

Appendix J

Traffic Study



Pacific Square Mixed Use Project

CEQA Transportation Impact Study

Prepared for:
The City of San Gabriel

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LA18-3036

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1. INTRODUCTION

This technical report documents the assumptions, methodologies, and results of a transportation study conducted by Fehr & Peers to evaluate the potential transportation impacts of the proposed mixed use development project (proposed Project) located at 700-800 South San Gabriel Boulevard in the City of San Gabriel, California. This study was conducted as part of an environmental impact report (EIR) being prepared for the proposed Project.

PROJECT DESCRIPTION

The proposed Project is located on a 5.85-acre site at 700-800 San Gabriel Boulevard (Project Site) in San Gabriel, California. Figure 1 illustrates the location of the Project Site in relation to the surrounding street system and the intersections and street segments that were analyzed as part of this study. The proposed Project is bounded by San Gabriel Boulevard to the west, El Monte Street to the north, Gladys Avenue to the east, and Grand Avenue to the south. The adjacent land uses include various commercial, multi-family, and single-family residential uses. Currently, the Project Site is vacant, and was formerly part of the San Gabriel Nursery, which still maintains a retail shop and florist area immediately north of the Project Site on the north side of El Monte Street.

The proposed Project would replace approximately 255,000 square feet of existing unused land with mixed-use development, consisting of approximately 36,352 square feet of new commercial space and 106 residential condominium units at the 700 Plaza, and approximately 39,694 square feet of commercial and 145 residential condominium units at the 800 Plaza. Included in the totals are 8 live-work units, with 6,766 square feet of total workspace office split between the plazas. The Project as a whole would include 251 residential condominium units, 6,766 square feet of workspace office, 20,330 square feet of supermarket space, 7,115 square feet of retail space, 5,000 square feet of high-turnover sit-down restaurant space, 6,060 square feet of fast casual restaurant space, 2,500 square feet of bakery space, 3,042 square feet of café space, and 25,233 square feet of fitness center space. Each building would rise to a total of 5 stories. Between the buildings would be a landscaped plaza, which is proposed to be the site of regular weekly events, such as a night market that would have no more than 10 vendors. Project-generated traffic would enter the site from six driveways:

- Three driveways on Gladys Avenue
- One driveway on Grand Avenue
- One driveway on San Gabriel Boulevard at Pearl Street (to be signalized)



- One driveway on El Monte Street

Each driveway would provide full access to and from the Project Site. The San Gabriel Boulevard driveway would be restricted to prevent access from the Project to Pearl Street. Two of the driveways on Gladys Avenue would lead to one level of underground parking reserved for residents, while every other driveway would lead to surface level covered parking and one level of mezzanine parking for all non-residential uses.

Regional access to the Project Site would be provided by Interstate 10 (I-10), with access ramps on San Gabriel Boulevard approximately 1.5 miles to the south, and Interstate 210 (I-210), with access ramps on San Gabriel Boulevard approximately 4.1 miles to the north.

The Project would include a total of 983 parking stalls, which includes 418 parking stalls for the 700 Plaza and 565 parking stalls for the 800 Plaza. Discussions of minimum parking requirements can be found in the non-CEQA circulation study. The site plan is illustrated in Figure 2.

Construction of the 700 Plaza would commence in May 2021, with construction of the 800 Plaza commencing shortly after in August 2021. Construction of 700 Plaza would be completed in September 2023. 800 Plaza would be completed in December 2023. Occupancy would occur following the completion of construction at each plaza; therefore, the 700 Plaza would be operational after September 2023 and the 800 Plaza would be operational after December 2023.

