Transportation Impact Analysis

MODERA JACKSON STEPS

Prepared for: Mill Creek Residential Trust

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Introduction

This transportation impact analysis (TIA) identifies potential transportation-related impacts to the surrounding street network associated with the proposed Modera Jackson Steps mixed-use development in the International District of Seattle (see Figure 1).

Project Description

The proposed Modera Jackson Steps project (3038980-LU) is located at the northeast corner of the 10th Avenue S/S Jackson Street intersection in the International District in Seattle. The project would construct a mixed-use building with 397-dwelling units (du) and approximately 6,000 square feet (sf) of retail space. Access to on-site parking is proposed via 10th Avenue S and loading area provided via S Jackson Street as 10th Avenue S has a steep grade. Parking will be provided for the residential uses only. Vehicular parking for the retail uses would utilize on-street or public parking in the vicinity of the site. The site plan is included in Figure 2. It is anticipated that the project would be constructed and occupied by 2026. The existing on-site retail and warehouse space and associated parking would be removed with the development of the project.

Study Scope

The scope of this analysis is based on coordination with City of Seattle Department of Construction and Inspections (SDCI) staff. Based on anticipated trip generation, access plan, and travel patterns for project-generated vehicle traffic, the following off-site intersections were selected for study during the weekday AM and PM peak hours (see Figure 1):

- 1. 8th Ave S/S Jackson St
- 2. 10th Ave S/S Jackson St
- 3. 12th Ave S/S Jackson St
- 4. 14th Ave S/S Jackson St/Rainier Avenue S

The analysis includes a review of existing conditions near the project site, including the street network, non-motorized facilities, transit service, existing and future without-project peak hour traffic volumes, traffic operations, and traffic safety. Future (2026) with-project conditions are evaluated by adding site-generated traffic to future without-project volumes and were then compared to future without-project conditions to identify the relative impacts the proposed project has on the surrounding transportation system.



Site Vicinity and Study Intersections

Modera Jackson Steps

FIGURE

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Preliminary Site Plan

Modera Jackson Steps

FIGURE



Existing & Future Without-Project Conditions

This section describes both existing and future (2026) without-project conditions within the identified study area. Study area characteristics are provided for the street network, planned improvements, non-motorized facilities, transit service, existing and future forecasted without-project traffic volumes, traffic operations, and traffic safety.

Street Network

The following describes the existing street network within the vicinity of the proposed project and anticipated changes resulting from planned improvements.

Existing

The primary roadways within the study area and their characteristics near study intersections are described below.

S Jackson Street – S Jackson Street is a 5-lane roadway classified as a principal arterial by the City of Seattle in the vicinity of project site. The roadway allows intermittent on-street parking. The roadway also provides sharrows and sidewalks on both sides of the street. The SDOT First Hill Streetcar runs along S Jackson Steet adjacent to the site. Access to the on-site service and loading areas would is proposed via S Jackson Street.

10th Avenue S – 10th Avenue S is a 2-lane non-arterial street. Adjacent to the project site (the western border of the site), 10th Avenue S has a steep grade (approximately 20 percent) connecting to non-motorized facilities accessing Yesler Terrace to the north. Sidewalks and parking are generally provided on both sides of the street. The primary access to the on-site parking is proposed via 10th Avenue S.

12th Avenue S – 12th Avenue S is a principal arterial north of S Jackson Street and a minor arterial south of S Jackson Street as classified by the City of Seattle. Sidewalks are provided along both sides of the roadway.

Future Planned Improvements

Based on a review of the City of Seattle's 2022-2027 Capital Improvement Program (CIP), no projects were identified in the study area. Note that the Vision Zero project along 12th Avenue South, south of King Street is recently completed which included protected bicycle lanes connecting to the Mountains to Sound Trail as well as additional installation of pedestrian push buttons.

Non-Motorized Facilities

Extensive non-motorized facilities are provided in the project vicinity including a large and connected sidewalk network and signalized crossings across all legs of the study intersections. Bicycle facilities are also provided along S Jackson Street in the form of sharrows, as well as bike lanes on 14th Ave S, north of S Jackson Street as well as bicycle lanes along 12th Street both north and south of study area.

Transit Service

The project site is well served by transit with area service provided by SDOT, King County Metro, and Sound Transit. The closest transit stops to the project site are located along S Jackson Street west of 12th Avenue S, near the southeast corner of the project site which is



served by 6 transit routes. Additional bus stops are located within a quarter mile of the site along 12th Avenue S and also along S Jackson Street. The transit routes serving the site are summarized in Table 1 including days of operation, service area, and headways.

Table 1. Transit Route Summary				
		Hours	of Operation	Weekday
Route	Days of Operation	Weekdays	Weekends	Peak Period Headway ¹
7 – Prentice St, Rainier Beach, Columbia City, Downtown Seattle	Mon-Sun	5:20 a.m4:30 a.m.	Sat/Sun: 6:00 a.m4:30 a.m.	10
9 – Rainier Beach to Columbia City to Seattle University to Broadway	Mon-Fri	7:00 a.m9:30 a.m. & 3:20 p.m5:30 p.m.	-	30
14 – Mount Baker, Downtown Seattle	Mon-Sun	5:30 a.m1:00 a.m.	Sat/Sun: 6:00 a.m1:00 a.m.	15
36 – Othello Station, Beacon Hill, Jefferson Park, Chinatown/International District, Downtown Seattle	Mon-Sun	5:00 a.m3:15 a.m.	Sat: 5:30 a.m3:10 a.m. Sun: 6:00 a.m3:10 a.m.	10
60 – Westwood Village, White Center, Beacon Hill, First Hill, Broadway	Mon-Sun	5:10 a.m12:10 a.m.	Sat: 5:40 a.m12:10 a.m. Sun: 5:35 a.m12:15 a.m.	10-12
106 – Renton, Skyway, Rainier Beach, Chinatown/International District	Mon-Fri	5:30 a.m1:00 a.m.	-	10-15
Source: King County Metro, Seattle Streetcar, 1. Headways in minutes during weekday AM a	2022 and PM peak p	periods.		

In addition to the bus routes as summarized above, the Seattle Streetcar First Hill Line and Link Light Rail have stops/stations located approximately a half mile or less from the project site. Each are discussed below.

- SDOT's First Hill Streetcar has the nearest stop to the project site located along S Jackson Street east of 12th Avenue S with frequent service between Capitol Hill, First Hill, International District, and Pioneer square.
- Sound Transit's International District Link light rail station is located at the 5th Avneue S/S King Street intersection and provides frequent service between Northgate and Angel Lake with planned extensions by 2025 to Bellevue, Redmond, and Lynnwood.

Traffic Volumes

The following sections document the development of the traffic volumes used in the existing and future without-project operations analyses.

Existing Traffic Volumes

Existing weekday AM peak period (7-9 a.m.) and PM peak period (4-6 p.m.) traffic volumes were collected in May 2022.¹ The existing (2022) weekday AM and PM peak hour traffic volumes are shown on Figure 3. The traffic volumes were rounded to the nearest five vehicles to account for daily fluctuations. The detailed weekday peak period traffic counts are included in Appendix A.

¹ Based on coordination with SDCI, no COVID adjustment was applied to the traffic counts.





Existing Weekday Peak Hour Traffic Volumes

Modera Jackson Steps

FIGURE

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Future Without-Project Volumes

Future (2026) without-project traffic volumes are comprised of the existing traffic volumes, background traffic growth, and traffic generated from the planned "pipeline" developments. An annual growth rate of 0.5 percent was applied, consistent with other traffic analyses in Downtown and coordinated with City staff. The annual growth rate was applied to existing study intersection traffic volumes to estimate 2026 horizon year background traffic growth. In addition to the background growth rate, which accounts for the general growth in the area, traffic from specific pipeline development projects in the vicinity were reviewed on the SDCI website and through coordination with City staff. The following 15 pipeline projects were identified and included in the future forecasts:

1.	1000 E Yesler Way	(3031313-LU)	261 apartment units, 130 parking spaces
2.	101 8th Ave	(3034422-LU)	110 apartment units, 55 parking spaces
3.	803 S Washington St	(3034294-LU)	365 apartment units, 248 parking spaces
4.	821 S Washington St	(3036852-LU)	200 apartment units, 122 parking spaces
5.	701 S Jackson ST	(3038144-LU)	238 apartment units, no parking
6.	622 Rainier Ave S	(3034452-LU)	185 apartment units, retail, 92 parking spaces
7.	1605 S Jackson St	(3039113-LU)	40 dwelling units, 3000 sf retail
8.	1613 S Lane St	(3017455-LU)	13 apartment units
9.	1605 S Washington St	(3038443-LU)	8 townhouses
10.	1609 S Washington St	(3038478-LU)	8 townhouses
11.	125 15th Ave	(3028398-LU)	42 SEDU
12.	104 12th Ave	(3028662-LU)	289 apartment units, 11 live-work units, 230 parking spaces, ground floor retail
			54 residential units, 4760 sf retail on ground
13.	608 6th Ave S	(3018724-LU)	level, 4760 sf office space on the 2nd floor
14.	1005 S King St	(3036187-LU)	100-unit apartment with retail. 76 parking stalls
15.	225 Broadway	(3036543-LU)	344 units total. Parking for 170 vehicles

Forecast future (2026) without-project weekday AM and PM peak hour traffic volumes are shown in Figure 4.



Future (2026) Without-Project Weekday Peak Hour Traffic Volumes

Modera Jackson Steps

FIGURE

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4

Traffic Operations

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). At signalized intersections, LOS is measured in average control delay per vehicle and is typically reported using the intersection delay. Traffic operations and average vehicle delay for an intersection can be described qualitatively with a range of levels of service (LOS A through LOS F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Appendix B contains a detailed explanation of LOS criteria and definitions.

For the operations analysis of existing conditions at the signalized study intersections, signal timing and phasing information was obtained from the Seattle Department of Transportation (SDOT). Analysis parameters such as lane channelization were maintained for future (2026) without-project conditions from existing conditions.

Weekday AM and PM peak hour traffic operations for existing and future (2026) withoutproject conditions were evaluated based on the procedures identified in the *Highway Capacity Manual* (HCM 6) as able; otherwise HCM 2000 was used. *Synchro 11* was used for the analysis, which is a software program that uses *HCM* methodology to evaluate intersection LOS and average vehicle delay. Results for the existing and future withoutproject operations analyses are summarized in Table 2. Detailed LOS worksheets for each intersection analysis are included in Appendix C.

able 2. Existing and Future (2026) Without-Project AM Peak Hour LOS Summary					
	Ex	isting	2026 With	out-Project	
Intersection	LOS ¹	Delay ²	LOS	Delay	
AM Peak Hour					
1. 8th Ave S/S Jackson St ³	А	7	А	7	
2. 10th Ave S/S Jackson St	В	12	В	13	
3. 12th Ave S/S Jackson St	С	21	С	22	
4. 14th Ave S/S Jackson St/Rainier Ave S ³	E	56	E	73	
PM Peak Hour					
1. 8th Ave S/S Jackson St ³	А	7	А	7	
2. 10th Ave S/S Jackson St	В	13	В	13	
3. 12th Ave S/S Jackson St	С	20	С	21	
4. 14th Ave S/S Jackson St/Rainier Ave S ³	Е	65	F	82	

1. Level of Service (A – F) as defined by the 6th Edition Highway Capacity Manual (HCM), Transportation Research Board.

2. Average delay per vehicle in seconds

3. Evaluated using HCM 2000 due to limitations of the 6th edition methodology including ped phase, hold phase, and/or 5 leg intersection.

The City of Seattle's Comprehensive Plan does not define a LOS standard for individual intersections, but instead focuses on the incremental delay at LOS E and F intersection for determining whether an impact is potentially significant or not. However, the City generally recognizes LOS E and F as poor operations for signalized locations.

As shown in Table 2, under existing and future without-project conditions, the study intersections operate at LOS C or better during both the weekday AM and PM peak hours with the exception of the 14th Avenue S/S Jackson Street/Rainier Avenue S intersection. The 14th Avenue S/S Jackson Street/Rainier Avenue S intersection currently operates at LOS E under existing conditions. Under future (2026) without-project conditions, the 14th Avenue S/S Jackson Street/Rainier Avenue S intersection is forecast to operate at LOS E and LOS F in the AM and PM peak hours, respectively with 17 seconds of added delay in both peak hours relative to existing conditions.

Traffic Safety

The most recent three years of collision records between January 1, 2019 and December 31, 2021 were reviewed within the study area to identify existing traffic safety issues. A summary of the total and average annual number of reported accidents at each study intersection is provided in Table 3.

Fable 3. Three-Year Collision Summary (2017-2021)									
	Numb	er of Colli	sions		Annual	Pedestrian or bicycle collision			
Location	2019	2020	2021	Total	Average	in the previous 3 years			
1. 8th Ave S/S Jackson St	2	0	0	2	0.40	1			
2. 10th Ave S/S Jackson St	1	0	2	3	0.60	1			
3. 12th Ave S/S Jackson St	5	2	3	10	2.00	0			
4. 14th Ave S/S Jackson St	1	0	1	2	0.40	0			

Source: WSDOT April 2020

1. AADT = Annual Average Daily Traffic of intersection of segment estimated based on PM peak hour traffic volumes

2. MEV = Million Entering Vehicles

SDOT defines High Collision Locations (HCL) as signalized intersections with 10 or more collisions in the previous year and locations with 5 or more pedestrian or bicycle collisions in the previous three years. Intersections designated as high accident locations are targeted for future safety improvements in an effort to reduce the occurrence of accidents. As shown in Table 3 above, none of the intersections met the HCL criteria.

The study intersections averaged fewer than 1 collision per year reported with the exception of the 12th Avenue S/S Jackson Street intersection which average 2 collisions per year. The most common collision type at the intersections was noted to be entering at an angle. There were no reported fatalities at the study intersections; however, there was one reported collision involving a pedestrian at the 10th Avenue S/S Jackson Street intersection and one reported collision involving a bicyclist at the 8th Avenue S/S Jackson Street intersection.

Project Impacts

This section documents the proposed project's impacts on the surrounding street network and study intersections. First, estimated traffic volumes generated by the proposed site are distributed and assigned to adjacent streets and intersections within the study area. Next, project trips are added to future without-project traffic volumes and any potential impact to traffic operations and safety are identified.

Vehicle Trip Generation

In order to capture the specific mode split characteristics in the vicinity of the project site, the vehicular trip generation was estimated by first estimating the total person trips, then applying the mode splits and average vehicle occupancies (AVO) specific to the International District associated with each use. This is illustrated in the flow chart below.



The person trip generation for the project was estimated based on rates identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (2021). Trip rates consistent with ITE Family Housing (Mid Rise) (LU #221) and Strip Retail (<40k) (LU #822) were utilized for the proposed uses and Warehouse (LU #150) and Strip Retail (<40k) (LU #822) were used for the existing uses to be removed. As available, the person trip rate was used in the analysis in order to minimize the number of conversions made (e.g. applying AVO rate to the vehicle trips to determine person trips). If the person trip rate was used, the dense multi-use urban setting/location was used if available as this is the most representative of the project site, otherwise the general urban/suburban rate was used.² When the person trip rate was not available, the vehicle trip ends rate was used assuming the general urban/suburban setting/location and the AVO rate associated with the land use per ITE was applied to determine the total person trips.

The person trips were then separated by mode by multiplying the person trips by the estimated mode splits. After applying the auto mode split of 35 percent and 20 percent for the

² Note that the dense multi-use urban setting was only used when using the person trip ends rate. If using the vehicle trip ends rate, general urban/suburban was assumed as the dense multi-use urban rate already accounts for a reduction in the vehicle mode split. Additionally, although the dense multi-use urban setting has an assumed reduced vehicle mode split, this is not necessarily representative of the project site, which is why the person trips are estimated and the specific mode splits for the project are used.



residential³ and retail uses, respectively, person trips were then converted back to vehicle trips by multiplying by the AVO rate of 1.12 and 1.2 for the residential and retail uses, respectively.

Table 4 provides a summary of the trip generation for the proposed project. A detailed summary of the trip generation calculations for these uses has been provided in Appendix D.

Table 4. Estimated Weekday Vehicle Trip Generation								
		Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
Land Use	Size	Trips ¹	In	Out	Total	In	Out	Total
Proposed								
Residential	397 DU	642	16	55	71	41	28	69
<u>Retail</u>	<u>6,000 sf</u>	<u>70</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>9</u>
Subtota	I	712	18	56	74	45	33	78
Existing								
Retail	32,655 sf	406	10	7	17	25	26	51
<u>Warehouse</u>	<u>2,160 sf</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Subtota	I	410	10	7	17	25	26	51
Total Net New Trips	5	302	8	49	57	20	7	27

Notes: sf = square-feet, DU = dwelling unit

1. Vehicle trips were estimated based on person trip calculations and localized mode split information.

As shown in Table 4, the development is anticipated to generate up to 302 net new daily vehicle trips with approximately 57 occurring during the weekday AM peak hour and 27 occurring during the typical weekday PM peak hour.

The proposed project would also increase pedestrian, bicycle, and transit trips (see Appendix D).

Vehicle Trip Distribution and Assignment

Trip distribution patterns to and from the project site were based on existing vehicle travel patterns and U.S. Census Bureau's *OnTheMap* tool. *OnTheMap* is a web-based mapping and reporting application, which shows where workers are employed and where they live based on census data. The *OnTheMap* census data was translated to the number of people that live within a quarter-mile radius of the proposed project and where they work. The zip codes were evaluated to determine if a person would be more likely to travel to the zip code via vehicle or by other means. Trips to zip codes closer to the proposed project site or in more transit-oriented locations are more likely to use transit, walk, bike, or other non-SOV modes. Zip codes outside the Seattle City limits and/or further from the site are more likely to drive. The project distribution for the project is shown in Figure 5.

Although retail users are not assumed to park within the garage, for purposes of the traffic analysis, all trips were still assigned north of the 10th Avenue S/S Jackson Street intersection, consistent with the residential distribution.

The anticipated weekday peak hour new vehicle trip generation was assigned to the street network based on the distribution patterns as shown on Figure 5. The resulting peak hour trip assignment is shown on Figure 5.

³ The residential mode splits and AVO rates are based on 2014-2018 American Community Survey 5-year estimates for Census Tract 73.





Project Trip Distribution and Weekday Peak Hour Trip Assignment

Modera Jackson Steps



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Vehicle Traffic Volume Impact

The assigned project generated traffic was added to the future without-project weekday AM peak hour traffic volumes at the study intersections. The resulting future (2026) with-project weekday AM and PM peak hour traffic volumes are shown on Figure 6. Table 5 summarizes the project share of traffic volumes at the study intersections that are attributable to the anticipated trip generation of the proposed project during the weekday peak hours.

