

Memo

To:	Rochelle wheeler Bike and Pedestrian Program City of Alameda Transportation Planning Division	From:	Stantec Consulting Services Inc. 1340 Treat Boulevard Walnut Creek, CA
File:	Memorandum – Multi-Modal Analysis for Atlantic Avenue Gap Closure Project	Date:	March 14, 2017

Reference: Memorandum – Multi-Modal Analysis for Atlantic Avenue Gap Closure Project

Stantec conducted multi-modal level of service (LOS) analysis for the Atlantic Avenue corridor between Webster Street and Constitution Way in Alameda to determine the impact of the proposed Cross Alameda Trail Atlantic Gap project, which includes Cycle Track on the south side of the street. This memorandum briefly summarizes our findings.

BACKGROUND

PROJECT LOCATION

The proposed Cycle Track will be located along Atlantic Avenue between Webster Street and Constitution Way.



Figure 1 - Atlantic Avenue between Webster Avenue and Constitution Way

As shown in **Figure 1**, between Webster Street and Constitution Way, Atlantic Avenue currently has four through and/or through/right travel lanes with raised median and one left-turn lane at



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both Webster Street and Constitution Way. In the City of Alameda General Plan,¹ Atlantic Avenue is identified as an east-west Regional Collector, a Residential Corridor Street, a Secondary Transit Street, a Bikeway and a Truck Route.

At the intersection with Atlantic Avenue, Webster Street has four travel lanes, one southbound right-turn lane, one left-turn lane for both northbound and southbound directions and one northbound bus lane, north of Atlantic Avenue. In the City's General Plan, Webster Street is identified as a Regional Arterial, a Commercial Main Street, a Primary Transit Street, and a Truck Route.

At the intersection with Atlantic Avenue, Constitution Way has four travel lanes. For both northbound and southbound directions, it has two left-turn lanes and one right-turn lane. In the City's General Plan, constitution Way is identified as a Regional Arterial, a Gateway Street, a Primary Transit Street, a Bikeway and a Truck Route north of Atlantic Avenue.

The City of Alameda provided the intersection turning movement counts, including vehicular, pedestrians and bicycle counts, during the a.m. (7:00 - 9:00 a.m.) and the p.m. (4:00 p.m. - 6:00 p.m.) peak periods at the two (2) study intersections on the study corridor:

- 1. Intersection of Atlantic Avenue and Webster Street
- 2. Intersection of Atlantic Avenue and Constitution Way

Appendix A contains the detailed turning movement counts.

ALTERNATIVES

The City explored a few options for the lane geometry on Atlantic Avenue between Webster Avenue and Constitution Way with the addition of a two-way cycle track on the south side of Atlantic Avenue. The option shown in **Figure 2** (Option 1) was selected as the preferred option along with an additional option of installing a mid-block crosswalk on Atlantic Avenue between the two study intersections (Option 2). As shown in **Figure 2**, the outer eastbound through/rightturn lane would be removed between the driveways and Constitution Way, and the median between Webster Street and the driveways would be removed to make room for the new bus pad and cycle track. The other option includes adding a midblock crosswalk, supplemented with a Rectangular Rapid Flashing Beacons (RRFB) or a Hybrid Pedestrian Beacon (PHB), installed between the North and South driveways along the study corridor.

¹ City of Alameda General Plan, <u>https://alamedaca.gov/community-development/planning/general-plan</u>, accessed September 2016.



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Figure 2 – Option 1 Lane Geometry

METHODOLOGY

Traffic operational conditions on the study corridor/intersections were quantified through the determination of level of service (LOS), a qualitative measure describing operational conditions within a traffic stream. There are six levels of service defined for each type of facility (i.e., roadway or intersection) that is analyzed. LOS has letter designations ranging from A to F, with LOS A representing free flow traffic with little or no delay and LOS F representing jammed conditions with excessive delay and long back-ups. Procedures for analyzing the study intersections are based on the *Highway Capacity Manual 2010 (HCM 2010)*, and procedures for analyzing the study corridor are based on the *Highway Capacity Manual 2010 (HCM 2000)*. The LOS for each study intersection and the study corridor was determined in a software package Synchro 9. Specifically,

• Intersection vehicular level of service – values of approach and overall intersection LOS are based on control delay (i.e. second/vehicle). The LOS thresholds for the automobile mode at a signalized intersection is listed in the following table.