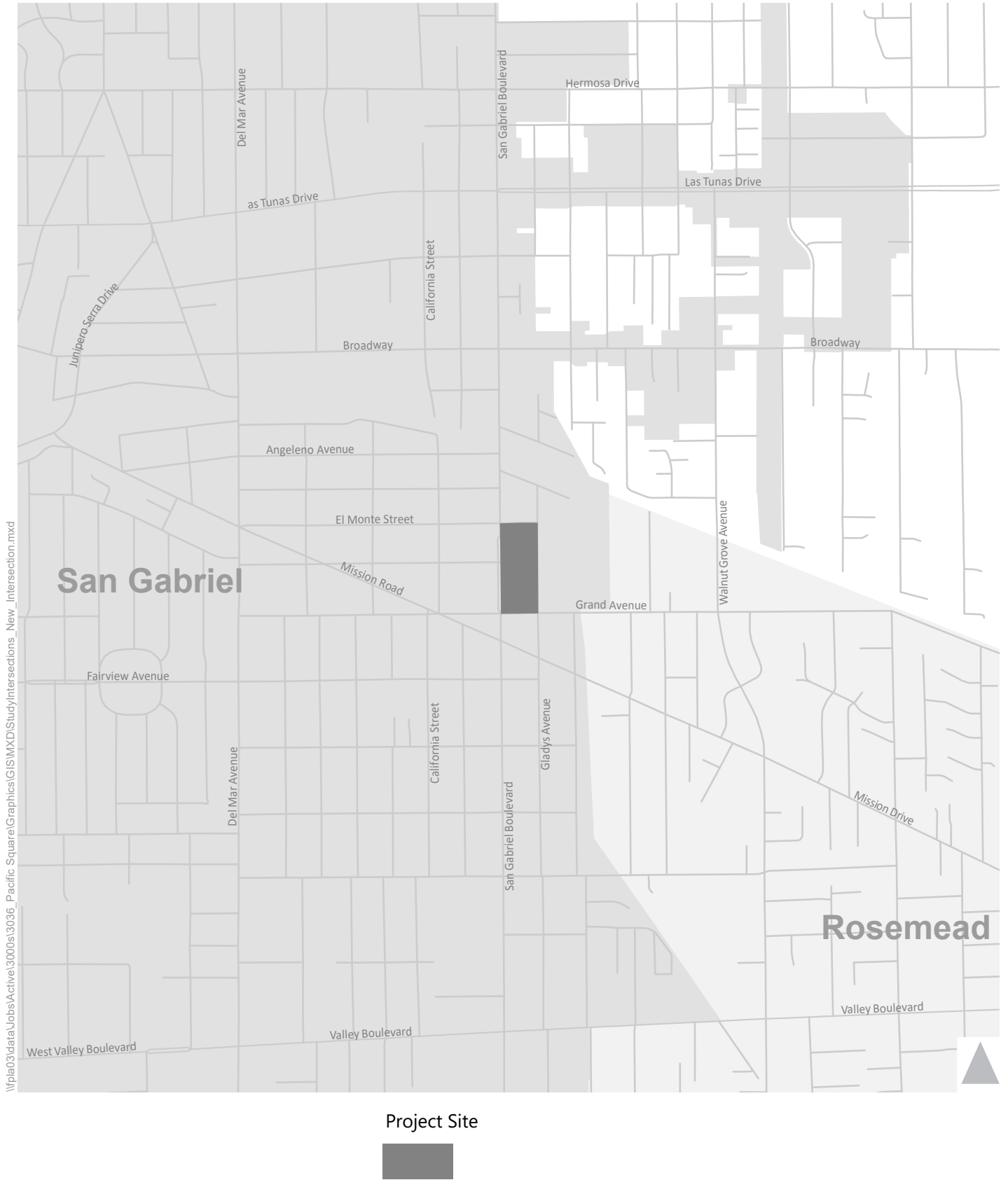


Figure 1
San Gabriel Pacific Square - Study Area

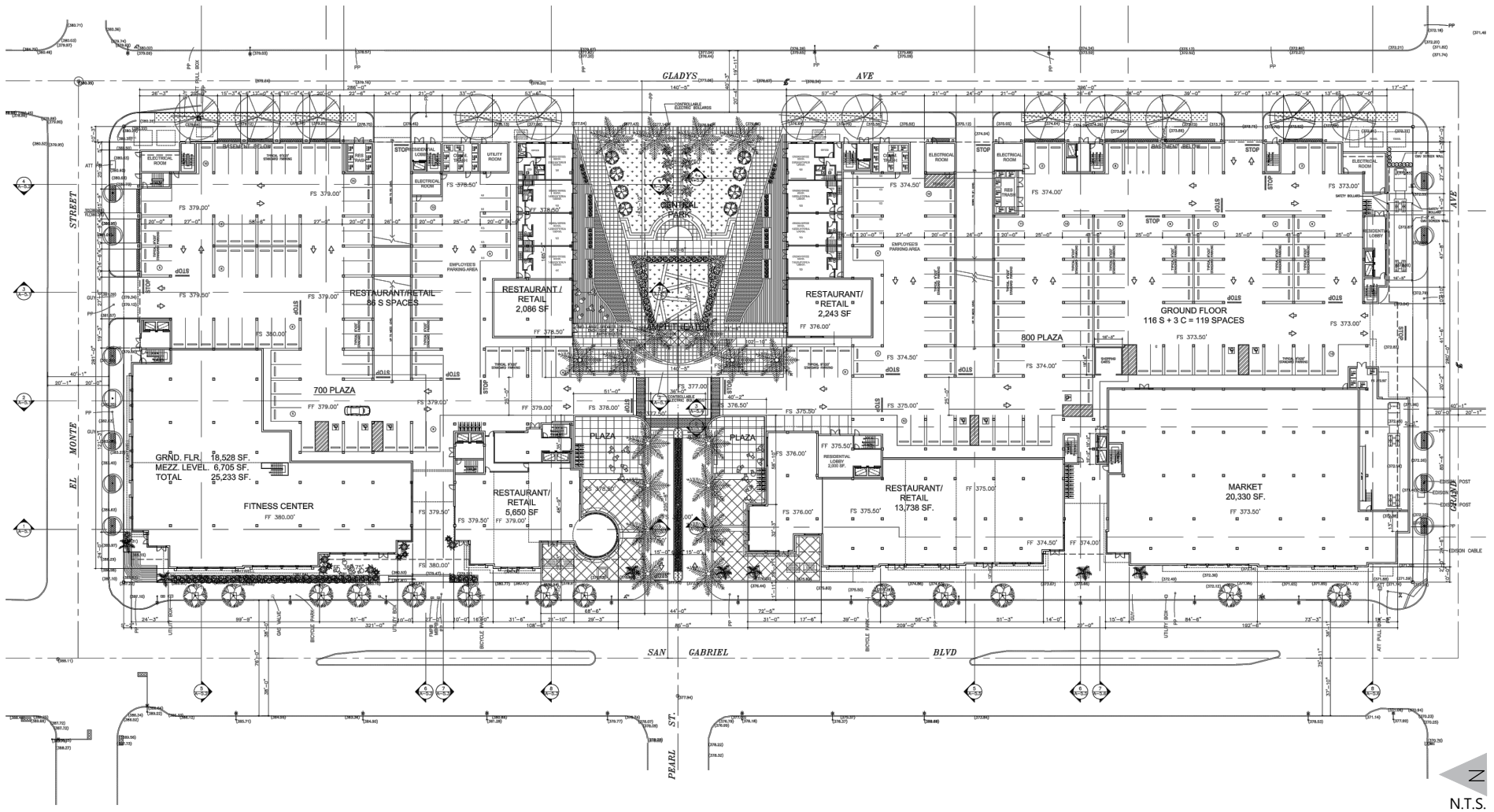


Figure 2
Site Plan



STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of San Gabriel staff and pursuant to recently approved CEQA vehicle miles traveled (VMT) thresholds approved by the City of San Gabriel City Council.

The Project has a buildout year of 2023. The base assumptions and technical methodologies were discussed with the City of San Gabriel. Additional non-CEQA analysis for the Project Site, such as intersection LOS analysis, are addressed in a separate study. CEQA considerations addressed in this study focus on VMT, geometric hazards, policy conflicts, and a Caltrans safety analysis.



ORGANIZATION OF REPORT

This report is divided into eight chapters, including this introduction (Chapter 1):

- Chapter 2 describes the existing transportation conditions including an inventory of the streets, highways, and transit service in the study area.
- Chapter 3 presents a VMT analysis
- Chapter 4 contains the plans, programs, ordinances, and policies review
- Chapter 5 presents a geometric hazards evaluation
- Chapter 6 presents an alternative modes analysis
- Chapter 7 presents a Caltrans ramp queueing analysis
- Chapter 8 contains the study summary and conclusions.

2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the Project Site, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

STUDY AREA

The proposed Project is located at 700 – 800 San Gabriel Blvd in San Gabriel, California. The Project Site is bounded by El Monte Street on the north, Grand Avenue on the south, Gladys Avenue on the east, and San Gabriel Boulevard on the west. The Project-generated residential traffic would enter the Project Site from two driveways, both on Gladys Avenue. The Project-generated commercial traffic would enter the site from four driveways: one on Gladys Avenue, one on Grand Avenue, one on San Gabriel Boulevard, and one on El Monte Street.

EXISTING STREET SYSTEM

Listed below are the primary freeways and streets that provide access to the study area.

FREEWAYS

- I-10 Freeway (San Bernardino Freeway) – The San Bernardino Freeway runs east/west approximately 1.5 miles from the Project Site. It connects Downtown Los Angeles to San Bernardino via the San Gabriel Valley and passes through the City of San Gabriel along its southern border. Access to the freeway is available via ramps on San Gabriel Boulevard.
- I-210 Freeway (Foothill Freeway) – The Foothill Freeway runs east/west approximately 4.1 miles north from the Project Site. It connects the San Fernando Valley to San Bernardino via the San Gabriel Valley. Access to the freeway is available via ramps on San Gabriel Boulevard in the City of Pasadena.

EAST/WEST STREETS

- El Monte Street – El Monte Street is a local residential street that runs within the City of San Gabriel between Del Mar Avenue and Gladys Avenue. It has one lane in each direction, with no posted speed limit. Because El Monte Street runs through a residential area, the default speed

limit is 25 mph. Parking is permitted on both sides of the street, and sidewalks are present on both sides. El Monte Street fronts the Project Site to the north.

- Grand Avenue – Grand Avenue is a local residential street that runs between Del Mar Avenue and Rosemead Boulevard in Temple City. It has one lane in each direction, with a posted speed limit of 35 mph. Parking is permitted on both sides of the street. Sidewalks are mostly present on the north side of Grand Avenue and missing on certain blocks on the south side. Grand Avenue fronts the Project Site to the south, where no sidewalks are present on the north side. Sidewalks are present on intermittent blocks south of the Project Site.
- Mission Road – Mission Road is an arterial or collector street that connects East Los Angeles and Alhambra to Rosemead. It generally has four travel lanes, two in each direction. The section of Mission Road between Junipero Serra Drive and San Gabriel Boulevard has one travel lane in each direction. Street parking is available on both sides of Mission Road within the study area. Sidewalks are present on both sides of the street. The posted speed limit is 35 mph.

