



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: March 5, 2026
To: Forrest Mozart, California Communities
From: Kai-Ling Kuo, Andrea Lin
Subject: Traffic Study for 781 S. Wolfe Road Residential Development in Sunnyvale, California

Hexagon Transportation Consultants, Inc. has completed a traffic study for the proposed residential project at 781 S. Wolfe Road in Sunnyvale, California. The site is occupied by a single-family home with vehicle access from Wolfe Road. The project would demolish the existing home and replace it with 8 single-family homes with vehicle access on Lusterleaf Drive. The project location is shown in Figure 1 and the site plan is shown in Figure 2.

Study Scope

The purpose of this traffic study is to address neighborhood concerns on traffic and safety effects on surrounding neighborhood streets. The traffic study evaluates the transportation operational effects of the proposed development on key intersections in the vicinity of the site during weekday AM and PM peak hours of commute and midday peak hours of school traffic. The traffic study also includes an evaluation of vehicle queuing, review of collision history for study intersections and nearby road segments, review of project site plan's pedestrian access, and description of Safe Routes to School (SRTS) Improvements planned by the City within the project vicinity.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic traveling to and from the proposed project site was estimated for the AM, midday, and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel were estimated. In the project trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data has been collected that quantifies the amount of traffic produced by many types of land uses. This research is compiled in the Trip Generation Manual, 12th Edition (2025) published by the Institute of Transportation Engineers (ITE). The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trip generation rates for the proposed residential development are based on the average rates published for "Single-Family Detached Housing" (Land Use Code 210) for the AM and PM peak hours. For the midday peak hour, rates are developed based on the "Vehicle Time of Day Distribution" for "Single-Family Detached Housing".

781 S Wolfe Road Residential Development

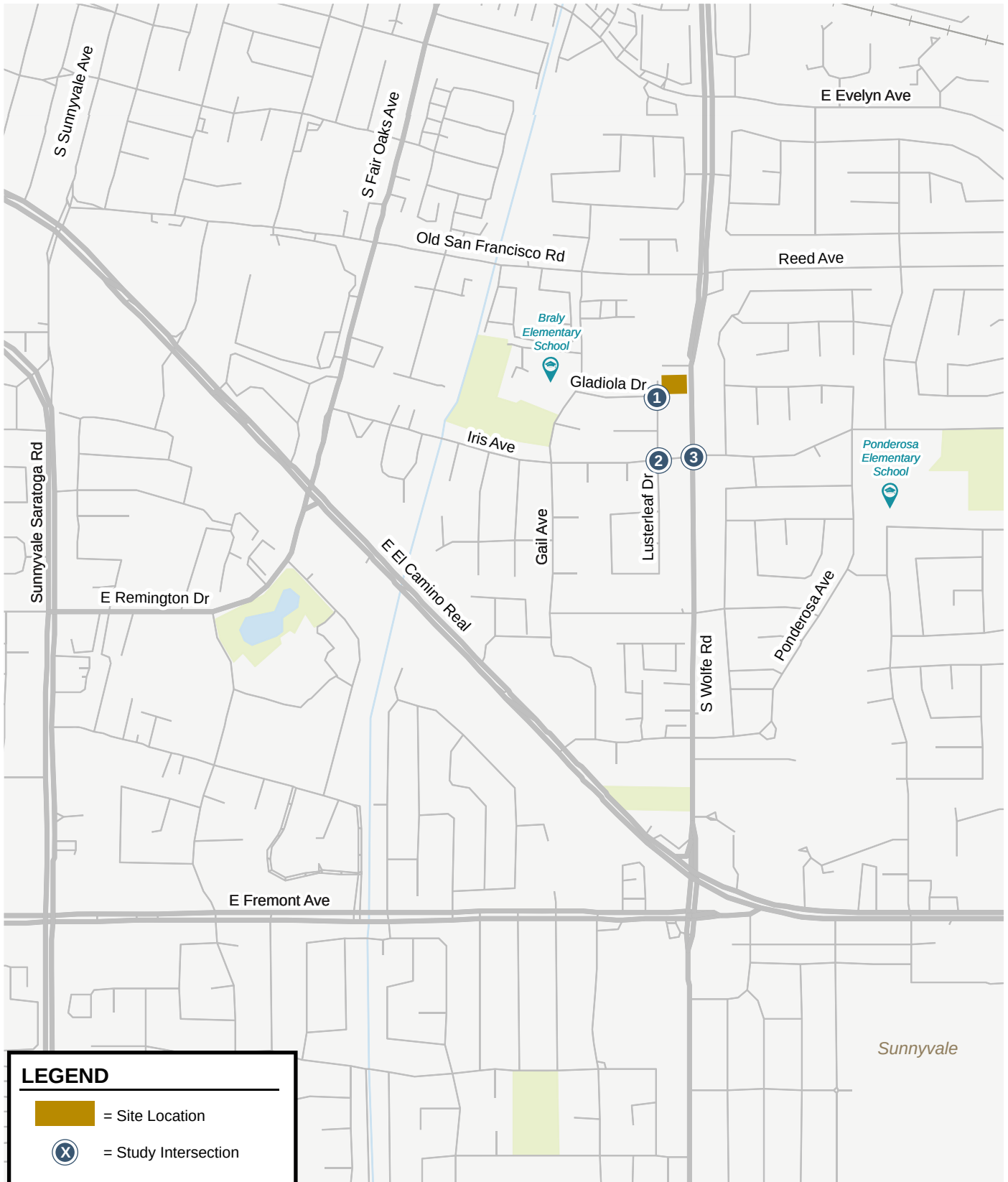


Figure 1
Site Location and Study Intersections

781 S Wolfe Road Residential Development



Figure 2
Site Plan

No trip credits were accounted for the existing home because the existing home's driveway access is on Wolfe Road. The trip generation for the proposed project is summarized in Table 1.

Table 1
Trip Generation Summary

Land Use	Size	Daily		AM Peak Hour				Midday Peak Hour				PM Peak Hour			
		Trip Rate	Trips	Trip Rate	Trips			Trip Rate	Trips			Trip Rate	Trips		
					In	Out	Total		In	Out	Total		In	Out	Total
Single-Family Home ¹	8 units	9.09	73	0.70	2	4	6	0.61	4	2	6	0.93	5	2	7

Source: ITE *Trip Generation Manual*, 12th Edition.
Notes:
1. Average trip rates (in trips per dwelling unit) for "Single-Family Detached Housing" (ITE Land Use 210) are used for the AM and PM peak hours. For the midday peak hour, rates are from the ITE *Trip Generation Manual*, 12th Edition Appendix "Vehicle Time of Day Distribution"

Trip Distribution and Assignment

Trips generated by the proposed project were distributed to the study network based on the existing travel patterns on the surrounding roadway system, the locations of complementary land uses, and previous transportation studies for similar land uses. The majority of the project trips would travel via Wolfe Road to US 101, El Camino Real, and I-280, with some trips via Iris Avenue/Fair Oaks Avenue to El Camino Real. The project is within the Braly Elementary School District boundary. Thus, it is assumed that trips travelling on Iris Avenue to and from Fair Oaks would take Gladiola Drive and Gail Avenue between the project site and Braly Elementary School.

The project trips were assigned to the roadway network based on the direction of approach and departure, roadway network connections, freeway and expressway access points, and the location of the project driveway. The project trip distribution and net project trips at the study intersections are shown on Figure 3.

Intersection Operations Analysis

The study analyzes the following three intersections within the vicinity of the site (see Figure 1).

1. Lusterleaf Drive and Gladiola Drive (uncontrolled)
2. Lusterleaf Drive and Iris Avenue (unsignalized)
3. S. Wolfe Road and Iris Avenue

Traffic conditions at the study intersections were analyzed for AM and PM peak hours of adjacent street traffic on a weekday and midday peak hours of school traffic on a Tuesday (based on the bell schedule of Braly Elementary School and Ponderosa Elementary School). The AM peak hour is expected to occur between 7:00 AM and 10:00 AM, and the PM peak hour is expected to occur between 4:00 PM and 7:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways. Due to the project location's proximity to the Braly Elementary School and Ponderosa Elementary School, the midday peak hours of school traffic were also analyzed. The midday peak hour of school traffic is expected to occur between 1:00 PM and 3:00 PM.

781 S Wolfe Roa Residential Development

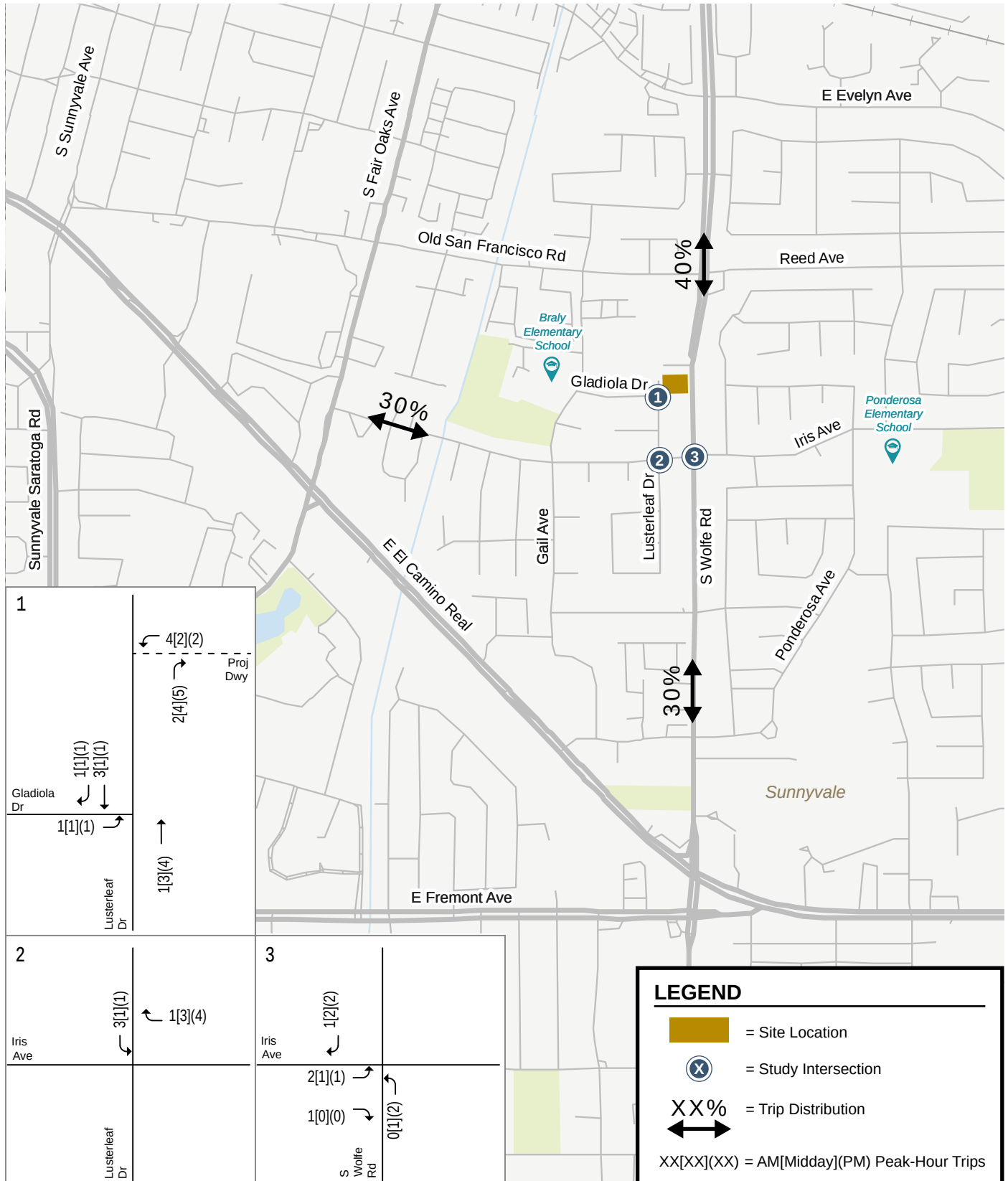


Figure 3
Project Trip Distribution and Trip Assignment

Traffic conditions were evaluated for the scenarios described below.

- **Existing Conditions.** Existing traffic volumes at study intersections were obtained from new peak hour traffic counts collected on Tuesday, January 13, 2026. Existing traffic count data are provided in Appendix A.
- **Existing Plus Project Conditions.** Existing traffic volumes with the project were estimated by adding to the existing traffic volumes the additional traffic generated by the project.

Analysis Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of Sunnyvale, and field observations. The following data were collected from these sources:

- Existing traffic volumes
- Existing lane configurations
- Signal timing and phasing

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

Signalized Study Intersections

The City of Sunnyvale uses the most recent *Highway Capacity Manual* (HCM) operations method for level of service analysis at signalized intersections. This methodology is applied using the VISTRO software. The HCM 7th operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection.

The City of Sunnyvale level of service standards for signalized intersections are LOS D or better. The correlation between average control delay and level of service is shown in Table 2.

Unsignalized Study Intersections

The level of service for the unsignalized intersections was evaluated using the HCM 7th methodology. Level of service for unsignalized (stop-controlled and yield controlled) intersections is evaluated based on the delay experienced by vehicles on the controlled approaches. For side-street stop-controlled intersections, operations are defined by the delay experienced by the worst movement.

The City of Sunnyvale General Plan level of service standard for unsignalized intersections is LOS D or better. The correlation between delay and level of service for unsignalized intersections is shown in Table 3.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay.	greater than 80.0
Source: Transportation Research Board, <i>Highway Capacity Manual, 7th Edition</i> (Washington, D.C.,2022)		

Table 3
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0
Source: Transportation Research Board, <i>Highway Capacity Manual, 7th Edition</i> (Washington, D.C.,2022)		

Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by field observations and are shown on Figure 4. The existing traffic volumes were obtained from new traffic counts conducted on Tuesday, January 13, 2026. The existing AM, midday, and PM peak hour traffic volumes are shown graphically on Figure 5. Traffic count data are included in Appendix A.

Under existing conditions, there are no driveways connected to the north leg of the intersection of Lusterleaf Drive and Gladiola Drive (intersection #1). Under existing plus project conditions, the project would be accessed via the north leg of the intersection, forming a T-intersection. The intersection is uncontrolled, which is common for intersections on residential streets with low traffic volumes. Since the project would add a small number of trips to the north leg, the intersection would continue to be uncontrolled with the project. There is adequate sight distance at the intersection; therefore, the intersection would operate adequately without intersection control.

The new trips generated by the proposed project were added to the existing traffic volumes to derive the existing plus project traffic volumes. Figure 6 shows the intersection turning-movement volumes under existing plus project conditions.

Intersection Levels of Service

Intersection levels of service were evaluated against City of Sunnyvale standards. The results of the intersection level of service analysis show that all study intersections operate at acceptable levels of service under existing conditions and would continue to operate acceptably under existing plus project conditions (see Table 4). The intersection level of service sheets are included in Appendix B.

Table 4
Existing Plus Project Level of Service Summary

ID	Intersection	Traffic Control	Peak Hour	Existing		Existing+Project	
				Avg. Delay ¹	LOS	Avg. Delay ¹	LOS
1	Lusterleaf Drive and Gladiola Drive	Uncontrolled	AM	-	-	-	-
			MID	-	-	-	-
			PM	-	-	-	-
2	Lusterleaf Drive and Iris Avenue	TWSC	AM	11.0	B	11.0	B
			MID	10.6	B	10.6	B
			PM	10.9	B	11.0	B
3	Wolfe Road and Iris Avenue	Signalized	AM	20.3	C	20.4	C
			MID	21.4	C	21.5	C
			PM	33.7	C	33.8	C

Notes:

MID = Midday; TWSC = two-way stop control

1. Weighted average control delay measured in seconds per vehicle for signalized intersections. Worst approach delay (seconds per vehicle) and LOS are reported for side-street stop-controlled intersections. No delay is reported for uncontrolled intersections.