Control Delay (seconds per vehicle)	Level of Service
<=10.0	A
>10.0 - 20.0	В
>20.0 - 35.0	С
>35.0 - 55.0	D
>55.0 - 80.0	E
>80.0	F

Source: HCM 2010



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Intersection bicycle level of service – A "quality of service" score is calculated along each approach of the intersection, and a LOS is assigned based on the LOS threshold listed in the following table. A score is primarily a function of the width of the street being crossed and the bicyclists' operating space (wide outside lane, shoulder, or bike lane). High traffic volumes also influence the score. Note that the impacts on the segments between intersections were not assessed in this study.

Score	Level of Service
<=2.0	A
>2.0 - 2.75	В
>2.75 - 3.50	С
>2.50 - 4.25	D
>4.25 - 5.00	E
>5.00	F

Source: HCM 2010

 Intersection pedestrian level of service – A "quality of service" score is calculated along each approach of the intersection, and a LOS is assigned based on the LOS threshold listed in the following table. A score is primarily a function of the number of lanes crossed. High speeds and volumes can also play a large role in determining the final score.

Score	Level of Service
<=2.0	A
>2.0 - 2.75	В
>2.75 - 3.50	С
>2.50 - 4.25	D
>4.25 - 5.00	E
>5.00	F

Source: HCM 2010

• Arterial vehicular level of service – The average travel speed was computed from the running times on the arterial and the control delay at signalized intersections. For a oneblock segment like the proposed project, the travel speed is for the average travel speed when vehicles travel between the border intersections. A longer arterial segment analysis was not conducted. A LOS is assigned based on the LOS threshold listed in the following table.

Average Speed for Free-Flow Speeds (FFS) between 25 and 35 mph	Level of Service
>25	A
>19 – 25	В
>13-19	С
>9-13	D
>7 – 9	E
<=7	F

Source: HCM 2000



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• Intersection queuing – The 95th percentile queue length (i.e. feet), which 95 percent of the time the queue length would be shorter than, is reported for each approach of the three study intersections (two border intersections, and the midblock crossing). Assuming the average length of a regular vehicle is 25 feet, the queue length could be converted into the number of cars in the queue.

The multi-modal analysis for the study intersections and the study corridor were conducted for the following five scenarios:

- Existing Conditions
- Existing with Option 1 Conditions (or "Option 1")
- Existing with Option 2 (with Midblock Crosswalk) Conditions (or "Option 2 (with Midblock Crosswalk)")
- Cumulative with Option 1 Conditions (or "Cumulative Option 1")
- Cumulative with Option 2 (with Midblock Crosswalk) Conditions (or "Cumulative Option 2 (with Midblock Crosswalk)")

In this study, only vehicular volumes for the 2040 cumulative conditions were derived, using the growth rates shown in the City of Alameda Travel Demand model, which includes the development of Alameda Point. Therefore, only vehicular level of service analysis was conducted for the cumulative conditions.

MULTI-MODAL LEVEL OF SERVICE ANALYSIS

EXISTING CONDITIONS

Existing Intersection Vehicular Level of Service

Table 1 summarizes peak hour levels of service at the two study intersections at the border of the study corridor under Existing Conditions. LOS worksheets are provided in Appendix B. As shown, under Existing Conditions, both study intersections operate at LOS D or better, which is within acceptable City standards.

			Existing							
Int ID	Int Name	Control	AM Peak	Hour	PM Peak Hour					
			Delay (s)	LOS	Delay (s)	LOS				
1	Atlantic Ave & Webster St	Signalized	47.0	D	36.2	D				
2	Atlantic Ave & Constitution Way	Signalized	15.3	В	17.8	В				

Table 1: Existing Intersection Vehicular Level of Service (LOS)

Source: Stantec, January 2017

Existing Intersection Bicycle Level of Service

Table 2 shows the existing bicycle level of service at the two study intersections under ExistingConditions. LOS worksheets are provided in Appendix B. As shown, during both a.m. and p.m.peak hours under Existing Conditions, both study intersections operate at LOS B or better for all



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approaches except for the eastbound approach at the Atlantic Ave/Webster Street intersection, which operates at LOS C due to lack of paved shoulder.