NORTH/SOUTH STREETS

- Gladys Avenue – Gladys Avenue is a local residential street that runs within the City of San Gabriel between Santa Fe Avenue and Marshall Street. It has one lane in each direction, with no posted speed limit. Because Gladys Avenue runs through residential areas, the default speed limit is 25 mph. Parking is permitted on both sides of the street, and sidewalks are only present on the east side where there is new condominium development adjacent to the Project Site.
- San Gabriel Boulevard – is an arterial that connects San Marino to Rosemead via San Gabriel. It directly fronts the Project Site. It has two travel lanes in each direction, and the posted speed limit is 35 mph. Parking is permitted on both sides of San Gabriel Boulevard, including in front of the Project Site. Sidewalks are present on both sides of the street. San Gabriel Boulevard also provides regional access to Interstate 10 (I-10) to the south, and Interstate 210 (I-210) to the north.

EXISTING TRANSIT SERVICE

The following bus line, operated by the Los Angeles Metropolitan Transportation Authority (Metro), currently serves the study area. Bus frequencies and schedules are based on information collected before the COVID-19 pandemic:

- Metro Local 176 – Metro Local bus line 176 is an east/west bus line that runs from Highland Park to Montebello. The line travels along Mission Road in the study area with the nearest stop at the intersection of San Gabriel Boulevard and Mission Road. This bus line runs hourly during weekdays. No weekend service is provided.
- Montebello Bus Line 20 – Montebello Line 20 is a north/south bus line that runs from Montebello to San Gabriel. The line travels along San Gabriel Boulevard in the study area. The bus line only



runs during the weekdays, and headways are every forty minutes. Currently, service has been suspended due to the COVID-19 pandemic, and it is unclear whether or not service will return.

3. VEHICLE MILES TRAVELED (VMT) ANALYSIS

This chapter summarizes an assessment of vehicle miles traveled (VMT) generated by the proposed Project located in the City of San Gabriel.

SB 743 BACKGROUND

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process that fundamentally changed transportation impact analysis conducted as part of California Environmental Quality Act (CEQA) compliance. The Governor's Office of Planning and Research (OPR) was charged with developing new guidelines for evaluating transportation impacts under CEQA using methods that no longer focus on measuring automobile delay and level of service (LOS).

OPR issued proposed updates to the CEQA guidelines in support of these goals in November 2017¹ and a supporting technical advisory in December 2018.² The updates establish VMT as the primary metric for evaluating a project's environmental impacts on the transportation system. The changes to CEQA Guidelines Section 15064.3 to implement SB 743 were certified by the State in December of 2018. The City of San Gabriel, as the lead agency, recently adopted new significance thresholds for transportation impacts based on VMT. Therefore, as of July 1, 2020, LOS may not be used as a metric to determine significant transportation impacts under CEQA.

VMT SCREENING

The City of San Gabriel, in association with the San Gabriel Valley Council of Governments (SGVCOG), has adopted the following VMT thresholds and guidelines, which are based on OPR guidance. The City adopted these VMT impact thresholds and guidelines during a City Council meeting on July 7, 2020.

The new VMT thresholds state that proposed land uses must achieve a 15 percent reduction in VMT per capita, VMT per worker, or VMT per service population as compared to the existing Baseline VMT, defined as the existing SGVCOG regional average. A significant VMT impact would occur if a project generates VMT (per capita, per employee, or per service population) higher than 15 percent below the Baseline VMT.

¹ State of California, Governor's Office of Planning and Research, *Proposed Updates to the CEQA Guidelines, Final*, November 2017.

² State of California, Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

Projects that result in a significant VMT impact would be required to provide mitigations such as modifications to the land use mix to reduce VMT, implementing transportation demand management (TDM) measures to reduce VMT, and/or participation in a VMT fee program, mitigation exchange, or banking program (if available).

In addition, new City of San Gabriel guidelines state that project impact analysis may be streamlined through Project screening. Projects identified as VMT reducing or VMT efficient projects have a presumption of a less-than-significant impact on VMT, and therefore do not require a full VMT assessment. Consistent with OPR guidance, the City identifies the following project types as appropriate for screening, which may or may not apply to this Project:

- Projects that generate fewer than 110 daily trips
- Retail (or retail components of) projects up to 50,000 square feet in floor area
- Projects located in low-VMT areas (defined as 15% below the Baseline VMT Metric)
- Projects located in a Transit Priority Area (TPA)
 - TPAs are defined as areas within ½ mile of an existing major transit stop or existing stop along a high-quality transit corridor with headways of 15 minutes or less
- Projects that are affordable housing developments

