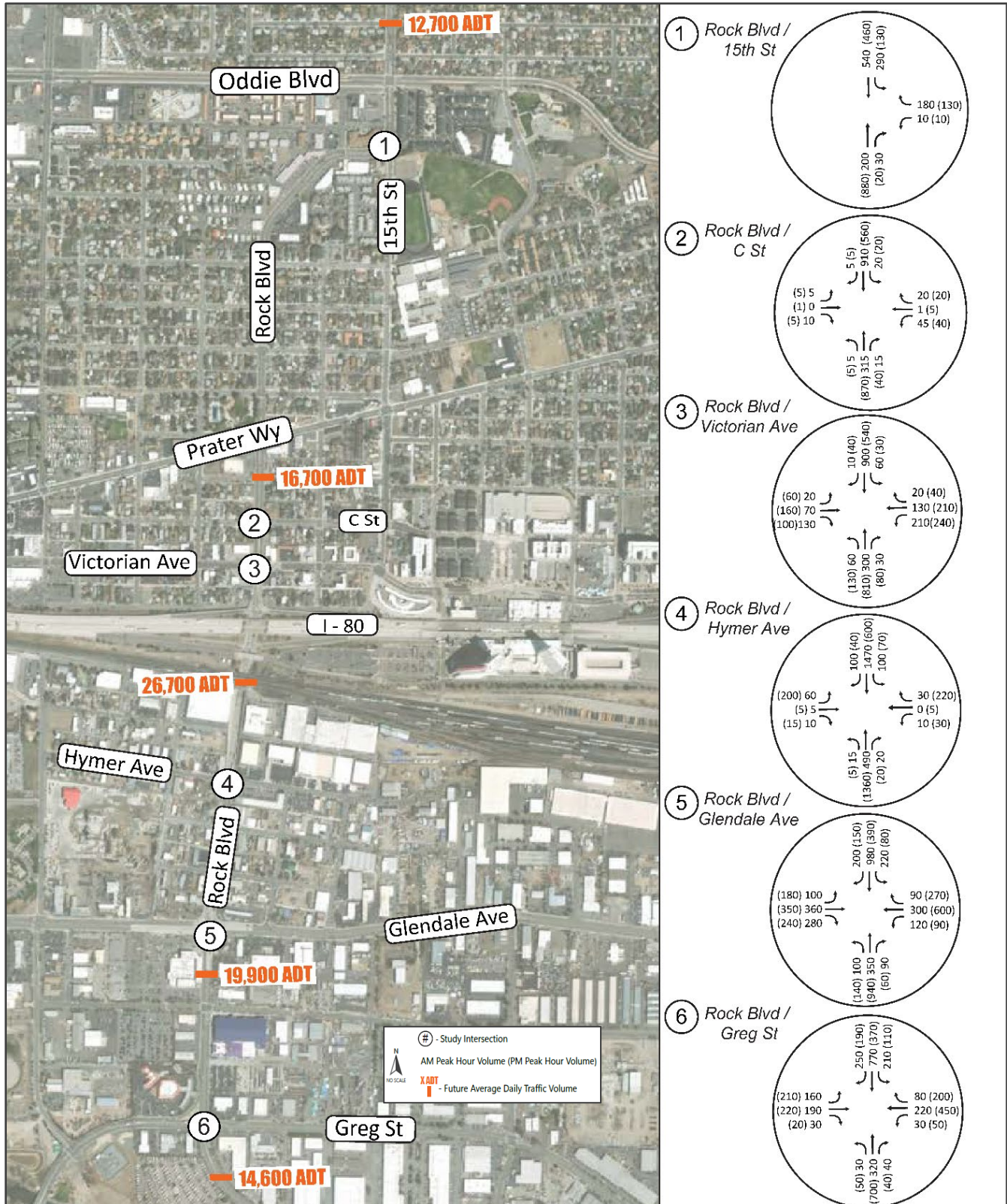


Exhibit F-5. Future Year (2050) Traffic Volumes

APPENDIX G

Alternatives Analysis



CONTEXT FOR IMPROVEMENT OPTIONS DEVELOPMENT

Guiding Documents

The Complete Street Plan within the *Ignite Sparks Comprehensive Plan* (**Exhibit G-2**) is the overarching planning document for the City of Sparks and Rock Boulevard corridor. The *Central Sparks Neighborhood Network Plan* (NNP) (**Exhibit G-1**) and *2050 Regional Transportation Plan, 2025 Update* (RTP) present goals, objectives, and general guidance for transportation improvements in the study area.

Since neither the NNP nor RTP established specific recommendations for the Rock Boulevard corridor, this corridor study will develop and evaluate improvement options and provide formal recommendations for later consideration and prioritization in the next RTP update.

Key figures of the planned multimodal network from the *Ignite Sparks Comprehensive Plan* and NNP are provided below for overall context. The *Ignite Sparks Comprehensive Plan* does not show Rock Boulevard as a “Complete Street”, which would prioritize pedestrian and bicycle facilities on that roadway. Therefore, it is inferred that vehicle travel and capacity are of high priority on this arterial roadway.

Central Sparks NNP Recommendation

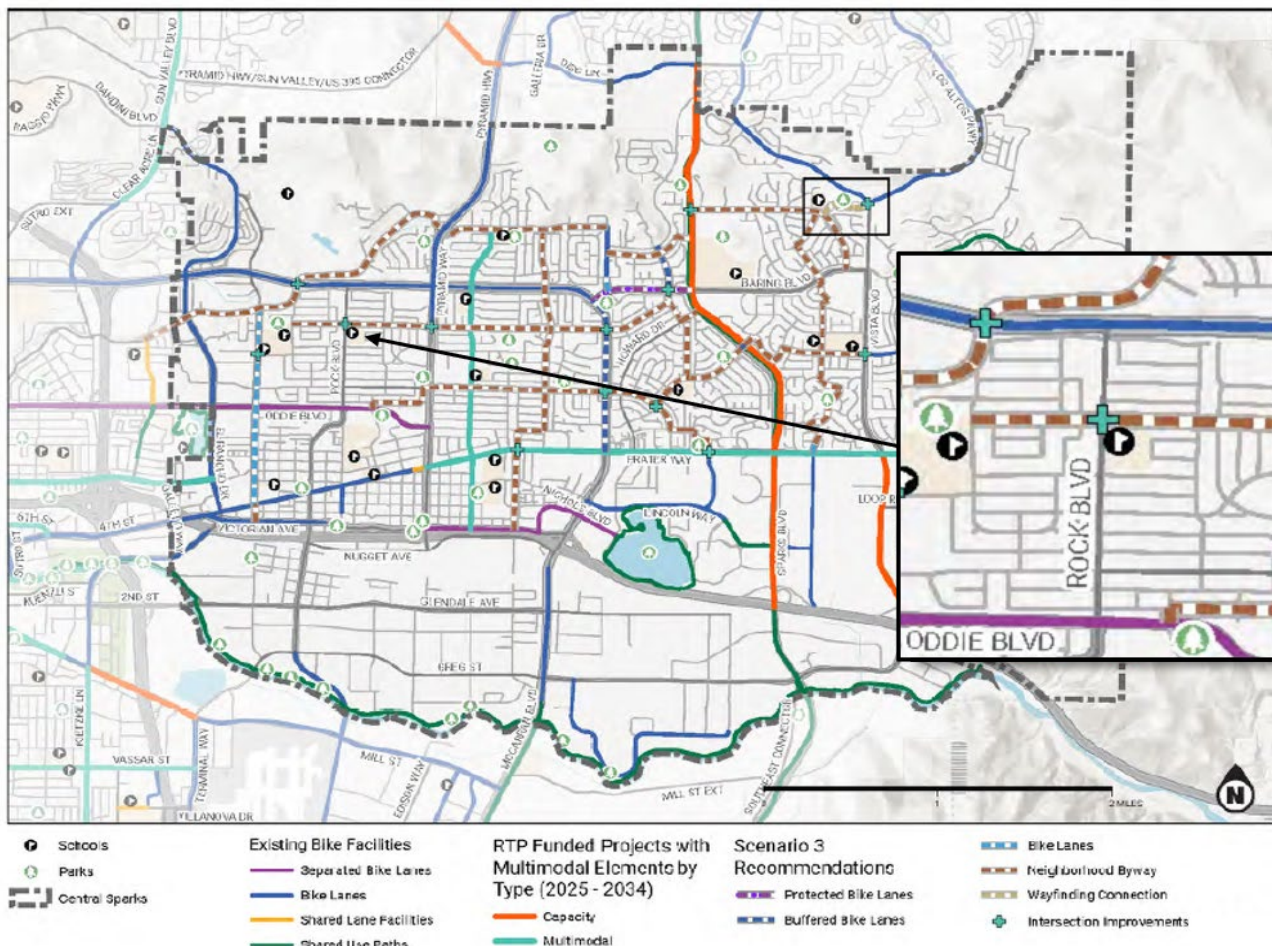


Exhibit G-1. Central Sparks Neighborhood Network Plan (NNP)

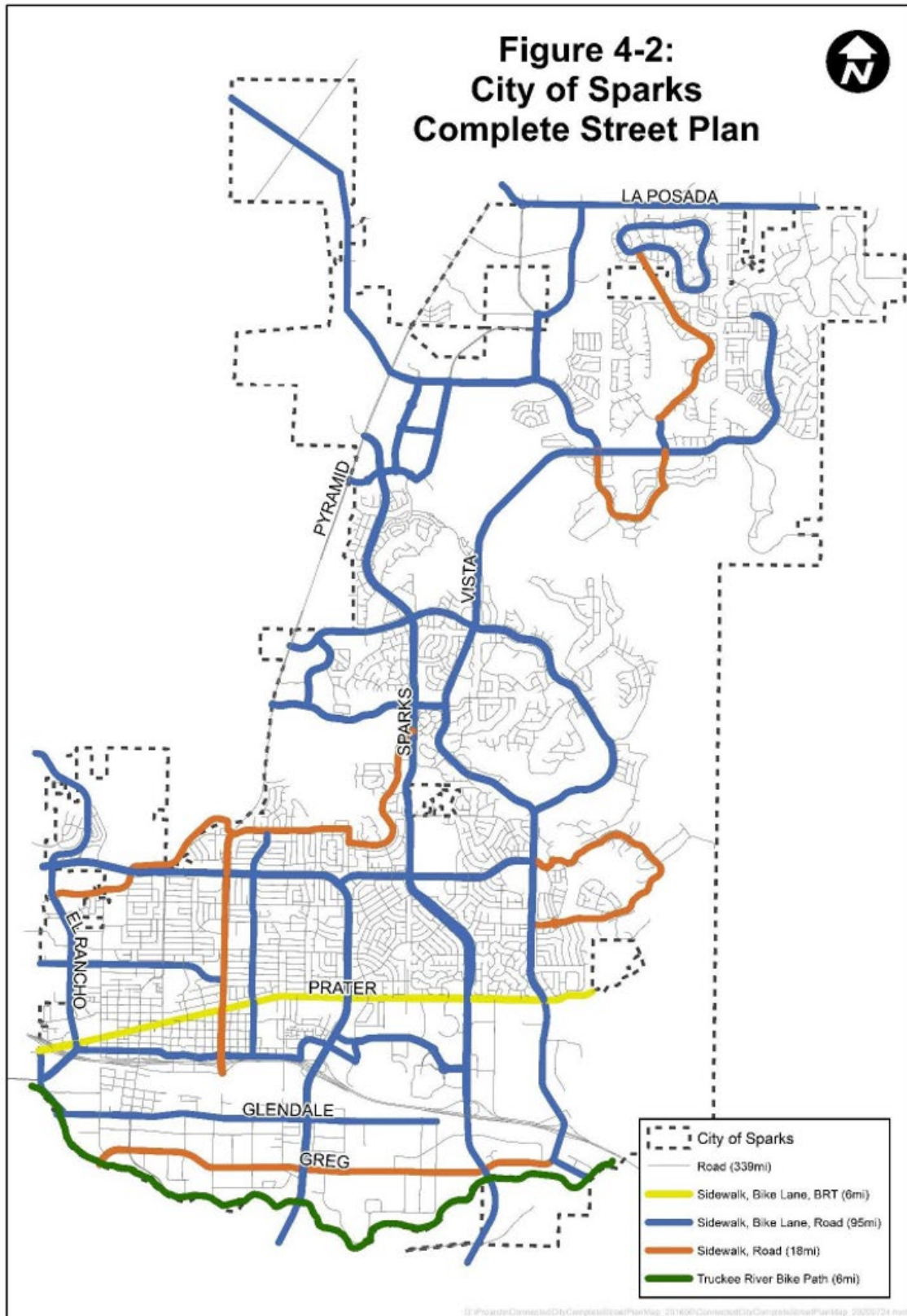


Exhibit G-2. Ignite Sparks Comprehensive Plan

Priorities by Road Segment

Review of applicable planning documents and discussion with Technical Advisory Committee (TAC) members for this study indicate the following general priorities for the corridor:

Truckee River to Victorian Ave

Character:

- Predominantly an industrial arterial corridor with freight movement and commercial uses
- Higher presence of trucks and commercial vehicles
- High vehicular volumes and significant congestion near the I-80 interchange
- Limited pedestrian activity, but pedestrian facilities are important for workforce access

Priorities:

- Maintain freight mobility, turning movements, and curb radii
- Increase vehicle capacity and reduce existing queuing
- Connect the Truckee River Path to Victorian Avenue to the extent feasible

Victorian Ave to N. McCarran Blvd

Character:

- Mixed use with commercial services between Victorian Ave and Oddie Blvd
- Residential, churches, and schools north of Oddie Blvd
- Mix of housing, retail, services, and community destinations
- Pedestrian, bicycle, and transit activity, particularly associated with Sparks High School

Priorities:

- Address vehicle speed management and pedestrian crossing safety needs near homes, schools, and businesses
- Improve sidewalks to ADA minimum policy widths and clearances (at least 48" clear)
- Pedestrian facilities deemed of higher importance than cycling facilities
- Maintain Level of Service for vehicle travel

The improvement options presented in this study are intentionally aimed at addressing the priorities outlined above.

INTERSECTION OPERATIONS FOR ADVANCED ALTERNATIVES

Various intersection modification options were considered to increase vehicular capacity, improve traffic operations, and/or increase safety in the corridor. This section provides traffic operations at key intersections where improvements were considered and advanced through this study. Intersection level of service calculations are provided in **Attachment G-A**.

Remove Southbound Right Turn Lane at Glendale Avenue

Removing the southbound right turn lane at the Rock Boulevard/Glendale Avenue intersection was considered to create space for multimodal facilities. A minor increase to the overall intersection delay is anticipated with this option. It is anticipated that the Rock Boulevard/Glendale Avenue intersection would still operate at LOS “E” with the southbound right turn lane removed, as shown in **Table G-1**, within policy level of service thresholds (LOS “F”). Queuing on the southbound approach is anticipated to increase by approximately 150 feet and 200 feet under Existing and Future Year Conditions, respectively. Note that the existing southbound right turn lane is short (100 feet) and operations may not be significantly different than what exists currently. It is recommended that the channelized right turn configuration be maintained. Practically, this modification is essentially a shortening of the right turn pocket.

Table G-1. Rock/Glendale Intersection Level of Service w/ Southbound Right Turn Pocket Removed

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
5	Rock Blvd / Glendale Ave	Signal								
	Overall		D	50.5	E	56.7	E	60.8	E	57.8

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections

Source: GCW, 2026

Interim Improvements At I-80 Interchange

NDOT is planning long-term improvements along I-80 and revisions to the Rock Boulevard interchange which will cause notable changes to traffic volumes on Rock Boulevard. The schedule of the Rock Boulevard interchange improvements is not known at this time, but the major modifications are expected to be beyond 2035. Therefore, interim improvements were explored at the interchange to determine if near-term improvements could be implemented prior to the NDOT project and have a reasonable service life. Note that significant capacity improvements, like roadway widening, were deemed impractical due to right-of-way constraints within the interchange area (I-80 overcrossing and Union Pacific railroad bridge).

Level 1: Restripe Eastbound & Westbound Off-Ramps for Dual Left Turns

Restriping the I-80 off-ramp approaches to implement dual left-turn lanes was evaluated to potentially increase capacity on the off-ramps, reallocate green time to Rock Boulevard, and thereby increase throughput on Rock Boulevard. Vehicle turning templates were applied to assess the feasibility of accommodating design vehicles at the ramp terminal intersections, without geometric changes, and are shown in **Exhibit G-3**. As shown, dual left-turn movements are generally feasible from both off-ramp approaches with simple striping modifications.

Based on existing traffic volumes, implementation of dual left-turn lanes is recommended at the I-80 westbound off-ramp, where left-turn demand is highest during the AM peak hour. Dual left turns were also evaluated at the I-80 eastbound off-ramp; however, consideration should be given to the very high right-turn

volume on this approach (473 AM peak-hour right turns), which may limit operational benefits. Dual left turn striping is not advised on the eastbound off-ramp and dual right turns should be considered.

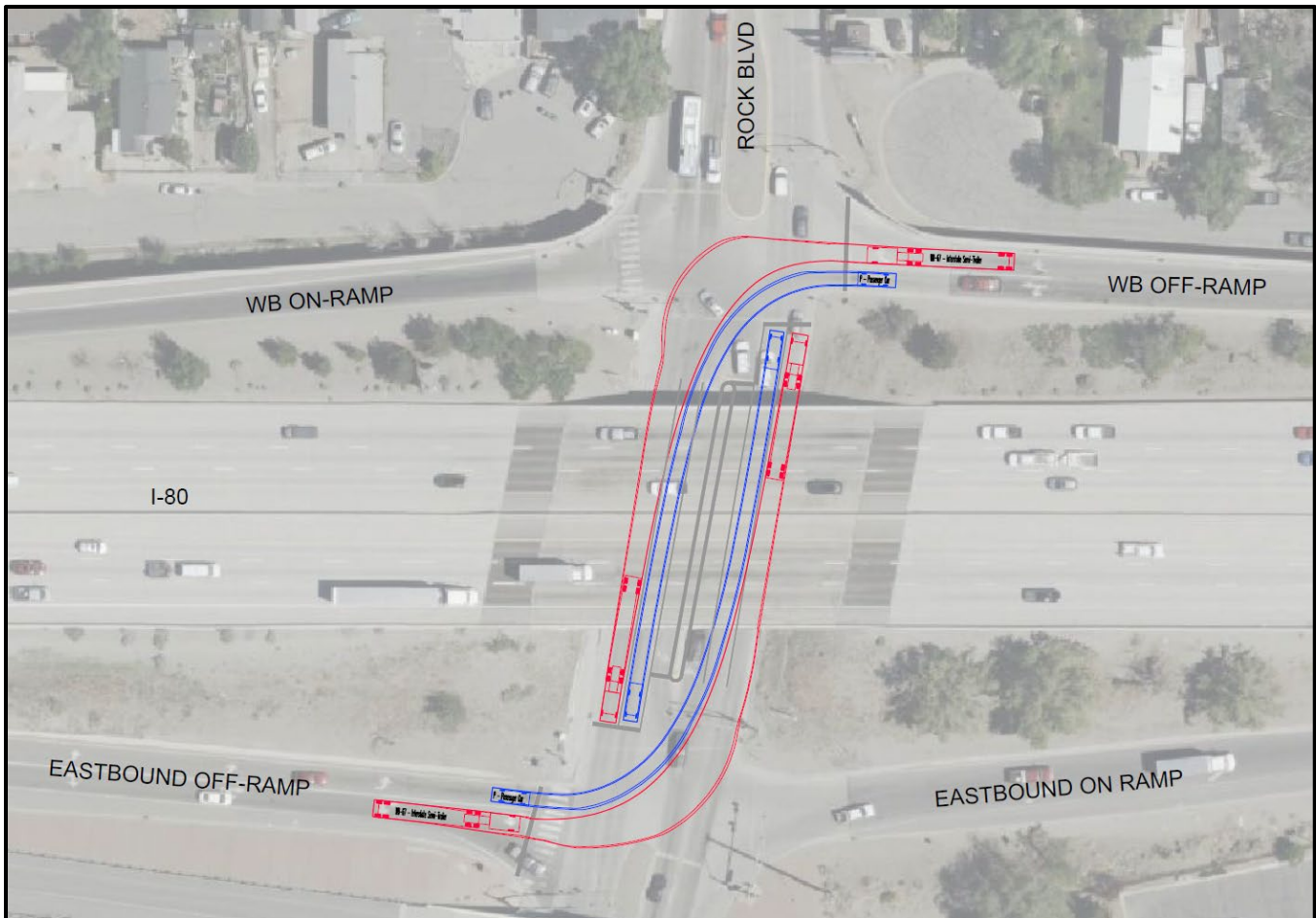


Exhibit G-3: Restriping for Dual Left Turn Lanes

Level 2: Remove Southbound Left Turn Movement

Available traffic count data from NDOT indicates that the southbound left turn movement to the I-80 eastbound on-ramp is the lowest volume movement within the interchange with fewer than 100 peak hour left turns. This finding was confirmed through field observations, which recorded fewer than 50 southbound left turns during the peak 30-minute period. Given the low demand, consideration could be given to removing the southbound left turn movement in order to maximize green time for the northbound through movement, which carries the highest peak hour volumes.

Level 3: Dual Northbound Left Turn Lanes

The Level 3 improvements consist of constructing dual northbound left turn lanes using the space created by removing the southbound left turn lane. Comparing levels 1, 2, and 3, this option provides the greatest operational benefit without widening Rock Boulevard. Level 3 would increase capacity for the northbound left turn movement to the I-80 westbound off-ramp, which currently experiences notable queuing and congestion

during the PM peak hour (558 peak hour left turns). It should be noted that this alternative would require significant construction to create two receiving lanes on the westbound on-ramp.

Intersection level of service results for Levels 1 through 3, based on existing traffic volumes, are summarized in **Table G-2**. Note that the calculations are for each level only, not for cumulative conditions of all levels.

Table G-2. I-80 Interchange Improvements Intersection Level of Service (Existing Volumes)

Intersection Name	Intersection Control	AM Peak		PM Peak	
		LOS	Delay ¹	LOS	Delay ¹
Existing Conditions					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		C	22.8	B	15.1
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.1	C	28.9
Level 1 (Dual Westbound Left Turns)					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		B	13.2	B	15.2
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.1	C	28.9
Level 2 (No Southbound Left Turn)					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		C	22.7	B	15.2
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.4	B	15.0
Level 3 (Dual Northbound Left Turn Lanes)					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		C	29.8	C	23.4
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.4	B	15.0

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections

Source: GCW, 2026

DISMISSED ALTERNATIVES

Intersection Spot Improvements

Rock / Hymer Signal Phasing Modification

Existing conditions at the Rock Boulevard/Hymer Boulevard intersection result in queuing on both the eastbound and westbound side street approaches. Alternative side street phasing options, including east-west protected/permissive left turn operations, were evaluated as shown in **Table G-3**. Although the analysis indicates minor operational improvements, substantial queuing would still be expected on the westbound left turn movement due to conflicts with high eastbound right turn volumes. As a result, revised east/west phasing is not recommended, as it would provide only marginal benefits while introducing additional conflict points.

Table G-3. Rock/Hymer Intersection Level of Service with Protected/Permissive Lefts

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
4	Rock Blvd / Hymer Ave	Signal								
	Overall		B	10.7	D	42.2	B	11.2	D	42.6

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections

Source: GCW, 2026

It should be noted that the Rock / Hymer traffic signal system will be improved in 2027 under a separate project.

Remove C Street Traffic Signal

Traffic volumes on the side street approaches at C Street are very low and do not meet established traffic signal warrant criteria as shown in **Exhibit G-4**. Additionally, the close spacing of signalized intersections along the corridor contributes to progression and coordination challenges. The minor side-street movements can easily reroute to other intersections (Victorian Avenue and Prater Way) during busy time periods. While the westbound left turn movement from C Street is expected to experience increased delays during peak times, as shown in **Table G-4**, queuing is anticipated to be manageable. Removal of the traffic signal at Rock Boulevard/C Street was considered but the concept was not supported by the City of Sparks due to special event activity at Victorian Square.

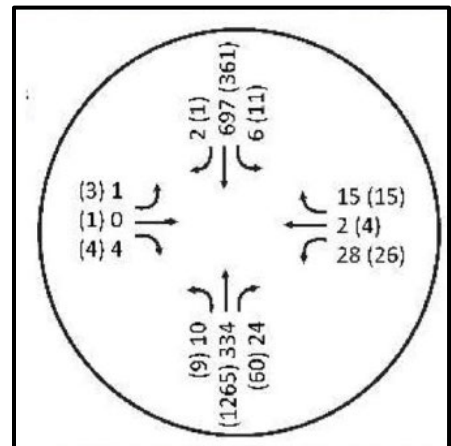


Exhibit G-4. C Street Peak Hour Traffic Volumes

Table G-4. Rock/C Street Intersection Level of Service

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
2	Rock Blvd / C St	Side-Street STOP								
	Northbound Left		A	9.3	A	8.1	B	10.3	A	8.7
	Southbound Left		A	8.1	B	12.3	A	8.1	A	9.9
	Eastbound Approach		B	13.3	C	22.2	C	19.5	C	21.8
	Westbound Left		C	19.1	F	74.3	C	24.5	E	46.2

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections
Source: GCW, 2026

Roundabouts at Vance Way and York Way

The Maxwell Elementary School Principal expressed significant issues regarding speeding on Rock Boulevard. The consultant team has personally observed and experienced similar issues and aggressive driving within the school zone. Roundabouts were evaluated at the Vance Way and York Way intersections to serve as traffic calming measures adjacent to Maxwell Elementary School. The contemplated roundabouts would introduce geometric deflection forcing slower vehicle speeds, reduce conflict points (beneficial to safety), and change the character of the intersections for increased driver awareness.

The existing four-lane roadway would require dual lane roundabouts with an approximate inscribed circle diameter of 165 to 180 feet. Implementation would significantly impact all adjacent quadrants at both intersections, as illustrated in **Exhibit G-5**. This concept was dismissed due to impacts on adjacent properties.



Exhibit G-5: Roundabout Concepts at Vance Way and York Way

Pedestrian Safety Spot Improvements

Road Diet Feasibility

The Rock Boulevard right-of-way is constrained by many commercial and residential buildings in close proximity to the roadway. Adding bicycle specific facilities would therefore require either 1) acquiring significant amounts of private property or 2) reducing the number of vehicle travel lanes and repurposing the space for bicycle features.

The following analysis was performed to determine if and in what segments road diets could be plausible.

Truckee River to Victorian Avenue

A road diet is deemed not feasible south of Victorian Ave due to existing and future high traffic volumes (approaching 27,000 ADT as shown in **Table G-5**), current congestion, and severe queuing, in a segment of road where vehicle capacity and freight movement is a high priority.

Table G-5: Future Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	4	12,700	D
	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	4	16,700	D
	Victorian Avenue to Hymer Avenue (I-80 Interchange)	4	26,700	E
	Hymer Avenue to Greg Street (Industrial)	4	19,900	D
	Greg Street to Truckee River (River)	4	14,600	D

Source: GCW, 2026

Victorian Avenue to Oddie Boulevard

This segment carries 17,400 ADT today and is expected to carry similar daily volumes in the future. Two road diet scenarios were considered and are presented below for consideration.

Option 1: Remove Northbound and Southbound Travel Lane

This scenario considers removing one travel lane in each direction with the thought that buffered bike lanes could potentially be constructed in the former travel lanes. **Table G-6** and **Table G-7** show the resulting road diet level of service results and the technical calculations are provided in **Attachment G-B**.

Table G-6. Option 1 Road Diet Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	Oddie Boulevard to Victorian Avenue (Mixed Use Area)	2	17,400	E	16,700	E

Source: GCW, 2026

Table G-7. Option 1 Road Diet Intersection Level of Service

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
1	Rock Blvd / 15th St	Side-Street Stop								
	Southbound Left		A	8.7	B	11.0	A	8.8	B	11.0
	Westbound Left		E	37.5	D	34.9	F	50.2	F	50.9
	Westbound Right		B	11.3	C	22.8	B	11.3	C	23.2
2	Rock Blvd / C St	Signal								
	Overall		C	27.4	A	7.7	D	44.7	A	7.7
3	Rock Blvd / Victorian Ave	Signal								
	Overall		C	27.1	F	166.0	D	47.7	D	50.0

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

Source: GCW, 2026

As shown in the tables, the Rock Boulevard/Victorian Avenue intersection and the roadway segment are anticipated to operate beyond level of service policy if a lane was removed in both directions. It is anticipated that queuing in the northbound direction at Victorian Avenue would extend into the I-80 ramps under Existing and Future Conditions. Operations at Prater Way (not studied) and potentially Oddie Boulevard (not studied) would also be problematic. Minor street approaches would be significantly impacted (increased delay). Therefore, a road diet consisting of removing a travel lane in both directions between Victorian Avenue and Oddie Boulevard is not recommended.

Option 2: Remove Southbound Travel Lane

This scenario considers removing one southbound travel lane in order to potentially use that space for a multi-use path. **Table G-8** and **Table G-9** show the road diet level of service results and the technical calculations are provided in **Attachment G-C**.

Table G-8. Option 2 Remove Southbound Travel Lane Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	3	17,400	D	16,700	D

Source: GCW, 2026

Table G-9. Option 2 Remove Southbound Travel Lane Intersection Level of Service

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹
1	Rock Blvd / 15th St	Side-Street Stop								
	Southbound Left		A	8.7	B	11.0	A	8.8	B	11.0
	Westbound Left		E	40.6	E	37.7	F	55.3	F	56.3
	Westbound Right		B	10.2	B	13.7	B	10.4	B	13.8
2	Rock Blvd / C St	Signal								
	Overall		C	23.5	A	5.1	D	44.5	A	6.5
3	Rock Blvd / Victorian Ave	Signal								
	Overall		C	23.7	D	40.2	D	50.1	D	41.5

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

Source: GCW, 2026

As shown in the tables, all studied intersections and study roadway segments are anticipated to operate within level of service policy under this option. Queuing would increase in the southbound direction, notably in the AM peak hour, throughout the corridor. At Victorian Avenue, queuing on the southbound approach is anticipated to extend to approximately 175 feet and 575 feet during the AM peak hour under Existing and Future Year Conditions, respectively. Note that queuing from the I-80 ramp intersections into Victorian Avenue, as happens today, would increase those stated queues. Based on the analysis, removing a southbound travel lane might be manageable under Existing Conditions; however, there would be little capacity remaining to carry future traffic volume growth should that occur. Minor street approaches would be significantly impacted (increased delay).

A road diet (Option 1 or 2) should only be seriously considered in the segment of Victorian Avenue to Oddie Boulevard if no other options are available to serve cyclists on roadways adjacent to Rock Boulevard north of Victorian Avenue.

Oddie Boulevard to N. McCarran Boulevard

Option 3: Remove Northbound and Southbound Travel Lane

This scenario considers removing one travel lane in each direction in the segment of Oddie Boulevard to N. McCarran Boulevard to repurpose the space of the former lanes. Traffic volumes are and will continue to be lower in this segment than the rest of the corridor and the residential character is more suited to a lower capacity roadway. **Table G-10** demonstrates that typical daily volumes in this segment are not anticipated to exceed 13,000 vehicles per day. This option may be possible but would have notable impacts on the minor street approaches to Rock Boulevard (movements from Greenbrae, Vance, York, and all other side-streets would be impacted). Further analysis should be undertaken before advancing this concept.

Table G-10. Option 3 Road Diet Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	2	9,800	D	12,700	E

Source: GCW, 2026

Option 4: Remove Southbound Travel Lane

This scenario considers removing one southbound travel lane in the segment of Oddie Boulevard to N. McCarran Boulevard to create additional space for bicycle / pedestrian facilities. **Table G-11** shows the road diet level of service results.

Table G-11. Option 4 Remove Southbound Travel Lane Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	3	9,800	D	12,700	D

Source: GCW, 2026

This option is likely possible from strictly a traffic volume perspective. However, notable impacts would occur at the minor street approaches to Rock Boulevard. Movements from Greenbrae, Vance, York, and all other side-streets would be impacted with increased delays and difficulty entering/crossing Rock Boulevard.

Following review of this analysis, the City of Sparks did not wish to pursue any lane reductions on Rock Boulevard.

Bicycle Network Improvements

Network Planning

Good bicycle facilities planning begins with evaluating the overall study area bicycle facilities network by documenting existing facilities, considering regional connections, identifying bicycle trip generators or high activity areas (such as dense residential and commercial land use), and identifying the highest value linkages in the study area. Corridor studies should focus on accomplishing specific goals in context rather than simply applying a one-size-fits-all approach.

Specifically related to bicycle facilities, the primary goals for this study are:

- Connect the Truckee River Path to Victorian Ave (where quality east-west facilities exist)
- Improve bike/ped facilities in the I-80 interchange area (Hymer to Victorian) as this segment has only narrow sidewalk on one side and high levels of user stress

With regard to the bicycle network, the *Central Sparks Neighborhood Network Plan* (NNP) emphasizes, and has planned, buffered bike lanes and a road diet on Sullivan Lane. Sullivan Lane is ideal as a north-south connection since it connects to El Rancho Drive in the north and passes through higher intensity commercial land uses and higher density residential developments than Rock Boulevard. Initial conversations with the TAC indicated the City of Sparks would be hesitant to support road diets on both Sullivan Lane and Rock Boulevard. Widening Rock Boulevard for bike facilities would impact numerous properties and would likely be cost prohibitive, therefore consideration is given in this study to utilizing alternate parallel routes that could be better suited for bicycle travel.

This study considers:

- Multi-use paths with roadway widening
- Multi-use paths with road diet
- A multi-use bridge over the UPRR railroad and I-80
- Widening sidewalks
- Shared roadway (cyclists share the lane with vehicles on lower volume streets)
- Bike lanes with road diet
- Routing cyclists to alternate roadways with wayfinding signage

Exhibit G-6 provides an overview of the Rock Boulevard corridor within the Central Sparks street system and illustrates the linkage options (distinct segments shown by various colors) considered in building a bicycle network.



Exhibit G-6. Study Area Connection Options

Rock Boulevard is the primary north–south connection between the Truckee River and Victorian Avenue, having the only north-south roadway Truckee River crossing. Key, and recently improved, east–west connections exist on Victorian Avenue, Prater Way, Oddie Boulevard, and McCarran Boulevard.

North of Victorian Avenue, Sullivan Lane is an ideal north-south route and a potential alternative to Rock Boulevard. Similarly, 15th Street is parallel to Rock Boulevard and could serve as an alternative to Rock Boulevard between Victorian Avenue and Oddie Boulevard.

Options for Truckee River to Victorian Avenue

Either Option A-3 (multi-use bridge, concept shown below in **Exhibit G-7**) or A-4 (modification of the existing roadway to widen sidewalk at the underpass) could be implemented between Hymer Avenue and Victorian Avenue to improve pedestrian and bicycle travel in this currently uncomfortable portion of the corridor.

It should be noted that permitting and constructing a long, multi-span, multi-use bridge over the UPRR railroad and I-80 would be complex, expensive, a lengthy process, and could have a poor return on investment. Further, landing the bridge on the north end from a height well above the freeway could prove very challenging and require notable property acquisition. This alternative was dismissed by the TAC.



Exhibit G-7. Multi-Use Bridge Concept

Options for Victorian Avenue to N. McCarran Boulevard

Multimodal improvement alternatives were evaluated for the segment between Victorian Avenue and N. McCarran Boulevard. The evaluations present a range of roadway and sidewalk treatments including multi-use paths, bicycle lanes paired with road diets, sidewalk widening on one or both sides of the street, and designating a shared roadway on 15th Street between Prater Way and Rock Boulevard. An overarching consideration is that obtaining right-of-way is not deemed reasonable in this corridor due to the number of properties affected, magnitude of impacts, and high costs associated with that action.

B-1: Multi-Use Path with Road Diet

This concept (**Exhibit G-8**) contemplated a shared-use path located in the space created by removing a southbound travel lane. By repurposing a travel lane, no substantial right-of-way acquisition would be needed.

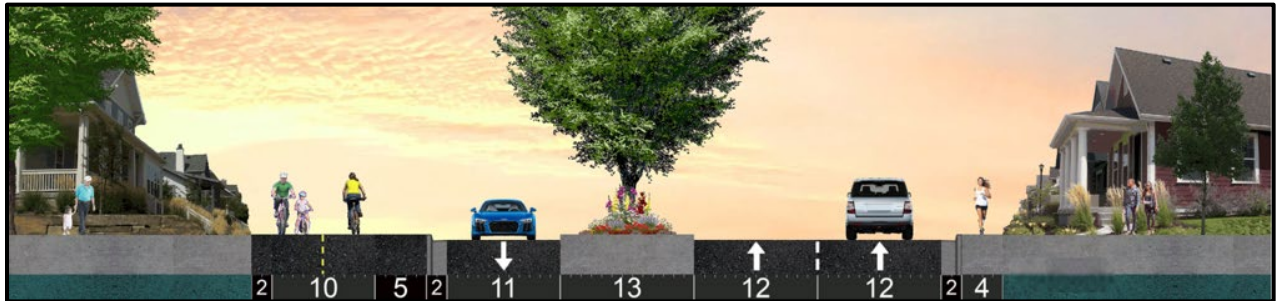


Exhibit G-8: B-1 Multi-Use Path with Road Diet

B-2: Buffered Bike Lanes with Road Diet

This concept (**Exhibit G-9**) contemplates removal of northbound and southbound travel lanes and repurposing those spaces as buffered bike lanes. By repurposing existing travel lanes, no substantial right-of-way acquisition would be needed.



Exhibit G-9: B-2 Bike Lanes with Road Diet

Options B-1 or B-2, which create bike facilities on Rock Boulevard, were ultimately dismissed by the TAC and not advanced as preferred alternatives.

APPENDIX H

Scoring Criteria Matrix



Rock Boulevard - Project Scoring Criteria

AGENDA ITEM 5.3 (A)

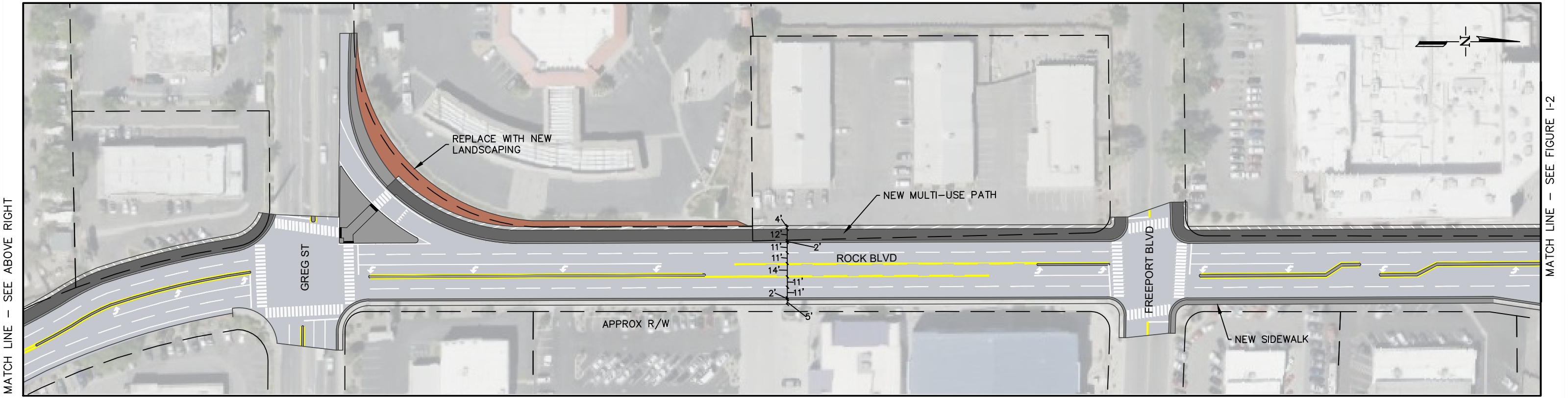
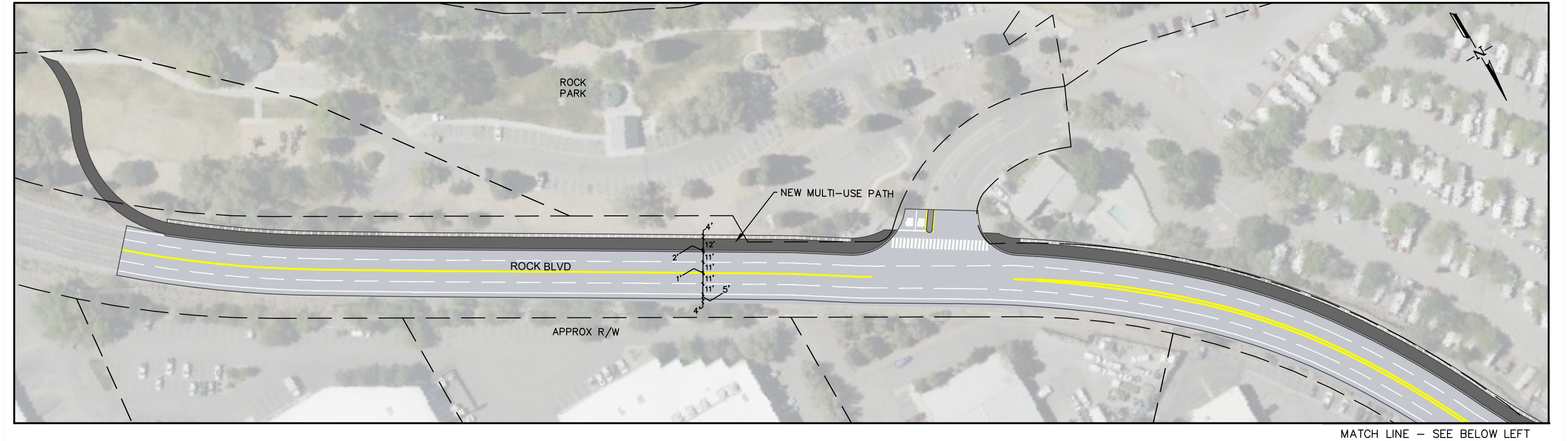
	Goal	Objective	Metric	Max Score	Truckee River to Victorian Avenue (River/Industrial/I-80 Interchange)								Victorian Avenue to Oddie Boulevard (Residential/Commercial)						Oddie Boulevard to North McCarran Boulevard (Northern Neighborhood)								
					Multi-Use Path A-1	Multi-Use Path A-2	Multi-Use Bridge at I-80 A-3	Multi-Use Path at I-80 A-4	Slip Lane Modifications	I-80 Level 1 Restripe Off-Ramps	I-80 Level 2 Remove SBL	I-80 Level 3 Remove SBL & Add Dual NBL	Wayfinding Signage	Multi-Use Path, Remove SB Lane B-1	Shared Roadway B-5	Remove C-Street Traffic Signal	Remove Right Turn Slip Lane at C Street	Crossing Treatments (F through I St)	Widen Sidewalk (15th to Oddie) B-3	Multi-Use Path, Remove SB Lane B-1	Bike Lanes, Remove NB & SB Travel Lanes B-2	Widen Sidewalk Both Sides B-4	Roundabouts at Vance and York	Speed Management (Tyler Wy to Plymouth Wy)	Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)	Duat Northbound Right Turn at McCarran	Transit Improvements
1	Safety	Reduce Traffic Fatalities and Serious Injuries	Number of crashes per year at project location (High=5, Medium=3, Low=1)	5	1	5	5	5	5	5	5	5	5	3	1	5	5	3	3	3	3	3	3	3	5	3	
			Bike/ped crashes per year at project location (High=5, Medium=3, Low=1)	5	1	1	5	5	3	5	5	5	5	5	5	1	5	5	5	5	3	3	3	3	3	1	3
2	Congestion Reduction	Manage Vehicle Travel Demand and Reduce Congestion	Volume to Capacity ratio before project (>1.0=7, 1.0-0.75=5, <0.5=0)	7	0	5	7	7	0	7	7	7	5	5	0	5	0	5	5	0	0	0	0	0	7	0	
			Average Daily Traffic (>14,000=5, 14,000-5,000=2, <5,000=0)	5	2	5	5	5	0	5	5	5	2	5	0	5	0	5	5	2	2	2	2	2	2	2	2
3	System Reliability and Resiliency	Integrate All Travel Modes and Increase Travel Options	Is the project a bike/ped project? (Yes=3, No=0)	3	3	3	3	3	3	0	0	0	3	3	3	0	3	3	3	3	3	0	3	0	0	0	
			Does the project fill gaps in the existing network? (Yes=4, No=0)	4	4	4	4	4	4	0	0	0	4	4	4	0	0	0	0	4	4	0	0	0	4	0	4
4	Efficient Freight Movement and Economic Vitality	Improve the Movement of Freight and Goods	Does the project improve operations in a freight corridor? (Yes=5, No=0)	5	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Provides access to employment center (Large=5, Medium=3, Small=1)	5	1	1	3	1	1	5	5	5	1	1	1	1	1	1	1	1	1	1	1	1	5	1	
5	Land Use Compatibility	Infrastructure Supports Land Use	Project is compatible with the Ignite Sparks 2030 Comprehensive Plan and Sparks Municipal Code? (Highly=8, Reasonably=4, No=0)	8	8	8	0	8	8	8	4	4	8	0	8	0	8	8	8	0	0	8	0	8	8	8	
			Project is context sensitive to local land uses (Yes=3, No=0)	3	3	3	3	3	0	3	3	3	0	0	3	0	0	3	3	3	3	3	3	3	3	3	
			Project enhances safety adjacent to school, park, activity center (Yes=3, No=0)	3	3	3	3	3	3	0	0	0	0	3	3	0	0	3	3	3	3	3	3	3	0	3	
6	Accessibility and Mobility	Provide a Regional Transit System and Other Transportation Services	Does the project location have a transit stop? (Yes=4, No=0)	4	4	4	0	0	4	0	0	0	4	0	0	0	0	0	0	4	4	4	4	4	0	4	
			Distance from fixed route transit service (<0.25 mi=3, 0.25-0.5mi=2, >0.5mi=0) and/or distance from BRT service (</= 0.5 mi=3, >0.5 mi=0)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
			Does the project promote transit? (Yes=2, No=0)	2	2	2	0	0	0	0	0	0	2	0	2	0	0	0	0	2	2	2	0	2	2	0	2
7	Integrate Land-Use and Economic Development	Improve Inter-Regional Connectivity	Project is within which of the five TMRPA tiers? (1=7, 2=6, 3=4, 4=2, 5=1)	7	6	6	6	6	6	6	6	7	7	7	7	7	7	7	6	6	6	6	6	6	6		
			Does project improve connectivity for tourism? (Yes=3, No=0)	3	3	3	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	Fiscal Management	Prioritize Cost Effectiveness	Benefitt to Cost Ratio (High=9, Medium =4, Low=0)	9	4	4	0	9	9	9	4	4	9	4	9	9	4	9	9	4	4	4	4	9	9	9	
			Project can be combined with other projects for efficiency (Yes=2, No=0)	2	0	0	0	2	2	2	0	0	2	0	2	2	2	2	2	0	0	2	2	2	0	2	
9	Ease of Implementation	Advance Projects that are Feasible	Right-of-Way acquisition (Low=7, Moderate=3, High Impact=0)	7	3	3	0	7	7	7	7	7	7	0	7	3	7	7	7	3	3	7	0	7	7	3	
			Project Feasibility (High=10, Medium=5, Low=0)	10	5	5	0	10	10	10	5	5	10	7	10	0	10	10	10	0	0	10	0	10	10	10	10
Total Score				100	56	68	47	81	68	83	67	67	77	50	64	45	55	74	74	44	44	64	37	66	73	66	66

Notes:
- Potential Alternative (score greater than 50)
- Dismissed Alternative (score of 50 and below)