Table 5. Future (2026) Peak Hour Traffic Volume Impacts at Study Intersections **Peak Hour Total Entering Vehicles** Without-Project Project Trips With-Project **Project Share** Intersection AM Peak Hour 1. 8th Ave S/S Jackson St 885 20 905 2.2% 2. 10th Ave S/S Jackson St 935 67 1,002 6.7% 3. 12th Ave S/S Jackson St 29 1,659 1.7% 1,630 4. 14th Ave S/S Jackson St/Rainier Ave S 23 2,083 1.1% 2.060 PM Peak Hour 1. 8th Ave S/S Jackson St 9 1,164 0.8% 1,155 2. 10th Ave S/S Jackson St 1,270 53 1,323 4.0% 3. 12th Ave S/S Jackson St 14 2,109 0.7% 2,095 4. 14th Ave S/S Jackson St/Rainier Ave S 2.560 11 2,571 0.4%

As shown in Table 5, the proposed project is estimated to have a low project share at the study intersections, with a project share of approximately 2 percent or less during the weekday AM and PM peak hours with the exception of the 10th Avenue S/S Jackson Street intersection. The 10th Avenue S/S Jackson Street intersection is forecast to have a project share of approximately 7 and 4 percent during the weekday AM and PM peak hours, respectively. The higher traffic volume impact at this location is due to this intersection serving the site access which is located via 10th Avenue S, north of the 10th Avenue S/S Jackson Street intersection.



Future (2026) With-Project Weekday Peak Hour Traffic Volumes

Modera Jackson Steps

FIGURE

6

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Future Traffic Operations

A future with-project LOS analysis was conducted for the weekday AM and PM peak hours to identify traffic impacts of the proposed project. The same methodologies were applied and all intersection parameters such as channelization and intersection control were consistent with those used in the evaluation of future without-project conditions. A comparison of future (2026) without-project and with-project weekday peak hour traffic operations are summarized in Table 6. Detailed LOS worksheets are provided in Appendix D.

Table 6. Future (2026) Weekday Peak Hour LOS Summary					
	2026 Witl	hout-Project	2026 Wit	h-Project	
Intersection	LOS ¹	Delay ²	LOS	Delay	
AM Peak Hour					
1. 8th Ave S/S Jackson St ³	А	7	А	7	
2. 10th Ave S/S Jackson St	В	13	В	13	
3. 12th Ave S/S Jackson St	С	22	С	22	
4. 14th Ave S/S Jackson St/Rainier Ave S ³	Е	73	E	73	
PM Peak Hour					
1. 8th Ave S/S Jackson St ³	А	7	А	7	
2. 10th Ave S/S Jackson St	В	13	В	13	
3. 12th Ave S/S Jackson St	С	21	С	21	
4. 14th Ave S/S Jackson St/Rainier Ave S ³	F	82	F	82	

1. Level of Service (A – F) as defined by the 6th Edition Highway Capacity Manual (HCM), Transportation Research Board.

2. Average delay per vehicle in seconds

 Evaluated using HCM 2000 due to limitations of the 6th edition methodology including ped phase, hold phase, and/or 5 leg intersection.

With the addition of the project related traffic, the study intersections are forecast to operate at the same LOS as compared to without-project conditions with minimal increases in delay. The intersections are forecast to operate at LOS C or better with the project during both the weekday AM and PM peak hours with the exception of the 14th Avenue S/S Jackson Street/ Rainier Avenue S intersection. The 14th Avenue S/S Jackson Street/ Rainier Avenue S intersection is forecast to operate at LOS E and LOS F during the weekday AM and PM peak hours, respectively under future condition both without and with the project with no added delay with the project, such that there are no significant operational impacts with the development of the project as defined by the City of Seattle

Site Access

Access to the on-site parking is proposed via 10th Avenue S, north of the 10th Avenue S/S Jackson Street intersection. Note that since 10th Avenue S dead ends north of the intersection, the access point was not evaluated from an operational perspective as there is very limited conflicting traffic on 10th Avenue S. The signalized 10th Avenue S/S Jackson Street intersection serving the site access is forecast to operate at LOS B during both the weekday AM and PM peak hours with the project (see Table 6).

Transportation Concurrency

The City of Seattle has implemented a Transportation Concurrency system to comply with one of the requirements of the Washington State Growth Management Act (GMA). The system, described in the Seattle Municipal Code (SMC) 23.52, is designed to provide a mechanism that determines the level of service (LOS) standards for locally owned arterials and transit routes to help evaluate performance of the transportation system.

The LOS identified by the City of Seattle encourages multi-modal transportation options and establishes a reduction in the proportion of single-occupant vehicles as the standard. Based on SMC 23.52.004 Map A the zone for the project site identifies a 2035 SOV Mode Share Target of 18 percent for Downtown/Lake Union.

The proposed project is located in the Downtown Urban Center. As described in the SMC 23.52.004.B, developments located in an Urban Village are considered to meet concurrency standards based on the location.

Non-Motorized Impact

Based on the existing and planned street system including transit and non-motorized facilities within the study area, it is anticipated that the proposed project generated vehicle, pedestrian and bicyclist and transit trips would be fully accommodated.

Service Area

The site includes a designated service area accessed via S Jackson Street. The service area has the capacity for 2 vehicles. The service area will be used for residential move in/move out activity, larger retail deliveries as well as trash and recycling pick up. Truck access is required from S Jackson Street based on Seattle Public Utilities maximum grade requirements that would not be met along 10th Avenue S.⁴ Truck maneuvers to/from the loading area is shown in Appendix E. The maneuvers show that the trash compactor (a 35' truck larger than a SU-30) can maneuver to/from and internally within the loading area. Smaller deliveries for both uses are planned to take place from either the surrounding on-street parking spaces, or along the 10th Avenue S frontage. Additionally, some smaller residential move-in/move-out activity can occur within garage as well using passenger vehicles or smaller vans.

Delivery vehicle trips to the site are based on a 2018 Fehr & Peers study that was completed.⁶ In the study, Fehr & Peers completed curb loading data for sites located within three different levels of densities in the areas and provided data based on "urban high density" (place type 1), "urban medium density" (place type 2), and "urban low density" (place type 3).

Table 7 provides a summary of Table 25 from the Fehr & Peers study as it relates to the observed residential and retail curb loading-type during the weekday PM peak period. A time of day review of the PM relative to the peak period in the Fehr & Peers study noted the peak period to occur between 10-11 a.m. and that the PM period was 20 percent of the peak demand. The time of day review also showed the AM demand to be greater than the PM period demand but less than the peak, estimated to be approximately 70 percent of the peak demand.

⁶ San Francisco Travel Demand Update: Data Collection and Analysis, Fehr & Peers, June 29, 2018.



⁴ Seattle Public Utilities staff has identified the maximum slope for a roll-off dumpster truck is 15%. As 10th Avenue S is approximately a 20 percent grade, access for loading is planned via S Jackson Street.

Res	Residential and Retail						
	PM Delivery	PM Vehicle Person Trips ²	PM Peak Hour	Estimated Deliveries			
Land Use	Percent ¹	per the Trip Generation analysis	Trips	Vehicles ³			
Residential	5.7%	77	4	2			
Retail	5.9%	11	1	1			

Table 7. Curb Loading-Type PM Peal	R Period Mode Splits by	y Land Use and	Geography -
Residential and Retail			

1. Fehr & Peers, 2018 reflecting *urban high density* or low vehicle usage consistent with assumed vehicle mode split of 25% or less assumed for the residential and retail uses for the trip generation analysis.

2. Person vehicle trips are the estimated vehicle trips prior to applying the final AVO adjustment.

3. The conversion from delivery trips as a percentage of total trips requires dividing by two because each delivery trip creates one inbound and one outbound person trip.

As shown in Table 7, residential and retail deliveries are approximately 6 percent of the weekday PM peak hour person vehicle trip generation. The conversion from delivery trips as a percentage of total trips requires dividing by two because each delivery trip creates one inbound and one outbound person trip.

The peak hour vehicular demands are reviewed for both proposed uses below.

- Residential –The total residential weekday PM peak hour vehicle person trip generation was estimated to be 77 to the site. Applying the 5.7 percent to the 77 vehicle person trips results in an anticipated delivery trip generation of 4 trips, equating to 2 vehicles during the weekday PM peak hour. Typical deliveries for the residential portion are expected via small sized parcel delivery vehicles. Based on the estimated PM delivery trips for the residential use being 4 person trips by vehicle, the peak hour trips (observed in the Fehr & Peers study to occur between 10-11 a.m.) are estimated to be up to 20 person trips by vehicle (or 10 vehicles) as the PM was observed to be 20 percent of peak. The AM peak hour and peak hour).
- Retail The total weekday PM peak hour vehicle trip generation was estimated to be 11 vehicular person trip to the site associated with the retail use. Applying the 5.9 percent to the 11 vehicle trip would suggest that there are 1 retail deliveries that are anticipated to occur during the weekday PM peak hour. Given the PM peak hour delivery trips were observed to be 20 percent of peak, the peak hour is estimated to be up to 4 trips (or 2 vehicle), which corresponds with the limited size of the proposed retail space.

The identified service areas for both uses are anticipated to accommodate the estimated peak midday demand of up to 12 vehicles if the peak residential and retail demands occur within the same peak hour. Note that based on the study, there are also anticipated to be additional non-vehicular delivery trips for the project; however, the surrounding non-motorized and transit network is anticipated to be able to accommodate these additional trips.

Parking Analysis

The project site is located in the Downtown Urban Center and is not required to provide parking; however, the proposed mixed-use project includes a total of 236 on-site vehicle parking stalls accessed via the driveway along 10th Avenue S. The peak parking demand for the proposed project was estimated based on data provided in ITE *Parking Generation Manual* (5th Edition) and the King County Right Size Parking Calculator. Consistent with the trip generation methodology, the parking demand rate for the retail use was adjusted based on the anticipated vehicle mode split.

Residential. As noted above, the peak parking demand rate for the residential use was estimated utilizing the King County Right Size Parking Calculator. Figure 7 provides a

summary of the assumed unit break down, average apartment area, and parking cost utilized to estimate the peak residential parking demand rate.⁷



Figure 7. King County Right Size Parking Calculator for Residential Use

As shown in Figure 10, based on the King County Right Size Parking Calculator the site is estimated to have a parking demand rate of 0.44 stalls/units. Based on the proposed 236 units for the development, the peak parking demand is estimated to be up to 175 vehicles which would be accommodated in the proposed parking supply.

Retail. The parking rate used to estimate the peak parking demand for the retail is based on the ITE *Parking Generation* suburban rates for shopping center (LU 820). The vehicle mode split was assumed to be the same as used to estimate peak hour trip generation. Vehicle mode split for retail was assumed to be 20 percent. A parking rate of 0.39 vehicles per 1,000 square feet was used for retail use, which results in a parking demand of up to 3 vehicles for the proposed retail space of 6,000 sf. Any vehicular parking demand associated with the retail use is anticipated to use surrounding on-street or public off-street parking. The detailed parking demand worksheet is included in Appendix F.

⁷ Note that monthly costs (rent and parking) are the default values for the site's location.

Findings and Recommendations

This analysis summarizes the transportation related impacts of the proposed Modera Jackson Steps Mixed-Use development in the International District. General findings include:

- The proposed project would construct 397 units with approximately 6,000 sf of retail space located at the Modera Jackson Steps mixed-use development. Access to the on-site parking would be provided via 10th Avenue S.
- The development is estimated to generate 302 net new weekday daily vehicle trips with 57 trips occurring during a weekday AM peak hour and 27 occurring during the weekday PM peak hour.
- The study intersections are forecast to operate at LOS C or better under future (2026) conditions both without and with project during the peak hours with the exception of the 14th Avenue S/S Jackson Street/Rainier Avenue S intersection. The 14th Avenue S/S Jackson Street/Rainier Avenue S intersection is forecast to operate at LOS E and LOS F during the weekday AM and PM peak hours, respectively during both the future (2026) without-project and with-project conditions. There is no added delay as a result of the project and therefore this is not considered a significant impact.
- Transportation concurrency is met by the project location, which is within the Downtown Urban Center.
- The project includes a total of 236 on-site parking stalls accessed via 10th Avenue S. The parking demand analysis showed the forecast peak residential overnight demand of 175 vehicles would be accommodated in the proposed parking supply. The minimal retail parking demand would utilize the surrounding parking.

Appendix A: Traffic Counts



Two-Hour Count Summaries - Heavy Vehicles S Jackson St 8th Ave S S Jackson St Interval 15-min Rolling Westbound Northbound Southbound Eastbound Start Total One Hour UT LT ΤН RT UT LT RT UT LT RT UT LT RT ΤH ΤH ΤН 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM Count Total Peak Hour

Two-Hour Count Summaries - Bikes

Interval	S	Jackson	St	S	Jackson	St	5	8th Ave \$	s		0		15 min	Dolling
Start	E	Eastboun	d	V	Vestbour	nd	N	lorthbour	nd	S	outhbour	nd	Total	Rolling One Hour
oluit	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	ТН	RT	Tetai	one nea.
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	2	0	0	7	0	0	0	0	0	0	0	9	0
7:30 AM	0	2	0	0	5	0	0	0	0	0	0	0	7	0
7:45 AM	0	2	0	0	8	0	0	0	0	0	0	0	10	27
8:00 AM	0	0	0	0	8	0	0	0	0	0	0	0	8	34
8:15 AM	0	1	0	0	6	0	1	0	0	0	0	0	8	33
8:30 AM	0	1	0	0	9	0	0	0	0	0	0	0	10	36
8:45 AM	0	3	0	0	6	0	0	0	0	0	0	0	9	35
Count Total	0	12	0	0	49	0	1	0	0	0	0	0	62	0
Peak Hour	0	5	0	0	27	0	1	0	0	0	0	0	33	0
Note: U-Turn vo	olumes fo	r bikes ar	re include:	d in Left-T	urn, if an	у.								



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Two-Hour (Count	: Sum	marie	es - He	eavy \	/ehicl	es											
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Start		East	bound			West	bound			North	bound			South	bound		Total	One Hour
otait	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	. otal	ononoui
4:00 PM	0	0	13	0	0	0	11	0	0	1	0	0	0	0	0	0	25	0
4:15 PM	0	0	7	0	0	1	8	0	0	0	0	0	0	0	0	0	16	0
4:30 PM	0	0	8	1	0	0	6	0	0	0	0	0	0	0	0	0	15	0
4:45 PM	0	0	9	0	0	0	10	0	0	0	0	0	0	0	0	0	19	75
5:00 PM	0	0	12	0	0	0	11	0	0	0	0	0	0	0	0	0	23	73
5:15 PM	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	16	73
5:30 PM	0	0	9	1	0	1	7	0	0	0	0	0	0	0	0	0	18	76
5:45 PM	0	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	13	70
Count Total	0	0	72	2	0	2	68	0	0	1	0	0	0	0	0	0	145	0
Peak Hour	0	0	38	1	0	1	36	0	0	0	0	0	0	0	0	0	76	0

Two-Hour Count Summaries - Bikes

Interval	S	Jackson	St	S	Jackson	St	1	8th Ave	s		0		15 min	Dolling
Start	F	Eastboun	d	V	Nestbour	ıd	N	Jorthbour	nd	S	outhbour	nd	Total	One Hour
oturt	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	10.4.	one nea.
4:00 PM	0	2	0	0	3	0	0	0	0	0	0	0	5	0
4:15 PM	0	3	1	1	5	0	0	0	0	0	0	0	10	0
4:30 PM	0	5	0	0	2	0	0	0	0	0	0	0	7	0
4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	25
5:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	24
5:15 PM	0	5	0	1	4	0	0	0	0	0	0	0	10	24
5:30 PM	0	6	0	0	1	0	0	0	0	0	0	0	7	24
5:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	25
Count Total	0	29	1	2	18	0	0	0	0	0	0	0	50	0
Peak Hour	0	16	0	1	7	0	0	0	0	0	0	0	24	0
Note: U-Turn v	olumes fo	r bikes ar	re include	d in Left-T	urn, if an	у.								