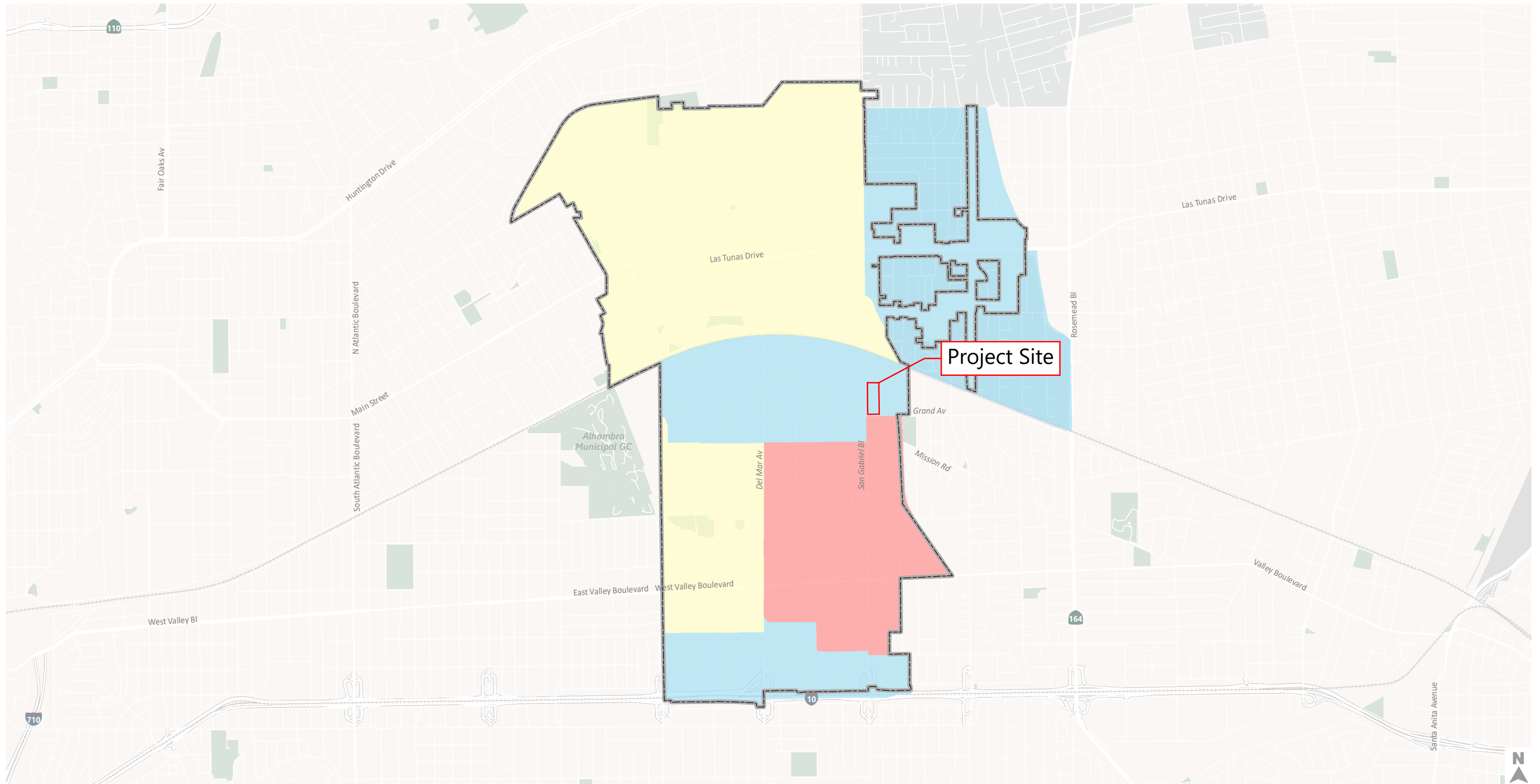
VMТ ANALYSIS

Because the proposed Project is of mixed-use nature, VMT would be measured using the 2012 VMT per service population metric, which combines residents and employees in its methodology. Because of this, the Project and its corresponding transportation analysis zone (TAZ) would be located in a low VMT area, shown in Figure 3. The year 2012 is the existing baseline SCAG travel demand model year. The low VMT area maps in the City of San Gabriel were adopted by City Council on July 7, 2020 along with the VMT thresholds and are available on the City's website. The Project Site's TAZ also includes adjacent parcels to the east of the site, and the neighborhood bounded by Del Mar Avenue, San Gabriel Boulevard, El Monte Street, and the San Gabriel Railroad Trench. Therefore, the Project is exempt from further VMT analysis.

In addition, the proposed land uses would be similar in type to existing land uses in the TAZ, which means that the TAZ would presumably remain a low VMT area with the Project constructed. Mixed use projects shorten trips and are VMT-efficient, and the Project's retail components for both Plazas, each under 50,000 square feet, would be locally serving and reduce the distance local residents would have to travel to access places such as supermarkets, restaurants, and gyms.



Therefore, the proposed Project is assumed to have a less than significant impact under CEQA.



Source: City of San Gabriel/SGVCOG

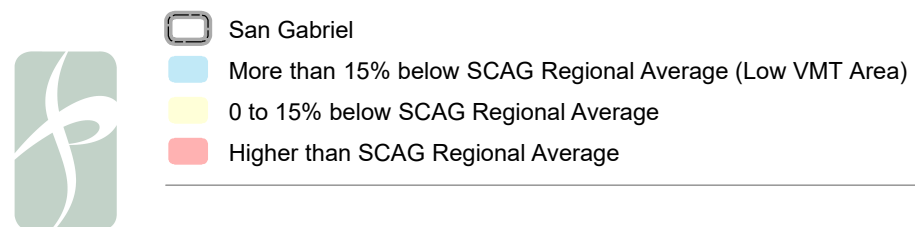


Figure 3

Daily VMT per Service Population in San Gabriel (2012)

4. PLANS, PROGRAMS, ORDINANCES, AND POLICIES REVIEW

CEQA requires a review of a project's potential to conflict with adopted transportation-related plans, programs, ordinances, or policies. The focus of this analysis is on whether a project would conflict with a transportation-related program, policy, plan, or ordinance that has been adopted to protect the environment. A project does not necessarily result in a significant impact under CEQA merely because it is not consistent with a program, policy, plan or ordinance. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies that protect the environment. This evaluation was conducted by reviewing City documents such as:

- Comprehensive General Plan of the City of San Gabriel, California (2004)
- Local bicycle plans
- Local safety plans
- Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Recently, the City of San Gabriel commenced a process in which to create a Local Roadway Safety Plan, but at the time of this study, was not completed or adopted for this analysis. Discussions of compliance with local bicycle plans can be found in Chapter 6, the Alternative Transportation Modes Analysis.

Comprehensive General Plan of the City of San Gabriel

The Comprehensive General Plan of the City of San Gabriel (2004) is the City's document to guide the overall direction and vision of the City. The Mobility chapter lays out a vision for designing safer, more vibrant streets, that are accessible to people, goods, and resources. The street standards were reviewed and compared to existing and future conditions resulting from the Project, and it was determined that the Project is compliant with the Mobility chapter. The following objectives, policies, and programs found in the Mobility chapter are relevant to the Project:

Goal 3.2 To reduce traffic congestion in commercial/retail areas on Valley Boulevard, San Gabriel Boulevard, and Las Tunas Drive.

- The Project supports this policy by providing locally serving retail at the Project Site, which would decrease driving trip distances and VMT.

Goal 3.5 Promote the use of bicycles for transportation.

- The Project supports Goal 3.5 by providing 30 bicycle parking spaces that meets the city code requirement of 27 bicycle parking spaces.

Goal 3.6 Enhance pedestrian access and circulation.

- The Project supports Goal 3.6 by increasing residential and commercial density in the area, which would increase the number of destinations within walking and biking distance. The Project would increase pedestrian safety by providing a new signalized pedestrian crossing across San Gabriel Boulevard.

Goal 3.7 To Provide adequate parking to serve the needs of residential areas and business activities.

- The Project will provide 983 parking spaces, which is above the 975 required number of spaces.

SCAG 2016 RTP/SCS

The SCAG, in which the City of San Gabriel is a part of, has an adopted 2016 RTP/SCS¹ which balances future mobility and housing needs with economic, environmental, and public health goals. The Plan charts a course for closely integrating land use and transportation, so that the region can grow smartly and sustainably. Below are specific goals and objectives in the 2016 RTP/SCS that are applicable to this project:

- Identify Regional Strategic Areas for Infill and Investment
- Focus New Growth Around Transit
- Plan for Growth Around Livable Corridors
- Provide More Options for Short Trips

The Project supports the above objectives in the 2016 RTP/SCS by providing additional density and infill development around bus lines. The Project would also shorten trips by providing more locally serving retail options to the area. Furthermore, the proposed Project would build new infill development in a designated Redevelopment Area per Figure 1-4 in the City of San Gabriel General Plan.

The Project features and design supports multimodal transportation options and would be consistent with policies, plans, and programs, including the 2016 RTP/SCS. The Project design includes features to minimize impacts to the public right-of-way and enhance walkability to adjacent existing uses. The Project proposes to add new sidewalks and street trees within the Project Site and along the perimeter as well as improved street and pedestrian lighting that aim to enhance connectivity to the existing pedestrian network. The proposed open space and plaza located midblock between both Plazas would facilitate pedestrian activity within the Project Site and from the neighboring areas to the east and west. The Project also proposes to add a new traffic signal at the intersection of San Gabriel Boulevard and Pearl Street, which would provide



for a safe signalized pedestrian crossing. The Project does not propose to narrow sidewalks or remove streetscape amenities or features. The proposed Project would provide streetscaping on all public frontages, such as street trees, sidewalks, turf parkway, raised planters, and green screen planters, which would provide a buffer between the proposed development and the surrounding neighbors. The locations of driveways are intended to minimize disruptions to the pedestrian right-of-way. The Project would provide 30 bicycle parking spaces which is three more than the minimum requirement of 27 bicycle parking spaces. The Project would not substantially increase hazards, conflicts, or preclude City action to fulfill or implement projects associated with these networks and would contribute to overall walkability through enhancements to the Project Site. Therefore, the Project would have a less than significant impact on the City's transportation-related plans, programs, ordinances, and policies.

¹ The 2020 SCAG RTP/SCS had been approved by the Regional Council, but has yet to be approved by the California Air Resources Board (CARB) at the time of this study.