APPENDIX I

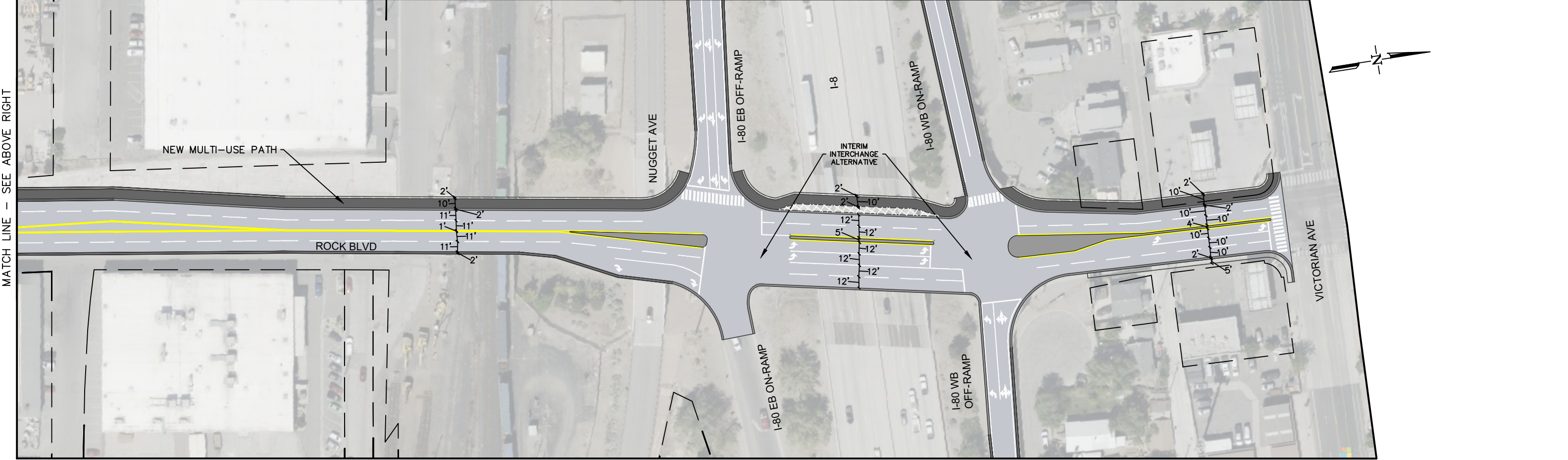
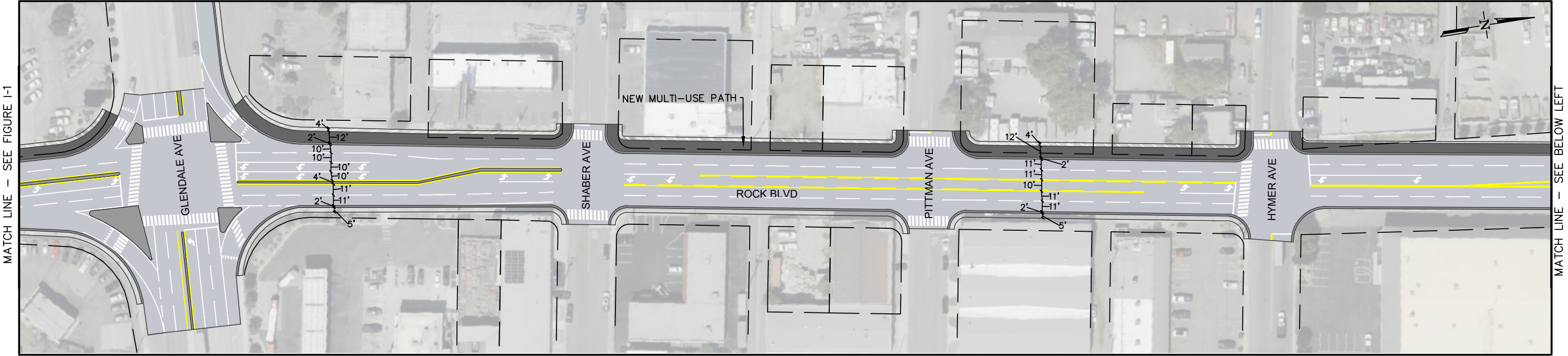
Concepts of Recommended Potential Improvements

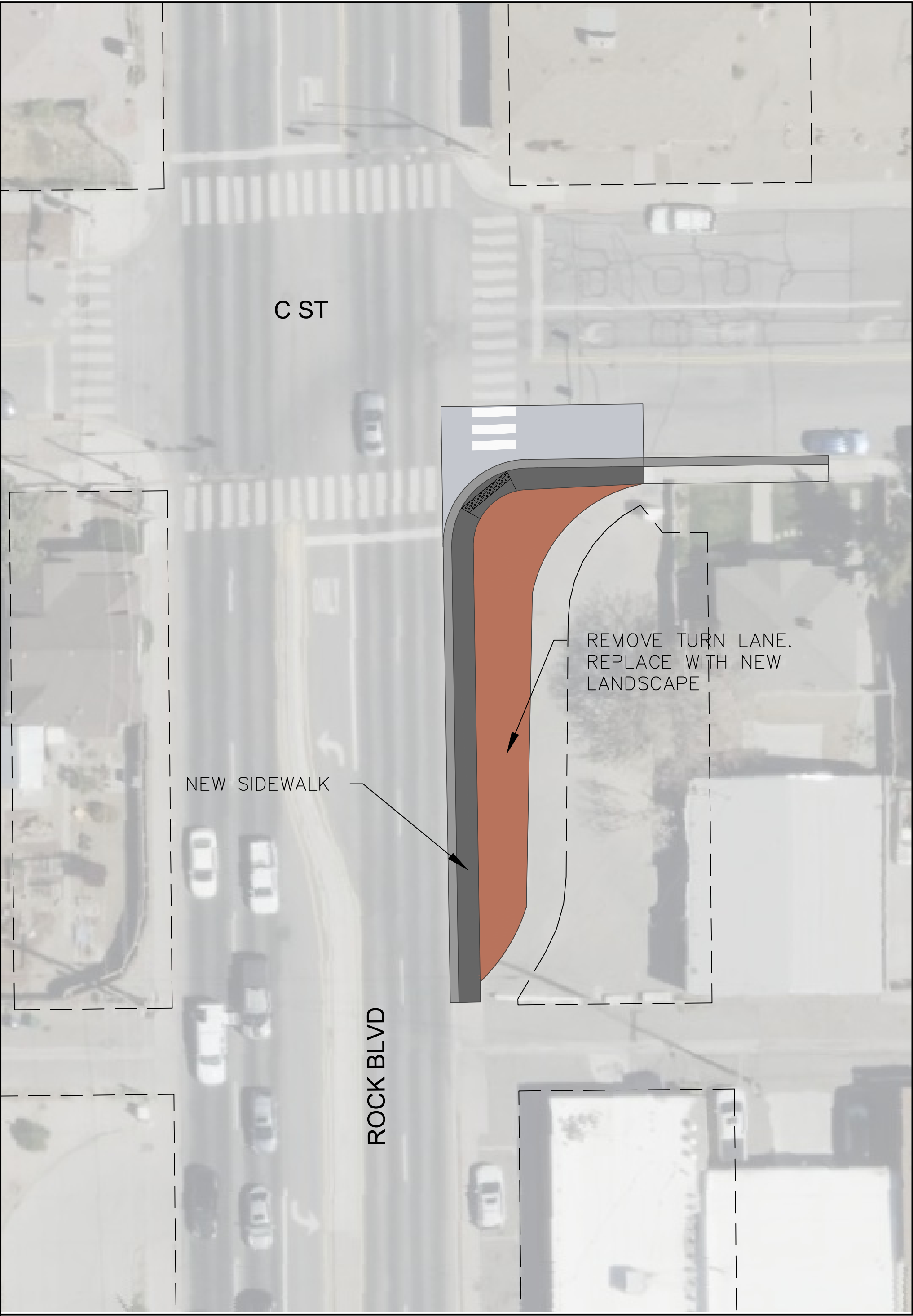


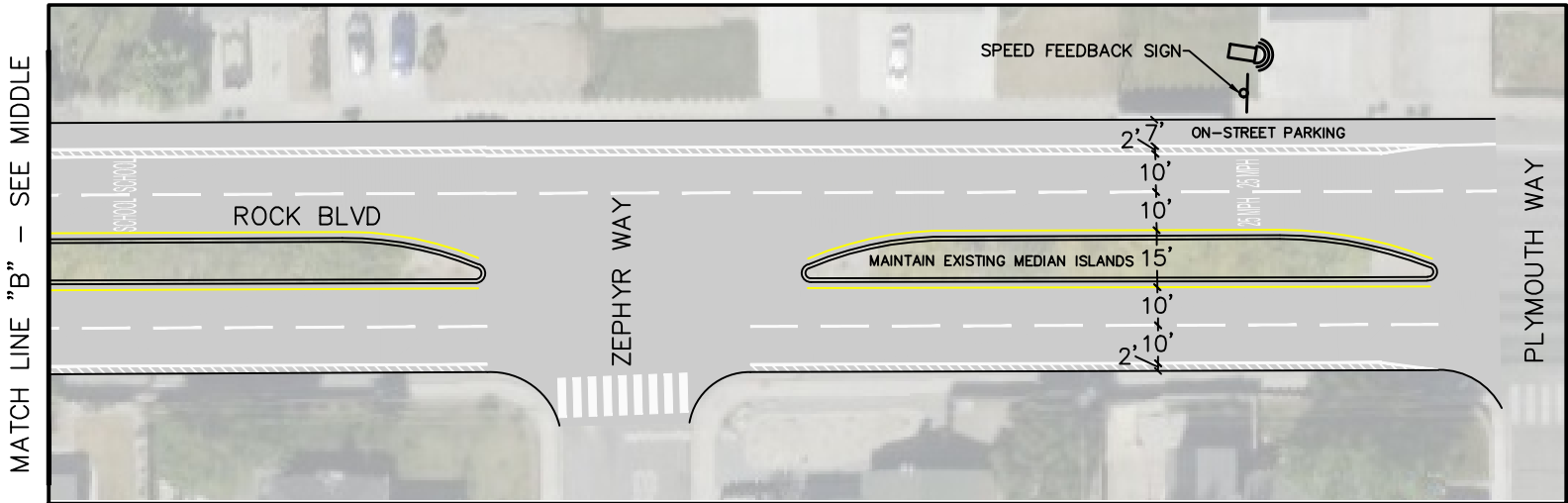
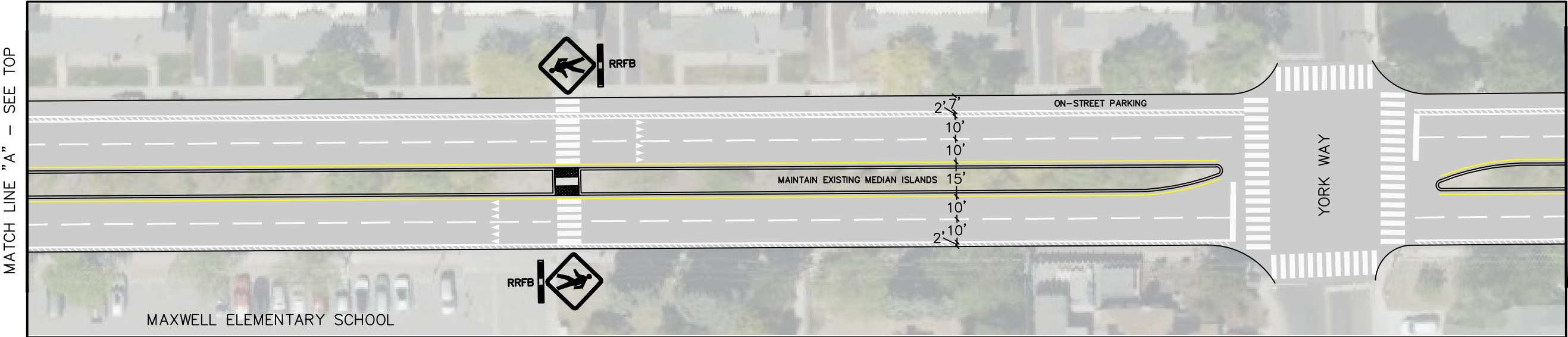
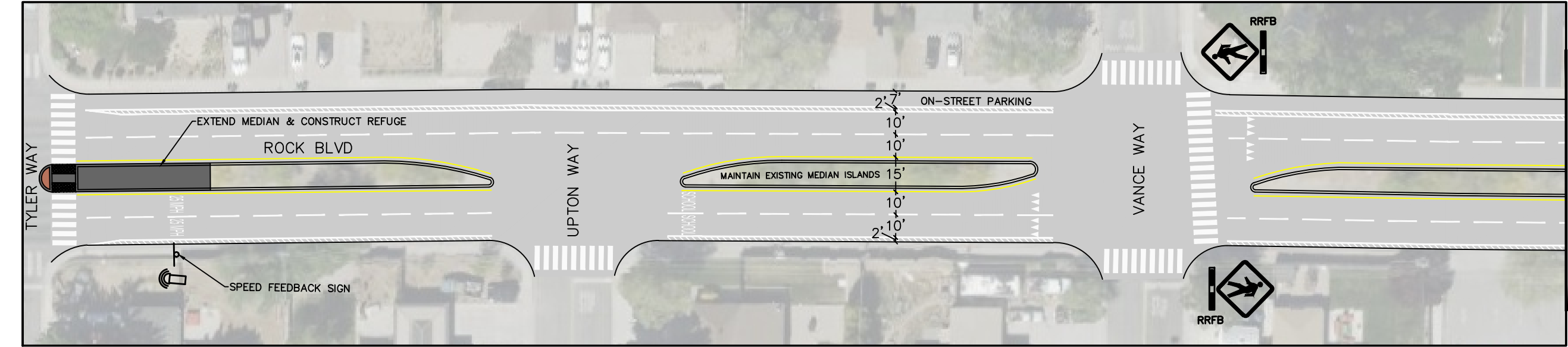


MATCH LINE - SEE ABOVE RIGHT

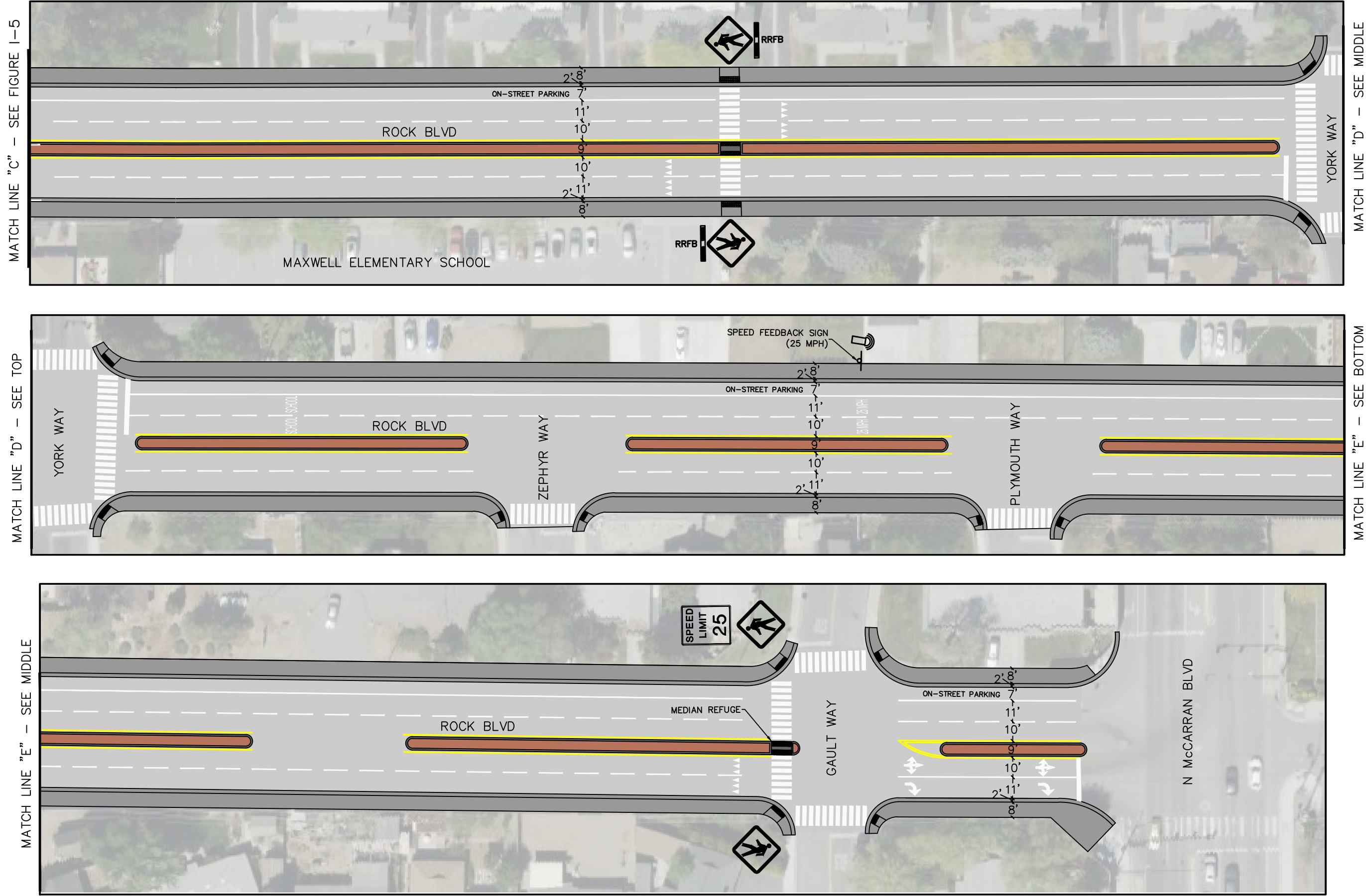
MATCH LINE - SEE FIGURE I-2











APPENDIX J

Cost Estimate Details



AGENDA ITEM 5.3 (A)

I-80 Interchange Modifications Level 1

Removal/Demolition/Modification (roadway striping, signing)	\$ 12,000
Construct Improvements (roadway striping, signing)	\$ 35,000
Design Services (survey, engineering)	\$ 10,000
Construction Services (staking, testing, inspection, construction management)	\$ 10,000
10% Contingency	\$ 7,000
	\$ 80,000

Wayfinding Signage

Removal/Demolition/Modification	\$ -
Construct Improvements (route/wayfinding signs)	\$ 20,000
Design Services (survey, engineering)	\$ 15,000
Construction Services (staking, testing, inspection, construction management)	\$ 10,000
10% Contingency	\$ 5,000
	\$ 50,000

Remove Right Turn Slip Lane at C Street

Removal/Demolition/Modification (curb and gutter, sidewalk, landscaping)	\$ 54,000
Construct Improvements (roadway reconstruct, curb and gutter, sidewalk, signage and striping)	\$ 150,000
Traffic Signal Modifications	\$ 80,000
Design Services (survey, engineering)	\$ 40,000
Construction Services (staking, testing, inspection, construction management)	\$ 40,000
10% Contingency	\$ 36,000
	\$ 400,000

Crossing Treatments (F through I Street)

Removal/Demolition/Modification (roadway, curb and gutter, sidewalk)	\$ 64,000
Construct Improvements (roadway reconstruct, median, RRFB, signage and striping)	\$ 220,000
Design Services (survey, engineering)	\$ 40,000
Construction Services (staking, testing, inspection, construction management)	\$ 40,000
10% Contingency	\$ 36,000
	\$ 400,000

Shared Roadway (B-5)

Removal/Demolition/Modification	\$ -
Construct Improvements (signage and striping)	\$ 25,000
Design Services (survey, engineering)	\$ 10,000
Construction Services (staking, testing, inspection, construction management)	\$ 10,000
10% Contingency	\$ 5,000
	\$ 50,000

Widen Sidewalk (15th to Oddie) (B-3)

Removal/Demolition/Modification (curb and gutter, sidewalk, utilities, landscaping, etc.)	\$ 100,000
Construct Improvements (multi-use path, roadway reconstruct, barrier rail, median, signage and striping)	\$ 376,000
Design Services (survey, engineering)	\$ 80,000
Construction Services (staking, testing, inspection, construction management)	\$ 80,000
10% Contingency	\$ 64,000
	\$ 700,000

Speed Management (Tyler to Plymouth)

Removal/Demolition/Modification (roadway striping)	\$ 43,000
Construct Improvements (signage and roadway striping)	\$ 150,000
Design Services (survey, engineering)	\$ 40,000
Construction Services (staking, testing, inspection, construction management)	\$ 40,000
10% Contingency	\$ 27,000
	\$ 300,000

AGENDA ITEM 5.3 (A)

Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)

Removal/Demolition/Modification (roadway, curb and gutter, sidewalk)	\$ 126,000
Construct Improvements (roadway reconstruct, median, RRFB, signage and striping)	\$ 350,000
Design Services (survey, engineering)	\$ 80,000
Construction Services (staking, testing, inspection, construction management)	\$ 80,000
10% Contingency	\$ 64,000
	\$ 700,000

Dual Northbound Right Turn at McCarran

Removal/Demolition/Modification (roadway striping)	\$ 10,000
Construct Improvements (roadway striping, signage, and signal mods)	\$ 33,000
Design Services (survey, engineering)	\$ 10,000
Construction Services (staking, testing, inspection, construction management)	\$ 10,000
10% Contingency	\$ 7,000
	\$ 70,000

Transit Improvements

Removal/Demolition/Modification (roadway striping)	\$ 32,000
Construct Improvements (roadway striping, signage, and signal mods)	\$ 100,000
ROW Acquisition (highly variable)	\$ 500,000
Design Services (survey, engineering)	\$ 25,000
Construction Services (staking, testing, inspection, construction management)	\$ 25,000
10% Contingency	\$ 68,000
	\$ 750,000

Multi-Use Path (A-1, A-2, A-4)

Removal/Demolition/Modification (curb and gutter, sidewalk, utilities, landscaping)	\$ 2,000,000
Construct Improvements (multi-use path, roadway reconstruct, curb, utilities, median, signage and striping)	\$ 9,500,000
Traffic Signal Modifications	\$ 1,500,000
ROW Acquisition (highly variable)	\$ 3,000,000
Design Services (survey, engineering)	\$ 2,000,000
Construction Services (staking, testing, inspection, construction management)	\$ 2,000,000
10% Contingency	\$ 2,000,000
	\$ 22,000,000

Slip Lane Modifications

Removal/Demolition/Modification (curb and gutter, sidewalk, landscaping)	\$ 200,000
Construct Improvements (roadway reconstruct, curb and gutter, sidewalk, signage and striping)	\$ 500,000
Design Services (survey, engineering)	\$ 110,000
Construction Services (staking, testing, inspection, construction management)	\$ 100,000
10% Contingency	\$ 90,000
	\$ 1,000,000

I-80 Interchange Modifications Level 2

Removal/Demolition/Modification (median, roadway)	\$ 50,000
Construct Improvements (median, roadway, signage and striping)	\$ 100,000
Traffic Signal Modifications	\$ 40,000
Design Services (survey, engineering)	\$ 40,000
Construction Services (staking, testing, inspection, construction management)	\$ 40,000
10% Contingency	\$ 30,000
	\$ 300,000

AGENDA ITEM 5.3 (A)

I-80 Interchange Modifications Level 3

Removal/Demolition/Modification (curb and gutter, sidewalk, utilities, landscaping)	\$ 750,000
Construct Improvements (off-ramp widening and reconstruct, curb, utilities, median, signage and striping)	\$ 2,500,000
Traffic Signal Modifications	\$ 300,000
Design Services (survey, engineering)	\$ 500,000
Construction Services (staking, testing, inspection, construction management)	\$ 500,000
10% Contingency	\$ 450,000
	\$ 5,000,000

Widen Sidewalk on Both Sides (B-4)

Removal/Demolition/Modification (curb and gutter, sidewalk, roadway, utilities, landscaping)	\$ 2,000,000
Construct Improvements (curb and gutter, sidewalk, utilities, median, signage and striping)	\$ 8,500,000
Traffic Signal Modifications	\$ 140,000
Design Services (survey, engineering)	\$ 1,500,000
Construction Services (staking, testing, inspection, construction management)	\$ 1,500,000
10% Contingency	\$ 1,360,000
	\$ 15,000,000

PMX AT Crashes	PMX InjuryType	PMX UI	WebmapSymbology	KTWL Study Corridors	CrashLocati	PMX NormalizeTim	PMX TimeFrames	PMX DayTime	UserType	PMX Intersection Location
Vehicles Only	Unknown	PMX_116	Property Damage Only	PDO		3:05:00 AM	3:00:00 AM	1/6/2019 3:05	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_308	Possible/Minor Injury	<Null>		2:04:00 PM	2:00:00 PM	1/11/2019 14:04	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_446	Property Damage Only	PDO		7:06:00 AM	7:00:00 AM	1/24/2019 7:06	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_463	Possible/Minor Injury	<Null>		5:27:00 AM	5:00:00 AM	1/25/2019 5:27	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_584	Property Damage Only	PDO		5:43:00 PM	6:00:00 PM	1/28/2019 17:43	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_506	Property Damage Only	PDO		6:26:00 PM	6:00:00 PM	2/1/2019 18:26	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_522	Property Damage Only	PDO		2:47:00 PM	3:00:00 PM	2/1/2019 14:47	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Minor Injury	PMX_684	Possible/Minor Injury	<Null>		6:30:00 AM	7:00:00 AM	2/7/2019 6:30	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_681	Property Damage Only	PDO		8:19:00 AM	8:00:00 AM	2/9/2019 8:19	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_936	Property Damage Only	PDO		6:50:00 AM	7:00:00 AM	2/11/2019 6:50	0 Vehicle Only	G ST & ROCK BLVD
Vehicles Only	Minor Injury	PMX_947	Possible/Minor Injury	<Null>		6:16:00 PM	6:00:00 PM	2/13/2019 18:16	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_19411	Property Damage Only	PDO		6:38:00 AM	7:00:00 AM	2/17/2019 6:38	0 Vehicle Only	GLENDALE AV & S ROCK BL
Vehicles Only	Unknown	PMX_1214	Property Damage Only	PDO		8:02:00 AM	8:00:00 AM	2/18/2019 8:02	0 Vehicle Only	FREEPORT BLVD & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_1133	Possible/Minor Injury	<Null>		1:17:00 PM	1:00:00 PM	2/18/2019 13:17	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Possible Injury	PMX_1033	Possible/Minor Injury	<Null>		4:41:00 AM	5:00:00 AM	2/22/2019 4:41	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_1273	Possible/Minor Injury	<Null>		7:12:00 PM	7:00:00 PM	3/1/2019 19:12	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_1479	Possible/Minor Injury	<Null>		1:46:00 PM	2:00:00 PM	3/6/2019 13:46	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Unknown	PMX_1482	Property Damage Only	PDO		4:03:00 PM	4:00:00 PM	3/7/2019 16:03	0 Vehicle Only	ROCK BLVD & SR659
Involved Bicyclist or Ped	Minor Injury	PMX_1406	Possible/Minor Injury (Pedestrian)	<Null>		10:38:00 AM	11:00:00 AM	3/8/2019 10:38	0 Pedestrian	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_19811	Property Damage Only	PDO		6:14:00 AM	6:00:00 AM	3/9/2019 6:14	0 Vehicle Only	GREENBRAE DR & ROCK BL
Involved Bicyclist or Ped	Minor Injury	PMX_1593	Possible/Minor Injury (Pedestrian)	<Null>		6:32:00 PM	7:00:00 PM	3/12/2019 18:32	0 Pedestrian	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_1533	Possible/Minor Injury	<Null>		7:31:00 AM	8:00:00 AM	3/15/2019 7:31	0 Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	Unknown	PMX_1687	Property Damage Only	PDO		3:55:00 PM	4:00:00 PM	3/20/2019 15:55	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_1723	Property Damage Only	PDO		7:45:00 AM	8:00:00 AM	3/21/2019 7:45	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_1693	Property Damage Only	PDO		10:30:00 AM	11:00:00 AM	3/21/2019 10:30	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_1847	Property Damage Only	PDO		5:05:00 PM	5:00:00 PM	4/1/2019 17:05	0 Vehicle Only	OXFORD AVE & ROCK BLVD
Vehicles Only	Unknown	PMX_1913	Property Damage Only	PDO		7:03:00 PM	7:00:00 PM	4/2/2019 19:03	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_1979	Property Damage Only	PDO		4:07:00 PM	4:00:00 PM	4/5/2019 16:07	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_1934	Property Damage Only	PDO		2:24:00 AM	2:00:00 AM	4/6/2019 2:24	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_1927	Possible/Minor Injury	<Null>		4:00:00 PM	4:00:00 PM	4/8/2019 16:00	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Unknown	PMX_2044	Property Damage Only	PDO		12:55:00 PM	1:00:00 PM	4/12/2019 12:55	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_2007	Possible/Minor Injury	<Null>		3:29:00 PM	3:00:00 PM	4/14/2019 15:29	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_2002	Property Damage Only	PDO		4:24:00 AM	4:00:00 AM	4/15/2019 4:24	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_2243	Property Damage Only	PDO		12:01:00 AM	12:00:00 AM	4/24/2019 0:01	0 Vehicle Only	GAULT WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_2365	Property Damage Only	PDO		10:08:00 PM	10:00:00 PM	4/25/2019 22:08	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_2263	Possible/Minor Injury	<Null>		8:23:00 AM	8:00:00 AM	4/30/2019 8:23	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_2277	Possible/Minor Injury	<Null>		1:44:00 PM	2:00:00 PM	5/2/2019 13:44	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Minor Injury	PMX_2513	Possible/Minor Injury	<Null>		2:48:00 PM	3:00:00 PM	5/4/2019 14:48	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_2425	Possible/Minor Injury	<Null>		8:21:00 AM	8:00:00 AM	5/6/2019 8:21	0 Vehicle Only	1ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_2663	Possible/Minor Injury	<Null>		5:55:00 PM	6:00:00 PM	5/10/2019 17:55	0 Vehicle Only	S ROCK BLVD & SHABER AVE
Vehicles Only	Unknown	PMX_2587	Property Damage Only	PDO		11:27:00 PM	11:00:00 PM	5/14/2019 23:27	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_2684	Property Damage Only	PDO		5:15:00 PM	5:00:00 PM	5/23/2019 17:15	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_2788	Property Damage Only	PDO		8:09:00 PM	8:00:00 PM	5/24/2019 20:09	0 Vehicle Only	H ST & ROCK BLVD
Vehicles Only	Minor Injury	PMX_2988	Possible/Minor Injury	<Null>		5:05:00 PM	5:00:00 PM	6/1/2019 17:05	0 Vehicle Only	ROCK BLVD & YORK WAY
Vehicles Only	Unknown	PMX_2997	Property Damage Only	PDO		7:00:00 PM	7:00:00 PM	6/4/2019 19:00	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_3211	Property Damage Only	PDO		3:11:00 PM	3:00:00 PM	6/17/2019 15:11	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_3238	Possible/Minor Injury	<Null>		4:45:00 PM	5:00:00 PM	6/18/2019 16:45	0 Vehicle Only	ROCK BLVD & SR659
Involved Bicyclist or Ped	Unknown	PMX_3242	Property Damage Only	PDO		5:59:00 PM	6:00:00 PM	6/19/2019 17:59	0 Bicyclist	ROCK BLVD & SR649 WAY
Vehicles Only	Unknown	PMX_3281	Property Damage Only	PDO		6:56:00 AM	7:00:00 AM	6/21/2019 6:56	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_3203	Possible/Minor Injury	<Null>		1:58:00 AM	2:00:00 AM	6/22/2019 1:58	0 Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	Unknown	PMX_3447	Property Damage Only	PDO		12:27:00 PM	12:00:00 PM	6/24/2019 12:27	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_3409	Property Damage Only	PDO		12:16:00 PM	12:00:00 PM	6/27/2019 12:16	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_3383	Property Damage Only	PDO		6:42:00 AM	7:00:00 AM	6/28/2019 6:42	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_3536	Possible/Minor Injury	<Null>		12:31:00 PM	1:00:00 PM	7/2/2019 12:31	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_3756	Property Damage Only	PDO		7:23:00 PM	7:00:00 PM	7/10/2019 19:23	0 Vehicle Only	G ST & ROCK BLVD
Vehicles Only	Unknown	PMX_3684	Property Damage Only	PDO		1:10:00 PM	1:00:00 PM	7/13/2019 13:10	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_3888	Possible/Minor Injury	<Null>		3:15:00 PM	3:00:00 PM	7/17/2019 15:15	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_4019	Property Damage Only	PDO		8:00:00 AM	8:00:00 AM	7/26/2019 8:00	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_4199	Property Damage Only	PDO		6:16:00 PM	6:00:00 PM	8/1/2019 18:16	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_4125	Property Damage Only	PDO		10:11:00 PM	10:00:00 PM	8/3/2019 22:11	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_4217	Possible/Minor Injury	<Null>		1:45:00 PM	2:00:00 PM	8/4/2019 13:45	0 Vehicle Only	PLYMOUTH WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_4395	Possible/Minor Injury	<Null>		5:30:00 PM	6:00:00 PM	8/9/2019 17:30	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_4280	Possible/Minor Injury	<Null>		2:07:00 PM	2:00:00 PM	8/14/2019 14:07	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Unknown	PMX_4519	Property Damage Only	PDO		7:43:00 PM	8:00:00 PM	8/20/2019 19:43	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_4622	Property Damage Only	PDO		10:40:00 AM	11:00:00 AM	8/25/2019 10:40	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_4606	Property Damage Only	PDO		12:35:00 PM	1:00:00 PM	8/26/2019 12:35	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_4645	Property Damage Only	PDO		12:30:00 PM	1:00:00 PM	8/28/2019 12:30	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Unknown	PMX_4884	Property Damage Only	PDO		9:42:00 PM	10:00:00 PM	8/30/2019 21:42	0 Vehicle Only	C ST & ROCK BLVD
Vehicles Only	Unknown	PMX_4882	Property Damage Only	PDO		4:11:00 AM	4:00:00 AM	8/31/2019 4:11	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_4781	Property Damage Only	PDO		11:08:00 PM	11:00:00 PM	9/2/2019 23:08	0 Vehicle Only	GREG ST & S ROCK BLVD
Involved Bicyclist or Ped	Minor Injury	PMX_4822	Possible/Minor Injury (Pedestrian)	<Null>		6:14:00 AM	6:00:00 AM	9/5/2019 6:14	0 Pedestrian	PRATER WAY & ROCK BLVD
Vehicles Only	Minor Injury	PMX_4938	Possible/Minor Injury	<Null>		4:25:00 PM	4:00:00 PM	9/11/2019 16:25	0 Vehicle Only	1ST & ROCK BLVD
Vehicles Only	Unknown	PMX_5265	Property Damage Only	PDO		12:05:00 PM	12:00:00 PM	9/20/2019 12:05	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_5335	Property Damage Only	PDO		6:42:00 AM	7:00:00 AM	9/20/2019 6:42	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_5545	Possible/Minor Injury	<Null>		4:10:00 PM	4:00:00 PM	10/8/2019 16:10	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_5554	Possible/Minor Injury	<Null>		2:25:00 PM	2:00:00 PM	10/9/2019 14:25	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_5629	Property Damage Only	PDO		12:32:00 AM	1:00:00 AM	10/12/2019 0:32	0 Vehicle Only	ROCK BLVD & TYLER WAY
Vehicles Only	Unknown	PMX_5699	Property Damage Only	PDO		8:00:00 AM	8:00:00 AM	10/14/2019 8:00	0 Vehicle Only	FREEPORT BLVD & S ROCK BLVD
Vehicles Only	Minor Injury	PMX_5865	Possible/Minor Injury	<Null>		7:17:00 PM	7:00:00 PM	10/20/2019 19:17	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_5816	Property Damage Only	PDO		5:38:00 AM	6:00:00 AM	10/21/2019 5:38	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Unknown	PMX_5868	Property Damage Only	PDO		1:33:00 PM	2:00:00 PM	10/22/2019 13:33	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_5811	Possible/Minor Injury	<Null>		4:50:00 PM	5:00:00 PM	10/23/2019 16:50	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_5920	Property Damage Only	PDO		1:02:00 PM	1:00:00 PM	10/24/2019 13:02	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_6117	Possible/Minor Injury	<Null>		1:16:00 PM	1:00:00 PM	11/6/2019 13:16	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_6196	Possible/Minor Injury	<Null>		5:09:00 PM	5:00:00 PM	11/10/2019 17:09	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_6399	Property Damage Only	PDO		11:32:00 PM	12:00:00 AM	11/16/2019 23:32	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Unknown	PMX_6424	Property Damage Only	PDO		7:46:00 AM	8:00:00 AM	11/17/2019 7:46	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Possible Injury	PMX_6568	Possible/Minor Injury	<Null>		7:55:00 AM	8:00:00 AM	11/26/2019 7:55	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_6829	Property Damage Only	PDO		6:51:00 AM	7:00:00 AM	12/6/2019 6:51	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_6904	Property Damage Only	PDO		2:39:00 PM	3:00:00 PM	12/8/2019 14:39	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_6847	Property Damage Only	PDO		8:54:00 PM	9:00:00 PM	12/11/2019 20:54	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_6930	Property Damage Only	PDO		4:02:00 PM	4:00:00 PM	12/14/2019 16:02	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_7029	Property Damage Only	PDO		7:19:00 PM	7:00:00 PM	12/15/2019 19:19	0 Vehicle Only	IR80W TO SR668 INT17 & SR668

PMX AT Crashes	PMX InjuryType	PMX UI	WebmapSymbology	KTWL Study Corridors	CrashLocation	PMX NormalizeTime	PMX Timeframes	PMX DayTime	UserType	PMX Intersection Location
Vehicles Only	Minor Injury	PMX_6958	Possible/Minor Injury	<Null>		12:47:00 PM	1:00:00 PM	12/16/2019 12:47	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_7120	Property Damage Only	PDO		10:00:00 AM	10:00:00 AM	12/19/2019 10:00	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_7267	Property Damage Only	PDO		4:29:00 PM	4:00:00 PM	1/2/2020 16:29	0 Vehicle Only	15TH ST & ROCK BLVD
Vehicles Only	Unknown	PMX_7258	Property Damage Only	PDO		9:07:00 AM	9:00:00 AM	1/4/2020 9:07	0 Vehicle Only	15TH ST & ROCK BLVD
Vehicles Only	Minor Injury	PMX_7387	Possible/Minor Injury	<Null>		6:07:00 PM	6:00:00 PM	1/5/2020 18:07	0 Vehicle Only	15TH ST & ROCK BLVD
Vehicles Only	Unknown	PMX_7470	Property Damage Only	PDO		12:29:00 PM	12:00:00 PM	1/6/2020 12:29	0 Vehicle Only	GREG ST & ROCK BLVD
Vehicles Only	Unknown	PMX_7460	Property Damage Only	PDO		5:30:00 PM	6:00:00 PM	1/6/2020 17:30	0 Vehicle Only	PLYMOUTH WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_7652	Possible/Minor Injury	<Null>		10:26:00 AM	10:00:00 AM	1/24/2020 10:26	0 Vehicle Only	FREEMONT BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_7617	Possible/Minor Injury	<Null>		12:27:00 PM	12:00:00 PM	1/27/2020 12:27	0 Vehicle Only	1ST & ROCK BLVD
Vehicles Only	Unknown	PMX_7860	Property Damage Only	PDO		6:35:00 AM	7:00:00 AM	2/4/2020 6:35	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Unknown	PMX_7737	Property Damage Only	PDO		10:15:00 AM	10:00:00 AM	2/4/2020 10:15	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Serious Injury	PMX_13192	Serious Injury	Serious Injury		9:10:00 AM	9:00:00 AM	2/7/2020 9:10	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_7919	Possible/Minor Injury	<Null>		5:50:00 PM	6:00:00 PM	2/10/2020 17:50	0 Vehicle Only	PITTMAN AVE & ROCK BLVD
Vehicles Only	Unknown	PMX_7939	Property Damage Only	PDO		3:05:00 PM	3:00:00 PM	2/12/2020 15:05	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_8292	Property Damage Only	PDO		3:47:00 PM	4:00:00 PM	2/21/2020 15:47	0 Vehicle Only	COMMERCE ST & ROCK BLVD
Vehicles Only	Minor Injury	PMX_8201	Possible/Minor Injury	<Null>		5:33:00 PM	6:00:00 PM	2/23/2020 17:33	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Serious Injury	PMX_8327	Serious Injury	<Null>		8:55:00 PM	9:00:00 PM	2/29/2020 20:55	0 Vehicle Only	PROSPECT AVE & ROCK BLVD
Vehicles Only	Unknown	PMX_8320	Property Damage Only	PDO		10:27:00 AM	10:00:00 AM	2/29/2020 10:27	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Involved Bicyclist or Ped	Possible Injury	PMX_8324	Possible/Minor Injury (Pedestrian)	<Null>		2:52:00 PM	3:00:00 PM	3/2/2020 14:52	0 Pedestrian	GREENBRAE DR & ROCK BLVD
Vehicles Only	Unknown	PMX_8407	Property Damage Only	PDO		5:38:00 PM	6:00:00 PM	3/4/2020 17:38	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Serious Injury	PMX_8440	Serious Injury	<Null>		10:08:00 PM	10:00:00 PM	3/5/2020 22:08	0 Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	Unknown	PMX_8325	Property Damage Only	PDO		1:13:00 PM	1:00:00 PM	3/6/2020 13:13	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_8637	Property Damage Only	PDO		7:38:00 AM	8:00:00 AM	3/14/2020 7:38	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_8677	Possible/Minor Injury	<Null>		4:39:00 PM	5:00:00 PM	3/19/2020 16:39	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Involved Bicyclist or Ped	Unknown	PMX_8683	Property Damage Only	PDO		6:04:00 PM	6:00:00 PM	3/25/2020 18:04	0 Pedestrian	COMMERCE ST & ROCK BLVD
Vehicles Only	Unknown	PMX_8954	Property Damage Only	PDO		11:14:00 AM	11:00:00 AM	4/23/2020 11:14	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_8976	Possible/Minor Injury	<Null>		5:37:00 PM	6:00:00 PM	4/26/2020 17:37	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_9022	Possible/Minor Injury	<Null>		5:40:00 PM	6:00:00 PM	4/30/2020 17:40	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_9263	Property Damage Only	PDO		5:25:00 PM	5:00:00 PM	5/29/2020 17:25	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_9440	Possible/Minor Injury	<Null>		8:15:00 AM	8:00:00 AM	6/2/2020 8:15	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_9613	Property Damage Only	PDO		5:00:00 PM	5:00:00 PM	6/13/2020 17:00	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_9522	Property Damage Only	PDO		3:59:00 PM	4:00:00 PM	6/18/2020 15:59	0 Vehicle Only	C ST & ROCK BLVD
Vehicles Only	Minor Injury	PMX_9621	Possible/Minor Injury	<Null>		2:26:00 PM	2:00:00 PM	6/18/2020 14:26	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_9496	Property Damage Only	PDO		7:30:00 PM	8:00:00 PM	6/18/2020 19:30	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_9611	Property Damage Only	PDO		5:04:00 PM	5:00:00 PM	6/19/2020 17:04	0 Vehicle Only	HYMER AVE & ROCK BLVD
Vehicles Only	Minor Injury	PMX_9660	Possible/Minor Injury	<Null>		3:28:00 PM	3:00:00 PM	6/25/2020 15:28	0 Vehicle Only	ROCK BLVD & SHABER AVE
Vehicles Only	Unknown	PMX_9707	Property Damage Only	PDO		10:40:00 AM	11:00:00 AM	6/28/2020 10:40	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_9665	Possible/Minor Injury	<Null>		12:32:00 PM	1:00:00 AM	6/28/2020 0:32	0 Vehicle Only	OXFORD AVE & ROCK BLVD
Vehicles Only	Possible Injury	PMX_9746	Possible/Minor Injury	<Null>		2:19:00 PM	2:00:00 PM	6/30/2020 14:19	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_9829	Property Damage Only	PDO		4:45:00 PM	5:00:00 PM	7/2/2020 16:45	0 Vehicle Only	FREEMONT BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_9897	Property Damage Only	PDO		3:32:00 PM	4:00:00 PM	7/9/2020 15:32	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_10002	Property Damage Only	PDO		3:37:00 PM	4:00:00 PM	7/12/2020 15:37	0 Vehicle Only	GREG ST & ROCK BLVD
Vehicles Only	Unknown	PMX_9930	Property Damage Only	PDO		7:24:00 PM	7:00:00 PM	7/17/2020 19:24	0 Vehicle Only	1ST & ROCK BLVD
Vehicles Only	Unknown	PMX_9924	Property Damage Only	PDO		2:39:00 PM	3:00:00 PM	7/19/2020 14:39	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_10168	Possible/Minor Injury	<Null>		4:03:00 PM	4:00:00 PM	7/27/2020 16:03	0 Vehicle Only	ROCK BLVD & RUSSELL WAY
Vehicles Only	Unknown	PMX_10133	Property Damage Only	PDO		8:30:00 AM	9:00:00 AM	7/28/2020 8:30	0 Vehicle Only	GREG ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_10198	Possible/Minor Injury	<Null>		8:07:00 AM	8:00:00 AM	8/1/2020 8:07	0 Vehicle Only	1ST & ROCK BLVD
Vehicles Only	Unknown	PMX_10495	Property Damage Only	PDO		4:00:00 PM	4:00:00 PM	8/19/2020 16:00	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_10510	Property Damage Only	PDO		1:48:00 PM	2:00:00 PM	8/20/2020 13:48	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_10620	Property Damage Only	PDO		9:55:00 PM	10:00:00 PM	8/21/2020 21:55	0 Vehicle Only	ROCK BLVD & SBAGIA WAY
Vehicles Only	Unknown	PMX_10580	Property Damage Only	PDO		7:42:00 PM	8:00:00 PM	8/22/2020 19:42	0 Vehicle Only	HYMER AVE & ROCK BLVD
Vehicles Only	Unknown	PMX_10698	Property Damage Only	PDO		10:39:00 AM	11:00:00 AM	9/2/2020 10:39	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Minor Injury	PMX_10690	Possible/Minor Injury	<Null>		12:01:00 AM	12:00:00 AM	9/5/2020 0:01	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_10982	Property Damage Only	PDO		1:37:00 PM	2:00:00 PM	9/19/2020 13:37	0 Vehicle Only	ROCK BLVD & SBAGIA WAY
Vehicles Only	Minor Injury	PMX_11269	Possible/Minor Injury	<Null>		11:05:00 PM	11:00:00 PM	9/25/2020 23:05	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_11221	Property Damage Only	PDO		10:05:00 PM	10:00:00 PM	9/26/2020 22:05	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_11170	Property Damage Only	PDO		7:06:00 PM	7:00:00 PM	9/30/2020 19:06	0 Vehicle Only	COMMERCE ST & ROCK BLVD
Vehicles Only	Unknown	PMX_11323	Property Damage Only	PDO		1:53:00 PM	2:00:00 PM	10/9/2020 13:53	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Possible Injury	PMX_11346	Possible/Minor Injury	<Null>		9:52:00 PM	10:00:00 PM	10/12/2020 21:52	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_11442	Property Damage Only	PDO		5:22:00 PM	5:00:00 PM	10/14/2020 17:22	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_11510	Property Damage Only	PDO		6:40:00 AM	7:00:00 AM	10/16/2020 6:40	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_11513	Property Damage Only	PDO		7:43:00 PM	8:00:00 PM	10/18/2020 19:43	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Minor Injury	PMX_11710	Possible/Minor Injury	<Null>		2:53:00 PM	3:00:00 PM	10/23/2020 14:53	0 Vehicle Only	FREEMONT BLVD & S ROCK BLVD
Vehicles Only	Unknown	PMX_11664	Property Damage Only	PDO		12:20:00 PM	12:00:00 PM	10/28/2020 12:20	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Involved Bicyclist or Ped	Possible Injury	PMX_11868	Possible/Minor Injury (Pedestrian)	<Null>		7:46:00 AM	8:00:00 AM	10/31/2020 7:46	0 Pedestrian	COMMERCE ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_11809	Possible/Minor Injury	<Null>		8:34:00 PM	9:00:00 PM	11/2/2020 20:34	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_11819	Property Damage Only	PDO		5:18:00 PM	5:00:00 PM	11/3/2020 17:18	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_11929	Property Damage Only	PDO		6:00:00 PM	6:00:00 PM	11/13/2020 18:00	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_12116	Property Damage Only	PDO		5:44:00 PM	6:00:00 PM	11/18/2020 17:44	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_12180	Property Damage Only	PDO		2:44:00 PM	3:00:00 PM	11/19/2020 14:44	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_12186	Property Damage Only	PDO		12:15:00 PM	12:00:00 PM	11/20/2020 12:15	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Unknown	PMX_12081	Property Damage Only	PDO		5:10:00 PM	5:00:00 PM	11/21/2020 17:10	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_12086	Property Damage Only	PDO		2:46:00 AM	3:00:00 AM	11/23/2020 2:46	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Unknown	PMX_12335	Property Damage Only	PDO		3:01:00 PM	3:00:00 PM	12/4/2020 15:01	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_12226	Property Damage Only	PDO		4:05:00 AM	4:00:00 AM	12/4/2020 4:05	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Serious Injury	PMX_12241	Serious Injury	<Null>		12:14:00 PM	12:00:00 PM	12/6/2020 12:14	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Possible Injury	PMX_12492	Possible/Minor Injury	<Null>		3:51:00 PM	4:00:00 PM	12/9/2020 15:51	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_12475	Possible/Minor Injury	<Null>		8:38:00 PM	9:00:00 PM	12/10/2020 20:38	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_12447	Possible/Minor Injury	<Null>		11:30:00 AM	12:00:00 PM	12/11/2020 11:30	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_12359	Property Damage Only	PDO		12:29:00 PM	12:00:00 PM	12/16/2020 12:29	0 Vehicle Only	PLYMOUTH WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_18078	Possible/Minor Injury	Possible/Minor Injury		6:07:00 PM	6:00:00 PM	12/29/2020 18:07	0 Vehicle Only	OTHER & OTHER
Vehicles Only	No Injury	PMX_34265	Property Damage Only	PDO		2:37:00 PM	3:00:00 PM	1/5/2021 14:37	0 Vehicle Only	OTHER & OTHER
Vehicles Only	No Injury	PMX_34375	Property Damage Only	PDO		1:00:00 PM	1:00:00 PM	1/8/2021 13:00	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	No Injury	PMX_34496	Property Damage Only	PDO		10:38:00 AM	11:00:00 AM	1/16/2021 10:38	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	No Injury	PMX_34497	Property Damage Only	PDO		1:43:00 PM	2:00:00 PM	1/19/2021 13:43	0 Vehicle Only	OTHER & OTHER
Vehicles Only	No Injury	PMX_34411	Property Damage Only	PDO		6:50:00 AM	7:00:00 AM	1/19/2021 6:50	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_34400	Possible/Minor Injury	Possible/Minor Injury		9:34:00 PM	10:00:00 PM	1/20/2021 21:34	0 Vehicle Only	GAULT WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_34650	Possible/Minor Injury	Possible/Minor Injury		3:13:00 PM	3:00:00 PM	1/28/2021 15:13	0 Vehicle Only	GLENDAL AVE & S ROCK BL
Vehicles Only	Possible Injury	PMX_34857	Possible/Minor Injury	Possible/Minor Injury		9:15:00 AM	9:00:00 AM	2/8/2021 9:15	0 Vehicle Only	E GLENDAL AVE & ROCK BL
Vehicles Only	No Injury	PMX_34975	Property Damage Only	PDO		10:29:00 AM	10:00:00 AM	2/10/2021 10:29	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	No Injury	PMX_34890	Property Damage Only	PDO		1:07:00 PM	1:00:00 PM	2/15/2021 13:07	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Unknown	PMX_34987	Property Damage Only	PDO		10:15:00 AM	10:00:00 AM	2/19/2021 10:15	0 Vehicle Only	GLENDAL AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_35138	Property Damage Only	PDO		8:01:00 AM	8:00:00 AM	2/20/2021 8:01	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_35041	Property Damage Only	PDO		9:24:00 PM	9:00:00 PM	2/21/2021 21:24	0 Vehicle Only	OTHER & OTHER