Table 2: Existing Intersection Bicycle Level of Service (LOS)

Approach	EB		WB		NB		SB					
	Score	LOS	Score	LOS	Score	LOS	Score	LOS				
Intersection 1: Webster Street & Atlantic Avenue												
AM Peak Hour	3.32	С	2.56	В	2.08	В	1.64	А				
PM Peak Hour	3.24	С	2.48	В	1.82	А	2.17	В				
Intersection 2: Constitution Way &	Atlantic A	Avenue	9									
AM Peak Hour	1.90	А	1.34	А	1.56	А	1.00	А				
PM Peak Hour	1.99 A		1.33	А	1.18	А	1.88	А				

Source: Stantec, March 2017

Existing Intersection Pedestrian Level of Service

Table 3 shows the existing pedestrian level of service at the two study intersections under Existing Conditions. LOS worksheets are provided in Appendix B. As shown, under Existing Conditions, both study intersections operate at LOS B or C for all the approaches during both a.m. and p.m. peak hours.

Table 3: Existing Intersection Pedestrian Level of Service (LOS)

Approach		EB		WB		NB						
	Score	LOS	Score	LOS	Score	LOS	Score	LOS				
Intersection 1: Webster Street & Atlantic Avenue												
AM Peak Hour	2.99	С	2.49	В	2.57	В	3.18	С				
PM Peak Hour	2.94	С	2.57	В	2.62	В	3.27	С				
Intersection 2: Constitution Way & Atlantic	c Avenu	е										
AM Peak Hour	2.58	В	2.50	В	2.83	С	2.80	С				
PM Peak Hour	2.70	В	2.57	В	2.88	С	2.90	С				

Source: Stantec, March 2017

Existing Arterial Level of Service

Table 4 shows the existing arterial level of service at the study corridor under Existing Conditions. LOS worksheets are provided in Appendix B. As shown, under Existing Conditions, the study corridor operates at LOS D for the eastbound direction and LOS F for the westbound direction during both a.m. and p.m. peak hours. In this case, delay (in seconds per vehicle) means control delay for the through movements due to signal, and speed refers to average speed, which is distance divided by travel time (running time plus signal delay).



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Table 4: Existing Arterial Level of Service (LOS)

Approach		EB		WB					
	Delay (s)	Speed	LOS	Delay (s)	Speed	LOS			
AM Peak Hour	12.2	10.2	D	42.1	5.3	F			
PM Peak Hour	12.6	10.0	D	35.2	5.9	F			

Source: Stantec, March 2017

Existing Intersection 95th Percentile Queue

Table 5 summarizes the existing 95th percentile queue for each movement at each study intersection during both a.m. and p.m. peak hours. Queuing calculation worksheets are included in Appendix B. As shown, currently, the existing lane geometry for the approaches on Atlantic Avenue between Webster Avenue and Constitution Way (i.e. the eastbound approach at Constitution Way and the westbound approach at Webster Avenue) could handle the 95th percentile queue during both a.m. and p.m. peak hours.

Table 5: Existing Intersection 95th Percentile Queues (ft)

Lane Group		EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
												250
Existing Storage Length	300 '		80 '	125 '	380 '	160 '				150 '		1
AM Peak Hour	115'	136 '	44 '	32 '	215 '	0'	#181	344 '	0'	#125	155 '	57 '
PM Peak Hour	102 '	144 '	51'	77 '	151 '	0 '	#137	265 '	0'	#245	#484	76'

Intersection 1: Webster St. & Atlantic Ave.

Intersection 2: Constitution Way & Atlantic Ave.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing Storage Length	195 '	400 '	230 '	190 '			190 '		85 '	225 '		40 '
AM Peak Hour	52 '	67 '	0'	26 '	78 '	0'	#112	241 '	18'	38 '	73 '	12'
PM Peak Hour	56 '	87 '	0'	45 '	66 '	0'	#72	136 '	14'	80 '	#430	35 '

Notes:

Bolded value means that the 95th percentile queue exceeds the storage length. The "#" symbol means the 95th percentile volume exceeds capacity. Queue may be longer, during certain period within the 15-minute peak, when there is a spillover of traffic. Blanks are left for through movements outside of the study corridor or left-turn/right-turn movements with no exclusive turn lanes outside of the study corridor. Source: Stantec, March 2017



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ALTERNATIVES

Multi-modal traffic operational conditions and 95th percentile queues under Option 1 and Option 2 (with Midblock Crosswalk) were compared with Existing Conditions.