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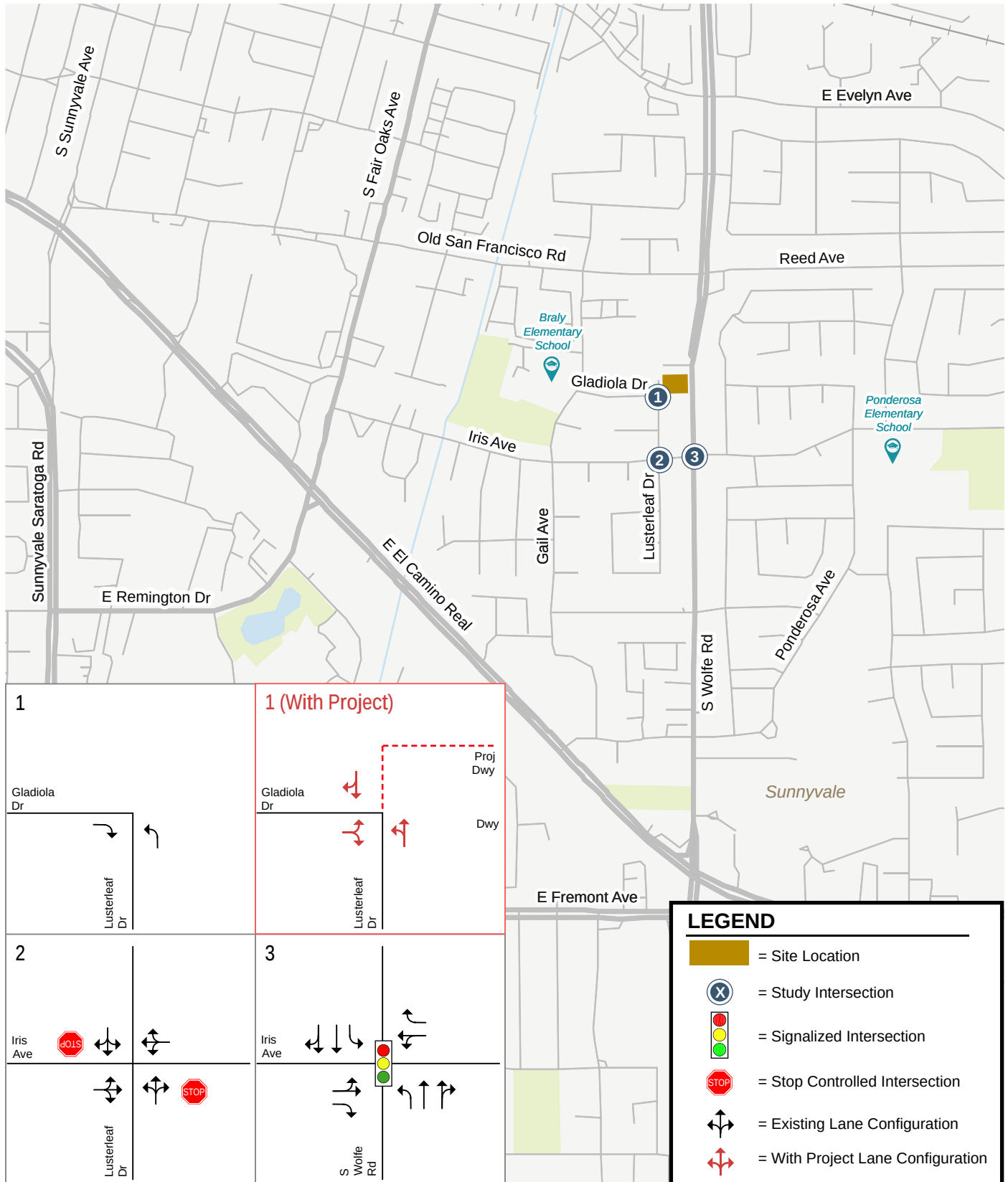


Figure 4
Existing Lane Configurations

781 S Wolfe Road Residential Development

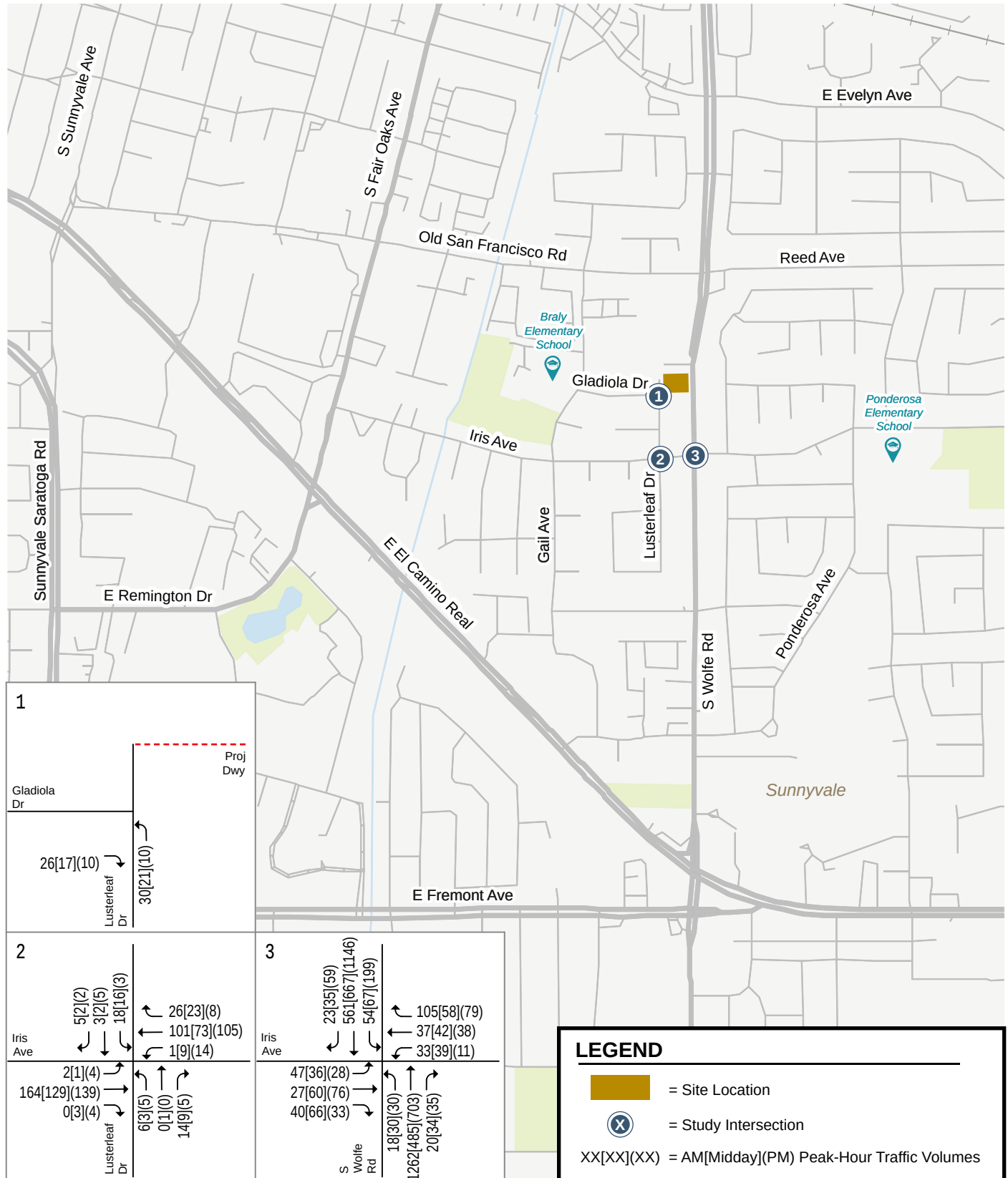


Figure 5
Existing Traffic Volumes

781 S Wolfe Road Residential Development

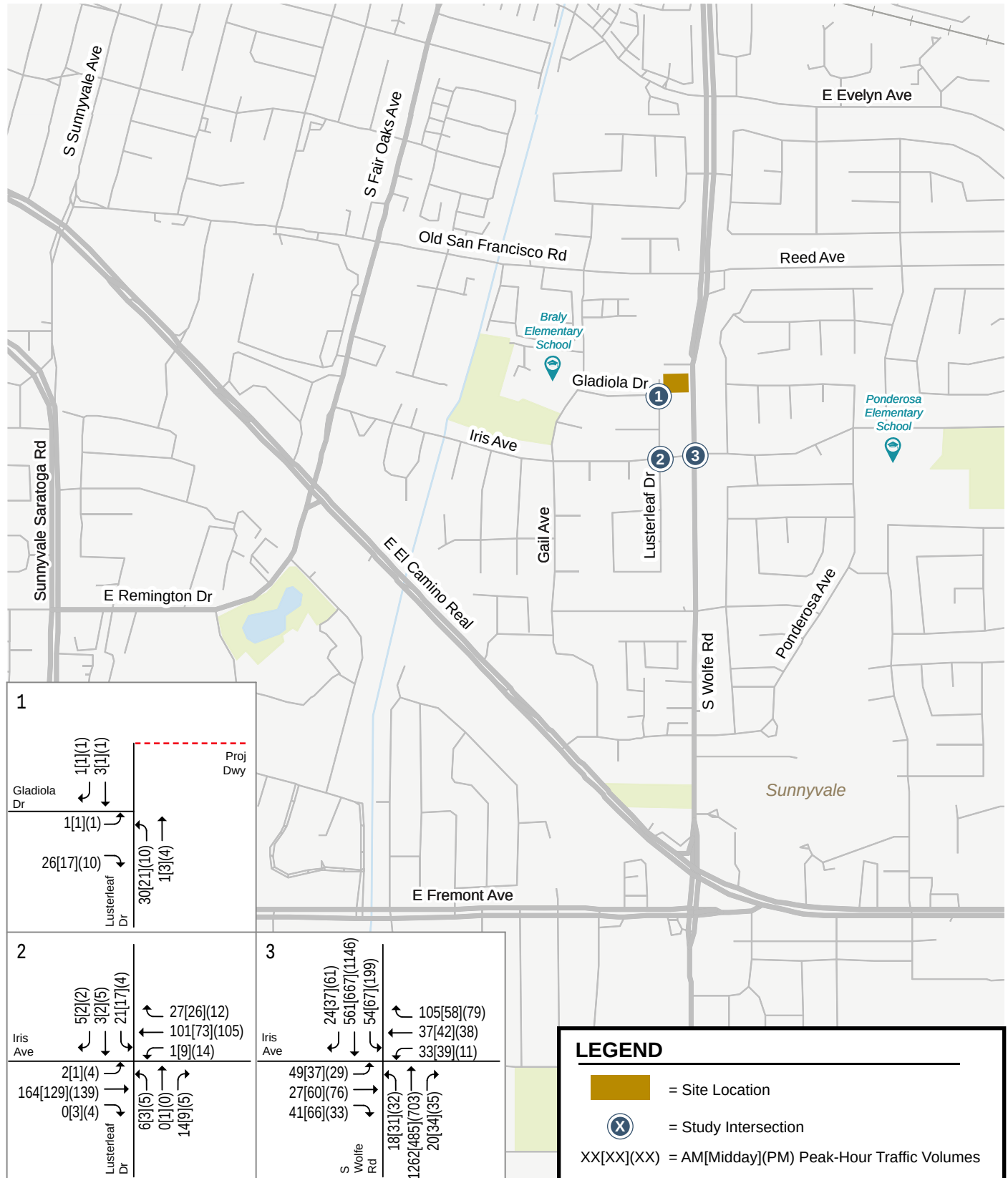


Figure 6
Existing Plus Project Traffic Volumes

Observations of Existing Traffic Conditions

Traffic conditions were observed in the field to identify existing operational deficiencies during the AM and PM peak traffic periods and midday peak school pick-up period. Overall, the study intersections operate adequately. The following conditions were observed in the field:

During the AM peak hour, at the intersection of Wolfe Road and Iris Avenue, eastbound through and left-turn vehicle queues extended to Lusterleaf Drive during the red lights and occasionally blocked northbound right-turn and southbound left-turn vehicles on Lusterleaf Drive from entering Iris Avenue. The blockage occurred briefly; and once the signal at Wolfe Road turns green, vehicles from Lusterleaf Drive can pass through the Wolfe Road and Iris Avenue intersection without issues. Due to low volumes on Lusterleaf Drive, the brief blockage did not cause a queuing issue on Lusterleaf Drive.

Vehicle Queuing

Typically, vehicle queuing analysis is done for high-demand movements at intersections where the project would add a substantial number of trips to the left-turn movements (10 or more peak hour vehicle trips per lane). The project would not be adding 10 or more peak hour vehicles trips per lane to any turning movement (see Figure 3). The project is estimated to add three southbound left-turning vehicles to the intersection of Lusterleaf Drive and Iris Avenue during the AM peak hour. This is equivalent to one vehicle approximately every 20 minutes. Thus, it is not expected that the addition of the project would negatively affect the existing queueing conditions.

Effects on Surrounding Neighborhood Streets

The following street segments that could potentially be affected by the project traffic are evaluated:

- Lusterleaf Drive between Gladiola Drive and Hydrangea Court
- Gladiola Drive between Gail Avenue and Lusterleaf Drive

Lusterleaf Drive provides direct access to the site via the project driveway. Gladiola Drive would be utilized by some of the project-generated traffic. Average daily traffic counts and speed surveys are included in Appendix A.

Speed surveys conducted along the study segments revealed that the 85th percentile speeds on Lusterleaf Drive and Gladiola Drive are 23 to 26 and 25 to 29 miles per hour (mph), respectively (see Table 5). There are no posted speed limits for either street. Speeds within 7 mph of a posted speed limit are typically considered reasonable. The posted speed limit of Iris Avenue, a residential collector street that feeds into Lusterleaf Drive and Gladiola Drive, is 25 mph. Therefore an 85th percentile speed within 32 mph (7 mph above the 25 mph speed limit on Iris Avenue) would be considered reasonable for Lusterleaf Drive and Gladiola Drive. Thus, based on the speed surveys, there is not a speeding issue along the study segments.

The 24-hour tube counts conducted in January 2026 revealed that the study segments of Lusterleaf Drive and Gladiola Drive carry approximately 233 and 225 vehicles per day, respectively (see Table 5). It was estimated that the project would add 50 daily trips to Lusterleaf Drive and 23 daily trips to Gladiola Drive. This is a volume increase of 18% on Lusterleaf Drive and 9% on Gladiola Drive. Due to low traffic volumes on these streets, a relatively low amount of project added trips would not expect to affect the street operations. These streets would continue to operate substantially below capacity for a residential street.

Table 5
Average Daily Traffic on Surrounding Streets

Street Segment	Dir	85th Percentile Speed (mph)	Existing ADT Counts ¹	Project Trips	Existing Plus Project	% Change
Lusterleaf Drive between Gladiola Drive and Hydrangea Court	NB	26	129			
	SB	23	104			
	Total		233	50	283	18%
Gladiola Drive between Gail Avenue and Lusterleaf Drive	EB	25	92			
	WB	29	133			
	Total		225	23	248	9%
Notes: ADT = Average Daily Traffic. 1. 24-hour tube counts were conducted on January 13, 2026.						

Pedestrian Safety Assessment

Collision History

Collision history in the past five years was reviewed for the study intersections and the nearby roadway segments of Lusterleaf Drive between Gladiola Drive and Hydrangea Court, and Gladiola Drive between Gail Avenue and Lusterleaf Drive. Collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for September 2020 through September 2025.

No collisions were recorded at the Lusterleaf Drive/Gladiola Drive and Lusterleaf Drive/Iris Avenue intersections and the study segments on Lusterleaf Drive and Gladiola Drive in the past 5 years. Two collisions were recorded at the intersection of Wolfe Road and Iris Avenue in the past 5 years, both of which involved injury. No pedestrians or cyclists were involved in either collision.

The project would add a small amount of vehicle and pedestrian trips to the surrounding intersections and streets (see Figure 3). Based on the speed surveys discussed above, there is not a speeding issue along the study segments. Therefore, the project is not expected to cause a noticeable increase in collision rate or degrade roadway safety in the project vicinity.

Pedestrian Access

There are 6.5-foot-wide sidewalks along the project frontage on Lusterleaf Drive and Wolfe Road. The project proposes maintaining the existing sidewalks except for the sidewalk on the east side of Lusterleaf Drive north of the proposed project driveway, constructing a new 20-foot-wide driveway approach on Lusterleaf Drive, and a new sidewalk along the internal drive aisle that connects to the sidewalks on Lusterleaf Drive and Wolfe Road. The project would also add two new pedestrian curb ramps in front of the site on both sides of Lusterleaf Drive north of Gladiola Drive. The proposed project would provide a continuous pedestrian network between the project site and nearby places of interest, including the nearby retail plaza at the intersection of Wolfe Road and Old San Francisco Road, bus stops at the intersection of Wolfe Road and Iris Avenue, and Braly Elementary School.

The proposed curb ramps on both sides of Lusterleaf Drive and sidewalk through the project site would help facilitate pedestrians across Lusterleaf Drive and access the retail plaza and bus stops on Wolfe Road.