PMX AT Crashes	PMX InjuryType	PMX UI	WebmapSymbology	KTWL Study Corridors	CrashLocation	PMX NormalizeTime	PMX Timeframes	PMX DayTime	UserType	PMX Intersection Location
Vehicles Only	No Injury	PMX_35230	Property Damage Only	PDO		1:06:00 PM	1:00:00 PM	3/2/2021 13:06	0 Vehicle Only	GREG ST & ROCK BLVD
Vehicles Only	No Injury	PMX_35413	Property Damage Only	PDO		4:32:00 PM	5:00:00 PM	3/11/2021 16:32	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_35339	Possible/Minor Injury	Possible/Minor Injury		10:03:00 PM	10:00:00 PM	3/16/2021 22:03	0 Vehicle Only	G & ROCK BLVD
Vehicles Only	Unknown	PMX_35648	Property Damage Only	PDO		7:45:00 AM	8:00:00 AM	3/29/2021 7:45	0 Vehicle Only	HYMER AVE & ROCK BLVD
Vehicles Only	Possible Injury	PMX_32678	Possible/Minor Injury	Possible/Minor Injury		5:52:00 PM	6:00:00 PM	4/1/2021 17:52	0 Vehicle Only	IR80 E TO S ROCK BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_32540	Property Damage Only	PDO		12:11:00 PM	12:00:00 PM	4/9/2021 12:11	0 Vehicle Only	COMMERCE ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_32558	Possible/Minor Injury	Possible/Minor Injury		3:21:00 PM	3:00:00 PM	4/10/2021 15:21	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	No Injury	PMX_32510	Property Damage Only	PDO		10:39:00 AM	11:00:00 AM	4/11/2021 10:39	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Serious Injury	PMX_32800	Serious Injury	Serious Injury		6:55:00 AM	7:00:00 AM	4/20/2021 6:55	0 Vehicle Only	ROCK BLVD & SHABER AVE
Vehicles Only	Unknown	PMX_32887	Property Damage Only	PDO		8:43:00 PM	9:00:00 PM	4/23/2021 20:43	0 Vehicle Only	HYMER AVE & ROCK BLVD
Vehicles Only	No Injury	PMX_32986	Property Damage Only	PDO		3:28:00 AM	3:00:00 AM	5/1/2021 3:28	0 Vehicle Only	ROCK BL TO IR80 W & ROCK BLVD
Vehicles Only	No Injury	PMX_32945	Property Damage Only	PDO		3:24:00 PM	3:00:00 PM	5/4/2021 15:24	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_33150	Possible/Minor Injury	Possible/Minor Injury		9:01:00 PM	9:00:00 PM	5/10/2021 21:01	0 Vehicle Only	ROCK BL TO IR80 W & ROCK BLVD
Vehicles Only	Minor Injury	PMX_33338	Possible/Minor Injury	Possible/Minor Injury		6:53:00 AM	7:00:00 AM	5/11/2021 6:53	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_33195	Property Damage Only	PDO		5:17:00 PM	5:00:00 PM	5/17/2021 17:17	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_37349	Property Damage Only	PDO		4:25:00 PM	4:00:00 PM	5/18/2021 16:25	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_33352	Possible/Minor Injury	Possible/Minor Injury		6:57:00 PM	7:00:00 PM	5/19/2021 18:57	0 Vehicle Only	GAULT WY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_33407	Possible/Minor Injury	Possible/Minor Injury		11:55:00 AM	12:00:00 PM	5/19/2021 11:55	0 Vehicle Only	OTHER & ROCK BL
Vehicles Only	No Injury	PMX_33605	Property Damage Only	PDO		11:20:00 AM	11:00:00 AM	5/28/2021 11:20	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	No Injury	PMX_33542	Property Damage Only	PDO		4:58:00 AM	5:00:00 AM	5/29/2021 4:58	0 Vehicle Only	D STREET & ROCK BLVD
Vehicles Only	No Injury	PMX_33580	Property Damage Only	PDO		10:55:00 PM	11:00:00 PM	6/1/2021 22:55	0 Vehicle Only	OTHER & ROCK BLVD
Vehicles Only	Possible Injury	PMX_33784	Possible/Minor Injury	Possible/Minor Injury		1:22:00 PM	1:00:00 PM	6/7/2021 13:22	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	No Injury	PMX_33717	Property Damage Only	PDO		12:01:00 PM	12:00:00 PM	6/9/2021 12:01	0 Vehicle Only	GLENDALE AVE & ROCK BLVD
Vehicles Only	Possible Injury	PMX_33855	Possible/Minor Injury	Possible/Minor Injury		7:57:00 PM	8:00:00 PM	6/17/2021 19:57	0 Vehicle Only	GREG ST & S ROCK BL
Involved Bicyclist or Pe	Fatal	PMX_34196	Fatal (Bicyclist)	Fatal (Bicyclist)		8:46:00 AM	9:00:00 AM	6/30/2021 8:46	0 Bicyclist	ODDIE BLVD & ROCK BLVD
Vehicles Only	Minor Injury	PMX_34159	Possible/Minor Injury	Possible/Minor Injury		3:40:00 PM	4:00:00 PM	6/30/2021 15:40	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_37319	Possible/Minor Injury	Possible/Minor Injury		9:26:00 AM	9:00:00 AM	7/2/2021 9:26	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Unknown	PMX_31772	Property Damage Only	PDO		10:32:00 PM	11:00:00 PM	7/3/2021 22:32	0 Vehicle Only	IR80 E TO S ROCK BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_31920	Property Damage Only	PDO		4:24:00 PM	4:00:00 PM	7/7/2021 16:24	0 Vehicle Only	GREG ST & ROCK BLVD
Vehicles Only	No Injury	PMX_32148	Property Damage Only	PDO		5:43:00 PM	6:00:00 PM	7/27/2021 17:43	0 Vehicle Only	ROCK BLVD & VICTORIAN AV
Vehicles Only	Possible Injury	PMX_37265	Possible/Minor Injury	Possible/Minor Injury		12:56:00 AM	1:00:00 AM	8/21/2021 0:56	0 Vehicle Only	N MCCARRAN BLVD & ROCK BLVD
Vehicles Only	Serious Injury	PMX_32273	Serious Injury	Serious Injury		12:07:00 AM	12:00:00 AM	8/21/2021 0:07	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_32241	Property Damage Only	PDO		11:08:00 PM	11:00:00 PM	8/28/2021 23:08	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_32386	Property Damage Only	PDO		3:50:00 PM	4:00:00 PM	9/3/2021 15:50	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_32229	Property Damage Only	PDO		6:09:00 PM	6:00:00 PM	9/7/2021 18:09	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Serious Injury	PMX_32291	Serious Injury	Serious Injury		6:23:00 AM	6:00:00 AM	9/24/2021 6:23	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_31491	Property Damage Only	PDO		3:19:00 AM	3:00:00 AM	10/14/2021 3:19	0 Vehicle Only	IR80 E & ROCK BLVD
Vehicles Only	Possible Injury	PMX_31454	Possible/Minor Injury	Possible/Minor Injury		9:02:00 AM	9:00:00 AM	10/20/2021 9:02	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_31566	Property Damage Only	PDO		6:44:00 AM	7:00:00 AM	10/30/2021 6:44	0 Vehicle Only	C ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_31603	Possible/Minor Injury	Possible/Minor Injury		8:34:00 AM	9:00:00 AM	11/13/2021 8:34	0 Vehicle Only	MCCARRAN BLVD & S ROCK BLVD
Vehicles Only	No Injury	PMX_31627	Property Damage Only	PDO		8:08:00 AM	8:00:00 AM	11/19/2021 8:08	0 Vehicle Only	IR80 E & ROCK BLVD
Vehicles Only	Possible Injury	PMX_31723	Possible/Minor Injury	Possible/Minor Injury		11:34:00 AM	12:00:00 PM	11/20/2021 11:34	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_31886	Property Damage Only	PDO		5:03:00 PM	5:00:00 PM	11/23/2021 17:03	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_31685	Property Damage Only	PDO		8:04:00 AM	8:00:00 AM	11/27/2021 8:04	0 Vehicle Only	OXFORD AVE & ROCK BLVD
Vehicles Only	Minor Injury	PMX_31889	Possible/Minor Injury	Possible/Minor Injury		3:45:00 AM	4:00:00 AM	12/1/2021 3:45	0 Vehicle Only	ROCK BLVD & RUSSELL WAY
Vehicles Only	No Injury	PMX_31978	Property Damage Only	PDO		9:45:00 AM	10:00:00 AM	12/5/2021 9:45	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Minor Injury	PMX_31844	Possible/Minor Injury	Possible/Minor Injury		11:36:00 AM	12:00:00 PM	12/9/2021 11:36	0 Vehicle Only	C ST & ROCK BLVD
Vehicles Only	No Injury	PMX_31908	Property Damage Only	PDO		3:47:00 PM	4:00:00 PM	12/9/2021 15:47	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_31934	Property Damage Only	PDO		9:06:00 AM	9:00:00 AM	12/13/2021 9:06	0 Vehicle Only	ROCK BLVD & ZEPHYR WAY
Involved Bicyclist or Pe	Minor Injury	PMX_26780	Possible/Minor Injury (Pedestrian)	Possible/Minor Injury (Pedestrian)		7:32:00 PM	8:00:00 PM	1/2/2022 19:32	0 Pedestrian	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_26752	Possible/Minor Injury	Possible/Minor Injury		7:26:00 AM	7:00:00 AM	1/4/2022 7:26	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_26807	Property Damage Only	PDO		1:19:00 PM	1:00:00 PM	1/7/2022 13:19	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	No Injury	PMX_26891	Property Damage Only	PDO		5:24:00 PM	5:00:00 PM	1/15/2022 17:24	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_37635	Property Damage Only	PDO		8:09:00 AM	8:00:00 AM	1/19/2022 8:09	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_26742	Property Damage Only	PDO		6:49:00 AM	7:00:00 AM	1/19/2022 6:49	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_26868	Possible/Minor Injury	Possible/Minor Injury		9:10:00 PM	9:00:00 PM	1/21/2022 21:10	0 Vehicle Only	GLENDALE AVE & ROCK BLVD
Vehicles Only	No Injury	PMX_26874	Property Damage Only	PDO		8:25:00 AM	8:00:00 AM	1/24/2022 8:25	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_27054	Property Damage Only	PDO		4:02:00 PM	4:00:00 PM	2/1/2022 16:02	0 Vehicle Only	ROCK BLVD & UPTON WAY
Vehicles Only	Possible Injury	PMX_27023	Possible/Minor Injury	Possible/Minor Injury		6:40:00 AM	7:00:00 AM	2/2/2022 6:40	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Vehicles Only	No Injury	PMX_27006	Property Damage Only	PDO		7:28:00 PM	7:00:00 PM	2/14/2022 19:28	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Possible Injury	PMX_27153	Possible/Minor Injury	Possible/Minor Injury		4:22:00 PM	4:00:00 PM	2/14/2022 16:22	0 Vehicle Only	ROCK BLVD & UPTON WAY
Vehicles Only	No Injury	PMX_27201	Property Damage Only	PDO		8:13:00 AM	8:00:00 AM	2/23/2022 8:13	0 Vehicle Only	ROCK BLVD & RUSSELL WAY
Vehicles Only	No Injury	PMX_27292	Property Damage Only	PDO		8:54:00 AM	9:00:00 AM	3/4/2022 8:54	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Minor Injury	PMX_27288	Possible/Minor Injury	Possible/Minor Injury		12:22:00 PM	12:00:00 PM	3/10/2022 12:22	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_27357	Property Damage Only	PDO		4:48:00 PM	5:00:00 PM	3/14/2022 16:48	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_27539	Property Damage Only	PDO		8:37:00 AM	9:00:00 AM	3/21/2022 8:37	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	No Injury	PMX_27475	Property Damage Only	PDO		2:12:00 PM	2:00:00 PM	3/22/2022 14:12	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_27451	Property Damage Only	PDO		6:47:00 PM	7:00:00 PM	3/23/2022 18:47	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	No Injury	PMX_27540	Property Damage Only	PDO		9:45:00 AM	10:00:00 AM	3/28/2022 9:45	0 Vehicle Only	PRATER WAY & SR668
Vehicles Only	Possible Injury	PMX_30530	Possible/Minor Injury	Possible/Minor Injury		10:38:00 AM	11:00:00 AM	4/1/2022 10:38	0 Vehicle Only	1ST & ROCK BLVD
Vehicles Only	No Injury	PMX_30503	Property Damage Only	PDO		4:24:00 PM	4:00:00 PM	4/3/2022 16:24	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_30504	Property Damage Only	PDO		10:47:00 AM	11:00:00 AM	4/11/2022 10:47	0 Vehicle Only	MCCARRAN BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_30633	Property Damage Only	PDO		9:47:00 AM	10:00:00 AM	4/14/2022 9:47	0 Vehicle Only	GAULT WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_30713	Possible/Minor Injury	Possible/Minor Injury		6:04:00 PM	6:00:00 PM	4/25/2022 18:04	0 Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	No Injury	PMX_30708	Property Damage Only	PDO		1:45:00 PM	2:00:00 PM	4/26/2022 13:45	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Minor Injury	PMX_30695	Possible/Minor Injury	Possible/Minor Injury		7:17:00 AM	7:00:00 AM	4/27/2022 7:17	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_30834	Possible/Minor Injury	Possible/Minor Injury		9:41:00 PM	10:00:00 PM	4/30/2022 21:41	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	No Injury	PMX_38262	Property Damage Only	PDO		7:20:00 AM	7:00:00 AM	5/3/2022 7:20	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_30959	Possible/Minor Injury	Possible/Minor Injury		10:26:00 PM	10:00:00 PM	5/18/2022 22:26	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_30921	Possible/Minor Injury	Possible/Minor Injury		1:27:00 PM	1:00:00 PM	5/21/2022 13:27	0 Vehicle Only	H ST & ROCK BLVD
Vehicles Only	No Injury	PMX_30909	Property Damage Only	PDO		10:04:00 AM	10:00:00 AM	5/21/2022 10:04	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_38316	Possible/Minor Injury	Possible/Minor Injury		2:28:00 PM	2:00:00 PM	5/23/2022 14:28	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_30907	Possible/Minor Injury	Possible/Minor Injury		2:42:00 PM	3:00:00 PM	5/24/2022 14:42	0 Vehicle Only	S ROCK BLVD & SHABER AVE
Vehicles Only	No Injury	PMX_38318	Property Damage Only	PDO		5:16:00 PM	5:00:00 PM	5/25/2022 17:16	0 Vehicle Only	ROCK BLVD & ROCK BLVD TO IR80E RAMP
Vehicles Only	No Injury	PMX_31065	Property Damage Only	PDO		3:30:00 PM	4:00:00 PM	5/26/2022 15:30	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	No Injury	PMX_31035	Property Damage Only	PDO		3:20:00 PM	3:00:00 PM	5/27/2022 15:20	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	No Injury	PMX_31139	Property Damage Only	PDO		9:46:00 PM	10:00:00 PM	5/27/2022 21:46	0 Vehicle Only	ROCK BLVD & VANCE WAY
Vehicles Only	No Injury	PMX_31170	Property Damage Only	PDO		2:10:00 AM	2:00:00 AM	5/28/2022 2:10	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	No Injury	PMX_31072	Property Damage Only	PDO		8:00:00 AM	8:00:00 AM	5/31/2022 8:00	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Possible Injury	PMX_31124	Possible/Minor Injury	Possible/Minor Injury		2:55:00 PM	3:00:00 PM	6/3/2022 14:55	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_31042	Property Damage Only	PDO		11:10:00 AM	11:00:00 AM	6/3/2022 11:10	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Fatal	PMX_31219	Fatal	Fatal		12:27:00 PM	12:00:00 PM	6/16/2022 12:27	0 Vehicle Only	GLENDALE AVE & ROCK BLVD
Vehicles Only	Possible Injury	PMX_31315	Possible/Minor Injury	Possible/Minor Injury		6:26:00 PM	6:00:00 PM	6/18/2022 18:26	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_31207	Property Damage Only	PDO		2:53:00 PM	3:00:00 PM	6/21/2022 14:53	0 Vehicle Only	PRATER WAY & ROCK BLVD

PMX AT Crashes	PMX InjuryType	PMX UI	WebmapSymbology	KTWL Study Corridors	CrashLocation	PMX NormalizeTime	PMX Timeframes	PMX DayTime	UserType	PMX Intersection Location
Vehicles Only	Minor Injury	PMX_27685	Possible/Minor Injury	Possible/Minor Injury		12:13:00 PM	12:00:00 PM	7/3/2022 12:13	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_27781	Possible/Minor Injury	Possible/Minor Injury		9:59:00 AM	10:00:00 AM	7/8/2022 9:59	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_27696	Property Damage Only	PDO		9:46:00 AM	10:00:00 AM	7/10/2022 9:46	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_27681	Possible/Minor Injury	Possible/Minor Injury		3:48:00 PM	4:00:00 PM	7/13/2022 15:48	0 Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	Possible Injury	PMX_27759	Possible/Minor Injury	Possible/Minor Injury		4:32:00 PM	5:00:00 PM	7/19/2022 16:32	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_28057	Property Damage Only	PDO		8:36:00 PM	9:00:00 PM	8/2/2022 20:36	0 Vehicle Only	PRATER WAY & SR668
Vehicles Only	No Injury	PMX_27992	Property Damage Only	PDO		11:28:00 PM	11:00:00 PM	8/3/2022 23:28	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_28050	Possible/Minor Injury	Possible/Minor Injury		8:08:00 AM	8:00:00 AM	8/9/2022 8:08	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_28202	Possible/Minor Injury	Possible/Minor Injury		4:34:00 PM	5:00:00 PM	8/13/2022 16:34	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_28166	Possible/Minor Injury	Possible/Minor Injury		12:50:00 PM	1:00:00 PM	8/16/2022 12:50	0 Vehicle Only	S ROCK BLVD & SHABER AVE
Vehicles Only	Possible Injury	PMX_28311	Possible/Minor Injury	Possible/Minor Injury		9:36:00 AM	10:00:00 AM	8/23/2022 9:36	0 Vehicle Only	GLENDALE AVE & ROCK BLVD
Involved Bicyclist or Ped	Minor Injury	PMX_28405	Possible/Minor Injury (Pedestrian)	Possible/Minor Injury (Pedestrian)		6:10:00 PM	6:00:00 PM	8/26/2022 18:10	0 Pedestrian	GREENBRAE DR & ROCK BLVD
Vehicles Only	Serious Injury	PMX_28468	Serious Injury	Serious Injury		4:22:00 PM	4:00:00 PM	9/3/2022 16:22	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_28856	Possible/Minor Injury	Possible/Minor Injury		5:45:00 PM	6:00:00 PM	9/13/2022 17:45	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	No Injury	PMX_28693	Property Damage Only	PDO		2:53:00 PM	3:00:00 PM	9/13/2022 14:53	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Possible Injury	PMX_28815	Possible/Minor Injury	Possible/Minor Injury		1:09:00 PM	1:00:00 PM	9/15/2022 13:09	0 Vehicle Only	SR668 & VICTORIAN AVE
Involved Bicyclist or Ped	No Injury	PMX_28964	Property Damage Only	PDO		2:24:00 PM	2:00:00 PM	9/21/2022 14:24	0 Bicyclist	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_28917	Property Damage Only	PDO		12:00:00 PM	12:00:00 PM	9/21/2022 12:00	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_28869	Property Damage Only	PDO		6:40:00 AM	7:00:00 AM	9/21/2022 6:40	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Involved Bicyclist or Ped	Possible Injury	PMX_28883	Possible/Minor Injury (Bicyclist)	Possible/Minor Injury (Bicyclist)		6:58:00 AM	7:00:00 AM	9/22/2022 6:58	0 Bicyclist	15TH ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_29764	Possible/Minor Injury	Possible/Minor Injury		3:03:00 PM	3:00:00 PM	9/24/2022 15:03	0 Vehicle Only	COMMERCE ST & ROCK BLVD
Vehicles Only	No Injury	PMX_28979	Property Damage Only	PDO		5:23:00 PM	5:00:00 PM	9/27/2022 17:23	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_29127	Possible/Minor Injury	Possible/Minor Injury		6:41:00 AM	7:00:00 AM	9/29/2022 6:41	0 Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	Possible Injury	PMX_29208	Possible/Minor Injury	Possible/Minor Injury		5:23:00 PM	5:00:00 PM	10/5/2022 17:23	0 Vehicle Only	FREEPORT BLVD & S ROCK BLVD
Vehicles Only	No Injury	PMX_29482	Property Damage Only	PDO		5:50:00 PM	6:00:00 PM	10/8/2022 17:50	0 Vehicle Only	PRATER WAY & SR668
Vehicles Only	No Injury	PMX_29182	Property Damage Only	PDO		9:13:00 AM	9:00:00 AM	10/10/2022 9:13	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_29401	Property Damage Only	PDO		5:45:00 PM	6:00:00 PM	10/12/2022 17:45	0 Vehicle Only	1ST & ROCK BLVD
Vehicles Only	No Injury	PMX_29674	Property Damage Only	PDO		9:46:00 PM	10:00:00 PM	10/29/2022 21:46	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_29593	Possible/Minor Injury	Possible/Minor Injury		2:22:00 PM	2:00:00 PM	11/1/2022 14:22	0 Vehicle Only	PRATER WAY & ROCK BLVD
Involved Bicyclist or Ped	Minor Injury	PMX_29822	Possible/Minor Injury (Bicyclist)	Possible/Minor Injury (Bicyclist)		9:38:00 AM	10:00:00 AM	11/7/2022 9:38	0 Bicyclist	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_29764	Possible/Minor Injury	Possible/Minor Injury		6:13:00 PM	6:00:00 PM	11/7/2022 18:13	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_29672	Possible/Minor Injury	Possible/Minor Injury		11:30:00 PM	12:00:00 AM	11/11/2022 23:30	0 Vehicle Only	ROCK BLVD & TYLER WAY
Vehicles Only	Possible Injury	PMX_29892	Possible/Minor Injury	Possible/Minor Injury		6:32:00 PM	7:00:00 PM	11/14/2022 18:32	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Involved Bicyclist or Ped	No Injury	PMX_30035	Property Damage Only	PDO		1:07:00 PM	1:00:00 PM	11/24/2022 13:07	0 Pedestrian	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_29980	Property Damage Only	PDO		11:30:00 PM	12:00:00 AM	11/26/2022 23:30	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_30202	Property Damage Only	PDO		9:58:00 AM	10:00:00 AM	12/3/2022 9:58	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_30225	Possible/Minor Injury	Possible/Minor Injury		1:00:00 PM	1:00:00 PM	12/4/2022 13:00	0 Vehicle Only	C ST & SR668
Vehicles Only	No Injury	PMX_30261	Property Damage Only	PDO		3:51:00 PM	4:00:00 PM	12/8/2022 15:51	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_30289	Possible/Minor Injury	Possible/Minor Injury		12:48:00 PM	1:00:00 PM	12/9/2022 12:48	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_25817	Property Damage Only	PDO		1:03:00 PM	1:00:00 PM	1/6/2023 13:03	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Possible Injury	PMX_25971	Possible/Minor Injury	Possible/Minor Injury		6:15:00 PM	6:00:00 PM	1/12/2023 18:15	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_26211	Possible/Minor Injury	Possible/Minor Injury		9:53:00 AM	10:00:00 AM	1/24/2023 9:53	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_26116	Property Damage Only	PDO		1:41:00 PM	2:00:00 PM	1/25/2023 13:41	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_26252	Possible/Minor Injury	Possible/Minor Injury		8:06:00 AM	8:00:00 AM	1/27/2023 8:06	0 Vehicle Only	G ST & ROCK BLVD
Vehicles Only	No Injury	PMX_26149	Property Damage Only	PDO		7:20:00 AM	7:00:00 AM	1/28/2023 7:20	0 Vehicle Only	PRATER WAY & SR668
Vehicles Only	Unknown	PMX_26322	Property Damage Only	PDO		11:21:00 AM	11:00:00 AM	1/29/2023 11:21	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_25980	Possible/Minor Injury	Possible/Minor Injury		12:23:00 PM	12:00:00 PM	1/29/2023 12:23	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_26651	Property Damage Only	PDO		8:54:00 PM	9:00:00 PM	2/17/2023 20:54	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_26353	Possible/Minor Injury	Possible/Minor Injury		3:03:00 PM	4:00:00 PM	2/27/2023 15:53	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_27534	Property Damage Only	PDO		6:43:00 PM	7:00:00 PM	3/2/2023 18:43	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	No Injury	PMX_30272	Property Damage Only	PDO		4:45:00 AM	5:00:00 AM	3/12/2023 4:45	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_28104	Possible/Minor Injury	Possible/Minor Injury		9:25:00 AM	9:00:00 AM	3/14/2023 9:25	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_31911	Property Damage Only	PDO		3:46:00 PM	4:00:00 PM	3/23/2023 15:46	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_32323	Property Damage Only	PDO		4:12:00 PM	4:00:00 PM	4/12/2023 16:12	0 Vehicle Only	C ST & SR668
Vehicles Only	No Injury	PMX_32233	Property Damage Only	PDO		3:43:00 PM	4:00:00 PM	4/12/2023 15:43	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Possible Injury	PMX_32384	Possible/Minor Injury	Possible/Minor Injury		6:32:00 PM	7:00:00 PM	4/15/2023 18:32	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	No Injury	PMX_32884	Property Damage Only	PDO		4:45:00 PM	5:00:00 PM	4/17/2023 16:45	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	No Injury	PMX_33726	Property Damage Only	PDO		3:45:00 PM	4:00:00 PM	4/23/2023 15:45	0 Vehicle Only	1ST & ROCK BLVD
Vehicles Only	No Injury	PMX_35833	Property Damage Only	PDO		6:48:00 PM	7:00:00 PM	5/6/2023 18:48	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_35835	Property Damage Only	PDO		4:52:00 PM	5:00:00 PM	5/6/2023 16:52	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_35805	Possible/Minor Injury	Possible/Minor Injury		8:21:00 AM	8:00:00 AM	5/10/2023 8:21	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_35847	Property Damage Only	PDO		6:21:00 PM	6:00:00 PM	5/11/2023 18:21	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_35962	Possible/Minor Injury	Possible/Minor Injury		10:06:00 AM	10:00:00 AM	5/16/2023 10:06	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_36559	Property Damage Only	PDO		5:28:00 PM	5:00:00 PM	5/16/2023 17:28	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_35848	Possible/Minor Injury	Possible/Minor Injury		5:17:00 AM	5:00:00 AM	5/20/2023 5:17	0 Vehicle Only	D ST & ROCK BLVD
Vehicles Only	No Injury	PMX_39965	Property Damage Only	PDO		3:03:00 PM	3:00:00 PM	5/20/2023 15:03	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Possible Injury	PMX_36101	Possible/Minor Injury	Possible/Minor Injury		10:15:00 PM	10:00:00 PM	5/26/2023 22:15	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_36135	Possible/Minor Injury	Possible/Minor Injury		6:43:00 AM	7:00:00 AM	6/2/2023 6:43	0 Vehicle Only	ROCK BLVD & YORK WAY
Vehicles Only	No Injury	PMX_36095	Property Damage Only	PDO		8:55:00 AM	9:00:00 AM	6/4/2023 8:55	0 Vehicle Only	IR80E TO ROCK BLVD INT17 & SR668
Vehicles Only	Possible Injury	PMX_36100	Possible/Minor Injury	Possible/Minor Injury		3:24:00 PM	3:00:00 PM	6/4/2023 15:24	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	No Injury	PMX_36224	Property Damage Only	PDO		3:54:00 PM	4:00:00 PM	6/7/2023 15:54	0 Vehicle Only	PRATER WAY & SR668
Vehicles Only	No Injury	PMX_36331	Property Damage Only	PDO		10:45:00 AM	11:00:00 AM	6/20/2023 10:45	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Minor Injury	PMX_36305	Possible/Minor Injury	Possible/Minor Injury		9:07:00 PM	9:00:00 PM	6/23/2023 21:07	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_36584	Property Damage Only	PDO		6:22:00 PM	6:00:00 PM	7/4/2023 18:22	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_36587	Property Damage Only	PDO		8:32:00 AM	9:00:00 AM	7/12/2023 8:32	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_36548	Possible/Minor Injury	Possible/Minor Injury		5:05:00 PM	5:00:00 PM	7/20/2023 17:05	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_40278	Possible/Minor Injury	Possible/Minor Injury		5:46:00 PM	6:00:00 PM	7/24/2023 17:46	0 Vehicle Only	G ST & ROCK BLVD
Vehicles Only	No Injury	PMX_40372	Property Damage Only	PDO		11:15:00 AM	11:00:00 AM	7/24/2023 11:15	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	No Injury	PMX_40311	Property Damage Only	PDO		7:30:00 AM	8:00:00 AM	7/26/2023 7:30	0 Vehicle Only	ROCK BLVD & ROCK BLVD TO IR80W INT17
Vehicles Only	No Injury	PMX_36748	Property Damage Only	PDO		1:26:00 PM	1:00:00 PM	7/31/2023 13:26	0 Vehicle Only	PRATER WAY & SR668
Involved Bicyclist or Ped	Minor Injury	PMX_36674	Possible/Minor Injury (Bicyclist)	Possible/Minor Injury (Bicyclist)		10:22:00 PM	10:00:00 PM	8/1/2023 22:22	0 Bicyclist	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_37924	Property Damage Only	PDO		6:13:00 PM	6:00:00 PM	8/4/2023 18:13	0 Vehicle Only	GLENDALE AVE & S ROCK BLVD
Vehicles Only	No Injury	PMX_37268	Property Damage Only	PDO		10:50:00 PM	11:00:00 PM	8/4/2023 22:50	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_37303	Property Damage Only	PDO		12:20:00 AM	12:00:00 AM	8/5/2023 0:20	0 Vehicle Only	D ST & ROCK BLVD
Vehicles Only	No Injury	PMX_37475	Property Damage Only	PDO		3:41:00 PM	4:00:00 PM	8/8/2023 15:41	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Possible Injury	PMX_37641	Possible/Minor Injury	Possible/Minor Injury		4:55:00 PM	5:00:00 PM	8/10/2023 16:55	0 Vehicle Only	GLENDALE AVE & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_39445	Possible/Minor Injury	Possible/Minor Injury		5:52:00 PM	6:00:00 PM	8/10/2023 17:52	0 Vehicle Only	GLENDALE AVE & S ROCK BLVD
Involved Bicyclist or Ped	Possible Injury	PMX_39638	Possible/Minor Injury (Pedestrian)	Possible/Minor Injury (Pedestrian)		1:57:00 PM	2:00:00 PM	8/21/2023 13:57	0 Pedestrian	GLENDALE AVE & S ROCK BLVD
Vehicles Only	Minor Injury	PMX_39611	Possible/Minor Injury	Possible/Minor Injury		11:00:00 PM	11:00:00 PM	8/22/2023 23:00	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_40512	Possible/Minor Injury	Possible/Minor Injury		8:06:00 AM	8:00:00 AM	8/22/2023 8:06	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_40410	Possible/Minor Injury	Possible/Minor Injury		11:19:00 AM	11:00:00 AM	8/28/2023 11:19	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_40630	Property Damage Only	PDO		1:05:00 PM	1:00:00 PM	8/29/2023 13:05	0 Vehicle Only	PRATER WAY & SR668
Vehicles Only	No Injury	PMX_40738	Property Damage Only	PDO		11:28:00 AM	11:00:00 AM	9/10/2023 11:28	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Unknown	PMX_40799	Property Damage Only	PDO		10:19:00 PM	10:00:00 PM	9/14/2023 22:19	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE

PMX AT Crashes	PMX InjuryType	PMX UI	WebmapSymbology	KTWL Study Corridors	CrashLocation	PMX NormalizeTime	PMX Timeframes	PMX DayTime	UserType	PMX Intersection Location
Vehicles Only	No Injury	PMX_41058	Property Damage Only	PDO		7:37:00 AM	8:00:00 AM	9/15/2023 7:37	0 Vehicle Only	IR80W TO ROCK BLVD INT17 & SR668
Vehicles Only	Possible Injury	PMX_40942	Possible/Minor Injury	Possible/Minor Injury		6:44:00 AM	7:00:00 AM	9/19/2023 6:44	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_41956	Possible/Minor Injury	Possible/Minor Injury		7:25:00 PM	7:00:00 PM	9/22/2023 19:25	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Minor Injury	PMX_40883	Possible/Minor Injury	Possible/Minor Injury		5:40:00 PM	6:00:00 PM	9/23/2023 17:40	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Possible Injury	PMX_41203	Possible/Minor Injury	Possible/Minor Injury		4:35:00 PM	5:00:00 PM	9/29/2023 16:35	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_41214	Possible/Minor Injury	Possible/Minor Injury		9:57:00 AM	10:00:00 AM	10/6/2023 9:57	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_41244	Possible/Minor Injury	Possible/Minor Injury		10:00:00 PM	10:00:00 PM	10/7/2023 22:00	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_41323	Property Damage Only	PDO		5:16:00 PM	5:00:00 PM	10/8/2023 17:16	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_41604	Property Damage Only	PDO		6:03:00 AM	6:00:00 AM	10/9/2023 6:03	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Involved Bicyclist or Pe	Minor Injury	PMX_41222	Possible/Minor Injury (Bicyclist)	Possible/Minor Injury (Bicyclist)		6:36:00 AM	7:00:00 AM	10/10/2023 6:36	0 Bicyclist	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_41168	Possible/Minor Injury	Possible/Minor Injury		7:01:00 AM	7:00:00 AM	10/12/2023 7:01	0 Vehicle Only	S ROCK BLVD & SHABER AVE
Vehicles Only	No Injury	PMX_41807	Property Damage Only	PDO		9:05:00 PM	9:00:00 PM	10/21/2023 21:05	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	No Injury	PMX_41480	Property Damage Only	PDO		12:39:00 PM	1:00:00 PM	10/25/2023 12:39	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_41592	Possible/Minor Injury	Possible/Minor Injury		2:50:00 PM	3:00:00 PM	10/26/2023 14:50	0 Vehicle Only	COMMERCE ST & ROCK BLVD
Vehicles Only	No Injury	PMX_41540	Property Damage Only	PDO		2:21:00 PM	2:00:00 PM	10/27/2023 14:21	0 Vehicle Only	I ST & ROCK BLVD
Vehicles Only	No Injury	PMX_42025	Property Damage Only	PDO		12:25:00 PM	12:00:00 PM	11/7/2023 12:25	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Possible Injury	PMX_41793	Possible/Minor Injury	Possible/Minor Injury		12:18:00 PM	12:00:00 PM	11/8/2023 12:18	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Unknown	PMX_41953	Property Damage Only	PDO		7:15:00 PM	7:00:00 PM	11/11/2023 19:15	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_42939	Property Damage Only	PDO		9:18:00 PM	9:00:00 PM	11/19/2023 21:18	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_42779	Possible/Minor Injury	Possible/Minor Injury		1:15:00 PM	1:00:00 PM	11/19/2023 13:15	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_42550	Possible/Minor Injury	Possible/Minor Injury		10:48:00 AM	11:00:00 AM	11/22/2023 10:48	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Involved Bicyclist or Pe	Possible Injury	PMX_42588	Possible/Minor Injury (Pedestrian)	Possible/Minor Injury (Pedestrian)		6:55:00 AM	7:00:00 AM	11/22/2023 6:55	0 Pedestrian	SR668 & VICTORIAN AVE
Vehicles Only	Unknown	PMX_42536	Property Damage Only	PDO		11:51:00 AM	12:00:00 PM	11/24/2023 11:51	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_42663	Possible/Minor Injury	Possible/Minor Injury		4:18:00 PM	4:00:00 PM	11/25/2023 16:18	0 Vehicle Only	ROCK BLVD & YORK WAY
Vehicles Only	No Injury	PMX_42956	Property Damage Only	PDO		2:00:00 PM	2:00:00 PM	11/30/2023 14:00	0 Vehicle Only	S ROCK BLVD & SHABER AVE
Vehicles Only	No Injury	PMX_42955	Property Damage Only	PDO		6:15:00 PM	6:00:00 PM	12/3/2023 18:15	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Involved Bicyclist or Pe	Fatal	PMX_42597	Fatal (Pedestrian)	Fatal (Pedestrian)		5:25:00 PM	5:00:00 PM	12/7/2023 17:25	0 Pedestrian	IR80E TO ROCK BLVD INT17 & SR668
Involved Bicyclist or Pe	Unknown	PMX_42600	Property Damage Only	PDO		3:34:00 PM	4:00:00 PM	12/9/2023 15:34	0 Pedestrian	C ST & ROCK BLVD
Vehicles Only	No Injury	PMX_42755	Property Damage Only	PDO		2:37:00 PM	3:00:00 PM	12/12/2023 14:37	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	No Injury	PMX_42497	Property Damage Only	PDO		5:27:00 PM	5:00:00 PM	12/12/2023 17:27	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_42900	Property Damage Only	PDO		12:14:00 PM	12:00:00 PM	12/18/2023 12:14	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_42582	Property Damage Only	PDO		5:39:00 PM	6:00:00 PM	12/22/2023 17:39	0 Vehicle Only	D ST & SR668
Vehicles Only	Unknown	PMX_42859	Property Damage Only	PDO		6:47:00 AM	7:00:00 AM	12/24/2023 6:47	0 Vehicle Only	15TH ST & ROCK BLVD

City of Sparks Crash Data

Agenda Item 5.3 (B)

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
11/5/2025	1658	No	SPPD25-8044	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2025
11/3/2025	1023	No	SPPD25-7981	S ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & S ROCK BLVD	2025
11/3/2025	1118	No	SPPD25-7983	ROCK BLVD	GLENDALE AVE	GLENDALE AVE & ROCK BLVD	2025
11/3/2025	1028	No	SPPD25-7982	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2025
11/1/2025	1031	No	SPPD25-7930	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2025
10/31/2025	2140	Yes	SPPD25-7910	ROCK BLVD	H ST	H ST & ROCK BLVD	2025
10/29/2025	1912	No	SPPD25-7856	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2025
10/26/2025	1206	No	SPPD25-7773	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2025
10/25/2025	1337	No	SPPD25-7751	ROCK BLVD	IR80E TO ROCK BLVD INT17	IR80E TO ROCK BLVD INT17 & ROCK BLVD	2025
10/23/2025	1901	No	SPPD25-7699	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2025
10/22/2025	1145	No	SPPD25-7646	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
10/16/2025	1831	No	SPPD25-7489	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
10/13/2025	1655	No	SPPD25-7416	ROCK BLVD	IR80E	IR80E & ROCK BLVD	2025
10/10/2025	1747	No	SPPD25-7332	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2025
10/10/2025	1849	No	SPPD25-7336	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2025
10/8/2025	1304	No	SPPD25-7278	ROCK BLVD	IR80W	IR80W & ROCK BLVD	2025
10/2/2025	137	No	SPPD25-7104	ROCK BLVD	I ST	I ST & ROCK BLVD	2025
10/2/2025	1047	No	SPPD25-7110	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
10/2/2025	2246	No	SPPD25-7133	S ROCK BLVD	VICTORIAN AVE	S ROCK BLVD & VICTORIAN AVE	2025
9/25/2025	1712	No	SPPD25-6933	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2025
9/20/2025	1808	No	SPPD25-6793-P1	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2025
9/20/2025	1808	No	SPPD25-6793	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2025
9/16/2025	1733	No	SPPD25-6680	ROCK BLVD	F ST	F ST & ROCK BLVD	2025
9/16/2025	1626	No	SPPD25-6671	S ROCK BLVD	IR80 EB OFF RAMP	IR80 EB OFF RAMP & S ROCK BLVD	2025
9/6/2025	1744	No	SPPD25-6417	ROCK BLVD	IR80E TO ROCK BLVD INT17	IR80E TO ROCK BLVD INT17 & ROCK BLVD	2025
9/4/2025	1841	No	SPPD25-6356	ROCK BLVD	GAULT WAY	GAULT WAY & ROCK BLVD	2025
8/22/2025	1513	No	SPPD25-6021	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
8/14/2025	900	No	SPPD25-5776	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2025
8/11/2025	1537	Yes	SPPD25-5691	ROCK BLVD		Along Segment	2025
8/10/2025	314	Yes	SPPD25-5644	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2025
8/6/2025	1200	Yes	SPPD25-5544	S ROCK BLVD		Along Segment	2025
8/4/2025	1357	No	SPPD25-5483	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2025
8/3/2025	1435	No	SPPD25-5459	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
8/2/2025	1345	Yes	SPPD25-5484	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
7/31/2025	1705	No	SPPD25-5398	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2025
7/21/2025	302	No	SPPD25-5132	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2025
7/17/2025	921	No	SPPD25-5031	MCCARRAN BLVD	ROCK BLVD	MCCARRAN BLVD & ROCK BLVD	2025
7/15/2025	1337	No	SPPD25-4981	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2025
7/12/2025	1757	No	SPPD25-4900	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2025
7/8/2025	1407	Yes	SPPD25-4786	IR80E TO ROCK BLVD	ROCK BLVD	IR80E TO ROCK BLVD & ROCK BLVD	2025
7/7/2025	2227	Yes	SPPD25-4769	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2025
7/6/2025	2024	No	SPPD25-4741	ROCK BLVD	C ST	C ST & ROCK BLVD	2025
7/6/2025	1527	No	SPPD25-4734	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
7/3/2025	940	No	SPPD25-4652	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
7/2/2025	1232	No	SPPD25-4634	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2025
6/21/2025	1932	No	SPPD25-4380	ROCK BLVD	MCCARRAN BLVD	MCCARRAN BLVD & ROCK BLVD	2025
6/17/2025	627	Yes	SPPD25-4253	ROCK BLVD	HYMER AVE	HYMER AVE & ROCK BLVD	2025
6/14/2025	2322	No	SPPD25-4189	C ST	ROCK BLVD	C ST & ROCK BLVD	2025
6/11/2025	1439	No	SPPD25-4096	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2025
6/10/2025	1900	Yes	SPPD25-4075	S ROCK BLVD		Along Segment	2025
6/5/2025	1538	Yes	SPPD25-3921	S ROCK BLVD		Along Segment	2025
5/30/2025	927	Yes	SPPD25-3801	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2025
5/30/2025	2115	No	SPPD25-3813	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
5/29/2025	546	No	SPPD25-3775	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2025
5/29/2025	546	No	SPPD25-3775-P1	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2025
5/27/2025	430	Yes	SPPD25-3716	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2025
5/16/2025	1743	No	SPPD25-3446	ROCK BLVD		Along Segment	2025
5/10/2025	1645	No	SPPD25-3325	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
5/9/2025	1217	No	SPPD25-3297	ROCK BLVD	15TH ST	15TH ST & ROCK BLVD	2025
5/9/2025	1924	No	SPPD25-3308	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2025
5/8/2025	1649	No	SPPD25-3281	I ST	ROCK BLVD	I ST & ROCK BLVD	2025
5/3/2025	345	No	SPPD25-3148	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
5/2/2025	1848	Yes	SPPD25-3137	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2025
4/24/2025	1230	Yes	SPPD25-2932	S ROCK BLVD		Along Segment	2025
4/18/2025	2155	No	SPPD25-2768	S ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & S ROCK BLVD	2025
4/17/2025	949	No	SPPD25-2720	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2025
4/17/2025	1708	No	SPPD25-2729	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
4/14/2025	342	Yes	SPPD25-2636	ROCK BLVD	CHESTER SQ	CHESTER SQ & ROCK BLVD	2025
4/11/2025	1812	No	SPPD25-2582	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
4/10/2025	2140	Yes	SPPD25-2558	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
4/5/2025	849	Yes	SPPD25-2416	GAULT WAY	ROCK BLVD	GAULT WAY & ROCK BLVD	2025
4/3/2025	934	No	SPPD25-2366	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
4/1/2025	1337	No	SPPD25-2328	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2025
3/24/2025	1708	No	SPPD25-2145	G ST	ROCK BLVD	G ST & ROCK BLVD	2025
3/22/2025	1329	No	SPPD25-2094	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2025
3/21/2025	1532	No	SPPD25-2073	ROCK BLVD	IR80E TO ROCK BLVD INT17	IR80E TO ROCK BLVD INT17 & ROCK BLVD	2025
3/20/2025	1622	Yes	SPPD25-2051-P1	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
3/20/2025	1622	Yes	SPPD25-2051	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
3/18/2025	1510	No	SPPD25-1995	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2025
3/15/2025	935	No	SPPD25-1923	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
3/7/2025	1227	No	SPPD25-1760	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2025
2/20/2025	1012	No	SPPD25-1361	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2025
2/15/2025	338	No	SPPD25-1225	IR80W TO IR580S/US395N INT15	ROCK BLVD	IR80W TO IR580S/US395N INT15 & ROCK BLVD	2025
2/14/2025	545	No	SPPD25-1197	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2025
2/12/2025	1330	Yes	SPPD25-1169	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
2/7/2025	1619	No	SPPD25-1058	ROCK BLVD	I ST	I ST & ROCK BLVD	2025
2/4/2025	1215	Yes	SPPD25-1001	S ROCK BLVD		Along Segment	2025

City of Sparks Crash Data

Agenda Item 5.3 (B)