Alternative Intersection Vehicular Level of Service

Table 6 summarizes peak hour vehicular levels of service at the study intersections under alternatives Option 1 and Option 2 (with Midblock Crosswalk). LOS worksheets are provided in Appendix C. As shown, under Option 1, the intersection of Atlantic Avenue and Webster Street would operate at the same level of service with no delay changes from Existing Conditions during both a.m. and p.m. peak hours. This is because the proposed lane geometry changes are on the departure lanes of the Atlantic Ave/Webster St intersection, which would not contribute to the overall intersection vehicular operational level of service. The intersection of Atlantic Avenue and Constitution Way would operate at the same LOS B during the a.m. peak hour, with minor delay increase, and deteriorates from LOS B to LOS C during the p.m. peak hour. These are due to the removal of one approaching lane (i.e. eastbound lanes) with Option 1.

Also as shown in **Table 6**, under Option 2 (with Midblock Crosswalk) conditions, there would be no changes from Option 1 on the intersection level of service or delay at either study intersection during either a.m. or p.m. peak hour. This is because both study intersections would operate without signal coordination along the study corridor under Option 1 and Option 2 (with Midblock Crosswalk). In addition, stops/delay due to pedestrians using midblock crosswalk could only affect the vehicles when they are driving on the roadway segment between the two study intersection operations. The new intersection at the proposed midblock crosswalk when pedestrians activate the RRFB/PHB to cross the midblock crosswalk would operate at LOS A during both a.m. and p.m. peak hours.

			Existir		Opti	on 1		Option 2 (with Midblock Crosswalk)						
Int ID	Int Name	Control	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Po Ho	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
	Atlantic Ave &													
1	Webster St	Signalized	47.0	D	36.2	D	47.0	D	36.2	D	47.0	D	36.2	D
	Atlantic Ave & Constitution													
2	Way	Signalized	15.3	В	17.8	В	16.5	В	25.2	С	16.5	В	25.2	С
	Atlantic Ave & Midblock													
3	Crosswalk	RRFB/PHB	-	-	-	-	-	-	-	-	3.8	А	5.0	Α

Table 6: Alternative Intersection Vehicular Level of Service (LOS)

Source: Stantec, January 2017



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Alternative Intersection Bicycle Level of Service

Table 7 summarizes peak hour bicycle levels of service at the study intersections under alternatives Option 1 and Option 2 (with Midblock Crosswalk). LOS worksheets are provided in Appendix C. As shown, under Option 1, the eastbound approach at the intersection of Atlantic Avenue and Webster Street would improve from the existing LOS C to A during both a.m. and p.m. peak hours, and the westbound approach would deteriorate from the existing LOS B to C during the a.m. peak hour. All the other approaches would continue operating at LOS B or better, during both a.m. and p.m. peak hours. These are due to the installation of the cycle track on the south side of Atlantic Avenue, which would extend to the west of Webster Street. In addition, the increase (e.g. negative impact) in the westbound score is due to narrowing the westbound through lanes under Option 1. Under Option 1, the intersection of Atlantic Avenue and Constitution Way would operate at the same LOS A as under Existing Conditions for all approaches during both a.m. and p.m. peak hours. The decrease (e.g. improvement) in the eastbound score is due to the installation of the cycle track on the south side of Atlantic Avenue with Option 1.

Approach	EB		WE	3	NB		SB	
	Score	LOS	Score	LOS	Score	LOS	Score	
AM Peak Hour								
Existing	3.32	С	2.56	В	2.08	В	1.64	1
Option 1	1.19	А	2.78	С	1.98	А	1.64	1
Option 2 (Mid-Block Crosswalk)	1.19	А	2.78	С	1.98	А	1.64	
PM Peak Hour								
Existing	3.24	С	2.48	В	1.82	А	2.17	1

A

2.70

2.70

В

В

1.72

1.72

А

2.17

2.17

1.11

1.11

LOS

<u>А</u> А А

B B

В

Table 7: Alternative Intersection Bicycle Level of Service (LOS)

Intersection 2: Constitution Way & Atlantic Ave.