Safe Routes to School (SRTS) Improvements

The City's Active Transportation Plan (2020) identifies Safe Routes to School (SRTS) improvements to public schools within the city. The project site is located within the Braly Elementary School district boundary. The proposed SRTS improvements are shown graphically in Appendix C. The SRTS improvements would improve pedestrian access to the school.

The status of the SRTS improvements included in the plan for Braly Elementary School are described below.

Implemented

Based on field observations, the following improvements have been implemented as of February 2026: (1) Installation of advanced yield markings and S1-1 School Crosswalk Sign at the northbound and southbound approach at intersection of Gail Avenue and Calla Drive, on the southbound approach at Daffodil Court and Gail Avenue north of Braly Elementary School, and on the northbound and southbound approach at the intersection of Gail Avenue and Gladiola Drive; (2) installation of high visibility crosswalk across north leg of Gail Avenue at Iris Avenue, across west leg of Daffodil Court at Gail Avenue north of Braly Elementary School, and across east leg of Calla Drive at Gail Avenue; and (3) repainting of existing 107 feet of curb space along Gail Avenue to red and installed "Bus Loading Zone".

Underway

The City has completed the design for the SRTS improvement at the intersection of Gail Avenue and Gladiola Drive, with construction scheduled for summer 2026. This improvement project includes installing a new curb ramp and curb extension on the west side of the intersection, as well as curb extension and directional curb ramps at the northeast corner, and the relocation of the existing rectangular rapid flashing beacon (RRFB).

Planned

Other improvements mentioned in the SRTS plan that are not yet constructed are the installation of a high visibility crosswalk across east leg of Gladiola Drive at Gail Avenue, across north leg of Gail Avenue at Calla Drive, and across west, south, and east legs at intersection of Gail Avenue and Iris Avenue.

Conclusions

The traffic study for the residential development at 781 S. Wolfe Road resulted in the following conclusions:

- **Intersection LOS Analysis** – All study intersections are expected to operate at acceptable levels of service under existing and existing plus project conditions.
- **Pedestrian Safety** – The project would provide continuous pedestrian facilities between the project site and nearby points of interest. The proposed curb ramps on both sides of Lusterleaf Drive and sidewalk through the project site would help facilitate pedestrians across Lusterleaf Drive and access the retail plaza and bus stops on Wolfe Road.

There are no speeding issues along the study road segments and the addition of traffic with the project would be low. Only two collisions were recorded in the past 5 years at the study intersections and nearby study road segments. No pedestrians or cyclists were involved in either collision. The project would add a small amount of vehicle and pedestrian trips to the

surrounding intersections and streets and is not expected to degrade roadway safety in the project vicinity.

The Safe Routes to Schools (SRTS) improvements proposed for Braly Elementary School would improve the pedestrian access to the school. The improvements at Gail Avenue and Gladiola Drive (installation of a new curb ramp on west side of intersection, curb extension and directional curb ramps at northeast corner, and relocation of existing RRFB) are scheduled for construction in summer of 2026. Other future improvements include installation of high visibility crosswalks across the east leg of Gladiola Drive at Gail Avenue, across the north leg of Gail Avenue at Calla Drive, and across the west, south, and east legs at Iris Avenue and Gail Avenue.

Appendices

Appendix A – Traffic Counts and ADT data

Appendix B – Intersection Level of Service Calculations

Appendix C – Braly Elementary School SRTS Improvements

Appendix A

Traffic Counts and ADT data



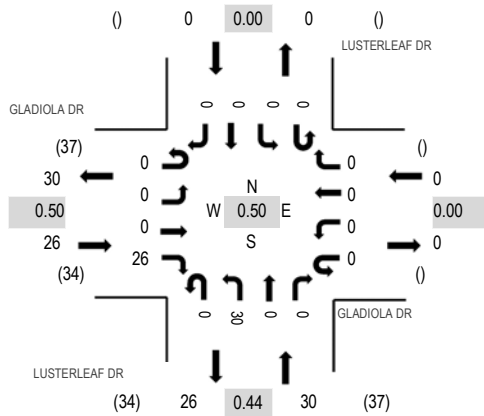
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Date: Tuesday, January 13, 2026

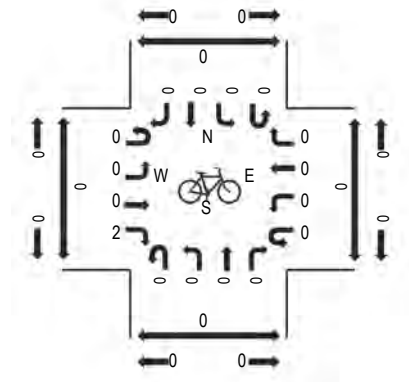
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

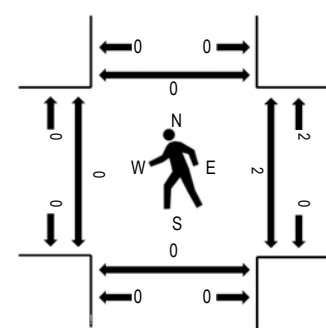
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GLADIOLA DR Eastbound				GLADIOLA DR Westbound				LUSTERLEAF DR Northbound				LUSTERLEAF DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	16	0	0	0	0
7:15 AM	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4	42	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	55	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0	0	8	56	0	1	0	0
8:00 AM	0	0	0	11	0	0	0	0	0	17	0	0	0	0	0	0	28	49	0	1	0	0
8:15 AM	0	0	0	13	0	0	0	0	0	4	0	0	0	0	0	0	17	22	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	8	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	1	1	0	0
9:15 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3		0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
9:45 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2		0	0	0	0

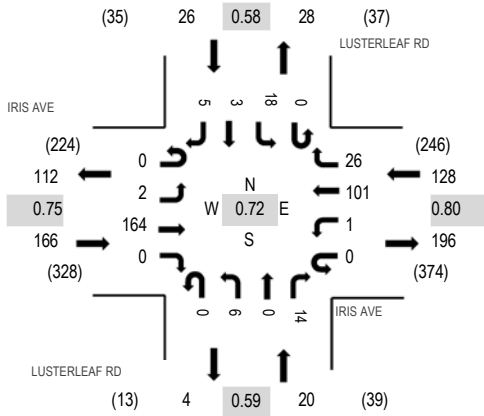
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	26	0	0	0	0	0	29	0	0	0	0	0	0	55
Mediums	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	26	0	0	0	0	0	30	0	0	0	0	0	0	56

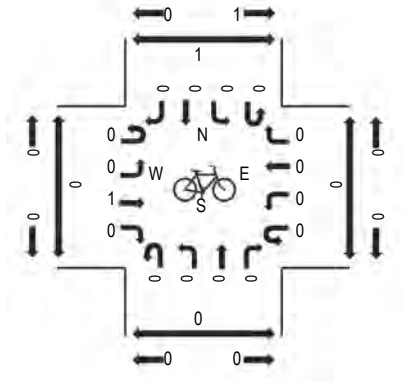


Location: 2 LUSTERLEAF RD & IRIS AVE AM
Date: Tuesday, January 13, 2026
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

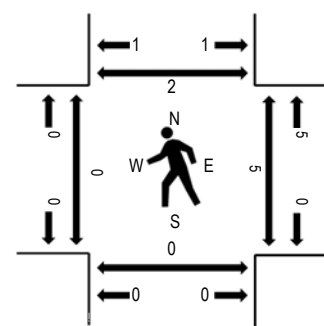
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	IRIS AVE Eastbound				IRIS AVE Westbound				LUSTERLEAF RD Northbound				LUSTERLEAF RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	11	0	0	0	5	0	0	0	0	0	0	2	0	0	18	154	0	0	0	0
7:15 AM	0	0	15	0	0	0	6	0	0	0	1	4	0	2	0	0	28	254	0	0	0	0
7:30 AM	0	1	18	0	0	0	13	1	0	1	0	4	0	2	0	0	40	325	1	0	0	0
7:45 AM	0	0	30	0	0	1	23	6	0	1	0	4	0	2	0	1	68	340	0	3	0	0
8:00 AM	0	1	54	0	0	0	27	13	0	3	0	8	0	10	0	2	118	318	0	2	0	2
8:15 AM	0	1	46	0	0	0	33	5	0	1	0	2	0	6	3	2	99	246	0	0	0	0
8:30 AM	0	0	34	0	0	0	18	2	0	1	0	0	0	0	0	0	55	189	0	0	0	0
8:45 AM	0	0	29	0	0	1	14	2	0	0	0	0	0	0	0	0	46	175	0	0	0	0
9:00 AM	0	0	25	0	0	1	18	1	0	1	0	0	0	0	0	0	46	176	0	1	0	1
9:15 AM	0	0	18	0	0	1	17	1	0	0	1	3	0	0	1	0	42		0	0	0	1
9:30 AM	0	0	22	1	0	0	15	1	0	2	0	0	0	0	0	0	41		0	0	0	0
9:45 AM	0	0	21	1	0	3	18	0	0	2	0	0	0	2	0	0	47		0	0	0	0

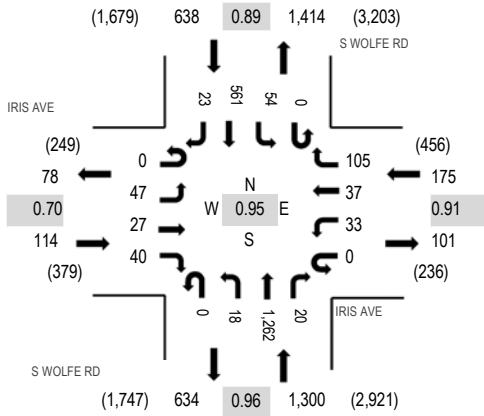
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	2	161	0	0	1	98	26	0	5	0	14	0	18	3	5	333
Mediums	0	0	3	0	0	0	3	0	0	1	0	0	0	0	0	0	7
Total	0	2	164	0	0	1	101	26	0	6	0	14	0	18	3	5	340

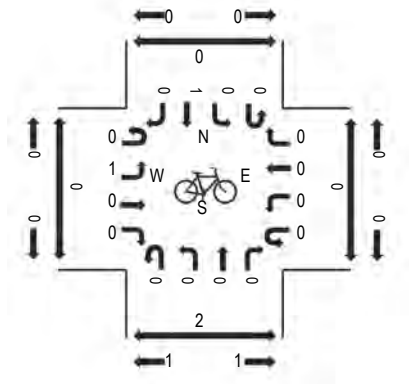


Location: 3 S WOLFE RD & IRIS AVE AM
Date: Tuesday, January 13, 2026
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

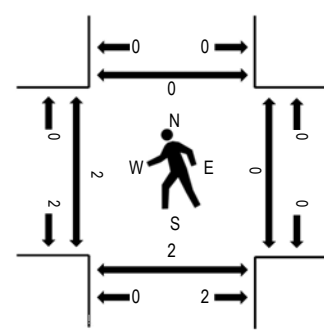
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	IRIS AVE Eastbound				IRIS AVE Westbound				S WOLFE RD Northbound				S WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	2	10	0	5	1	9	0	3	68	0	0	5	55	2	161	1,181	0	1	0	1
7:15 AM	0	7	4	11	0	5	2	15	0	2	124	3	0	3	79	3	258	1,490	0	0	0	0
7:30 AM	0	9	2	14	0	9	6	23	0	5	141	1	0	6	130	2	348	1,759	0	2	0	1
7:45 AM	0	10	4	21	0	3	16	28	0	9	160	4	0	11	141	7	414	1,986	0	0	0	0
8:00 AM	0	24	11	35	0	8	19	13	0	10	200	8	0	14	122	6	470	2,160	2	0	0	2
8:15 AM	0	15	9	30	0	5	22	17	0	11	266	4	0	13	130	5	527	2,216	1	0	0	0
8:30 AM	0	13	10	13	0	9	5	20	0	7	323	8	0	15	144	8	575	2,227	0	0	0	0
8:45 AM	0	12	8	11	0	8	8	28	0	3	326	5	0	15	158	6	588	2,167	1	0	2	0
9:00 AM	0	11	2	11	0	10	11	28	0	6	297	4	0	13	129	4	526	2,094	1	0	0	0
9:15 AM	0	11	7	5	0	6	13	29	0	2	316	3	0	11	130	5	538		0	0	0	0
9:30 AM	0	10	3	10	0	9	6	22	0	7	298	4	0	7	133	6	515		0	0	0	1
9:45 AM	0	15	4	4	0	3	8	27	0	4	287	2	0	11	141	9	515		1	0	0	0

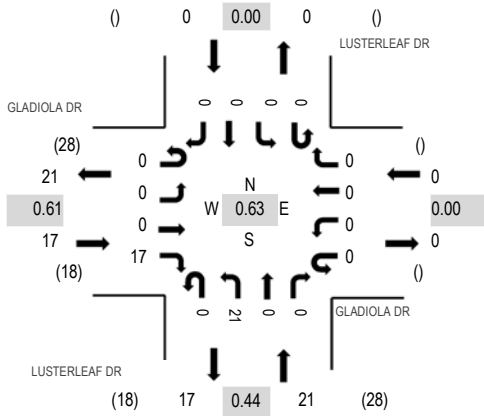
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	47	27	39	0	33	36	104	0	18	1,253	20	0	54	553	23	2,207
Mediums	0	0	0	1	0	0	1	1	0	0	9	0	0	0	8	0	20
Total	0	47	27	40	0	33	37	105	0	18	1,262	20	0	54	561	23	2,227

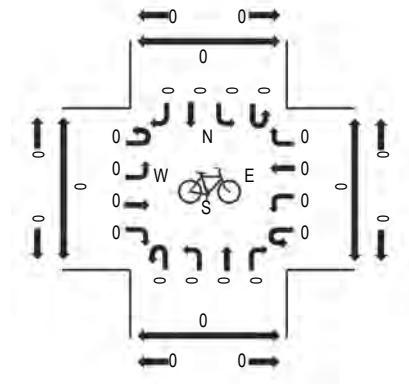


Location: 1 LUSTERLEAF DR & GLADIOLA DR Noon
Date: Tuesday, January 13, 2026
Peak Hour: 01:45 PM - 02:45 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

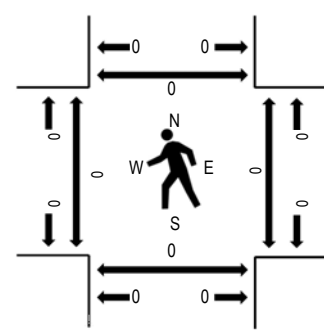
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GLADIOLA DR Eastbound				GLADIOLA DR Westbound				LUSTERLEAF DR Northbound				LUSTERLEAF DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	5	11	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	21	2	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	29	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	38	0	0	0	0
2:00 PM	0	0	0	3	0	0	0	0	0	12	0	0	0	0	0	0	15	35	0	0	0	0
2:15 PM	0	0	0	7	0	0	0	0	0	3	0	0	0	0	0	0	10		0	0	0	0
2:30 PM	0	0	0	7	0	0	0	0	0	3	0	0	0	0	0	0	10		0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0

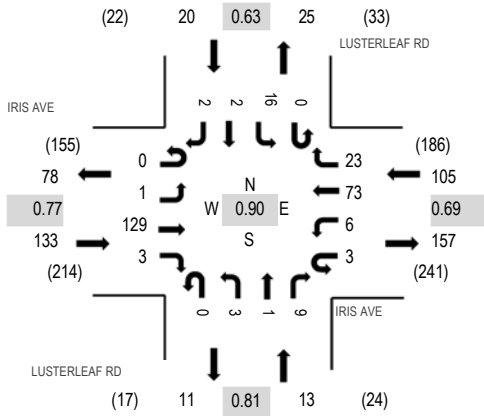
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	17	0	0	0	0	0	21	0	0	0	0	0	0	38
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	17	0	0	0	0	0	21	0	0	0	0	0	0	38

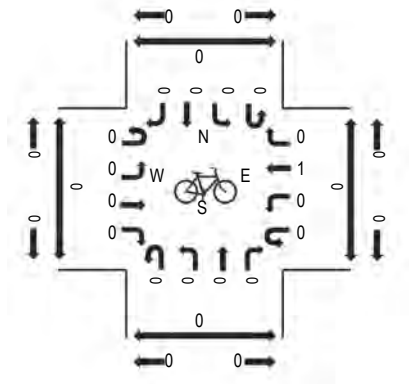


Location: 2 LUSTERLEAF RD & IRIS AVE Noon
Date: Tuesday, January 13, 2026
Peak Hour: 01:45 PM - 02:45 PM
Peak 15-Minutes: 02:15 PM - 02:30 PM