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
1/29/2025	1715	Yes	SPPD25-841	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2025
1/16/2025	708	No	SPPD25-440	ROCK BLVD	H ST	H ST & ROCK BLVD	2025
1/15/2025	1930	Yes	SPPD25-433	HYMER AVE	S ROCK BLVD	HYMER AVE & S ROCK BLVD	2025
1/10/2025	1927	Yes	SPPD25-289	S ROCK BLVD		Along Segment	2025
1/8/2025	1049	Yes	SPPD25-225	ROCK BLVD	H ST	H ST & ROCK BLVD	2025
1/5/2025	56	No	SPPD25-148	S ROCK BLVD		Along Segment	2025
1/1/2025	154	No	SPPD25-2	IR80W TO ROCK BLVD INT17		Along Segment	2025
12/31/2024	1347	Yes	SPPD24-10292	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
12/27/2024	820	No	SPPD24-10180	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
12/27/2024	1000	No	SPPD24-10182	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2024
12/19/2024	1729	Yes	SPPD24-9998	FREEPORT BLVD	S ROCK BLVD	FREEPORT BLVD & S ROCK BLVD	2024
12/19/2024	1857	Yes	SPPD24-10004	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
12/18/2024	1430	No	SPPD24-9949	S ROCK BLVD		Along Segment	2024
12/17/2024	1427	No	SPPD24-9907	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2024
12/17/2024	700	Yes	SPPD24-9937	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2024
12/13/2024	2243	No	SPPD24-9822	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
12/13/2024	1415	No	SPPD24-9816	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2024
12/12/2024	1654	Yes	SPPD24-10096	ROCK BLVD		Along Segment	2024
12/9/2024	2304	Yes	SPPD24-9703	ROCK BLVD	IR80E	IR80E & ROCK BLVD	2024
12/6/2024	1135	Yes	SPPD24-9611	S ROCK BLVD		Along Segment	2024
12/5/2024	1621	No	SPPD24-9589	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2024
12/2/2024	1636	No	SPPD24-9511	ROCK BLVD	IR80E	IR80E & ROCK BLVD	2024
12/2/2024	1855	No	SPPD24-9514	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
11/29/2024	435	No	SPPD24-9422-P1	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2024
11/29/2024	435	No	SPPD24-9422	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2024
11/27/2024	2102	Yes	SPPD24-9400	S ROCK BLVD	SOUTH ROCK BLVD	S ROCK BLVD & SOUTH ROCK BLVD	2024
11/24/2024	1136	No	SPPD24-9310	1726 1/2 C STREETS PARKSNV	ROCK BLVD	1726 1/2 C STREETS PARKSNV & ROCK BLVD	2024
11/24/2024	1427	No	SPPD24-9314	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2024
11/21/2024	735	No	SPPD24-9233	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2024
11/18/2024	1614	No	SPPD24-9170	ROCK BLVD	15TH ST	15TH ST & ROCK BLVD	2024
11/17/2024	1730	Yes	SPPD24-9199	S ROCK BLVD		Along Segment	2024
11/16/2024	1237	No	SPPD24-9110	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2024
11/11/2024	1745	Yes	SPPD24-9341	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
11/11/2024	1541	Yes	SPPD24-8983	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2024
11/9/2024	1806	No	SPPD24-8932	ROCK BLVD	G ST	G ST & ROCK BLVD	2024
11/4/2024	1430	Yes	SPPD24-8841	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
11/4/2024	429	No	SPPD24-8767	ROCK BLVD	IR80E	IR80E & ROCK BLVD	2024
10/31/2024	704	No	SPPD24-8672	ROCK BLVD	I ST	I ST & ROCK BLVD	2024
10/31/2024	1647	No	SPPD24-8694	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2024
10/23/2024	820	No	SPPD24-8457	ROCK BLVD	I ST	I ST & ROCK BLVD	2024
10/22/2024	1930	No	SPPD24-8445	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2024
10/22/2024	1726	Yes	SPPD24-8442-P2	ROCK BLVD	IR80E TO ROCK BLVD	IR80E TO ROCK BLVD & ROCK BLVD	2024
10/22/2024	1726	Yes	SPPD24-8442-P1	ROCK BLVD	IR80E TO ROCK BLVD	IR80E TO ROCK BLVD & ROCK BLVD	2024
10/22/2024	1726	Yes	SPPD24-8442	ROCK BLVD	IR80E TO ROCK BLVD	IR80E TO ROCK BLVD & ROCK BLVD	2024
10/18/2024	630	Yes	SPPD24-8308	YORK WAY	ROCK BLVD	ROCK BLVD & YORK WAY	2024
10/16/2024	1713	Yes	SPPD24-8272	S ROCK BLVD		Along Segment	2024
10/15/2024	1736	No	SPPD24-8239	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2024
10/9/2024	1511	No	SPPD24-8067	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2024
10/8/2024	1944	No	SPPD24-8037	ROCK BLVD	HYMER AVE	HYMER AVE & ROCK BLVD	2024
10/5/2024	951	Yes	SPPD24-7916	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2024
10/5/2024	1909	No	SPPD24-7926	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2024
10/3/2024	2300	No	SPPD24-7889	ROCK BLVD	IR80E TO ROCK BLVD	IR80E TO ROCK BLVD & ROCK BLVD	2024
10/1/2024	1632	No	SPPD24-7822	ROCK BLVD	F ST	F ST & ROCK BLVD	2024
9/30/2024	1514	No	SPPD24-7784	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2024
9/30/2024	732	No	SPPD24-7766	ROCK BLVD	I ST	I ST & ROCK BLVD	2024
9/30/2024	1123	No	SPPD24-7771	ROCK BLVD	I80 WB ON RAMP	I80 WB ON RAMP & ROCK BLVD	2024
9/29/2024	1858	Yes	SPPD24-7759	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
9/29/2024	1227	No	SPPD24-7753	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
9/25/2024	826	Yes	SPPD24-7632	D ST	ROCK BLVD	D ST & ROCK BLVD	2024
9/25/2024	1504	No	SPPD24-7640	ROCK BLVD	ZEPHYR WAY	ROCK BLVD & ZEPHYR WAY	2024
9/22/2024	2118	Yes	SPPD24-7605	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
9/20/2024	1553	No	SPPD24-7494	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
9/19/2024	1702	No	SPPD24-7470	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
9/15/2024	1531	Yes	SPPD24-7334	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
9/13/2024	1951	Yes	SPPD24-7301-P1	OPPIO ST	ROCK BLVD	OPPIO ST & ROCK BLVD	2024
9/13/2024	1951	Yes	SPPD24-7301	OPPIO ST	ROCK BLVD	OPPIO ST & ROCK BLVD	2024
9/13/2024	2101	No	SPPD24-7303	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
8/31/2024	2009	No	SPPD24-6920	ROCK BLVD	F ST	F ST & ROCK BLVD	2024
8/31/2024	2009	No	SPPD24-6920-P1	ROCK BLVD	F ST	F ST & ROCK BLVD	2024
8/26/2024	1830	No	SPPD24-6754	C ST	ROCK BLVD	C ST & ROCK BLVD	2024
8/19/2024	1254	Yes	SPPD24-6532	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2024
8/19/2024	1254	Yes	SPPD24-6532-P1	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2024
8/17/2024	2258	No	SPPD24-6486	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
8/16/2024	1914	No	SPPD24-6464	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
8/14/2024	2131	No	SPPD24-6406	ROCK BLVD		Along Segment	2024
8/11/2024	1508	Yes	SPPD24-6292	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
8/8/2024	1349	No	SPPD24-6226	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
8/7/2024	1948	No	SPPD24-6201	ROCK BLVD	ROCK BLVD TO IR80W INT17	ROCK BLVD & ROCK BLVD TO IR80W INT17	2024
8/2/2024	2104	Yes	SPPD24-6065	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
7/21/2024	1300	Yes	SPPD24-5742-P1	S ROCK BLVD		Along Segment	2024
7/21/2024	1300	Yes	SPPD24-5742	S ROCK BLVD		Along Segment	2024
7/20/2024	1858	No	SPPD24-5708	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
7/13/2024	1615	No	SPPD24-5494	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2024
7/13/2024	1839	No	SPPD24-5495	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
7/10/2024	1125	No	SPPD24-5387	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
7/7/2024	1647	No	SPPD24-5322	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
7/6/2024	2000	Yes	SPPD24-5417	S ROCK BLVD		Along Segment	2024
7/6/2024	2000	Yes	SPPD24-5417-P1	S ROCK BLVD		Along Segment	2024

City of Sparks Crash Data

Agenda Item 5.3 (B)

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
7/3/2024	2220	No	SPPD24-5212	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
7/3/2024	2220	No	SPPD5212-P1	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
7/2/2024	1	Yes	SPPD24-5154	TYLER WAY	ROCK BLVD	ROCK BLVD & TYLER WAY	2024
7/1/2024	1826	No	SPPD24-5147	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2024
6/28/2024	2200	Yes	SPPD24-5087	SHABER AVE	ROCK BLVD	ROCK BLVD & SHABER AVE	2024
6/27/2024	855	No	SPPD24-5031	ROCK BLVD	C ST	C ST & ROCK BLVD	2024
6/27/2024	1448	Yes	SPPD24-5050	GREG ST	ROCK BLVD	GREG ST & ROCK BLVD	2024
6/26/2024	1534	Yes	SPPD24-5013	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
6/17/2024	2148	No	SPPD24-4770	ROCK BLVD	CHANCIE WAY	CHANCIE WAY & ROCK BLVD	2024
6/17/2024	545	No	SPPD24-4745	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2024
6/15/2024	55	No	SPPD24-4691	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2024
6/12/2024	1211	No	SPPD24-4611	ROCK BLVD	C ST	C ST & ROCK BLVD	2024
6/11/2024	1238	No	SPPD24-4585	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2024
6/11/2024	650	No	SPPD24-4576	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2024
6/9/2024	1207	No	SPPD24-4531-P1	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
6/9/2024	1207	No	SPPD24-4531	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
6/8/2024	957	Yes	SPPD24-4512	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
6/7/2024	1409	No	SPPD24-4481	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
6/6/2024	640	No	SPPD24-4432	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2024
6/6/2024	848	No	SPPD24-4435	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
6/6/2024	1345	No	SPPD24-4447	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
6/3/2024	1524	No	SPPD24-4356	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
5/31/2024	1930	No	SPPD24-4291	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
5/31/2024	1615	No	SPPD24-4287	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2024
5/31/2024	1713	No	SPPD24-4288	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2024
5/29/2024	1634	No	SPPD24-4221	ROCK BLVD	H ST	H ST & ROCK BLVD	2024
5/28/2024	1643	No	SPPD24-4198	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2024
5/22/2024	1618	No	SPPD24-4025	S ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & S ROCK BLVD	2024
5/16/2024	1530	Yes	SPPD24-3851	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2024
5/16/2024	820	Yes	SPPD24-3848	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
5/5/2024	612	No	SPPD24-3503	CRANE WAY	ROCK BLVD	CRANE WAY & ROCK BLVD	2024
5/2/2024	1646	Yes	SPPD24-3439	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2024
5/2/2024	2009	No	SPPD24-3444	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2024
4/27/2024	2304	No	SPPD24-3302	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
4/18/2024	1515	Yes	SPPD24-3098-P1	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2024
4/18/2024	1515	Yes	SPPD24-3098	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2024
4/15/2024	311	No	SPPD24-2969	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
4/13/2024	1521	Yes	SPPD24-50836	S ROCK BLVD		Along Segment	2024
4/7/2024	712	No	SPPD24-2767	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
4/7/2024	1045	Yes	SPPD24-2772	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2024
4/2/2024	1350	No	SPPD24-2626	ROCK BLVD	GAULT WAY	GAULT WAY & ROCK BLVD	2024
3/31/2024	355	No	SPPD24-2581	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2024
3/30/2024	1622	No	SPPD24-2912	ROCK BLVD		Along Segment	2024
3/30/2024	1622	No	SPPD24-2912-P2	ROCK BLVD		Along Segment	2024
3/30/2024	1622	No	SPPD24-2912-P1	ROCK BLVD		Along Segment	2024
3/28/2024	710	No	SPPD24-2520	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
3/23/2024	1843	No	SPPD24-2392	ROCK BLVD	D ST	D ST & ROCK BLVD	2024
3/20/2024	1210	No	SPPD24-2285	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2024
3/18/2024	1500	Yes	SPPD24-2226	ROCK BLVD		Along Segment	2024
3/8/2024	1455	Yes	SPPD24-1963	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2024
3/4/2024	1233	No	SPPD24-1832	ROCK BLVD	G ST	G ST & ROCK BLVD	2024
2/22/2024	1950	Yes	SPPD24-1546	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
2/21/2024	1400	Yes	SPPD24-1514	ROCK BLVD		Along Segment	2024
2/21/2024	1400	Yes	SPPD24-1514-P1	ROCK BLVD		Along Segment	2024
2/17/2024	431	No	SPPD24-1378	GAULT WAY	ROCK BLVD	GAULT WAY & ROCK BLVD	2024
2/7/2024	1626	No	SPPD24-1128	ROCK BLVD	C ST	C ST & ROCK BLVD	2024
2/5/2024	1920	Yes	SPPD24-1087	ROCK BLVD	MCCARRAN BLVD	MCCARRAN BLVD & ROCK BLVD	2024
2/2/2024	1230	Yes	SPPD24-984	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2024
1/28/2024	1410	Yes	SPPD24-865	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2024
1/27/2024	2201	No	SPPD24-824	ROCK BLVD	GLENDALE AVE	GLENDALE AVE & ROCK BLVD	2024
1/26/2024	1905	No	SPPD24-791	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
1/26/2024	1811	No	SPPD24-790	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2024
1/26/2024	236	Yes	SPPD24-0771	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2024
1/14/2024	1228	Yes	SPPD24-392	S ROCK BLVD		Along Segment	2024
1/6/2024	1649	No	SPPD24-175	ROCK BLVD	15TH ST	15TH ST & ROCK BLVD	2024
1/5/2024	1725	No	SPPD24-151	IR80W	ROCK BLVD	IR80W & ROCK BLVD	2024
1/4/2024	1420	No	SPPD24-119	FREEPORT BLVD	S ROCK BLVD	FREEPORT BLVD & S ROCK BLVD	2024
1/3/2024	1755	Yes	SPPD24-98	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
12/30/2023	1158	No	SPPD23-10198	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
12/24/2023	647	Yes	SPPD23-10021	ROCK BLVD	15TH ST	15TH ST & ROCK BLVD	2023
12/22/2023	1739	No	SPPD23-9976	ROCK BLVD	D ST	D ST & ROCK BLVD	2023
12/22/2023	641	No	SPPD23-9957	ROCK BLVD	UNDERNEATH I-80 OVERPASS	ROCK BLVD & UNDERNEATH I-80 OVERPASS	2023
12/18/2023	1214	No	SPPD23-9822	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
12/12/2023	1437	No	SPPD23-9643	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2023
12/9/2023	1534	No	SPPD23-9512	ROCK BLVD	C ST	C ST & ROCK BLVD	2023
12/7/2023	1725	Yes	SPPD23-9491	SR668	IR80E TO ROCK BLVD INT17	IR80E TO ROCK BLVD INT17 & SR668	2023
12/7/2023	1725	Yes	SPPD23-9491-P1	SR668	IR80E TO ROCK BLVD INT17	IR80E TO ROCK BLVD INT17 & SR668	2023
12/5/2023	813	No	SPPD23-9384	ROCK BLVD	C ST	C ST & ROCK BLVD	2023
12/3/2023	1815	No	SPPD23-9331	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2023
11/30/2023	1400	No	SPPD23-9228	SHABER AVE	S ROCK BLVD	S ROCK BLVD & SHABER AVE	2023
11/25/2023	1618	No	SPPD23-9088	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2023
11/24/2023	1151	No	SPPD23-9053	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
11/23/2023	2300	Yes	SPPD23-9365	ROCK BLVD		Along Segment	2023
11/22/2023	1048	No	SPPD23-8996	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2023
11/22/2023	655	Yes	SPPD23-8987	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
11/19/2023	1315	No	SPPD23-8917	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2023
11/19/2023	2118	Yes	SPPD23-8927	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2023
11/18/2023	500	Yes	SPPD23-8879	ROCK BLVD		Along Segment	2023

City of Sparks Crash Data

Agenda Item 5.3 (B)

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
11/11/2023	1915	No	SPPD23-8700	ROCK BLVD		Along Segment	2023
11/8/2023	1218	No	SPPD23-8600	ROCK BLVD	I80 EB OFF	I80 EB OFF & ROCK BLVD	2023
11/7/2023	1225	No	SPPD23-8567	HYMER AVE	S ROCK BLVD	HYMER AVE & S ROCK BLVD	2023
10/28/2023	105	Yes	SPPD23-8290	ROCK BLVD	I80	I80 & ROCK BLVD	2023
10/27/2023	1421	No	SPPD23-8278	ROCK BLVD	I ST	I ST & ROCK BLVD	2023
10/26/2023	1450	No	SPPD23-8248	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2023
10/26/2023	720	No	SPPD23-8236	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2023
10/26/2023	824	No	SPPD23-8238	S ROCK BLVD		Along Segment	2023
10/25/2023	1239	No	SPPD23-8219-P1	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
10/25/2023	1239	No	SPPD23-8219	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
10/20/2023	559	No	SPPD23-8024	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
10/12/2023	701	No	SPPD23-7800	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2023
10/11/2023	737	No	SPPD23-7772	ROCK BLVD	I-80WB	I-80WB & ROCK BLVD	2023
10/10/2023	636	No	SPPD23-7743	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
10/9/2023	603	No	SPPD23-7715	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
10/8/2023	1716	No	SPPD23-7709	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2023
10/7/2023	2200	No	SPPD23-7693	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2023
10/7/2023	1446	No	SPPD23-7682	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
10/6/2023	957	Yes	SPPD23-7650	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
9/29/2023	1635	Yes	SPPD23-7485	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
9/23/2023	1740	No	SPPD23-7332	ROCK BLVD	MCCARRAN BLVD	MCCARRAN BLVD & ROCK BLVD	2023
9/22/2023	2027	No	SPPD23-7311	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
9/20/2023	1845	Yes	SPPD23-7270-P1	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2023
9/20/2023	1845	Yes	SPPD23-7270	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2023
9/19/2023	644	No	SPPD23-7210	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
9/14/2023	2219	No	SPPD23-7091	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
9/10/2023	1128	No	SPPD23-6958	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
9/9/2023	549	No	SPPD23-6937	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2023
9/7/2023	2357	No	SPPD23-6901	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
8/29/2023	1305	Yes	SPPD23-6602	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
8/28/2023	1119	No	SPPD23-6565	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
8/26/2023	2343	Yes	SPPD23-6534	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2023
8/22/2023	2300	No	SPPD23-6418	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
8/22/2023	806	No	SPPD23-6394	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
8/21/2023	1357	No	SPPD23-6364	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
8/19/2023	711	No	SPPD23-6306	S ROCK BLVD		Along Segment	2023
8/14/2023	1804	No	SPPD23-6163	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2023
8/10/2023	1752	No	SPPD23-6038	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
8/10/2023	1655	No	SPPD23-6035	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
8/8/2023	1541	No	SPPD23-5967	ROCK BLVD	EB I80 ON RAMP	EB I80 ON RAMP & ROCK BLVD	2023
8/5/2023	20	Yes	SPPD23-5876	ROCK BLVD	D STREET	D STREET & ROCK BLVD	2023
8/4/2023	1813	Yes	SPPD23-5867	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
8/4/2023	1813	Yes	SPPD23-5867-P1	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
8/4/2023	2250	Yes	SPPD23-5874	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
8/1/2023	2222	No	SPPD23-5766	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
7/31/2023	1326	Yes	SPPD23-5717	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
7/26/2023	730	Yes	SPPD23-5622	ROCK BLVD	ROCK BLVD	ROCK BLVD & ROCK BLVD	2023
7/24/2023	1746	No	SPPD23-5526	ROCK BLVD	G ST	G ST & ROCK BLVD	2023
7/24/2023	1115	Yes	SPPD23-5513	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
7/20/2023	1705	No	SPPD23-5424	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2023
7/12/2023	832	Yes	SPPD23-5181	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
7/8/2023	1023	No	SPPD23-5077	ROCK BLVD	I ST	I ST & ROCK BLVD	2023
7/4/2023	1822	No	SPPD23-4942	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
7/3/2023	2152	Yes	SPPD23-4912	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
7/1/2023	50	Yes	SPPD23-4892	ROCK BLVD		Along Segment	2023
6/29/2023	1402	No	SPPD23-4800	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
6/27/2023	1118	No	SPPD23-4729	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
6/24/2023	1946	No	SPPD23-4673	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2023
6/23/2023	2107	No	SPPD23-4655	S ROCK BLVD	VICTORIAN AVE	S ROCK BLVD & VICTORIAN AVE	2023
6/21/2023	1705	No	SPPD23-4582	F ST	ROCK BLVD	F ST & ROCK BLVD	2023
6/21/2023	1719	No	SPPD23-4583	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
6/20/2023	1045	No	SPPD23-4545	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2023
6/14/2023	1740	No	SPPD23-4404	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
6/9/2023	1122	No	SPPD23-4257	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2023
6/7/2023	1554	Yes	SPPD23-4206-P1	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
6/7/2023	1554	Yes	SPPD23-4206	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
6/4/2023	855	No	SPPD23-4096	S ROCK BLVD	I-80 EAST OFF	I-80 EAST OFF & S ROCK BLVD	2023
6/4/2023	1524	No	SPPD23-4105	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
6/2/2023	1520	No	SPPD23-4051	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
6/2/2023	643	No	SPPD23-4040	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2023
5/26/2023	2215	Yes	SPPD23-3888	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
5/26/2023	1831	No	SPPD23-3883	YORK WAY	ROCK BLVD	ROCK BLVD & YORK WAY	2023
5/20/2023	517	Yes	SPPD23-3709	ROCK BLVD	D ST	D ST & ROCK BLVD	2023
5/17/2023	800	Yes	SPPD23-3629	SBRAGIA WAY	ROCK BLVD	ROCK BLVD & SBRAGIA WAY	2023
5/16/2023	1006	Yes	SPPD23-3600	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
5/16/2023	1728	No	SPPD23-3618-P1	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
5/16/2023	1728	Yes	SPPD23-3618	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
5/15/2023	1744	No	SPPD23-3589	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2023
5/11/2023	1821	No	SPPD23-3491	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
5/10/2023	821	No	SPPD23-3453	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
5/8/2023	618	No	SPPD23-3398	ROCK BLVD	I ST	I ST & ROCK BLVD	2023
5/6/2023	1848	No	SPPD23-3357	IR80E	S ROCK BLVD	IR80E & S ROCK BLVD	2023
5/6/2023	1652	No	SPPD23-3356	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
4/23/2023	1545	No	SPPD23-3010	ROCK BLVD	I ST	I ST & ROCK BLVD	2023
4/17/2023	1645	No	SPPD23-2853	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
4/15/2023	1832	No	SPPD23-2805	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
4/12/2023	1612	No	SPPD23-2712	ROCK BLVD	C ST	C ST & ROCK BLVD	2023
4/12/2023	1543	No	SPPD23-2710	HYMER AVE	S ROCK BLVD	HYMER AVE & S ROCK BLVD	2023

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3/23/2023	1546	Yes	SPPD23-2201	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
3/14/2023	925	No	SPPD23-1925	ROCK BLVD	I-80 OFFRAMP	I-80 OFFRAMP & ROCK BLVD	2023
3/12/2023	445	No	SPPD23-1877	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
3/2/2023	1843	No	SPPD23-1636	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
2/27/2023	1553	No	SPPD23-1553	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
2/17/2023	2054	No	SPPD23-1330	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2023
2/14/2023	2338	No	SPPD23-1241	SBRAGIA WAY	ROCK BLVD	ROCK BLVD & SBRAGIA WAY	2023
2/8/2023	1352	No	SPPD23-1060	ROCK BLVD	C ST	C ST & ROCK BLVD	2023
1/29/2023	1121	No	SPPD23-775	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
1/29/2023	1223	No	SPPD23-777	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2023
1/29/2023	2058	No	SPPD23-738	ROCK BLVD	PLYMOUTH WAY	PLYMOUTH WAY & ROCK BLVD	2023
1/28/2023	720	No	SPPD23-740	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
1/25/2023	1341	No	SPPD23-657	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
1/24/2023	953	No	SPPD23-617	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2023
1/22/2023	600	Yes	SPPD23-591	S ROCK BLVD		Along Segment	2023
1/22/2023	1617	No	SPPD23-580	S ROCK BLVD	MILL ST	MILL ST & S ROCK BLVD	2023
1/16/2023	559	No	SPPD23-426	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
1/12/2023	1815	No	SPPD23-313	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2023
1/6/2023	733	No	SPPD23-133	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2023
1/6/2023	1303	No	SPPD23-144	S ROCK BLVD	I-80 EB ON RP	I-80 EB ON RP & S ROCK BLVD	2023
1/1/2023	1756	No	SPPD23-19	ROCK BLVD	I ST	I ST & ROCK BLVD	2023
12/26/2022	1902	No	SPPD22-10104	GAULT WAY	ROCK BLVD	GAULT WAY & ROCK BLVD	2022
12/23/2022	2100	Yes	SPPD23-50218	S ROCK BLVD		Along Segment	2022
12/9/2022	1248	No	SPPD22-9696	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
12/8/2022	1551	Yes	SPPD22-9667	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2022
12/6/2022	1455	No	SPPD22-9603	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
12/4/2022	1300	No	SPPD22-9552	ROCK BLVD	C ST	C ST & ROCK BLVD	2022
12/3/2022	958	Yes	SPPD22-9524	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
11/26/2022	2330	Yes	SPPD22-9344	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
11/24/2022	1307	Yes	SPPD22-9284	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
11/18/2022	1626	No	SPPD22-9130	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
11/14/2022	1832	No	SPPD22-9020	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
11/11/2022	2330	No	SPPD22-8945	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2022
11/7/2022	1813	No	SPPD22-8804	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2022
11/7/2022	938	No	SPPD22-8789	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
11/1/2022	1422	No	SPPD22-8654	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
10/29/2022	2146	No	SPPD22-8591	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
10/17/2022	1853	No	SPPD22-8289	ROCK BLVD	PLYMOUTH WAY	PLYMOUTH WAY & ROCK BLVD	2022
10/12/2022	1745	No	SPPD22-8152	ROCK BLVD	I ST	I ST & ROCK BLVD	2022
10/10/2022	913	No	SPPD22-8078	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
10/8/2022	1259	No	SPPD22-8027	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
10/8/2022	1750	No	SPPD22-8038	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
10/6/2022	1253	No	SPPD22-7961	S ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & S ROCK BLVD	2022
10/5/2022	1723	No	SPPD22-7935	S ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & S ROCK BLVD	2022
9/27/2022	1723	Yes	SPPD22-7709	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
9/24/2022	1503	No	SPPD22-7618	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2022
9/23/2022	725	Yes	SPPD22-7582	HYMER AVE	S ROCK BLVD	HYMER AVE & S ROCK BLVD	2022
9/22/2022	658	Yes	SPPD22-7548	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2022
9/21/2022	1424	No	SPPD22-7535	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
9/21/2022	1200	No	SPPD22-7532	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2022
9/21/2022	640	No	SPPD22-7526	S ROCK BLVD	INTERSTATE 80 E/B ON RAMP	INTERSTATE 80 E/B ON RAMP & S ROCK BLVD	2022
9/18/2022	153	No	SPPD22-7445	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2022
9/17/2022	12	No	SPPD22-7416	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
9/17/2022	1108	No	SPPD22-7428	ROCK BLVD	I80	I80 & ROCK BLVD	2022
9/15/2022	1309	Yes	SPPD22-7373	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
9/13/2022	1745	No	SPPD22-7345	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2022
9/4/2022	1229	No	SPPD22-7052	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
9/3/2022	1622	No	SPPD22-7035	ROCK BLVD	GLENDALE AVE	GLENDALE AVE & ROCK BLVD	2022
8/27/2022	16	Yes	SPPD22-6807	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2022
8/26/2022	1810	No	SPPD22-6799	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2022
8/17/2022	1209	No	SPPD22-6514	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
8/16/2022	1300	Yes	SPPD22-6500	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2022
8/16/2022	1250	No	SPPD22-6494	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2022
8/13/2022	1634	No	SPPD22-6430	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
8/9/2022	808	No	SPPD22-6273	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2022
8/6/2022	2230	No	SPPD22-6205	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
8/3/2022	1844	No	SPPD22-6121	ROCK BLVD	F ST	F ST & ROCK BLVD	2022
8/3/2022	2328	No	SPPD22-6126	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
8/2/2022	1436	Yes	SPPD22-6077	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
8/2/2022	2036	No	SPPD22-6091	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
7/28/2022	1503	No	SPPD22-5939	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
7/19/2022	1632	No	SPPD22-5666	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2022
7/19/2022	1635	No	SPPD22-5667	YORK WAY	ROCK BLVD	ROCK BLVD & YORK WAY	2022
7/13/2022	1548	No	SPPD22-5501	ROCK BLVD	I80 WB ON RAMP	I80 WB ON RAMP & ROCK BLVD	2022
7/10/2022	946	No	SPPD22-5386	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
7/8/2022	959	No	SPPD22-5333	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
7/3/2022	1213	No	SPPD22-5179	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
7/2/2022	418	No	SPPD22-5158	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
7/1/2022	752	Yes	SPPD22-5139	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
6/26/2022	1502	No	SPPD22-4993	GAULT WAY	ROCK BLVD	GAULT WAY & ROCK BLVD	2022
6/24/2022	1535	No	SPPD22-4947	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
6/21/2022	1453	No	SPPD22-4870	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2022
6/21/2022	257	No	SPPD22-4857	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
6/20/2022	1623	No	SPPD22-4844	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
6/18/2022	1826	No	SPPD22-4809	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
6/16/2022	1227	No	SPPD22-4763-P1	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2022
6/16/2022	1227	No	SPPD22-4763	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2022
6/16/2022	2111	No	SPPD22-4774	GREG ST	ROCK BLVD	GREG ST & ROCK BLVD	2022

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6/13/2022	1601	No	SPPD22-4694	PROSPECT AVE	ROCK BLVD	PROSPECT AVE & ROCK BLVD	2022
6/10/2022	1616	No	SPPD22-4600	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
6/10/2022	334	No	SPPD22-4578	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2022
6/3/2022	1110	Yes	SPPD22-4350	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
6/3/2022	1455	No	SPPD22-4356	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
5/31/2022	800	Yes	SPPD22-4252	HYMER AVE	S ROCK BLVD	HYMER AVE & S ROCK BLVD	2022
5/28/2022	210	Yes	SPPD22-4182	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
5/27/2022	1520	Yes	SPPD22-4167	ROCK BLVD	HYMER AVE	HYMER AVE & ROCK BLVD	2022
5/27/2022	2146	Yes	SPPD22-4174	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2022
5/26/2022	1530	No	SPPD22-51006	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
5/26/2022	1530	No	SPPD22-51006-P1	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
5/24/2022	1442	No	SPPD22-4062	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2022
5/22/2022	1709	No	SPPD22-4009	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2022
5/21/2022	1327	No	SPPD22-3988	ROCK BLVD	H ST	H ST & ROCK BLVD	2022
5/21/2022	1004	No	SPPD22-3987	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
5/20/2022	855	No	SPPD22-3955	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
5/18/2022	2226	No	SPPD22-3911	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
5/17/2022	1543	Yes	SPPD22-3873-P1	ROCK BLVD	F ST	F ST & ROCK BLVD	2022
5/17/2022	1543	Yes	SPPD22-3873	ROCK BLVD	F ST	F ST & ROCK BLVD	2022
5/14/2022	930	Yes	SPPD22-50939	ROCK BLVD	15TH ST	15TH ST & ROCK BLVD	2022
5/11/2022	844	No	SPPD22-3681	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2022
5/5/2022	1654	No	SPPD22-3532	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
4/30/2022	2141	Yes	SPPD22-3398-P1	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
4/30/2022	2141	Yes	SPPD22-3398	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
4/27/2022	717	No	SPPD22-3291	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
4/26/2022	800	No	SPPDTEST	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2022
4/26/2022	1345	Yes	SPPD22-3276-P1	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2022
4/26/2022	1345	Yes	SPPD22-3276	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2022
4/26/2022	800	No	SPPDTEST	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
4/25/2022	1804	Yes	SPPD22-3256-P1	ROCK BLVD	IR80 W	IR80 W & ROCK BLVD	2022
4/25/2022	1804	Yes	SPPD22-3256	ROCK BLVD	IR80 W	IR80 W & ROCK BLVD	2022
4/19/2022	1730	Yes	SPPD22-3090	ROCK BLVD	H ST	H ST & ROCK BLVD	2022
4/14/2022	947	No	SPPD22-2923	ROCK BLVD	GAULT WAY	GAULT WAY & ROCK BLVD	2022
4/3/2022	1624	Yes	SPPD22-2614	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
4/1/2022	1038	No	SPPD22-2548	ROCK BLVD	I ST	I ST & ROCK BLVD	2022
3/28/2022	945	No	SPPD22-2430	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
3/28/2022	711	No	SPPD22-2428	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2022
3/25/2022	1529	No	SPPD22-2355	ROCK BLVD	IR80 W	IR80 W & ROCK BLVD	2022
3/22/2022	1412	No	SPPD22-2255	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
3/22/2022	1412	No	SPPD22-2055-P1	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
3/21/2022	837	Yes	SPPD22-2208	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
3/15/2022	953	No	SPPD22-2043	ROCK BLVD	OTHER	OTHER & ROCK BLVD	2022
3/14/2022	1648	No	SPPD22-2034	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2022
3/10/2022	1222	No	SPPD22-1893	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2022
3/10/2022	1650	No	SPPD22-1902	ROCK BLVD	IR80 E	IR80 E & ROCK BLVD	2022
3/4/2022	854	No	SPPD22-1717	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2022
3/3/2022	1606	No	SPPD22-1701	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2022
2/23/2022	813	Yes	SPPD22-1472	ROCK BLVD	RUSSELL WAY	ROCK BLVD & RUSSELL WAY	2022
2/14/2022	1928	Yes	SPPD22-1237	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
2/14/2022	1928	Yes	SPPD22-1237-P1	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
2/14/2022	1622	No	SPPD22-1228	ROCK BLVD	UPTON WAY	ROCK BLVD & UPTON WAY	2022
2/10/2022	1100	Yes	SPPD22-1177	S ROCK BLVD		Along Segment	2022
1/26/2022	759	No	SPPD22-665	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2022
1/25/2022	1235	No	SPPD22-648	FREEMPORT BLVD	S ROCK BLVD	FREEMPORT BLVD & S ROCK BLVD	2022
1/24/2022	825	No	SPPD22-605	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
1/19/2022	649	Yes	SPPD22-455	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
1/15/2022	1724	No	SPPD22-363	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
1/6/2022	655	No	SPPD22-139	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
1/6/2022	655	No	SPPD22-139-P1	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
1/4/2022	726	Yes	SPPD21-50022-P1	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
1/4/2022	726	Yes	SPPD22-50022	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
1/2/2022	1932	No	SPPD22-44	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2022
12/25/2021	1712	No	SPPD21-10912-P1	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2021
12/25/2021	1712	No	SPPD21-10912	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2021
12/18/2021	2255	No	SPPD21-10700	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2021
12/13/2021	906	No	SPPD21-10564	ROCK BLVD	ZEPHYR WAY	ROCK BLVD & ZEPHYR WAY	2021
12/12/2021	2245	Yes	SPPD21-10558	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2021
12/10/2021	1457	No	SPPD21-10496	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2021
12/9/2021	1136	No	SPPD21-10460	C ST	ROCK BLVD	C ST & ROCK BLVD	2021
12/9/2021	1547	No	SPPD21-10468	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2021
12/5/2021	945	No	SPPD21-10345	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2021
12/3/2021	2339	Yes	SPPD21-10294	S ROCK BLVD		Along Segment	2021
12/1/2021	345	No	SPPD21-10208	ROCK BLVD	RUSSELL WAY	ROCK BLVD & RUSSELL WAY	2021
11/27/2021	804	No	SPPD21-10093	ROCK BLVD	OXFORD AVE	OXFORD AVE & ROCK BLVD	2021
11/26/2021	231	Yes	SPPD21-10055	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2021
11/23/2021	1703	No	SPPD21-10001	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2021
11/22/2021	506	Yes	SPPD21-9955	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
11/20/2021	1134	No	SPPD21-9910	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2021
11/20/2021	1900	Yes	SPPD21-52974	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2021
11/19/2021	808	No	SPPD21-9872	ROCK BLVD	IR80 E	IR80 E & ROCK BLVD	2021
11/15/2021	1000	Yes	SPPD21-9881	S ROCK BLVD		Along Segment	2021
10/31/2021	1857	Yes	SPPD21-9299	OXFORD AVE	ROCK BLVD	OXFORD AVE & ROCK BLVD	2021
10/30/2021	644	No	SPPD21-9248	ROCK BLVD	C ST	C ST & ROCK BLVD	2021
10/30/2021	2316	No	SPPD21-9269	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2021
10/28/2021	1823	No	SPPD21-9202	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2021
10/26/2021	641	No	SPPD21-9097	ROCK BLVD	C ST	C ST & ROCK BLVD	2021
10/25/2021	802	Yes	SPPD21-9066	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2021
10/22/2021	1444	No	SPPD21-8993	ROCK BLVD	IR80 E	IR80 E & ROCK BLVD	2021

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Agenda Item 5.3 (B)

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
10/21/2021	1505	No	SPPD21-8969	ROCK BLVD	I ST	I ST & ROCK BLVD	2021
10/20/2021	1238	No	SPPD21-8921	ROCK BLVD	HYMER AV	HYMER AV & ROCK BLVD	2021
10/20/2021	902	No	SPPD21-8913	IR80 E TO S ROCK BLVD	ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2021
10/19/2021	819	No	SPPD21-8873	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2021
10/16/2021	1345	Yes	SPPD21-8806	S ROCK BLVD		Along Segment	2021
10/14/2021	319	No	SPPD21-8736	ROCK BLVD	IR80 E	IR80 E & ROCK BLVD	2021
10/11/2021	1945	No	SPPD21-8673	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2021
10/1/2021	827	No	SPPD21-8324	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2021
9/29/2021	1528	No	SPPD21-8278	ROCK BLVD	GLENDALE AVE	GLENDALE AVE & ROCK BLVD	2021
9/24/2021	623	No	SPPD21-8132	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2021
9/23/2021	1854	No	SPPD21-8122-P1	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2021
9/23/2021	1854	No	SPPD21-8122	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2021
9/21/2021	1616	No	SPPD21-8060	S ROCK BLVD	SR659 TO S ROCK BLVD	S ROCK BLVD & SR659 TO S ROCK BLVD	2021
9/20/2021	1801	No	SPPD21-8033	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2021
9/16/2021	1620	No	SPPD21-7900	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2021
9/14/2021	1317	No	SPPD21-7835	ROCK BLVD	E PRATER WAY	E PRATER WAY & ROCK BLVD	2021
9/14/2021	704	No	SPPD21-7829	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2021
9/11/2021	1656	No	SPPD21-7763	IR80 W TO ROCK BLVD	ROCK BLVD	IR80 W TO ROCK BLVD & ROCK BLVD	2021
9/7/2021	1809	No	SPPD21-7644	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
9/3/2021	1550	No	SPPD21-7486	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
8/28/2021	2308	No	SPPD21-7317	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
8/28/2021	2216	No	SPPD21-7316	ROCK BLVD	I ST	I ST & ROCK BLVD	2021
8/23/2021	1538	No	SPPD21-7167	ROCK BLVD	GAULT WAY	GAULT WAY & ROCK BLVD	2021
8/21/2021	7	No	SPPD21-7105	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2021
8/20/2021	737	No	SPPD21-7083	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2021
8/16/2021	38	Yes	SPPD21-6946	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2021
8/6/2021	2253	No	SPPD21-6653	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2021
8/3/2021	1250	No	SPPD21-6529	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
7/27/2021	1743	No	SPPD21-6318	ROCK BLVD	VICTORIAN AV	ROCK BLVD & VICTORIAN AV	2021
7/22/2021	1715	Yes	SPPD21-6287-P1	ROCK BLVD	N MCCARRAN BLVD	N MCCARRAN BLVD & ROCK BLVD	2021
7/22/2021	1715	Yes	SPPD21-6287	ROCK BLVD	N MCCARRAN BLVD	N MCCARRAN BLVD & ROCK BLVD	2021
7/21/2021	1500	No	SPPD21-6118	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2021
7/19/2021	748	No	SPPD21-6047	ROCK BLVD	SHABER AV	ROCK BLVD & SHABER AV	2021
7/14/2021	421	No	SPPD21-5895	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
7/7/2021	1624	No	SPPD21-5690	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2021
7/4/2021	711	Yes	SPPD21-5580	IR80 E TO S ROCK BLVD	S ROCK BL	IR80 E TO S ROCK BLVD & S ROCK BL	2021
7/3/2021	2232	Yes	SPPD21-5569	ROCK BLVD	IR80 E TO S ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2021
7/2/2021	926	No	SPPD21-5510	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2021
6/30/2021	1151	No	SPPD21-5423	ROCK BLVD	HYMER AV	HYMER AV & ROCK BLVD	2021
6/30/2021	846	No	SPPD21-5415	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2021
6/30/2021	1540	No	SPPD21-5435	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2021
6/20/2021	2152	No	SPPD21-5126	RUSSELL WAY	ROCK BLVD	ROCK BLVD & RUSSELL WAY	2021
6/19/2021	2025	Yes	SPPD21-5090	S ROCK BLVD	UNSPECIFIED	S ROCK BLVD & UNSPECIFIED	2021
6/18/2021	1700	No	SPPD21-5059	ROCK BLVD	HYMER AV	HYMER AV & ROCK BLVD	2021
6/16/2021	1822	No	SPPD21-4993	RUSSELL WAY	ROCK BLVD	ROCK BLVD & RUSSELL WAY	2021
6/15/2021	1245	Yes	SPPD21-5049	S ROCK BLVD		Along Segment	2021
6/10/2021	1309	No	SPPD21-4802	ROCK BLVD	IR80 E	IR80 E & ROCK BLVD	2021
6/9/2021	1201	Yes	SPPD21-4773	ROCK BLVD	GLENDALE AVE	GLENDALE AVE & ROCK BLVD	2021
6/8/2021	1742	Yes	SPPD21-4753	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2021
6/7/2021	1322	No	SPPD21-4719	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2021
6/3/2021	1730	No	SPPD21-4597	IR80 E	ROCK BLVD	IR80 E & ROCK BLVD	2021
5/29/2021	458	Yes	SPPD21-4413	D STREET	ROCK BLVD	D STREET & ROCK BLVD	2021
5/28/2021	1120	No	SPPD21-4384	ROCK BLVD	F ST	F ST & ROCK BLVD	2021
5/27/2021	1334	Yes	SPPD21-4354	ROCK BLVD		Along Segment	2021
5/27/2021	1334	Yes	SPPD21-4354-P1	ROCK BLVD		Along Segment	2021
5/27/2021	2048	Yes	SPPD21-4368-P1	S ROCK BLVD	ROCK BLVD	ROCK BLVD & S ROCK BLVD	2021
5/27/2021	2048	Yes	SPPD21-4368	S ROCK BLVD	ROCK BLVD	ROCK BLVD & S ROCK BLVD	2021
5/22/2021	2219	Yes	SPPD21-4209	ROCK BLVD	I ST	I ST & ROCK BLVD	2021
5/19/2021	1857	No	SPPD21-4121	ROCK BLVD	GAULT WY	GAULT WY & ROCK BLVD	2021
5/18/2021	1625	Yes	SPPD21-4076	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2021
5/18/2021	1625	Yes	SPPD21-4076-P1	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2021
5/17/2021	1717	No	SPPD21-4039	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
5/11/2021	653	No	SPPD21-3824	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2021
5/10/2021	2101	No	SPPD21-3818	ROCK BLVD	ROCK BL TO IR80 W	ROCK BL TO IR80 W & ROCK BLVD	2021
5/5/2021	1735	Yes	SPPD21-3810-P1	S ROCK BLVD		Along Segment	2021
5/5/2021	1735	Yes	SPPD21-3810	S ROCK BLVD		Along Segment	2021
5/4/2021	1524	No	SPPD21-3617	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2021
5/1/2021	328	No	SPPD21-3504	ROCK BLVD	ROCK BL TO IR80 W	ROCK BL TO IR80 W & ROCK BLVD	2021
4/23/2021	2043	Yes	SPPD21-3282	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
4/20/2021	655	No	SPPD21-3145	ROCK BLVD	SHABER AVE	ROCK BLVD & SHABER AVE	2021
4/16/2021	2015	Yes	SPPD21-3353	S ROCK BLVD		Along Segment	2021
4/11/2021	1039	No	SPPD21-2894	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2021
4/10/2021	1521	No	SPPD21-2875	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2021
4/9/2021	1211	No	SPPD21-2838	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2021
4/6/2021	1724	No	SPPD21-2753	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2021
4/1/2021	1752	No	SPPD21-2614-P1	ROCK BLVD	IR80 E TO S ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2021
4/1/2021	1752	No	SPPD21-2614	ROCK BLVD	IR80 E TO S ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2021
3/29/2021	745	Yes	SPPD21-50826	ROCK BLVD	HYMER AVE	HYMER AVE & ROCK BLVD	2021
3/20/2021	1311	Yes	SPPD21-2243	S ROCK BLVD		Along Segment	2021
3/17/2021	2217	Yes	SPPD21-2157	ROCK BLVD		Along Segment	2021
3/16/2021	2203	No	SPPD21-2126	ROCK BLVD	G	G & ROCK BLVD	2021
3/11/2021	1632	No	SPPD21-1942	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2021
3/7/2021	1853	No	SPPD21-1830-P1	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2021
3/7/2021	1853	No	SPPD21-1830	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2021
3/3/2021	1826	Yes	SPPD21-1715	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2021
3/2/2021	1306	No	SPPD21-1673	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2021
2/28/2021	1905	Yes	SPPD21-1632	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2021
2/20/2021	801	No	SPPD21-1378	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2021

City of Sparks Crash Data

Agenda Item 5.3 (B)

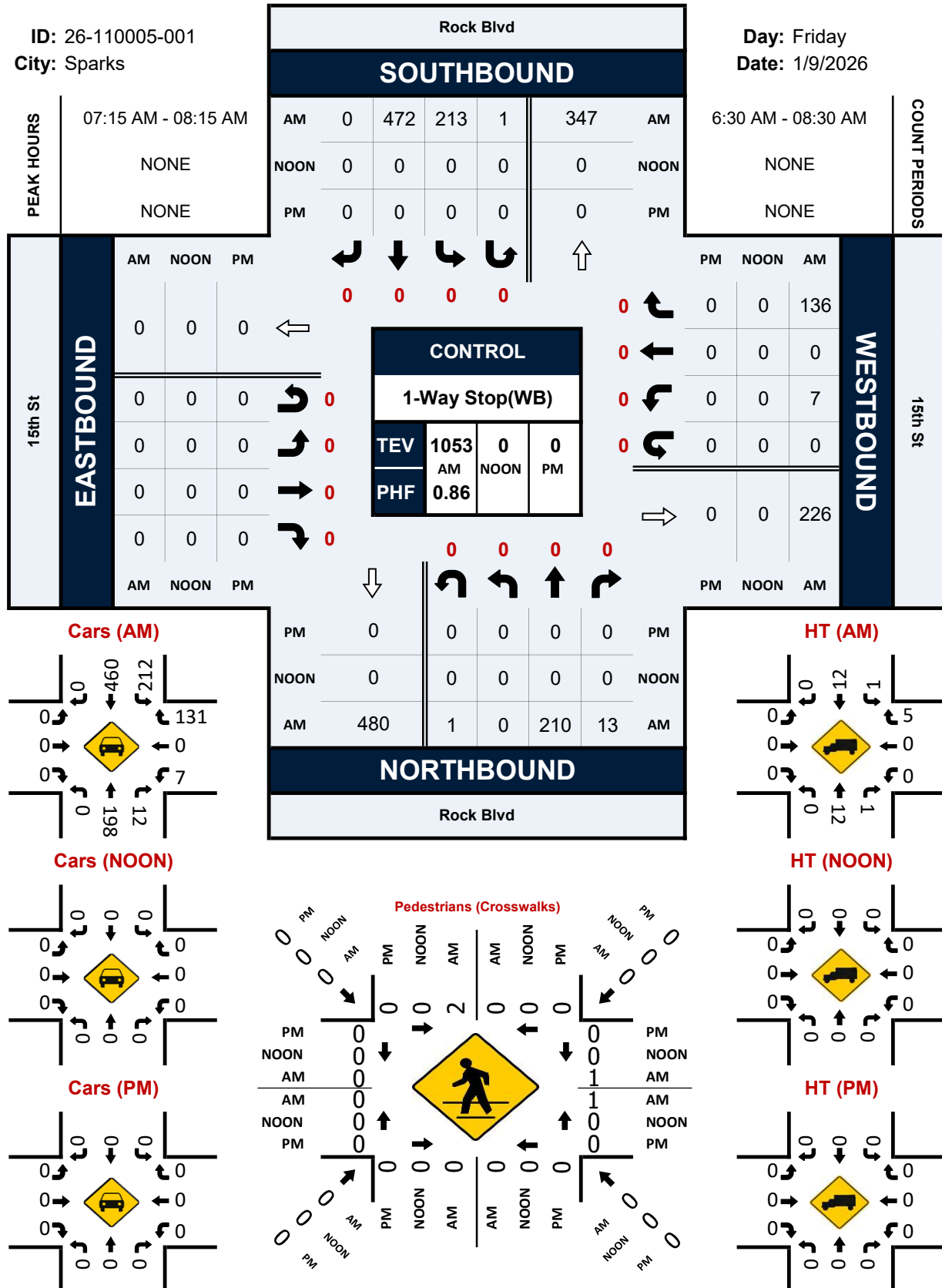
Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
2/19/2021	1015	Yes	SPPD21-1356-P1	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2021
2/19/2021	1015	Yes	SPPD21-1356	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2021
2/15/2021	1307	No	SPPD21-1231	ROCK BLVD	F ST	F ST & ROCK BLVD	2021
2/10/2021	1029	No	SPPD21-1072	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2021
2/2/2021	1630	Yes	SPPD21-852	ROCK BLVD	AVENUE OF THE OAKS	AVENUE OF THE OAKS & ROCK BLVD	2021
1/19/2021	650	No	SPPD21-458	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2021
1/16/2021	1038	No	SPPD21-388	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2021
1/15/2021	1304	No	SPPD21-359	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
1/10/2021	2307	No	SPPD21-255	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2021
1/5/2021	1541	Yes	SPPD21-113	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2021
12/27/2020	1833	Yes	SPPD20-9635	S ROCK BLVD	S ROCK BLVD	S ROCK BLVD & S ROCK BLVD	2020
12/16/2020	1229	No	SPPD209376	ROCK BLVD	PLYMOUTH WAY	PLYMOUTH WAY & ROCK BLVD	2020
12/10/2020	2038	No	SPPD20-9226	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2020
12/4/2020	405	No	SPPD20-9070	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2020
12/1/2020	1733	No	SPPD20-9027	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2020
11/23/2020	246	No	SPPD20-8821	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2020
11/20/2020	1030	Yes	SPPD20-8732	ROCK BLVD		Along Segment	2020
11/20/2020	1215	Yes	SPPD20-8735	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2020
11/19/2020	1444	No	SPPD20-8711	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2020
11/5/2020	1231	No	SPPD20-8343	RUSSELL WAY	ROCK BLVD	ROCK BLVD & RUSSELL WAY	2020
11/3/2020	1718	Yes	SPPD20-8290	ROCK BLVD	ODDIE BL	ODDIE BL & ROCK BLVD	2020
10/31/2020	746	No	SPPD20-8194	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2020
10/18/2020	1943	Yes	SPPD20-7837	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2020
10/16/2020	1645	No	SPPD20-7968	S ROCK BLVD		Along Segment	2020
10/16/2020	640	Yes	SPPD20-7757	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2020
10/9/2020	1353	No	SPPD20-7564	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2020
9/30/2020	1906	No	SPPD20-7329	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2020
9/26/2020	2205	No	SPPD20-7220	ROCK BLVD	PITTMAN AVE	PITTMAN AVE & ROCK BLVD	2020
9/25/2020	2305	Yes	SPPD20-7192	ROCK BLVD	IR80 E TO S ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2020
9/25/2020	1811	Yes	SPPD20-7181	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2020
9/19/2020	1337	No	SPPD20-7012	ROCK BLVD	SBRAGIA WAY	ROCK BLVD & SBRAGIA WAY	2020
9/5/2020	1	No	SPPD20-6569	ROCK BLVD	IR80 W	IR80 W & ROCK BLVD	2020
9/2/2020	1039	Yes	SPPD20-6470-P1	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2020
9/2/2020	1039	Yes	SPPD20-6470	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2020
8/22/2020	1942	Yes	SPPD20-6128	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2020
8/21/2020	2155	Yes	SPPD20-6101	SBRAGIA WAY	ROCK BLVD	ROCK BLVD & SBRAGIA WAY	2020
8/19/2020	1600	Yes	SPPD20-6034	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2020
8/1/2020	807	No	SPPD20-5473	ROCK BLVD	I ST	I ST & ROCK BLVD	2020
7/28/2020	830	No	SPPD20-5365	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2020
7/17/2020	1924	No	SPPD20-5079	ROCK BLVD	I ST	I ST & ROCK BLVD	2020
7/12/2020	1537	No	SPPD20-4918	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2020
7/9/2020	1532	No	SPPD20-4824	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2020
7/2/2020	1645	No	SPPD20-4643	ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & ROCK BLVD	2020
6/28/2020	1040	No	SPPD20-4533	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2020
6/28/2020	32	Yes	SPPD20-4522	ROCK BLVD	OXFORD AVE	OXFORD AVE & ROCK BLVD	2020
6/25/2020	1528	No	SPPD20-4455	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2020
6/19/2020	1704	No	SPPD20-4288	ROCK BLVD	HYMER AV	HYMER AV & ROCK BLVD	2020
6/18/2020	1930	Yes	SPPD20-4364	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2020
6/13/2020	1700	Yes	SPPD20-4120	ROCK BLVD	IR80 E TO S ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2020
5/29/2020	1725	No	SPPD20-3763	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2020
5/14/2020	1128	No	SPPD20-3387	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2020
4/23/2020	1114	No	SPPD20-2980	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2020