Option 1

Option 2 (Mid-Block Crosswalk)

Approach	EB		W	3	NB		SB				
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
AM Peak Hour											
Existing	1.90	А	1.34	А	1.56	А	1.00	А			
Option 1	0.34	А	1.34	А	1.56	А	0.79	А			
Option 2 (Mid-Block Crosswalk)	0.34	А	1.34	А	1.56	А	0.79	А			
PM Peak Hour											
Existing	1.99	А	1.33	А	1.18	А	1.88	А			
Option 1	0.52	А	1.33	А	1.18	А	1.67	А			



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Option 2 (Mid-Block Crosswalk)	0.52	А	1.33	А	1.18	А	1.67	А
Source: Stantes March 2017								

Source: Stantec, March 2017

Also as shown in **Table 7**, under Option 2 (with Midblock Crosswalk) conditions, there will be no changes from Option 1 on the bicycle level of service or score for any approach at either study intersection during either a.m. or p.m. peak hour. This is because by installing a midblock crosswalk between the two study intersections, it would not affect the proposed bicycle facilities at the two study intersections.

Alternative Intersection Pedestrian Level of Service

Table 8: Alternative Intersection Pedestrian Level of Service (LOS)

Intersection 1: Webster St. & Atlantic Ave.

Approach	El	3	W	3	N	В	SB				
	Score	LOS	Score	LOS	Score	LOS	Score	LOS			
AM Peak Hour											
Existing	2.99	С	2.49	В	2.57	В	3.18	С			
Option 1	2.99	С	2.49	В	2.57	В	3.18	С			
Option 2 (Mid-Block											
Crosswalk)	2.99	С	2.49	В	2.57	В	3.18	С			
PM Peak Hour								-			
Existing	2.94	С	2.57	В	2.62	В	3.27	С			
Option 1	2.94	С	2.57	В	2.62	В	3.27	С			
Option 2 (Mid-Block											
Crosswalk)	2.94	С	2.57	В	2.62	В	3.27	С			

Intersection 2: Constitution Way & Atlantic Ave.

Approach	EB		W	3	N	В	SB				
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
AM Peak Hour											
Existing	2.58	В	2.50	В	2.83	С	2.80	С			
Option 1	2.36	В	2.50	В	2.83	С	2.80	С			
Option 2 (Mid-Block											
Crosswalk)	2.36	В	2.50	В	2.83	С	2.80	С			
PM Peak Hour					-						
Existing	2.70	В	2.57	В	2.88	С	2.90	С			
Option 1	2.39	В	2.57	В	2.88	С	2.90	С			
Option 2 (Mid-Block											
Crosswalk)	2.39	В	2.57	В	2.88	С	2.90	С			

Source: Stantec, March 2017



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Table 8 summarizes peak hour pedestrian levels of service at the study intersections under alternatives Option 1 and Option 2 (with Midblock Crosswalk). LOS worksheets are provided in Appendix C. As shown, under Option 1, all the approaches at the intersection of Atlantic Avenue and Webster Street would continue operating at the same LOS with same score as under Existing Conditions, during both a.m. and p.m. peak hours. This is because the proposed project with Option 1 would not change the number of lanes crossed for each approach or right-turn-on-red (RTOR) vehicles that would have conflicts with crossing pedestrians at the Atlantic Avenue and Constitution Way would continue operating at the same LOS as under Existing Conditions, during both a.m. and p.m. peak hours. There would be minor decrease in the eastbound score, which is due to the reduction of one eastbound approaching lane.

Also as shown in **Table 8**, under Option 2 (with Midblock Crosswalk) conditions, there will be no changes from Option 1 on the pedestrian level of service or score for any approach at either study intersection during either a.m. or p.m. peak hour. This is because by installing a midblock crosswalk between the two study intersections, it would not affect the proposed pedestrian facilities under Option 1 at the two study intersections.

Alternative Arterial Level of Service

Table 9 summarizes the arterial levels of service at the study corridor under alternatives Option 1 and Option 2 (with Midblock Crosswalk). LOS worksheets are provided in Appendix C. As shown, under Option 1, the corridor operation would deteriorate from the existing LOS D to LOS E and F for the eastbound direction during the a.m. and p.m. peak hour, respectively. This is due to the removal of one eastbound through lane with Option 1. There would be no level of service changes for the westbound direction.