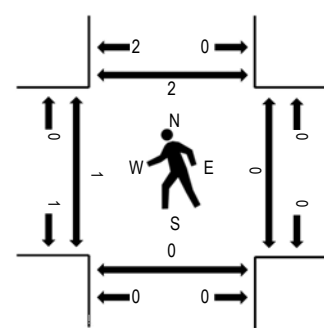
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	IRIS AVE Eastbound				IRIS AVE Westbound				LUSTERLEAF RD Northbound				LUSTERLEAF RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	0	20	1	0	1	8	5	0	2	0	2	0	1	0	0	40	180	0	2	0	0
1:15 PM	0	0	16	2	0	1	19	1	0	2	1	1	0	0	0	1	44	211	2	0	0	0
1:30 PM	0	0	18	1	0	0	23	0	0	1	0	0	0	0	0	0	43	242	0	0	0	0
1:45 PM	0	0	22	2	0	3	16	3	0	2	1	1	0	1	1	1	53	271	1	0	0	0
2:00 PM	0	0	25	0	3	1	22	13	0	0	0	4	0	3	0	0	71	266	0	0	0	1
2:15 PM	0	1	40	0	0	0	19	4	0	1	0	2	0	7	1	0	75		0	0	0	1
2:30 PM	0	0	42	1	0	2	16	3	0	0	0	2	0	5	0	1	72		0	0	0	0
2:45 PM	0	0	23	0	1	0	21	1	0	0	0	2	0	0	0	0	48		0	0	0	1

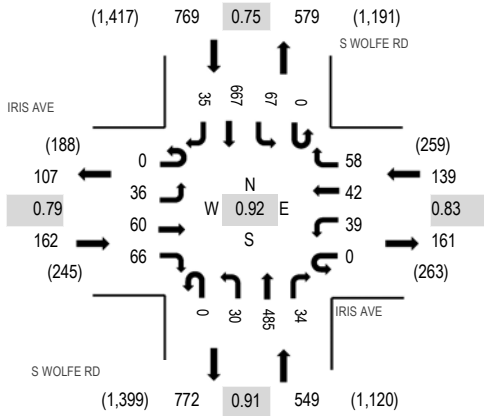
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	123	3	3	6	68	23	0	3	1	9	0	16	2	2	260
Mediums	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	11
Total	0	1	129	3	3	6	73	23	0	3	1	9	0	16	2	2	271

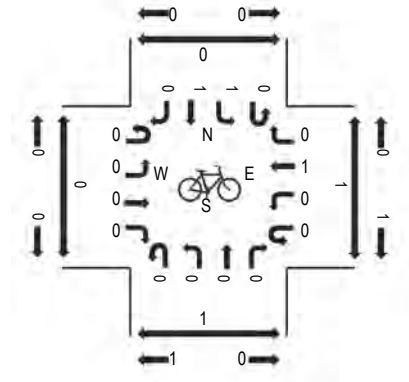


Location: 3 S WOLFE RD & IRIS AVE Noon
Date: Tuesday, January 13, 2026
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

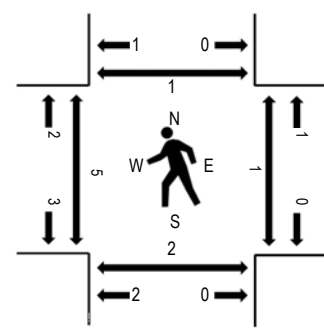
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	IRIS AVE Eastbound				IRIS AVE Westbound				S WOLFE RD Northbound				S WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:00 PM	0	8	6	9	0	7	3	12	0	2	122	3	0	12	150	8	342	1,422	0	0	1	0
1:15 PM	0	4	7	7	0	9	6	10	0	5	137	7	0	12	133	10	347	1,483	0	1	1	0
1:30 PM	0	5	7	6	0	8	13	16	0	3	144	6	0	19	127	8	362	1,535	0	0	1	1
1:45 PM	0	8	7	9	0	8	14	14	0	6	132	4	0	12	154	3	371	1,551	0	5	1	0
2:00 PM	0	10	12	14	0	9	13	10	0	15	144	8	0	20	138	10	403	1,619	1	0	0	0
2:15 PM	0	11	26	12	0	15	9	21	0	4	120	11	0	15	146	9	399		3	0	0	1
2:30 PM	0	9	14	28	0	6	8	12	0	8	115	5	0	15	152	6	378		0	1	1	0
2:45 PM	0	6	8	12	0	9	12	15	0	3	106	10	0	17	231	10	439		1	0	1	0

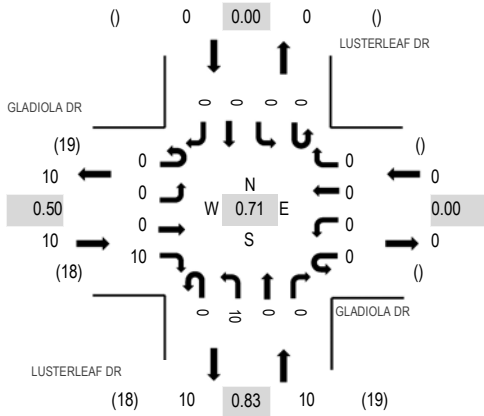
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	35	56	66	0	39	38	57	0	28	473	34	0	67	658	35	1,586
Mediums	0	1	4	0	0	0	4	1	0	2	11	0	0	0	9	0	32
Total	0	36	60	66	0	39	42	58	0	30	485	34	0	67	667	35	1,619

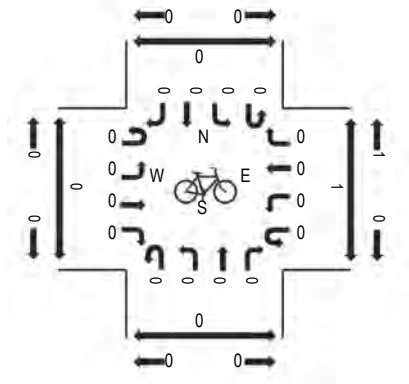


Location: 1 LUSTERLEAF DR & GLADIOLA DR PM
Date: Tuesday, January 13, 2026
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

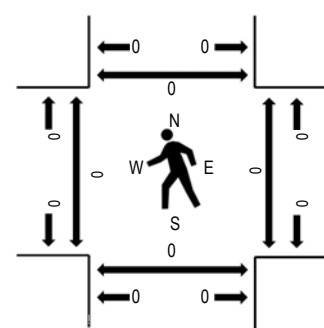
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GLADIOLA DR Eastbound				GLADIOLA DR Westbound				LUSTERLEAF DR Northbound				LUSTERLEAF DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4	20	0	0	0	0
4:15 PM	0	0	0	5	0	0	0	0	0	2	0	0	0	0	0	0	7	16	0	0	0	0
4:30 PM	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	5	12	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4	9	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
5:15 PM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	13	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	12	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4	12	0	0	0	0
6:00 PM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4	8	0	0	0	0
6:15 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2		0	0	0	0
6:30 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2		0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0

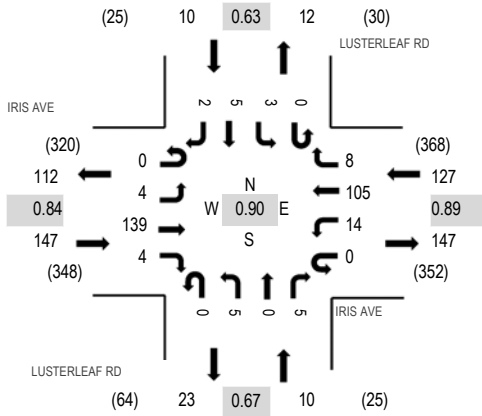
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	10	0	0	0	0	0	10	0	0	0	0	0	0	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	10	0	0	0	0	0	10	0	0	0	0	0	0	20

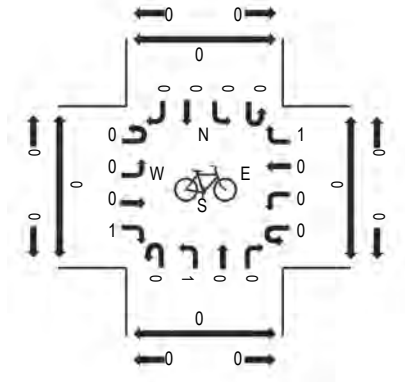


Location: 2 LUSTERLEAF RD & IRIS AVE PM
Date: Tuesday, January 13, 2026
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

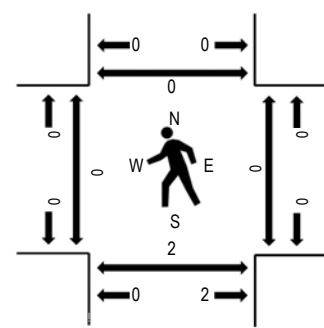
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	IRIS AVE Eastbound				IRIS AVE Westbound				LUSTERLEAF RD Northbound				LUSTERLEAF RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	18	1	0	0	15	2	0	1	1	1	0	2	0	1	42	235	0	0	0	2
4:15 PM	0	0	19	3	0	1	27	2	0	0	0	0	0	3	0	1	56	252	0	0	0	0
4:30 PM	0	0	26	0	0	8	19	1	0	1	1	3	0	1	1	0	61	278	1	0	0	0
4:45 PM	0	1	32	1	0	8	27	4	0	0	1	1	0	0	0	1	76	284	0	0	0	3
5:00 PM	0	0	28	1	0	4	21	0	0	1	0	2	0	1	1	0	59	282	2	0	0	1
5:15 PM	0	1	36	1	0	4	28	2	0	3	0	3	0	1	1	2	82	294	0	0	2	0
5:30 PM	0	2	34	1	0	3	20	1	0	1	0	2	0	0	3	0	67	271	0	0	0	0
5:45 PM	0	0	44	0	0	3	22	4	0	0	0	0	0	1	0	0	74	260	0	0	0	0
6:00 PM	0	1	25	2	0	4	35	1	0	1	0	0	0	1	1	0	71	249	0	0	0	0
6:15 PM	0	0	27	0	0	0	31	0	0	0	0	1	0	0	0	0	59		0	0	0	0
6:30 PM	0	0	18	1	0	3	28	4	0	0	0	0	0	0	0	2	56		0	0	0	0
6:45 PM	0	1	22	2	0	5	31	0	0	1	0	0	0	0	1	0	63		0	0	0	0

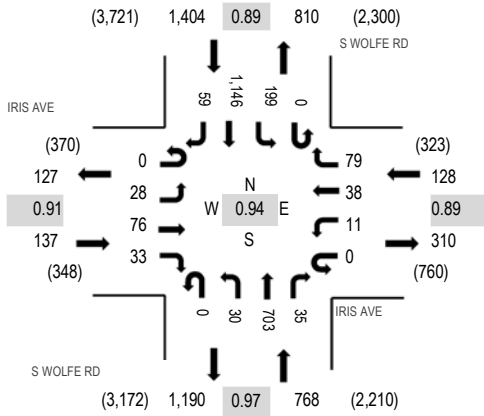
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	136	4	0	14	105	8	0	5	0	5	0	3	5	2	291
Mediums	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	139	4	0	14	105	8	0	5	0	5	0	3	5	2	294

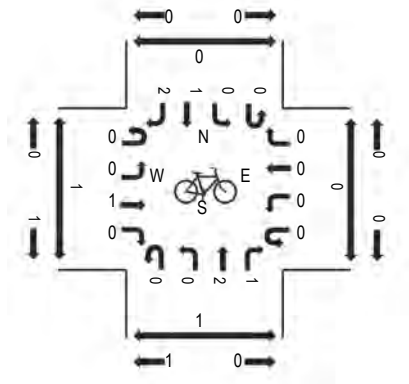


Location: 3 S WOLFE RD & IRIS AVE PM
Date: Tuesday, January 13, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

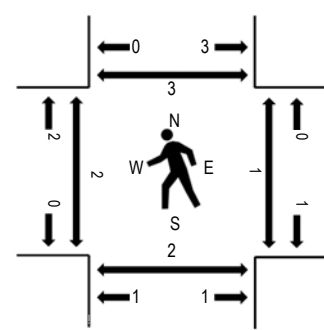
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	IRIS AVE Eastbound				IRIS AVE Westbound				S WOLFE RD Northbound				S WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	7	8	0	9	9	19	0	3	174	7	0	23	261	5	531	2,215	0	0	0	1
4:15 PM	0	2	12	7	0	6	9	8	0	3	162	7	0	22	280	12	530	2,333	2	0	2	0
4:30 PM	0	4	19	6	0	5	5	20	0	8	169	5	0	48	266	17	572	2,437	0	0	0	0
4:45 PM	0	9	17	10	0	3	12	18	0	8	172	11	0	40	264	18	582	2,391	0	0	0	1
5:00 PM	0	7	16	8	0	1	9	26	0	6	170	11	0	49	335	11	649	2,292	0	0	2	1
5:15 PM	0	8	24	9	0	2	12	15	0	8	192	8	0	62	281	13	634	2,202	2	1	0	1
5:30 PM	0	7	16	14	0	0	6	15	0	9	195	3	0	29	223	9	526	2,094	1	23	1	57
5:45 PM	0	13	20	8	0	0	3	1	0	12	186	6	0	44	179	11	483	2,051	2	38	0	28
6:00 PM	0	7	11	7	0	1	11	21	0	16	158	6	0	66	236	19	559	2,095	0	3	1	14
6:15 PM	0	8	15	4	0	0	7	17	0	8	172	10	0	45	222	18	526		0	17	0	29
6:30 PM	0	3	9	8	0	0	7	19	0	14	137	7	0	44	222	13	483		0	3	2	19
6:45 PM	0	7	4	8	0	0	9	18	0	9	135	3	0	34	279	21	527		1	9	3	11

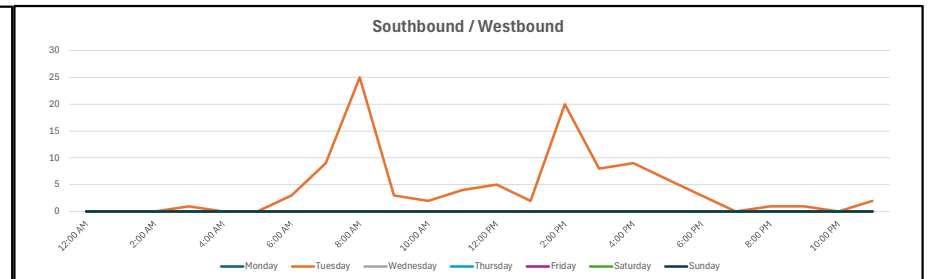
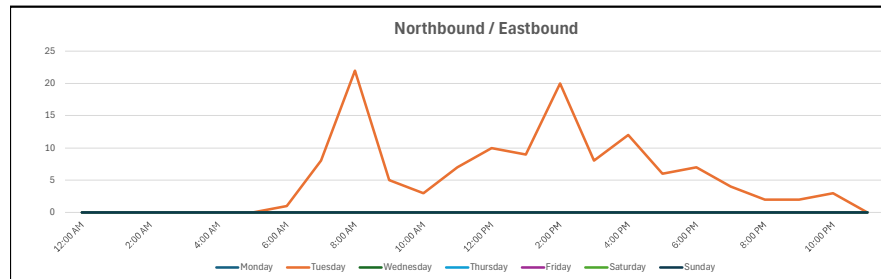
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	28	76	33	0	11	38	79	0	30	697	35	0	199	1,140	58	2,424
Mediums	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	13
Total	0	28	76	33	0	11	38	79	0	30	703	35	0	199	1,146	59	2,437

Vehicle Volume Report - Hourly

Site Description: Lusterleaf Dr S.O Gladiola Dr
Site Number: 4
Start Date: 01/13/2026
End Date: 01/13/2026

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	1/19/26			1/13/26			1/14/26			1/15/26			1/16/26			1/17/26			1/18/26			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	8	9	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	22	25	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	7	4	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	10	5	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	9	2	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	20	20	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	8	8	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	12	9	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	6	6	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	7	3	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	4	0	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	31	37	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	26	23	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	118	99	217	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	129	104	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	55.4%	44.6%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	8:00 AM	9:00 AM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	2:00 PM	3:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Speed Report - Hourly

Site Description: Lusterleaf Dr S.O Gladiola Dr
Site Number: 4
Start Date: 01/13/2026
End Date: 01/13/2026