Prepared by National Data & Surveying Services

Rock Blvd & 15th St**Peak Hour Turning Movement Count**

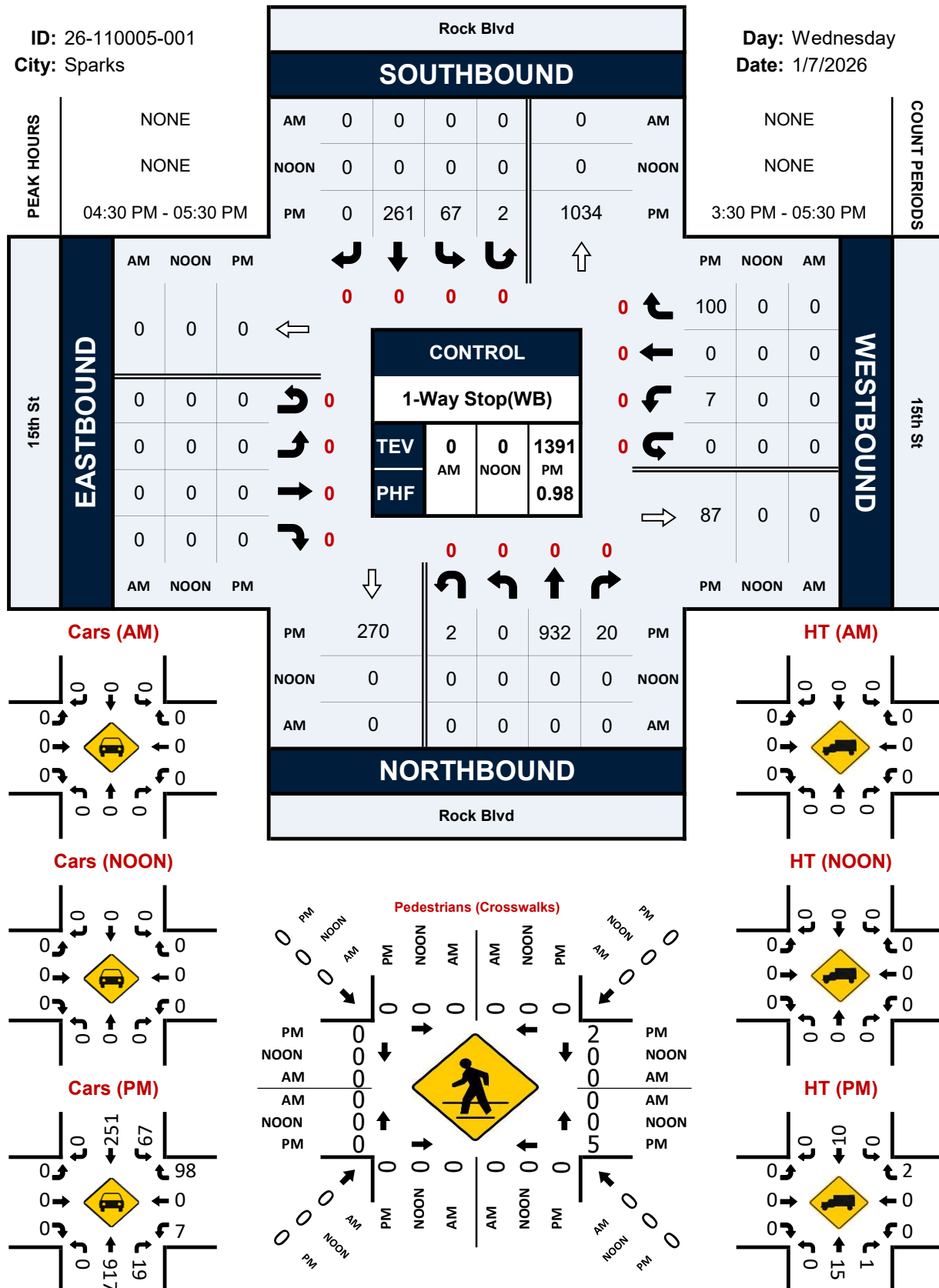
ID: 26-110005-001
City: Sparks

Day: Friday
Date: 1/9/2026



Rock Blvd & 15th St

Day: Wednesday
Date: 1/7/2026



Prepared by National Data & Surveying Services

Rock Blvd & C St

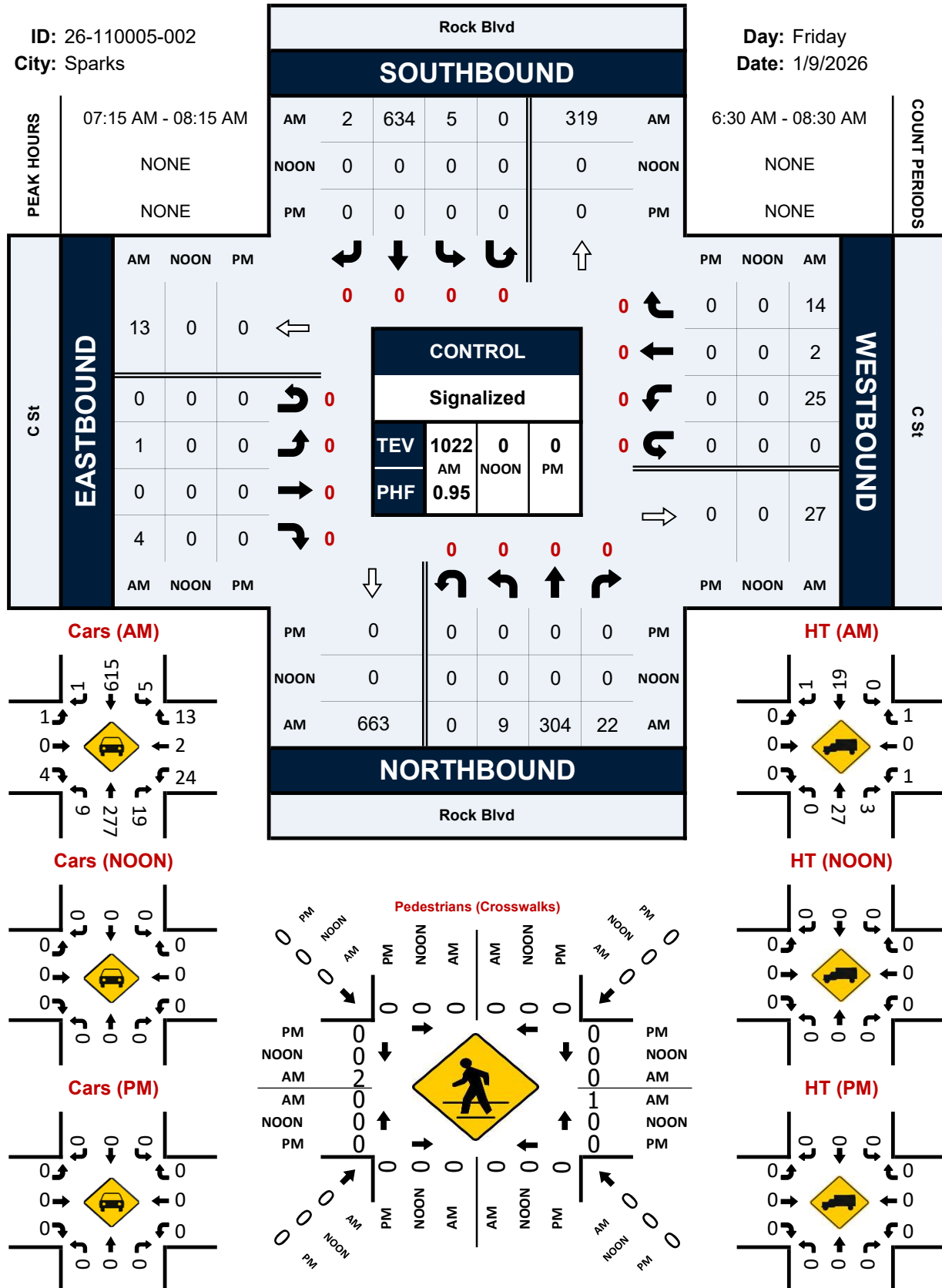
Peak Hour Turning Movement Count

ID: 26-110005-002

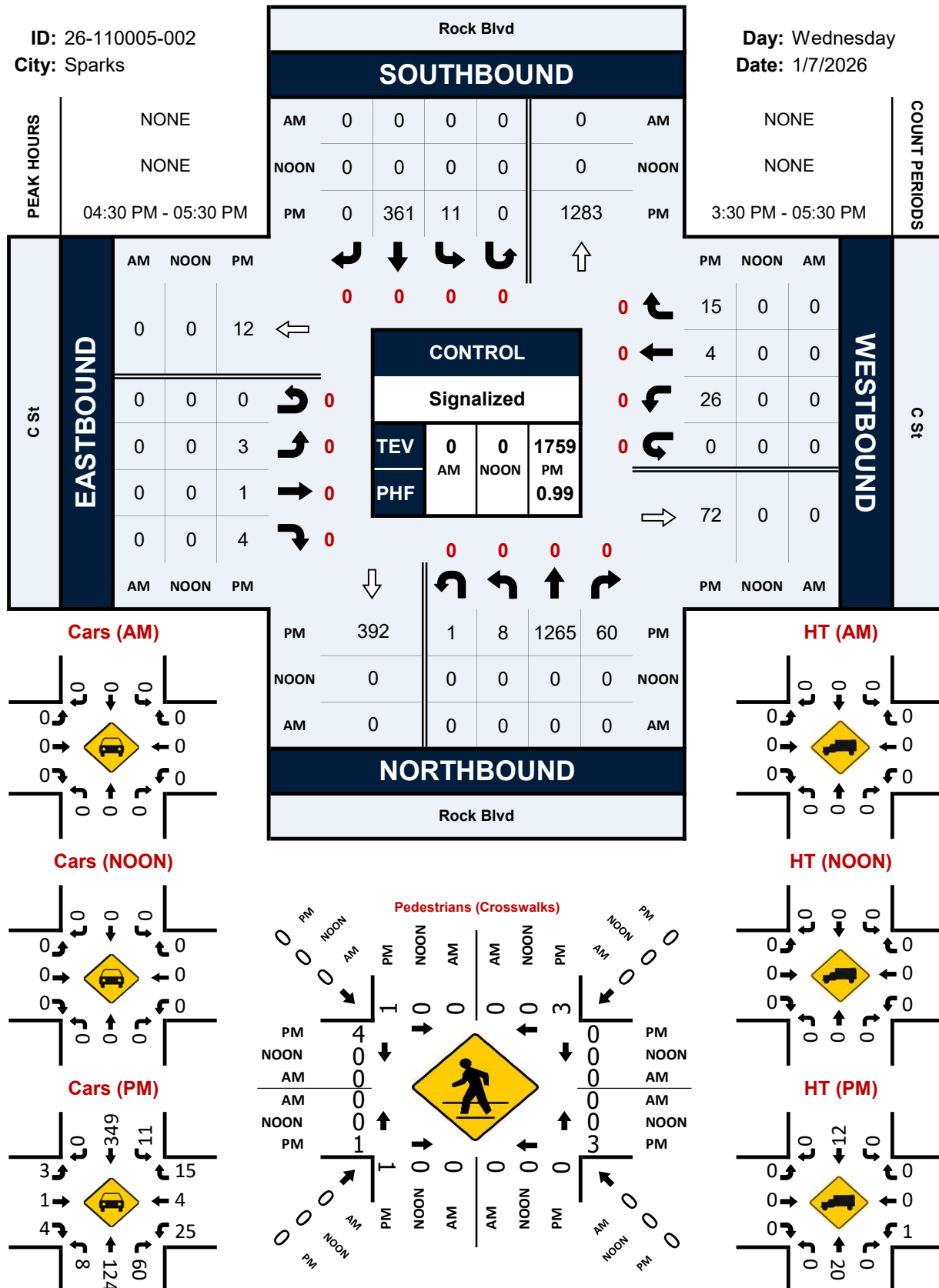
City: Sparks

Day: Friday

Date: 1/9/2026

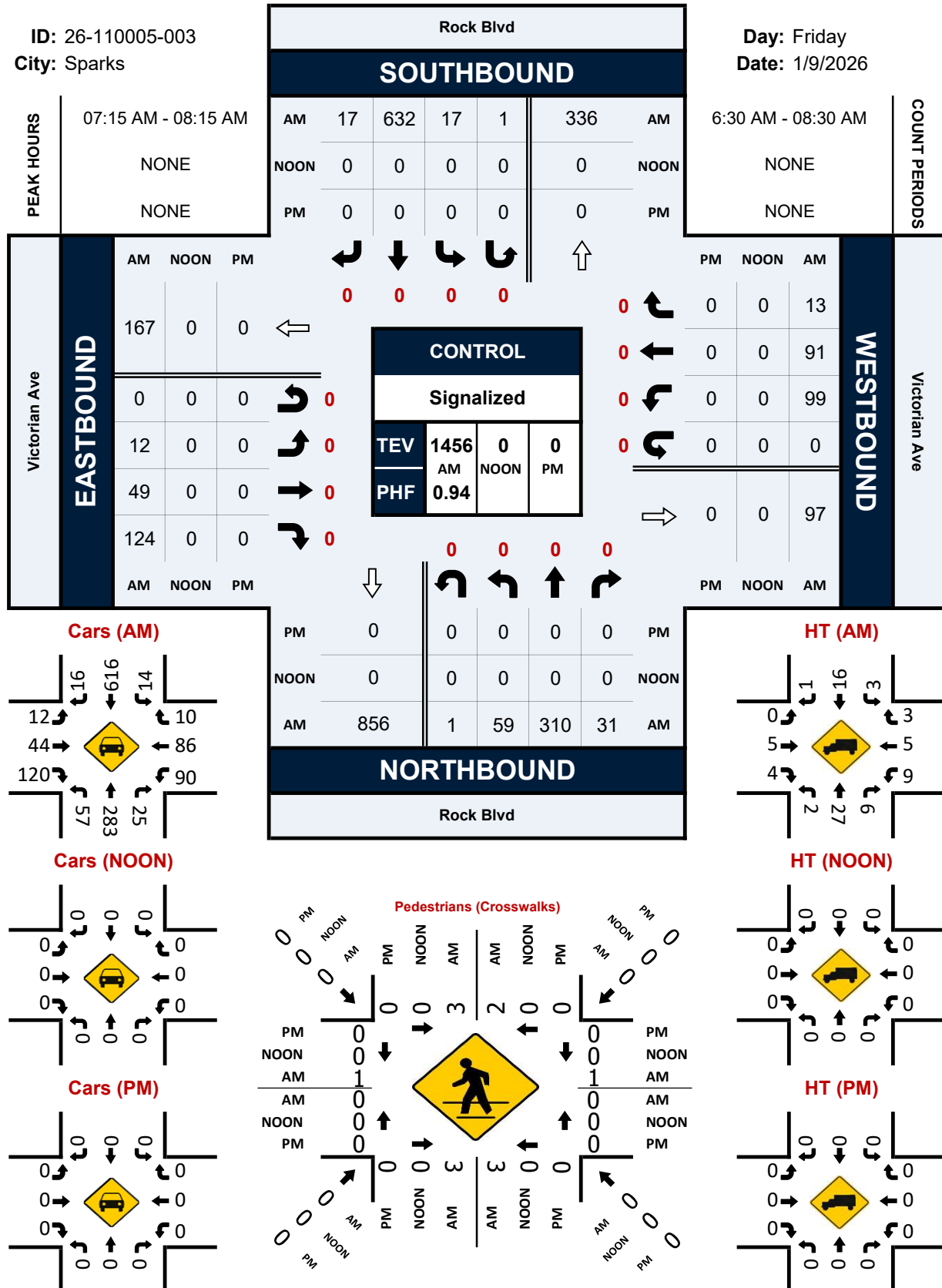


Day: Wednesday
Date: 1/7/2026



Rock Blvd & Victorian Ave

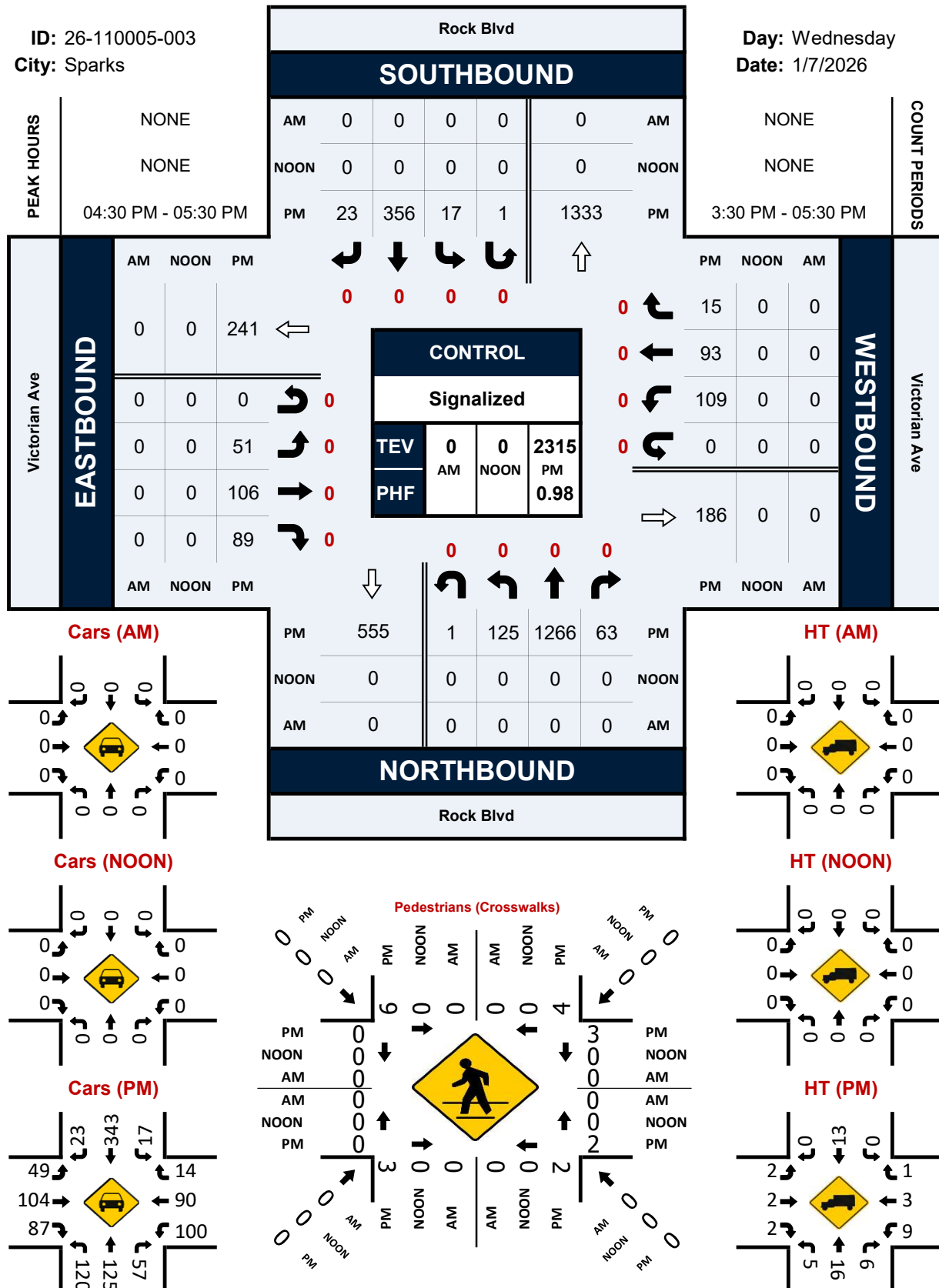
Day: Friday
Date: 1/9/2026



Rock Blvd & Victorian Ave

ID: 26-110005-003
City: Sparks

Day: Wednesday
Date: 1/7/2026



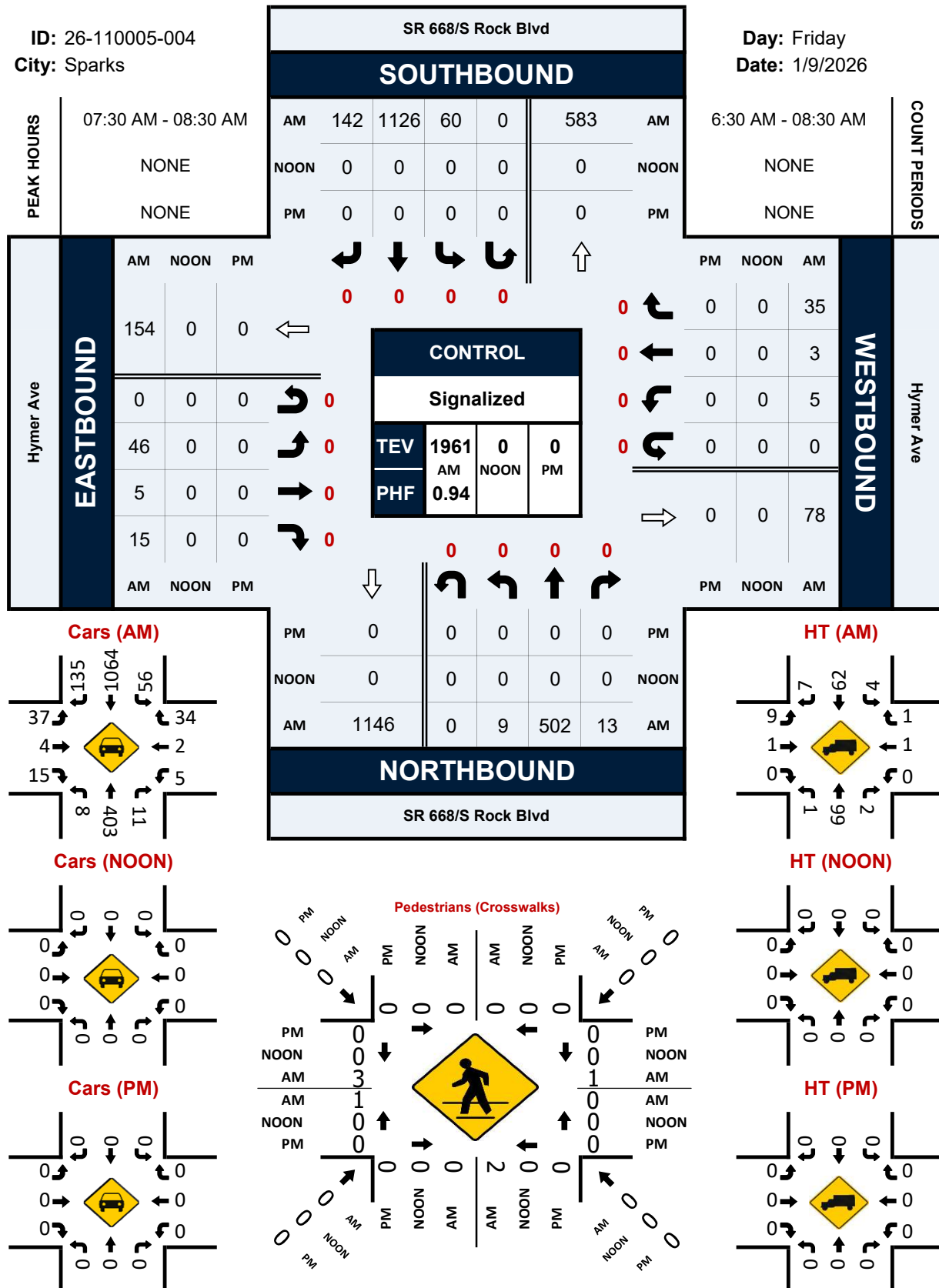
Prepared by National Data & Surveying Services

SR 668/S Rock Blvd & Hymer Ave

Peak Hour Turning Movement Count

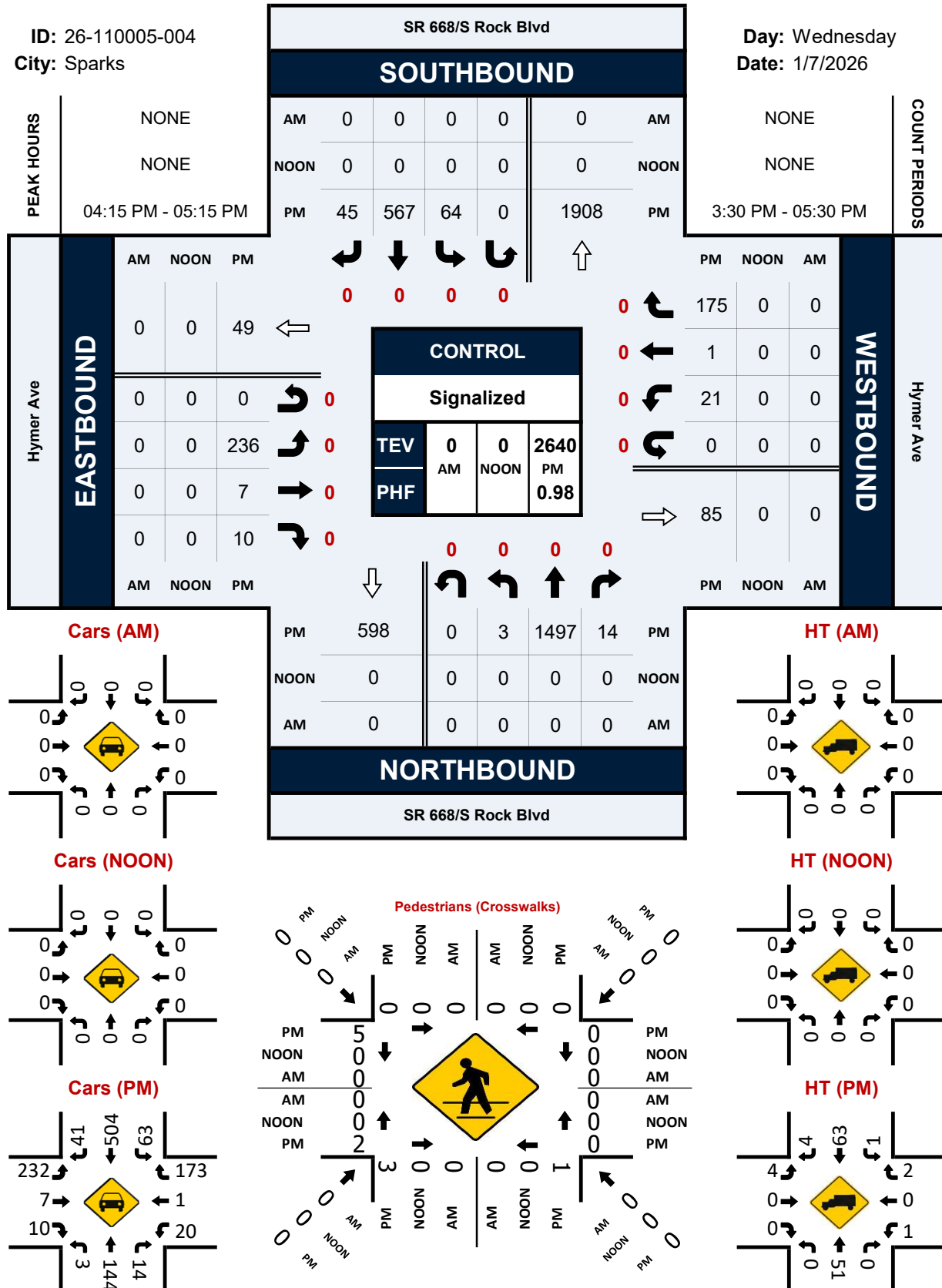
ID: 26-110005-004
City: Sparks

Day: Friday
Date: 1/9/2026



SR 668/S Rock Blvd & Hymer Ave

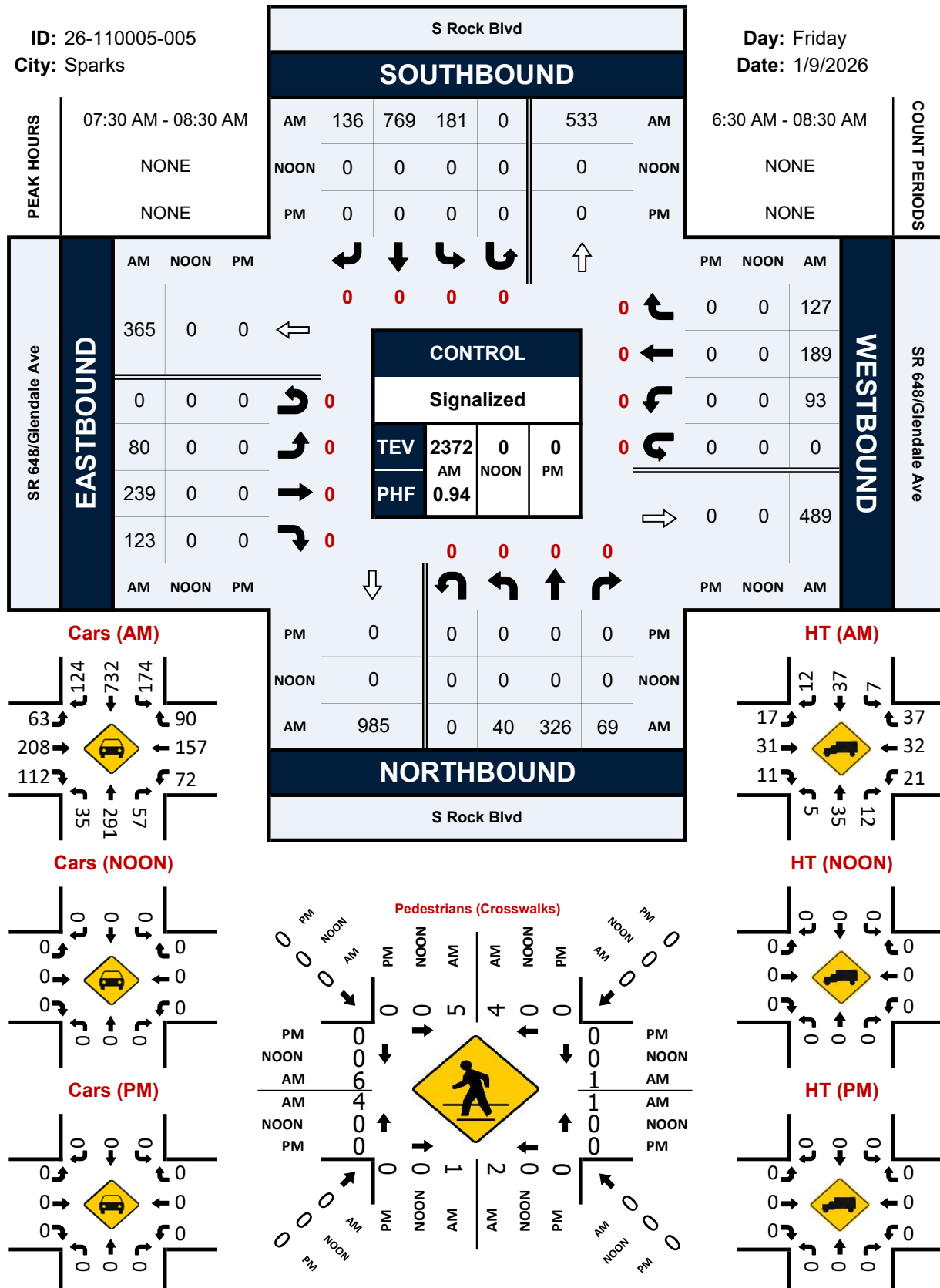
Day: Wednesday
Date: 1/7/2026



S Rock Blvd & SR 648/Glendale Ave

ID: 26-110005-005
City: Sparks

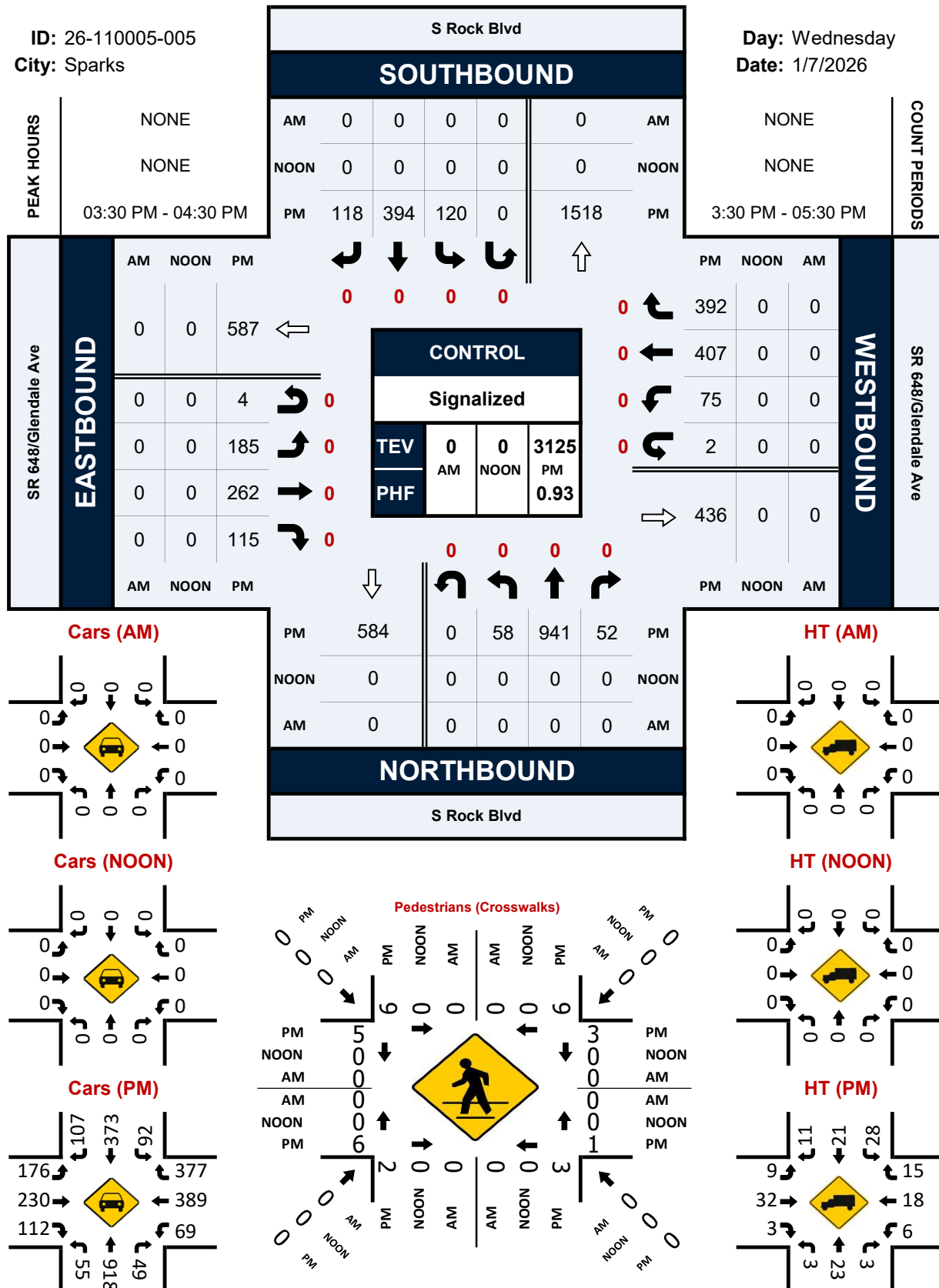
Day: Friday
Date: 1/9/2026



S Rock Blvd & SR 648/Glendale Ave

ID: 26-110005-005
City: Sparks

Day: Wednesday
Date: 1/7/2026

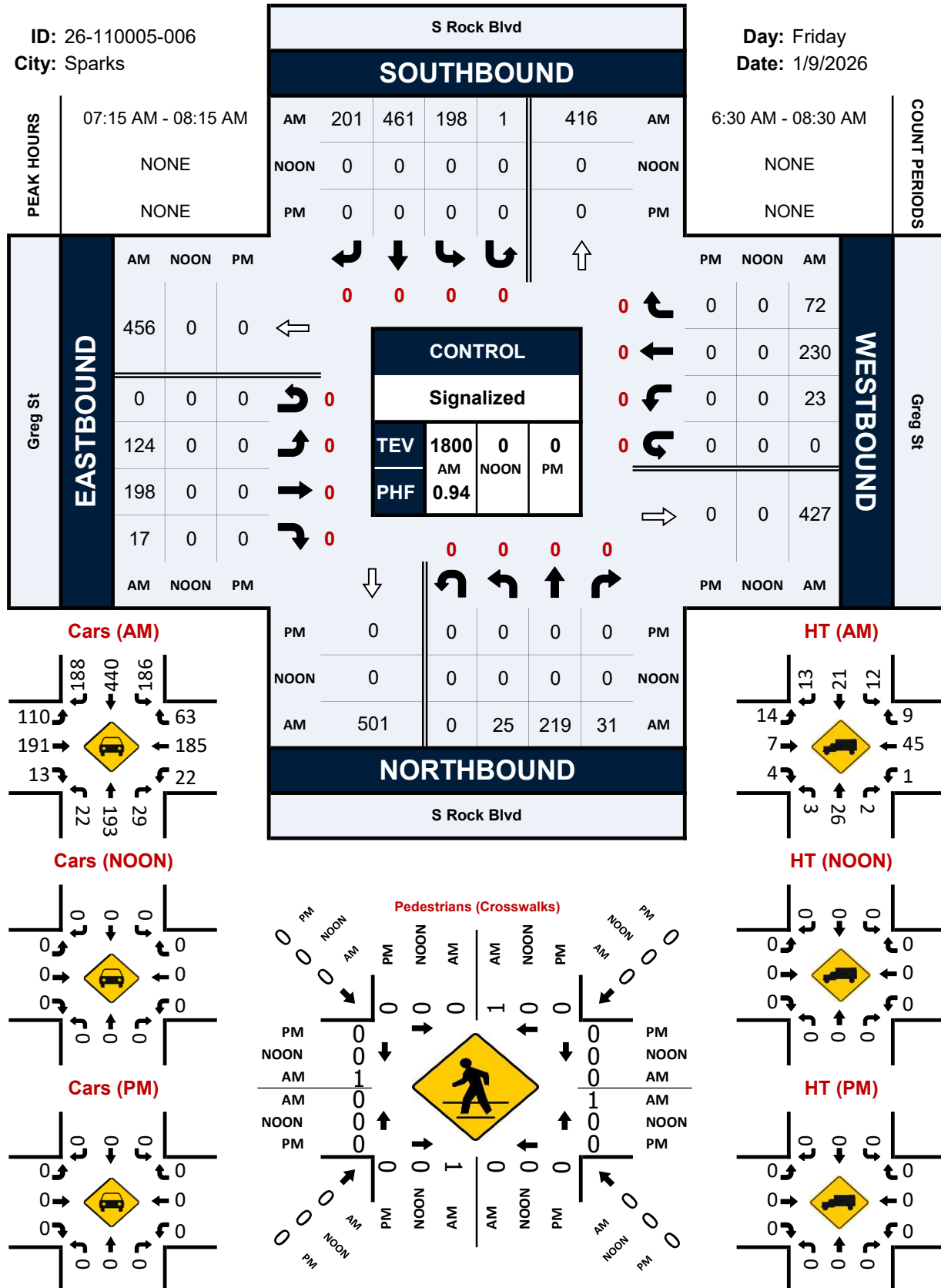


Prepared by National Data & Surveying Services

S Rock Blvd & Greg St**Peak Hour Turning Movement Count**

ID: 26-110005-006
City: Sparks

Day: Friday
Date: 1/9/2026



S Rock Blvd & Greg St

ID: 26-110005-006
City: Sparks

Day: Wednesday
Date: 1/7/2026

PEAK HOURS

NONE
NONE
03:30 PM - 04:30 PM

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	177	280	101	1	1028	PM

0

0

0

0

1028

COUNT PERIODS

NONE
NONE
3:30 PM - 05:30 PM

Greg St

EASTBOUND

AM	NOON	PM
0	0	688
0	0	2
0	0	202
0	0	236
0	0	16

0

0

0

0

0

CONTROL

Signalized

TEV
PHF

0
0

0
0

2425
0.90

WESTBOUND

PM	NOON	AM
195	0	0
469	0	0
41	0	0
0	0	0
372	0	0

0

0

0

0

0

Cars (AM)

HT (AM)

Cars (NOON)

HT (NOON)

Cars (PM)

HT (PM)

Pedestrians (Crosswalks)

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	150	231	22	242	472
Future Vol, veh/h	8	150	231	22	242	472
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	174	269	26	281	549
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1121	151	0	0	296	0
Stage 1	283	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	199	865	-	-	1255	-
Stage 1	736	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	862	-	-	1252	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	11.23	0	2.95			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	154	862	1252	-
HCM Lane V/C Ratio	-	-	0.061	0.202	0.225	-
HCM Control Delay (s/veh)	-	-	29.9	10.2	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.8	0.9	-

HCM 7th Signalized Intersection Summary

2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
Future Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	1	0	3	29	2	11	11	352	18	6	734	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	40	5	35	96	7	41	351	1814	807	577	1838	3
Arrive On Green	0.03	0.00	0.03	0.03	0.03	0.03	0.03	1.00	1.00	0.01	0.52	0.52
Sat Flow, veh/h	221	165	1158	1380	244	1341	1739	3469	1544	1739	3555	5
Grp Volume(v), veh/h	4	0	0	29	0	13	11	352	18	6	358	377
Grp Sat Flow(s), veh/h/ln	1543	0	0	1380	0	1585	1739	1735	1544	1739	1735	1825
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	1.1	0.4	0.0	0.0	0.2	17.0	17.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.7	0.0	1.1	0.4	0.0	0.0	0.2	17.0	17.0
Prop In Lane	0.25		0.75	1.00		0.85	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	0	0	96	0	48	351	1814	807	577	897	944
V/C Ratio(X)	0.05	0.00	0.00	0.30	0.00	0.27	0.03	0.19	0.02	0.01	0.40	0.40
Avail Cap(c_a), veh/h	480	0	0	464	0	471	459	1814	807	695	897	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	0.0	0.0	64.7	0.0	64.0	15.9	0.0	0.0	15.3	19.8	19.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.7	0.0	2.9	0.0	0.2	0.1	0.0	1.3	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.0	1.9	0.0	0.9	0.3	0.1	0.0	0.2	11.6	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.9	0.0	0.0	66.5	0.0	66.9	15.9	0.2	0.1	15.3	21.2	21.1
LnGrp LOS	E			E		E	B	A	A	B	C	C
Approach Vol, veh/h	4			42			381			741		
Approach Delay, s/veh	63.9			66.6			0.7			21.1		
Approach LOS	E			E			A			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	75.8		9.0	6.6	75.0		9.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.2	2.0		2.3	2.4	19.0		4.7				
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	5.4		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				16.2								
HCM 7th LOS				B								

HCM 7th Signalized Intersection Summary

3: Rock Blvd & Victorian Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
Future Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	14	57	71	115	105	11	69	359	25	21	732	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	165	273	229	202	242	25	775	2337	162	412	1657	32
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.08	0.24	0.24	0.04	0.96	0.96
Sat Flow, veh/h	1226	1811	1516	1211	1607	168	1725	3264	226	1725	3452	66
Grp Volume(v), veh/h	14	57	71	115	0	116	69	188	196	21	365	381
Grp Sat Flow(s),veh/h/ln	1226	1811	1516	1211	0	1776	1725	1721	1770	1725	1721	1797
Q Serve(g_s), s	1.4	3.7	5.6	12.4	0.0	8.0	0.0	11.7	11.8	0.9	2.0	2.0
Cycle Q Clear(g_c), s	9.4	3.7	5.6	16.1	0.0	8.0	0.0	11.7	11.8	0.9	2.0	2.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.13	1.00		0.04
Lane Grp Cap(c), veh/h	165	273	229	202	0	268	775	1232	1267	412	826	863
V/C Ratio(X)	0.08	0.21	0.31	0.57	0.00	0.43	0.09	0.15	0.15	0.05	0.44	0.44
Avail Cap(c_a), veh/h	345	538	450	380	0	527	775	1232	1267	567	826	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.98	0.98	0.98
Uniform Delay (d), s/veh	56.4	50.3	51.1	57.4	0.0	52.1	10.8	19.1	19.2	20.4	1.4	1.4
Incr Delay (d2), s/veh	0.2	0.4	0.8	2.5	0.0	1.1	0.0	0.3	0.3	0.0	1.7	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	3.1	4.0	7.1	0.0	6.6	1.7	9.3	9.6	0.7	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	50.6	51.8	59.8	0.0	53.2	10.8	19.4	19.4	20.5	3.1	3.1
LnGrp LOS	E	D	D	E		D	B	B	B	C	A	A
Approach Vol, veh/h	142			231			453			767		
Approach Delay, s/veh	51.8			56.5			18.1			3.6		
Approach LOS	D			E			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	101.9		25.2	39.8	70.0		25.2				
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9				
Max Green Setting (Gmax), s	14.9	* 65		40.1	14.7	64.8		40.1				
Max Q Clear Time (g_c+I), s	12.9	13.8		11.4	2.0	4.0		18.1				
Green Ext Time (p_c), s	0.0	2.5		0.6	0.1	5.5		1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	19.7											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

4: Rock Blvd & Hymer Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	51	6	17	6	3	39	10	552	14	66	1239	156
Future Volume (veh/h)	51	6	17	6	3	39	10	552	14	66	1239	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	54	6	13	6	3	28	11	581	11	69	1304	115
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	72	8	17	7	4	34	236	2438	46	629	2319	204
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.03	0.01	0.72	0.72	0.02	0.50	0.50
Sat Flow, veh/h	1220	136	294	247	124	1153	1682	3369	64	1682	3114	274
Grp Volume(v), veh/h	73	0	0	37	0	0	11	289	303	69	701	718
Grp Sat Flow(s), veh/h/ln	1649	0	0	1524	0	0	1682	1678	1755	1682	1678	1710
Q Serve(g_s), s	5.9	0.0	0.0	3.3	0.0	0.0	0.2	7.8	7.8	1.4	39.2	39.6
Cycle Q Clear(g_c), s	5.9	0.0	0.0	3.3	0.0	0.0	0.2	7.8	7.8	1.4	39.2	39.6
Prop In Lane	0.74		0.18	0.16		0.76	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	98	0	0	45	0	0	236	1214	1270	629	1249	1273
V/C Ratio(X)	0.75	0.00	0.00	0.82	0.00	0.00	0.05	0.24	0.24	0.11	0.56	0.56
Avail Cap(c_a), veh/h	238	0	0	164	0	0	406	1214	1270	703	1249	1273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.93	0.93	0.93
Uniform Delay (d), s/veh	62.5	0.0	0.0	65.1	0.0	0.0	9.9	6.2	6.2	4.4	18.5	18.6
Incr Delay (d2), s/veh	10.7	0.0	0.0	29.0	0.0	0.0	0.1	0.4	0.4	0.1	1.7	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	0.0	2.9	0.0	0.0	0.2	5.0	5.2	0.8	23.5	24.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.2	0.0	0.0	94.2	0.0	0.0	10.0	6.7	6.7	4.4	20.2	20.3
LnGrp LOS	E			F			A	A	A	A	C	C
Approach Vol, veh/h	73			37			603			1488		
Approach Delay, s/veh	73.2			94.2			6.7			19.5		
Approach LOS	E			F			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	102.9		9.5	6.3	105.7		13.5				
Change Period (Y+Rc), s	4.5	5.2		5.5	4.6	5.2		5.5				
Max Green Setting (Gmax), s	10.5	69.8		14.5	15.4	64.8		19.5				
Max Q Clear Time (g_c+I), s	13.4	9.8		5.3	2.2	41.6		7.9				
Green Ext Time (p_c), s	0.1	4.2		0.1	0.0	11.4		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	19.0											
HCM 7th LOS	B											