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Two-H	lour (Count	Sumr	marie	s					10	TAL	12.1%	0.95						
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7:00 AM	0	0	14	0	0	0	6	0	0	0	0	1	0	0	0	0	21	0
7:15 AM	0	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	12	0
7:30 AM	0	0	14	0	0	0	4	0	0	0	0	0	0	0	0	0	18	0
7:45 AM	0	0	9	1	0	0	8	0	0	0	0	0	0	0	0	0	18	69
8:00 AM	0	0	13	0	0	0	8	0	0	1	0	1	0	0	0	0	23	71
8:15 AM	0	0	13	0	0	0	5	0	0	0	0	0	0	0	0	0	18	77
8:30 AM	0	0	12	1	0	0	11	0	0	0	0	0	0	0	0	0	24	83
8:45 AM	0	0	13	0	0	0	13	0	0	1	0	0	0	0	0	0	27	92
Count Total	0	0	93	2	0	0	62	0	0	2	0	2	0	0	0	0	161	0
Peak Hour	0	0	51	1	0	0	37	0	0	2	0	1	0	0	0	0	92	0
Interval		S Jack	son St			S Jack	son S	t		10th	Ave S			10th	Ave S		15-min	Rolling
Start		Eastb	bound			West	bound			North	bound			South	bound		15-min Total	Cone Hour
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7:15 AM	0	2	2	0	0		6	0	2		0	0	0	(0	0	10	0
7:30 AM	0	3	3	0	0	:	5	0	0		0	0	0		0	0	8	0
7:45 AM	0	1	1	0	0		9	0	0		0	0	0		0	0	10	30
8:00 AM	0	(D	0	0		6	0	0		0	0	0		0	0	6	34
8:15 AM	0	(D	0	0	4	5	0	1		0	0	0		0	0	6	30
8:30 AM	0	1	1	0	0	9	9	0	1		0	0	0	(0	0	11	33
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4:30 PM	1	0	8	0	0	1	6	0	0	0	0	0	0	0	0	0	16	0
4:45 PM	0	0	9	1	0	1	10	0	0	0	0	0	0	0	0	0	21	78
5:00 PM	0	0	12	0	0	1	11	0	0	0	0	0	0	0	0	0	24	76
5:15 PM	0	0	8	0	0	0	8	0	0	0	0	1	0	0	0	0	17	78
5:30 PM	0	0	8	0	0	1	8	0	0	0	0	0	0	0	0	0	17	79
5:45 PM	0	0	6	0	0	1	8	0	0	0	0	0	0	0	0	0	15	73
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7:0 7:1 7:3 7:4 8:0 8:1 8:3 8:4 Count Peak Hour Note: 7 Inte St 7:0 7:1 7:3 7:4 8:0 8:1	0 AM 5 AM 0 AM 5 AM 0 AM 5 AM 0 AM 5 AM 1 Total HV HV% 1 Wo-hou 1 W% 1 Wo-hou 1 W% 1 W M 1 W 1 W 1 W 1 W 1 W 1 W 1 W 1 W	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	29 36 47 43 39 35 37 41 307 152 18 12% <i>2</i> <i>6</i> 4 <i>2</i> <i>6</i> 4 <i>7</i> 7 5	40 40 23 38 50 44 45 30 306 169 29 17% N (4 29 17% N (4 29 17% 0 29 17% 0 29 17% 0 29 17% 0 29 17% 0 29 17% 0 29 17% 0 29 17% 0 29 17% 0 29 17% 0 29 17% 0 29 17% 0 29 17% 0 169 169 169 169 169 169 169 169	6 8 9 11 8 10 8 10 70 36 7 19% Jmes ir 19% Jmes ir 19% Jmes ir 19% Jmes 7 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 5 8 6 15 7 12 71 49 1 2% heavy v Total 29 18 27 23 32 25	30 37 37 49 52 49 45 59 358 205 23 11% vehicles EB 1 1 2 1 2 1 0 0	0 2 3 6 4 7 3 5 30 19 3 16% but ex 2 6 4 6 6 6 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 1 2 2 1 1 3 6 6 100% bicycles weighted bicycles ycles ycles 7 6 4 7	68 66 88 102 106 113 770 446 13 3% 13 3% 0 4 5 5 2 1 3	2 3 7 11 16 7 4 66 43 4 9% erall cou Total 9 13 18 15 11 16	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 1 0 0 1 4 1 1 100%	40 39 47 55 43 61 70 56 411 230 9 4% edestria West 16 9 14 19 22 20	12 8 20 15 18 12 13 15 113 58 5 9% Nort 6 8 8 15 11 14 13	234 228 307 336 353 371 343 347 2,519 1,414 119 8% cossing Le th Sour 4 4 4 4 5 4 4 5 5 14 5 8%	0 0 1,105 1,224 1,367 1,403 1,414 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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7:00 7:11 7:33 7:44 8:00 8:11 8:33 8:44 Count Peak Hour Note: 7 Peak Hour Note: 7 1 Inte Stt 7:00 7:11 7:33 7:44 8:00 8:11 8:33 8:44 0 8:11 8:34 8:34 8:34 8:34 8:34 8:34 8:34 8:34	0 AM 5 AM 0 AM 5 AM 0 AM 5 AM 0 AM 5 AM 1 Total HV HV% Fwo-hour 1 Total AII HV HV% 5 AM 0 AM 5 AM 0 AM 6 AM 7 A	0 0 0 0 0 0 0 0 0 0 0 0 0 0	L1 29 36 47 43 39 35 37 41 307 152 18 12% 5 UMM E 2 6 4 4 7 7 5 7 8 8	40 40 23 38 50 44 45 30 6 169 29 17% N Vy Veh N 0 4 4 5 0 0 0 0 0 0 0 0 0 0 0 0 0	6 8 9 11 8 10 8 10 70 36 7 19% <i>Immes ir</i> 19% <i>Immes ir</i> 19% 19% 19%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 5 8 6 15 15 7 12 71 49 1 2% heavy v Total 29 18 27 23 32 25 30 32	30 37 37 49 52 49 45 59 358 205 23 11% rehicles EB 1 1 2 1 0 0 1 2 2 8	0 2 3 6 4 7 3 5 30 19 3 16% but ex 2 6 4 4 6 6 6 6 5 3 3 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 1 2 2 1 1 3 6 6 100% bicycles NB 6 2 7 6 4 7 8 7 7 4 7	68 66 88 102 106 121 106 13 770 446 13 3% 5 5 2 1 5 2 1 3 3 2 20	2 3 7 11 16 16 7 4 66 43 4 9% erall cou Total 9 13 18 15 11 16 17 14 142	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 1 0 0 1 0 4 1 1 100%	40 39 47 55 43 61 70 56 411 230 9 4% edestria West 16 9 14 19 22 20 27 11 138	12 8 20 15 18 12 13 15 113 58 5 9% Nort 6 8 8 15 11 14 13 14 13 14 17 7 0	234 228 307 336 353 371 343 347 2,519 1,414 119 8% cossing Le th Sour 4 4 4 4 7 6 6 18 7 2 2	0 0 1,105 1,224 1,367 1,403 1,414 0 0 0 0 0 0 0 0 0 0 0 0 0

1		S Jack	son St			S Jack	son S	t		12th	Ave S			12th	Ave S		45	Dellar
Start		Eastb	bound			West	bound			North	bound			South	bound		15-min Total	Cone Hour
otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	one nou
7:00 AM	0	3	8	4	0	0	2	0	0	2	4	0	0	1	3	2	29	0
7:15 AM	0	0	4	1	0	0	6	0	0	1	3	0	0	0	3	0	18	0
7:30 AM	0	5	6	2	0	0	3	1	0	2	4	1	0	0	3	0	27	0
7:45 AM	0	4	4	1	0	1	5	1	0	2	3	0	0	0	2	0	23	97
8:00 AM	0	4	10	2	0	0	6	1	0	2	4	1	0	0	1	1	32	100
8:15 AM	0	4	6	2	0	0	4	1	0	1	4	1	0	0	2	0	25	107
8:30 AM	0	5	6	1	0	0	6	1	0	1	1	2	0	1	4	2	30	110
8:45 AM	0	5	7	2	0	1	7	0	0	2	4	0	0	0	2	2	32	119
Count Total	0	30	51	15	0	2	39	5	0	13	27	5	0	2	20	7	216	0
Peak Hour	0	18	29	7	0	1	23	3	0	6	13	4	0	1	9	5	119	0
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7:30 AM	0	2	2	0	0	4	4	0	0		6	1	0	4	5	0	18	0
7:45 AM	0		1	0	0	(6	0	1		5	0	0	:	2	0	15	55
8:00 AM	0	(D	0	1	:	5	0	0		4	0	0		1	0	11	57
	0	(D	0	2	4	4	0	0		7	0	0		3	0	16	60
8:15 AM	1	(D	0	0	:	5	0	1		7	0	0		0	3	17	59
8:15 AM 8:30 AM			1	0	0		3	0	0		6	1	0		1	1	14	58
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4:00 4:31 4:32 5:30 5:34 Count Peak Hour Note: 7 Inte State 4:00 4:14 5:30 5:44 Count Peak Hour Note: 7 Inte State 4:00 4:14 4:30 4:40	art 0 PM 5 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb LT 30 23 39 28 31 33 40 31 255 131 2 2% 2 % Esumme 4 8 Summe 7 7 7 3 9	Dound TH 68 67 60 71 74 69 57 531 272 2% 8% ory Velt N	RT 19 24 23 19 30 23 30 16 184 95 13 14% Umes in icle To B 6 4 2 4	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 12 16 17 18 14 18 14 18 16 18 129 67 0 0% heavy v Total 31 31 18 28	bound TH 46 52 51 65 55 66 50 50 435 237 21 9% rehicles EB 3 2 3 4	RT 12 7 9 8 5 5 5 3 54 27 0 0% 0 8 but ex 2 2 3 1 2 2 3 1 2	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northboc LT 1 3 1 2 6 2 4 24 11 9 82% cycles ir cycles ir 2 1 2 3 5 4 24 11 9 82%	und TH R 58 1 54 1 68 1 80 8 80 1 87 5 60 1 66 1 66 1 7 0 2% 0 overall 555 9 315 4 7 0 2% 0 0 0 0 0 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1	T 4 1 5 3 2 2 5 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 3 2 0 1 1 0 2 9 9 2 2 100%	bound TH 118 119 137 126 115 135 106 105 961 513 14 3% 24 22 19 29	RT 30 34 35 41 24 32 262 7 5% 5% Norr 266 11 266 11 266 11 23 202	15-min Total 411 410 462 456 444 480 429 397 3,489 1,842 97 5%	Rolling One Hour 0 0 1,739 1,772 1,842 1,809 1,750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4:00 4:31 4:34 5:00 5:11 5:33 5:44 Count Peak Hour Note: 7 Inte St: 4:00 4:11 4:00 4:12 4:01 4:33 4:44 5:00	art 0 PM 5 PM 0 PM 6 PM 7 Val art 0 PM 5 PM 0 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb LT 30 23 39 28 31 33 40 31 255 131 2 2% 4 5 UMB 7 7 7 3 9 5	Dound TH 68 65 67 60 71 74 69 57 531 272 2% 8% vy Velt N	RT 19 24 23 19 30 23 30 16 184 95 13 14% Urmes in icicle To BB 6 4 4 5	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 12 16 17 18 14 18 16 18 129 67 0 0% heavy v Total 31 31 18 28 29	bound TH 46 52 51 65 55 66 50 435 237 21 9% rehicles EB 3 2 3 4 2	RT 12 7 9 8 5 5 5 3 54 27 0 0% 0% 0% 0% 2 3 3 1 2 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo LT 1 3 1 2 6 2 5 4 24 11 9 82% cycles ir iles 3 S 1 4 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	und TH R 58 1 54 1 68 1 80 8 80 1 87 5 60 1 66 1 68 1 1 555 9 315 4 7 0 2% 0 overall 555 1 1 555 1 1 555 1 1 5 5 5 5 5 5 5 5 5 5 5 5 5	T 4 5 3 2 5 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 3 9 7	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 3 2 0 1 1 0 2 9 9 2 2 100%	bound TH 118 119 137 126 115 135 106 105 961 513 14 3% 24	RT 30 34 35 41 24 32 262 7 5% solutions Solu	15-min Total 411 410 462 456 444 480 429 397 3,489 1,842 97 5% 00000000000000000000000000000000000	Rolling One Hour 0 0 1,739 1,772 1,842 1,809 1,750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4:00 4:31 4:32 4:33 4:44 5:00 5:11 5:33 5:44 Count Peak Hour Note: 7 Inte Sta 4:00 4:11 4:33 4:44 5:00	art 0 PM 5 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb LT 30 23 39 28 31 33 40 31 255 131 2 2% 4 summa 4 summa 7 7 7 3 9 5 4	Dound TH 68 65 67 60 71 74 69 57 531 272 22 8% ary volu 1 Vy Ver N	RT 19 24 23 19 30 23 30 16 184 95 13 14% Umes ii iicle To iiele To 4 2 2 4 5 5	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 12 16 17 18 14 18 16 18 129 67 0 0% heavy v Total 31 31 18 28 29 22	bound TH 46 52 51 65 55 66 50 435 237 21 9% rehicles EB 3 2 3 4 2 3 4 2 2	RT 12 7 9 8 5 5 3 5 4 27 0 0% 0% 0% 0% 0% 2 3 1 2 0 0 2 0 2	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo LT 1 3 1 2 6 2 5 4 24 11 9 82% cycles ir cycles ir cites 3 S 1 2 1 1 2 6 2 1 2 4 2 5 2 4 2 5 2 4 2 2 5 2 4 2 2 2 5 2 4 2 2 5 2 5 2 5 2 5 2 5 2 5 2 5 2 2 5 2 2 2 5 2 2 2 2 2 2 2 2 2 2 2 2 2	und TH R 58 1 54 1 68 1 80 8 80 1 87 8 60 1 68 1 87 8 60 1 68 1 1 555 9 315 4 7 0 2% 0 0 0 0 0 0 1 6 1 6 8 1 1 6 8 1 7 6 6 7 6 7 6 7 6 8 1 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 7 6 7 6 7 6 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 7 8 7 7 7 7 8 7 7 7 8 7 7 8 7 7 7 8 7 7 7 8 7 7 8 7 7 8 7 7 8 7 7 8 7 7 8 7 7 7 8 7 7 7 8 7 7 7 8 7 7 7 8 7 7 7 7 7 7 7 7 7 7 7 7 7	T 4 1 5 3 2 2 5 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 3 2 0 1 1 0 0 2 9 9 2 2 2 100%	bound TH 118 119 137 126 115 135 106 105 961 513 14 513 14 3% 20 22 19 29 24 19	RT 30 34 35 41 24 32 262 7 5% solutions 132 7 5% solutions 132 262 132 7 5% solutions 132 262 132 7 5% solutions 132 132 132 132 132 132 132 132	15-min Total 411 410 462 456 444 480 429 397 3,489 1,842 97 5% ossing Le th Sour 32 29 24 25 14	Rolling One Hour 0 0 1,739 1,772 1,842 1,809 1,750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4:00 4:31 4:32 4:33 4:44 5:00 5:11 5:33 5:42 Count Peak Hour Note: 7 Inte Sta 4:00 4:11 4:33 4:44 5:00 5:11 5:31	art 0 PM 5 PM 0 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb LT 30 23 39 28 31 33 40 31 255 131 2 2% 4 summa 2 8 summa 7 7 7 3 9 5 4 4 4	TH 68 67 60 71 74 69 57 531 272 28% wy Velt 5 6	RT 19 24 23 19 30 23 30 16 184 95 13 14% 95 13 14% 95 4 5 5 7	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 12 16 17 18 14 18 16 18 129 67 0 0% heavy v V Total 31 31 18 28 29 22 29	bound TH 46 52 51 65 55 66 50 50 435 237 21 9% vehicles EB 3 2 2 3 4 2 3 4 2 9	RT 12 7 9 8 5 5 3 5 3 5 4 27 0 0% 0% 0% 0% 2 3 1 2 0 0 2 0 0 2 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northboc LT 1 3 1 2 6 2 7 4 24 24 24 24 24 24 24 24 11 9 82% cycles ir cycles ir cles 3 5 4 24 11 9 82% cycles ir 1 2 1 2 1 2 4 2 1 2 4 2 1 2 4 2 1 2 4 2 1 2 5 4 2 2 4 2 4 2 1 2 4 2 1 2 4 2 4 2 4 2 4	und TH R 58 1 54 1 68 1 80 8 80 1 87 5 60 1 68 1 87 5 9 315 4 7 0 2% 0 0 0 0 0 1 1 1 1 1 1 1 5 5 9 315 4 7 0 1 5 9 315 4 7 0 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1	T 4 1 5 3 2 2 5 4 1 0 0 0 0 0 0 0 % 4 1 1 1 1 1 1 7 7 5 8 8	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 3 2 0 1 1 0 0 2 9 9 2 2 100%	bound TH 118 119 137 126 115 135 106 105 961 513 14 513 14 533 29 22 19 29 24 19	RT 30 34 35 41 24 32 262 7 7 5% Norrt 266 11 23 222 211 14 21 42 24 262 262 7 7 5%	15-min Total 411 410 462 456 444 480 429 397 3,489 1,842 97 5% 0ssing Le th Sour 32 29 24 25 14 15	Rolling One Hour 0 0 1,739 1,772 1,842 1,809 1,750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4:00 4:31 4:32 4:33 4:44 5:00 5:11 5:33 5:44 Count Peak Hour Note: 7 Inte Sta 4:00 4:11 4:30 4:44 5:00 5:11 5:33 5:34	art 0 PM 5 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb LT 30 23 39 28 31 33 40 31 255 131 2 2% t summe t summe summe t summe t summe summ	TH 68 67 60 71 74 69 57 531 272 28% vy Vel* N	RT 19 24 23 19 30 23 30 16 184 95 13 14% 13 14% 14% 13 14% 2 4 5 5 7 5	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westi LT 12 16 17 18 14 18 16 18 129 67 0 0% heavy v Total 31 31 31 18 28 29 22 29 22	bound TH 46 52 51 65 55 66 50 50 435 237 21 9% rehicles EB 3 2 3 4 2 3 4 2 9 1	RT 12 7 9 8 5 5 3 5 4 27 0 0% 0% 0% 0% 2 3 1 2 0 0 2 0 0 1	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo LT 1 3 1 2 6 2 5 4 24 11 9 82% cycles ir ites 3 S 1 2 1 1 5 1 2 1 5 1 2 1 5 1 5 5 1 5 5 1 5 5 5 5	und TH R 58 1 54 1 68 1 80 8 80 1 87 5 60 1 66 1 68 1 555 9 315 4 7 0 2% 00 315 4 7 0 2% 00 1 555 9 315 4 7 0 2% 00 1 5 5 9 315 4 7 0 2% 00 1 5 5 9 315 4 7 0 2% 00 1 5 5 9 315 4 1 5 5 9 315 4 1 5 5 9 315 4 1 5 5 9 315 4 1 5 5 9 315 4 1 5 5 9 315 4 1 5 5 9 315 4 1 5 5 9 315 4 7 0 0 1 1 5 5 9 315 4 7 0 0 1 1 5 5 9 315 4 7 0 0 1 1 5 5 9 315 4 7 0 0 1 1 5 5 9 315 4 7 0 0 1 1 5 5 9 315 4 7 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	T 4 1 5 3 2 2 5 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 3 2 0 1 1 0 2 9 2 2 100%	bound TH 118 119 137 126 115 135 106 105 961 513 14 533 14 3% 29 22 19 29 24 19 19 19	RT 30 34 35 41 24 32 262 7 32 7 5% 5% Nort 266 11 23 22 21 44 21 14	15-min Total 411 410 462 456 444 480 429 397 3,489 1,842 97 5% 5% cossing Le th Sour 32 29 24 25 14 15 15	Rolling One Hour 0 0 1,739 1,772 1,842 1,809 1,750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4:00 4:31 4:32 4:33 4:44 5:00 5:11 5:33 5:44 Count Peak Hour Note: 7 Inte Sta 4:00 4:11 4:30 4:44 5:00 5:11 5:33 5:34 Count	art 0 PM 5 PM 0 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb LT 30 23 39 28 31 33 40 31 255 131 2 2% t summe t summe summe t summe t summe summ	TH 68 67 60 71 74 69 57 531 272 8% vy Velt N	RT 19 24 23 19 30 23 30 16 184 95 13 14% 95 13 14% 14% 14% 14% 2 4 5 5 7 5 5 88	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 12 16 17 18 14 18 16 18 129 67 0 0% heavy v Total 31 31 31 18 28 29 22 29 22 210	bound TH 46 52 51 65 55 66 50 50 435 237 21 9% rehicless EB 3 2 3 4 2 3 4 2 9 1 26	RT 12 7 9 8 5 5 3 5 4 5 5 3 5 4 27 0 0% 0% but ex 2 3 1 1 2 0 0 1 11	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	Northbo LT 1 3 1 2 6 2 5 4 24 11 9 82% cycles in cites 3 S 1 4 6 1 6 6 1 6 6 1 6 6 6 1 6 6 6 6 6 6	und TH R 58 1 54 1 68 1 80 8 80 1 87 8 60 1 68 1 66 1 68 1 555 9 315 4 7 0 2% 00 7 0 2% 00 7 0 8 7 0 2% 0 7 0 8 7 0 9 315 4 7 0 8 7 0 9 315 4 7 0 9 8 7 0 9 8 7 9 8 7 9 8 7 9 8 7 9 8 7 9 8 7 9 9 8 7 9 9 8 7 9 9 9 9 9 9 9 9 9 9 9 9 9	T 4 1 5 5 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 7 5 8 8 4 3 3	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 3 2 0 1 1 0 0 2 9 2 2 100%	bound TH 118 119 137 126 115 135 106 105 961 513 14 513 14 3% 29 24 29 29 24 19 19 11 173	RT 30 34 35 41 24 32 262 7 7 5% 132 7 5% 102 112 262 132 7 5% 132 262 132 7 5% 132 132 132 132 132 132 132 132	15-min Total 411 410 462 456 444 480 429 397 3,489 1,842 97 5% cossing Le th Source th 32 29 24 25 14 15 17 2	Rolling One Hour 0 0 1,739 1,772 1,842 1,809 1,750 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