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	22.4 mph	19.0 mph
50th Percentile	23.2 mph	19.4 mph
85th Percentile	26.4 mph	23.4 mph
95th Percentile	28.9 mph	25.5 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	129	3	6	20	61	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	2.3%	4.7%	15.5%	47.3%	28.7%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	104	6	11	39	40	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	5.8%	10.6%	37.5%	38.5%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	233	9	17	59	101	45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	3.9%	7.3%	25.3%	43.3%	19.3%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Lusterleaf Dr S.O Gladiola Dr
Site Number: 4
Start Date: 01/13/2026
End Date: 01/13/2026

Vehicle Speed Report (Northbound - 01/13/2026)

Tuesday	Northbound																				
1/13/26	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	8	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	22	0	1	3	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	5	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	7	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	10	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	9	1	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	20	0	1	3	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	8	1	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	12	1	0	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	7	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	31	0	4	6	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	26	2	0	6	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	118	3	6	19	57	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	129	3	6	20	61	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	2.3%	4.7%	15.5%	47.3%	28.7%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	23.2 mph																				
85th Percentile	26.4 mph																				
95th Percentile	28.9 mph	Average Speed	22.43 mph																		

Site Description: Lusterleaf Dr S.O Gladiola Dr
Site Number: 4
Start Date: 01/13/2026
End Date: 01/13/2026

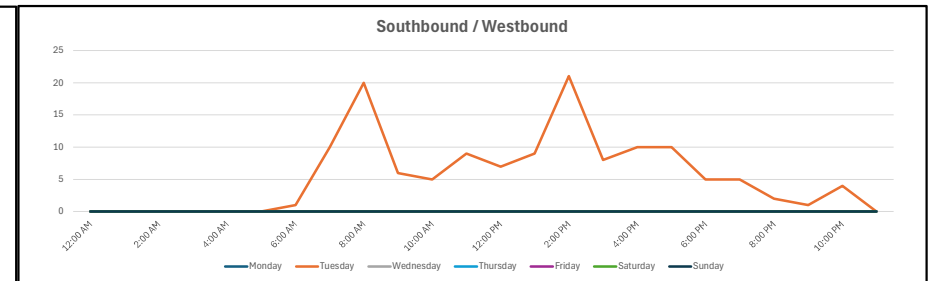
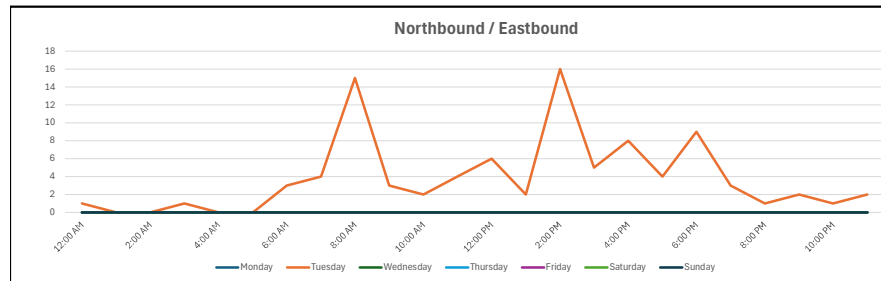
Vehicle Speed Report (Southbound - 01/13/2026)

Tuesday	Southbound																				
1/13/26	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	9	1	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	25	0	1	10	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	20	0	2	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	8	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	9	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	6	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	37	1	2	14	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	23	3	4	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	99	6	11	38	36	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	104	6	11	39	40	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	5.8%	10.6%	37.5%	38.5%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	19.4 mph																				
85th Percentile	23.4 mph																				
95th Percentile	25.5 mph	Average Speed	18.96 mph																		

Vehicle Volume Report - Hourly

Site Description: Gladiola Dr W.O Lusterleaf
Site Number: 5
Start Date: 01/13/2026
End Date: 01/13/2026

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	1/19/26			1/13/26			1/14/26			1/15/26			1/16/26			1/17/26			1/18/26			Tue-Thu		Mon-Fri		Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	4	10	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	15	20	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	4	9	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	6	7	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	2	9	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	16	21	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	5	8	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	8	10	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	4	10	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	9	5	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	3	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	1	4	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	22	31	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	17	28	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	81	121	202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	92	133	225	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	40.9%	59.1%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	8:00 AM	9:00 AM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	2:00 PM	3:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Speed Report - Hourly

Site Description: Gladiola Dr W.O Lusterleaf
Site Number: 5
Start Date: 01/13/2026
End Date: 01/13/2026

Total Study Speed Summary		
	Eastbound	Westbound
Average Speed	19.0 mph	21.2 mph
50th Percentile	18.7 mph	21.3 mph
85th Percentile	24.7 mph	28.5 mph
95th Percentile	27.9 mph	31.5 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Eastbound	92	6	14	31	30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	6.5%	15.2%	33.7%	32.6%	9.8%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Westbound	133	5	13	42	34	28	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	3.8%	9.8%	31.6%	25.6%	21.1%	7.5%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	225	11	27	73	64	37	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	4.9%	12.0%	32.4%	28.4%	16.4%	5.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Gladiola Dr W.O Lusterleaf
Site Number: 5
Start Date: 01/13/2026
End Date: 01/13/2026

Vehicle Speed Report (Eastbound - 01/13/2026)

Tuesday	Eastbound																				
1/13/26	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	4	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	15	2	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	6	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	16	1	2	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	5	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	8	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	9	0	1	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	22	3	1	6	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	17	0	6	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	81	4	11	27	28	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	92	6	14	31	30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	6.5%	15.2%	33.7%	32.6%	9.8%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	18.7 mph																				
85th Percentile	24.7 mph																				
95th Percentile	27.9 mph	Average Speed	19.03 mph																		

Site Description: Gladiola Dr W.O Lusterleaf
Site Number: 5
Start Date: 01/13/2026
End Date: 01/13/2026

Vehicle Speed Report (Westbound - 01/13/2026)

Tuesday	Westbound																				
1/13/26	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	10	1	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	20	1	2	8	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	6	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	9	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	7	0	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	9	1	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	21	1	6	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	8	0	1	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	10	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	10	1	0	3	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	5	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	5	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	4	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	31	2	4	14	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	28	1	1	6	6	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	121	5	12	39	27	27	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	133	5	13	42	34	28	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	3.8%	9.8%	31.6%	25.6%	21.1%	7.5%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	21.3 mph																				
85th Percentile	28.5 mph																				
95th Percentile	31.5 mph	Average Speed	21.23 mph																		

Appendix B

Intersection Level of Service Calculations

Vistro File: P:\...\781 S Wolfe - 2025_Vistro_2026-03-04.vistro

Scenario 1 Exist AM

Report File: P:\...\1 Exist AM 2026-03-04.pdf

3/5/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lusterleaf Dr & Gladiola Dr	Uncontrolled	?		?	?	?
2	Lusterleaf Dr & Iris Ave	Two-way stop	HCM 7th Edition	SB Thru	0.005	11.0	B
3	Wolfe Rd. & Iris Ave.	Signalized	HCM 7th Edition	NB Left	0.518	20.3	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Lusterleaf Dr & Gladiola Dr

Control Type:	Uncontrolled	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Base Volume Input [veh/h]	30	0	0	0	0	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	0	0	0	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	0	7
Total Analysis Volume [veh/h]	30	0	0	0	0	26
Presence of On-Street Parking	No	No			No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Level Of Service Report
Intersection 2: Lusterleaf Dr & Iris Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	6	0	14	18	3	5	2	164	0	1	101	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	0	14	18	3	5	2	164	0	1	101	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	4	5	1	1	1	41	0	0	25	7
Total Analysis Volume [veh/h]	6	0	14	18	3	5	2	164	0	1	101	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.60	10.99	9.20	10.75	10.98	9.04	7.47	0.00	0.00	7.55	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/l/n]	0.08	0.08	0.08	0.12	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/l/n]	1.93	1.93	1.93	2.95	2.95	2.95	0.08	0.08	0.08	0.04	0.04	0.04
d_A, Approach Delay [s/veh]	9.62			10.45			0.09			0.06		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	1.43											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: Wolfe Rd. & Iris Ave.

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	18	1262	20	54	561	23	47	27	40	33	37	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	1262	20	54	561	23	47	27	40	33	37	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	316	5	14	140	6	12	7	10	8	9	26
Total Analysis Volume [veh/h]	18	1262	20	54	561	23	47	27	40	33	37	105
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	160
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	86.0
Offset Reference	Beginning of First Yellow
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	1	6	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	4	8	0	4	8	0	0	8	0	0	8	0
Amber [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	12.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	18.0	101.0	0.0	18.0	101.0	0.0	0.0	41.0	0.0	0.0	41.0	0.0
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Calculated Cycle Length [s]	160	160	160	160	160	160	160	160	160	160
L, Total Lost Time per Cycle [s]	5.00	6.20	6.20	5.00	6.20	6.20	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.20	4.20	3.00	4.20	4.20	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]	2.8	115.9	115.9	13.0	126.1	126.1	14.3	14.3	14.3	14.3
g / C, Green / Cycle	0.02	0.72	0.72	0.08	0.79	0.79	0.09	0.09	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.01	0.38	0.38	0.03	0.17	0.17	0.06	0.03	0.05	0.07
s, saturation flow rate [veh/h]	1603	1683	1674	1603	1683	1660	1244	1431	1391	1431
c, Capacity [veh/h]	28	1219	1212	130	1326	1308	148	128	157	128
d1, Uniform Delay [s]	78.07	9.83	9.84	69.88	4.36	4.36	70.61	68.24	69.62	71.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.06	1.63	1.64	2.10	0.39	0.39	2.60	1.38	1.96	12.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.53	0.53	0.41	0.22	0.22	0.50	0.31	0.44	0.82
d, Delay for Lane Group [s/veh]	99.13	11.47	11.48	71.98	4.75	4.75	73.21	69.62	71.58	83.72
Lane Group LOS	F	B	B	E	A	A	E	E	E	F
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.91	10.28	10.23	2.20	2.46	2.44	3.08	1.60	2.86	4.69
50th-Percentile Queue Length [ft/ln]	22.71	256.93	255.85	54.92	61.57	60.89	76.90	39.90	71.39	117.29
95th-Percentile Queue Length [veh/ln]	1.64	15.53	15.48	3.95	4.43	4.38	5.54	2.87	5.14	8.24
95th-Percentile Queue Length [ft/ln]	40.88	388.36	387.01	98.85	110.82	109.60	138.43	71.83	128.50	206.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.13	11.47	11.48	71.98	4.75	4.75	73.21	73.21	69.62	71.58	71.58	83.72
Movement LOS	F	B	B	E	A	A	E	E	E	E	E	F
d_A, Approach Delay [s/veh]	12.69			10.44			71.95			78.87		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	20.28											
Intersection LOS	C											
Intersection V/C	0.518											

Emissions

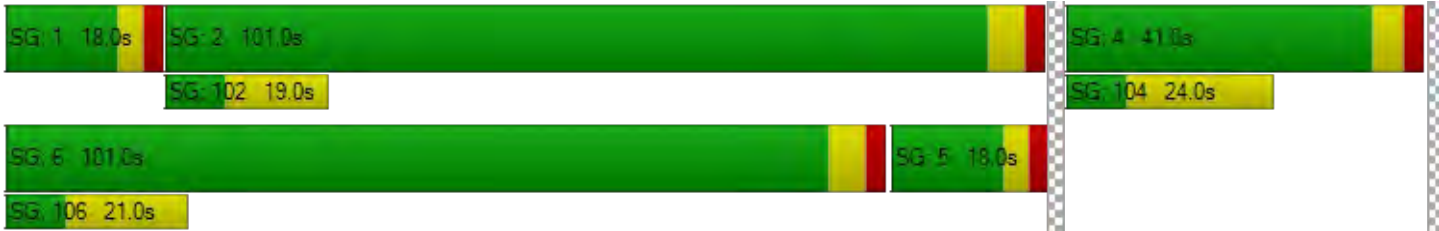
Vehicle Miles Traveled [mph]	0.42	15.17	15.09	1.27	6.93	6.85	3.82	2.06	1.66	2.49
Stops [stops/h]	20.44	231.23	230.27	49.42	55.41	54.80	69.21	35.91	64.25	105.56
Fuel consumption [US gal/h]	0.49	3.40	3.39	1.12	0.88	0.87	1.64	0.85	1.44	2.47
CO [g/h]	34.49	237.74	236.78	78.04	61.19	60.50	114.76	59.41	100.85	172.95
NOx [g/h]	6.71	46.26	46.07	15.18	11.91	11.77	22.33	11.56	19.62	33.65
VOC [g/h]	7.99	55.10	54.88	18.09	14.18	14.02	26.60	13.77	23.37	40.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	69.38			69.38			69.38			69.38		
I_p,int, Pedestrian LOS Score for Intersectio	2.751			2.794			2.030			2.057		
Crosswalk LOS	C			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1185			1185			443			443		
d_b, Bicycle Delay [s]	13.28			13.28			48.52			48.52		
I_b,int, Bicycle LOS Score for Intersection	2.632			2.086			1.748			1.848		
Bicycle LOS	B			B			A			A		

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 1 Exist AM

Report File: P:\...\1 Exist AM 2026-03-04.pdf

3/5/2026

Turning Movement Volume: Summary

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Left	Right	
1	Lusterleaf Dr & Gladiola Dr	30	26	56

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	6	0	14	18	3	5	2	164	0	1	101	26	340

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	18	1262	20	54	561	23	47	27	40	33	37	105	2227

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Scenario 1 Exist AM

Report File: P:\...\1 Exist AM 2026-03-04.pdf

3/5/2026

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Left	Right	
1	Lusterleaf Dr & Gladiola Dr	Final Base	30	26	56
		Growth Factor	1.00	1.00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	30	26	56

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	Final Base	6	0	14	18	3	5	2	164	0	1	101	26	340
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	6	0	14	18	3	5	2	164	0	1	101	26	340

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	Final Base	18	1262	20	54	561	23	47	27	40	33	37	105	2227
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	18	1262	20	54	561	23	47	27	40	33	37	105	2227

Signal Warrants Report For Intersection 2: Lusterleaf Dr & Iris Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	128	166	20	26
2	124	161	19	25
3	122	158	19	25
4	114	148	18	23
5	101	131	16	21
6	100	129	16	20
7	99	128	15	20
8	90	116	14	18
9	88	115	14	18
10	87	113	14	18
11	76	98	12	15
12	70	91	11	14
13	69	90	11	14
14	51	66	8	10
15	51	66	8	10
16	36	46	6	7
17	20	27	3	4
18	20	27	3	4
19	12	15	2	2
20	6	8	1	1
21	4	5	1	1
22	1	2	0	0
23	1	2	0	0
24	1	2	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	294	1	26	No	No	No	No	No	No	No	No	No	No
2	1	285	1	25	No	No	No	No	No	No	No	No	No	No
3	1	280	1	25	No	No	No	No	No	No	No	No	No	No
4	1	262	1	23	No	No	No	No	No	No	No	No	No	No
5	1	232	1	21	No	No	No	No	No	No	No	No	No	No
6	1	229	1	20	No	No	No	No	No	No	No	No	No	No
7	1	227	1	20	No	No	No	No	No	No	No	No	No	No
8	1	206	1	18	No	No	No	No	No	No	No	No	No	No
9	1	203	1	18	No	No	No	No	No	No	No	No	No	No
10	1	200	1	18	No	No	No	No	No	No	No	No	No	No
11	1	174	1	15	No	No	No	No	No	No	No	No	No	No
12	1	161	1	14	No	No	No	No	No	No	No	No	No	No
13	1	159	1	14	No	No	No	No	No	No	No	No	No	No
14	1	117	1	10	No	No	No	No	No	No	No	No	No	No
15	1	117	1	10	No	No	No	No	No	No	No	No	No	No
16	1	82	1	7	No	No	No	No	No	No	No	No	No	No
17	1	47	1	4	No	No	No	No	No	No	No	No	No	No
18	1	47	1	4	No	No	No	No	No	No	No	No	No	No
19	1	27	1	2	No	No	No	No	No	No	No	No	No	No
20	1	14	1	1	No	No	No	No	No	No	No	No	No	No
21	1	9	1	1	No	No	No	No	No	No	No	No	No	No
22	1	3	1	0	No	No	No	No	No	No	No	No	No	No
23	1	3	1	0	No	No	No	No	No	No	No	No	No	No
24	1	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6	10.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:03	0:04
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	20	26
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	340	340
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

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Scenario 2 Exist MID

Report File: P:\...\2 Exist MID 2026-03-04.pdf

3/5/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lusterleaf Dr & Gladiola Dr	Uncontrolled	?		?	?	?
2	Lusterleaf Dr & Iris Ave	Two-way stop	HCM 7th Edition	SB Thru	0.003	10.6	B
3	Wolfe Rd. & Iris Ave.	Signalized	HCM 7th Edition	NB Left	0.322	21.4	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Lusterleaf Dr & Gladiola Dr

Control Type:	Uncontrolled	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Base Volume Input [veh/h]	21	0	0	0	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	0	0	0	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	0	0	0	4
Total Analysis Volume [veh/h]	21	0	0	0	0	17
Presence of On-Street Parking	No	No			No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Level Of Service Report
Intersection 2: Lusterleaf Dr & Iris Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	3	1	9	16	2	2	1	129	3	9	73	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1	9	16	2	2	1	129	3	9	73	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	4	1	1	0	32	1	2	18	6
Total Analysis Volume [veh/h]	3	1	9	16	2	2	1	129	3	9	73	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.15	10.60	8.99	10.28	10.60	8.84	7.40	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/l/n]	0.05	0.05	0.05	0.09	0.09	0.09	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/l/n]	1.19	1.19	1.19	2.15	2.15	2.15	0.04	0.04	0.04	0.40	0.40	0.40
d_A, Approach Delay [s/veh]	9.38			10.17			0.06			0.64		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	1.48											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: Wolfe Rd. & Iris Ave.