HCM 7th Signalized Intersection Summary

5: Rock Blvd & Glendale Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	263	135	102	208	140	44	359	76	199	846	150
Future Volume (veh/h)	88	263	135	102	208	140	44	359	76	199	846	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	94	280	72	109	221	75	47	382	41	212	900	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	116	417	179	132	451	197	60	1058	468	274	1228	543
Arrive On Green	0.07	0.13	0.13	0.08	0.14	0.14	0.04	0.32	0.32	0.08	0.37	0.37
Sat Flow, veh/h	1668	3328	1430	1668	3328	1455	1668	3328	1471	3237	3328	1473
Grp Volume(v), veh/h	94	280	72	109	221	75	47	382	41	212	900	80
Grp Sat Flow(s),veh/h/ln	1668	1664	1430	1668	1664	1455	1668	1664	1471	1618	1664	1473
Q Serve(g_s), s	7.5	10.8	3.8	8.7	8.3	6.3	3.8	11.9	2.6	8.7	31.6	2.0
Cycle Q Clear(g_c), s	7.5	10.8	3.8	8.7	8.3	6.3	3.8	11.9	2.6	8.7	31.6	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	417	179	132	451	197	60	1058	468	274	1228	543
V/C Ratio(X)	0.81	0.67	0.40	0.83	0.49	0.38	0.79	0.36	0.09	0.77	0.73	0.15
Avail Cap(c_a), veh/h	240	602	259	239	602	263	242	1058	468	1067	1228	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	0.75	0.75	0.75
Uniform Delay (d), s/veh	62.0	56.4	19.9	61.3	54.0	53.2	64.6	35.5	32.3	60.5	36.8	4.6
Incr Delay (d2), s/veh	12.7	1.9	1.5	12.2	0.8	1.2	19.2	0.9	0.4	3.5	2.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	8.2	4.1	7.4	6.4	4.3	3.5	8.6	1.8	6.4	18.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.7	58.3	21.3	73.5	54.8	54.4	83.8	36.4	32.7	64.1	39.8	5.0
LnGrp LOS	E	E	C	E	D	D	F	D	C	E	D	A
Approach Vol, veh/h	446			405			470			1192		
Approach Delay, s/veh	55.8			59.8			40.8			41.8		
Approach LOS	E			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	46.9	48.3	16.4	22.5	10.2	55.0	15.0	23.9				
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6				
Max Green Setting (Gmax), s	44.5	* 25	19.3	24.4	19.6	49.8	19.4	24.4				
Max Q Clear Time (g_c+10), s	110.7	13.9	10.7	12.8	5.8	33.6	9.5	10.3				
Green Ext Time (p_c), s	0.8	1.9	0.2	1.5	0.1	6.2	0.1	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	47.0											
HCM 7th LOS	D											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

6: Rock Blvd & Greg St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	218	19	25	253	79	28	241	34	219	507	221
Future Volume (veh/h)	136	218	19	25	253	79	28	241	34	219	507	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	145	232	14	27	269	58	30	256	25	233	539	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	229	606	36	225	339	72	316	1255	122	453	1395	622
Arrive On Green	0.09	0.19	0.19	0.02	0.12	0.12	0.03	0.41	0.41	0.07	0.83	0.83
Sat Flow, veh/h	1682	3217	193	1682	2754	584	1682	3091	299	1682	3357	1496
Grp Volume(v), veh/h	145	120	126	27	162	165	30	138	143	233	539	118
Grp Sat Flow(s),veh/h/ln	1682	1678	1732	1682	1678	1660	1682	1678	1712	1682	1678	1496
Q Serve(g_s), s	9.8	8.5	8.6	1.9	12.7	13.0	1.5	7.2	7.3	0.0	5.4	2.1
Cycle Q Clear(g_c), s	9.8	8.5	8.6	1.9	12.7	13.0	1.5	7.2	7.3	0.0	5.4	2.1
Prop In Lane	1.00		0.11	1.00		0.35	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	229	316	326	225	207	204	316	681	695	453	1395	622
V/C Ratio(X)	0.63	0.38	0.39	0.12	0.79	0.81	0.10	0.20	0.21	0.51	0.39	0.19
Avail Cap(c_a), veh/h	323	316	326	428	303	300	454	681	695	573	1395	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	45.1	47.9	47.9	50.0	57.5	57.6	26.6	26.0	26.0	33.7	7.1	6.8
Incr Delay (d2), s/veh	2.9	0.8	0.7	0.2	8.0	9.7	0.1	0.7	0.7	0.7	0.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	6.5	6.8	1.5	9.8	10.1	1.1	5.5	5.7	9.8	3.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	48.7	48.7	50.2	65.4	67.3	26.8	26.6	26.7	34.4	7.8	7.4
LnGrp LOS	D	D	D	D	E	E	C	C	C	C	A	A
Approach Vol, veh/h	391			354			311			890		
Approach Delay, s/veh	48.4			65.1			26.7			14.7		
Approach LOS	D			E			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.4	60.0	8.7	31.0	8.9	61.5	17.5	22.2				
Change Period (Y+Rc), s	5.4	5.2	5.5	5.6	5.5	* 5.4	5.5	5.6				
Max Green Setting (Gmax), s	14.6	54.8	19.5	24.4	14.5	* 55	19.5	24.4				
Max Q Clear Time (g_c+I2), s	12.0	9.3	3.9	10.6	3.5	7.4	11.8	15.0				
Green Ext Time (p_c), s	0.5	1.8	0.0	1.1	0.0	4.7	0.2	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	32.6											
HCM 7th LOS	C											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	100	932	35	92	261
Future Vol, veh/h	7	100	932	35	92	261
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	102	951	36	94	266
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1297	500	0	0	994	0
Stage 1	976	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	154	516	-	-	692	-
Stage 1	326	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	132	513	-	-	687	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v15.08		0	2.88			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 132 513	687	-		
HCM Lane V/C Ratio	-	- 0.054 0.199	0.137	-		
HCM Control Delay (s/veh)	-	- 33.9 13.8	11.1	-		
HCM Lane LOS	-	- D B	B	-		
HCM 95th %tile Q(veh)	-	- 0.2 0.7	0.5	-		

HCM 7th Signalized Intersection Summary

2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
Future Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1	3	27	4	10	9	1291	29	11	368	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	23	35	122	24	61	895	2971	1293	378	3043	8
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.84	0.84	0.01	0.84	0.84
Sat Flow, veh/h	450	446	672	1381	465	1163	1781	3554	1547	1781	3635	10
Grp Volume(v), veh/h	7	0	0	27	0	14	9	1291	29	11	180	189
Grp Sat Flow(s),veh/h/ln	1567	0	0	1381	0	1629	1781	1777	1547	1781	1777	1868
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	1.2	0.1	14.0	0.5	0.1	2.8	2.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.7	0.0	1.2	0.1	14.0	0.5	0.1	2.8	2.8
Prop In Lane	0.43		0.43	1.00		0.71	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	116	0	0	122	0	85	895	2971	1293	378	1487	1564
V/C Ratio(X)	0.06	0.00	0.00	0.22	0.00	0.16	0.01	0.43	0.02	0.03	0.12	0.12
Avail Cap(c_a), veh/h	589	0	0	557	0	598	996	2971	1293	478	1487	1564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.6	0.0	0.0	68.6	0.0	67.9	1.8	3.2	2.1	2.4	2.2	2.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.9	0.0	0.4	0.0	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	1.9	0.0	1.0	0.1	7.2	0.2	0.1	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.8	0.0	0.0	69.5	0.0	68.8	1.8	3.5	2.1	2.4	2.4	2.4
LnGrp LOS	E			E		E	A	A	A	A	A	A
Approach Vol, veh/h	7			41			1329			380		
Approach Delay, s/veh	67.8			69.2			3.5			2.4		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	130.6		12.8	6.5	130.8		12.8				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+l1), s	2.1	16.0		2.6	2.1	4.8		4.7				
Green Ext Time (p_c), s	0.0	14.4		0.0	0.0	2.4		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				5.0								
HCM 7th LOS				A								

HCM 7th Signalized Intersection Summary

3: Rock Blvd & Victorian Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
Future Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	108	45	111	95	10	129	1292	45	18	363	16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	220	200	164	232	231	24	505	1630	57	142	1484	65
Arrive On Green	0.04	0.11	0.11	0.07	0.14	0.14	0.05	0.47	0.47	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1529	1767	1644	173	1767	3472	121	1767	3435	151
Grp Volume(v), veh/h	52	108	45	111	0	105	129	655	682	18	186	193
Grp Sat Flow(s),veh/h/ln	1767	1856	1529	1767	0	1817	1767	1763	1830	1767	1763	1824
Q Serve(g_s), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	47.1	47.2	0.8	10.0	10.1
Cycle Q Clear(g_c), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	47.1	47.2	0.8	10.0	10.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.07	1.00		0.08
Lane Grp Cap(c), veh/h	220	200	164	232	0	255	505	827	859	142	762	788
V/C Ratio(X)	0.24	0.54	0.27	0.48	0.00	0.41	0.26	0.79	0.79	0.13	0.24	0.25
Avail Cap(c_a), veh/h	423	372	307	353	0	340	584	827	859	345	762	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	63.4	61.5	53.0	0.0	58.8	20.9	33.6	33.7	29.0	27.0	27.1
Incr Delay (d2), s/veh	0.5	2.3	0.9	1.5	0.0	1.1	0.1	4.4	4.3	0.4	0.8	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	7.3	2.9	6.8	0.0	6.7	4.5	26.7	27.6	0.7	7.9	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	65.7	62.4	54.6	0.0	59.9	21.0	38.1	38.0	29.4	27.8	27.8
LnGrp LOS	E	E	E	D		E	C	D	D	C	C	C
Approach Vol, veh/h	205			216			1466			397		
Approach Delay, s/veh	62.9			57.1			36.5			27.9		
Approach LOS	E			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	75.6	14.7	21.0	13.3	70.0	9.8	26.0				
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9				
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1				
Max Q Clear Time (g_c+I), s	12.8	49.2	10.2	10.3	7.9	12.1	5.9	9.9				
Green Ext Time (p_c), s	0.0	6.4	0.2	0.6	0.2	2.5	0.1	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	39.3											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary

4: Rock Blvd & Hymer Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	236	7	10	21	1	175	3	1497	14	64	567	45
Future Volume (veh/h)	236	7	10	21	1	175	3	1497	14	64	567	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	241	7	7	21	1	125	3	1528	10	65	579	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	266	8	8	21	1	128	422	1644	11	121	1643	91
Arrive On Green	0.16	0.16	0.16	0.10	0.10	0.10	0.00	0.47	0.47	0.06	0.98	0.98
Sat Flow, veh/h	1640	48	48	222	11	1324	1739	3532	23	1739	3341	184
Grp Volume(v), veh/h	255	0	0	147	0	0	3	750	788	65	300	311
Grp Sat Flow(s), veh/h/ln	1735	0	0	1557	0	0	1739	1735	1821	1739	1735	1791
Q Serve(g_s), s	21.7	0.0	0.0	14.1	0.0	0.0	0.1	61.1	61.2	2.9	0.6	0.6
Cycle Q Clear(g_c), s	21.7	0.0	0.0	14.1	0.0	0.0	0.1	61.1	61.2	2.9	0.6	0.6
Prop In Lane	0.95		0.03	0.14		0.85	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	282	0	0	150	0	0	422	807	847	121	853	881
V/C Ratio(X)	0.91	0.00	0.00	0.98	0.00	0.00	0.01	0.93	0.93	0.54	0.35	0.35
Avail Cap(c_a), veh/h	341	0	0	150	0	0	594	807	847	247	853	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.63	0.63	0.63	0.97	0.97	0.97
Uniform Delay (d), s/veh	61.7	0.0	0.0	67.6	0.0	0.0	21.2	37.8	37.8	33.5	0.6	0.6
Incr Delay (d2), s/veh	23.8	0.0	0.0	66.1	0.0	0.0	0.0	13.1	12.7	3.6	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.0	0.0	0.0	13.2	0.0	0.0	0.1	35.5	37.0	2.3	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.5	0.0	0.0	133.7	0.0	0.0	21.2	50.8	50.5	37.1	1.7	1.7
LnGrp LOS	F			F			C	D	D	D	A	A
Approach Vol, veh/h	255			147			1541			676		
Approach Delay, s/veh	85.5			133.7			50.6			5.1		
Approach LOS	F			F			D			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	75.0		20.0	5.2	79.0		29.8				
Change Period (Y+Rc), s	4.5	5.2		5.5	4.6	5.2		5.5				
Max Green Setting (Gmax), s	15.5	69.8		14.5	15.4	69.8		29.5				
Max Q Clear Time (g_c+I), s	14.9	63.2		16.1	2.1	2.6		23.7				
Green Ext Time (p_c), s	0.1	4.9		0.0	0.0	4.3		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	46.9											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary

5: Rock Blvd & Glendale Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	262	115	77	407	392	58	941	52	120	394	111
Future Volume (veh/h)	189	262	115	77	407	392	58	941	52	120	394	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	203	282	59	83	438	210	62	1012	28	129	424	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	226	782	343	103	540	231	94	1257	548	175	1257	549
Arrive On Green	0.13	0.23	0.23	0.06	0.16	0.16	0.02	0.12	0.12	0.10	0.73	0.73
Sat Flow, veh/h	1725	3441	1511	1725	3441	1476	1725	3441	1501	3346	3441	1502
Grp Volume(v), veh/h	203	282	59	83	438	210	62	1012	28	129	424	59
Grp Sat Flow(s),veh/h/ln	1725	1721	1511	1725	1721	1476	1725	1721	1501	1673	1721	1502
Q Serve(g_s), s	17.4	10.3	3.0	7.1	18.4	14.2	5.4	43.0	2.5	5.6	6.6	1.7
Cycle Q Clear(g_c), s	17.4	10.3	3.0	7.1	18.4	14.2	5.4	43.0	2.5	5.6	6.6	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	782	343	103	540	231	94	1257	548	175	1257	549
V/C Ratio(X)	0.90	0.36	0.17	0.81	0.81	0.91	0.66	0.81	0.05	0.74	0.34	0.11
Avail Cap(c_a), veh/h	281	789	346	222	674	289	225	1257	548	435	1257	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70	0.97	0.97	0.97
Uniform Delay (d), s/veh	64.2	48.8	19.3	69.7	61.1	28.4	72.3	60.8	43.0	66.1	13.7	13.1
Incr Delay (d2), s/veh	25.7	0.3	0.2	13.6	6.0	26.6	5.5	4.0	0.1	5.7	0.7	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.3	8.0	3.2	6.4	13.3	11.1	4.7	27.0	1.7	4.4	4.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.9	49.1	19.6	83.3	67.1	54.9	77.8	64.7	43.1	71.9	14.4	13.4
LnGrp LOS	F	D	B	F	E	D	E	E	D	E	B	B
Approach Vol, veh/h	544			731			1102			612		
Approach Delay, s/veh	61.1			65.5			64.9			26.4		
Approach LOS	E			E			E			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.3	60.2	14.7	39.7	13.5	60.0	25.2	29.1				
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6				
Max Green Setting (Gmax), s	19.5	* 55	19.3	34.4	19.6	54.8	24.4	29.4				
Max Q Clear Time (g_c+I1), s	17.6	45.0	9.1	12.3	7.4	8.6	19.4	20.4				
Green Ext Time (p_c), s	0.3	5.0	0.1	2.0	0.1	3.4	0.2	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	56.5											
HCM 7th LOS	E											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

6: Rock Blvd & Greg St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	236	16	41	469	195	40	630	35	102	280	177
Future Volume (veh/h)	204	236	16	41	469	195	40	630	35	102	280	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	224	259	13	45	515	149	44	692	26	112	308	97
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	274	1046	52	343	600	173	258	804	30	578	1729	768
Arrive On Green	0.11	0.31	0.31	0.03	0.22	0.22	0.03	0.23	0.23	0.58	0.98	0.98
Sat Flow, veh/h	1767	3417	171	1767	2692	775	1767	3464	130	1767	3526	1567
Grp Volume(v), veh/h	224	133	139	45	336	328	44	352	366	112	308	97
Grp Sat Flow(s),veh/h/ln	1767	1763	1825	1767	1763	1704	1767	1763	1831	1767	1763	1567
Q Serve(g_s), s	14.2	8.5	8.6	2.9	27.5	27.8	3.0	28.7	28.8	0.0	0.3	0.2
Cycle Q Clear(g_c), s	14.2	8.5	8.6	2.9	27.5	27.8	3.0	28.7	28.8	0.0	0.3	0.2
Prop In Lane	1.00		0.09	1.00		0.45	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	274	540	559	343	393	380	258	409	425	578	1729	768
V/C Ratio(X)	0.82	0.25	0.25	0.13	0.86	0.86	0.17	0.86	0.86	0.19	0.18	0.13
Avail Cap(c_a), veh/h	425	581	601	581	522	504	437	409	425	578	1729	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	40.4	39.1	39.1	43.2	56.0	56.1	48.2	55.3	55.3	22.2	0.7	0.7
Incr Delay (d2), s/veh	7.0	0.2	0.2	0.2	10.4	11.4	0.3	20.5	20.0	0.2	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	6.8	7.1	2.4	19.4	19.1	2.5	21.5	22.2	3.2	0.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	39.3	39.3	43.3	66.3	67.4	48.5	75.8	75.3	22.3	0.9	1.1
LnGrp LOS	D	D	D	D	E	E	D	E	E	C	A	A
Approach Vol, veh/h	496			709			762			517		
Approach Delay, s/veh	43.0			65.4			74.0			5.6		
Approach LOS	D			E			E			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.8	40.0	9.7	51.5	9.8	79.0	22.2	39.0				
Change Period (Y+Rc), s	5.4	5.2	5.5	5.6	5.5	* 5.4	5.5	5.6				
Max Green Setting (Gmax), s	19.6	34.8	24.5	49.4	19.5	* 35	29.5	44.4				
Max Q Clear Time (g_c+I2), s	12.0	30.8	4.9	10.6	5.0	2.3	16.2	29.8				
Green Ext Time (p_c), s	0.2	1.6	0.1	1.7	0.1	2.5	0.5	3.7				

Intersection Summary

HCM 7th Control Delay, s/veh 51.1

HCM 7th LOS D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Future Forecast Projections

Location -->	Rock Blvd South of McCarran	Rock Blvd North of 15th	Rock Blvd South of 15th	Rock Blvd South of 15th	15th St East of Rock	C St West of Rock	C St East of Rock	Rock Blvd North of Glendale	Rock Blvd South of Glendale	Glendale Ave West of Rock	Glendale Ave East of Rock	Rock Blvd South of Greg	Greg St West of Rock	Greg St East of Rock
2024 NDOT AADT	9800	14,300	13,000	13,000	1,500	2,800	1,500	27,000	21,000	15,200	12,200	11,100	13,100	11,900
Demand Model Volumes														
2025 RTC	8499	13,577	12,964	12,964	974	2,854	488	12,612	10,643	2,492	1,085	1,977	7,770	3,004
2050 RTC	11247	13,428	11,565	11,565	1,266	1,709	1,177	12,527	14,562	9,412	2,625	5,728	7,644	2,725
Model Difference 2050-2025	2,748	-149	-1,399	-1,399	292	-1,145	689	-85	3,919	6,920	1,540	3,751	-126	-279
Growth Rates														
25 Years % Change	32%	-1%	-11%	-11%	30%	-40%	141%	-1%	37%	278%	142%	190%	-2%	-9%
% per year	1.3%	0.0%	-0.4%	-0.4%	1.2%	-1.6%	5.6%	0.0%	1.5%	11.1%	5.7%	7.6%	-0.1%	-0.4%
25 years growth factor	1.3	1.0	0.9	0.9	1.3	0.6	2.4	1.0	1.4	3.8	2.4	2.9	1.0	0.9
Growth Difference														
25 Years Increase	2,748	-149	-1,399	-1,399	292	-1,145	689	-85	3,919	6,920	1,540	3,751	-126	-279
% Change	28%	-1%	-11%	-11%	19%	-41%	46%	0%	19%	46%	13%	34%	-1%	-2%
% per year	1.1%	0.0%	-0.4%	-0.4%	0.8%	-1.6%	1.8%	0.0%	0.7%	1.8%	0.5%	1.4%	0.0%	-0.1%
25 years growth factor	1.3	1.0	0.9	0.9	1.2	0.6	1.5	1.0	1.2	1.5	1.1	1.3	1.0	1.0

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	180	200	30	290	540
Future Vol, veh/h	10	180	200	30	290	540
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	12	209	233	35	337	628
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1240	138	0	0	269	0
Stage 1	252	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	166	882	-	-	1284	-
Stage 1	764	-	-	-	-	-
Stage 2	319	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	122	879	-	-	1281	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	11.8	0	3.08			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 122 879	1281	-		
HCM Lane V/C Ratio	-	- 0.095 0.238	0.263	-		
HCM Control Delay (s/veh)	-	- 37.6 10.4	8.8	-		
HCM Lane LOS	-	- E B	A	-		
HCM 95th %tile Q(veh)	-	- 0.3 0.9	1.1	-		

HCM 7th Signalized Intersection Summary

2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
Future Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	5	0	10	47	1	15	5	332	8	21	958	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	49	10	46	118	4	66	267	1794	799	613	1878	8
Arrive On Green	0.05	0.00	0.05	0.05	0.05	0.05	0.01	1.00	1.00	0.02	0.53	0.53
Sat Flow, veh/h	290	224	1028	1371	98	1465	1739	3469	1544	1739	3543	15
Grp Volume(v), veh/h	15	0	0	47	0	16	5	332	8	21	469	493
Grp Sat Flow(s),veh/h/ln	1543	0	0	1371	0	1562	1739	1735	1544	1739	1735	1823
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	1.3	0.2	0.0	0.0	0.8	23.5	23.5
Cycle Q Clear(g_c), s	1.2	0.0	0.0	4.2	0.0	1.3	0.2	0.0	0.0	0.8	23.5	23.5
Prop In Lane	0.33		0.67	1.00		0.94	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	105	0	0	118	0	70	267	1794	799	613	920	967
V/C Ratio(X)	0.14	0.00	0.00	0.40	0.00	0.23	0.02	0.19	0.01	0.03	0.51	0.51
Avail Cap(c_a), veh/h	478	0	0	464	0	464	386	1794	799	709	920	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	0.0	63.5	0.0	62.2	17.0	0.0	0.0	14.6	20.4	20.4
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.1	0.0	1.6	0.0	0.2	0.0	0.0	2.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	0.0	3.0	0.0	1.0	0.1	0.1	0.0	0.6	15.2	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	0.0	0.0	65.6	0.0	63.8	17.1	0.2	0.0	14.7	22.4	22.3
LnGrp LOS	E			E		E	B	A	A	B	C	C
Approach Vol, veh/h	15			63			345			983		
Approach Delay, s/veh	62.7			65.1			0.5			22.2		
Approach LOS	E			E			A			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	75.0		11.0	5.8	76.8		11.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.2	2.2	25.5		6.2				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	7.7		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				19.2								
HCM 7th LOS				B								

HCM 7th Signalized Intersection Summary

3: Rock Blvd & Victorian Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
Future Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	21	74	69	221	137	15	63	316	23	63	947	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	249	427	359	297	378	41	570	2008	145	442	1678	14
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.20	0.20	0.07	0.96	0.96
Sat Flow, veh/h	1191	1811	1523	1199	1600	175	1725	3253	236	1725	3496	30
Grp Volume(v), veh/h	21	74	69	221	0	152	63	166	173	63	466	489
Grp Sat Flow(s),veh/h/ln	1191	1811	1523	1199	0	1775	1725	1721	1768	1725	1721	1805
Q Serve(g_s), s	2.0	4.4	4.9	24.3	0.0	9.7	0.0	10.7	10.8	2.8	3.2	3.2
Cycle Q Clear(g_c), s	11.7	4.4	4.9	28.7	0.0	9.7	0.0	10.7	10.8	2.8	3.2	3.2
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.13	1.00		0.02
Lane Grp Cap(c), veh/h	249	427	359	297	0	419	570	1062	1091	442	826	866
V/C Ratio(X)	0.08	0.17	0.19	0.74	0.00	0.36	0.11	0.16	0.16	0.14	0.56	0.56
Avail Cap(c_a), veh/h	322	538	452	371	0	527	570	1062	1091	575	826	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.95	0.95	0.95
Uniform Delay (d), s/veh	48.0	41.1	41.3	52.5	0.0	43.1	16.7	24.9	24.9	20.6	1.5	1.5
Incr Delay (d2), s/veh	0.1	0.2	0.3	6.1	0.0	0.5	0.1	0.3	0.3	0.1	2.6	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	3.6	3.4	12.4	0.0	7.8	2.0	8.7	9.0	2.0	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	41.3	41.5	58.6	0.0	43.6	16.8	25.2	25.2	20.7	4.1	4.0
LnGrp LOS	D	D	D	E		D	B	C	C	C	A	A
Approach Vol, veh/h	164				373				402		1018	
Approach Delay, s/veh	42.3				52.5				23.9		5.1	
Approach LOS	D				D				C		A	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.6	88.6	36.8		28.2	70.0	36.8					
Change Period (Y+Rc), s	5.1	* 5.3	4.9		5.3	5.2	4.9					
Max Green Setting (Gmax), s	14.9	* 65	40.1		14.7	64.8	40.1					
Max Q Clear Time (g_c+I), s	14.8	12.8	13.7		2.0	5.2	30.7					
Green Ext Time (p_c), s	0.1	2.2	0.7		0.1	7.8	1.2					
Intersection Summary												
HCM 7th Control Delay, s/veh			21.1									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

4: Rock Blvd & Hymer Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	5	10	10	0	30	15	490	20	100	1470	100
Future Volume (veh/h)	60	5	10	10	0	30	15	490	20	100	1470	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	63	5	6	11	0	19	16	516	17	105	1547	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	85	7	8	14	0	24	236	2407	79	670	2458	89
Arrive On Green	0.06	0.06	0.06	0.03	0.00	0.03	0.02	0.73	0.73	0.04	0.74	0.74
Sat Flow, veh/h	1421	113	135	566	0	977	1682	3316	109	1682	3301	119
Grp Volume(v), veh/h	74	0	0	30	0	0	16	261	272	105	784	819
Grp Sat Flow(s), veh/h/ln	1670	0	0	1543	0	0	1682	1678	1747	1682	1678	1742
Q Serve(g_s), s	5.9	0.0	0.0	2.6	0.0	0.0	0.3	6.8	6.8	2.1	30.2	30.6
Cycle Q Clear(g_c), s	5.9	0.0	0.0	2.6	0.0	0.0	0.3	6.8	6.8	2.1	30.2	30.6
Prop In Lane	0.85		0.08	0.37		0.63	1.00		0.06	1.00		0.07
Lane Grp Cap(c), veh/h	99	0	0	39	0	0	236	1218	1268	670	1250	1297
V/C Ratio(X)	0.74	0.00	0.00	0.78	0.00	0.00	0.07	0.21	0.21	0.16	0.63	0.63
Avail Cap(c_a), veh/h	241	0	0	166	0	0	400	1218	1268	739	1250	1297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.84	0.84	0.84
Uniform Delay (d), s/veh	62.5	0.0	0.0	65.4	0.0	0.0	7.6	6.0	6.0	4.3	8.3	8.3
Incr Delay (d2), s/veh	10.5	0.0	0.0	27.6	0.0	0.0	0.1	0.4	0.4	0.1	2.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	0.0	2.4	0.0	0.0	0.2	4.4	4.5	1.2	15.4	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.9	0.0	0.0	93.0	0.0	0.0	7.7	6.4	6.4	4.4	10.3	10.3
LnGrp LOS	E			F			A	A	A	A	B	B
Approach Vol, veh/h		74			30			549			1708	
Approach Delay, s/veh		72.9			93.0			6.4			9.9	
Approach LOS		E			F			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4			8.9	6.9	105.7		13.5				
Change Period (Y+Rc), s	4.5	5.2		5.5	4.6	5.2		5.5				
Max Green Setting (Gmax), s	10.5	69.8		14.5	15.4	64.8		19.5				
Max Q Clear Time (g_c+I1), s	14.5	8.8		4.6	2.3	32.6		7.9				
Green Ext Time (p_c), s	0.1	3.7		0.0	0.0	16.0		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.1									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Summary

5: Rock Blvd & Glendale Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	360	280	120	300	90	100	350	90	220	980	200
Future Volume (veh/h)	100	360	280	120	300	90	100	350	90	220	980	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	106	383	226	128	319	22	106	372	56	234	1043	133
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	129	497	214	152	545	239	129	1171	518	297	1228	543
Arrive On Green	0.08	0.15	0.15	0.09	0.16	0.16	0.08	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	1668	3328	1436	1668	3328	1460	1668	3328	1472	3237	3328	1473
Grp Volume(v), veh/h	106	383	226	128	319	22	106	372	56	234	1043	133
Grp Sat Flow(s),veh/h/ln	1668	1664	1436	1668	1664	1460	1668	1664	1472	1618	1664	1473
Q Serve(g_s), s	8.5	14.9	12.8	10.2	12.0	1.7	8.5	11.0	3.5	9.6	38.9	4.3
Cycle Q Clear(g_c), s	8.5	14.9	12.8	10.2	12.0	1.7	8.5	11.0	3.5	9.6	38.9	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	497	214	152	545	239	129	1171	518	297	1228	543
V/C Ratio(X)	0.82	0.77	1.05	0.84	0.59	0.09	0.82	0.32	0.11	0.79	0.85	0.24
Avail Cap(c_a), veh/h	240	602	260	239	602	264	242	1171	518	1067	1228	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.67	0.67	0.67
Uniform Delay (d), s/veh	61.4	55.2	23.2	60.4	52.2	47.9	61.4	31.9	29.5	60.0	39.2	7.7
Incr Delay (d2), s/veh	12.3	5.0	70.0	14.6	1.2	0.2	11.7	0.7	0.4	3.2	5.2	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	10.8	13.6	8.6	8.8	1.2	7.2	8.0	2.3	6.8	22.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.7	60.2	93.1	75.0	53.4	48.1	73.1	32.6	29.9	63.2	44.3	8.4
LnGrp LOS	E	E	F	E	D	D	E	C	C	E	D	A
Approach Vol, veh/h	715			469			534			1410		
Approach Delay, s/veh	72.6			59.1			40.4			44.1		
Approach LOS	E			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	52.9	18.0	25.7	15.8	55.0	16.0	27.7				
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6				
Max Green Setting (Gmax), s	41.5	* 25	19.3	24.4	19.6	49.8	19.4	24.4				
Max Q Clear Time (g_c+I1), s	11.6	13.0	12.2	16.9	10.5	40.9	10.5	14.0				
Green Ext Time (p_c), s	0.8	2.0	0.2	2.0	0.2	5.0	0.1	1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	52.2											
HCM 7th LOS	D											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

6: Rock Blvd & Greg St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	190	30	30	220	80	30	320	40	210	770	250
Future Volume (veh/h)	160	190	30	30	220	80	30	320	40	210	770	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	170	202	26	32	234	59	32	340	32	223	819	149
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	253	570	72	220	303	75	238	1259	118	418	1392	621
Arrive On Green	0.10	0.19	0.19	0.03	0.11	0.11	0.03	0.41	0.41	0.07	0.83	0.83
Sat Flow, veh/h	1682	2995	381	1682	2666	658	1682	3102	290	1682	3357	1496
Grp Volume(v), veh/h	170	112	116	32	145	148	32	183	189	223	819	149
Grp Sat Flow(s),veh/h/ln	1682	1678	1697	1682	1678	1646	1682	1678	1714	1682	1678	1496
Q Serve(g_s), s	11.7	7.8	8.0	2.3	11.4	11.8	1.6	9.8	9.9	0.0	11.0	2.9
Cycle Q Clear(g_c), s	11.7	7.8	8.0	2.3	11.4	11.8	1.6	9.8	9.9	0.0	11.0	2.9
Prop In Lane	1.00		0.22	1.00		0.40	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	253	319	323	220	191	187	238	681	696	418	1392	621
V/C Ratio(X)	0.67	0.35	0.36	0.15	0.76	0.79	0.13	0.27	0.27	0.53	0.59	0.24
Avail Cap(c_a), veh/h	323	319	323	420	303	298	376	681	696	538	1392	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	45.2	47.4	47.5	51.0	58.1	58.3	27.1	26.7	26.8	34.9	7.7	7.0
Incr Delay (d2), s/veh	3.6	0.7	0.7	0.3	6.2	7.2	0.3	1.0	1.0	0.7	1.1	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	6.0	6.3	1.8	8.9	9.1	1.2	7.5	7.7	9.1	4.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.9	48.1	48.2	51.3	64.3	65.5	27.4	27.7	27.7	35.5	8.8	7.5
LnGrp LOS	D	D	D	D	E	E	C	C	C	D	A	A
Approach Vol, veh/h	398			325			404			1191		
Approach Delay, s/veh	48.4			63.5			27.7			13.6		
Approach LOS	D			E			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.4	60.0	9.0	31.3	9.0	61.4	19.4	20.9				
Change Period (Y+Rc), s	5.4	5.2	5.5	5.6	5.5	* 5.4	5.5	5.6				
Max Green Setting (Gmax), s	14.6	54.8	19.5	24.4	14.5	* 55	19.5	24.4				
Max Q Clear Time (g_c+I), s	12.0	11.9	4.3	10.0	3.6	13.0	13.7	13.8				
Green Ext Time (p_c), s	0.5	2.4	0.0	1.0	0.0	7.7	0.2	1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	29.1											
HCM 7th LOS	C											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	130	880	20	130	460
Future Vol, veh/h	10	130	880	20	130	460
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	133	898	20	133	469
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1415	466	0	0	925	0
Stage 1	915	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	128	543	-	-	734	-
Stage 1	351	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	104	539	-	-	729	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v15.93		0	2.43			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 104 539	729	-		
HCM Lane V/C Ratio	-	- 0.098 0.246	0.182	-		
HCM Control Delay (s/veh)	-	- 43.2 13.8	11	-		
HCM Lane LOS	-	- E B	B	-		
HCM 95th %tile Q(veh)	-	- 0.3 1	0.7	-		

HCM 7th Signalized Intersection Summary

2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	5	40	5	20	5	870	40	20	560	5
Future Volume (veh/h)	5	1	5	40	5	20	5	870	40	20	560	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1	4	41	5	15	5	888	9	20	571	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	21	38	135	25	75	729	2914	1268	553	3003	26
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	0.82	0.82	0.02	0.83	0.83
Sat Flow, veh/h	586	332	612	1385	406	1217	1781	3554	1546	1781	3609	32
Grp Volume(v), veh/h	10	0	0	41	0	20	5	888	9	20	281	295
Grp Sat Flow(s),veh/h/ln	1531	0	0	1385	0	1623	1781	1777	1546	1781	1777	1864
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	1.8	0.1	9.0	0.2	0.3	4.7	4.7
Cycle Q Clear(g_c), s	0.8	0.0	0.0	4.1	0.0	1.8	0.1	9.0	0.2	0.3	4.7	4.7
Prop In Lane	0.50		0.40	1.00		0.75	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	130	0	0	135	0	100	729	2914	1268	553	1478	1551
V/C Ratio(X)	0.08	0.00	0.00	0.30	0.00	0.20	0.01	0.30	0.01	0.04	0.19	0.19
Avail Cap(c_a), veh/h	582	0	0	559	0	596	837	2914	1268	641	1478	1551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.4	0.0	0.0	67.9	0.0	66.9	2.3	3.2	2.4	2.2	2.5	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.2	0.0	1.0	0.0	0.2	0.0	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	2.8	0.0	1.4	0.0	5.1	0.1	0.1	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.7	0.0	0.0	69.1	0.0	67.8	2.3	3.5	2.4	2.3	2.8	2.8
LnGrp LOS	E			E		E	A	A	A	A	A	A
Approach Vol, veh/h	10			61			902			596		
Approach Delay, s/veh	66.7			68.7			3.5			2.8		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	128.2		14.2	5.8	130.0		14.2				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+I1), s	2.3	11.0		2.8	2.1	6.7		6.1				
Green Ext Time (p_c), s	0.0	8.0		0.0	0.0	4.0		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	6.1											
HCM 7th LOS	A											

HCM 7th Signalized Intersection Summary

3: Rock Blvd & Victorian Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
Future Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	61	163	51	245	214	29	133	827	58	31	551	29
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	227	237	196	329	348	47	412	1548	109	270	1470	77
Arrive On Green	0.04	0.13	0.13	0.13	0.22	0.22	0.06	0.46	0.46	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1535	1767	1594	216	1767	3335	234	1767	3402	179
Grp Volume(v), veh/h	61	163	51	245	0	243	133	437	448	31	285	295
Grp Sat Flow(s),veh/h/ln	1767	1856	1535	1767	0	1809	1767	1763	1806	1767	1763	1818
Q Serve(g_s), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	26.5	26.5	1.5	16.4	16.5
Cycle Q Clear(g_c), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	26.5	26.5	1.5	16.4	16.5
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.13	1.00		0.10
Lane Grp Cap(c), veh/h	227	237	196	329	0	395	412	818	838	270	762	785
V/C Ratio(X)	0.27	0.69	0.26	0.74	0.00	0.62	0.32	0.53	0.53	0.11	0.37	0.38
Avail Cap(c_a), veh/h	421	372	308	339	0	395	487	818	838	461	762	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.61	0.61	0.61	0.99	0.99	0.99
Uniform Delay (d), s/veh	53.9	62.6	59.1	47.1	0.0	52.9	21.8	28.6	28.6	24.2	28.9	28.9
Incr Delay (d2), s/veh	0.6	3.6	0.7	8.4	0.0	2.8	0.3	1.5	1.5	0.2	1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	10.3	3.2	13.4	0.0	13.5	4.7	16.0	16.3	1.1	11.8	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	66.1	59.8	55.4	0.0	55.8	22.1	30.2	30.1	24.4	30.3	30.2
LnGrp LOS	D	E	E	E		E	C	C	C	C	C	C
Approach Vol, veh/h	275			488			1018			611		
Approach Delay, s/veh	62.4			55.6			29.1			30.0		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	8.7	24.2	24.0	13.6	70.0	10.5	37.6				
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9				
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1				
Max Q Clear Time (g_c+I), s	13.5	28.5	19.6	14.6	8.1	18.5	6.5	20.2				
Green Ext Time (p_c), s	0.0	6.6	0.1	0.9	0.2	4.0	0.1	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	38.5											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary

4: Rock Blvd & Hymer Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	200	5	15	30	5	220	5	1360	20	70	600	40
Future Volume (veh/h)	200	5	15	30	5	220	5	1360	20	70	600	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	204	5	12	31	5	162	5	1388	16	71	612	31
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	230	6	14	24	4	124	415	1634	19	149	1651	84
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.01	0.47	0.47	0.07	0.98	0.98
Sat Flow, veh/h	1595	39	94	245	40	1280	1739	3511	40	1739	3359	170
Grp Volume(v), veh/h	221	0	0	198	0	0	5	685	719	71	316	327
Grp Sat Flow(s), veh/h/ln	1728	0	0	1564	0	0	1739	1735	1817	1739	1735	1794
Q Serve(g_s), s	18.8	0.0	0.0	14.5	0.0	0.0	0.2	52.4	52.5	3.2	0.7	0.7
Cycle Q Clear(g_c), s	18.8	0.0	0.0	14.5	0.0	0.0	0.2	52.4	52.5	3.2	0.7	0.7
Prop In Lane	0.92		0.05	0.16		0.82	1.00		0.02	1.00		0.09
Lane Grp Cap(c), veh/h	249	0	0	151	0	0	415	807	846	149	853	882
V/C Ratio(X)	0.89	0.00	0.00	1.31	0.00	0.00	0.01	0.85	0.85	0.48	0.37	0.37
Avail Cap(c_a), veh/h	340	0	0	151	0	0	583	807	846	271	853	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.68	0.68	0.68	0.90	0.90	0.90
Uniform Delay (d), s/veh	63.0	0.0	0.0	67.8	0.0	0.0	21.0	35.4	35.5	29.7	0.6	0.6
Incr Delay (d2), s/veh	18.9	0.0	0.0	178.5	0.0	0.0	0.0	7.7	7.4	2.1	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.7	0.0	0.0	21.2	0.0	0.0	0.2	30.2	31.5	2.4	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.9	0.0	0.0	246.3	0.0	0.0	21.0	43.1	42.9	31.8	1.8	1.7
LnGrp LOS	F			F			C	D	D	C	A	A
Approach Vol, veh/h	221			198			1409			714		
Approach Delay, s/veh	81.9			246.3			42.9			4.7		
Approach LOS	F			F			D			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	75.0		20.0	5.5	78.9		27.1				
Change Period (Y+Rc), s	4.5	5.2		5.5	4.6	5.2		5.5				
Max Green Setting (Gmax), s	15.5	69.8		14.5	15.4	69.8		29.5				
Max Q Clear Time (g_c+I), s	15.2	54.5		16.5	2.2	2.7		20.8				
Green Ext Time (p_c), s	0.1	8.7		0.0	0.0	4.6		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	51.4											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary

5: Rock Blvd & Glendale Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	350	240	90	600	270	140	940	60	80	390	150
Future Volume (veh/h)	180	350	240	90	600	270	140	940	60	80	390	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	194	376	193	97	645	78	151	1011	37	86	419	101
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	217	917	403	117	720	311	168	1453	635	129	1257	549
Arrive On Green	0.13	0.27	0.27	0.07	0.21	0.21	0.03	0.14	0.14	0.04	0.37	0.37
Sat Flow, veh/h	1725	3441	1514	1725	3441	1486	1725	3441	1503	3346	3441	1502
Grp Volume(v), veh/h	194	376	193	97	645	78	151	1011	37	86	419	101
Grp Sat Flow(s),veh/h/ln	1725	1721	1514	1725	1721	1486	1725	1721	1503	1673	1721	1502
Q Serve(g_s), s	16.6	13.5	11.1	8.3	27.4	5.2	13.1	42.0	3.2	3.8	13.2	6.9
Cycle Q Clear(g_c), s	16.6	13.5	11.1	8.3	27.4	5.2	13.1	42.0	3.2	3.8	13.2	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	917	403	117	720	311	168	1453	635	129	1257	549
V/C Ratio(X)	0.89	0.41	0.48	0.83	0.90	0.25	0.90	0.70	0.06	0.67	0.33	0.18
Avail Cap(c_a), veh/h	281	1019	448	164	789	341	168	1453	635	323	1257	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62	0.96	0.96	0.96
Uniform Delay (d), s/veh	64.6	45.3	22.0	69.0	57.7	30.6	71.9	55.4	38.7	71.2	34.4	32.4
Incr Delay (d2), s/veh	24.0	0.3	0.9	20.6	12.1	0.4	30.1	1.7	0.1	5.6	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.6	9.9	7.4	7.8	19.1	4.5	11.1	25.7	2.2	3.1	9.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.6	45.6	22.9	89.6	69.8	31.0	101.9	57.1	38.8	76.8	35.1	33.1
LnGrp LOS	F	D	C	F	E	C	F	E	D	E	D	C
Approach Vol, veh/h	763			820			1199			606		
Approach Delay, s/veh	50.8			68.5			62.2			40.7		
Approach LOS	D			E			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	68.7	15.9	45.6	20.0	60.0	24.5	37.0				
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6				
Max Green Setting (Gmax), s	11.5	* 55	14.3	44.4	14.6	54.8	24.4	34.4				
Max Q Clear Time (g_c+I), s	15.8	44.0	10.3	15.5	15.1	15.2	18.6	29.4				
Green Ext Time (p_c), s	0.1	5.3	0.1	3.3	0.0	3.5	0.3	2.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	57.3											
HCM 7th LOS	E											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

6: Rock Blvd & Greg St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	220	20	50	450	200	50	700	40	110	370	190
Future Volume (veh/h)	210	220	20	50	450	200	50	700	40	110	370	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	231	242	17	55	495	155	55	769	32	121	407	111
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	280	1004	70	352	579	180	246	800	33	559	1705	758
Arrive On Green	0.11	0.30	0.30	0.03	0.22	0.22	0.04	0.23	0.23	0.58	0.97	0.97
Sat Flow, veh/h	1767	3343	233	1767	2637	821	1767	3448	143	1767	3526	1567
Grp Volume(v), veh/h	231	127	132	55	330	320	55	393	408	121	407	111
Grp Sat Flow(s),veh/h/ln	1767	1763	1814	1767	1763	1695	1767	1763	1828	1767	1763	1567
Q Serve(g_s), s	14.7	8.1	8.2	3.6	26.9	27.3	3.8	33.1	33.1	0.3	0.7	0.4
Cycle Q Clear(g_c), s	14.7	8.1	8.2	3.6	26.9	27.3	3.8	33.1	33.1	0.3	0.7	0.4
Prop In Lane	1.00		0.13	1.00		0.48	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	280	529	545	352	387	372	246	409	424	559	1705	758
V/C Ratio(X)	0.82	0.24	0.24	0.16	0.85	0.86	0.22	0.96	0.96	0.22	0.24	0.15
Avail Cap(c_a), veh/h	425	581	597	581	522	502	413	409	424	559	1705	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	40.4	39.6	39.6	43.1	56.2	56.3	48.5	56.9	56.9	22.5	1.3	1.3
Incr Delay (d2), s/veh	7.8	0.2	0.2	0.2	9.9	11.0	0.5	35.8	35.1	0.2	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	6.5	6.8	2.9	19.0	18.7	3.1	25.9	26.6	3.5	0.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.2	39.8	39.8	43.3	66.1	67.4	49.0	92.7	92.0	22.7	1.6	1.6
LnGrp LOS	D	D	D	D	E	E	D	F	F	C	A	A
Approach Vol, veh/h	490			705			856			639		
Approach Delay, s/veh	43.8			64.9			89.6			5.6		
Approach LOS	D			E			F			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.7	40.0	10.6	50.6	10.8	78.0	22.7	38.5				
Change Period (Y+Rc), s	5.4	5.2	5.5	5.6	5.5	* 5.4	5.5	5.6				
Max Green Setting (Gmax), s	19.6	34.8	24.5	49.4	19.5	* 35	29.5	44.4				
Max Q Clear Time (g_c+I2), s	12.3	35.1	5.6	10.2	5.8	2.7	16.7	29.3				
Green Ext Time (p_c), s	0.3	0.0	0.1	1.6	0.1	3.3	0.5	3.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	54.8											
HCM 7th LOS	D											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

5: Rock Blvd & Glendale Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	263	135	102	208	140	44	359	76	199	846	150
Future Volume (veh/h)	88	263	135	102	208	140	44	359	76	199	846	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	94	280	72	109	221	75	47	382	41	212	900	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	116	417	179	132	451	197	60	1058	468	274	1140	101
Arrive On Green	0.07	0.13	0.13	0.08	0.14	0.14	0.04	0.32	0.32	0.08	0.37	0.37
Sat Flow, veh/h	1668	3328	1430	1668	3328	1455	1668	3328	1471	3237	3089	275
Grp Volume(v), veh/h	94	280	72	109	221	75	47	382	41	212	485	495
Grp Sat Flow(s),veh/h/ln	1668	1664	1430	1668	1664	1455	1668	1664	1471	1618	1664	1700
Q Serve(g_s), s	7.5	10.8	3.8	8.7	8.3	6.3	3.8	11.9	2.6	8.7	35.0	35.0
Cycle Q Clear(g_c), s	7.5	10.8	3.8	8.7	8.3	6.3	3.8	11.9	2.6	8.7	35.0	35.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	116	417	179	132	451	197	60	1058	468	274	614	627
V/C Ratio(X)	0.81	0.67	0.40	0.83	0.49	0.38	0.79	0.36	0.09	0.77	0.79	0.79
Avail Cap(c_a), veh/h	240	602	259	239	602	263	242	1058	468	1067	614	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	0.80	0.80	0.80
Uniform Delay (d), s/veh	62.0	56.4	19.9	61.3	54.0	53.2	64.6	35.5	32.3	60.5	37.9	37.9
Incr Delay (d2), s/veh	12.7	1.9	1.5	12.2	0.8	1.2	19.2	0.9	0.4	3.8	8.1	8.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	8.2	4.1	7.4	6.4	4.3	3.5	8.6	1.8	6.5	21.4	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.7	58.3	21.3	73.5	54.8	54.4	83.8	36.4	32.7	64.3	46.1	45.9
LnGrp LOS	E	E	C	E	D	D	F	D	C	E	D	D
Approach Vol, veh/h	446			405			470			1192		
Approach Delay, s/veh	55.8			59.8			40.8			49.2		
Approach LOS	E			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	48.3	16.4	22.5	10.2	55.0	15.0	23.9				
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6				
Max Green Setting (Gmax), s	44.5	* 25	19.3	24.4	19.6	49.8	19.4	24.4				
Max Q Clear Time (g_c+I1), s	10.7	13.9	10.7	12.8	5.8	37.0	9.5	10.3				
Green Ext Time (p_c), s	0.8	1.9	0.2	1.5	0.1	5.3	0.1	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	50.5											
HCM 7th LOS	D											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

5: Rock Blvd & Glendale Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	262	115	77	407	392	58	941	52	120	394	111
Future Volume (veh/h)	189	262	115	77	407	392	58	941	52	120	394	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	203	282	59	83	438	210	62	1012	28	129	424	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	226	782	343	103	540	231	94	1257	548	175	1106	153
Arrive On Green	0.13	0.23	0.23	0.06	0.16	0.16	0.02	0.12	0.12	0.10	0.73	0.73
Sat Flow, veh/h	1725	3441	1511	1725	3441	1476	1725	3441	1501	3346	3027	418
Grp Volume(v), veh/h	203	282	59	83	438	210	62	1012	28	129	240	243
Grp Sat Flow(s),veh/h/ln	1725	1721	1511	1725	1721	1476	1725	1721	1501	1673	1721	1725
Q Serve(g_s), s	17.4	10.3	3.0	7.1	18.4	14.2	5.4	43.0	2.5	5.6	7.8	7.9
Cycle Q Clear(g_c), s	17.4	10.3	3.0	7.1	18.4	14.2	5.4	43.0	2.5	5.6	7.8	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	226	782	343	103	540	231	94	1257	548	175	629	630
V/C Ratio(X)	0.90	0.36	0.17	0.81	0.81	0.91	0.66	0.81	0.05	0.74	0.38	0.39
Avail Cap(c_a), veh/h	281	789	346	222	674	289	225	1257	548	435	629	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70	0.97	0.97	0.97
Uniform Delay (d), s/veh	64.2	48.8	19.3	69.7	61.1	28.4	72.3	60.8	43.0	66.1	13.9	13.9
Incr Delay (d2), s/veh	25.7	0.3	0.2	13.6	6.0	26.6	5.5	4.0	0.1	5.7	1.7	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.3	8.0	3.2	6.4	13.3	11.1	4.7	27.0	1.7	4.4	5.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.9	49.1	19.6	83.3	67.1	54.9	77.8	64.7	43.1	71.9	15.6	15.6
LnGrp LOS	F	D	B	F	E	D	E	E	D	E	B	B
Approach Vol, veh/h	544			731			1102			612		
Approach Delay, s/veh	61.1			65.5			64.9			27.5		
Approach LOS	E			E			E			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	60.2	14.7	39.7	13.5	60.0	25.2	29.1				
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6				
Max Green Setting (Gmax), s	19.5	* 55	19.3	34.4	19.6	54.8	24.4	29.4				
Max Q Clear Time (g_c+l1), s	7.6	45.0	9.1	12.3	7.4	9.9	19.4	20.4				
Green Ext Time (p_c), s	0.3	5.0	0.1	2.0	0.1	3.3	0.2	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	56.7											
HCM 7th LOS	E											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