I	5	S Jack	son St		:	S Jack	son S	t		12th	Ave S			12th	Ave S		45	Dellar
Start		Eastb	ound			West	bound			North	bound			South	bound		15-min Total	One Hou
otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	rotai	ene neu
4:00 PM	0	1	8	2	0	0	7	0	0	1	4	1	0	0	3	4	31	0
4:15 PM	0	1	5	2	0	1	6	0	0	2	2	0	0	0	10	2	31	0
4:30 PM	0	0	5	3	0	0	3	0	0	1	1	0	0	0	3	2	18	0
4:45 PM	0	0	5	4	0	0	9	0	0	2	2	0	0	1	3	2	28	108
5:00 PM	0	1	7	4	0	0	5	0	0	4	1	0	0	1	4	2	29	106
5:15 PM	0	1	5	2	0	0	4	0	0	2	3	0	0	0	4	1	22	97
5:30 PM	0	0	6	3	0	0	4	0	0	5	2	0	0	0	6	3	29	108
5:45 PM	0	0	4	2	0	0	3	0	0	3	2	0	0	1	4	3	22	102
Count Total	0	4	45	22	0	1	41	0	0	20	17	1	0	3	37	19	210	0
Peak Hour	0	2	22	13	0	0	21	0	0	9	7	0	0	2	14	7	97	0
Interval		S Jack	son St	t		S Jack	son S	t		12th	Ave S			12th	Ave S		15-min	Rolling
Interval		Eastb	ound	-		West	bound	-		North	bound			South	bound		15-min	Rolling
Start	LT	т	н	RT	LT	т	Ή	RT	LT	Т	н	RT	LT	т	Ή	RT	TOLAI	опе пои
4:00 PM	2	1	1	0	0	2	2	0	0	1	5	0	0		1	0	11	0
4:15 PM	1	1	1	0	0	3	3	0	0	:	2	0	0	:	2	2	11	0
4:30 PM	0	2	2	1	0	1	1	0	0		4	0	0	(0	0	8	0
4:45 PM	1	3	3	0	1	1	1	0	0		1	1	0		1	0	9	39
	0	2	2	0	0	(0	0	0		0	0	0	:	5	0	7	35
5:00 PM	0	2	2	0	0	2	2	0	0		0	0	0		1	0	5	29
5:00 PM 5:15 PM		7	7	0	0	(0	0	0		1	0	0	i	8	0	18	39
5:00 PM 5:15 PM 5:30 PM	2			0	0		1	0	0		7	0	0		5	0	14	44
5:00 PM 5:15 PM 5:30 PM 5:45 PM	2 1	()	0														
5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total	2 1 7	(8	1	1	1	0	0	0	2	20	1	0	2	3	2	83	0


Two-Hour Count Summaries

			S	Jackson	St			S	Jackson	St			R	ainier Av	/e			1	4th Ave	s			R	ainier Av	ve		15-min	Rolling
Interval	Start			Eastbound	d			V	Vestboun	d			N	orthbour	nd			S	Southboun	d			Sou	utheastbo	und		Tetel	One
		UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR	Total	Hour
7:00) AM	0	0	0	27	15	0	25	28	8	1	0	9	81	60	15	0	0	0	0	0	0	1	7	59	0	336	0
7:15	5 AM	0	0	0	21	7	0	28	25	12	1	0	10	89	72	14	0	0	0	0	0	0	0	2	47	0	328	0
7:30) AM	0	0	0	31	11	0	32	47	18	3	0	8	94	76	15	0	0	0	0	0	0	1	13	81	0	430	0
7:45	5 AM	0	0	0	44	6	0	28	37	13	2	0	19	102	77	15	0	0	0	0	0	0	0	5	61	2	411	1,505
8:00	MA (0	0	0	47	19	0	32	56	17	4	0	18	99	63	20	0	0	0	0	0	0	1	11	85	0	472	1,641
8:15	5 AM	0	0	0	46	12	0	35	47	15	1	0	13	103	70	19	0	0	0	0	0	0	0	12	63	2	438	1,751
8:30	MA	0	0	0	40	12	0	42	47	21	1	0	10	100	59	18	0	0	0	0	0	0	1	20	77	0	448	1,769
8:45	5 AM	0	0	1	24	10	0	35	56	24	2	0	15	104	65	19	0	0	0	0	0	0	0	16	94	1	466	1,824
Count	Total	0	0	1	280	92	0	257	343	128	15	0	102	772	542	135	0	0	0	0	0	0	4	86	567	5	3,329	0
Peak	All	0	0	1	157	53	0	144	206	77	8	0	56	406	257	76	0	0	0	0	0	0	2	59	319	3	1,824	0
Hour	HV	0	0	0	13	19	0	8	12	0	2	0	14	16	7	14	0	0	0	0	0	0	0	1	14	0	120	0
Hour	HV%	-	-	0%	8%	36%	-	6%	6%	0%	25%	-	25%	4%	3%	18%	-	-	-	-	-	-	0%	2%	4%	0%	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval			Heavy Vel	hicle Totals					Bio	ycles				Pe	edestrians (Crossing L	eg)	
Start	EB	WB	NB	SB	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
7:00 AM	9	2	13	0	6	30	1	2	0	0	2	5	0	0	0	0	1	1
7:15 AM	4	4	15	0	3	26	0	4	0	0	0	4	6	6	3	5	3	23
7:30 AM	5	9	6	0	6	26	2	3	0	0	0	5	2	2	5	2	6	17
7:45 AM	5	3	12	0	5	25	1	4	0	0	0	5	5	1	7	3	10	26
8:00 AM	10	4	7	0	3	24	0	3	0	0	0	3	4	2	6	7	8	27
8:15 AM	7	3	13	0	6	29	0	6	0	0	1	7	3	4	8	8	18	41
8:30 AM	8	6	18	0	4	36	0	3	0	0	0	3	4	2	7	5	8	26
8:45 AM	7	9	13	0	2	31	4	3	0	0	1	8	3	3	2	1	8	17
Count Total	55	40	97	0	35	227	8	28	0	0	4	40	27	20	38	31	62	178
Peak Hr	32	22	51	0	15	120	4	15	0	0	2	21	14	11	23	21	42	111

Two-Hour Count Summaries - Heavy Vehicles

		S.	Jackson	St			S	Jackson	St			R	ainier Av	/e			1	4th Ave	s				n/a			15-min	Rolling
Interval Start		E	astbound	d			V	Vestboun	d			Ν	lorthbour	nd			S	outhbour	nd			Sou	utheastbo	ound		Total	One
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR	Total	Hour
7:00 AM	0	0	0	3	6	0	1	1	0	0	0	2	6	2	3	0	0	0	0	0	0	0	0	6	0	30	0
7:15 AM	0	0	0	2	2	0	3	1	0	0	0	3	7	2	3	0	0	0	0	0	0	0	0	3	0	26	0
7:30 AM	0	0	0	1	4	0	5	3	1	0	0	2	1	1	2	0	0	0	0	0	0	0	1	5	0	26	0
7:45 AM	0	0	0	2	3	0	1	2	0	0	0	5	3	3	1	0	0	0	0	0	0	0	0	5	0	25	107
8:00 AM	0	0	0	3	7	0	0	3	0	1	0	4	0	0	3	0	0	0	0	0	0	0	0	3	0	24	101
8:15 AM	0	0	0	3	4	0	2	1	0	0	0	3	5	2	3	0	0	0	0	0	0	0	1	5	0	29	104
8:30 AM	0	0	0	4	4	0	2	4	0	0	0	4	8	2	4	0	0	0	0	0	0	0	0	4	0	36	114
8:45 AM	0	0	0	3	4	0	4	4	0	1	0	3	3	3	4	0	0	0	0	0	0	0	0	2	0	31	120
Count Total	0	0	0	21	34	0	18	19	1	2	0	26	33	15	23	0	0	0	0	0	0	0	2	33	0	227	0
Peak Hour	0	0	0	13	19	0	8	12	0	2	0	14	16	7	14	0	0	0	0	0	0	0	1	14	0	120	0

Two-Hour Count Summaries - Bikes

		S	Jackson	St			S	Jackson	St			R	lainier Av	/e			1	14th Ave	S				n/a			15-min	Rolling
Interval Start		E	Eastbound	b			/	Vestboun	d			Ν	lorthboun	d			S	Southbour	nd			Sou	itheastbo	und		Tetel	One
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR	Total	Hour
7:00 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7:45 AM	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19
8:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
8:15 AM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	20
8:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18
8:45 AM	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8	21
Count Total	0	0	0	8	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	40	0
Peak Hour	0	0	0	4	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	21	0



Two-Hour Count Summaries

			S	Jackson	St			S	Jackson	St			R	ainier Av	ve			1	4th Ave	S			R	lainier A	ve		15-min	Rolling
Interval	Start			Eastboun	d			V	Vestboun	ld			N	orthbour	nd			S	Southbour	id			Sou	utheastbo	ound		Total	One
		UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR	Total	Hour
4:00	PM	0	0	0	46	33	0	44	44	13	0	0	15	68	50	33	0	0	0	0	0	0	2	12	133	2	495	0
4:15	PM	0	0	0	65	18	0	33	43	21	3	0	20	83	59	41	0	0	0	0	2	0	1	20	135	2	546	0
4:30	PM	0	0	0	50	24	0	42	55	16	4	0	19	62	55	24	0	0	0	0	0	0	0	24	148	0	523	0
4:45	PM	0	0	2	54	27	0	29	50	14	2	0	28	99	75	31	0	0	0	0	0	0	1	20	163	0	595	2,159
5:00	PM	0	0	2	52	21	0	48	44	18	2	0	22	74	54	34	0	0	0	0	0	0	2	22	169	0	564	2,228
5:15	PM	0	0	1	62	28	0	33	53	20	1	0	24	64	64	36	0	0	0	0	0	0	0	15	162	1	564	2,246
5:30	РМ	0	0	0	60	21	0	35	63	23	1	0	12	85	60	32	0	0	0	0	0	0	3	30	134	3	562	2,285
5:45	PM	0	0	0	55	23	0	27	44	14	2	0	17	75	58	35	0	0	0	0	0	0	0	22	120	2	494	2,184
Count T	otal	0	0	5	444	195	0	291	396	139	15	0	157	610	475	266	0	0	0	0	2	0	9	165	1,164	10	4,343	0
Peak	All	0	0	5	228	97	0	145	210	75	6	0	86	322	253	133	0	0	0	0	0	0	6	87	628	4	2,285	0
Hour	HV	0	0	0	6	17	0	7	7	1	0	0	15	7	3	7	0	0	0	0	0	0	0	0	6	0	76	0
	HV%	-	-	0%	3%	18%	-	5%	3%	1%	0%	-	17%	2%	1%	5%	-	-	-	-	-	-	0%	0%	1%	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval			Heavy Ve	hicle Totals					Bio	cycles				P	edestrians (Crossing L	eg)	
Start	EB	WB	NB	SB	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
4:00 PM	8	5	5	0	1	19	1	2	0	0	0	3	10	7	12	14	11	54
4:15 PM	6	5	17	0	1	29	1	3	0	0	0	4	5	2	3	13	11	34
4:30 PM	5	3	5	0	2	15	2	1	0	0	0	3	4	3	4	4	5	20
4:45 PM	6	3	11	0	5	25	4	1	0	0	0	5	4	12	8	9	10	43
5:00 PM	7	2	7	0	1	17	3	0	0	0	0	3	7	6	7	14	6	40
5:15 PM	6	3	7	0	0	16	4	4	0	0	0	8	4	5	6	2	11	28
5:30 PM	4	7	7	0	0	18	8	0	0	0	0	8	8	14	3	10	9	44
5:45 PM	7	2	5	0	1	15	1	1	0	0	0	2	7	4	10	8	9	38
Count Total	49	30	64	0	11	154	24	12	0	0	0	36	49	53	53	74	72	301
Peak Hr	23	15	32	0	6	76	19	5	0	0	0	24	23	37	24	35	36	155

Two-Hour Count Summaries - Heavy Vehicles

		S	Jackson	St			S	Jackson	St			F	Rainier Av	/e				14th Ave	S				n/a			15-min	Rolling
Interval Start		E	astbound	d			V	Vestboun	d			١	lorthboun	ıd			S	Southbour	nd			Sou	utheastbo	ound		Total	One
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR	Total	Hour
4:00 PM	0	0	0	3	5	0	2	2	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	0	19	0
4:15 PM	0	0	0	2	4	0	3	2	0	0	0	6	7	1	3	0	0	0	0	0	0	0	0	1	0	29	0
4:30 PM	0	0	0	1	4	0	1	2	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	2	0	15	0
4:45 PM	0	0	0	2	4	0	1	2	0	0	0	7	2	0	2	0	0	0	0	0	0	0	0	5	0	25	88
5:00 PM	0	0	0	1	6	0	1	1	0	0	0	3	1	2	1	0	0	0	0	0	0	0	0	1	0	17	86
5:15 PM	0	0	0	2	4	0	2	1	0	0	0	3	2	0	2	0	0	0	0	0	0	0	0	0	0	16	73
5:30 PM	0	0	0	1	3	0	3	3	1	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	18	76
5:45 PM	0	0	0	0	7	0	0	1	1	0	0	2	0	1	2	0	0	0	0	0	0	0	0	1	0	15	66
Count Total	0	0	0	12	37	0	13	14	3	0	0	27	17	7	13	0	0	0	0	0	0	0	0	11	0	154	0
Peak Hour	0	0	Ó	6	17	0	7	7	1	0	0	15	7	3	7	0	0	0	0	0	0	0	0	6	0	76	0

Two-Hour Count Summaries - Bikes

		S	Jackson	St			S	Jackson	St			F	ainier Av	/e			1	4th Ave	S				n/a			15-min	Rolling
Interval Start		E	Eastbound	b			1	Nestboun	d			Ν	lorthboun	d			S	Southbour	nd			Sou	theastbo	und		Tetel	One
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR	Total	Hour
4:00 PM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15
5:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15
5:15 PM	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	19
5:30 PM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	24
5:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21
Count Total	0	0	0	24	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0
Peak Hour	0	0	0	19	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0

Appendix B: LOS Definitions

Highway Capacity Manual 2010/6th Edition

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 1 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual 2010* and 6th Edition (Transportation Research Board, 2010 and 2016, respectively).

Table 1. Level of	Service Criteria for Signa	lized Intersections
Level of Service	Average Control Delay (seconds/vehicle)	General Description
А	≤10	Free Flow
В	>10 - 20	Stable Flow (slight delays)
С	>20 - 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F ¹	>80	Forced flow (congested and queues fail to clear)
Source: Highway Capa	city Manual 2010 and 6th Edition, T	ransportation Research Board, 2010 and 2016, respectively.

1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop control. All-way stop control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 2 shows LOS criteria for unsignalized intersections.

Table 2. Level of Service Criteria for	· Unsignalized Intersections
Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
В	>10 - 15
С	>15 - 25
D	>25 – 35
E	>35 - 50
F ¹	>50

Source: *Highway Capacity Manual 2010 and 6th Edition*, Transportation Research Board, 2010 and 2016, respectively.

1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

Highway Capacity Manual, 2000

Signalized intersection level of service (LOS) is defined in terms of the average total vehicle delay of all movements through an intersection. Vehicle delay is a method of quantifying several intangible factors, including driver discomfort, frustration, and lost travel time. Specifically, LOS criteria are stated in terms of average delay per vehicle during a specified time period (for example, the PM peak hour). Vehicle delay is a complex measure based on many variables, including signal phasing (i.e., progression of movements through the intersection), signal cycle length, and traffic volumes with respect to intersection capacity. Table 1 shows LOS criteria for signalized intersections, as described in the *Highway Capacity Manual* (Transportation Research Board, Special Report 209, 2000).

Table 1. Le	vel of Service Criteria fo	r Signalized Intersections
Level of Service	Average Control Delay (sec/veh)	General Description (Signalized Intersections)
А	≤10	Free Flow
В	>10 - 20	Stable Flow (slight delays)
С	>20 - 35	Stable flow (acceptable delays)
D	>35 - 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 - 80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)
Source: Highway Ca	pacity Manual. Transportation Res	search Board, Special Report 209, 2000.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: allway stop-controlled and two-way stop-controlled. All-way, stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all of the movements, much like that of a signalized intersection. Two-way, stop-controlled intersection LOS is defined in terms of the average vehicle delay of an individual movement(s). This is because the performance of a twoway, stop-controlled intersection is more closely reflected in terms of its individual movements, rather than its performance overall. For this reason, LOS for a two-way, stop-controlled intersection is defined in terms of its individual movements. With this in mind, total average vehicle delay (i.e., average delay of all movements) for a two-way, stop-controlled intersection should be viewed with discretion. Table 2 shows LOS criteria for unsignalized intersections (both all-way and two-way, stop-controlled).

Table 2.	Level of Service Crit	teria for Unsignalized Intersections
	Level of Service	Average Control Delay (sec/veh)
	А	0 - 10
	В	>10 - 15
	С	>15 - 25
	D	>25 - 35
	E	>35 - 50
	F	>50
Source: Hig	hway Capacity Manual, Transpor	tation Research Board, Special Report 209, 2000.