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.322

Intersection Setup

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	30	485	34	67	667	35	36	60	66	39	42	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	485	34	67	667	35	36	60	66	39	42	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	121	9	17	167	9	9	15	17	10	11	15
Total Analysis Volume [veh/h]	30	485	34	67	667	35	36	60	66	39	42	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	89.0
Offset Reference	Beginning of First Yellow
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	1	6	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	4	8	0	4	8	0	0	8	0	0	8	0
Amber [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	12.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20.0	80.0	0.0	20.0	80.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Calculated Cycle Length [s]	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	5.00	6.20	6.20	5.00	6.20	6.20	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.20	4.20	3.00	4.20	4.20	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]	3.4	95.7	95.7	15.0	107.2	107.2	12.5	12.5	12.5	12.5
g / C, Green / Cycle	0.02	0.68	0.68	0.11	0.77	0.77	0.09	0.09	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.02	0.16	0.16	0.04	0.21	0.21	0.07	0.05	0.07	0.04
s, saturation flow rate [veh/h]	1603	1683	1645	1603	1683	1654	1336	1431	1178	1431
c, Capacity [veh/h]	40	1151	1125	172	1290	1268	154	127	143	127
d1, Uniform Delay [s]	67.86	8.27	8.28	58.24	4.83	4.83	62.35	60.94	61.94	60.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	25.10	0.46	0.47	1.44	0.53	0.54	4.09	3.27	3.52	2.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.23	0.23	0.39	0.27	0.27	0.62	0.52	0.57	0.46
d, Delay for Lane Group [s/veh]	92.96	8.73	8.75	59.68	5.36	5.37	66.44	64.21	65.46	63.14
Lane Group LOS	F	A	A	E	A	A	E	E	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.35	3.07	3.02	2.29	2.98	2.93	3.54	2.37	2.96	2.06
50th-Percentile Queue Length [ft/ln]	33.68	76.77	75.50	57.37	74.38	73.24	88.45	59.15	74.08	51.41
95th-Percentile Queue Length [veh/ln]	2.42	5.53	5.44	4.13	5.36	5.27	6.37	4.26	5.33	3.70
95th-Percentile Queue Length [ft/ln]	60.62	138.19	135.89	103.27	133.89	131.83	159.21	106.47	133.34	92.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	92.96	8.74	8.75	59.68	5.36	5.37	66.44	66.44	64.21	65.46	65.46	63.14
Movement LOS	F	A	A	E	A	A	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	13.34			10.09			65.53			64.49		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	21.41											
Intersection LOS	C											
Intersection V/C	0.322											

Emissions

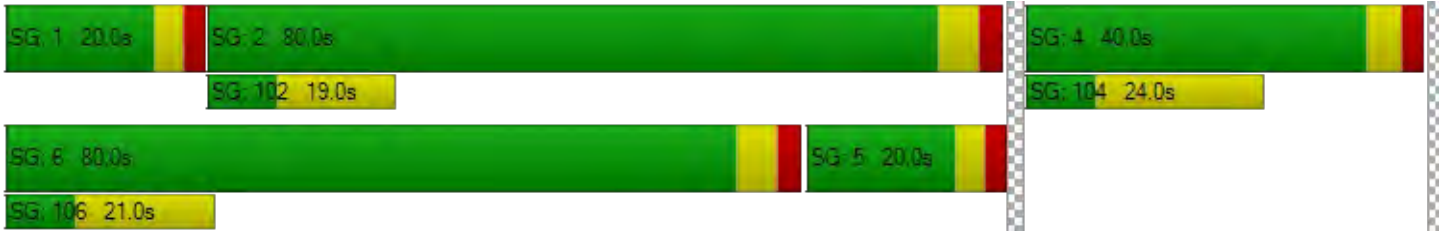
Vehicle Miles Traveled [mph]	0.71	6.18	6.07	1.58	8.35	8.22	4.95	3.40	1.92	1.37
Stops [stops/h]	34.64	78.97	77.65	59.01	76.51	75.33	90.98	60.84	76.20	52.88
Fuel consumption [US gal/h]	0.79	1.16	1.14	1.20	1.15	1.13	2.00	1.34	1.58	1.09
CO [g/h]	55.08	80.82	79.45	84.21	80.55	79.30	140.09	93.56	110.37	76.46
NOx [g/h]	10.72	15.72	15.46	16.38	15.67	15.43	27.26	18.20	21.47	14.88
VOC [g/h]	12.77	18.73	18.41	19.52	18.67	18.38	32.47	21.68	25.58	17.72

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	59.43			59.43			59.43			59.43		
I_p,int, Pedestrian LOS Score for Intersectio	2.634			2.635			2.049			2.059		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1054			1054			491			491		
d_b, Bicycle Delay [s]	15.65			15.65			39.83			39.83		
I_b,int, Bicycle LOS Score for Intersection	2.013			2.194			1.827			1.789		
Bicycle LOS	B			B			A			A		

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\781 S Wolfe - 2025_Vistro_2026-03-04.vistro

Scenario 2 Exist MID

Report File: P:\...\2 Exist MID 2026-03-04.pdf

3/5/2026

Turning Movement Volume: Summary

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Left	Right	
1	Lusterleaf Dr & Gladiola Dr	21	17	38

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	3	1	9	16	2	2	1	129	3	9	73	23	271

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	30	485	34	67	667	35	36	60	66	39	42	58	1619

Vistro File: P:\...\781 S Wolfe - 2025_Vistro_2026-03-04.vistro

Scenario 2 Exist MID

Report File: P:\...\2 Exist MID 2026-03-04.pdf

3/5/2026

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Left	Right	
1	Lusterleaf Dr & Gladiola Dr	Final Base	21	17	38
		Growth Factor	1.00	1.00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	21	17	38

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	Final Base	3	1	9	16	2	2	1	129	3	9	73	23	271
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	3	1	9	16	2	2	1	129	3	9	73	23	271

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	Final Base	30	485	34	67	667	35	36	60	66	39	42	58	1619
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	30	485	34	67	667	35	36	60	66	39	42	58	1619

Signal Warrants Report For Intersection 2: Lusterleaf Dr & Iris Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	105	133	13	20
2	102	129	13	19
3	100	126	12	19
4	93	118	12	18
5	83	105	10	16
6	82	104	10	16
7	81	102	10	15
8	74	93	9	14
9	72	92	9	14
10	71	90	9	14
11	62	78	8	12
12	58	73	7	11
13	57	72	7	11
14	42	53	5	8
15	42	53	5	8
16	29	37	4	6
17	17	21	2	3
18	17	21	2	3
19	9	12	1	2
20	5	7	1	1
21	3	4	0	1
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	238	1	20	No	No	No	No	No	No	No	No	No	No
2	1	231	1	19	No	No	No	No	No	No	No	No	No	No
3	1	226	1	19	No	No	No	No	No	No	No	No	No	No
4	1	211	1	18	No	No	No	No	No	No	No	No	No	No
5	1	188	1	16	No	No	No	No	No	No	No	No	No	No
6	1	186	1	16	No	No	No	No	No	No	No	No	No	No
7	1	183	1	15	No	No	No	No	No	No	No	No	No	No
8	1	167	1	14	No	No	No	No	No	No	No	No	No	No
9	1	164	1	14	No	No	No	No	No	No	No	No	No	No
10	1	161	1	14	No	No	No	No	No	No	No	No	No	No
11	1	140	1	12	No	No	No	No	No	No	No	No	No	No
12	1	131	1	11	No	No	No	No	No	No	No	No	No	No
13	1	129	1	11	No	No	No	No	No	No	No	No	No	No
14	1	95	1	8	No	No	No	No	No	No	No	No	No	No
15	1	95	1	8	No	No	No	No	No	No	No	No	No	No
16	1	66	1	6	No	No	No	No	No	No	No	No	No	No
17	1	38	1	3	No	No	No	No	No	No	No	No	No	No
18	1	38	1	3	No	No	No	No	No	No	No	No	No	No
19	1	21	1	2	No	No	No	No	No	No	No	No	No	No
20	1	12	1	1	No	No	No	No	No	No	No	No	No	No
21	1	7	1	1	No	No	No	No	No	No	No	No	No	No
22	1	2	1	0	No	No	No	No	No	No	No	No	No	No
23	1	2	1	0	No	No	No	No	No	No	No	No	No	No
24	1	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.4	10.2
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:02	0:03
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	13	20
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	271	271
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

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Scenario 3 Exist PM

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lusterleaf Dr & Gladiola Dr	Uncontrolled	?		?	?	?
2	Lusterleaf Dr & Iris Ave	Two-way stop	HCM 7th Edition	SB Thru	0.008	10.9	B
3	Wolfe Rd. & Iris Ave.	Signalized	HCM 7th Edition	SB Left	0.472	33.7	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Lusterleaf Dr & Gladiola Dr

Control Type:	Uncontrolled	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Base Volume Input [veh/h]	10	0	0	0	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	0	0	0	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	0	0	0	3
Total Analysis Volume [veh/h]	10	0	0	0	0	10
Presence of On-Street Parking	No	No			No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Level Of Service Report
Intersection 2: Lusterleaf Dr & Iris Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	5	0	5	3	5	2	4	139	4	14	105	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	5	3	5	2	4	139	4	14	105	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	1	1	1	1	35	1	4	26	2
Total Analysis Volume [veh/h]	5	0	5	3	5	2	4	139	4	14	105	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

[illegible]

Intersection Level Of Service Report
Intersection 3: Wolfe Rd. & Iris Ave.

Control Type:	Signalized	Delay (sec / veh):	33.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

Intersection Setup

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	30	703	35	199	1146	59	28	76	33	11	38	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	703	35	199	1146	59	28	76	33	11	38	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	176	9	50	287	15	7	19	8	3	10	20
Total Analysis Volume [veh/h]	30	703	35	199	1146	59	28	76	33	11	38	79
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	160
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	139.0
Offset Reference	Beginning of First Yellow
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	1	6	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	4	8	0	4	8	0	0	8	0	0	8	0
Amber [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	12.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19.0	108.0	0.0	21.0	110.0	0.0	0.0	31.0	0.0	0.0	31.0	0.0
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Calculated Cycle Length [s]	160	160	160	160	160	160	160	160	160	160
L, Total Lost Time per Cycle [s]	5.00	6.20	6.20	5.00	6.20	6.20	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.20	4.20	3.00	4.20	4.20	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]	3.7	114.5	114.5	16.0	126.8	126.8	12.7	12.7	12.7	12.7
g / C, Green / Cycle	0.02	0.72	0.72	0.10	0.79	0.79	0.08	0.08	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.02	0.22	0.22	0.12	0.36	0.36	0.07	0.02	0.03	0.06
s, saturation flow rate [veh/h]	1603	1683	1655	1603	1683	1654	1598	1431	1565	1431
c, Capacity [veh/h]	38	1204	1184	160	1333	1310	156	114	152	114
d1, Uniform Delay [s]	77.73	8.32	8.32	72.00	5.42	5.43	72.32	69.37	69.80	71.73
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	30.08	0.67	0.68	150.41	1.12	1.15	4.85	1.39	1.21	7.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.31	0.31	1.24	0.46	0.46	0.67	0.29	0.32	0.69
d, Delay for Lane Group [s/veh]	107.81	8.99	9.00	222.41	6.54	6.58	77.18	70.76	71.01	79.07
Lane Group LOS	F	A	A	F	A	A	E	E	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.55	4.88	4.81	13.31	6.43	6.36	4.44	1.33	1.97	3.41
50th-Percentile Queue Length [ft/ln]	38.86	121.95	120.13	332.67	160.78	159.05	110.93	33.22	49.27	85.32
95th-Percentile Queue Length [veh/ln]	2.80	8.50	8.40	20.90	10.59	10.50	7.89	2.39	3.55	6.14
95th-Percentile Queue Length [ft/ln]	69.95	212.51	210.01	522.51	264.76	262.47	197.29	59.79	88.69	153.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	107.81	8.99	9.00	222.41	6.56	6.58	77.18	77.18	70.76	71.01	71.01	79.07
Movement LOS	F	A	A	F	A	A	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	12.85			37.16			75.63			75.99		
Approach LOS	B			D			E			E		
d_I, Intersection Delay [s/veh]	33.70											
Intersection LOS	C											
Intersection V/C	0.472											

Emissions

Vehicle Miles Traveled [mph]	0.71	8.78	8.64	4.70	14.32	14.12	5.36	1.70	1.16	1.87
Stops [stops/h]	34.97	109.76	108.12	299.40	144.70	143.15	99.83	29.90	44.34	76.79
Fuel consumption [US gal/h]	0.88	1.65	1.62	10.85	2.20	2.17	2.41	0.71	1.00	1.77
CO [g/h]	61.54	115.20	113.48	758.58	153.57	151.94	168.14	49.65	69.96	123.89
NOx [g/h]	11.97	22.41	22.08	147.59	29.88	29.56	32.71	9.66	13.61	24.10
VOC [g/h]	14.26	26.70	26.30	175.81	35.59	35.21	38.97	11.51	16.21	28.71

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	69.38			69.38			69.38			69.38		
I_p,int, Pedestrian LOS Score for Intersectio	2.725			2.799			2.053			2.110		
Crosswalk LOS	B			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1273			1298			318			318		
d_b, Bicycle Delay [s]	10.59			9.87			56.62			56.62		
I_b,int, Bicycle LOS Score for Intersection	2.193			2.718			1.786			1.771		
Bicycle LOS	B			B			A			A		

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 3 Exist PM

Report File: P:\...\3 Exist PM 2026-03-04.pdf

3/5/2026

Turning Movement Volume: Summary

ID	Intersection Name	Northbound	Eastbound	Total Volume
		Left	Right	
1	Lusterleaf Dr & Gladiola Dr	10	10	20

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	5	0	5	3	5	2	4	139	4	14	105	8	294

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	30	703	35	199	1146	59	28	76	33	11	38	79	2437

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Scenario 3 Exist PM

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3/5/2026

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound	Eastbound	Total Volume
			Left	Right	
1	Lusterleaf Dr & Gladiola Dr	Final Base	10	10	20
		Growth Factor	1.00	1.00	-
		In Process	0	0	0
		Net New Trips	0	0	0
		Other	0	0	0
		Future Total	10	10	20

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	Final Base	5	0	5	3	5	2	4	139	4	14	105	8	294
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	0	5	3	5	2	4	139	4	14	105	8	294

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	Final Base	30	703	35	199	1146	59	28	76	33	11	38	79	2437
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	30	703	35	199	1146	59	28	76	33	11	38	79	2437