5: Rock Blvd & Glendale Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	360	280	120	300	90	100	350	90	220	980	200
Future Volume (veh/h)	100	360	280	120	300	90	100	350	90	220	980	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	106	383	226	128	319	22	106	372	56	234	1043	133
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	129	497	214	152	545	239	129	1171	518	297	1094	139
Arrive On Green	0.08	0.15	0.15	0.09	0.16	0.16	0.08	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	1668	3328	1436	1668	3328	1460	1668	3328	1472	3237	2966	378
Grp Volume(v), veh/h	106	383	226	128	319	22	106	372	56	234	585	591
Grp Sat Flow(s),veh/h/ln	1668	1664	1436	1668	1664	1460	1668	1664	1472	1618	1664	1680
Q Serve(g_s), s	8.5	14.9	12.8	10.2	12.0	1.7	8.5	11.0	3.5	9.6	46.1	46.3
Cycle Q Clear(g_c), s	8.5	14.9	12.8	10.2	12.0	1.7	8.5	11.0	3.5	9.6	46.1	46.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	129	497	214	152	545	239	129	1171	518	297	614	620
V/C Ratio(X)	0.82	0.77	1.05	0.84	0.59	0.09	0.82	0.32	0.11	0.79	0.95	0.95
Avail Cap(c_a), veh/h	240	602	260	239	602	264	242	1171	518	1067	614	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.74	0.74	0.74
Uniform Delay (d), s/veh	61.4	55.2	23.2	60.4	52.2	47.9	61.4	31.9	29.5	60.0	41.4	41.5
Incr Delay (d2), s/veh	12.3	5.0	70.0	14.6	1.2	0.2	11.7	0.7	0.4	3.5	21.6	21.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	10.8	13.6	8.6	8.8	1.2	7.2	8.0	2.3	6.9	29.1	29.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.7	60.2	93.1	75.0	53.4	48.1	73.1	32.6	29.9	63.5	63.1	63.2
LnGrp LOS	E	E	F	E	D	D	E	C	C	E	E	E
Approach Vol, veh/h	715			469			534			1410		
Approach Delay, s/veh	72.6			59.1			40.4			63.2		
Approach LOS	E			E			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	52.9	18.0	25.7	15.8	55.0	16.0	27.7				
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6				
Max Green Setting (Gmax), s	44.5	* 25	19.3	24.4	19.6	49.8	19.4	24.4				
Max Q Clear Time (g_c+I1), s	11.6	13.0	12.2	16.9	10.5	48.3	10.5	14.0				
Green Ext Time (p_c), s	0.8	2.0	0.2	2.0	0.2	1.1	0.1	1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	60.8											
HCM 7th LOS	E											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

5: Rock Blvd & Glendale Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	350	240	90	600	270	140	940	60	80	390	150
Future Volume (veh/h)	180	350	240	90	600	270	140	940	60	80	390	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	194	376	193	97	645	78	151	1011	37	86	419	101
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	217	917	403	117	720	311	168	1453	635	129	1002	239
Arrive On Green	0.13	0.27	0.27	0.07	0.21	0.21	0.03	0.14	0.14	0.04	0.37	0.37
Sat Flow, veh/h	1725	3441	1514	1725	3441	1486	1725	3441	1503	3346	2742	654
Grp Volume(v), veh/h	194	376	193	97	645	78	151	1011	37	86	261	259
Grp Sat Flow(s),veh/h/ln	1725	1721	1514	1725	1721	1486	1725	1721	1503	1673	1721	1676
Q Serve(g_s), s	16.6	13.5	11.1	8.3	27.4	5.2	13.1	42.0	3.2	3.8	17.0	17.4
Cycle Q Clear(g_c), s	16.6	13.5	11.1	8.3	27.4	5.2	13.1	42.0	3.2	3.8	17.0	17.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	217	917	403	117	720	311	168	1453	635	129	629	612
V/C Ratio(X)	0.89	0.41	0.48	0.83	0.90	0.25	0.90	0.70	0.06	0.67	0.42	0.42
Avail Cap(c_a), veh/h	281	1019	448	164	789	341	168	1453	635	323	629	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62	0.97	0.97	0.97
Uniform Delay (d), s/veh	64.6	45.3	22.0	69.0	57.7	30.6	71.9	55.4	38.7	71.2	35.6	35.7
Incr Delay (d2), s/veh	24.0	0.3	0.9	20.6	12.1	0.4	30.1	1.7	0.1	5.7	2.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.6	9.9	7.4	7.8	19.1	4.5	11.1	25.7	2.2	3.1	12.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.6	45.6	22.9	89.6	69.8	31.0	101.9	57.1	38.8	76.9	37.6	37.8
LnGrp LOS	F	D	C	F	E	C	F	E	D	E	D	D
Approach Vol, veh/h	763			820			1199			606		
Approach Delay, s/veh	50.8			68.5			62.2			43.2		
Approach LOS	D			E			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	68.7	15.9	45.6	20.0	60.0	24.5	37.0				
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6				
Max Green Setting (Gmax), s	14.5	* 55	14.3	44.4	14.6	54.8	24.4	34.4				
Max Q Clear Time (g_c+I1), s	5.8	44.0	10.3	15.5	15.1	19.4	18.6	29.4				
Green Ext Time (p_c), s	0.1	5.3	0.1	3.3	0.0	3.5	0.3	2.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	57.8											
HCM 7th LOS	E											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

4: Rock Blvd & Hymer Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	6	17	6	3	39	10	552	14	66	1239	156
Future Volume (veh/h)	51	6	17	6	3	39	10	552	14	66	1239	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	54	6	13	6	3	28	11	581	11	69	1304	115
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	129	21	46	110	5	43	282	2497	47	642	2371	208
Arrive On Green	0.05	0.04	0.04	0.03	0.03	0.03	0.01	0.74	0.74	0.03	0.76	0.76
Sat Flow, veh/h	1682	492	1065	1682	145	1351	1682	3369	64	1682	3114	274
Grp Volume(v), veh/h	54	0	19	6	0	31	11	289	303	69	701	718
Grp Sat Flow(s),veh/h/ln	1682	0	1557	1682	0	1496	1682	1678	1755	1682	1678	1710
Q Serve(g_s), s	0.0	0.0	1.7	0.5	0.0	2.9	0.2	7.5	7.6	1.3	23.9	24.2
Cycle Q Clear(g_c), s	0.0	0.0	1.7	0.5	0.0	2.9	0.2	7.5	7.6	1.3	23.9	24.2
Prop In Lane	1.00		0.68	1.00		0.90	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	129	0	67	110	0	47	282	1244	1301	642	1278	1302
V/C Ratio(X)	0.42	0.00	0.28	0.05	0.00	0.65	0.04	0.23	0.23	0.11	0.55	0.55
Avail Cap(c_a), veh/h	286	0	272	226	0	208	447	1244	1301	713	1278	1302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.93	0.93	0.93
Uniform Delay (d), s/veh	63.7	0.0	64.9	65.4	0.0	67.0	6.0	5.7	5.7	3.9	6.8	6.9
Incr Delay (d2), s/veh	2.2	0.0	2.3	0.2	0.0	14.2	0.1	0.4	0.4	0.1	1.6	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	1.3	0.4	0.0	2.3	0.1	4.8	5.0	0.8	12.8	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.9	0.0	67.2	65.6	0.0	81.3	6.0	6.1	6.1	4.0	8.4	8.5
LnGrp LOS	E		E	E		F	A	A	A	A	A	A
Approach Vol, veh/h	73			37			603			1488		
Approach Delay, s/veh	66.2			78.7			6.1			8.2		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	109.0	11.9	9.9	6.3	111.8	10.4	11.5				
Change Period (Y+Rc), s	4.5	5.2	5.5	5.5	4.6	5.2	5.5	5.5				
Max Green Setting (Gmax), s	10.5	69.8	19.5	19.5	15.4	64.8	14.5	24.5				
Max Q Clear Time (g_c+I1), s	3.3	9.6	2.0	4.9	2.2	26.2	2.5	3.7				
Green Ext Time (p_c), s	0.1	4.2	0.1	0.1	0.0	14.2	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	10.7											
HCM 7th LOS	B											

HCM 7th Signalized Intersection Summary

4: Rock Blvd & Hymer Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	7	10	21	1	175	3	1497	14	64	567	45
Future Volume (veh/h)	236	7	10	21	1	175	3	1497	14	64	567	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	241	7	7	21	1	125	3	1528	10	65	579	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	304	166	166	234	1	144	422	1644	11	121	1643	91
Arrive On Green	0.14	0.20	0.20	0.03	0.09	0.09	0.00	0.47	0.47	0.06	0.98	0.98
Sat Flow, veh/h	1739	835	835	1739	12	1518	1739	3532	23	1739	3341	184
Grp Volume(v), veh/h	241	0	14	21	0	126	3	750	788	65	300	311
Grp Sat Flow(s),veh/h/ln	1739	0	1670	1739	0	1530	1739	1735	1821	1739	1735	1791
Q Serve(g_s), s	18.2	0.0	1.0	1.6	0.0	12.2	0.1	61.1	61.2	2.9	0.6	0.6
Cycle Q Clear(g_c), s	18.2	0.0	1.0	1.6	0.0	12.2	0.1	61.1	61.2	2.9	0.6	0.6
Prop In Lane	1.00		0.50	1.00		0.99	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	304	0	332	234	0	145	422	807	847	121	853	881
V/C Ratio(X)	0.79	0.00	0.04	0.09	0.00	0.87	0.01	0.93	0.93	0.54	0.35	0.35
Avail Cap(c_a), veh/h	406	0	332	344	0	148	594	807	847	247	853	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.63	0.63	0.63	0.97	0.97	0.97
Uniform Delay (d), s/veh	50.3	0.0	48.5	57.7	0.0	67.0	21.2	37.8	37.8	33.5	0.6	0.6
Incr Delay (d2), s/veh	7.6	0.0	0.1	0.2	0.0	38.6	0.0	13.1	12.7	3.6	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.4	0.0	0.8	1.3	0.0	10.5	0.1	35.5	37.0	2.3	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.9	0.0	48.6	57.9	0.0	105.6	21.2	50.8	50.5	37.1	1.7	1.7
LnGrp LOS	E		D	E		F	C	D	D	D	A	A
Approach Vol, veh/h	255			147			1541			676		
Approach Delay, s/veh	57.4			98.8			50.6			5.1		
Approach LOS	E			F			D			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	75.0	26.2	19.7	5.2	79.0	10.5	35.4				
Change Period (Y+Rc), s	4.5	5.2	5.5	5.5	4.6	5.2	5.5	5.5				
Max Green Setting (Gmax), s	15.5	69.8	29.5	14.5	15.4	69.8	14.5	29.5				
Max Q Clear Time (g_c+I1), s	4.9	63.2	20.2	14.2	2.1	2.6	3.6	3.0				
Green Ext Time (p_c), s	0.1	4.9	0.5	0.0	0.0	4.3	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	42.2											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary

4: Rock Blvd & Hymer Ave

04/06/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	5	10	10	0	30	15	490	20	100	1470	100
Future Volume (veh/h)	60	5	10	10	0	30	15	490	20	100	1470	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	63	5	6	11	0	19	16	516	17	105	1547	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	139	32	38	114	0	43	239	2422	80	674	2474	89
Arrive On Green	0.05	0.04	0.04	0.04	0.00	0.03	0.02	0.73	0.73	0.04	0.75	0.75
Sat Flow, veh/h	1682	725	870	1682	0	1473	1682	3316	109	1682	3301	119
Grp Volume(v), veh/h	63	0	11	11	0	19	16	261	272	105	784	819
Grp Sat Flow(s),veh/h/ln	1682	0	1596	1682	0	1473	1682	1678	1747	1682	1678	1742
Q Serve(g_s), s	0.5	0.0	0.9	0.9	0.0	1.7	0.3	6.7	6.7	2.1	29.7	30.0
Cycle Q Clear(g_c), s	0.5	0.0	0.9	0.9	0.0	1.7	0.3	6.7	6.7	2.1	29.7	30.0
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.06	1.00		0.07
Lane Grp Cap(c), veh/h	139	0	70	114	0	43	239	1226	1276	674	1258	1305
V/C Ratio(X)	0.45	0.00	0.16	0.10	0.00	0.44	0.07	0.21	0.21	0.16	0.62	0.63
Avail Cap(c_a), veh/h	234	0	230	234	0	213	403	1226	1276	744	1258	1305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.84	0.84	0.84
Uniform Delay (d), s/veh	60.9	0.0	62.1	63.1	0.0	64.5	7.3	5.8	5.8	4.1	8.0	8.0
Incr Delay (d2), s/veh	2.3	0.0	1.0	0.4	0.0	7.0	0.1	0.4	0.4	0.1	2.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.0	0.7	0.7	0.0	1.3	0.2	4.2	4.4	1.2	15.1	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.2	0.0	63.2	63.4	0.0	71.5	7.4	6.2	6.2	4.2	9.9	9.9
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h	74			30			549			1708		
Approach Delay, s/veh	63.2			68.5			6.2			9.6		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	103.8	12.3	9.4	6.9	106.4	10.3	11.4				
Change Period (Y+Rc), s	4.5	5.2	5.5	5.5	4.6	5.2	5.5	5.5				
Max Green Setting (Gmax), s	10.5	69.8	14.5	19.5	15.4	64.8	14.5	19.5				
Max Q Clear Time (g_c+I1), s	4.1	8.7	2.5	3.7	2.3	32.0	2.9	2.9				
Green Ext Time (p_c), s	0.1	3.7	0.1	0.0	0.0	16.1	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	11.2											
HCM 7th LOS	B											

HCM 7th Signalized Intersection Summary

4: Rock Blvd & Hymer Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	5	15	30	5	220	5	1360	20	70	600	40
Future Volume (veh/h)	200	5	15	30	5	220	5	1360	20	70	600	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	204	5	12	31	5	162	5	1388	16	71	612	31
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	254	86	207	236	4	144	415	1634	19	149	1651	84
Arrive On Green	0.12	0.18	0.18	0.03	0.10	0.10	0.01	0.47	0.47	0.07	0.98	0.98
Sat Flow, veh/h	1739	474	1138	1739	46	1490	1739	3511	40	1739	3359	170
Grp Volume(v), veh/h	204	0	17	31	0	167	5	685	719	71	316	327
Grp Sat Flow(s),veh/h/ln	1739	0	1612	1739	0	1536	1739	1735	1817	1739	1735	1794
Q Serve(g_s), s	15.4	0.0	1.3	2.4	0.0	14.5	0.2	52.4	52.5	3.2	0.7	0.7
Cycle Q Clear(g_c), s	15.4	0.0	1.3	2.4	0.0	14.5	0.2	52.4	52.5	3.2	0.7	0.7
Prop In Lane	1.00		0.71	1.00		0.97	1.00		0.02	1.00		0.09
Lane Grp Cap(c), veh/h	254	0	294	236	0	148	415	807	846	149	853	882
V/C Ratio(X)	0.80	0.00	0.06	0.13	0.00	1.12	0.01	0.85	0.85	0.48	0.37	0.37
Avail Cap(c_a), veh/h	390	0	317	346	0	148	583	807	846	271	853	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.68	0.68	0.68	0.90	0.90	0.90
Uniform Delay (d), s/veh	51.4	0.0	50.7	57.8	0.0	67.8	21.0	35.4	35.5	29.7	0.6	0.6
Incr Delay (d2), s/veh	6.7	0.0	0.1	0.2	0.0	111.4	0.0	7.7	7.4	2.1	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.6	0.0	1.0	1.9	0.0	16.3	0.2	30.2	31.5	2.4	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	0.0	50.8	58.0	0.0	179.1	21.0	43.1	42.9	31.8	1.8	1.7
LnGrp LOS	E		D	E		F	C	D	D	C	A	A
Approach Vol, veh/h	221			198			1409			714		
Approach Delay, s/veh	57.6			160.2			42.9			4.7		
Approach LOS	E			F			D			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	75.0	23.3	20.0	5.5	78.9	10.5	32.8				
Change Period (Y+Rc), s	4.5	5.2	5.5	5.5	4.6	5.2	5.5	5.5				
Max Green Setting (Gmax), s	15.5	69.8	29.5	14.5	15.4	69.8	14.5	29.5				
Max Q Clear Time (g_c+I1), s	5.2	54.5	17.4	16.5	2.2	2.7	4.4	3.3				
Green Ext Time (p_c), s	0.1	8.7	0.4	0.0	0.0	4.6	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	42.6											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary

20: Rock Blvd & WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	774	223
Future Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	774	223
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1811	1811	1811	1811	1811	0	0	1811	1811
Adj Flow Rate, veh/h				315	0	28	225	425	0	0	815	164
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				6	6	6	6	6	0	0	6	6
Cap, veh/h				348	0	310	419	2453	0	0	1735	349
Arrive On Green				0.20	0.00	0.20	0.07	0.71	0.00	0.00	0.61	0.61
Sat Flow, veh/h				1725	0	1535	1725	3532	0	0	2944	574
Grp Volume(v), veh/h				315	0	28	225	425	0	0	491	488
Grp Sat Flow(s),veh/h/ln				1725	0	1535	1725	1721	0	0	1721	1708
Q Serve(g_s), s				24.1	0.0	2.0	6.3	5.5	0.0	0.0	21.2	21.2
Cycle Q Clear(g_c), s				24.1	0.0	2.0	6.3	5.5	0.0	0.0	21.2	21.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				348	0	310	419	2453	0	0	1046	1038
V/C Ratio(X)				0.90	0.00	0.09	0.54	0.17	0.00	0.00	0.47	0.47
Avail Cap(c_a), veh/h				431	0	383	941	2453	0	0	1046	1038
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.97	0.97	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				52.6	0.0	43.8	10.8	6.3	0.0	0.0	14.5	14.5
Incr Delay (d2), s/veh				19.5	0.0	0.1	1.0	0.1	0.0	0.0	1.4	1.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				18.1	0.0	1.4	4.3	3.5	0.0	0.0	13.2	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				72.1	0.0	43.9	11.9	6.5	0.0	0.0	15.9	15.9
LnGrp LOS				E		D	B	A			B	B
Approach Vol, veh/h					343			650			979	
Approach Delay, s/veh					69.8			8.4			15.9	
Approach LOS					E			A			B	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	101.4			14.2		87.3	33.6					
Change Period (Y+Rc), s	5.2			5.2		5.2	6.3					
Max Green Setting (Gmax), s	89.8			49.8		34.8	33.7					
Max Q Clear Time (g_c+l1), s	7.5			8.3		23.2	26.1					
Green Ext Time (p_c), s	3.2			0.7		5.0	1.2					
Intersection Summary												
HCM 7th Control Delay, s/veh				22.8								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary

25: Rock Blvd & EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	139	0	473	0	0	0	0	480	104	55	1019	0
Future Volume (veh/h)	139	0	473	0	0	0	0	480	104	55	1019	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1811	1811	1811				0	1811	1811	1811	1811	0
Adj Flow Rate, veh/h	146	0	250				0	505	54	58	1073	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6				0	6	6	6	6	0
Cap, veh/h	311	0	277				0	2176	971	631	2416	0
Arrive On Green	0.18	0.00	0.18				0.00	1.00	1.00	0.03	0.70	0.00
Sat Flow, veh/h	1725	0	1535				0	3532	1535	1725	3532	0
Grp Volume(v), veh/h	146	0	250				0	505	54	58	1073	0
Grp Sat Flow(s),veh/h/ln	1725	0	1535				0	1721	1535	1725	1721	0
Q Serve(g_s), s	10.2	0.0	21.5				0.0	0.0	0.0	1.5	18.2	0.0
Cycle Q Clear(g_c), s	10.2	0.0	21.5				0.0	0.0	0.0	1.5	18.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	311	0	277				0	2176	971	631	2416	0
V/C Ratio(X)	0.47	0.00	0.90				0.00	0.23	0.06	0.09	0.44	0.00
Avail Cap(c_a), veh/h	354	0	315				0	2176	971	1085	2416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	0.79	0.79	0.00
Uniform Delay (d), s/veh	49.6	0.0	54.2				0.0	0.0	0.0	7.2	8.7	0.0
Incr Delay (d2), s/veh	1.1	0.0	25.9				0.0	0.2	0.1	0.0	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	15.6				0.0	0.1	0.1	1.0	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	0.0	80.1				0.0	0.2	0.1	7.2	9.2	0.0
LnGrp LOS	D		F					A	A	A	A	
Approach Vol, veh/h	396						559			1131		
Approach Delay, s/veh	69.2						0.2			9.1		
Approach LOS	E						A			A		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.4	90.6		31.6		100.0						
Change Period (Y+Rc), s	5.0	5.2		7.3		5.2						
Max Green Setting (Gmax), s	40.0	49.8		27.7		94.8						
Max Q Clear Time (g_c+I1), s	3.5	2.0		23.5		20.2						
Green Ext Time (p_c), s	0.1	4.1		0.8		10.8						
Intersection Summary												
HCM 7th Control Delay, s/veh				18.1								
HCM 7th LOS				B								

HCM 7th Signalized Intersection Summary

20: Rock Blvd & WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Future Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				130	0	72	607	1400	0	0	436	227
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				161	0	143	723	2961	0	0	1393	719
Arrive On Green				0.09	0.00	0.09	0.37	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	2360	1170
Grp Volume(v), veh/h				130	0	72	607	1400	0	0	341	322
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1660
Q Serve(g_s), s				10.7	0.0	6.5	23.4	0.0	0.0	0.0	24.5	24.8
Cycle Q Clear(g_c), s				10.7	0.0	6.5	23.4	0.0	0.0	0.0	24.5	24.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.70
Lane Grp Cap(c), veh/h				161	0	143	723	2961	0	0	1092	1020
V/C Ratio(X)				0.81	0.00	0.50	0.84	0.47	0.00	0.00	0.31	0.32
Avail Cap(c_a), veh/h				341	0	303	1224	2961	0	0	1092	1020
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.44	0.44	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				67.0	0.0	65.0	8.5	0.0	0.0	0.0	32.8	32.9
Incr Delay (d2), s/veh				9.2	0.0	2.7	1.2	0.2	0.0	0.0	0.7	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.1	0.0	5.0	8.3	0.2	0.0	0.0	17.6	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				76.2	0.0	67.8	9.7	0.2	0.0	0.0	33.5	33.7
LnGrp LOS				E		E	A	A			C	C
Approach Vol, veh/h					202			2007			663	
Approach Delay, s/veh					73.2			3.1			33.6	
Approach LOS					E			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		130.2			32.8	97.4		19.8				
Change Period (Y+Rc), s		5.2			5.2	5.2		6.3				
Max Green Setting (Gmax), s		109.8			69.8	34.8		28.7				
Max Q Clear Time (g_c+I1), s		2.0			25.4	26.8		12.7				
Green Ext Time (p_c), s		17.6			2.2	2.6		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				15.1								
HCM 7th LOS				B								

HCM 7th Signalized Intersection Summary

25: Rock Blvd & EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	0	229	0	0	0	0	1660	279	67	453	0
Future Volume (veh/h)	187	0	229	0	0	0	0	1660	279	67	453	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	203	0	124				0	1804	212	73	492	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	229	0	204				0	2127	949	275	2800	0
Arrive On Green	0.13	0.00	0.13				0.00	0.60	0.60	0.15	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	203	0	124				0	1804	212	73	492	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	16.8	0.0	11.1				0.0	62.1	9.3	5.4	5.1	0.0
Cycle Q Clear(g_c), s	16.8	0.0	11.1				0.0	62.1	9.3	5.4	5.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	229	0	204				0	2127	949	275	2800	0
V/C Ratio(X)	0.89	0.00	0.61				0.00	0.85	0.22	0.27	0.18	0.00
Avail Cap(c_a), veh/h	270	0	240				0	2127	949	275	2800	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.56	0.56	0.86	0.86	0.00
Uniform Delay (d), s/veh	64.3	0.0	61.8				0.0	24.5	13.9	55.9	3.9	0.0
Incr Delay (d2), s/veh	25.0	0.0	3.3				0.0	2.5	0.3	0.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.2	0.0	8.2				0.0	32.4	5.7	4.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.3	0.0	65.0				0.0	27.1	14.3	56.3	4.0	0.0
LnGrp LOS	F		E					C	B	E	A	
Approach Vol, veh/h	327						2016			565		
Approach Delay, s/veh	80.1						25.7			10.8		
Approach LOS	F						C			B		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.4	95.0		26.6		123.4						
Change Period (Y+Rc), s	5.2	* 5.2		7.3		5.2						
Max Green Setting (Gmax), s	20.0	* 90		22.7		114.8						
Max Q Clear Time (g_c+I1), s	7.4	64.1		18.8		7.1						
Green Ext Time (p_c), s	0.1	17.7		0.5		3.8						
Intersection Summary												
HCM 7th Control Delay, s/veh	28.9											
HCM 7th LOS	C											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

20: Rock Blvd & WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	774	223
Future Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	774	223
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1811	1811	1811	1811	1811	0	0	1811	1811
Adj Flow Rate, veh/h				341	0	0	225	425	0	0	815	164
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				6	6	6	6	6	0	0	6	6
Cap, veh/h				413	217	0	521	2736	0	0	2004	403
Arrive On Green				0.12	0.00	0.00	0.05	0.80	0.00	0.00	0.93	0.93
Sat Flow, veh/h				3450	1811	0	1725	3532	0	0	2944	574
Grp Volume(v), veh/h				341	0	0	225	425	0	0	491	488
Grp Sat Flow(s),veh/h/ln				1725	1811	0	1725	1721	0	0	1721	1708
Q Serve(g_s), s				13.0	0.0	0.0	4.6	3.9	0.0	0.0	4.1	4.1
Cycle Q Clear(g_c), s				13.0	0.0	0.0	4.6	3.9	0.0	0.0	4.1	4.1
Prop In Lane				1.00		0.00	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				413	217	0	521	2736	0	0	1208	1199
V/C Ratio(X)				0.83	0.00	0.00	0.43	0.16	0.00	0.00	0.41	0.41
Avail Cap(c_a), veh/h				861	452	0	1064	2736	0	0	1208	1199
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	0.00	0.00	0.97	0.97	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				58.0	0.0	0.0	4.3	3.2	0.0	0.0	1.5	1.5
Incr Delay (d2), s/veh				4.2	0.0	0.0	0.6	0.1	0.0	0.0	0.9	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.9	0.0	0.0	2.8	2.2	0.0	0.0	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				62.3	0.0	0.0	4.8	3.4	0.0	0.0	2.4	2.4
LnGrp LOS				E			A	A			A	A
Approach Vol, veh/h					341			650			979	
Approach Delay, s/veh					62.3			3.9			2.4	
Approach LOS					E			A			A	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	112.5			12.5		100.0	22.5					
Change Period (Y+Rc), s	5.2			5.2		5.2	6.3					
Max Green Setting (Gmax), s	89.8			49.8		34.8	33.7					
Max Q Clear Time (g_c+I1), s	5.9			6.6		6.1	15.0					
Green Ext Time (p_c), s	3.2			0.7		7.5	1.1					
Intersection Summary												
HCM 7th Control Delay, s/veh				13.2								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 7th Signalized Intersection Summary

25: Rock Blvd & EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	0	473	0	0	0	0	480	104	55	1019	0
Future Volume (veh/h)	139	0	473	0	0	0	0	480	104	55	1019	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1811	1811	1811				0	1811	1811	1811	1811	0
Adj Flow Rate, veh/h	146	0	250				0	505	54	58	1073	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6				0	6	6	6	6	0
Cap, veh/h	311	0	277				0	2176	971	631	2416	0
Arrive On Green	0.18	0.00	0.18				0.00	1.00	1.00	0.03	0.70	0.00
Sat Flow, veh/h	1725	0	1535				0	3532	1535	1725	3532	0
Grp Volume(v), veh/h	146	0	250				0	505	54	58	1073	0
Grp Sat Flow(s),veh/h/ln	1725	0	1535				0	1721	1535	1725	1721	0
Q Serve(g_s), s	10.2	0.0	21.5				0.0	0.0	0.0	1.5	18.2	0.0
Cycle Q Clear(g_c), s	10.2	0.0	21.5				0.0	0.0	0.0	1.5	18.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	311	0	277				0	2176	971	631	2416	0
V/C Ratio(X)	0.47	0.00	0.90				0.00	0.23	0.06	0.09	0.44	0.00
Avail Cap(c_a), veh/h	354	0	315				0	2176	971	1085	2416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	0.82	0.82	0.00
Uniform Delay (d), s/veh	49.6	0.0	54.2				0.0	0.0	0.0	7.2	8.7	0.0
Incr Delay (d2), s/veh	1.1	0.0	25.9				0.0	0.2	0.1	0.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	15.6				0.0	0.1	0.1	1.0	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	0.0	80.1				0.0	0.2	0.1	7.2	9.2	0.0
LnGrp LOS	D		F					A	A	A	A	
Approach Vol, veh/h	396						559			1131		
Approach Delay, s/veh	69.2						0.2			9.1		
Approach LOS	E						A			A		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.4	90.6		31.6		100.0						
Change Period (Y+Rc), s	5.0	5.2		7.3		5.2						
Max Green Setting (Gmax), s	40.0	49.8		27.7		94.8						
Max Q Clear Time (g_c+I1), s	3.5	2.0		23.5		20.2						
Green Ext Time (p_c), s	0.1	4.1		0.8		10.8						
Intersection Summary												
HCM 7th Control Delay, s/veh				18.1								
HCM 7th LOS				B								

HCM 7th Signalized Intersection Summary

20: Rock Blvd & WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Future Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				101	41	72	607	1400	0	0	436	227
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				151	52	91	724	2980	0	0	1413	729
Arrive On Green				0.08	0.08	0.08	0.36	1.00	0.00	0.00	0.21	0.21
Sat Flow, veh/h				1781	609	1069	1781	3647	0	0	2360	1170
Grp Volume(v), veh/h				101	0	113	607	1400	0	0	341	322
Grp Sat Flow(s),veh/h/ln				1781	0	1678	1781	1777	0	0	1777	1660
Q Serve(g_s), s				8.3	0.0	9.9	22.9	0.0	0.0	0.0	24.4	24.7
Cycle Q Clear(g_c), s				8.3	0.0	9.9	22.9	0.0	0.0	0.0	24.4	24.7
Prop In Lane				1.00		0.64	1.00		0.00	0.00		0.70
Lane Grp Cap(c), veh/h				151	0	142	724	2980	0	0	1108	1035
V/C Ratio(X)				0.67	0.00	0.79	0.84	0.47	0.00	0.00	0.31	0.31
Avail Cap(c_a), veh/h				341	0	321	1231	2980	0	0	1108	1035
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.44	0.44	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				66.6	0.0	67.4	8.4	0.0	0.0	0.0	32.1	32.2
Incr Delay (d2), s/veh				5.0	0.0	9.6	1.2	0.2	0.0	0.0	0.7	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.2	0.0	8.2	8.4	0.2	0.0	0.0	17.5	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				71.6	0.0	77.0	9.6	0.2	0.0	0.0	32.8	33.0
LnGrp LOS				E		E	A	A			C	C
Approach Vol, veh/h					214			2007			663	
Approach Delay, s/veh					74.4			3.1			32.9	
Approach LOS					E			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		131.0			32.3	98.7		19.0				
Change Period (Y+Rc), s		5.2			5.2	5.2		6.3				
Max Green Setting (Gmax), s		109.8			69.8	34.8		28.7				
Max Q Clear Time (g_c+I1), s		2.0			24.9	26.7		11.9				
Green Ext Time (p_c), s		17.6			2.2	2.6		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				15.2								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 7th Signalized Intersection Summary

25: Rock Blvd & EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	0	229	0	0	0	0	1660	279	67	453	0
Future Volume (veh/h)	187	0	229	0	0	0	0	1660	279	67	453	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	203	0	124				0	1804	212	73	492	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	229	0	204				0	2127	949	275	2800	0
Arrive On Green	0.13	0.00	0.13				0.00	0.60	0.60	0.15	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	203	0	124				0	1804	212	73	492	0
Grp Sat Flow(s), veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	16.8	0.0	11.1				0.0	62.1	9.3	5.4	5.1	0.0
Cycle Q Clear(g_c), s	16.8	0.0	11.1				0.0	62.1	9.3	5.4	5.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	229	0	204				0	2127	949	275	2800	0
V/C Ratio(X)	0.89	0.00	0.61				0.00	0.85	0.22	0.27	0.18	0.00
Avail Cap(c_a), veh/h	270	0	240				0	2127	949	275	2800	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.56	0.56	0.85	0.85	0.00
Uniform Delay (d), s/veh	64.3	0.0	61.8				0.0	24.5	13.9	55.9	3.9	0.0
Incr Delay (d2), s/veh	25.0	0.0	3.3				0.0	2.5	0.3	0.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.2	0.0	8.2				0.0	32.4	5.7	4.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.3	0.0	65.0				0.0	27.1	14.3	56.3	4.0	0.0
LnGrp LOS	F		E					C	B	E	A	
Approach Vol, veh/h	327						2016			565		
Approach Delay, s/veh	80.1						25.7			10.8		
Approach LOS	F						C			B		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.4	95.0		26.6		123.4						
Change Period (Y+Rc), s	5.2	* 5.2		7.3		5.2						
Max Green Setting (Gmax), s	20.0	* 90		22.7		114.8						
Max Q Clear Time (g_c+I1), s	7.4	64.1		18.8		7.1						
Green Ext Time (p_c), s	0.1	17.7		0.5		3.8						

Intersection Summary

HCM 7th Control Delay, s/veh 28.9

HCM 7th LOS C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

20: Rock Blvd & WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	719	223
Future Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	719	223
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1811	1811	1811	1811	1811	0	0	1811	1811
Adj Flow Rate, veh/h				315	0	28	225	425	0	0	757	164
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				6	6	6	6	6	0	0	6	6
Cap, veh/h				348	0	310	440	2453	0	0	1710	370
Arrive On Green				0.20	0.00	0.20	0.07	0.71	0.00	0.00	0.61	0.61
Sat Flow, veh/h				1725	0	1535	1725	3532	0	0	2903	609
Grp Volume(v), veh/h				315	0	28	225	425	0	0	463	458
Grp Sat Flow(s), veh/h/ln				1725	0	1535	1725	1721	0	0	1721	1701
Q Serve(g_s), s				24.1	0.0	2.0	6.3	5.5	0.0	0.0	19.5	19.5
Cycle Q Clear(g_c), s				24.1	0.0	2.0	6.3	5.5	0.0	0.0	19.5	19.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				348	0	310	440	2453	0	0	1046	1034
V/C Ratio(X)				0.90	0.00	0.09	0.51	0.17	0.00	0.00	0.44	0.44
Avail Cap(c_a), veh/h				431	0	383	962	2453	0	0	1046	1034
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.98	0.98	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				52.6	0.0	43.8	10.3	6.3	0.0	0.0	14.2	14.2
Incr Delay (d2), s/veh				19.5	0.0	0.1	0.9	0.2	0.0	0.0	1.3	1.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				18.1	0.0	1.4	4.3	3.5	0.0	0.0	12.3	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				72.1	0.0	43.9	11.2	6.5	0.0	0.0	15.5	15.5
LnGrp LOS				E		D	B	A			B	B
Approach Vol, veh/h					343			650			921	
Approach Delay, s/veh					69.8			8.1			15.5	
Approach LOS					E			A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		101.4			14.2	87.3		33.6				
Change Period (Y+Rc), s		5.2			5.2	5.2		6.3				
Max Green Setting (Gmax), s		89.8			49.8	34.8		33.7				
Max Q Clear Time (g_c+I1), s		7.5			8.3	21.5		26.1				
Green Ext Time (p_c), s		3.2			0.7	5.1		1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				22.7								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary

25: Rock Blvd & EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	139	0	473	0	0	0	0	480	104	0	1019	0
Future Volume (veh/h)	139	0	473	0	0	0	0	480	104	0	1019	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811				0	1811	1811	0	1811	0
Adj Flow Rate, veh/h	146	0	250				0	505	54	0	1073	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6				0	6	6	0	6	0
Cap, veh/h	311	0	277				0	2416	1078	0	2416	0
Arrive On Green	0.18	0.00	0.18				0.00	1.00	1.00	0.00	0.70	0.00
Sat Flow, veh/h	1725	0	1535				0	3532	1535	0	3622	0
Grp Volume(v), veh/h	146	0	250				0	505	54	0	1073	0
Grp Sat Flow(s),veh/h/ln	1725	0	1535				0	1721	1535	0	1721	0
Q Serve(g_s), s	10.2	0.0	21.5				0.0	0.0	0.0	0.0	18.2	0.0
Cycle Q Clear(g_c), s	10.2	0.0	21.5				0.0	0.0	0.0	0.0	18.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	311	0	277				0	2416	1078	0	2416	0
V/C Ratio(X)	0.47	0.00	0.90				0.00	0.21	0.05	0.00	0.44	0.00
Avail Cap(c_a), veh/h	354	0	315				0	2416	1078	0	2416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	0.00	0.82	0.00
Uniform Delay (d), s/veh	49.6	0.0	54.2				0.0	0.0	0.0	0.0	8.7	0.0
Incr Delay (d2), s/veh	1.1	0.0	25.9				0.0	0.2	0.1	0.0	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	15.6				0.0	0.1	0.0	0.0	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	0.0	80.1				0.0	0.2	0.1	0.0	9.2	0.0
LnGrp LOS	D		F				A		A		A	
Approach Vol, veh/h	396						559			1073		
Approach Delay, s/veh	69.2						0.2			9.2		
Approach LOS	E						A			A		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	100.0			31.6			100.0					
Change Period (Y+Rc), s	5.2			7.3			5.2					
Max Green Setting (Gmax), s	94.8			27.7			94.8					
Max Q Clear Time (g_c+I1), s	2.0			23.5			20.2					
Green Ext Time (p_c), s	4.1			0.8			10.8					
Intersection Summary												
HCM 7th Control Delay, s/veh	18.4											
HCM 7th LOS	B											

HCM 7th Signalized Intersection Summary

20: Rock Blvd & WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Future Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				130	0	72	607	1400	0	0	436	227
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				161	0	143	723	2961	0	0	1393	719
Arrive On Green				0.09	0.00	0.09	0.37	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	2360	1170
Grp Volume(v), veh/h				130	0	72	607	1400	0	0	341	322
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1660
Q Serve(g_s), s				10.7	0.0	6.5	23.4	0.0	0.0	0.0	24.5	24.8
Cycle Q Clear(g_c), s				10.7	0.0	6.5	23.4	0.0	0.0	0.0	24.5	24.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.70
Lane Grp Cap(c), veh/h				161	0	143	723	2961	0	0	1092	1020
V/C Ratio(X)				0.81	0.00	0.50	0.84	0.47	0.00	0.00	0.31	0.32
Avail Cap(c_a), veh/h				341	0	303	1224	2961	0	0	1092	1020
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.69	0.69	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				67.0	0.0	65.0	8.5	0.0	0.0	0.0	32.8	32.9
Incr Delay (d2), s/veh				9.2	0.0	2.7	1.9	0.4	0.0	0.0	0.7	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.1	0.0	5.0	9.1	0.3	0.0	0.0	17.6	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				76.2	0.0	67.8	10.4	0.4	0.0	0.0	33.5	33.7
LnGrp LOS				E		E	B	A			C	C
Approach Vol, veh/h					202			2007			663	
Approach Delay, s/veh					73.2			3.4			33.6	
Approach LOS					E			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		130.2			32.8	97.4		19.8				
Change Period (Y+Rc), s		5.2			5.2	5.2		6.3				
Max Green Setting (Gmax), s		109.8			69.8	34.8		28.7				
Max Q Clear Time (g_c+I1), s		2.0			25.4	26.8		12.7				
Green Ext Time (p_c), s		17.6			2.2	2.6		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				15.3								
HCM 7th LOS				B								

HCM 7th Signalized Intersection Summary

25: Rock Blvd & EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	0	229	0	0	0	0	1660	279	0	453	0
Future Volume (veh/h)	187	0	229	0	0	0	0	1660	279	0	453	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	0
Adj Flow Rate, veh/h	203	0	124				0	1804	212	0	492	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	0
Cap, veh/h	229	0	204				0	2800	1249	0	2800	0
Arrive On Green	0.13	0.00	0.13				0.00	0.79	0.79	0.00	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	0	3741	0
Grp Volume(v), veh/h	203	0	124				0	1804	212	0	492	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	0	1777	0
Q Serve(g_s), s	16.8	0.0	11.1				0.0	32.8	4.9	0.0	5.1	0.0
Cycle Q Clear(g_c), s	16.8	0.0	11.1				0.0	32.8	4.9	0.0	5.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	229	0	204				0	2800	1249	0	2800	0
V/C Ratio(X)	0.89	0.00	0.61				0.00	0.64	0.17	0.00	0.18	0.00
Avail Cap(c_a), veh/h	270	0	240				0	2800	1249	0	2800	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.56	0.56	0.00	0.86	0.00
Uniform Delay (d), s/veh	64.3	0.0	61.8				0.0	6.8	3.9	0.0	3.9	0.0
Incr Delay (d2), s/veh	25.0	0.0	3.3				0.0	0.6	0.2	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.2	0.0	8.2				0.0	15.3	2.7	0.0	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.3	0.0	65.0				0.0	7.5	4.1	0.0	4.0	0.0
LnGrp LOS	F		E					A	A		A	
Approach Vol, veh/h	327						2016			492		
Approach Delay, s/veh	80.1						7.1			4.0		
Approach LOS	F						A			A		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	123.4			26.6			123.4					
Change Period (Y+Rc), s	5.2			7.3			5.2					
Max Green Setting (Gmax), s	114.8			22.7			114.8					
Max Q Clear Time (g_c+l1), s	34.8			18.8			7.1					
Green Ext Time (p_c), s	32.3			0.5			3.8					
Intersection Summary												
HCM 7th Control Delay, s/veh	15.0											
HCM 7th LOS	B											

HCM 7th Signalized Intersection Summary

20: Rock Blvd & WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	719	223
Future Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	719	223
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1811	1811	1811	1811	1811	0	0	1811	1811
Adj Flow Rate, veh/h				315	0	28	225	425	0	0	757	164
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				6	6	6	6	6	0	0	6	6
Cap, veh/h				348	0	310	290	2453	0	0	1653	358
Arrive On Green				0.20	0.00	0.20	0.09	0.71	0.00	0.00	0.59	0.59
Sat Flow, veh/h				1725	0	1535	3346	3532	0	0	2903	609
Grp Volume(v), veh/h				315	0	28	225	425	0	0	463	458
Grp Sat Flow(s),veh/h/ln				1725	0	1535	1673	1721	0	0	1721	1701
Q Serve(g_s), s				24.1	0.0	2.0	8.9	5.5	0.0	0.0	20.5	20.5
Cycle Q Clear(g_c), s				24.1	0.0	2.0	8.9	5.5	0.0	0.0	20.5	20.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				348	0	310	290	2453	0	0	1011	1000
V/C Ratio(X)				0.90	0.00	0.09	0.78	0.17	0.00	0.00	0.46	0.46
Avail Cap(c_a), veh/h				431	0	383	1234	2453	0	0	1011	1000
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.98	0.98	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				52.6	0.0	43.8	60.4	6.3	0.0	0.0	15.7	15.7
Incr Delay (d2), s/veh				19.5	0.0	0.1	4.4	0.2	0.0	0.0	1.4	1.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				18.1	0.0	1.4	7.1	3.5	0.0	0.0	12.9	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				72.1	0.0	43.9	64.7	6.5	0.0	0.0	17.1	17.1
LnGrp LOS				E		D	E	A			B	B
Approach Vol, veh/h					343			650			921	
Approach Delay, s/veh					69.8			26.7			17.1	
Approach LOS					E			C			B	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	101.4			16.9		84.5	33.6					
Change Period (Y+Rc), s	5.2			5.2		5.2	6.3					
Max Green Setting (Gmax), s	89.8			49.8		34.8	33.7					
Max Q Clear Time (g_c+I1), s	7.5			10.9		22.5	26.1					
Green Ext Time (p_c), s	3.2			0.8		4.8	1.2					
Intersection Summary												
HCM 7th Control Delay, s/veh				29.8								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary

25: Rock Blvd & EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	0	473	0	0	0	0	480	104	0	1019	0
Future Volume (veh/h)	139	0	473	0	0	0	0	480	104	0	1019	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811				0	1811	1811	0	1811	0
Adj Flow Rate, veh/h	146	0	250				0	505	54	0	1073	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6				0	6	6	0	6	0
Cap, veh/h	311	0	277				0	2416	1078	0	2416	0
Arrive On Green	0.18	0.00	0.18				0.00	1.00	1.00	0.00	0.70	0.00
Sat Flow, veh/h	1725	0	1535				0	3532	1535	0	3622	0
Grp Volume(v), veh/h	146	0	250				0	505	54	0	1073	0
Grp Sat Flow(s),veh/h/ln	1725	0	1535				0	1721	1535	0	1721	0
Q Serve(g_s), s	10.2	0.0	21.5				0.0	0.0	0.0	0.0	18.2	0.0
Cycle Q Clear(g_c), s	10.2	0.0	21.5				0.0	0.0	0.0	0.0	18.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	311	0	277				0	2416	1078	0	2416	0
V/C Ratio(X)	0.47	0.00	0.90				0.00	0.21	0.05	0.00	0.44	0.00
Avail Cap(c_a), veh/h	354	0	315				0	2416	1078	0	2416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	0.00	0.82	0.00
Uniform Delay (d), s/veh	49.6	0.0	54.2				0.0	0.0	0.0	0.0	8.7	0.0
Incr Delay (d2), s/veh	1.1	0.0	25.9				0.0	0.2	0.1	0.0	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	15.6				0.0	0.1	0.0	0.0	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	0.0	80.1				0.0	0.2	0.1	0.0	9.2	0.0
LnGrp LOS	D		F					A	A		A	
Approach Vol, veh/h	396						559			1073		
Approach Delay, s/veh	69.2						0.2			9.2		
Approach LOS	E						A			A		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	100.0			31.6			100.0					
Change Period (Y+Rc), s	5.2			7.3			5.2					
Max Green Setting (Gmax), s	94.8			27.7			94.8					
Max Q Clear Time (g_c+I1), s	2.0			23.5			20.2					
Green Ext Time (p_c), s	4.1			0.8			10.8					
Intersection Summary												
HCM 7th Control Delay, s/veh	18.4											
HCM 7th LOS	B											

HCM 7th Signalized Intersection Summary

20: Rock Blvd & WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Future Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				130	0	72	607	1400	0	0	436	227
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				161	0	143	673	2961	0	0	1369	706
Arrive On Green				0.09	0.00	0.09	0.39	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				1781	0	1585	3456	3647	0	0	2360	1170
Grp Volume(v), veh/h				130	0	72	607	1400	0	0	341	322
Grp Sat Flow(s), veh/h/ln				1781	0	1585	1728	1777	0	0	1777	1660
Q Serve(g_s), s				10.7	0.0	6.5	24.8	0.0	0.0	0.0	24.6	24.9
Cycle Q Clear(g_c), s				10.7	0.0	6.5	24.8	0.0	0.0	0.0	24.6	24.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.70
Lane Grp Cap(c), veh/h				161	0	143	673	2961	0	0	1073	1002
V/C Ratio(X)				0.81	0.00	0.50	0.90	0.47	0.00	0.00	0.32	0.32
Avail Cap(c_a), veh/h				341	0	303	1608	2961	0	0	1073	1002
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.69	0.69	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				67.0	0.0	65.0	44.5	0.0	0.0	0.0	33.6	33.8
Incr Delay (d2), s/veh				9.2	0.0	2.7	3.4	0.4	0.0	0.0	0.8	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.1	0.0	5.0	13.7	0.3	0.0	0.0	17.6	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				76.2	0.0	67.8	47.9	0.4	0.0	0.0	34.4	34.6
LnGrp LOS				E		E	D	A			C	C
Approach Vol, veh/h					202			2007			663	
Approach Delay, s/veh					73.2			14.7			34.5	
Approach LOS					E			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		130.2			34.4	95.8		19.8				
Change Period (Y+Rc), s		5.2			5.2	5.2		6.3				
Max Green Setting (Gmax), s		109.8			69.8	34.8		28.7				
Max Q Clear Time (g_c+I1), s		2.0			26.8	26.9		12.7				
Green Ext Time (p_c), s		17.6			2.4	2.6		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				23.4								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary

25: Rock Blvd & EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	0	229	0	0	0	0	1660	279	0	453	0
Future Volume (veh/h)	187	0	229	0	0	0	0	1660	279	0	453	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	0
Adj Flow Rate, veh/h	203	0	124				0	1804	212	0	492	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	0
Cap, veh/h	229	0	204				0	2800	1249	0	2800	0
Arrive On Green	0.13	0.00	0.13				0.00	0.79	0.79	0.00	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	0	3741	0
Grp Volume(v), veh/h	203	0	124				0	1804	212	0	492	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	0	1777	0
Q Serve(g_s), s	16.8	0.0	11.1				0.0	32.8	4.9	0.0	5.1	0.0
Cycle Q Clear(g_c), s	16.8	0.0	11.1				0.0	32.8	4.9	0.0	5.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	229	0	204				0	2800	1249	0	2800	0
V/C Ratio(X)	0.89	0.00	0.61				0.00	0.64	0.17	0.00	0.18	0.00
Avail Cap(c_a), veh/h	270	0	240				0	2800	1249	0	2800	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.56	0.56	0.00	0.92	0.00
Uniform Delay (d), s/veh	64.3	0.0	61.8				0.0	6.8	3.9	0.0	3.9	0.0
Incr Delay (d2), s/veh	25.0	0.0	3.3				0.0	0.6	0.2	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.2	0.0	8.2				0.0	15.3	2.7	0.0	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.3	0.0	65.0				0.0	7.5	4.1	0.0	4.0	0.0
LnGrp LOS	F		E					A	A		A	
Approach Vol, veh/h	327						2016			492		
Approach Delay, s/veh	80.1						7.1			4.0		
Approach LOS	F						A			A		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	123.4			26.6			123.4					
Change Period (Y+Rc), s	5.2			7.3			5.2					
Max Green Setting (Gmax), s	114.8			22.7			114.8					
Max Q Clear Time (g_c+l1), s	34.8			18.8			7.1					
Green Ext Time (p_c), s	32.3			0.5			3.8					
Intersection Summary												
HCM 7th Control Delay, s/veh	15.0											
HCM 7th LOS	B											

HCM 7th TWSC
2: Rock Blvd & C St

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕	↕	↕	↕↕	
Traffic Vol, veh/h	1	0	4	28	2	15	10	334	24	6	697	2
Future Vol, veh/h	1	0	4	28	2	15	10	334	24	6	697	2
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	50	-	100	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	0	4	29	2	16	11	352	25	6	734	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	947	1148	370	753	1124	177	738	0	0	378	0	0
Stage 1	749	749	-	374	374	-	-	-	-	-	-	-
Stage 2	198	399	-	379	750	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	211	193	619	293	199	826	844	-	-	1156	-	-
Stage 1	363	410	-	611	609	-	-	-	-	-	-	-
Stage 2	777	593	-	606	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	201	189	618	286	195	826	843	-	-	1155	-	-
Mov Cap-2 Maneuver	201	189	-	286	195	-	-	-	-	-	-	-
Stage 1	360	407	-	603	601	-	-	-	-	-	-	-
Stage 2	750	585	-	599	407	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v13.35			16.09		0.25		0.07					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	843	-	-	437 286 598	1155	-	-					
HCM Lane V/C Ratio	0.012	-	-	0.012 0.103 0.03	0.005	-	-					
HCM Control Delay (s/veh)	9.3	-	-	13.3 19.1 11.2	8.1	-	-					
HCM Lane LOS	A	-	-	B C B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0 0.3 0.1	0	-	-					

HCM 7th TWSC
2: Rock Blvd & C St

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	4	26	4	15	9	1265	60	11	361	1
Future Vol, veh/h	3	1	4	26	4	15	9	1265	60	11	361	1
Conflicting Peds, #/hr	4	0	1	1	0	4	5	0	3	3	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	50	-	100	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	4	27	4	15	9	1291	61	11	368	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1066	1770	191	1520	1709	652	374	0	0	1355	0	0
Stage 1	396	396	-	1312	1312	-	-	-	-	-	-	-
Stage 2	670	1373	-	208	397	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	177	82	819	81	90	410	1181	-	-	504	-	-
Stage 1	600	602	-	167	227	-	-	-	-	-	-	-
Stage 2	413	212	-	774	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	79	814	77	87	408	1175	-	-	502	-	-
Mov Cap-2 Maneuver	156	79	-	77	87	-	-	-	-	-	-	-
Stage 1	584	586	-	166	224	-	-	-	-	-	-	-
Stage 2	386	209	-	751	586	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v22.18			52.26		0.05		0.36					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1175	-	-	218 77 229	502	-	-					
HCM Lane V/C Ratio	0.008	-	-	0.037 0.343 0.085	0.022	-	-					
HCM Control Delay (s/veh)	8.1	-	-	22.2 74.3 22.2	12.3	-	-					
HCM Lane LOS	A	-	-	C F C	B	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.1 1.3 0.3	0.1	-	-					

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	10	45	1	20	5	315	15	20	910	5
Future Vol, veh/h	5	0	10	45	1	20	5	315	15	20	910	5
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	150	-	-	50	-	0	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	0	11	47	1	21	5	332	16	21	958	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1181	1348	484	864	1350	167	965	0	0	333	0	0
Stage 1	1005	1005	-	343	343	-	-	-	-	-	-	-
Stage 2	177	343	-	521	1007	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	142	146	521	243	145	839	691	-	-	1202	-	-
Stage 1	253	311	-	637	628	-	-	-	-	-	-	-
Stage 2	799	628	-	499	310	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	142	520	232	141	838	690	-	-	1201	-	-
Mov Cap-2 Maneuver	134	142	-	232	141	-	-	-	-	-	-	-
Stage 1	248	305	-	632	623	-	-	-	-	-	-	-
Stage 2	772	623	-	480	304	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v19.46			20.01		0.15		0.17					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	690	-	-	265	232	679	1201	-	-			
HCM Lane V/C Ratio	0.008	-	-	0.06	0.204	0.033	0.018	-	-			
HCM Control Delay (s/veh)	10.3	-	-	19.5	24.5	10.5	8.1	-	-			
HCM Lane LOS	B	-	-	C	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.1	0.1	-	-			

HCM 7th TWSC
2: Rock Blvd & C St

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	5	40	5	20	5	870	40	20	560	5
Future Vol, veh/h	5	1	5	40	5	20	5	870	40	20	560	5
Conflicting Peds, #/hr	4	0	1	1	0	4	5	0	3	3	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	150	-	-	50	-	0	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	41	5	20	5	888	41	20	571	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1080	1521	294	1229	1523	451	582	0	0	891	0	0
Stage 1	620	620	-	901	901	-	-	-	-	-	-	-
Stage 2	461	901	-	328	622	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	172	117	702	134	117	556	989	-	-	757	-	-
Stage 1	442	478	-	299	355	-	-	-	-	-	-	-
Stage 2	550	355	-	659	477	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	113	698	127	112	552	984	-	-	755	-	-
Mov Cap-2 Maneuver	152	113	-	127	112	-	-	-	-	-	-	-
Stage 1	428	463	-	297	352	-	-	-	-	-	-	-
Stage 2	517	352	-	634	462	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v21.83			35.21		0.05		0.34					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	984	-	-	225 127 310	755	-	-					
HCM Lane V/C Ratio	0.005	-	-	0.05 0.321 0.082	0.027	-	-					
HCM Control Delay (s/veh)	8.7	-	-	21.8 46.2 17.7	9.9	-	-					
HCM Lane LOS	A	-	-	C E C	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.2 1.3 0.3	0.1	-	-					

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	150	231	22	242	472
Future Vol, veh/h	8	150	231	22	242	472
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	174	269	26	281	549
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1395	285	0	0	296	0
Stage 1	283	-	-	-	-	-
Stage 2	1112	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	155	751	-	-	1259	-
Stage 1	762	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	120	748	-	-	1257	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v12.59		0	2.94			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 120 748 1257	-	-		
HCM Lane V/C Ratio	-	- 0.077 0.233 0.224	-	-		
HCM Control Delay (s/veh)	-	- 37.5 11.3 8.7	-	-		
HCM Lane LOS	-	- E B A	-	-		
HCM 95th %tile Q(veh)	-	- 0.2 0.9 0.9	-	-		

HCM 7th Signalized Intersection Summary

2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
Future Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	1	0	3	29	2	11	11	352	18	6	734	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	40	5	35	96	7	41	210	955	807	505	943	1
Arrive On Green	0.03	0.00	0.03	0.03	0.03	0.03	0.02	0.70	0.70	0.01	0.52	0.52
Sat Flow, veh/h	221	165	1158	1380	244	1341	1739	1826	1544	1739	1823	2
Grp Volume(v), veh/h	4	0	0	29	0	13	11	352	18	6	0	735
Grp Sat Flow(s),veh/h/ln	1543	0	0	1380	0	1585	1739	1826	1544	1739	0	1825
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	1.1	0.4	10.7	0.5	0.2	0.0	43.9
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.7	0.0	1.1	0.4	10.7	0.5	0.2	0.0	43.9
Prop In Lane	0.25		0.75	1.00		0.85	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	0	0	96	0	48	210	955	807	505	0	944
V/C Ratio(X)	0.05	0.00	0.00	0.30	0.00	0.27	0.05	0.37	0.02	0.01	0.00	0.78
Avail Cap(c_a), veh/h	480	0	0	464	0	471	318	955	807	623	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	0.0	0.0	64.7	0.0	64.0	22.2	11.4	9.9	15.7	0.0	26.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.7	0.0	2.9	0.1	1.1	0.0	0.0	0.0	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.0	1.9	0.0	0.9	0.3	7.4	0.3	0.2	0.0	27.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.9	0.0	0.0	66.5	0.0	66.9	22.3	12.5	9.9	15.7	0.0	32.7
LnGrp LOS	E			E		E	C	B	A	B		C
Approach Vol, veh/h	4			42			381			741		
Approach Delay, s/veh	63.9			66.6			12.7			32.5		
Approach LOS	E			E			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	75.8		9.0	6.6	75.0		9.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.2	12.7		2.3	2.4	45.9		4.7				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	5.7		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.4								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Victorian Ave & Rock Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
Future Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	14	57	71	115	105	11	69	359	25	21	732	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	165	273	229	202	242	25	665	1296	1098	393	784	15
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.29	0.72	0.72	0.04	0.89	0.89
Sat Flow, veh/h	1219	1811	1516	1211	1604	168	1725	1811	1534	1725	1770	34
Grp Volume(v), veh/h	14	57	71	115	0	116	69	359	25	21	0	746
Grp Sat Flow(s),veh/h/ln	1219	1811	1516	1211	0	1772	1725	1811	1534	1725	0	1804
Q Serve(g_s), s	1.4	3.7	5.6	12.4	0.0	8.0	0.0	9.5	0.6	1.0	0.0	36.8
Cycle Q Clear(g_c), s	9.5	3.7	5.6	16.1	0.0	8.0	0.0	9.5	0.6	1.0	0.0	36.8
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	165	273	229	202	0	267	665	1296	1098	393	0	799
V/C Ratio(X)	0.09	0.21	0.31	0.57	0.00	0.43	0.10	0.28	0.02	0.05	0.00	0.93
Avail Cap(c_a), veh/h	343	538	450	380	0	526	665	1296	1098	548	0	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.88	0.00	0.88
Uniform Delay (d), s/veh	56.4	50.3	51.1	57.4	0.0	52.1	22.9	6.8	5.5	23.0	0.0	6.4
Incr Delay (d2), s/veh	0.2	0.4	0.8	2.5	0.0	1.1	0.1	0.5	0.0	0.0	0.0	17.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	3.1	4.0	7.1	0.0	6.6	2.5	6.6	0.4	0.7	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	50.6	51.8	59.8	0.0	53.2	22.9	7.3	5.6	23.0	0.0	23.9
LnGrp LOS	E	D	D	E		D	C	A	A	C		C
Approach Vol, veh/h	142			231			453			767		
Approach Delay, s/veh	51.8			56.5			9.6			23.9		
Approach LOS	D			E			A			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	101.9		25.2	44.8	65.0		25.2				
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9				
Max Green Setting (Gmax), s	14.9	* 65		40.1	19.7	59.8		40.1				
Max Q Clear Time (g_c+I), s	13.0	11.5		11.5	2.0	38.8		18.1				
Green Ext Time (p_c), s	0.0	2.5		0.6	0.1	5.6		1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	27.1											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	100	932	35	92	261
Future Vol, veh/h	7	100	932	35	92	261
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	102	951	36	94	266
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1430	976	0	0	994	0
Stage 1	976	-	-	-	-	-
Stage 2	454	-	-	-	-	-
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	148	305	-	-	696	-
Stage 1	365	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	127	303	-	-	691	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v23.62		0	2.87			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 127 303	691	-		
HCM Lane V/C Ratio	-	- 0.056 0.337	0.136	-		
HCM Control Delay (s/veh)	-	- 34.9 22.8	11	-		
HCM Lane LOS	-	- D C	B	-		
HCM 95th %tile Q(veh)	-	- 0.2 1.4	0.5	-		

HCM 7th Signalized Intersection
2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
Future Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.96	0.96		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1	3	27	4	10	9	1291	29	11	368	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	23	35	121	24	60	873	1564	1293	265	1561	4
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.84	0.84	0.01	0.84	0.84
Sat Flow, veh/h	444	442	664	1361	460	1150	1781	1870	1547	1781	1864	5
Grp Volume(v), veh/h	7	0	0	27	0	14	9	1291	29	11	0	369
Grp Sat Flow(s),veh/h/ln	1549	0	0	1361	0	1610	1781	1870	1547	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	1.2	0.1	54.8	0.5	0.1	0.0	6.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.7	0.0	1.2	0.1	54.8	0.5	0.1	0.0	6.0
Prop In Lane	0.43		0.43	1.00		0.71	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	116	0	0	121	0	84	873	1564	1293	265	0	1565
V/C Ratio(X)	0.06	0.00	0.00	0.22	0.00	0.17	0.01	0.83	0.02	0.04	0.00	0.24
Avail Cap(c_a), veh/h	582	0	0	549	0	591	975	1564	1293	365	0	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.6	0.0	0.0	68.6	0.0	67.9	1.9	6.5	2.1	12.0	0.0	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.9	0.0	0.5	0.0	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	1.9	0.0	1.0	0.1	18.8	0.2	0.3	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.8	0.0	0.0	69.5	0.0	68.8	1.9	7.0	2.1	12.1	0.0	2.8
LnGrp LOS	E			E		E	A	A	A	B		A
Approach Vol, veh/h	7			41			1329			380		
Approach Delay, s/veh	67.8			69.3			6.9			3.1		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	130.6		12.8	6.5	130.8		12.8				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+I1), s	2.1	56.8		2.6	2.1	8.0		4.7				
Green Ext Time (p_c), s	0.0	9.2		0.0	0.0	2.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	7.7											
HCM 7th LOS	A											

HCM 7th Signalized Intersection

3: Victorian Ave & Rock Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
Future Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.96		0.97	0.99		0.94	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	108	45	111	95	10	129	1292	45	18	363	16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	218	200	164	232	230	24	426	871	719	79	761	34
Arrive On Green	0.04	0.11	0.11	0.07	0.14	0.14	0.05	0.47	0.47	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1529	1767	1639	173	1767	1856	1532	1767	1761	78
Grp Volume(v), veh/h	52	108	45	111	0	105	129	1292	45	18	0	379
Grp Sat Flow(s),veh/h/ln	1767	1856	1529	1767	0	1811	1767	1856	1532	1767	0	1839
Q Serve(g_s), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	70.4	2.4	0.8	0.0	22.1
Cycle Q Clear(g_c), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	70.4	2.4	0.8	0.0	22.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	218	200	164	232	0	254	426	871	719	79	0	794
V/C Ratio(X)	0.24	0.54	0.27	0.48	0.00	0.41	0.30	1.48	0.06	0.23	0.00	0.48
Avail Cap(c_a), veh/h	421	372	307	353	0	339	505	871	719	282	0	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.56	0.56	0.56	0.98	0.00	0.98
Uniform Delay (d), s/veh	56.8	63.4	61.5	53.0	0.0	58.8	22.5	39.8	21.8	37.0	0.0	30.5
Incr Delay (d2), s/veh	0.6	2.3	0.9	1.5	0.0	1.1	0.2	221.1	0.1	1.4	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	7.3	2.9	6.8	0.0	6.7	4.5	124.1	1.6	0.7	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	65.7	62.4	54.6	0.0	59.9	22.8	260.9	21.9	38.4	0.0	32.5
LnGrp LOS	E	E	E	D		E	C	F	C	D		C
Approach Vol, veh/h	205			216			1466			397		
Approach Delay, s/veh	62.9			57.1			232.6			32.8		
Approach LOS	E			E			F			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	75.6	14.7	21.0	13.3	70.0	9.8	26.0				
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9				
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1				
Max Q Clear Time (g_c+I), s	12.8	72.4	10.2	10.3	7.9	24.1	5.9	9.9				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.6	0.2	2.6	0.1	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	166.0											
HCM 7th LOS	F											

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	180	200	30	290	540
Future Vol, veh/h	10	180	200	30	290	540
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	12	209	233	35	337	628
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1554	254	0	0	269	0
Stage 1	252	-	-	-	-	-
Stage 2	1302	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	124	782	-	-	1288	-
Stage 1	788	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	91	779	-	-	1286	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v13.35		0	3.07			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 91 779	1286	-		
HCM Lane V/C Ratio	-	- 0.128 0.269	0.262	-		
HCM Control Delay (s/veh)	-	- 50.2 11.3	8.8	-		
HCM Lane LOS	-	- F B	A	-		
HCM 95th %tile Q(veh)	-	- 0.4 1.1	1.1	-		

HCM 7th Signalized Intersection
2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
Future Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	5	0	10	47	1	15	5	332	8	21	958	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	49	10	46	118	4	66	68	944	799	613	963	4
Arrive On Green	0.05	0.00	0.05	0.05	0.05	0.05	0.01	1.00	1.00	0.02	0.53	0.53
Sat Flow, veh/h	290	224	1028	1371	98	1465	1739	1826	1544	1739	1817	8
Grp Volume(v), veh/h	15	0	0	47	0	16	5	332	8	21	0	962
Grp Sat Flow(s),veh/h/ln	1543	0	0	1371	0	1562	1739	1826	1544	1739	0	1825
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	1.3	0.2	0.0	0.0	0.8	0.0	70.7
Cycle Q Clear(g_c), s	1.2	0.0	0.0	4.2	0.0	1.3	0.2	0.0	0.0	0.8	0.0	70.7
Prop In Lane	0.33		0.67	1.00		0.94	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	105	0	0	118	0	70	68	944	799	613	0	967
V/C Ratio(X)	0.14	0.00	0.00	0.40	0.00	0.23	0.07	0.35	0.01	0.03	0.00	0.99
Avail Cap(c_a), veh/h	478	0	0	464	0	464	187	944	799	709	0	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	0.0	63.5	0.0	62.2	32.9	0.0	0.0	14.6	0.0	31.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.1	0.0	1.6	0.4	1.0	0.0	0.0	0.0	27.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	0.0	3.0	0.0	1.0	0.2	0.5	0.0	0.6	0.0	47.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	0.0	0.0	65.6	0.0	63.8	33.4	1.0	0.0	14.7	0.0	59.2
LnGrp LOS	E			E		E	C	A	A	B		E
Approach Vol, veh/h	15			63			345			983		
Approach Delay, s/veh	62.7			65.1			1.4			58.2		
Approach LOS	E			E			A			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	75.0		11.0	5.8	76.8		11.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.2	2.2	72.7		6.2				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	0.0		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	44.7											
HCM 7th LOS	D											

HCM 7th Signalized Intersection 3: Victorian Ave & Rock Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
Future Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	21	74	69	221	137	15	63	316	23	63	947	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	248	427	359	297	377	41	346	1118	946	442	861	7
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.17	0.62	0.62	0.07	0.96	0.96
Sat Flow, veh/h	1187	1811	1523	1199	1597	175	1725	1811	1534	1725	1793	15
Grp Volume(v), veh/h	21	74	69	221	0	152	63	316	23	63	0	955
Grp Sat Flow(s), veh/h/ln	1187	1811	1523	1199	0	1772	1725	1811	1534	1725	0	1808
Q Serve(g_s), s	2.0	4.4	4.9	24.3	0.0	9.7	0.0	10.9	0.8	2.8	0.0	64.8
Cycle Q Clear(g_c), s	11.7	4.4	4.9	28.7	0.0	9.7	0.0	10.9	0.8	2.8	0.0	64.8
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	248	427	359	297	0	418	346	1118	946	442	0	868
V/C Ratio(X)	0.08	0.17	0.19	0.74	0.00	0.36	0.18	0.28	0.02	0.14	0.00	1.10
Avail Cap(c_a), veh/h	321	538	452	371	0	526	346	1118	946	574	0	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.75	0.00	0.75
Uniform Delay (d), s/veh	48.0	41.1	41.3	52.5	0.0	43.1	46.5	12.0	10.0	20.6	0.0	2.7
Incr Delay (d2), s/veh	0.1	0.2	0.3	6.1	0.0	0.5	0.2	0.6	0.0	0.1	0.0	58.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	3.6	3.4	12.4	0.0	7.8	3.2	8.1	0.5	2.0	0.0	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	41.3	41.5	58.6	0.0	43.6	46.8	12.6	10.1	20.7	0.0	61.1
LnGrp LOS	D	D	D	E		D	D	B	B	C		F
Approach Vol, veh/h	164			373			402			1018		
Approach Delay, s/veh	42.3			52.5			17.8			58.6		
Approach LOS	D			D			B			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	88.6		36.8	28.2	70.0		36.8				
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9				
Max Green Setting (Gmax), s	14.9	* 65		40.1	14.7	64.8		40.1				
Max Q Clear Time (g_c+I), s	14.8	12.9		13.7	2.0	66.8		30.7				
Green Ext Time (p_c), s	0.1	2.2		0.7	0.1	0.0		1.2				

Intersection Summary

HCM 7th Control Delay, s/veh	47.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	130	880	20	130	460
Future Vol, veh/h	10	130	880	20	130	460
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	133	898	20	133	469
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1650	915	0	0	925	0
Stage 1	915	-	-	-	-	-
Stage 2	735	-	-	-	-	-
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	109	330	-	-	738	-
Stage 1	390	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	88	328	-	-	734	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v25.19		0	2.42			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 88 328	734	-		
HCM Lane V/C Ratio	-	- 0.115 0.404	0.181	-		
HCM Control Delay (s/veh)	-	- 50.9 23.2	11	-		
HCM Lane LOS	-	- F C	B	-		
HCM 95th %tile Q(veh)	-	- 0.4 1.9	0.7	-		

HCM 7th Signalized Intersection

2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	5	40	5	20	5	870	40	20	560	5
Future Volume (veh/h)	5	1	5	40	5	20	5	870	40	20	560	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1	4	41	5	15	5	888	9	20	571	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	20	38	135	25	75	692	1533	1268	489	1539	13
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	0.82	0.82	0.02	0.83	0.83
Sat Flow, veh/h	580	329	606	1368	402	1205	1781	1870	1546	1781	1851	16
Grp Volume(v), veh/h	10	0	0	41	0	20	5	888	9	20	0	576
Grp Sat Flow(s),veh/h/ln	1515	0	0	1368	0	1606	1781	1870	1546	1781	0	1867
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	1.8	0.1	24.4	0.2	0.3	0.0	11.3
Cycle Q Clear(g_c), s	0.8	0.0	0.0	4.1	0.0	1.8	0.1	24.4	0.2	0.3	0.0	11.3
Prop In Lane	0.50		0.40	1.00		0.75	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	130	0	0	135	0	100	692	1533	1268	489	0	1553
V/C Ratio(X)	0.08	0.00	0.00	0.30	0.00	0.20	0.01	0.58	0.01	0.04	0.00	0.37
Avail Cap(c_a), veh/h	576	0	0	552	0	590	801	1533	1268	577	0	1553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.63	0.63	0.63	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.4	0.0	0.0	67.8	0.0	66.8	2.6	4.6	2.4	4.0	0.0	3.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.3	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	2.8	0.0	1.4	0.0	12.0	0.1	0.2	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.6	0.0	0.0	69.1	0.0	67.8	2.6	5.6	2.5	4.1	0.0	3.8
LnGrp LOS	E			E		E	A	A	A	A		A
Approach Vol, veh/h	10			61			902			596		
Approach Delay, s/veh	66.6			68.7			5.6			3.8		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	128.2		14.2	5.8	130.0		14.2				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+I1), s	2.3	26.4		2.8	2.1	13.3		6.1				
Green Ext Time (p_c), s	0.0	8.9		0.0	0.0	4.5		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				7.7								
HCM 7th LOS				A								

HCM 7th Signalized Intersection

3: Victorian Ave & Rock Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
Future Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.95	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	61	163	51	245	214	29	133	827	58	31	551	29
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	225	237	196	329	347	47	286	861	711	112	754	40
Arrive On Green	0.04	0.13	0.13	0.13	0.22	0.22	0.06	0.46	0.46	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1535	1767	1589	215	1767	1856	1531	1767	1744	92
Grp Volume(v), veh/h	61	163	51	245	0	243	133	827	58	31	0	580
Grp Sat Flow(s),veh/h/ln	1767	1856	1535	1767	0	1805	1767	1856	1531	1767	0	1836
Q Serve(g_s), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	64.6	3.2	1.5	0.0	39.3
Cycle Q Clear(g_c), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	64.6	3.2	1.5	0.0	39.3
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	225	237	196	329	0	394	286	861	711	112	0	793
V/C Ratio(X)	0.27	0.69	0.26	0.74	0.00	0.62	0.47	0.96	0.08	0.28	0.00	0.73
Avail Cap(c_a), veh/h	419	372	308	339	0	394	362	861	711	303	0	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.61	0.61	0.61	0.94	0.00	0.94
Uniform Delay (d), s/veh	53.9	62.6	59.1	47.1	0.0	53.0	27.1	38.8	22.4	35.1	0.0	35.4
Incr Delay (d2), s/veh	0.6	3.6	0.7	8.4	0.0	2.9	0.7	16.1	0.1	1.3	0.0	5.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	10.3	3.2	13.4	0.0	13.5	4.7	40.2	2.2	1.2	0.0	25.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	66.1	59.8	55.4	0.0	55.9	27.8	55.0	22.5	36.4	0.0	40.9
LnGrp LOS	D	E	E	E		E	C	D	C	D		D
Approach Vol, veh/h	275			488			1018			611		
Approach Delay, s/veh	62.4			55.6			49.6			40.7		
Approach LOS	E			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	74.8	24.2	24.0	13.6	70.0	10.5	37.6				
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9				
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1				
Max Q Clear Time (g_c+I), s	13.5	66.6	19.6	14.6	8.1	41.3	6.5	20.2				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.9	0.2	4.1	0.1	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	50.0											
HCM 7th LOS	D											

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	150	231	22	242	472
Future Vol, veh/h	8	150	231	22	242	472
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	174	269	26	281	549
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1395	151	0	0	296	0
Stage 1	283	-	-	-	-	-
Stage 2	1112	-	-	-	-	-
Critical Hdwy	6.645	6.945	-	-	4.145	-
Critical Hdwy Stg 1	5.845	-	-	-	-	-
Critical Hdwy Stg 2	5.445	-	-	-	-	-
Follow-up Hdwy	3.5285	3.3285	-	-	2.2285	-
Pot Cap-1 Maneuver	143	866	-	-	1257	-
Stage 1	738	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	110	863	-	-	1255	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	11.77	0	2.95			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	110	863	1255	-
HCM Lane V/C Ratio	-	-	0.084	0.202	0.224	-
HCM Control Delay (s/veh)	-	-	40.6	10.2	8.7	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.8	0.9	-

HCM 7th Signalized Intersection Summary

2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
Future Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	1	0	3	29	2	11	11	352	18	6	734	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	40	5	35	96	7	41	210	1814	807	577	943	1
Arrive On Green	0.03	0.00	0.03	0.03	0.03	0.03	0.03	1.00	1.00	0.01	0.52	0.52
Sat Flow, veh/h	221	165	1158	1380	244	1341	1739	3469	1544	1739	1823	2
Grp Volume(v), veh/h	4	0	0	29	0	13	11	352	18	6	0	735
Grp Sat Flow(s), veh/h/ln	1543	0	0	1380	0	1585	1739	1735	1544	1739	0	1825
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	1.1	0.4	0.0	0.0	0.2	0.0	43.9
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.7	0.0	1.1	0.4	0.0	0.0	0.2	0.0	43.9
Prop In Lane	0.25		0.75	1.00		0.85	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	0	0	96	0	48	210	1814	807	577	0	944
V/C Ratio(X)	0.05	0.00	0.00	0.30	0.00	0.27	0.05	0.19	0.02	0.01	0.00	0.78
Avail Cap(c_a), veh/h	480	0	0	464	0	471	318	1814	807	695	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	0.0	0.0	64.7	0.0	64.0	22.0	0.0	0.0	15.3	0.0	26.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.7	0.0	2.9	0.1	0.2	0.1	0.0	0.0	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.0	1.9	0.0	0.9	0.3	0.1	0.0	0.2	0.0	27.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.9	0.0	0.0	66.5	0.0	66.9	22.1	0.2	0.1	15.3	0.0	32.7
LnGrp LOS	E			E		E	C	A	A	B		C
Approach Vol, veh/h	4			42			381			741		
Approach Delay, s/veh	63.9			66.6			0.9			32.5		
Approach LOS	E			E			A			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	75.8		9.0	6.6	75.0		9.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.2	2.0		2.3	2.4	45.9		4.7				
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	5.7		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	23.5											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary

3: Victorian Ave & Rock Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
Future Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	14	57	71	115	105	11	69	359	25	21	732	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	165	273	229	202	242	25	749	2337	162	412	850	16
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.08	0.24	0.24	0.04	0.96	0.96
Sat Flow, veh/h	1226	1811	1516	1211	1607	168	1725	3264	226	1725	1770	34
Grp Volume(v), veh/h	14	57	71	115	0	116	69	188	196	21	0	746
Grp Sat Flow(s),veh/h/ln	1226	1811	1516	1211	0	1776	1725	1721	1770	1725	0	1804
Q Serve(g_s), s	1.4	3.7	5.6	12.4	0.0	8.0	0.0	11.7	11.8	0.9	0.0	12.9
Cycle Q Clear(g_c), s	9.4	3.7	5.6	16.1	0.0	8.0	0.0	11.7	11.8	0.9	0.0	12.9
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.13	1.00		0.02
Lane Grp Cap(c), veh/h	165	273	229	202	0	268	749	1232	1267	412	0	866
V/C Ratio(X)	0.08	0.21	0.31	0.57	0.00	0.43	0.09	0.15	0.15	0.05	0.00	0.86
Avail Cap(c_a), veh/h	345	538	450	380	0	527	749	1232	1267	567	0	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.88	0.00	0.88
Uniform Delay (d), s/veh	56.4	50.3	51.1	57.4	0.0	52.1	13.3	19.1	19.2	20.4	0.0	1.7
Incr Delay (d2), s/veh	0.2	0.4	0.8	2.5	0.0	1.1	0.1	0.3	0.3	0.0	0.0	9.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	3.1	4.0	7.1	0.0	6.6	2.0	9.3	9.6	0.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	50.6	51.8	59.8	0.0	53.2	13.4	19.4	19.4	20.5	0.0	11.5
LnGrp LOS	E	D	D	E		D	B	B	B	C		B
Approach Vol, veh/h	142			231			453			767		
Approach Delay, s/veh	51.8			56.5			18.5			11.7		
Approach LOS	D			E			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	101.9		25.2	39.8	70.0		25.2				
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9				
Max Green Setting (Gmax), s	14.9	* 65		40.1	14.7	64.8		40.1				
Max Q Clear Time (g_c+I), s	12.9	13.8		11.4	2.0	14.9		18.1				
Green Ext Time (p_c), s	0.0	2.5		0.6	0.1	6.7		1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	23.7											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	100	932	35	92	261
Future Vol, veh/h	7	100	932	35	92	261
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	102	951	36	94	266
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1430	500	0	0	994	0
Stage 1	976	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	136	517	-	-	694	-
Stage 1	327	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	513	-	-	689	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v15.31		0	2.88			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 117 513	689	-		
HCM Lane V/C Ratio	-	- 0.061 0.199	0.136	-		
HCM Control Delay (s/veh)	-	- 37.7 13.7	11	-		
HCM Lane LOS	-	- E B	B	-		
HCM 95th %tile Q(veh)	-	- 0.2 0.7	0.5	-		

HCM 7th Signalized Intersection Summary

2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
Future Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.96	0.96		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1	3	27	4	10	9	1291	29	11	368	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	23	35	121	24	61	873	2971	1293	378	1561	4
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.84	0.84	0.01	0.84	0.84
Sat Flow, veh/h	447	443	667	1361	465	1163	1781	3554	1547	1781	1864	5
Grp Volume(v), veh/h	7	0	0	27	0	14	9	1291	29	11	0	369
Grp Sat Flow(s),veh/h/ln	1556	0	0	1361	0	1629	1781	1777	1547	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	1.2	0.1	14.0	0.5	0.1	0.0	6.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.7	0.0	1.2	0.1	14.0	0.5	0.1	0.0	6.0
Prop In Lane	0.43		0.43	1.00		0.71	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	116	0	0	121	0	85	873	2971	1293	378	0	1565
V/C Ratio(X)	0.06	0.00	0.00	0.22	0.00	0.16	0.01	0.43	0.02	0.03	0.00	0.24
Avail Cap(c_a), veh/h	586	0	0	549	0	598	975	2971	1293	478	0	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.80	0.80	0.80	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.6	0.0	0.0	68.6	0.0	67.9	1.9	3.2	2.1	2.4	0.0	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.9	0.0	0.4	0.0	0.0	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	1.9	0.0	1.0	0.1	7.2	0.2	0.1	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.8	0.0	0.0	69.5	0.0	68.8	1.9	3.5	2.1	2.4	0.0	2.8
LnGrp LOS	E			E		E	A	A	A	A		A
Approach Vol, veh/h	7			41			1329			380		
Approach Delay, s/veh	67.8			69.3			3.5			2.8		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	130.6		12.8	6.5	130.8		12.8				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+I1), s	2.1	16.0		2.6	2.1	8.0		4.7				
Green Ext Time (p_c), s	0.0	14.4		0.0	0.0	2.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	5.1											
HCM 7th LOS	A											

HCM 7th Signalized Intersection Summary

3: Victorian Ave & Rock Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
Future Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	108	45	111	95	10	129	1292	45	18	363	16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	220	200	164	232	231	24	426	1630	57	142	761	34
Arrive On Green	0.04	0.11	0.11	0.07	0.14	0.14	0.05	0.47	0.47	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1529	1767	1644	173	1767	3472	121	1767	1761	78
Grp Volume(v), veh/h	52	108	45	111	0	105	129	655	682	18	0	379
Grp Sat Flow(s),veh/h/ln	1767	1856	1529	1767	0	1817	1767	1763	1830	1767	0	1839
Q Serve(g_s), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	47.1	47.2	0.8	0.0	22.1
Cycle Q Clear(g_c), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	47.1	47.2	0.8	0.0	22.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.07	1.00		0.04
Lane Grp Cap(c), veh/h	220	200	164	232	0	255	426	827	859	142	0	794
V/C Ratio(X)	0.24	0.54	0.27	0.48	0.00	0.41	0.30	0.79	0.79	0.13	0.00	0.48
Avail Cap(c_a), veh/h	423	372	307	353	0	340	505	827	859	345	0	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.56	0.56	0.56	0.98	0.00	0.98
Uniform Delay (d), s/veh	56.8	63.4	61.5	53.0	0.0	58.8	22.5	33.6	33.7	29.0	0.0	30.5
Incr Delay (d2), s/veh	0.5	2.3	0.9	1.5	0.0	1.1	0.2	4.4	4.3	0.4	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	7.3	2.9	6.8	0.0	6.7	4.5	26.7	27.6	0.7	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	65.7	62.4	54.6	0.0	59.9	22.8	38.1	38.0	29.4	0.0	32.5
LnGrp LOS	E	E	E	D		E	C	D	D	C		C
Approach Vol, veh/h	205			216			1466			397		
Approach Delay, s/veh	62.9			57.1			36.7			32.3		
Approach LOS	E			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	75.6	14.7	21.0	13.3	70.0	9.8	26.0				
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9				
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1				
Max Q Clear Time (g_c+I), s	12.8	49.2	10.2	10.3	7.9	24.1	5.9	9.9				
Green Ext Time (p_c), s	0.0	6.4	0.2	0.6	0.2	2.6	0.1	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	40.2											
HCM 7th LOS	D											

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	180	200	30	290	540
Future Vol, veh/h	10	180	200	30	290	540
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	12	209	233	35	337	628
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1554	138	0	0	269	0
Stage 1	252	-	-	-	-	-
Stage 2	1302	-	-	-	-	-
Critical Hdwy	6.645	6.945	-	-	4.145	-
Critical Hdwy Stg 1	5.845	-	-	-	-	-
Critical Hdwy Stg 2	5.445	-	-	-	-	-
Follow-up Hdwy	3.5285	3.3285	-	-	2.2285	-
Pot Cap-1 Maneuver	113	883	-	-	1286	-
Stage 1	765	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	83	880	-	-	1284	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	12.73	0	3.07			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	83	880	1284	-
HCM Lane V/C Ratio	-	-	0.14	0.238	0.263	-
HCM Control Delay (s/veh)	-	-	55.3	10.4	8.8	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.9	1.1	-

HCM 7th Signalized Intersection Summary

2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
Future Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	5	0	10	47	1	15	5	332	8	21	958	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	49	10	46	118	4	66	68	1794	799	613	963	4
Arrive On Green	0.05	0.00	0.05	0.05	0.05	0.05	0.01	1.00	1.00	0.02	0.53	0.53
Sat Flow, veh/h	290	224	1028	1371	98	1465	1739	3469	1544	1739	1817	8
Grp Volume(v), veh/h	15	0	0	47	0	16	5	332	8	21	0	962
Grp Sat Flow(s),veh/h/ln	1543	0	0	1371	0	1562	1739	1735	1544	1739	0	1825
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	1.3	0.2	0.0	0.0	0.8	0.0	70.7
Cycle Q Clear(g_c), s	1.2	0.0	0.0	4.2	0.0	1.3	0.2	0.0	0.0	0.8	0.0	70.7
Prop In Lane	0.33		0.67	1.00		0.94	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	105	0	0	118	0	70	68	1794	799	613	0	967
V/C Ratio(X)	0.14	0.00	0.00	0.40	0.00	0.23	0.07	0.19	0.01	0.03	0.00	0.99
Avail Cap(c_a), veh/h	478	0	0	464	0	464	187	1794	799	709	0	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	0.0	63.5	0.0	62.2	32.9	0.0	0.0	14.6	0.0	31.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.1	0.0	1.6	0.5	0.2	0.0	0.0	0.0	27.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	0.0	3.0	0.0	1.0	0.2	0.1	0.0	0.6	0.0	47.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	0.0	0.0	65.6	0.0	63.8	33.4	0.2	0.0	14.7	0.0	59.2
LnGrp LOS	E			E		E	C	A	A	B		E
Approach Vol, veh/h	15			63			345			983		
Approach Delay, s/veh	62.7			65.1			0.7			58.2		
Approach LOS	E			E			A			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	75.0		11.0	5.8	76.8		11.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.2	2.2	72.7		6.2				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	0.0		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	44.5											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary

3: Victorian Ave & Rock Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
Future Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	21	74	69	221	137	15	63	316	23	63	947	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	249	427	359	297	378	41	346	2008	145	442	861	7
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.20	0.20	0.07	0.96	0.96
Sat Flow, veh/h	1191	1811	1523	1199	1600	175	1725	3253	236	1725	1793	15
Grp Volume(v), veh/h	21	74	69	221	0	152	63	166	173	63	0	955
Grp Sat Flow(s),veh/h/ln	1191	1811	1523	1199	0	1775	1725	1721	1768	1725	0	1808
Q Serve(g_s), s	2.0	4.4	4.9	24.3	0.0	9.7	0.5	10.7	10.8	2.8	0.0	64.8
Cycle Q Clear(g_c), s	11.7	4.4	4.9	28.7	0.0	9.7	0.5	10.7	10.8	2.8	0.0	64.8
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.13	1.00		0.01
Lane Grp Cap(c), veh/h	249	427	359	297	0	419	346	1062	1091	442	0	868
V/C Ratio(X)	0.08	0.17	0.19	0.74	0.00	0.36	0.18	0.16	0.16	0.14	0.00	1.10
Avail Cap(c_a), veh/h	322	538	452	371	0	527	346	1062	1091	575	0	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.75	0.00	0.75
Uniform Delay (d), s/veh	48.0	41.1	41.3	52.5	0.0	43.1	52.9	24.9	24.9	20.6	0.0	2.7
Incr Delay (d2), s/veh	0.1	0.2	0.3	6.1	0.0	0.5	0.2	0.3	0.3	0.1	0.0	58.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	3.6	3.4	12.4	0.0	7.8	3.7	8.7	9.0	2.0	0.0	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	41.3	41.5	58.6	0.0	43.6	53.2	25.2	25.2	20.7	0.0	61.1
LnGrp LOS	D	D	D	E		D	D	C	C	C		F
Approach Vol, veh/h	164			373			402			1018		
Approach Delay, s/veh	42.3			52.5			29.6			58.6		
Approach LOS	D			D			C			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	88.6		36.8	28.2	70.0		36.8				
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9				
Max Green Setting (Gmax), s	14.9	* 65		40.1	14.7	64.8		40.1				
Max Q Clear Time (g_c+I), s	14.8	12.8		13.7	2.5	66.8		30.7				
Green Ext Time (p_c), s	0.1	2.2		0.7	0.1	0.0		1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	50.1											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th TWSC

1: Rock Blvd & 15th St

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	130	880	20	130	460
Future Vol, veh/h	10	130	880	20	130	460
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	133	898	20	133	469
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1650	466	0	0	925	0
Stage 1	915	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	99	544	-	-	736	-
Stage 1	352	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	540	-	-	731	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v16.85		0	2.43			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 80 540	731	-		
HCM Lane V/C Ratio	-	- 0.127 0.246	0.181	-		
HCM Control Delay (s/veh)	-	- 56.3 13.8	11	-		
HCM Lane LOS	-	- F B	B	-		
HCM 95th %tile Q(veh)	-	- 0.4 1	0.7	-		

HCM 7th Signalized Intersection Summary

2: Rock Blvd & C St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	5	40	5	20	5	870	40	20	560	5
Future Volume (veh/h)	5	1	5	40	5	20	5	870	40	20	560	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.97	0.97		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1	4	41	5	15	5	888	9	20	571	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	20	38	135	25	75	692	2913	1268	553	1539	13
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	0.82	0.82	0.02	0.83	0.83
Sat Flow, veh/h	584	330	609	1368	406	1217	1781	3554	1546	1781	1851	16
Grp Volume(v), veh/h	10	0	0	41	0	20	5	888	9	20	0	576
Grp Sat Flow(s),veh/h/ln	1523	0	0	1368	0	1623	1781	1777	1546	1781	0	1867
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	1.8	0.1	9.0	0.2	0.3	0.0	11.3
Cycle Q Clear(g_c), s	0.8	0.0	0.0	4.1	0.0	1.8	0.1	9.0	0.2	0.3	0.0	11.3
Prop In Lane	0.50		0.40	1.00		0.75	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	130	0	0	135	0	101	692	2913	1268	553	0	1553
V/C Ratio(X)	0.08	0.00	0.00	0.30	0.00	0.20	0.01	0.30	0.01	0.04	0.00	0.37
Avail Cap(c_a), veh/h	580	0	0	552	0	596	801	2913	1268	641	0	1553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.4	0.0	0.0	67.8	0.0	66.8	2.6	3.2	2.4	2.3	0.0	3.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.3	0.0	1.0	0.0	0.2	0.0	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	2.8	0.0	1.4	0.0	5.1	0.1	0.1	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.6	0.0	0.0	69.1	0.0	67.8	2.6	3.5	2.5	2.3	0.0	3.8
LnGrp LOS	E			E		E	A	A	A	A		A
Approach Vol, veh/h	10			61			902			596		
Approach Delay, s/veh	66.6			68.7			3.5			3.7		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	128.2		14.2	5.8	130.0		14.2				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+I1), s	2.3	11.0		2.8	2.1	13.3		6.1				
Green Ext Time (p_c), s	0.0	8.0		0.0	0.0	4.5		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				6.5								
HCM 7th LOS				A								

HCM 7th Signalized Intersection Summary

3: Victorian Ave & Rock Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
Future Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	61	163	51	245	214	29	133	827	58	31	551	29
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	227	237	196	329	348	47	286	1548	109	270	754	40
Arrive On Green	0.04	0.13	0.13	0.13	0.22	0.22	0.06	0.46	0.46	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1535	1767	1594	216	1767	3335	234	1767	1744	92
Grp Volume(v), veh/h	61	163	51	245	0	243	133	437	448	31	0	580
Grp Sat Flow(s),veh/h/ln	1767	1856	1535	1767	0	1809	1767	1763	1806	1767	0	1836
Q Serve(g_s), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	26.5	26.5	1.5	0.0	39.3
Cycle Q Clear(g_c), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	26.5	26.5	1.5	0.0	39.3
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.13	1.00		0.05
Lane Grp Cap(c), veh/h	227	237	196	329	0	395	286	818	838	270	0	793
V/C Ratio(X)	0.27	0.69	0.26	0.74	0.00	0.62	0.47	0.53	0.53	0.11	0.00	0.73
Avail Cap(c_a), veh/h	421	372	308	339	0	395	362	818	838	461	0	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.61	0.61	0.61	0.94	0.00	0.94
Uniform Delay (d), s/veh	53.9	62.6	59.1	47.1	0.0	52.9	27.1	28.6	28.6	24.2	0.0	35.4
Incr Delay (d2), s/veh	0.6	3.6	0.7	8.4	0.0	2.8	0.7	1.5	1.5	0.2	0.0	5.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	10.3	3.2	13.4	0.0	13.5	4.7	16.0	16.3	1.1	0.0	25.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	66.1	59.8	55.4	0.0	55.8	27.8	30.2	30.1	24.4	0.0	40.9
LnGrp LOS	D	E	E	E		E	C	C	C	C		D
Approach Vol, veh/h	275			488			1018			611		
Approach Delay, s/veh	62.4			55.6			29.8			40.1		
Approach LOS	E			E			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	74.8	24.2	24.0	13.6	70.0	10.5	37.6				
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9				
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1				
Max Q Clear Time (g_c+I), s	13.5	28.5	19.6	14.6	8.1	41.3	6.5	20.2				
Green Ext Time (p_c), s	0.0	6.6	0.1	0.9	0.2	4.1	0.1	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	41.5											
HCM 7th LOS	D											



REGIONAL TRANSPORTATION COMMISSION

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Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: October 7, 2026

AGENDA ITEM 5.4

To: Citizens Multimodal Advisory Committee

From: Marquis Williams, Senior Transportation Planner

FOR INFORMATION AND DISCUSSION

Receive a presentation on the draft Sun Valley/Panther Valley & Meadowood/Hidden Valley Neighborhood Network Plans.

BACKGROUND AND DISCUSSION

The Sun Valley/Panther Valley & Meadowood/Hidden Valley Neighborhood Network Plans (NNPs) kicked off in September 2025 based on a recommendation from the Active Transportation Plan (ATP), approved in September 2024, and the Active Transportation Technical Advisory Committee. The NNPs are meant to increase the number of walking and biking trips within the two neighborhood areas by improving safety and comfort along key corridors. The Plans recommend traditional bicycle and pedestrian infrastructure improvements as well as low-cost, quick-build improvements. The 2024 ATP recommended, and these NNPs support, before and after data collection to measure the effectiveness of the improvements in the creation of a comprehensive and responsive active transportation network accessible to a broader cross-section of our community.

The two NNPs recommend a combined for quick-build style transportation improvements. In total, 9.6 miles of roadways are recommended for improvements across the neighborhoods, including 4.6 miles in Sun Valley/Panther Valley and 5 miles in Meadowood/Hidden Valley. The NNPs include cutsheets for each corridor project recommendation, detailing the project extents, approximate cost, potential intersection enhancements, and a conceptual cross-section. Based on funding availability and construction feasibility, many recommended quick-build projects are expected to be implemented using funds from the RTC Active Transportation Program.

The two NNPs will be available for public review and comment at rtcwashoe.com/neighborhood starting on October 1. The draft Plans are scheduled to be presented at the October 16, 2026 RTC Board meeting with anticipated approval of the final Plans at the November 20, 2026 Board meeting.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: October 7, 2026

AGENDA ITEM 5.5

To: Citizens Multimodal Advisory Committee

From: Marquis Williams, Senior Transportation Planner

RECOMMENDED ACTION

Approve the election of a Chair and Vice-Chair to serve from October 7, 2026, until June 30, 2027.

BACKGROUND AND DISCUSSION

The Citizens Multimodal Advisory Committee (CMAC) will hold an election to fill the term of the Chair and Vice Chair positions until June 30, 2027, consistent with Section 9c of the “Statement of Purpose and Procedures.”

Position Descriptions:

Chair: The role of the Chair is to lead committee meetings and facilitate discussions in cooperation with RTC staff. In addition to this, they may be asked to assist in coordinating meeting details as needed. The primary responsibility of the Chair is to effectively lead meetings that are time efficient, effective in achieving outcomes, and orderly. They must also be willing to manage the conversations of presenters, committee members, and the public in a courteous, respectful, consistent, and disciplined manner. RTC staff will provide assistance in managing the meetings.

Vice Chair: The Vice-Chair will support the Chair’s efforts, and lead meetings and facilitate discussions in the Chair’s absence.

Process:

The Committee, verbally via roll call, vote to elect a Chair, and then vote to elect a Vice-Chair. Before the voting, members interested in serving as Chair or Vice-Chair will have an opportunity to give a brief statement about their qualifications and reasons for seeking the position.