Appendix C: LOS Worksheets

	→	\rightarrow	-	-	1	1		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	≜ t≽		٦ ۲	^	¥			
Traffic Volume (vph)	360	10	25	300	15	35		
Future Volume (vph)	360	10	25	300	15	35		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	4.5		4.5	4.5	5.0			
Lane Util. Factor	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	1.00		1.00	1.00	0.95			
Flpb, ped/bikes	1.00		0.91	1.00	1.00			
Frt	1.00		1.00	1.00	0.91			
Flt Protected	1.00		0.95	1.00	0.99			
Satd, Flow (prot)	3139		1515	3343	1522			
Flt Permitted	1.00		0.52	1.00	0.99			
Satd. Flow (perm)	3139		829	3343	1522			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94		
Adi, Flow (vph)	383	11	27	319	16	37		
RTOR Reduction (vph)	1	0	0	0	28	0		
Lane Group Flow (vph)	393	0	27	319	25	0		
Confl. Peds. (#/hr)		37	43		37	43		
Confl. Bikes (#/hr)		5			••			
Heavy Vehicles (%)	14%	14%	8%	8%	6%	6%		
Turn Type	NA		Perm	NA	Prot			
Protected Phases	1			1	2			
Permitted Phases			1		_			
Actuated Green, G (s)	57.5		57.5	57.5	23.0			
Effective Green, a (s)	57.5		57.5	57.5	23.0			
Actuated g/C Ratio	0.64		0.64	0.64	0.26			
Clearance Time (s)	4.5		4.5	4.5	5.0			
Vehicle Extension (s)	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	2005		529	2135	388			
v/s Ratio Prot	c0.13		220	0,10	c0.02			
v/s Ratio Perm			0.03	0.10	00.0L			
v/c Ratio	0.20		0.05	0,15	0.07			
Uniform Delay, d1	6.7		6.1	6.5	25.4			
Progression Factor	1.00		0.70	0.69	1.00			
Incremental Delay, d2	0.2		0.2	0.1	0.3			
Delay (s)	6.9		4.4	4.6	25.7			
Level of Service	A		A	A	С			
Approach Delay (s)	6.9			4.6	25.7			
Approach LOS	A			A	С			
Intersection Summary								
HCM 2000 Control Delay			7.2	H	CM 2000	Level of Service)	А
HCM 2000 Volume to Capacity	y ratio		0.18					
Actuated Cycle Length (s)			90.0	Si	um of lost	t time (s)		20.5
Intersection Capacity Utilizatio	n		44.5%	IC	U Level o	of Service		А
Analysis Period (min)			15					
c Critical Lane Group								

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	≜ †Ъ		ሻ	≜ †Ъ			\$			4	
Traffic Volume (veh/h)	5	350	25	15	255	5	70	5	20	5	5	5
Future Volume (veh/h)	5	350	25	15	255	5	70	5	20	5	5	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.93	0.99		0.93	0.93		0.92	0.93		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1693	1693	1693	1856	1856	1856	1900	1900	1900
Adj Flow Rate, veh/h	5	368	26	16	268	5	74	5	21	5	5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	14	14	14	14	14	3	3	3	0	0	0
Cap, veh/h	735	2030	142	585	2160	40	296	26	67	153	150	125
Arrive On Green	0.22	0.22	0.22	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	978	3030	213	886	3224	60	962	111	285	422	638	530
Grp Volume(v), veh/h	5	194	200	16	133	140	100	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	978	1608	1635	886	1608	1677	1358	0	0	1589	0	0
Q Serve(g_s), s	0.4	8.8	8.9	0.2	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	8.8	8.9	9.2	0.0	0.0	5.3	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.04	0.74		0.21	0.33		0.33
Lane Grp Cap(c), veh/h	735	1077	1095	585	1077	1123	390	0	0	428	0	0
V/C Ratio(X)	0.01	0.18	0.18	0.03	0.12	0.12	0.26	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	735	1077	1095	585	1077	1123	461	0	0	509	0	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.7	15.0	15.1	0.7	0.0	0.0	28.2	0.0	0.0	26.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.1	0.2	0.2	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.6	3.7	0.0	0.1	0.1	1.8	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	15.4	15.4	0.8	0.2	0.2	28.6	0.0	0.0	26.5	0.0	0.0
LnGrp LOS	В	В	В	A	A	A	С	A	A	С	A	A
Approach Vol, veh/h		399			289			100			15	
Approach Delay, s/veh		15.3			0.3			28.6			26.5	
Approach LOS		В			А			С			С	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.8		25.2		64.8		25.2				
Change Period (Y+Rc), s		4.5		4.0		4.5		4.0				
Max Green Setting (Gmax), s		55.5		26.0		55.5		26.0				
Max Q Clear Time (g_c+I1), s		10.9		7.3		11.2		2.6				
Green Ext Time (p_c), s		2.6		0.5		1.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	At≱		5	4 12			≜ †Ъ			đ þ	
Traffic Volume (veh/h)	150	170	35	50	205	20	5	445	45	5	230	60
Future Volume (veh/h)	150	170	35	50	205	20	5	445	45	5	230	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.87	0.95		0.90	0.98		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1678	1752	1752	1752	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	158	179	37	53	216	21	5	468	47	5	242	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	15	15	10	10	10	5	5	5	5	5	5
Cap, veh/h	188	873	173	68	792	76	44	1446	143	48	1227	304
Arrive On Green	0.20	0.57	0.57	0.04	0.26	0.26	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1598	2577	511	1668	3023	288	7	3075	304	14	2609	645
Grp Volume(v), veh/h	158	108	108	53	117	120	278	0	242	168	0	142
Grp Sat Flow(s),veh/h/ln	1598	1594	1494	1668	1664	1647	1820	0	1567	1809	0	1459
Q Serve(g s), s	8.6	3.0	3.2	2.8	5.0	5.2	0.0	0.0	8.7	0.0	0.0	5.2
Cycle Q Clear(g c), s	8.6	3.0	3.2	2.8	5.0	5.2	8.6	0.0	8.7	4.8	0.0	5.2
Prop In Lane	1.00		0.34	1.00		0.18	0.02		0.19	0.03		0.44
Lane Grp Cap(c), veh/h	188	540	506	68	436	431	897	0	737	892	0	686
V/C Ratio(X)	0.84	0.20	0.21	0.78	0.27	0.28	0.31	0.00	0.33	0.19	0.00	0.21
Avail Cap(c_a), veh/h	328	540	506	195	436	431	897	0	737	892	0	686
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.12	0.12	0.12	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	13.6	13.6	42.8	26.4	26.4	14.9	0.0	14.9	13.9	0.0	14.0
Incr Delay (d2), s/veh	9.5	0.8	1.0	2.4	0.2	0.2	0.9	0.0	1.2	0.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.1	1.2	1.2	2.0	2.0	3.6	0.0	3.2	2.0	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	14.4	14.6	45.1	26.6	26.6	15.8	0.0	16.1	14.4	0.0	14.7
LnGrp LOS	D	В	В	D	С	С	В	А	В	В	А	В
Approach Vol, veh/h		374			290			520			310	
Approach Delay, s/veh		27.3			30.0			15.9			14.5	
Approach LOS		С			С			В			В	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		46.8	15.1	28.1		46.8	8.2	35.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.5	18.5	22.5		35.5	10.5	30.5				
Max Q Clear Time (g_c+I1), s		10.7	10.6	7.2		7.2	4.8	5.2				
Green Ext Time (p_c), s		3.3	0.2	1.1		2.0	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			С									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SEL2
Lane Configurations	۲	•	1		र्स	1		5	ሻ	4		
Traffic Volume (vph)	5	155	55	145	205	75	10	55	405	255	75	5
Future Volume (vph)	5	155	55	145	205	75	10	55	405	255	75	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		1.00	0.95	0.95		
Frt	1.00	1.00	0.85		1.00	0.85		1.00	1.00	0.97		
Flt Protected	0.95	1.00	1.00		0.98	1.00		0.95	0.95	0.99		
Satd. Flow (prot)	1570	1652	1404		1773	1538		1703	1618	1639		
Flt Permitted	0.10	1.00	1.00		0.79	1.00		0.95	1.00	1.00		
Satd. Flow (perm)	165	1652	1404		1436	1538		1703	1703	1659		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	5	160	57	149	211	77	10	57	418	263	77	5
RTOR Reduction (vph)	0	0	30	0	0	67	0	0	0	6	0	0
Lane Group Flow (vph)	5	160	27	0	360	20	0	57	313	439	0	0
Heavy Vehicles (%)	15%	15%	15%	5%	5%	5%	5%	6%	6%	6%	6%	4%
Turn Type	Perm	NA	Prot	Perm	NA	Prot		Prot	Perm	NA		Prot
Protected Phases		8	8		4	4		1		6		5
Permitted Phases	8			4					6			
Actuated Green, G (s)	57.5	57.5	57.5		28.0	28.0		8.2	37.2	37.2		
Effective Green, g (s)	57.5	57.5	57.5		28.0	28.0		8.2	37.2	37.2		
Actuated g/C Ratio	0.48	0.48	0.48		0.23	0.23		0.07	0.31	0.31		
Clearance Time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	79	791	672		335	358		116	527	514		
v/s Ratio Prot		c0.10	0.02			0.01		0.03				
v/s Ratio Perm	0.03				c0.25				0.18	c0.26		
v/c Ratio	0.06	0.20	0.04		1.07	0.06		0.49	0.59	0.85		
Uniform Delay, d1	16.8	18.0	16.6		46.0	35.7		53.9	35.0	38.8		
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		
Incremental Delay, d2	0.3	0.1	0.0		70.5	0.1		3.3	4.9	16.4		
Delay (s)	17.1	18.1	16.6		116.5	35.8		57.1	39.9	55.2		
Level of Service	В	В	В		F	D		E	D	E		
Approach Delay (s)		17.7			100.8					49.5		
Approach LOS		В			F					D		
Intersection Summary												
HCM 2000 Control Delay			55.9	Н	CM 2000	Level of	Service		Е			
HCM 2000 Volume to Capaci	ty ratio		0.75									
Actuated Cycle Length (s)			120.0	S	um of los	t time (s)			24.0			
Intersection Capacity Utilization	on		78.5%	IC	CU Level of	of Service	Э		D			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	SEL	SER	SER2
Lane Configurations	ă	76	
Traffic Volume (vph)	60	320	5
Future Volume (vph)	60	320	5
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	0.88	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1736	2733	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	1736	2733	
Peak-hour factor, PHF	0.97	0.97	0.97
Adj. Flow (vph)	62	330	5
RTOR Reduction (vph)	0	93	0
Lane Group Flow (vph)	67	242	0
Heavy Vehicles (%)	4%	4%	4%
Turn Type	Prot	Prot	
Protected Phases	5	2	
Permitted Phases			
Actuated Green, G (s)	6.8	35.8	
Effective Green, g (s)	6.8	35.8	
Actuated q/C Ratio	0.06	0.30	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	3.0	3.0	
Lane Gro Cap (vph)	98	815	
v/s Ratio Prot	c0.04	0.09	
v/s Ratio Perm	00.01	0.00	
v/c Ratio	0.68	0.30	
Uniform Delay d1	55.5	32.4	
Progression Factor	1 00	1 00	
Incremental Delay d2	17.9	0.9	
Delay (s)	73.5	33.3	
Level of Service	- 70.0 F	C.	
Approach Delay (s)	40.0	U	
Approach LOS			
	5		
Interception Summary			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	≜1 }		ň	^	Y			
Traffic Volume (vph)	485	20	55	365	15	35		
Future Volume (vph)	485	20	55	365	15	35		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	4.5		4.5	4.5	5.0			
Lane Util. Factor	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	0.99		1.00	1.00	0.98			
Flpb, ped/bikes	1.00		0.87	1.00	1.00			
Frt	0.99		1.00	1.00	0.91			
Flt Protected	1.00		0.95	1.00	0.99			
Satd. Flow (prot)	3282		1441	3312	1662			
Flt Permitted	1.00		0.44	1.00	0.99			
Satd. Flow (perm)	3282		669	3312	1662			
Peak-hour factor. PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Adj. Flow (vph)	511	21	58	384	16	37		
RTOR Reduction (vph)	2	0	0	0	27	0		
Lane Group Flow (vph)	530	0	58	384	26	0		
Confl. Peds. (#/hr)		78	78		6	12		
Confl. Bikes (#/hr)		16						
Heavy Vehicles (%)	8%	8%	9%	9%	0%	0%		
Turn Type	NA		Perm	NA	Prot			
Protected Phases	1			1	2			
Permitted Phases			1	-	_			
Actuated Green, G (s)	56.5		56.5	56.5	24.0			
Effective Green, g (s)	56.5		56.5	56.5	24.0			
Actuated g/C Ratio	0.63		0.63	0.63	0.27			
Clearance Time (s)	4.5		4.5	4.5	5.0			
Vehicle Extension (s)	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	2060		419	2079	443			
v/s Ratio Prot	c0.16			0.12	c0.02			
v/s Ratio Perm			0.09					
v/c Ratio	0.26		0.14	0.18	0.06			
Uniform Delay. d1	7.4		6.8	7.1	24.6			
Progression Factor	1.00		0.50	0.48	1.00			
Incremental Delay, d2	0.3		0.7	0.2	0.3			
Delay (s)	7.7		4.1	3.5	24.8			
Level of Service	А		А	A	С			
Approach Delay (s)	7.7			3.6	24.8			
Approach LOS	A			A	С			
Intersection Summary								
HCM 2000 Control Delay			6.8	Н	CM 2000	Level of Service		A
HCM 2000 Volume to Capa	acity ratio		0.23					
Actuated Cycle Length (s)			90.0	Si	um of lost	time (s)	20	.5
Intersection Capacity Utiliz	ation		48.4%	IC	U Level o	of Service		A
Analysis Period (min)			15					
c Critical Lane Group								

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	A		5	4 12			4			\$	
Traffic Volume (veh/h)	10	480	35	45	345	5	65	5	40	5	10	10
Future Volume (veh/h)	10	480	35	45	345	5	65	5	40	5	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.92	0.99		0.92	0.97		0.95	0.97		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1752	1752	1752	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	11	505	37	47	363	5	68	5	42	5	11	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	7	10	10	10	1	1	1	0	0	0
Cap, veh/h	755	2382	174	576	2497	34	187	26	86	73	134	110
Arrive On Green	0.25	0.25	0.25	0.74	0.74	0.74	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	947	3201	234	803	3357	46	765	161	533	159	831	681
Grp Volume(v), veh/h	11	268	274	47	180	188	115	0	0	27	0	0
Grp Sat Flow(s),veh/h/ln	947	1706	1729	803	1664	1739	1458	0	0	1671	0	0
Q Serve(g_s), s	0.8	11.3	11.3	2.1	2.8	2.8	4.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.6	11.3	11.3	13.5	2.8	2.8	6.3	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.03	0.59		0.37	0.19		0.41
Lane Grp Cap(c), veh/h	755	1270	1286	576	1238	1293	299	0	0	317	0	0
V/C Ratio(X)	0.01	0.21	0.21	0.08	0.15	0.15	0.38	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	755	1270	1286	576	1238	1293	592	0	0	649	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.1	12.9	13.0	7.0	3.3	3.3	34.2	0.0	0.0	32.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.3	0.2	0.2	0.8	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.2	5.2	5.3	0.4	0.8	0.8	2.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	13.3	13.3	7.2	3.5	3.5	35.0	0.0	0.0	32.2	0.0	0.0
LnGrp LOS	В	В	В	Α	Α	Α	С	А	Α	С	Α	<u>A</u>
Approach Vol, veh/h		553			415			115			27	
Approach Delay, s/veh		13.3			4.0			35.0			32.2	
Approach LOS		В			А			С			С	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		71.5		18.5		71.5		18.5				
Change Period (Y+Rc), s		4.5		4.0		4.5		4.0				
Max Green Setting (Gmax), s		48.5		33.0		48.5		33.0				
Max Q Clear Time (g_c+I1), s		13.3		8.3		15.5		3.2				
Green Ext Time (p_c), s		3.7		0.6		2.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			12.5									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	≜t ≽		5	4 14			≜ 15			đ þ	
Traffic Volume (veh/h)	130	270	95	65	235	25	10	315	40	5	515	130
Future Volume (veh/h)	130	270	95	65	235	25	10	315	40	5	515	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.91	0.99		0.93	0.97		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	135	281	99	68	245	26	10	328	42	5	536	135
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	7	7	6	6	6	4	4	4	4	4	4
Cap, veh/h	167	852	290	87	943	99	57	1331	166	43	1196	297
Arrive On Green	0.19	0.70	0.70	0.05	0.30	0.30	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1711	2435	828	1725	3109	325	33	2962	370	6	2661	661
Grp Volume(v), veh/h	135	194	186	68	134	137	201	0	179	371	0	305
Grp Sat Flow(s),veh/h/ln	1711	1706	1557	1725	1721	1714	1792	0	1573	1836	0	1492
Q Serve(g_s), s	6.8	4.0	4.2	3.5	5.3	5.5	0.0	0.0	6.3	0.0	0.0	12.7
Cycle Q Clear(g_c), s	6.8	4.0	4.2	3.5	5.3	5.5	6.1	0.0	6.3	12.5	0.0	12.7
Prop In Lane	1.00		0.53	1.00		0.19	0.05		0.24	0.01		0.44
Lane Grp Cap(c), veh/h	167	597	545	87	522	520	847	0	707	865	0	670
V/C Ratio(X)	0.81	0.32	0.34	0.78	0.26	0.26	0.24	0.00	0.25	0.43	0.00	0.45
Avail Cap(c_a), veh/h	447	597	545	278	522	520	847	0	707	865	0	670
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.4	9.4	9.4	42.2	23.7	23.7	15.3	0.0	15.4	17.1	0.0	17.1
Incr Delay (d2), s/veh	9.0	1.4	1.7	1.4	0.1	0.1	0.7	0.0	0.9	1.6	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.5	1.5	1.5	2.1	2.2	2.6	0.0	2.4	5.4	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	10.8	11.1	43.6	23.8	23.9	16.0	0.0	16.3	18.6	0.0	19.4
LnGrp LOS	D	В	В	D	С	С	В	Α	В	В	Α	<u> </u>
Approach Vol, veh/h		515			339			380			676	
Approach Delay, s/veh		19.7			27.8			16.1			19.0	
Approach LOS		В			С			В			В	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		44.9	13.3	31.8		44.9	9.1	36.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		30.5	23.5	22.5		30.5	14.5	31.5				
Max Q Clear Time (g_c+I1), s		8.3	8.8	7.5		14.7	5.5	6.2				
Green Ext Time (p_c), s		2.3	0.3	1.3		3.9	0.1	2.4				
Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			С									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SEL2
Lane Configurations	۲	•	1		र्स	đ.		5	ሻ	4		
Traffic Volume (vph)	5	230	95	145	210	75	5	85	320	255	135	5
Future Volume (vph)	5	230	95	145	210	75	5	85	320	255	135	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		1.00	0.95	0.95		
Frt	1.00	1.00	0.85		1.00	0.85		1.00	1.00	0.95		
Flt Protected	0.95	1.00	1.00		0.98	1.00		0.95	0.95	1.00		
Satd. Flow (prot)	1687	1776	1509		1808	1568		1736	1649	1646		
Flt Permitted	0.07	1.00	1.00		0.76	1.00		0.95	0.95	1.00		
Satd. Flow (perm)	130	1776	1509		1404	1568		1736	1649	1646		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	5	240	99	151	219	78	5	89	333	266	141	5
RTOR Reduction (vph)	0	0	54	0	0	66	0	0	0	14	0	0
Lane Group Flow (vph)	5	240	45	0	370	17	0	89	300	426	0	0
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	3%	4%	4%	4%	4%	1%
Turn Type	Perm	NA	Prot	Perm	NA	Prot		Prot	Split	NA		Prot
Protected Phases		8	8		4	4		1	6	6		5
Permitted Phases	8			4								
Actuated Green, G (s)	54.5	54.5	54.5		25.0	25.0		10.2	38.6	38.6		
Effective Green, g (s)	54.5	54.5	54.5		25.0	25.0		10.2	38.6	38.6		
Actuated g/C Ratio	0.45	0.45	0.45		0.21	0.21		0.08	0.32	0.32		
Clearance Time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	59	806	685		292	326		147	530	529		
v/s Ratio Prot		c0.14	0.03			0.01		0.05	0.18	c0.26		
v/s Ratio Perm	0.04				c0.26							
v/c Ratio	0.08	0.30	0.07		1.27	0.05		0.61	0.57	0.80		
Uniform Delay, d1	18.6	20.7	18.4		47.5	38.0		53.0	33.8	37.3		
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		
Incremental Delay, d2	0.6	0.2	0.0		144.5	0.1		6.9	4.3	12.3		
Delay (s)	19.2	20.9	18.5		192.0	38.1		59.8	38.1	49.6		
Level of Service	В	С	В		F	D		E	D	D		
Approach Delay (s)		20.2			163.8					46.5		
Approach LOS		С			F					D		
Intersection Summary												
HCM 2000 Control Delay			64.5	Н	CM 2000	Level of	Service		E			
HCM 2000 Volume to Capaci	ty ratio		0.80									
Actuated Cycle Length (s)			120.0	S	um of lost	t time (s)			24.0			
Intersection Capacity Utilization	on		93.1%	IC	CU Level of	of Service	Э		F			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	SEL	SER	SER2
Lane Configurations	3	75	
Traffic Volume (vph)	85	630	5
Future Volume (vph)	85	630	5
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	0.88	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1787	2814	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	1787	2814	
Peak-hour factor, PHF	0.96	0.96	0.96
Adj. Flow (vph)	89	656	5
RTOR Reduction (vph)	0	92	0
Lane Group Flow (vph)	94	569	0
Heavy Vehicles (%)	1%	1%	1%
Turn Type	Prot	Prot	
Protected Phases	5	2	
Permitted Phases			
Actuated Green, G (s)	8.4	36.8	
Effective Green, g (s)	8.4	36.8	
Actuated g/C Ratio	0.07	0.31	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	125	862	
v/s Ratio Prot	c0.05	0.20	
v/s Ratio Perm			
v/c Ratio	0.75	0.66	
Uniform Delay, d1	54.8	36.2	
Progression Factor	1.00	1.00	
Incremental Delay, d2	22.2	4.0	
Delay (s)	77.0	40.1	
Level of Service	Е	D	
Approach Delay (s)	44.7		
Approach LOS	D		
Intersection Summary			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	≜t ≽		5	**	¥				
Traffic Volume (vph)	410	20	40	355	20	40			
Future Volume (vph)	410	20	40	355	20	40			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	4.5		4.5	4.5	5.0				
Lane Util. Factor	0.95		1.00	0.95	1.00				
Frpb, ped/bikes	0.99		1.00	1.00	0.95				
Flpb, ped/bikes	1.00		0.92	1.00	1.00				
Frt	0.99		1.00	1.00	0.91				
Flt Protected	1.00		0.95	1.00	0.98				
Satd. Flow (prot)	3122		1531	3343	1529				
Flt Permitted	1.00		0.48	1.00	0.98				
Satd. Flow (perm)	3122		781	3343	1529				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94			
Adi, Flow (vph)	436	21	43	378	21	43			
RTOR Reduction (vph)	2	0	0	0	32	0			
Lane Group Flow (vph)	455	0	43	378	32	0			
Confl. Peds. (#/hr)		37	43		37	43			
Confl. Bikes (#/hr)		5							
Heavy Vehicles (%)	14%	14%	8%	8%	6%	6%			
Turn Type	NA		Perm	NA	Prot				
Protected Phases	1			1	2				
Permitted Phases	•		1	•	-				
Actuated Green, G (s)	57.5		57.5	57.5	23.0				
Effective Green, g (s)	57.5		57.5	57.5	23.0				
Actuated g/C Ratio	0.64		0.64	0.64	0.26				
Clearance Time (s)	4.5		4.5	4.5	5.0				
Vehicle Extension (s)	3.0		3.0	3.0	3.0				
Lane Grp Cap (vph)	1994		498	2135	390				
v/s Ratio Prot	c0 15		100	0.11	c0 02				
v/s Ratio Perm	00.10		0.06	0.11	00.02				
v/c Ratio	0.23		0.09	0 18	0.08				
Uniform Delay d1	6.9		6.2	66	25.5				
Progression Factor	1.00		0.59	0.58	1.00				
Incremental Delay, d2	0.3		0.3	0.2	0.4				
Delay (s)	7.1		4.0	4.0	25.9				
Level of Service	A		A	A	C				
Approach Delay (s)	7.1			4.0	25.9				
Approach LOS	А			A	С				
Intersection Summary									
HCM 2000 Control Delay			7.0	H	CM 2000	Level of Service)	A	
HCM 2000 Volume to Capacity	/ ratio		0.22						
Actuated Cycle Length (s)			90.0	Si	um of lost	time (s)	20	0.5	
Intersection Capacity Utilization	n		46.3%	IC	U Level o	of Service		А	
Analysis Period (min)			15						
c Critical Lane Group									