Signal Warrants Report For Intersection 2: Lusterleaf Dr & Iris Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	127	147	10	10
2	123	143	10	10
3	121	140	10	10
4	113	131	9	9
5	100	116	8	8
6	99	115	8	8
7	98	113	8	8
8	89	103	7	7
9	88	101	7	7
10	86	100	7	7
11	75	87	6	6
12	70	81	6	6
13	69	79	5	5
14	51	59	4	4
15	51	59	4	4
16	36	41	3	3
17	20	24	2	2
18	20	24	2	2
19	11	13	1	1
20	6	7	1	1
21	4	4	0	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	274	1	10	No	No	No	No	No	No	No	No	No	No
2	1	266	1	10	No	No	No	No	No	No	No	No	No	No
3	1	261	1	10	No	No	No	No	No	No	No	No	No	No
4	1	244	1	9	No	No	No	No	No	No	No	No	No	No
5	1	216	1	8	No	No	No	No	No	No	No	No	No	No
6	1	214	1	8	No	No	No	No	No	No	No	No	No	No
7	1	211	1	8	No	No	No	No	No	No	No	No	No	No
8	1	192	1	7	No	No	No	No	No	No	No	No	No	No
9	1	189	1	7	No	No	No	No	No	No	No	No	No	No
10	1	186	1	7	No	No	No	No	No	No	No	No	No	No
11	1	162	1	6	No	No	No	No	No	No	No	No	No	No
12	1	151	1	6	No	No	No	No	No	No	No	No	No	No
13	1	148	1	5	No	No	No	No	No	No	No	No	No	No
14	1	110	1	4	No	No	No	No	No	No	No	No	No	No
15	1	110	1	4	No	No	No	No	No	No	No	No	No	No
16	1	77	1	3	No	No	No	No	No	No	No	No	No	No
17	1	44	1	2	No	No	No	No	No	No	No	No	No	No
18	1	44	1	2	No	No	No	No	No	No	No	No	No	No
19	1	24	1	1	No	No	No	No	No	No	No	No	No	No
20	1	13	1	1	No	No	No	No	No	No	No	No	No	No
21	1	8	1	0	No	No	No	No	No	No	No	No	No	No
22	1	2	1	0	No	No	No	No	No	No	No	No	No	No
23	1	2	1	0	No	No	No	No	No	No	No	No	No	No
24	1	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.8	10.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:01	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	10	10
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	294	294
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

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Scenario 4 Exist + Project AM

Report File: P:\...\4 Exist + Project AM 2026-03-04.pdf

3/5/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lusterleaf Dr & Gladiola Dr	Uncontrolled	?		?	?	?
2	Lusterleaf Dr & Iris Ave	Two-way stop	HCM 7th Edition	SB Thru	0.005	11.0	B
3	Wolfe Rd. & Iris Ave.	Signalized	HCM 7th Edition	NB Left	0.518	20.4	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Lusterleaf Dr & Gladiola Dr

Control Type:	Uncontrolled	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Base Volume Input [veh/h]	30	1	3	1	1	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1	3	1	1	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	1	0	0	7
Total Analysis Volume [veh/h]	30	1	3	1	1	26
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Level Of Service Report
Intersection 2: Lusterleaf Dr & Iris Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	6	0	14	21	3	5	2	164	0	1	101	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	0	14	21	3	5	2	164	0	1	101	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	4	5	1	1	1	41	0	0	25	7
Total Analysis Volume [veh/h]	6	0	14	21	3	5	2	164	0	1	101	27
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

[illegible]

Intersection Level Of Service Report
Intersection 3: Wolfe Rd. & Iris Ave.

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	18	1262	20	54	561	24	49	27	41	33	37	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	1262	20	54	561	24	49	27	41	33	37	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	316	5	14	140	6	12	7	10	8	9	26
Total Analysis Volume [veh/h]	18	1262	20	54	561	24	49	27	41	33	37	105
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	160
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	86.0
Offset Reference	Beginning of First Yellow
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	1	6	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	4	8	0	4	8	0	0	8	0	0	8	0
Amber [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	12.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	18.0	101.0	0.0	18.0	101.0	0.0	0.0	41.0	0.0	0.0	41.0	0.0
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Calculated Cycle Length [s]	160	160	160	160	160	160	160	160	160	160
L, Total Lost Time per Cycle [s]	5.00	6.20	6.20	5.00	6.20	6.20	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.20	4.20	3.00	4.20	4.20	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]	2.8	115.9	115.9	13.0	126.1	126.1	14.3	14.3	14.3	14.3
g / C, Green / Cycle	0.02	0.72	0.72	0.08	0.79	0.79	0.09	0.09	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.01	0.38	0.38	0.03	0.17	0.18	0.06	0.03	0.05	0.07
s, saturation flow rate [veh/h]	1603	1683	1674	1603	1683	1659	1232	1431	1380	1431
c, Capacity [veh/h]	28	1219	1212	130	1326	1307	147	128	157	128
d1, Uniform Delay [s]	78.07	9.84	9.84	69.88	4.36	4.37	70.80	68.29	69.63	71.58
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.06	1.63	1.64	2.10	0.39	0.39	2.78	1.43	1.99	12.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.53	0.53	0.41	0.22	0.22	0.52	0.32	0.45	0.82
d, Delay for Lane Group [s/veh]	99.13	11.47	11.48	71.98	4.75	4.76	73.59	69.71	71.62	83.67
Lane Group LOS	F	B	B	E	A	A	E	E	E	F
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.91	10.28	10.24	2.20	2.47	2.44	3.17	1.64	2.86	4.69
50th-Percentile Queue Length [ft/ln]	22.71	257.00	255.93	54.92	61.74	61.03	79.27	40.94	71.43	117.25
95th-Percentile Queue Length [veh/ln]	1.64	15.54	15.48	3.95	4.45	4.39	5.71	2.95	5.14	8.24
95th-Percentile Queue Length [ft/ln]	40.88	388.46	387.11	98.85	111.14	109.86	142.68	73.69	128.58	206.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	99.13	11.48	11.48	71.98	4.76	4.76	73.59	73.59	69.71	71.62	71.62	83.67
Movement LOS	F	B	B	E	A	A	E	E	E	E	E	F
d_A, Approach Delay [s/veh]	12.69			10.44			72.23			78.85		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	20.36											
Intersection LOS	C											
Intersection V/C	0.518											

Emissions

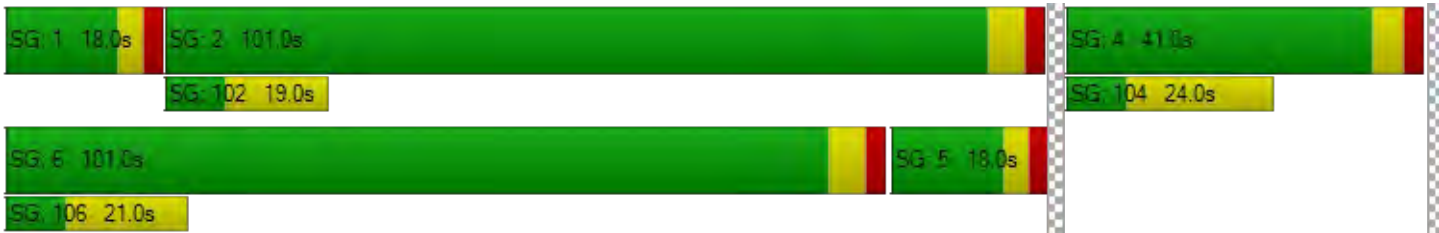
Vehicle Miles Traveled [mph]	0.42	15.17	15.09	1.27	6.95	6.86	3.92	2.11	1.66	2.49
Stops [stops/h]	20.44	231.30	230.33	49.42	55.57	54.93	71.34	36.85	64.29	105.52
Fuel consumption [US gal/h]	0.49	3.40	3.39	1.12	0.88	0.87	1.69	0.87	1.44	2.47
CO [g/h]	34.49	237.81	236.85	78.04	61.35	60.63	118.37	60.96	100.91	172.86
NOx [g/h]	6.71	46.27	46.08	15.18	11.94	11.80	23.03	11.86	19.63	33.63
VOC [g/h]	7.99	55.11	54.89	18.09	14.22	14.05	27.43	14.13	23.39	40.06

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	69.38			69.38			69.38			69.38		
I_p,int, Pedestrian LOS Score for Intersectio	2.751			2.798			2.031			2.057		
Crosswalk LOS	C			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1185			1185			443			443		
d_b, Bicycle Delay [s]	13.28			13.28			48.52			48.52		
I_b,int, Bicycle LOS Score for Intersection	2.632			2.087			1.753			1.848		
Bicycle LOS	B			B			A			A		

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 4 Exist + Project AM

Report File: P:\...\4 Exist + Project AM 2026-03-04.pdf

3/5/2026

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
1	Lusterleaf Dr & Gladiola Dr	30	1	3	1	1	26	62

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	6	0	14	21	3	5	2	164	0	1	101	27	344

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	18	1262	20	54	561	24	49	27	41	33	37	105	2231

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Scenario 4 Exist + Project AM

Report File: P:\...\4 Exist + Project AM 2026-03-04.pdf

3/5/2026

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
1	Lusterleaf Dr & Gladiola Dr	Final Base	30	1	3	1	1	26	62
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	30	1	3	1	1	26	62

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	Final Base	6	0	14	21	3	5	2	164	0	1	101	27	344
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	6	0	14	21	3	5	2	164	0	1	101	27	344

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	Final Base	18	1262	20	54	561	24	49	27	41	33	37	105	2231
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	18	1262	20	54	561	24	49	27	41	33	37	105	2231

Signal Warrants Report For Intersection 2: Lusterleaf Dr & Iris Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	129	166	20	29
2	125	161	19	28
3	123	158	19	28
4	115	148	18	26
5	102	131	16	23
6	101	129	16	23
7	99	128	15	22
8	90	116	14	20
9	89	115	14	20
10	88	113	14	20
11	76	98	12	17
12	71	91	11	16
13	70	90	11	16
14	52	66	8	12
15	52	66	8	12
16	36	46	6	8
17	21	27	3	5
18	21	27	3	5
19	12	15	2	3
20	6	8	1	1
21	4	5	1	1
22	1	2	0	0
23	1	2	0	0
24	1	2	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	295	1	29	No	No	No	No	No	No	No	No	No	No
2	1	286	1	28	No	No	No	No	No	No	No	No	No	No
3	1	281	1	28	No	No	No	No	No	No	No	No	No	No
4	1	263	1	26	No	No	No	No	No	No	No	No	No	No
5	1	233	1	23	No	No	No	No	No	No	No	No	No	No
6	1	230	1	23	No	No	No	No	No	No	No	No	No	No
7	1	227	1	22	No	No	No	No	No	No	No	No	No	No
8	1	206	1	20	No	No	No	No	No	No	No	No	No	No
9	1	204	1	20	No	No	No	No	No	No	No	No	No	No
10	1	201	1	20	No	No	No	No	No	No	No	No	No	No
11	1	174	1	17	No	No	No	No	No	No	No	No	No	No
12	1	162	1	16	No	No	No	No	No	No	No	No	No	No
13	1	160	1	16	No	No	No	No	No	No	No	No	No	No
14	1	118	1	12	No	No	No	No	No	No	No	No	No	No
15	1	118	1	12	No	No	No	No	No	No	No	No	No	No
16	1	82	1	8	No	No	No	No	No	No	No	No	No	No
17	1	48	1	5	No	No	No	No	No	No	No	No	No	No
18	1	48	1	5	No	No	No	No	No	No	No	No	No	No
19	1	27	1	3	No	No	No	No	No	No	No	No	No	No
20	1	14	1	1	No	No	No	No	No	No	No	No	No	No
21	1	9	1	1	No	No	No	No	No	No	No	No	No	No
22	1	3	1	0	No	No	No	No	No	No	No	No	No	No
23	1	3	1	0	No	No	No	No	No	No	No	No	No	No
24	1	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6	10.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:03	0:05
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	20	29
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	344	344
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

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Scenario 5 Exist + Project MID

Report File: P:\...\5 Exist + Project MID 2026-03-04.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lusterleaf Dr & Gladiola Dr	Uncontrolled	?		?	?	?
2	Lusterleaf Dr & Iris Ave	Two-way stop	HCM 7th Edition	SB Thru	0.003	10.6	B
3	Wolfe Rd. & Iris Ave.	Signalized	HCM 7th Edition	NB Left	0.324	21.5	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Lusterleaf Dr & Gladiola Dr

Control Type:	Uncontrolled	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Base Volume Input [veh/h]	21	3	1	1	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	3	1	1	1	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	0	0	0	4
Total Analysis Volume [veh/h]	21	3	1	1	1	17
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Level Of Service Report
Intersection 2: Lusterleaf Dr & Iris Ave

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	3	1	9	17	2	2	1	129	3	9	73	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1	9	17	2	2	1	129	3	9	73	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	4	1	1	0	32	1	2	18	7
Total Analysis Volume [veh/h]	3	1	9	17	2	2	1	129	3	9	73	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

[illegible]

Intersection Level Of Service Report
Intersection 3: Wolfe Rd. & Iris Ave.

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

Intersection Setup

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	31	485	34	67	667	37	37	60	66	39	42	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	485	34	67	667	37	37	60	66	39	42	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	121	9	17	167	9	9	15	17	10	11	15
Total Analysis Volume [veh/h]	31	485	34	67	667	37	37	60	66	39	42	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	140
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	89.0
Offset Reference	Beginning of First Yellow
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	1	6	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	4	8	0	4	8	0	0	8	0	0	8	0
Amber [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	12.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	20.0	80.0	0.0	20.0	80.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Calculated Cycle Length [s]	140	140	140	140	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	5.00	6.20	6.20	5.00	6.20	6.20	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.20	4.20	3.00	4.20	4.20	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]	3.5	95.5	95.5	15.0	107.0	107.0	12.7	12.7	12.7	12.7
g / C, Green / Cycle	0.03	0.68	0.68	0.11	0.76	0.76	0.09	0.09	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.02	0.16	0.16	0.04	0.21	0.21	0.07	0.05	0.07	0.04
s, saturation flow rate [veh/h]	1603	1683	1645	1603	1683	1652	1332	1431	1177	1431
c, Capacity [veh/h]	40	1149	1123	172	1288	1264	155	129	144	129
d1, Uniform Delay [s]	67.84	8.33	8.34	58.24	4.90	4.90	62.26	60.79	61.77	60.43
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	25.96	0.46	0.47	1.44	0.53	0.54	4.07	3.14	3.43	2.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.23	0.23	0.39	0.28	0.28	0.62	0.51	0.56	0.45
d, Delay for Lane Group [s/veh]	93.80	8.79	8.81	59.68	5.43	5.44	66.33	63.93	65.19	62.89
Lane Group LOS	F	A	A	E	A	A	E	E	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.40	3.09	3.03	2.29	3.02	2.97	3.57	2.36	2.96	2.05
50th-Percentile Queue Length [ft/ln]	34.93	77.13	75.85	57.37	75.40	74.18	89.33	59.00	73.90	51.29
95th-Percentile Queue Length [veh/ln]	2.52	5.55	5.46	4.13	5.43	5.34	6.43	4.25	5.32	3.69
95th-Percentile Queue Length [ft/ln]	62.88	138.84	136.53	103.27	135.73	133.53	160.79	106.19	133.03	92.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	93.80	8.80	8.81	59.68	5.44	5.44	66.33	66.33	63.93	65.19	65.19	62.89
Movement LOS	F	A	A	E	A	A	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	13.59			10.15			65.36			64.23		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	21.49											
Intersection LOS	C											
Intersection V/C	0.324											

Emissions

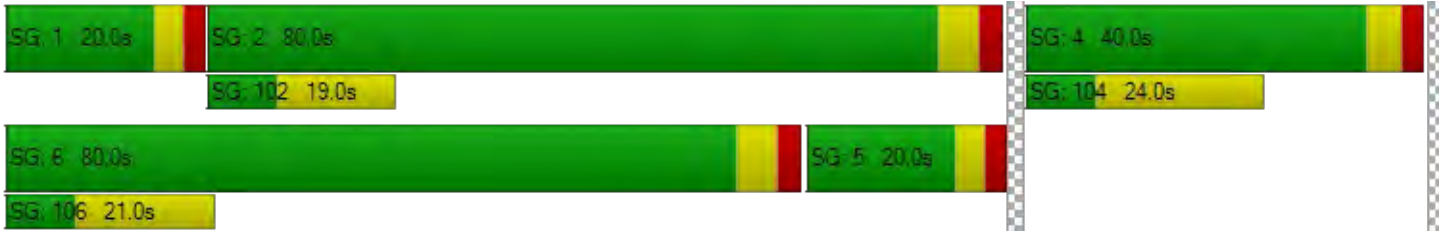
Vehicle Miles Traveled [mph]	0.73	6.18	6.07	1.58	8.38	8.23	5.00	3.40	1.92	1.37
Stops [stops/h]	35.93	79.34	78.02	59.01	77.56	76.30	91.88	60.68	76.01	52.75
Fuel consumption [US gal/h]	0.82	1.16	1.14	1.20	1.17	1.15	2.02	1.33	1.57	1.09
CO [g/h]	57.34	81.20	79.82	84.21	81.51	80.17	141.39	93.24	109.98	76.21
NOx [g/h]	11.16	15.80	15.53	16.38	15.86	15.60	27.51	18.14	21.40	14.83
VOC [g/h]	13.29	18.82	18.50	19.52	18.89	18.58	32.77	21.61	25.49	17.66