5. GEOMETRIC DESIGN HAZARDS

This section discusses impacts regarding the potential increase of hazards due to a geometric design feature that generally relates to the design of access points to and from the Project Site and considers safety, operational, and capacity impacts.

Pedestrian access to the Project Site would be provided via new sidewalks around the perimeter of the Project Site and through pedestrian plazas/paseos accessible to the neighborhood. Residents and visitors arriving to the Project Site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. The Project's access locations would be designed to meet the City's Development Regulations (2005) and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that conform to best practices to protect pedestrian safety. All roadways and driveways would intersect at right angles. Street trees and other potential impediments to adequate driver and pedestrian visibility would be minimal. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking facilities, and transit stops.

The Project was analyzed with the following driveway scenario:

- Vehicle access to parking via six driveways, described below:
 - Two (2) full-access residential only driveways on Gladys Avenue, leading to underground parking
 - One (1) full-access driveway each on El Monte Street, Grand Avenue, and Gladys Avenue for commercial use visitors, leading to covered ground level and mezzanine level parking. A total of three (3) driveways.
 - One (1) main entry driveway at San Gabriel Boulevard and Pearl Street, leading to the commercial use parking. This driveway is proposed to be signalized and would prohibit through movements from the Project Site onto Pearl Street.

The driveways would be designed to comply with the City's Development Guidelines. The San Gabriel Boulevard driveway may require the removal or relocation of the existing northbound passenger transit stops serving Montebello Bus Line 20. However, service is currently suspended at this stop due to COVID-19. It is uncertain at this time when or if service would return at this stop. Driveways would be designed and configured to avoid or minimize potential conflicts with transit services and pedestrian traffic. As a result, the Project would not substantially increase hazards or conflicts and would contribute to overall walkability through enhancements to the Project site.



6. ALTERNATIVE TRANSPORTATION MODES ANALYSIS

This section reviews the impacts of the Project on the bicycle and pedestrian facilities in the study area. Potential impacts may include disruptions to existing facilities, interference with planned facilities, and conflicts with adopted plans, guidelines, policies, or standards.

SIGNIFICANCE CRITERIA

A project impact would be considered significant if:

- The project substantially disrupts existing facilities
- The project substantially interferes with planned facilities
- The project conflicts or creates inconsistencies with adopted guidelines, plans, policies, or standards related to the provision of alternative transportation modes

BICYCLE FACILITY IMPACTS

The existing bicycle network in the study area consists of Class II facilities (designated bicycle lane, noted by striping and signage) on Del Mar Avenue between Mission Road and Valley Boulevard. Another Class II facility exists on Las Tunas Drive between San Gabriel Boulevard and Muscatel Avenue. Other bicycle facilities are not present in the City of San Gabriel near the study area.

The City of San Gabriel has adopted their own City's section of the *San Gabriel Valley (SGV) Bicycle Master Plan* (2014), which guides the development of bicycle infrastructure projects, programs, and policies. The SGV Bicycle Master Plan is a regional bicycle master plan which ensures continuity and integration between the five cities that have adopted it: San Gabriel, Monterey Park, Baldwin Park, El Monte, and South El Monte. Class II bicycle facilities in the City of San Gabriel are planned for the entirety of Del Mar Avenue, Las Tunas Drive, and Mission Road. Class III facilities (shared roadway, noted by signage) within the study area are planned on San Gabriel Boulevard, Grand Avenue, California Street, Fairview Avenue, Angeleno Avenue, and Broadway. Class I facilities (off-street bicycle/pedestrian paths) within City limits are planned along the newly constructed San Gabriel Trench and the Rubio Wash. Both proposed Class I facilities are within ¼-mile of the Project Site. Figure 4 shows a map of proposed bicycle facilities from the City's section of the adopted SGV Bicycle Master Plan.



DISRUPTIONS TO EXISTING OR PROPOSED FACILITIES

Because the proposed Project does not directly front any existing bicycle facilities or preclude the construction of any of the planned bicycle facilities, the project impact is less than significant and no mitigation is required. The Project would also not conflict with the SGV Bicycle Master Plan.

PEDESTRIAN FACILITY IMPACTS

The pedestrian network in the study area except for the Project frontage along Grand Avenue and Gladys Avenue consists of sidewalks and curbs, marked crosswalks, and unmarked pedestrian crossings. Currently, the Project frontage along Gladys Avenue is unimproved, as there are no curbs, ramps, driveways, or sidewalks. Along Grand Avenue, curbs are present, but there are no sidewalks. At all signalized intersections in the study area, marked crosswalks and pedestrian signals are present.

The proposed Project would include curbs, ramps, and sidewalks would be constructed along with the Project driveways on all street frontages facing the proposed Project, which would enhance pedestrian facilities in the area.

DISRUPTIONS TO EXISTING FACILITIES

There are existing sidewalks along the east side of San Gabriel Boulevard along the project frontage, a bus stop that is currently not in use, and a mid-block crosswalk at San Gabriel Boulevard and Pearl Street. The proposed Project would install a new traffic signal at this intersection, which would upgrade the crosswalk to be signalized. The Project would also not preclude the City of San Gabriel from constructing other pedestrian facilities. Therefore, the project impact is less than significant and no mitigation is required.

TRANSIT FACILITY IMPACTS

The transit facilities in the study area consist of a bus stop on northbound San Gabriel Boulevard at Pearl Street that is equipped with a bench, trash can, and a bus stop passenger-activated light. The bus stop and its amenities are located on the southeast corner of San Gabriel Boulevard at the intersection of Pearl Street. However, according to agency staff, Montebello Bus Lines bus service (Line 20 San Gabriel) at this bus stop was recently suspended due to the COVID-19 Pandemic.



DISRUPTIONS TO EXISTING FACILITIES

If bus service were to return to this location, the proposed Project's driveway would affect transit operations, and would result in a significant impact. Mitigation would be required by relocating this bus stop to the northeast corner of San Gabriel Boulevard and Pearl Street, approximately 100 feet to the north of the proposed signalized intersection. The Project would be required to coordinate with Montebello Bus Lines on the removal and relocation of this bus stop. The Project would not alter or affect any other transit facilities in the area.



San Gabriel Pacific Square - Proposed Bikeways

7. FREEWAY RAMP SAFETY ANALYSIS

In consultation with Caltrans District 7, a freeway ramp safety (queuing) analysis was conducted at four freeway ramp terminal intersections under all scenarios. These four freeway ramp intersections all serve the cloverleaf style interchange between I-10 and San Gabriel Boulevard. The vast majority of regional Project related trips that would utilize freeways would use the San Gabriel Boulevard ramps at I-10, as San Gabriel Boulevard directly fronts the Project Site 1.5 miles to the north. Traffic counts were taken at the off-ramps in 2019 before the COVID-19 Pandemic. Counts at this off-ramp are provided in Appendix A. The Synchro 10 traffic analysis software was used to implement the HCM methodology to calculate the 95th percentile queues at and compare them with the available vehicle storage on these ramps. Details such as turn pocket lengths and ramp lengths was coded based on scaled distances from online aerial imagery. Ramp lengths were measured only up to the gore point between the off-ramp and the weaving section of the interchange, which is separated from the mainline of I-10, not the gore point between the initial off-ramp and the mainline freeway segment. This represents a more conservative analysis. Detailed queue calculations are provided in Appendix A.

Table 1 shows the results of the analysis. Based on the analysis, all four ramps would not experience any queuing greater than 85% of the available storage during either peak hour under all four scenarios. Therefore, as the vehicle queue lengths do not back up to the freeway mainline, there are no potential safety impacts at the I-10 and San Gabriel Boulevard off-ramps due to the addition of Project traffic.