Future Without AM Modera Jackson Steps 4:08 pm 07/21/2022 Future Without-Project AM Weekday Peak Hour Transpo Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	≜1 ≱		7	≜1 ≱			\$			\$	
Traffic Volume (veh/h)	5	390	40	30	305	5	95	5	45	5	5	5
Future Volume (veh/h)	5	390	40	30	305	5	95	5	45	5	5	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.93	0.99		0.93	0.93		0.92	0.94		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1693	1693	1693	1856	1856	1856	1900	1900	1900
Adj Flow Rate, veh/h	5	411	42	32	321	5	100	5	47	5	5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	14	14	14	14	14	3	3	3	0	0	0
Cap, veh/h	697	1934	196	539	2141	33	274	24	104	159	157	132
Arrive On Green	0.22	0.22	0.22	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	933	2924	297	842	3237	50	850	98	424	435	644	539
Grp Volume(v), veh/h	5	225	228	32	159	167	152	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	933	1608	1613	842	1608	1679	1372	0	0	1618	0	0
Q Serve(g_s), s	0.4	10.3	10.5	0.6	0.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	10.3	10.5	11.1	0.0	0.0	8.3	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.03	0.66		0.31	0.33		0.33
Lane Grp Cap(c), veh/h	697	1063	1067	539	1063	1111	401	0	0	448	0	0
V/C Ratio(X)	0.01	0.21	0.21	0.06	0.15	0.15	0.38	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	697	1063	1067	539	1063	1111	462	0	0	516	0	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.1	15.9	16.0	1.0	0.0	0.0	28.7	0.0	0.0	25.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.5	0.2	0.3	0.3	0.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.1	4.4	4.5	0.0	0.1	0.1	2.8	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.1	16.4	16.4	1.2	0.3	0.3	29.3	0.0	0.0	26.0	0.0	0.0
LnGrp LOS	В	B	В	A	<u>A</u>	A	С	A	A	С	<u>A</u>	<u> </u>
Approach Vol, veh/h		458			358			152			15	
Approach Delay, s/veh		16.4			0.4			29.3			26.0	
Approach LOS		В			A			С			С	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.0		26.0		64.0		26.0				
Change Period (Y+Rc), s		4.5		4.0		4.5		4.0				
Max Green Setting (Gmax), s		55.5		26.0		55.5		26.0				
Max Q Clear Time (g_c+l1), s		12.5		10.3		13.1		2.6				
Green Ext Time (p_c), s		3.1		0.7		2.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			12.7									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	A12∍		<u> </u>	A1≱			≜1 ≱			đ þ	
Traffic Volume (veh/h)	165	230	35	75	265	25	5	455	55	5	250	65
Future Volume (veh/h)	165	230	35	75	265	25	5	455	55	5	250	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.87	0.96		0.90	0.98		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1678	1752	1752	1752	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	174	242	37	79	279	26	5	479	58	5	263	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	15	15	10	10	10	5	5	5	5	5	5
Cap, veh/h	203	922	137	100	825	76	44	1355	162	46	1179	290
Arrive On Green	0.25	0.68	0.68	0.06	0.27	0.27	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1598	2720	405	1668	3038	279	7	3003	358	12	2612	644
Grp Volume(v), veh/h	174	139	140	79	151	154	291	0	251	182	0	154
Grp Sat Flow(s),veh/h/ln	1598	1594	1532	1668	1664	1653	1820	0	1548	1811	0	1456
Q Serve(g_s), s	9.3	3.1	3.2	4.2	6.5	6.7	0.0	0.0	9.5	0.0	0.0	5.8
Cycle Q Clear(g_c), s	9.3	3.1	3.2	4.2	6.5	6.7	9.4	0.0	9.5	5.5	0.0	5.8
Prop In Lane	1.00		0.26	1.00		0.17	0.02		0.23	0.03		0.44
Lane Grp Cap(c), veh/h	203	540	519	100	452	449	862	0	699	858	0	657
V/C Ratio(X)	0.86	0.26	0.27	0.79	0.33	0.34	0.34	0.00	0.36	0.21	0.00	0.23
Avail Cap(c_a), veh/h	328	540	519	195	452	449	862	0	699	858	0	657
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.8	10.1	10.1	41.7	26.3	26.3	16.1	0.0	16.2	15.1	0.0	15.2
Incr Delay (d2), s/veh	11.6	1.1	1.3	1.3	0.2	0.2	1.1	0.0	1.4	0.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	1.1	1.2	1.7	2.6	2.6	4.0	0.0	3.5	2.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	11.2	11.4	43.1	26.4	26.5	17.2	0.0	17.6	15.6	0.0	16.0
LnGrp LOS	D	В	В	D	С	С	В	A	В	В	A	<u> </u>
Approach Vol, veh/h		453			384			542			336	
Approach Delay, s/veh		24.0			29.9			17.4			15.8	
Approach LOS		С			С			В			В	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.1	16.0	28.9		45.1	9.9	35.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.5	18.5	22.5		35.5	10.5	30.5				
Max Q Clear Time (g_c+I1), s		11.5	11.3	8.7		7.8	6.2	5.2				
Green Ext Time (p_c), s		3.5	0.3	1.4		2.1	0.1	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			С									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SEL2
Lane Configurations	5	•	1		ۍ ۲	đ		5	5	4		
Traffic Volume (vph)	5	180	90	160	250	75	10	55	455	260	80	5
Future Volume (vph)	5	180	90	160	250	75	10	55	455	260	80	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		1.00	0.95	0.95		
Frt	1.00	1.00	0.85		1.00	0.85		1.00	1.00	0.97		
Flt Protected	0.95	1.00	1.00		0.98	1.00		0.95	0.95	0.99		
Satd. Flow (prot)	1570	1652	1404		1775	1538		1703	1618	1637		
FIt Permitted	0.07	1.00	1.00		0.79	1.00		0.95	1.00	1.00		
Satd. Flow (perm)	115	1652	1404		1433	1538		1703	1703	1659		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	5	186	93	165	258	77	10	57	469	268	82	5
RTOR Reduction (vph)	0	0	48	0	0	67	0	0	0	6	0	0
Lane Group Flow (vph)	5	186	45	0	423	20	0	57	338	475	0	0
Heavy Vehicles (%)	15%	15%	15%	5%	5%	5%	5%	6%	6%	6%	6%	4%
Turn Type	Perm	NA	Prot	Perm	NA	Prot		Prot	Perm	NA		Prot
Protected Phases		8	8		4	4		1		6		5
Permitted Phases	8			4					6			
Actuated Green, G (s)	57.5	57.5	57.5		28.0	28.0		8.2	37.2	37.2		
Effective Green, g (s)	57.5	57.5	57.5		28.0	28.0		8.2	37.2	37.2		
Actuated g/C Ratio	0.48	0.48	0.48		0.23	0.23		0.07	0.31	0.31		
Clearance Time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	55	791	672		334	358		116	527	514		
v/s Ratio Prot		c0.11	0.03			0.01		0.03				
v/s Ratio Perm	0.04				c0.30				0.20	c0.29		
v/c Ratio	0.09	0.24	0.07		1.27	0.06		0.49	0.64	0.92		
Uniform Delay, d1	17.0	18.3	16.8		46.0	35.7		53.9	35.7	40.0		
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		
Incremental Delay, d2	0.7	0.2	0.0		141.6	0.1		3.3	5.9	24.7		
Delay (s)	17.7	18.5	16.9		187.6	35.8		57.1	41.5	64.7		
Level of Service	В	В	В		F	D		Е	D	E		
Approach Delay (s)		17.9			161.7					55.3		
Approach LOS		В			F					E		
Intersection Summary												
HCM 2000 Control Delay			73.0	H	CM 2000	Level of	Service		E			
HCM 2000 Volume to Capaci	ty ratio		0.84									
Actuated Cycle Length (s)			120.0	Si	um of lost	time (s)			24.0			
Intersection Capacity Utilization	on		86.1%	IC	U Level o	of Service	9		E			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	SEL	SER	SER2
Lane Configurations	2	76	
Traffic Volume (vph)	65	355	10
Future Volume (vph)	65	355	10
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	0.88	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1736	2733	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	1736	2733	
Peak-hour factor, PHF	0.97	0.97	0.97
Adj. Flow (vph)	67	366	10
RTOR Reduction (vph)	0	93	0
Lane Group Flow (vph)	72	283	0
Heavy Vehicles (%)	4%	4%	4%
Turn Type	Prot	Prot	
Protected Phases	5	2	
Permitted Phases			
Actuated Green, G (s)	6.8	35.8	
Effective Green, g (s)	6.8	35.8	
Actuated g/C Ratio	0.06	0.30	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	98	815	
v/s Ratio Prot	c0.04	0.10	
v/s Ratio Perm			
v/c Ratio	0.73	0.35	
Uniform Delay. d1	55.7	33.0	
Progression Factor	1.00	1.00	
Incremental Delay. d2	24.6	1.2	
Delay (s)	80.3	34.1	
Level of Service	F	С	
Approach Delay (s)	41.5	3	
Approach LOS	D		
Internetion Commence			
Intersection Summary			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	4 14		5	44	W.				
Traffic Volume (vph)	555	30	65	430	25	50			
Future Volume (vph)	555	30	65	430	25	50			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	4.5		4.5	4.5	5.0				
Lane Util. Factor	0.95		1.00	0.95	1.00				
Frpb, ped/bikes	0.98		1.00	1.00	0.98				
Flpb, ped/bikes	1.00		0.89	1.00	1.00				
Frt	0.99		1.00	1.00	0.91				
Flt Protected	1.00		0.95	1.00	0.98				
Satd. Flow (prot)	3263		1475	3312	1668				
Flt Permitted	1.00		0.40	1.00	0.98				
Satd. Flow (perm)	3263		617	3312	1668				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95			
Adj. Flow (vph)	584	32	68	453	26	53			
RTOR Reduction (vph)	3	0	0	0	39	0			
Lane Group Flow (vph)	613	0	68	453	40	0			
Confl. Peds. (#/hr)		78	78		6	12			
Confl. Bikes (#/hr)		16							
Heavy Vehicles (%)	8%	8%	9%	9%	0%	0%			
Turn Type	NA		Perm	NA	Prot				
Protected Phases	1			1	2				
Permitted Phases			1						
Actuated Green, G (s)	56.5		56.5	56.5	24.0				
Effective Green, g (s)	56.5		56.5	56.5	24.0				
Actuated g/C Ratio	0.63		0.63	0.63	0.27				
Clearance Time (s)	4.5		4.5	4.5	5.0				
Vehicle Extension (s)	3.0		3.0	3.0	3.0				
Lane Grp Cap (vph)	2048		387	2079	444				
v/s Ratio Prot	c0.19			0.14	c0.02				
v/s Ratio Perm			0.11						
v/c Ratio	0.30		0.18	0.22	0.09				
Uniform Delay, d1	7.7		7.0	7.2	24.8				
Progression Factor	1.00		0.46	0.44	1.00				
Incremental Delay, d2	0.4		1.0	0.2	0.4				
Delay (s)	8.1		4.2	3.4	25.2				
Level of Service	А		А	А	С				
Approach Delay (s)	8.1			3.5	25.2				
Approach LOS	А			А	С				
Intersection Summary									
HCM 2000 Control Delay			7.2	H	CM 2000	Level of Service	e /	4	
HCM 2000 Volume to Capacit	y ratio		0.27						
Actuated Cycle Length (s)			90.0	Si	um of lost	time (s)	20.5	5	
Intersection Capacity Utilization	n		50.7%	IC	U Level o	of Service	ŀ	4	
Analysis Period (min)			15						
c Critical Lane Group									