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	59.43			59.43			59.43			59.43		
I_p,int, Pedestrian LOS Score for Intersectio	2.634			2.637			2.050			2.059		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1054			1054			491			491		
d_b, Bicycle Delay [s]	15.65			15.65			39.83			39.83		
I_b,int, Bicycle LOS Score for Intersection	2.013			2.196			1.829			1.789		
Bicycle LOS	B			B			A			A		

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 5 Exist + Project MID

Report File: P:\...\5 Exist + Project MID 2026-03-04.pdf

3/5/2026

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
1	Lusterleaf Dr & Gladiola Dr	21	3	1	1	1	17	44

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	3	1	9	17	2	2	1	129	3	9	73	26	275

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	31	485	34	67	667	37	37	60	66	39	42	58	1623

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Scenario 5 Exist + Project MID

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
1	Lusterleaf Dr & Gladiola Dr	Final Base	21	3	1	1	1	17	44
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	21	3	1	1	1	17	44

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	Final Base	3	1	9	17	2	2	1	129	3	9	73	26	275
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	3	1	9	17	2	2	1	129	3	9	73	26	275

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	Final Base	31	485	34	67	667	37	37	60	66	39	42	58	1623
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	31	485	34	67	667	37	37	60	66	39	42	58	1623

Signal Warrants Report For Intersection 2: Lusterleaf Dr & Iris Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	108	133	13	21
2	105	129	13	20
3	103	126	12	20
4	96	118	12	19
5	85	105	10	17
6	84	104	10	16
7	83	102	10	16
8	76	93	9	15
9	75	92	9	14
10	73	90	9	14
11	64	78	8	12
12	59	73	7	12
13	58	72	7	11
14	43	53	5	8
15	43	53	5	8
16	30	37	4	6
17	17	21	2	3
18	17	21	2	3
19	10	12	1	2
20	5	7	1	1
21	3	4	0	1
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	241	1	21	No	No	No	No	No	No	No	No	No	No
2	1	234	1	20	No	No	No	No	No	No	No	No	No	No
3	1	229	1	20	No	No	No	No	No	No	No	No	No	No
4	1	214	1	19	No	No	No	No	No	No	No	No	No	No
5	1	190	1	17	No	No	No	No	No	No	No	No	No	No
6	1	188	1	16	No	No	No	No	No	No	No	No	No	No
7	1	185	1	16	No	No	No	No	No	No	No	No	No	No
8	1	169	1	15	No	No	No	No	No	No	No	No	No	No
9	1	167	1	14	No	No	No	No	No	No	No	No	No	No
10	1	163	1	14	No	No	No	No	No	No	No	No	No	No
11	1	142	1	12	No	No	No	No	No	No	No	No	No	No
12	1	132	1	12	No	No	No	No	No	No	No	No	No	No
13	1	130	1	11	No	No	No	No	No	No	No	No	No	No
14	1	96	1	8	No	No	No	No	No	No	No	No	No	No
15	1	96	1	8	No	No	No	No	No	No	No	No	No	No
16	1	67	1	6	No	No	No	No	No	No	No	No	No	No
17	1	38	1	3	No	No	No	No	No	No	No	No	No	No
18	1	38	1	3	No	No	No	No	No	No	No	No	No	No
19	1	22	1	2	No	No	No	No	No	No	No	No	No	No
20	1	12	1	1	No	No	No	No	No	No	No	No	No	No
21	1	7	1	1	No	No	No	No	No	No	No	No	No	No
22	1	2	1	0	No	No	No	No	No	No	No	No	No	No
23	1	2	1	0	No	No	No	No	No	No	No	No	No	No
24	1	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.4	10.2
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:02	0:03
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	13	21
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	275	275
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

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Scenario 6 Exist + Project PM

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Lusterleaf Dr & Gladiola Dr	Uncontrolled	?		?	?	?
2	Lusterleaf Dr & Iris Ave	Two-way stop	HCM 7th Edition	SB Thru	0.008	11.0	B
3	Wolfe Rd. & Iris Ave.	Signalized	HCM 7th Edition	SB Left	0.475	33.8	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Lusterleaf Dr & Gladiola Dr

Control Type:	Uncontrolled	Delay (sec / veh):	?
Analysis Method:	?	Level Of Service:	?
Analysis Period:	15 minutes	Volume to Capacity (v/c):	?

Intersection Setup

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lusterleaf Dr.		Lusterleaf Dr.		Gladiola Dr.	
Base Volume Input [veh/h]	10	4	1	1	1	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	4	1	1	1	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	0	0	0	3
Total Analysis Volume [veh/h]	10	4	1	1	1	10
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Level Of Service Report
Intersection 2: Lusterleaf Dr & Iris Ave

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lusterleaf Dr.			Lusterleaf Dr.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	5	0	5	4	5	2	4	139	4	14	105	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	5	4	5	2	4	139	4	14	105	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	1	1	1	1	35	1	4	26	3
Total Analysis Volume [veh/h]	5	0	5	4	5	2	4	139	4	14	105	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

[illegible]

Intersection Level Of Service Report
Intersection 3: Wolfe Rd. & Iris Ave.

Control Type:	Signalized	Delay (sec / veh):	33.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Wolfe Rd.			Wolfe Rd.			Iris Ave.			Iris Ave.		
Base Volume Input [veh/h]	32	703	35	199	1146	61	29	76	33	11	38	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	703	35	199	1146	61	29	76	33	11	38	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	176	9	50	287	15	7	19	8	3	10	20
Total Analysis Volume [veh/h]	32	703	35	199	1146	61	29	76	33	11	38	79
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	160
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	139.0
Offset Reference	Beginning of First Yellow
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow												
Signal Group	1	6	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	4	8	0	4	8	0	0	8	0	0	8	0
Amber [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Walk [s]	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0	0.0	7.0	0.0
Pedestrian Clearance [s]	0.0	14.0	0.0	0.0	12.0	0.0	0.0	17.0	0.0	0.0	17.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	4.2	0.0	3.0	4.2	0.0	0.0	3.6	0.0	0.0	3.6	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	19.0	108.0	0.0	21.0	110.0	0.0	0.0	31.0	0.0	0.0	31.0	0.0
Lead / Lag	Lead	-	-	Lag	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Calculated Cycle Length [s]	160	160	160	160	160	160	160	160	160	160
L, Total Lost Time per Cycle [s]	5.00	6.20	6.20	5.00	6.20	6.20	5.60	5.60	5.60	5.60
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.00	4.20	4.20	3.00	4.20	4.20	3.60	3.60	3.60	3.60
g_i, Effective Green Time [s]	4.0	114.4	114.4	16.0	126.4	126.4	12.8	12.8	12.8	12.8
g / C, Green / Cycle	0.02	0.72	0.72	0.10	0.79	0.79	0.08	0.08	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.02	0.22	0.22	0.12	0.36	0.36	0.07	0.02	0.03	0.06
s, saturation flow rate [veh/h]	1603	1683	1655	1603	1683	1653	1595	1431	1564	1431
c, Capacity [veh/h]	40	1203	1183	160	1329	1305	157	115	153	115
d1, Uniform Delay [s]	77.57	8.36	8.36	72.00	5.55	5.56	72.26	69.26	69.69	71.62
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.35	0.67	0.68	150.41	1.14	1.16	4.86	1.36	1.19	7.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.31	0.31	1.24	0.46	0.46	0.67	0.29	0.32	0.69
d, Delay for Lane Group [s/veh]	105.92	9.03	9.04	222.41	6.69	6.72	77.12	70.62	70.88	78.70
Lane Group LOS	F	A	A	F	A	A	E	E	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.64	4.89	4.82	13.31	6.55	6.48	4.48	1.33	1.97	3.40
50th-Percentile Queue Length [ft/ln]	40.96	122.34	120.52	332.67	163.80	161.99	111.98	33.18	49.22	85.10
95th-Percentile Queue Length [veh/ln]	2.95	8.52	8.42	20.90	10.75	10.65	7.95	2.39	3.54	6.13
95th-Percentile Queue Length [ft/ln]	73.73	213.04	210.54	522.51	268.75	266.36	198.75	59.72	88.59	153.19

Generated with **PTV VISTRO**

Version 2025 (SP 0-5)

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	105.92	9.04	9.04	222.41	6.70	6.72	77.12	77.12	70.62	70.88	70.88	78.70
Movement LOS	F	A	A	F	A	A	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	13.06			37.24			75.57			75.71		
Approach LOS	B			D			E			E		
d_I, Intersection Delay [s/veh]	33.80											
Intersection LOS	C											
Intersection V/C	0.475											

Emissions

Vehicle Miles Traveled [mph]	0.76	8.78	8.64	4.70	14.35	14.14	5.41	1.70	1.16	1.87
Stops [stops/h]	36.87	110.11	108.47	299.40	147.42	145.79	100.78	29.86	44.30	76.59
Fuel consumption [US gal/h]	0.92	1.65	1.63	10.85	2.23	2.21	2.43	0.71	1.00	1.77
CO [g/h]	64.61	115.56	113.84	758.58	156.03	154.32	169.67	49.57	69.85	123.40
NOx [g/h]	12.57	22.48	22.15	147.59	30.36	30.03	33.01	9.64	13.59	24.01
VOC [g/h]	14.98	26.78	26.38	175.81	36.16	35.77	39.32	11.49	16.19	28.60

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	69.38			69.38			69.38			69.38		
I_p,int, Pedestrian LOS Score for Intersectio	2.725			2.801			2.055			2.110		
Crosswalk LOS	B			C			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1273			1298			318			318		
d_b, Bicycle Delay [s]	10.59			9.87			56.62			56.62		
I_b,int, Bicycle LOS Score for Intersection	2.195			2.720			1.787			1.771		
Bicycle LOS	B			B			A			A		

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\781 S Wolfe - 2025_Vistro_2026-03-04.vistro

Scenario 6 Exist + Project PM

Report File: P:\...\6 Exist + Project PM 2026-03-04.pdf

3/5/2026

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
1	Lusterleaf Dr & Gladiola Dr	10	4	1	1	1	10	27

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	5	0	5	4	5	2	4	139	4	14	105	12	299

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	32	703	35	199	1146	61	29	76	33	11	38	79	2442

Vistro File: P:\...\781 S Wolfe - 2025_Vistro_2026-03-04.vistro

Scenario 6 Exist + Project PM

Report File: P:\...\6 Exist + Project PM 2026-03-04.pdf

3/5/2026

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
1	Lusterleaf Dr & Gladiola Dr	Final Base	10	4	1	1	1	10	27
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	10	4	1	1	1	10	27

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Lusterleaf Dr & Iris Ave	Final Base	5	0	5	4	5	2	4	139	4	14	105	12	299
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	0	5	4	5	2	4	139	4	14	105	12	299

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Wolfe Rd. & Iris Ave.	Final Base	32	703	35	199	1146	61	29	76	33	11	38	79	2442
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	32	703	35	199	1146	61	29	76	33	11	38	79	2442

Signal Warrants Report For Intersection 2: Lusterleaf Dr & Iris Ave

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	131	147	10	11
2	127	143	10	11
3	124	140	10	10
4	117	131	9	10
5	103	116	8	9
6	102	115	8	9
7	101	113	8	8
8	92	103	7	8
9	90	101	7	8
10	89	100	7	7
11	77	87	6	6
12	72	81	6	6
13	71	79	5	6
14	52	59	4	4
15	52	59	4	4
16	37	41	3	3
17	21	24	2	2
18	21	24	2	2
19	12	13	1	1
20	7	7	1	1
21	4	4	0	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	278	1	11	No	No	No	No	No	No	No	No	No	No
2	1	270	1	11	No	No	No	No	No	No	No	No	No	No
3	1	264	1	10	No	No	No	No	No	No	No	No	No	No
4	1	248	1	10	No	No	No	No	No	No	No	No	No	No
5	1	219	1	9	No	No	No	No	No	No	No	No	No	No
6	1	217	1	9	No	No	No	No	No	No	No	No	No	No
7	1	214	1	8	No	No	No	No	No	No	No	No	No	No
8	1	195	1	8	No	No	No	No	No	No	No	No	No	No
9	1	191	1	8	No	No	No	No	No	No	No	No	No	No
10	1	189	1	7	No	No	No	No	No	No	No	No	No	No
11	1	164	1	6	No	No	No	No	No	No	No	No	No	No
12	1	153	1	6	No	No	No	No	No	No	No	No	No	No
13	1	150	1	6	No	No	No	No	No	No	No	No	No	No
14	1	111	1	4	No	No	No	No	No	No	No	No	No	No
15	1	111	1	4	No	No	No	No	No	No	No	No	No	No
16	1	78	1	3	No	No	No	No	No	No	No	No	No	No
17	1	45	1	2	No	No	No	No	No	No	No	No	No	No
18	1	45	1	2	No	No	No	No	No	No	No	No	No	No
19	1	25	1	1	No	No	No	No	No	No	No	No	No	No
20	1	14	1	1	No	No	No	No	No	No	No	No	No	No
21	1	8	1	0	No	No	No	No	No	No	No	No	No	No
22	1	2	1	0	No	No	No	No	No	No	No	No	No	No
23	1	2	1	0	No	No	No	No	No	No	No	No	No	No
24	1	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.8	10.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:01	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	10	11
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	299	299
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Appendix C

Braly Elementary School SRTS Improvements

Existing Conditions

-  Crossing Guard Location
-  Speed Feedback Sign
-  School Access Point
-  School Circulation
-  Class II Bicycle Lane
-  Class III Bicycle Route

Recommendations

-  High-Visibility Crosswalk
-  Curb Extension
-  Directional Curb Ramps
-  R25D "School Loading" Signage
-  Bus Loading Zone Signage
-  Advance Yield Markings
-  School Assembly B or D Signage
-  Red Curb
-  White Curb
-  Park & Walk Location
-  R1-5 "Yield to Pedestrians Here" Signage
-  Potential Bike Parking Location
-  Crosswalk and Stop Sign Warrant Study
-  Class I Shared-Use Path
-  Class III Bicycle Route
-  Class IV Separated Bikeway

Implementing Agency

-  City of Sunnyvale
-  Santa Clara Unified School District



Safe Routes to Schools Improvement Plan

Braly Elementary School

Sunnyvale

School Audit held April 2019



- 1 Gail Avenue School Frontage**
 - Install high visibility crosswalk across Gladiola Drive.
 - Install red paint on southeast corners.
 - Install curb extensions and directional curb ramps on northwest and northeast corners of Gladiola Drive.
 - Refresh or install red curb paint along northeast and southeast corners after installing curb extensions.
 - Install advanced yield markings and install R1-5 "Yield to Pedestrians Here" signage at the north and south approach.
- 2 Gail Avenue/Iris Avenue**
 - Upgrade all four existing crosswalks to high visibility crosswalks.
 - Consider Installing a curb extension at all four corners.
- 3 Gail Avenue/Goldenrod Court**
 - Perform crosswalk and stop warrant study crossing Goldenrod Court.
- 4 Gail Avenue/Daffodil Court**
 - Install curb extensions on the northwest and southwest corners.
 - Upgrade west leg crosswalk to high visibility crosswalk.
 - Refresh and extend 20 feet of red curb paint on the north and south sides of Daffodil Court and Gail Avenue.
 - Repaint existing 107 feet of white curb space red and install "Bus Loading Zone" signage.
 - Paint southern curb white (about 300 feet) and install RD25 "School Loading" signage.
 - Install R1-5 "Yield to Pedestrians Here" signage at the south approach.
- 5 Gail Avenue Segment**
 - Install high visibility crosswalk across the northern leg of the Calla Drive intersection and upgrade eastern crosswalk to high visibility.
 - Install curb extensions at southeast and southwest corners.
 - Refresh the red curb paint along the northwest corner of Gail Avenue and Calla Drive.
 - Refresh red curb paint along the west and east sides of the road south of Gail Avenue and Old San Francisco Road.
 - Install advanced yield markings and install R1-5 "Yield to Pedestrians Here" signage at the north and south approach.
- 6 Jackpine Court /Iris Avenue**
 - Consider Park and Walk location to decrease the use of both Daffodil Court and drop-off zone.
 - Consider a new school entrance point from the east side of Braly Park to increase access to Braly Elementary School.
- 7 Braly Elementary Campus**
 - Consider installing new gated secure bike parking with cover for students and teachers.

0 200 ft



Improvements not to scale



Sunnyvale