TABLE 1
PEAK HOUR OFF-RAMP INTERSECTION 95TH PERCENTILE QUEUES

Ramp	Cross Street	Ramp Length (ft) [a]	Ramp Turn Lanes at Intersection		Control	Existing		Queue [b] Exceeds 85% of Storage?
			Lanes	Move		AM Queue [b] Lane (ft)	PM Queue [b] Lane (ft)	
I-10 Eastbound Off-Ramp	San Gabriel Boulevard (Northbound)	510	1	Right	Stop	73	228	No
I-10 Eastbound Off-Ramp	San Gabriel Boulevard (Southbound)	590	1	Right	Stop	60	93	No
I-10 Westbound Off-Ramp	San Gabriel Boulevard (Northbound)	650	1	Right	Stop	63	35	No
I-10 Westbound Off-Ramp	San Gabriel Boulevard (Southbound)	570	1	Right	Stop	105	118	No

Ramp	Cross Street	Ramp Length (ft) [a]	Ramp Turn Lanes at Intersection		Control	Future Base		Queue Exceeds 85% of Storage?	Future + Project		Queue Exceeds 85% of Storage?
			Lanes	Move		AM Queue [b] Lane (ft)	PM Queue [b] Lane (ft)		AM Queue [b] Lane (ft)	PM Queue [b] Lane (ft)	
I-10 Eastbound Off-Ramp	San Gabriel Boulevard (Northbound)	510	1	Right	Stop	98	293	No	118	340	No
I-10 Eastbound Off-Ramp	San Gabriel Boulevard (Southbound)	590	1	Right	Stop	65	100	No	68	103	No
I-10 Westbound Off-Ramp	San Gabriel Boulevard (Northbound)	650	1	Right	Stop	78	43	No	85	50	No
I-10 Westbound Off-Ramp	San Gabriel Boulevard (Southbound)	570	1	Right	Stop	118	130	No	120	133	No

[a]: Storage lengths determined based on scaled distances from on-line aerial photographs.

[b]: 95th percentile queues based on HCM, 6th Edition methodology, assumes 25 feet of occupied space per queued vehicle.

8. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential transportation impacts of the proposed development at 700-800 San Gabriel Boulevard on the local street system. The following summarizes the results of this analysis:

- The proposed Project would involve the construction of 76,046 square feet of new mixed commercial space and 251 apartments. The Project would be split into two areas, the 700 Plaza and 800 Plaza. It is anticipated that both plazas would be completed in year 2023. The Project driveways would be located along Gladys Avenue, Grand Avenue, El Monte Street, and San Gabriel Boulevard. The Project would provide 983 off-street parking spaces, meeting the minimum parking requirements. It is anticipated that a mixed-use project would be eligible for a reduction in required spaces, subject to City approval of shared parking for mixed-use developments. Further discussion of parking can be found in the non-CEQA circulation study.
- The Project features, location, and design would be consistent with SCAG's and the City's plans, programs, ordinances, and policies. Therefore, the Project would have a less than significant impact on SCAG's and the City's transportation-related plans, programs, ordinances, and policies.
- The VMT screening for the Project determined that the Project would be located in a low VMT area and therefore is exempt from further VMT analysis. Additionally, the proposed land uses would be similar in type to existing land uses in its TAZ, the FAR would be higher than 0.75, and the Project is not proposing to provide more parking than is required by code. Therefore, the Project is presumed to have a less than significant impact on VMT/service population.
- The Project is not projected to substantially increase hazards, conflicts, or preclude City action to fulfill or implement projects associated with surrounding transportation networks and will contribute to overall walkability through enhancements to the Project site and streetscape. Therefore, the Project is expected to have a less than significant impact.
- The Project is not expected to have a direct or indirect effect that would lead to removal, modification, or degradation of pedestrian or bicycle facilities. If bus service is reinstated at the bus stop at San Gabriel Boulevard and Pearl Street, the Project driveway would result in a significant impact on existing transit facilities. The Project could mitigate the impact by relocating the bus stop north by approximately 100 feet.
- Project related traffic at the San Gabriel Boulevard & I-10 off-ramps would not result in vehicle queues that would spillback onto the mainline freeway segments and potentially decrease safety.