Future Without PM Modera Jackson Steps 5:00 pm 07/21/2022 Future Without-Project PM Weekday Peak Hour Transpo Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ľ	↑ ĵ₀		ľ	≜ 1≱			\$			\$	
Traffic Volume (veh/h)	10	550	55	70	400	5	85	5	65	5	10	10
Future Volume (veh/h)	10	550	55	70	400	5	85	5	65	5	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.91	1.00		0.92	0.97		0.96	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1752	1752	1752	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	11	579	58	74	421	5	89	5	68	5	11	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	7	10	10	10	1	1	1	0	0	0
Cap, veh/h	721	2242	224	501	2431	29	192	25	113	79	152	126
Arrive On Green	0.24	0.24	0.24	0.96	0.96	0.96	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	894	3102	310	738	3365	40	712	139	615	174	831	691
Grp Volume(v), veh/h	11	318	319	74	208	218	162	0	0	27	0	0
Grp Sat Flow(s),veh/h/ln	894	1706	1706	738	1664	1740	1466	0	0	1696	0	0
Q Serve(g_s), s	0.8	13.6	13.7	2.5	0.5	0.5	7.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	13.6	13.7	16.2	0.5	0.5	9.0	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.02	0.55		0.42	0.19		0.41
Lane Grp Cap(c), veh/h	721	1233	1233	501	1203	1257	330	0	0	358	0	0
V/C Ratio(X)	0.02	0.26	0.26	0.15	0.17	0.17	0.49	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	721	1233	1233	501	1203	1257	595	0	0	654	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	14.7	14.7	2.7	0.5	0.5	33.6	0.0	0.0	30.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.6	0.3	0.3	1.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.3	6.3	0.3	0.2	0.2	3.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	15.2	15.2	3.3	0.8	0.8	34.7	0.0	0.0	30.6	0.0	0.0
LnGrp LOS	В	В	В	A	Α	A	С	A	A	С	A	<u> </u>
Approach Vol, veh/h		648			500			162			27	
Approach Delay, s/veh		15.1			1.2			34.7			30.6	
Approach LOS		В			А			С			С	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.5		20.5		69.5		20.5				
Change Period (Y+Rc), s		4.5		4.0		4.5		4.0				
Max Green Setting (Gmax), s		48.5		33.0		48.5		33.0				
Max Q Clear Time (g_c+l1), s		15.7		11.0		18.2		3.2				
Green Ext Time (p_c), s		4.5		0.9		3.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	A1≱		<u> </u>	∱1 }			đβ			đ þ	
Traffic Volume (veh/h)	140	355	95	80	310	30	10	330	55	15	530	145
Future Volume (veh/h)	140	355	95	80	310	30	10	330	55	15	530	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.91	0.99		0.92	0.98		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	146	370	99	83	323	31	10	344	57	16	552	151
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	7	7	6	6	6	4	4	4	4	4	4
Cap, veh/h	178	916	240	107	967	92	54	1252	202	55	1128	302
Arrive On Green	0.21	0.70	0.70	0.06	0.31	0.31	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1711	2617	687	1725	3144	298	28	2856	460	30	2575	690
Grp Volume(v), veh/h	146	239	230	83	175	179	219	0	192	395	0	324
Grp Sat Flow(s),veh/h/ln	1711	1706	1598	1725	1721	1722	1797	0	1548	1812	0	1483
Q Serve(g_s), s	7.3	5.2	5.5	4.3	7.1	7.2	0.0	0.0	7.2	0.0	0.0	14.2
Cycle Q Clear(g_c), s	7.3	5.2	5.5	4.3	7.1	7.2	6.8	0.0	7.2	13.8	0.0	14.2
Prop In Lane	1.00		0.43	1.00		0.17	0.05		0.30	0.04		0.47
Lane Grp Cap(c), veh/h	178	597	559	107	529	530	829	0	678	836	0	650
V/C Ratio(X)	0.82	0.40	0.41	0.78	0.33	0.34	0.26	0.00	0.28	0.47	0.00	0.50
Avail Cap(c_a), veh/h	447	597	559	278	529	530	829	0	678	836	0	650
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.8	9.6	9.6	41.6	24.0	24.1	16.1	0.0	16.2	18.1	0.0	18.2
Incr Delay (d2), s/veh	8.7	2.0	2.2	1.1	0.2	0.2	0.8	0.0	1.0	1.9	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	1.9	1.9	1.8	2.8	2.9	3.0	0.0	2.6	6.0	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	11.5	11.8	42.7	24.2	24.2	16.9	0.0	17.3	20.0	0.0	20.9
LnGrp LOS	D	В	В	D	С	С	В	A	В	В	A	C
Approach Vol, veh/h		615			437			411			719	
Approach Delay, s/veh		19.2			27.7			17.1			20.4	
Approach LOS		В			С			В			С	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		43.9	13.9	32.2		43.9	10.1	36.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		30.5	23.5	22.5		30.5	14.5	31.5				
Max Q Clear Time (g_c+I1), s		9.2	9.3	9.2		16.2	6.3	7.5				
Green Ext Time (p_c), s		2.5	0.3	1.7		4.1	0.1	3.0				
Intersection Summary												
HCM 6th Ctrl Delay			20.9									
HCM 6th LOS			С									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SEL2
Lane Configurations	5	*	1		4	8		5	5	4		-
Traffic Volume (vph)	5	275	150	160	250	75	5	85	365	280	140	5
Future Volume (vph)	5	275	150	160	250	75	5	85	365	280	140	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		1.00	0.95	0.95		
Frt	1.00	1.00	0.85		1.00	0.85		1.00	1.00	0.95		
Flt Protected	0.95	1.00	1.00		0.98	1.00		0.95	0.95	1.00		
Satd. Flow (prot)	1687	1776	1509		1809	1568		1736	1649	1649		
Flt Permitted	0.07	1.00	1.00		0.75	1.00		0.95	0.95	1.00		
Satd. Flow (perm)	130	1776	1509		1382	1568		1736	1649	1649		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	5	286	156	167	260	78	5	89	380	292	146	5
RTOR Reduction (vph)	0	0	85	0	0	66	0	0	0	14	0	0
Lane Group Flow (vph)	5	286	71	0	427	17	0	89	342	462	0	0
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	3%	4%	4%	4%	4%	1%
Turn Type	Perm	NA	Prot	Perm	NA	Prot		Prot	Split	NA		Prot
Protected Phases		8	8		4	4		1	6	6		5
Permitted Phases	8			4								
Actuated Green, G (s)	54.5	54.5	54.5		25.0	25.0		10.2	38.5	38.5		
Effective Green, g (s)	54.5	54.5	54.5		25.0	25.0		10.2	38.5	38.5		
Actuated g/C Ratio	0.45	0.45	0.45		0.21	0.21		0.08	0.32	0.32		
Clearance Time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	59	806	685		287	326		147	529	529		
v/s Ratio Prot		c0.16	0.05			0.01		0.05	0.21	c0.28		
v/s Ratio Perm	0.04				c0.31							
v/c Ratio	0.08	0.35	0.10		1.49	0.05		0.61	0.65	0.87		
Uniform Delay, d1	18.6	21.3	18.8		47.5	38.0		53.0	34.9	38.5		
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		
Incremental Delay, d2	0.6	0.3	0.1		237.2	0.1		6.9	6.0	17.9		
Delay (s)	19.2	21.6	18.8		284.7	38.1		59.8	40.9	56.4		
Level of Service	В	С	В		F	D		E	D	E		
Approach Delay (s)		20.6			244.6					50.9		
Approach LOS		С			F					D		
Intersection Summary												
HCM 2000 Control Delay			81.6	Н	CM 2000	Level of	Service		F			
HCM 2000 Volume to Capaci	ity ratio		0.91									
Actuated Cycle Length (s)			120.0	S	um of lost	t time (s)			24.0			
Intersection Capacity Utilizati	on		101.7%	IC	CU Level of	of Service	Э		G			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	SEL	SER	SER2
Lane Configurations	ă.	15	
Traffic Volume (vph)	90	655	15
Future Volume (vph)	90	655	15
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	0.88	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1787	2814	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	1787	2814	
Peak-hour factor, PHF	0.96	0.96	0.96
Adj. Flow (vph)	94	682	16
RTOR Reduction (vph)	0	92	0
Lane Group Flow (vph)	99	606	0
Heavy Vehicles (%)	1%	1%	1%
Turn Type	Prot	Prot	
Protected Phases	5	2	
Permitted Phases			
Actuated Green, G (s)	8.5	36.8	
Effective Green, q (s)	8.5	36.8	
Actuated g/C Ratio	0.07	0.31	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	126	862	
v/s Ratio Prot	c0.06	0.22	
v/s Ratio Perm			
v/c Ratio	0.79	0.70	
Uniform Delay, d1	54.9	36.8	
Progression Factor	1.00	1.00	
Incremental Delay, d2	26.7	4.8	
Delay (s)	81.6	41.6	
Level of Service	F	D	
Approach Delay (s)	46.5	-	
Approach LOS	D		
	-		
Intersection Summary			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	4 1.		5	**	¥				
Traffic Volume (vph)	412	20	47	365	20	41			
Future Volume (vph)	412	20	47	365	20	41			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	4.5		4.5	4.5	5.0				
Lane Util, Factor	0.95		1.00	0.95	1.00				
Erpb. ped/bikes	0.99		1.00	1.00	0.95				
Flpb, ped/bikes	1.00		0.92	1.00	1.00				
Frt	0.99		1.00	1.00	0.91				
Flt Protected	1.00		0.95	1.00	0.98				
Satd Flow (prot)	3122		1532	3343	1528				
Flt Permitted	1 00		0.48	1 00	0.98				
Satd, Flow (perm)	3122		779	3343	1528				
Peak-hour factor DHE	0.04	0.04	0.04	0.04	0.04	0.94			
Adi Flow (vph)	120	0.94	0.94 50	288	0.94	11			
Auj. Flow (vpli) PTOP Peduction (unb)	400	21	50	500	20	44 0			
Long Croup Flow (vph)	۲ ۲. ۲	0	0 50	200	აა 20	0			
Canfl Dada (#/br)	457	27	50 42	300	32	12			
Confl. Peus. (#/nr)		51	43		31	43			
Conii. Bikes (#/ni)	1/0/	C 1 / 0/ 1	00/	00/	60/	60/			
Heavy venicles (%)	14%	14%	<u> </u>	8%	0%	0%			
Turn Type	NA		Perm	NA	Prot				
Protected Phases	1			1	2				
Permitted Phases			1						
Actuated Green, G (s)	57.5		57.5	57.5	23.0				
Effective Green, g (s)	57.5		57.5	57.5	23.0				
Actuated g/C Ratio	0.64		0.64	0.64	0.26				
Clearance Time (s)	4.5		4.5	4.5	5.0				
Vehicle Extension (s)	3.0		3.0	3.0	3.0				
Lane Grp Cap (vph)	1994		497	2135	390				
v/s Ratio Prot	c0.15			0.12	c0.02				
v/s Ratio Perm			0.06						
v/c Ratio	0.23		0.10	0.18	0.08				
Uniform Delay, d1	6.9		6.3	6.6	25.5				
Progression Factor	1.00		0.56	0.57	1.00				
Incremental Delay, d2	0.3		0.4	0.2	0.4				
Delay (s)	7.1		3.9	4.0	25.9				
Level of Service	А		Α	А	С				
Approach Delay (s)	7.1			4.0	25.9				
Approach LOS	А			А	С				
Intersection Summary									
HCM 2000 Control Delay			7.0	H	CM 2000	Level of Service	9	Α	
HCM 2000 Volume to Capaci	ty ratio		0.22						
Actuated Cycle Length (s)			90.0	Si	um of lost	time (s)		20.5	
Intersection Capacity Utilization	on		46.3%	IC	U Level o	of Service		А	
Analysis Period (min)			15						
c Critical Lane Group									

Future With AM Modera Jackson Steps 4:09 pm 07/21/2022 Future With-Project AM Weekday Peak Hour Transpo Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	A		۲.	¥î≽			\$			\$	
Traffic Volume (veh/h)	11	387	40	29	303	15	95	7	44	34	13	24
Future Volume (veh/h)	11	387	40	29	303	15	95	7	44	34	13	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.93	0.99		0.93	0.94		0.92	0.94		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1693	1693	1693	1856	1856	1856	1900	1900	1900
Adj Flow Rate, veh/h	12	407	42	31	319	16	100	7	46	36	14	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	14	14	14	14	14	14	3	3	3	0	0	0
Cap, veh/h	693	1934	198	542	2056	103	275	29	102	217	89	124
Arrive On Green	0.22	0.22	0.22	1.00	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	926	2921	299	845	3104	155	858	118	419	650	368	509
Grp Volume(v), veh/h	12	223	226	31	164	171	153	0	0	75	0	0
Grp Sat Flow(s),veh/h/ln	926	1608	1612	845	1608	1651	1395	0	0	1526	0	0
Q Serve(g_s), s	0.9	10.2	10.4	0.6	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	10.2	10.4	11.0	0.0	0.0	7.8	0.0	0.0	3.1	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.09	0.65		0.30	0.48		0.33
Lane Grp Cap(c), veh/h	693	1065	1067	542	1065	1094	406	0	0	430	0	0
V/C Ratio(X)	0.02	0.21	0.21	0.06	0.15	0.16	0.38	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	693	1065	1067	542	1065	1094	467	0	0	496	0	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.95	0.95	0.95	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.2	15.9	15.9	1.0	0.0	0.0	28.5	0.0	0.0	26.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.2	0.3	0.3	0.6	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.3	4.4	0.0	0.1	0.1	2.8	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	16.3	16.4	1.1	0.3	0.3	29.1	0.0	0.0	27.1	0.0	0.0
LnGrp LOS	B	В	В	A	A	A	С	A	A	С	A	<u> </u>
Approach Vol, veh/h		461			366			153			75	
Approach Delay, s/veh		16.2			0.4			29.1			27.1	
Approach LOS		В			A			С			С	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.1		25.9		64.1		25.9				
Change Period (Y+Rc), s		4.5		4.0		4.5		4.0				
Max Green Setting (Gmax), s		55.5		26.0		55.5		26.0				
Max Q Clear Time (g_c+I1), s		12.4		9.8		13.0		5.1				
Green Ext Time (p_c), s		3.1		0.7		2.4		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ľ	t₽		7	A1⊅			∱1 ≱			đ þ	
Traffic Volume (veh/h)	170	250	35	75	268	25	5	455	55	5	250	66
Future Volume (veh/h)	170	250	35	75	268	25	5	455	55	5	250	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.87	0.96		0.90	0.98		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1678	1752	1752	1752	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	179	263	37	79	282	26	5	479	58	5	263	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	15	15	15	10	10	10	5	5	5	5	5	5
Cap, veh/h	208	934	128	100	816	74	44	1355	162	46	1175	294
Arrive On Green	0.26	0.68	0.68	0.06	0.27	0.27	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1598	2756	379	1668	3041	276	7	3003	358	12	2603	651
Grp Volume(v), veh/h	179	150	150	79	152	156	291	0	251	183	0	154
Grp Sat Flow(s),veh/h/ln	1598	1594	1541	1668	1664	1653	1820	0	1548	1812	0	1454
Q Serve(g_s), s	9.6	3.3	3.5	4.2	6.6	6.8	0.0	0.0	9.5	0.0	0.0	5.9
Cycle Q Clear(g_c), s	9.6	3.3	3.5	4.2	6.6	6.8	9.4	0.0	9.5	5.5	0.0	5.9
Prop In Lane	1.00		0.25	1.00		0.17	0.02		0.23	0.03		0.45
Lane Grp Cap(c), veh/h	208	540	522	100	447	444	862	0	699	859	0	656
V/C Ratio(X)	0.86	0.28	0.29	0.79	0.34	0.35	0.34	0.00	0.36	0.21	0.00	0.24
Avail Cap(c_a), veh/h	328	540	522	195	447	444	862	0	699	859	0	656
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	10.1	10.2	41.7	26.5	26.6	16.1	0.0	16.2	15.1	0.0	15.2
Incr Delay (d2), s/veh	12.5	1.3	1.4	1.3	0.2	0.2	1.1	0.0	1.4	0.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	1.2	1.2	1.7	2.6	2.7	4.0	0.0	3.5	2.3	0.0	2.0
Unsig. Movement Delay, s/veh							. – .					
LnGrp Delay(d),s/veh	45.0	11.4	11.5	43.1	26.7	26.8	17.2	0.0	17.6	15.6	0.0	16.0
LnGrp LOS	D	В	В	D	C	С	В	A	В	В	A	<u> </u>
Approach Vol, veh/h		479			387			542			337	
Approach Delay, s/veh		24.0			30.1			17.4			15.8	
Approach LOS		С			С			В			В	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.1	16.2	28.7		45.1	9.9	35.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.5	18.5	22.5		35.5	10.5	30.5				
Max Q Clear Time (g_c+I1), s		11.5	11.6	8.8		7.9	6.2	5.5				
Green Ext Time (p_c), s		3.5	0.3	1.5		2.1	0.1	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			С									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SEL2
Lane Configurations	5	•	1		ដ	đ		5	5	4		
Traffic Volume (vph)	5	185	105	160	251	75	10	57	455	260	80	5
Future Volume (vph)	5	185	105	160	251	75	10	57	455	260	80	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		1.00	0.95	0.95		
Frt	1.00	1.00	0.85		1.00	0.85		1.00	1.00	0.97		
Flt Protected	0.95	1.00	1.00		0.98	1.00		0.95	0.95	0.99		
Satd. Flow (prot)	1570	1652	1404		1775	1538		1703	1618	1637		
Flt Permitted	0.07	1.00	1.00		0.79	1.00		0.95	1.00	1.00		
Satd. Flow (perm)	115	1652	1404		1430	1538		1703	1703	1659		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	5	191	108	165	259	77	10	59	469	268	82	5
RTOR Reduction (vph)	0	0	56	0	0	67	0	0	0	6	0	0
Lane Group Flow (vph)	5	191	52	0	424	20	0	59	338	475	0	0
Heavy Vehicles (%)	15%	15%	15%	5%	5%	5%	5%	6%	6%	6%	6%	4%
	Perm	NA	Prot	Perm	NA	Prot		Prot	Perm	NA		Prot
Protected Phases		8	8		4	4		1		6		5
Permitted Phases	8			4					6			
Actuated Green, G (s)	57.5	57.5	57.5		28.0	28.0		8.3	37.2	37.2		
Effective Green, g (s)	57.5	57.5	57.5		28.0	28.0		8.3	37.2	37.2		
Actuated g/C Ratio	0.48	0.48	0.48		0.23	0.23		0.07	0.31	0.31		
Clearance Time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	55	791	672		333	358		117	527	514		
v/s Ratio Prot		c0.12	0.04			0.01		0.03				
v/s Ratio Perm	0.04				c0.30				0.20	c0.29		
v/c Ratio	0.09	0.24	0.08		1.27	0.06		0.50	0.64	0.92		
Uniform Delay, d1	17.0	18.4	16.9		46.0	35.7		53.9	35.7	40.0		
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		
Incremental Delay, d2	0.7	0.2	0.0		144.4	0.1		3.4	5.9	24.7		
Delay (s)	17.7	18.6	16.9		190.4	35.8		57.3	41.5	64.7		
Level of Service	В	В	В		F	D		Е	D	Е		
Approach Delay (s)		18.0			164.1					55.3		
Approach LOS		В			F					Е		
Intersection Summary												
HCM 2000 Control Delay			73.1	H	CM 2000	Level of	Service		E			
HCM 2000 Volume to Capac	ity ratio		0.85									
Actuated Cycle Length (s)			120.0	Si	um of lost	t time (s)			24.0			
Intersection Capacity Utilizati	ion		86.4%	IC	U Level o	of Service	9		Е			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	SEL	SER	SER2
Lane Configurations	ă.	16	
Traffic Volume (vph)	65	355	10
Future Volume (vph)	65	355	10
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	0.88	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1736	2733	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	1736	2733	
Peak-hour factor, PHF	0.97	0.97	0.97
Adj. Flow (vph)	67	366	10
RTOR Reduction (vph)	0	93	0
Lane Group Flow (vph)	72	283	0
Heavy Vehicles (%)	4%	4%	4%
Turn Type	Prot	Prot	
Protected Phases	5	2	
Permitted Phases			
Actuated Green, G (s)	6.8	35.7	
Effective Green, g (s)	6.8	35.7	
Actuated g/C Ratio	0.06	0.30	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	98	813	
v/s Ratio Prot	c0.04	0.10	
v/s Ratio Perm			
v/c Ratio	0.73	0.35	
Uniform Delay, d1	55.7	33.0	
Progression Factor	1.00	1.00	
Incremental Delay, d2	24.6	1.2	
Delay (s)	80.3	34.2	
Level of Service	F	С	
Approach Delay (s)	41.6		
Approach LOS	D		
Intersection Summarv			