Also as shown in **Table 9**, under Option 2 (with Midblock Crosswalk) conditions, there will be minor increase in the delay and minor decrease in the average speed from Option 1 for both eastbound and westbound directions. This is due to the delay occurred when pedestrians activate the RRFB/PHB to cross the midblock crosswalk.

Approach		EB			WB	
	Delay	Speed		Delay	Speed	
	(S)	(mph)	LOS	(S)	(mph)	LOS
AM Peak Hour						
Existing	12.2	10.2	D	42.1	5.3	F
Option 1	22.7	7.7	E	42.1	5.3	F
Option 2 (Mid-Block Crosswalk)	25.2	6.6	F	44.7	4.7	F
PM Peak Hour						
Existing	12.6	10.0	D	35.2	5.9	F
Option 1	35.4	5.9	F	35.2	5.9	F
Option 2 (Mid-Block Crosswalk)	38.0	5.3	F	37.9	5.3	F

Source: Stantec, March 2017



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Alternative Intersection 95th Percentile Queue

Table 10 summarizes the 95th percentile queue for each movement at each study intersection under alternative Option 1 and Option 2 (with Midblock Crosswalk) during both a.m. and p.m. peak hours. Queuing calculation worksheets are included in Appendix C.

Intersection 1: Webster St. & A	tlantic	Ave.										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour												
Existing Storage Length	300 '		80 '	125 '	380 '	160 '				150 '		250
Proposed Storage Length with												
Crosswalk	300 '		80 '	125 '	200 '	160 '				150 '		250
Existing	115'	136 '	44 '	32 '	215 '	0'	#181	344 '	0'	#125	155 '	57 '
Option 1	115 '	136 '	44 '	32 '	215 '	0'	#181	344 '	0 '	#125	155 '	57 '
Option 2 (Mid-Block												
Crosswalk)	115'	136 '	44 '	32 '	215 '	0'	#181	344 '	0'	#125	155 '	57 '
PM Peak Hour												
Existing Storage Length	300 '		80 '	125 '	380 '	160 '				150 '		250
Proposed Storage Length with												
Crosswalk	300 '		80 '	125 '	200 '	160 '				150 '		250
Existing	102 '	144 '	51'	77 '	151 '	0'	#137	265 '	0 '	#245	#484	76 '
Option 1	102 '	144 '	51'	77 '	151 '	0'	#137	265 '	0'	#245	#484	76 '
Option 2 (Mid-Block												
Crosswalk)	102 '	144 '	51'	77 '	151 '	0'	#137	265 '	0 '	#245	#484	76'
Intersection 2: Constitution Wo	ıy & A	llantic	Ave.									
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour												
Existing Storage Length	195 '	400 '	230 '	190 '			190 '		85 '	225 '		40 '
Proposed Storage Length with												
Crosswalk	195 '	230 '	230 '	190 '			190 '		85 '	225 '		40 '
Existing	52 '	67 '	0'	26 '	78 '	0'	#112	241 '	18 '	38 '	73 '	12 '
Option 1	52 '	193 '	0'	27 '	78 '	0'	#112	241 '	18 '	38 '	73 '	12'
Option 2 (Mid-Block												
Crosswalk)	52 '	193 '	0'	27 '	78 '	0'	#112	241 '	18'	38 '	73 '	12'
PM Peak Hour												
Existing Storage Length	195 '	400 '	230 '	190 '			190'		85 '	225 '		40 '
Proposed Storage Length with												
)))))	195 '	230 '	230 '	190 '			190'		85 '	225 '		40 '
Crosswalk					111	0'	#72	136 '	14'	80 '	#430	35 '
	56 '	87 '	0'	45 '	66 '	0	π / L	100	14	00	11 400	
Existing		-	-			-						
	56 ' 56 '	87 ' #310	-	45 ' 51 '	66 ' 66 '	0'	#81	136 '	14'	80 '	#393	

Notes:



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Bolded value means that the 95th percentile queue exceeds the storage length. The "#" symbol means the 95th percentile volume exceeds capacity. Queue may be longer, during certain period within the 15-minute peak, when there is a spillover of traffic. Blanks are left for through movements outside of the study corridor or left-turn/right-turn movements with no exclusive turn lanes outside of the study corridor. Source: Stantec, March 2017