APPENDIX A: FREEWAY OFF-RAMP SAFETY ANALYSIS

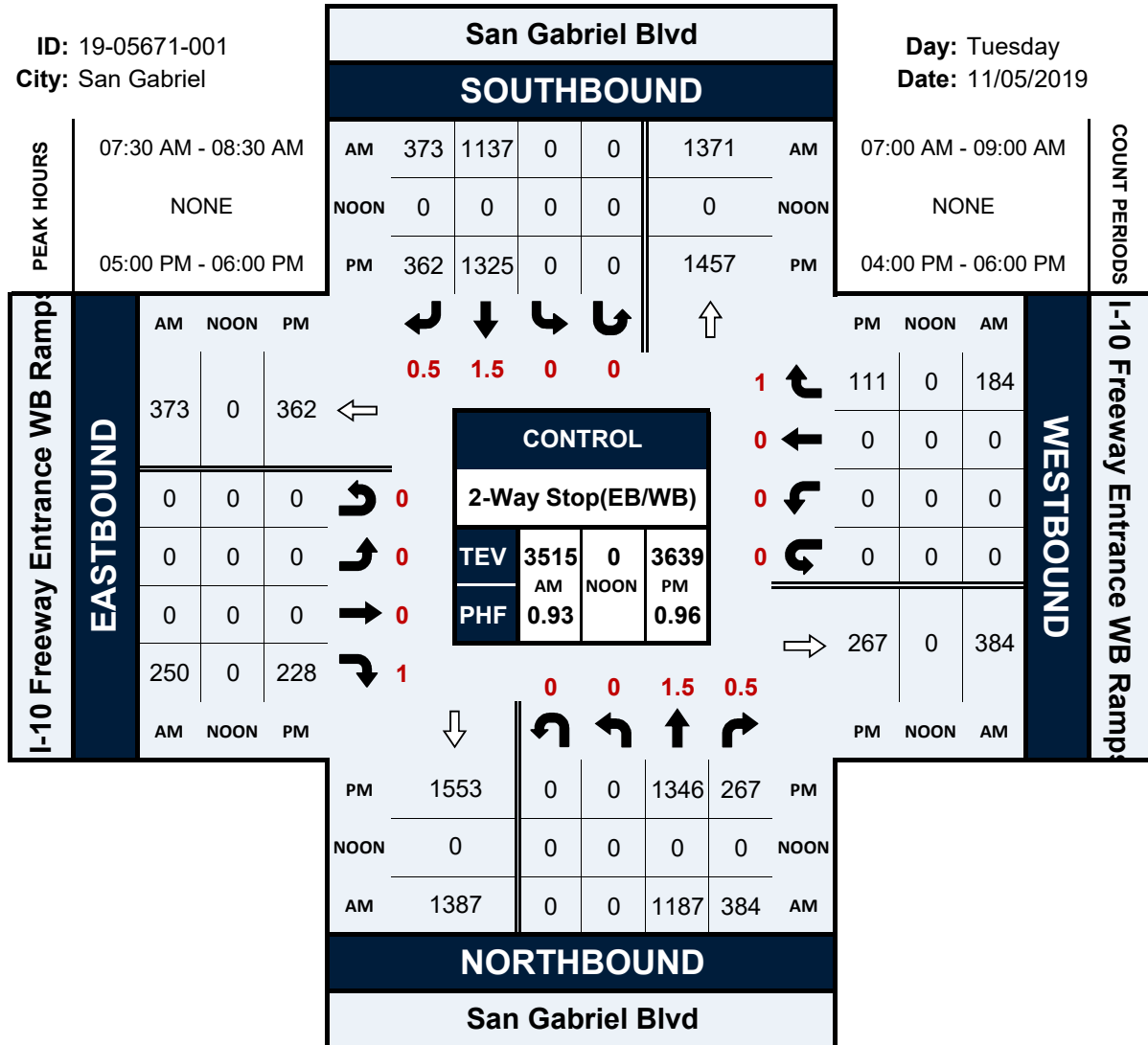
FREEWAY RAMP COUNT SUMMARIES

San Gabriel Blvd & I-10 Freeway Entrance WB Ramps

Peak Hour Turning Movement Count

ID: 19-05671-001
City: San Gabriel

Day: Tuesday
Date: 11/05/2019

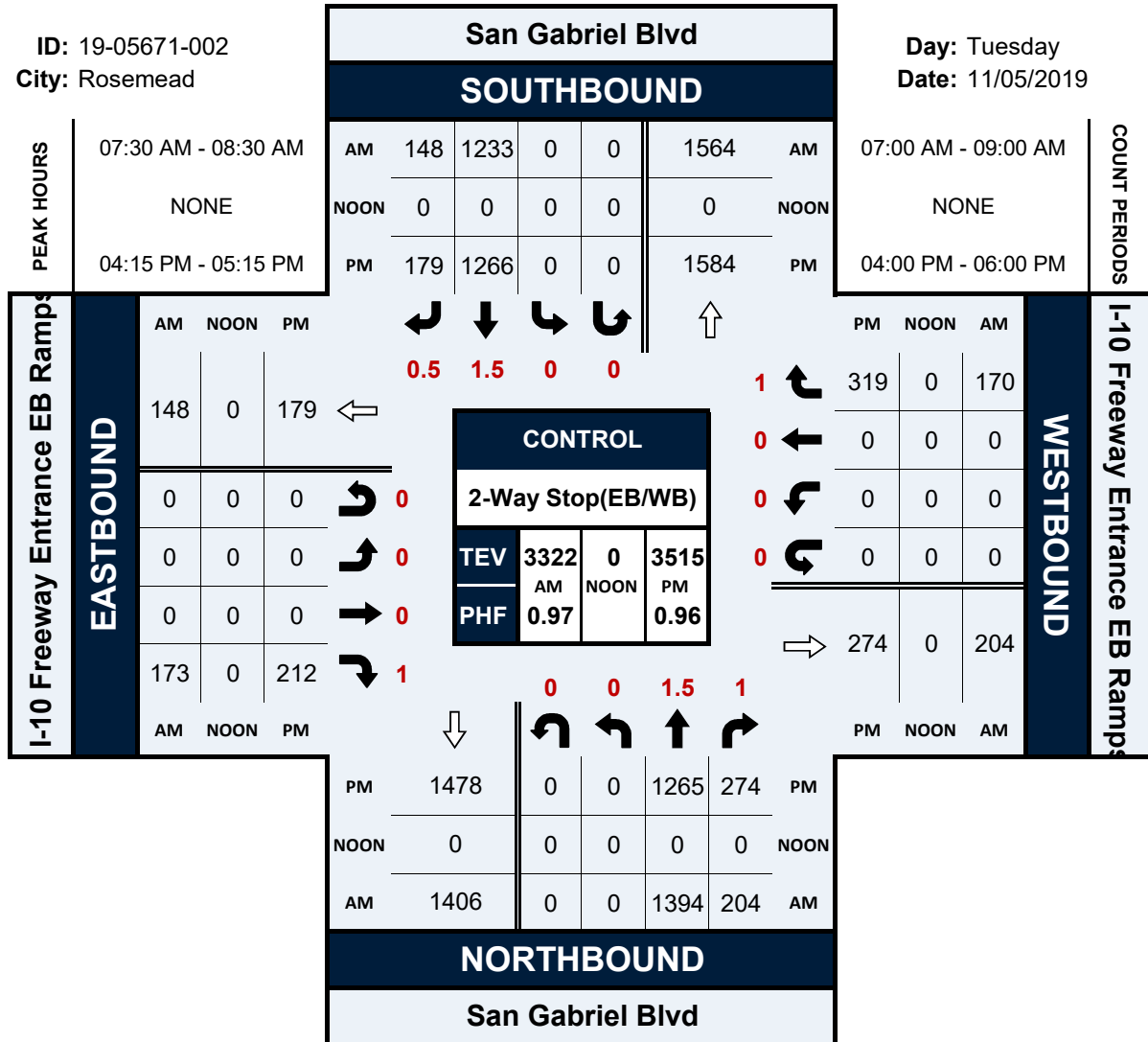


San Gabriel Blvd & I-10 Freeway Entrance EB Ramps

Peak Hour Turning Movement Count

ID: 19-05671-002
City: Rosemead

Day: Tuesday
Date: 11/05/2019



EXISTING (2019)

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	184	1187	0	0	1137
Future Vol, veh/h	0	184	1187	0	0	1137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	200	1290	0	0	1236

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	645	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	415	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	415	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 415	-
HCM Lane V/C Ratio	- 0.482	-
HCM Control Delay (s)	- 21.5	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 2.5	-

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	111	1346	0	0	1325
Future Vol, veh/h	0	111	1346	0	0	1325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	121	1463	0	0	1440

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	732	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	364	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	364	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 364	-
HCM Lane V/C Ratio	- 0.331	-
HCM Control Delay (s)	- 19.7	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 1.4	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	250	0	1187	1137	0
Future Vol, veh/h	0	250	0	1187	1137	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	272	0	1290	1236	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	618	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	432	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	432	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.4	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 432		-			
HCM Lane V/C Ratio	- 0.629		-			
HCM Control Delay (s)	- 26.4		-			
HCM Lane LOS	- D		-			
HCM 95th %tile Q(veh)	- 4.2		-			

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗	↗	
Traffic Vol, veh/h	0	228	0	1346	1325	0
Future Vol, veh/h	0	228	0	1346	1325	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	248	0	1463	1440	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	720	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	370	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	370	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	32.4	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	-	370	-			
HCM Lane V/C Ratio	-	0.67	-			
HCM Control Delay (s)	-	32.4	-			
HCM Lane LOS	-	D	-			
HCM 95th %tile Q(veh)	-	4.7	-			

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	170	1394	0	0	1233
Future Vol, veh/h	0	170	1394	0	0	1233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	185	1515	0	0	1340
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	758	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	350	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	350	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	26.2	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	- 350		-			
HCM Lane V/C Ratio	- 0.528		-			
HCM Control Delay (s)	- 26.2		-			
HCM Lane LOS	- D		-			
HCM 95th %tile Q(veh)	- 2.9		-			

Intersection						
Int Delay, s/veh	6.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	319	1265	0	0	1266
Future Vol, veh/h	0	319	1265	0	0	1266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	347	1375	0	0	1376
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	688	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	389	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	389	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	55.5	0		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	- 389		-			
HCM Lane V/C Ratio	- 0.891		-			
HCM Control Delay (s)	- 55.5		-			
HCM Lane LOS	- F		-			
HCM 95th %tile Q(veh)	- 9.1		-			