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Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	≜ †Ъ		۲	^	Ý			
Traffic Volume (vph)	559	30	66	431	25	53		
Future Volume (vph)	559	30	66	431	25	53		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	4.5		4.5	4.5	5.0			
Lane Util. Factor	0.95		1.00	0.95	1.00			
Frpb, ped/bikes	0.98		1.00	1.00	0.98			
Flpb, ped/bikes	1.00		0.89	1.00	1.00			
Frt	0.99		1.00	1.00	0.91			
Flt Protected	1.00		0.95	1.00	0.98			
Satd. Flow (prot)	3263		1476	3312	1666			
Flt Permitted	1.00		0.40	1.00	0.98			
Satd. Flow (perm)	3263		614	3312	1666			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Adj. Flow (vph)	588	32	69	454	26	56		
RTOR Reduction (vph)	3	0	0	0	41	0		
Lane Group Flow (vph)	617	0	69	454	41	0		
Confl. Peds. (#/hr)		78	78		6	12		
Confl. Bikes (#/hr)		16						
Heavy Vehicles (%)	8%	8%	9%	9%	0%	0%		
Turn Type	NA		Perm	NA	Prot			
Protected Phases	1			1	2			
Permitted Phases			1					
Actuated Green, G (s)	56.5		56.5	56.5	24.0			
Effective Green, q (s)	56.5		56.5	56.5	24.0			
Actuated g/C Ratio	0.63		0.63	0.63	0.27			
Clearance Time (s)	4.5		4.5	4.5	5.0			
Vehicle Extension (s)	3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	2048		385	2079	444			
v/s Ratio Prot	c0.19			0.14	c0.02			
v/s Ratio Perm			0.11					
v/c Ratio	0.30		0.18	0.22	0.09			
Uniform Delay, d1	7.7		7.0	7.2	24.8			
Progression Factor	1.00		0.44	0.42	1.00			
Incremental Delay, d2	0.4		1.0	0.2	0.4			
Delay (s)	8.1		4.1	3.3	25.2			
Level of Service	A		А	А	С			
Approach Delay (s)	8.1			3.4	25.2			
Approach LOS	А			A	С			
Intersection Summary								
HCM 2000 Control Delay 7.		7.2	H	CM 2000	Level of Service	A		
HCM 2000 Volume to Capacity ratio			0.28					
Actuated Cycle Length (s)			90.0	Sum of lost time (s)			20.5	
Intersection Capacity Utilization			50.8%	IC	CU Level c	of Service	А	
Analysis Period (min)		15						
c Critical Lane Group								

Future With PM Modera Jackson Steps 5:00 pm 07/21/2022 Future With-Project PM Weekday Peak Hour Transpo Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲.	A		۲.	∱1 ≽			4			\$	
Traffic Volume (veh/h)	26	541	55	66	391	28	85	11	62	22	15	21
Future Volume (veh/h)	26	541	55	66	391	28	85	11	62	22	15	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.91	1.00		0.92	0.97		0.96	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1752	1752	1752	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	27	569	58	69	412	29	89	12	65	23	16	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	7	10	10	10	1	1	1	0	0	0
Cap, veh/h	712	2237	227	507	2263	158	190	38	107	143	102	107
Arrive On Green	0.24	0.24	0.24	0.96	0.96	0.96	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	882	3096	314	745	3133	219	703	205	584	482	555	585
Grp Volume(v), veh/h	27	313	314	69	218	223	166	0	0	61	0	0
Grp Sat Flow(s),veh/h/ln	882	1706	1704	745	1664	1688	1492	0	0	1622	0	0
Q Serve(g_s), s	2.1	13.4	13.5	2.3	0.6	0.6	6.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	13.4	13.5	15.7	0.6	0.6	8.9	0.0	0.0	2.7	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.13	0.54		0.39	0.38		0.36
Lane Grp Cap(c), veh/h	712	1233	1231	507	1202	1220	335	0	0	352	0	0
V/C Ratio(X)	0.04	0.25	0.26	0.14	0.18	0.18	0.50	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	712	1233	1231	507	1202	1220	599	0	0	631	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	14.6	14.6	2.6	0.5	0.5	33.5	0.0	0.0	31.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.5	0.3	0.3	1.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.4	6.2	6.2	0.2	0.2	0.2	3.4	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	15.1	15.1	3.2	0.8	0.8	34.6	0.0	0.0	31.3	0.0	0.0
LnGrp LOS	В	В	В	Α	Α	Α	С	Α	Α	С	Α	<u> </u>
Approach Vol, veh/h		654			510			166			61	
Approach Delay, s/veh		14.9			1.1			34.6			31.3	
Approach LOS		В			А			С			С	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.5		20.5		69.5		20.5				
Change Period (Y+Rc), s		4.5		4.0		4.5		4.0				
Max Green Setting (Gmax), s		48.5		33.0		48.5		33.0				
Max Q Clear Time (g c+l1), s		15.5		10.9		17.7		4.7				
Green Ext Time (p_c), s		4.5		0.9		3.4		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			В									
HCM 6th Signalized Intersection Summary 3: 12th Ave S & S Jackson St

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	A		۲.	A			A			đ þ	
Traffic Volume (veh/h)	141	358	95	80	318	30	10	330	55	15	530	147
Future Volume (veh/h)	141	358	95	80	318	30	10	330	55	15	530	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.91	0.99		0.92	0.98		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1811	1811	1811	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	147	373	99	83	331	31	10	344	57	16	552	153
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	7	7	6	6	6	4	4	4	4	4	4
Cap, veh/h	179	918	239	107	968	90	54	1252	202	55	1124	305
Arrive On Green	0.21	0.70	0.70	0.06	0.31	0.31	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1711	2622	683	1725	3152	292	28	2856	460	30	2566	697
Grp Volume(v), veh/h	147	240	232	83	179	183	219	0	192	396	0	325
Grp Sat Flow(s),veh/h/ln	1711	1706	1599	1725	1721	1724	1797	0	1548	1812	0	1481
Q Serve(g_s), s	7.4	5.3	5.5	4.3	7.2	7.4	0.0	0.0	7.2	0.0	0.0	14.2
Cycle Q Clear(g_c), s	7.4	5.3	5.5	4.3	7.2	7.4	6.8	0.0	7.2	13.9	0.0	14.2
Prop In Lane	1.00		0.43	1.00		0.17	0.05		0.30	0.04		0.47
Lane Grp Cap(c), veh/h	179	597	560	107	528	529	829	0	678	836	0	649
V/C Ratio(X)	0.82	0.40	0.41	0.78	0.34	0.35	0.26	0.00	0.28	0.47	0.00	0.50
Avail Cap(c_a), veh/h	447	597	560	278	528	529	829	0	678	836	0	649
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	9.6	9.6	41.6	24.1	24.2	16.1	0.0	16.2	18.1	0.0	18.2
Incr Delay (d2), s/veh	8.7	2.0	2.2	1.1	0.2	0.2	0.8	0.0	1.0	1.9	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	1.9	1.9	1.8	2.9	3.0	3.0	0.0	2.6	6.1	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	11.5	11.8	42.7	24.3	24.3	16.9	0.0	17.3	20.0	0.0	21.0
LnGrp LOS	D	В	В	D	С	С	В	A	В	С	A	C
Approach Vol, veh/h		619			445			411			721	
Approach Delay, s/veh		19.2			27.8			17.1			20.4	
Approach LOS		В			С			В			С	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		43.9	13.9	32.1		43.9	10.1	36.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		30.5	23.5	22.5		30.5	14.5	31.5				
Max Q Clear Time (g_c+I1), s		9.2	9.4	9.4		16.2	6.3	7.5				
Green Ext Time (p_c), s		2.5	0.3	1.7		4.1	0.1	3.0				
Intersection Summary												
HCM 6th Ctrl Delay			20.9									
HCM 6th LOS			С									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SEL2
Lane Configurations	ሻ	•	1		र्स	đ.		۲	۲	4		
Traffic Volume (vph)	5	276	152	160	252	75	5	91	365	280	140	5
Future Volume (vph)	5	276	152	160	252	75	5	91	365	280	140	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00		1.00	0.95	0.95		
Frt	1.00	1.00	0.85		1.00	0.85		1.00	1.00	0.95		
Flt Protected	0.95	1.00	1.00		0.98	1.00		0.95	0.95	1.00		
Satd. Flow (prot)	1687	1776	1509		1810	1568		1736	1649	1649		
Flt Permitted	0.07	1.00	1.00		0.75	1.00		0.95	0.95	1.00		
Satd. Flow (perm)	130	1776	1509		1383	1568		1736	1649	1649		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	5	288	158	167	262	78	5	95	380	292	146	5
RTOR Reduction (vph)	0	0	86	0	0	66	0	0	0	14	0	0
Lane Group Flow (vph)	5	288	72	0	430	17	0	95	342	462	0	0
Heavy Vehicles (%)	7%	7%	7%	3%	3%	3%	3%	4%	4%	4%	4%	1%
Turn Type	Perm	NA	Prot	Perm	NA	Prot		Prot	Split	NA		Prot
Protected Phases		8	8		4	4		1	6	6		5
Permitted Phases	8			4								
Actuated Green, G (s)	54.5	54.5	54.5		25.0	25.0		10.4	38.5	38.5		
Effective Green, g (s)	54.5	54.5	54.5		25.0	25.0		10.4	38.5	38.5		
Actuated g/C Ratio	0.45	0.45	0.45		0.21	0.21		0.09	0.32	0.32		
Clearance Time (s)	5.5	5.5	5.5		5.5	5.5		6.5	6.5	6.5		
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0		
Lane Grp Cap (vph)	59	806	685		288	326		150	529	529		
v/s Ratio Prot		c0.16	0.05			0.01		0.05	0.21	c0.28		
v/s Ratio Perm	0.04				c0.31							
v/c Ratio	0.08	0.36	0.10		1.49	0.05		0.63	0.65	0.87		
Uniform Delay, d1	18.6	21.3	18.8		47.5	38.0		53.0	34.9	38.5		
Progression Factor	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		
Incremental Delay, d2	0.6	0.3	0.1		239.4	0.1		8.4	6.0	17.9		
Delay (s)	19.2	21.6	18.8		286.9	38.1		61.4	40.9	56.4		
Level of Service	В	С	В		F	D		E	D	E		
Approach Delay (s)		20.6			246.7					51.1		
Approach LOS		С			F					D		
Intersection Summary												
HCM 2000 Control Delay			82.2	Н	CM 2000	Level of	Service		F			
HCM 2000 Volume to Capaci	ity ratio		0.91									
Actuated Cycle Length (s)			120.0	S	um of lost	time (s)			24.0			
Intersection Capacity Utilizati	on		101.8%	IC	CU Level of	of Service	9		G			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	SEL	SER	SER2
Lane Configurations	3	76	
Traffic Volume (vph)	90	655	15
Future Volume (vph)	90	655	15
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	0.88	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1787	2814	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	1787	2814	
Peak-hour factor, PHF	0.96	0.96	0.96
Adj. Flow (vph)	94	682	16
RTOR Reduction (vph)	0	92	0
Lane Group Flow (vph)	99	606	0
Heavy Vehicles (%)	1%	1%	1%
Turn Type	Prot	Prot	
Protected Phases	5	2	
Permitted Phases			
Actuated Green, G (s)	8.5	36.6	
Effective Green, g (s)	8.5	36.6	
Actuated g/C Ratio	0.07	0.31	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	126	858	
v/s Ratio Prot	c0.06	0.22	
v/s Ratio Perm			
v/c Ratio	0.79	0.71	
Uniform Delay, d1	54.9	36.9	
Progression Factor	1.00	1.00	
Incremental Delay, d2	26.7	4.9	
Delay (s)	81.6	41.8	
Level of Service	F	D	
Approach Delay (s)	46.8		
Approach LOS	D		
Intersection Summary			

Appendix D: Trip Generation

Jackson/10th

Person Trip Calculation										
Land Use <u>Proposed Use</u>	Setting	Size Units	Model	Equation	Rate	Units	Person or Vehicle Trips?	Inbound %	AVO Rate ²	Person Trips
Multifamily (Mid-R	lise) (LU 221)	397 du								
Daily AM Peak Hour PM Peak Hour	General Urban/Suburban Dense Multi-Use Urban Dense Multi-Use Urban		Equation (lin) Rate Equation (lin)	T = 4.77x - 46.46 - T = 0.55x + 1.62	0.57	- per du -	vehicle trips person trips person trips	50% 22% 60%	1.11 - -	2050 226 220
Strip Retail Plaza	(<40k) (LU 822)	6,000 sf								
Daily	General Urban/Suburban		Rate	-	54.45	per ksf	vehicle trips	50%	1.37	448
AM Peak Hour	General Urban/Suburban		Rate	-	2.36	per ksf	vehicle trips	60%	1.31	19
PM Peak Hour	General Urban/Suburban		Rate	-	6.59	per ksf	vehicle trips	50%	1.43	57
Existing Use										
Strip Retail Plaza	(<40k) (LU 822)	32,655 sf								
Daily	General Urban/Suburban		Rate	-	54.45	per ksf	vehicle trips	50%	1.37	2436
AM Peak Hour	General Urban/Suburban		Rate	-	2.36	per ksf	vehicle trips	60%	1.31	101
PM Peak Hour	General Urban/Suburban		Rate	-	6.59	per ksf	vehicle trips	50%	1.43	308
Warehouse (LU 15	50)	2,160 sf								
Daily	General Urban/Suburban		Rate	-	1.71	per ksf	vehicle trips	50%	1.11	4
AM Peak Hour	General Urban/Suburban		Rate	-	0.17	per ksf	vehicle trips	77%	1.11	0
PM Peak Hour	General Urban/Suburban		Rate	-	0.18	per ksf	vehicle trips	28%	1.11	0

Notes:

1. Trip rates based on Institute of Transportation Engineers' (ITE) Trip Generation 11th Edition equation and average trip rate as shown above. 2. AVO = average vehicle occupancy. Retail and Residential AVO based on NCHRP 365 for urban areas with populations over 1 million people. No AVO rate if trips calculated based on person trip rate

Jackson/10th

Person Trips by Mode of Travel

	Percent	Daily		AM Peak Ho	ur	PM Peak Hour			
Trip Generation Summary	By Mode	Person Trips	In	Out	Total	In	Out	Total	
Proposed Use									
Multifamily (Mid-Rise) (LU 221) ¹									
Walk, Bike, Other Trips	30%	615	15	53	68	40	26	66	
Transit Trips	35%	718	17	62	79	46	31	77	
Person Trips by Vehicle	35%	717	18	61	79	46	31	77	
Total	100%	2,050	50	176	226	132	88	220	
Strip Retail Plaza (<40k) (LU 822) ²									
Walk, Bike, Other Trips	70%	313	8	5	13	20	20	40	
Transit Trips	10%	45	1	1	2	3	3	6	
Person Trips by Vehicle	20%	90	2	2	4	5	<u>6</u>	<u>11</u>	
Total	100%	448	11	8	19	28	29	57	
Existing Use									
Strip Retail Plaza (<40k) (LU 822)⁴									
Walk, Bike, Other Trips	70%	1,705	43	28	71	108	107	215	
Transit Trips	10%	244	6	4	10	16	15	31	
Person Trips by Vehicle	20%	<u>487</u>	<u>12</u>	<u>8</u>	<u>20</u>	<u>30</u>	<u>32</u>	<u>62</u>	
Total	100%	2,436	61	40	101	154	154	308	
Warehouse (LU 150) ¹									
Walk, Bike, Other Trips	5%	0	0	0	0	0	0	0	
Transit Trips	5%	0	0	0	0	0	0	0	
Person Trips by Vehicle	<u>90%</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	
Total	100%	4	0	0	0	0	0	0	
Net New Project Person Trips									
Walk, Bike, Other Trips		-777	-20	30	10	-48	-61	-109	
Transit Trips		519	12	59	71	33	19	52	
Person Trips by Vehicle		316	8	55	63	21	4	25	
Total		58	0	143	143	6	-38	-32	
1. Person trip mode splits for the residential for residential uses is based means of transp	uses are based portation to work	on 2020 American Com by tenure Census Trac	nmunity Survey ct (#91) report B	5-Year Estimate 08137.	s for the census	tract (#91) of th	e proposed proj	ect. Mode split	

2. Retail mode split consistent with other projects approved within the vicinity of the project and reflects that the retail spaces are anticipated to serve the immediate vicinity via walk/bike trips.

Vehicle Trip Generation

		Daily Vehicle	AM Pea	ik Hour Vehi	cle Trips	PM Pea	ak Hour Veh	icle Trips
Land Use	AVO	Trips	In	Out	Total	In	Out	Total
Proposed Use								
Multifamily (Mid-Rise) (LU 221)1	1.12	642	16	55	71	41	28	69
Strip Retail Plaza (<40k) (LU 822) ²	1.20	70	2	1	3	4	5	9
Subtotal		712	18	56	74	45	33	78
Existing Use								
Strip Retail Plaza (<40k) (LU 822) ²	1.20	406	10	7	17	25	26	51
Warehouse	<u>1.11</u>	<u>4</u>	<u>0</u>	0	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Subtotal		410	10	7	17	25	26	51
Net New Trips		302	8	49	57	20	7	27
1. Average Vehicle Occupancy (AVO) based on 2020 American Community Survey 5-Year Estimates for census tract (#91), report B08301.								

4. AVO consitient with similar projects in the area.

Appendix E: Truck Maneuver



21 TRASH TRUCK MANEUVERING PLAN 1/16" = 1'-0"









Appendix F: Parking Analysis

Retail Parking Demand Rate Calculation								
Project Information								
Project:	10th and Jackson							
Project No:	1.21277.00							
Retail Size	Land Use							
6,000 sf	Retail (820)							
Local Mode Split Data ¹ :								
Vehicle	20%							
Walk / Bicycle	40%							
Transit	<u>10%</u>							
	70%							
Parking Demand Rat	<u>e²:</u>	Assumptions:						
		Day of the Week: Weekday						
1.95	vehicles / 1,000 sf	Setting/Location: General urban/suburban						
		Other Specification:						
Localized Parking De	emand Rate:							
Parking Demand Rate x Vehicle Mode Split								
0.39	vehicles / 1.000 sf							
Parking Demand:								
Retail Size x Localized	Parking Demand Rate							
3	vehicles							

Notes:

1. Based on the assumption that retail serves the local residents and employees and the majority of trips would be walking.

2 Based on ITE Parking Generation (5th Edition, 2019)