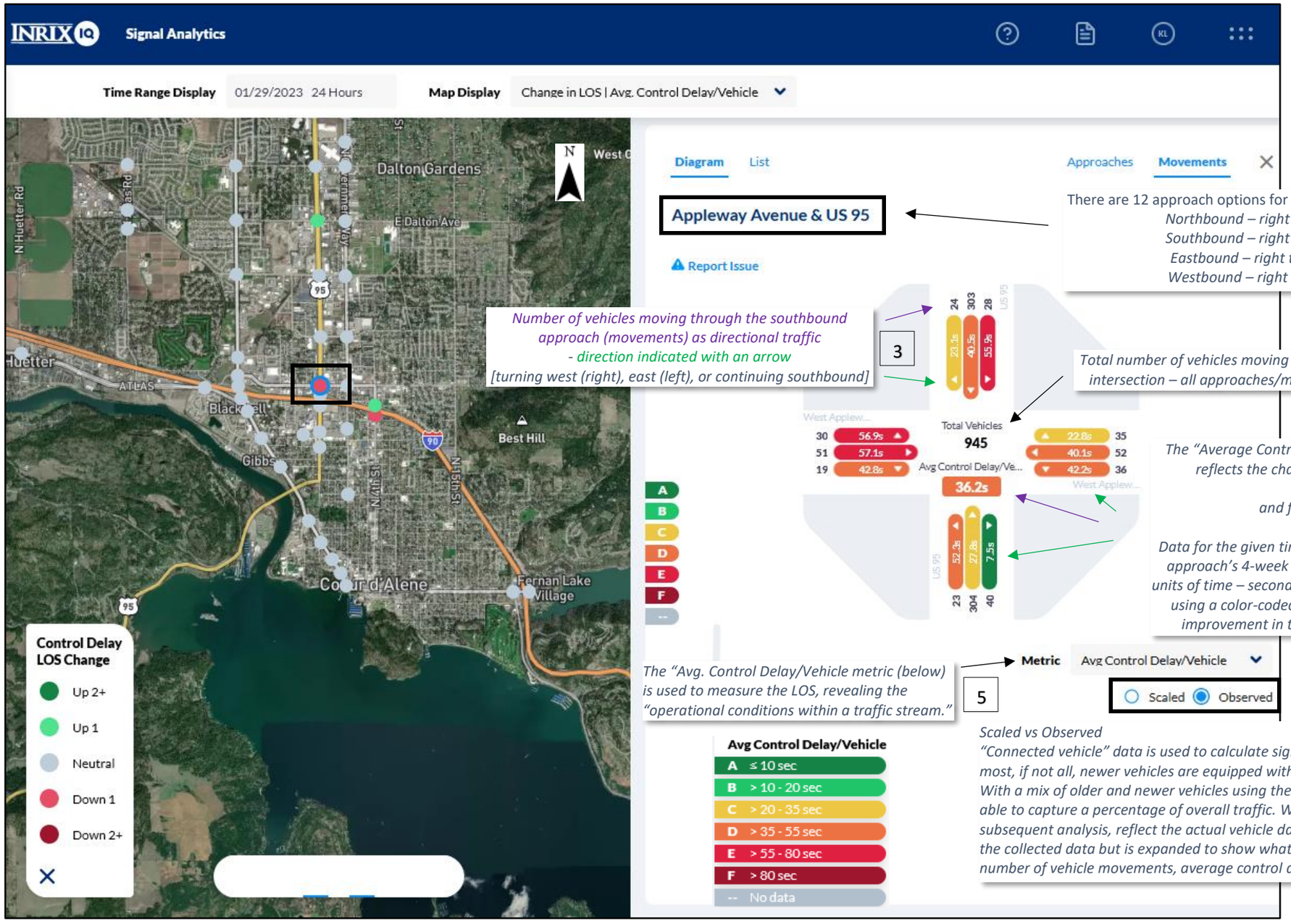

"Delay" is…
cars waiting in traffic.

There are 12 approach options for movements through this intersection:
Northbound – right turn, left turn, straight
Southbound – right turn, left turn, straight
Eastbound – right turn, left turn, straight
Westbound – right turn, left turn, straight

1

Number of vehicles moving through the southbound approach (movements) as directional traffic - direction indicated with an arrow [turning west (right), east (left), or continuing southbound]

3

Total number of vehicles moving through the intersection – all approaches/movements.

2

The "Average Control Delay (cars waiting in traffic) per Vehicle" reflects the change in the Level of Service (LOS) for the entire intersection – and for each directional approach.

Data for the given time range is compared to the intersection and approach's 4-week historic average. The results are provided in units of time – seconds (s) and minutes (m) and visually represented using a color-coded grading scale, A-F (while green reflects an improvement in the LOS, red shows a decrease in the LOS).

4

The "Avg. Control Delay/Vehicle metric (below) is used to measure the LOS, revealing the "operational conditions within a traffic stream."

5

Scaled vs Observed
"Connected vehicle" data is used to calculate signal and corridor analytics. Although most, if not all, newer vehicles are equipped with this technology, older vehicles are not. With a mix of older and newer vehicles using the transportation system, INRIX is only able to capture a percentage of overall traffic. While "observed" data, and the subsequent analysis, reflect the actual vehicle data collected, "scaled" data is based on the collected data but is expanded to show what could be the total number of vehicles, number of vehicle movements, average control delay (cars waiting in traffic), etc.

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