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	173	0	1394	1233	0
Future Vol, veh/h	0	173	0	1394	1233	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	188	0	1515	1340	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 670	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 399	0 -	- 0
Stage 1	0 -	0 -	- 0
Stage 2	0 -	0 -	- 0
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 399	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	21.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 399	-
HCM Lane V/C Ratio	- 0.471	-
HCM Control Delay (s)	- 21.8	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 2.4	-

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	212	0	1265	1266	0
Future Vol, veh/h	0	212	0	1265	1266	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	230	0	1375	1376	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	688	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	389	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	389	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.8	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 389		-			
HCM Lane V/C Ratio	- 0.592		-			
HCM Control Delay (s)	- 26.8		-			
HCM Lane LOS	- D		-			
HCM 95th %tile Q(veh)	- 3.7		-			

FUTURE BASE (2023)

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	196	1243	0	0	1182
Future Vol, veh/h	0	196	1243	0	0	1182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	213	1351	0	0	1285

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	676	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	396	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	396	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 396	-
HCM Lane V/C Ratio	- 0.538	-
HCM Control Delay (s)	- 24.2	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 3.1	-

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	122	1404	0	0	1371
Future Vol, veh/h	0	122	1404	0	0	1371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	133	1526	0	0	1490

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	763	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	347	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	347	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 347	-
HCM Lane V/C Ratio	- 0.382	-
HCM Control Delay (s)	- 21.7	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 1.7	-

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	255	0	1243	1182	0
Future Vol, veh/h	0	255	0	1243	1182	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	277	0	1351	1285	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 643	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 416	0 -	- 0
Stage 1	0 -	0 -	- 0
Stage 2	0 -	0 -	- 0
Platoon blocked, %		- -	
Mov Cap-1 Maneuver	- 416	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	29.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 416	-
HCM Lane V/C Ratio	- 0.666	-
HCM Control Delay (s)	- 29.3	-
HCM Lane LOS	- D	-
HCM 95th %tile Q(veh)	- 4.7	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	232	0	1404	1371	0
Future Vol, veh/h	0	232	0	1404	1371	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	252	0	1526	1490	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	745	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	357	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	357	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	36	0		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 357		-			
HCM Lane V/C Ratio	- 0.706		-			
HCM Control Delay (s)	- 36		-			
HCM Lane LOS	- E		-			
HCM 95th %tile Q(veh)	- 5.2		-			

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	193	1433	0	0	1270
Future Vol, veh/h	0	193	1433	0	0	1270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	210	1558	0	0	1380




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	779	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	339	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	339	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 339	-
HCM Lane V/C Ratio	- 0.619	-
HCM Control Delay (s)	- 31.4	-
HCM Lane LOS	- D	-
HCM 95th %tile Q(veh)	- 3.9	-

Intersection

Int Delay, s/veh 9.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	345	1302	0	0	1303
Future Vol, veh/h	0	345	1302	0	0	1303
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	375	1415	0	0	1416

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	708	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	377	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	377	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	78.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 377	-
HCM Lane V/C Ratio	- 0.995	-
HCM Control Delay (s)	- 78.7	-
HCM Lane LOS	- F	-
HCM 95th %tile Q(veh)	- 11.7	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗	↗	
Traffic Vol, veh/h	0	176	0	1433	1270	0
Future Vol, veh/h	0	176	0	1433	1270	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	191	0	1558	1380	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	690	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	388	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	388	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	23	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 388		-			
HCM Lane V/C Ratio	- 0.493		-			
HCM Control Delay (s)	- 23		-			
HCM Lane LOS	- C		-			
HCM 95th %tile Q(veh)	- 2.6		-			

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	216	0	1302	1303	0
Future Vol, veh/h	0	216	0	1302	1303	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	235	0	1415	1416	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 708	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 377	0 -	- 0
Stage 1	0 -	0 -	- 0
Stage 2	0 -	0 -	- 0
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 377	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	29.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 377	-
HCM Lane V/C Ratio	- 0.623	-
HCM Control Delay (s)	- 29.1	-
HCM Lane LOS	- D	-
HCM 95th %tile Q(veh)	- 4	-

FUTURE + PROJECT

Intersection

Int Delay, s/veh 2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	203	1271	0	0	1201
Future Vol, veh/h	0	203	1271	0	0	1201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	221	1382	0	0	1305

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	691	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	387	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	387	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 387	-
HCM Lane V/C Ratio	- 0.57	-
HCM Control Delay (s)	- 25.9	-
HCM Lane LOS	- D	-
HCM 95th %tile Q(veh)	- 3.4	-

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	130	1435	0	0	1388
Future Vol, veh/h	0	130	1435	0	0	1388
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	141	1560	0	0	1509

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	780	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	338	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	338	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 338	-
HCM Lane V/C Ratio	- 0.418	-
HCM Control Delay (s)	- 23.1	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 2	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	255	0	1271	1201	0
Future Vol, veh/h	0	255	0	1271	1201	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	277	0	1382	1305	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	653	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	410	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	410	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	30.2	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 410		-			
HCM Lane V/C Ratio	- 0.676		-			
HCM Control Delay (s)	- 30.2		-			
HCM Lane LOS	- D		-			
HCM 95th %tile Q(veh)	- 4.8		-			

Intersection




Int Delay, s/veh 2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	232	0	1435	1388	0
Future Vol, veh/h	0	232	0	1435	1388	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	252	0	1560	1509	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 755	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 351	0 -	- 0
Stage 1	0 -	0 -	- 0
Stage 2	0 -	0 -	- 0
Platoon blocked, %		- -	
Mov Cap-1 Maneuver	- 351	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	37.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 351	-
HCM Lane V/C Ratio	- 0.718	-
HCM Control Delay (s)	- 37.5	-
HCM Lane LOS	- E	-
HCM 95th %tile Q(veh)	- 5.3	-

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	209	1445	0	0	1282
Future Vol, veh/h	0	209	1445	0	0	1282
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	227	1571	0	0	1393
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	786	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	335	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	335	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	35.7	0		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	-		335	-		
HCM Lane V/C Ratio	-		0.678	-		
HCM Control Delay (s)	-		35.7	-		
HCM Lane LOS	-		E	-		
HCM 95th %tile Q(veh)	-		4.7	-		

Intersection						
Int Delay, s/veh	11.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	363	1315	0	0	1314
Future Vol, veh/h	0	363	1315	0	0	1314
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	395	1429	0	0	1428
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	715	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0 ~ 373	-	0	0	-	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	- ~ 373	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	96.7	0		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	- 373		-			
HCM Lane V/C Ratio	- 1.058		-			
HCM Control Delay (s)	- 96.7		-			
HCM Lane LOS	- F		-			
HCM 95th %tile Q(veh)	- 13.6		-			
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗	↗	
Traffic Vol, veh/h	0	176	0	1445	1282	0
Future Vol, veh/h	0	176	0	1445	1282	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	191	0	1571	1393	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	697	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	383	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	383	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	23.4	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	383	-			
HCM Lane V/C Ratio	-	0.499	-			
HCM Control Delay (s)	-	23.4	-			
HCM Lane LOS	-	C	-			
HCM 95th %tile Q(veh)	-	2.7	-			

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	216	0	1315	1314	0
Future Vol, veh/h	0	216	0	1315	1314	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	235	0	1429	1428	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	714	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	374	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	374	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	29.5	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 374		-			
HCM Lane V/C Ratio	- 0.628		-			
HCM Control Delay (s)	- 29.5		-			
HCM Lane LOS	- D		-			
HCM 95th %tile Q(veh)	- 4.1		-			