As shown, under Option 1, the 95th percentile queues for all the movements at the intersection of Atlantic Avenue and Webster Street would be the same as under Existing Conditions during both a.m. and p.m. peak hours; and, the 95th percentile queues for all the movements except for the eastbound through movement at the intersection of Atlantic Avenue and Constitution Way would be the same as or close to under Existing Conditions. The eastbound queue for the through movement at the Atlantic Ave/Constitution Way intersection would be increased by approximately 120 and 220 feet from the existing queues during the a.m. and p.m. peak hour, respectively. This is due to the removal of one eastbound approaching lane at the Atlantic Ave/Constitution 1.

Under Option 1+Midbock Crosswalk conditions, there would be no changes from Option 1 on the 95th percentile queue at either study intersection during either a.m. or p.m. peak hour. This is because stops/delay due to pedestrians using midblock crosswalk could only stop the vehicles when they are driving on the roadway segment between the two study intersections, which would increase the total arterial delay, but not affect the 95th percentile queue for any approaching movements at the study intersections.

Also as shown in **Table 10**, the proposed lane geometry under both Option 1 and Option 2 (with Midblock Crosswalk) conditions for the approaches on Atlantic Avenue between Webster Avenue and Constitution Way (i.e. the eastbound approach at Constitution Way and the westbound approach at Webster Avenue) could handle the 95th percentile queue during both a.m. and p.m. peak hours, with the following exceptions:

- Intersection of Atlantic Avenue and Webster Street: the 95th percentile queue for the westbound through movement would extend beyond the proposed midblock crosswalk by approximately 15 feet during the a.m. peak hour under Option 2 (with Midblock Crosswalk) conditions.
- Intersection of Atlantic Avenue and Constitution Way: the 95th percentile queue for the eastbound through movement would extend beyond the proposed midblock crosswalk by approximately 80 feet during the p.m. peak hour under Option 2 (with Midblock Crosswalk) conditions.

CUMULATIVE CONDITIONS

Since only vehicular volumes for the 2040 cumulative conditions were derived, only vehicular level of service analysis was conducted for the cumulative conditions.

Cumulative Intersection Vehicular Level of Service



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Reference: Memorandum – Multi-Modal Analysis for Atlantic Avenue Gap Closure Project

Table 11 summarizes peak hour vehicular levels of service at the study intersections under Cumulative conditions (with project), alternatives Cumulative Option 1 and Cumulative Option 2 (with Midblock Crosswalk). LOS worksheets are provided in Appendix D. As shown, under Cumulative Option 1, both study intersections would operate at acceptable LOS D or better during both a.m. and p.m. peak hours, except for the intersection of Atlantic Avenue and Webster Street, which would operate at LOS E during the a.m. peak hour (with or without the project).

	Int Name		Cumulative Conditions			Cum Option 1				Cum Option 2 (with Midblock Crosswalk)				
Int ID		Control	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay		Delay		Delay		Delay		Delay		Delay	
			(S)	LOS	(S)	LOS	(S)	LOS	(s)	LOS	(S)	LOS	(S)	LOS
	Atlantic Ave &													
1	Webster St	Signalized	60.5	Е	46.5	D	60.5	Е	46.5	D	60.5	Е	46.5	D
	Atlantic Ave & Constitution													
2	Way	Signalized	18.6	В	22.7	С	20.9	С	35.8	D	20.9	С	35.8	D
	Atlantic Ave & Midblock													
3	Crosswalk	RRFB/PHB	-	-	-	-	-	-	-	-	3.9	А	5.1	Α

Source: Stantec, January 2017

Also as shown in **Table 11**, under Cumulative Option 2 (with Midblock Crosswalk) conditions, there will be no changes from Cumulative Option 1 on the intersection vehicular level of service or delay at either study intersection during either a.m. or p.m. peak hour. The new intersection at the proposed midblock crosswalk when pedestrians activate the RRFB/PHB to cross the midblock crosswalk would operate at LOS A during both a.m. and p.m. peak hours.

Cumulative Arterial Level of Service

Table 12 summarizes peak hour levels of service at the study corridor under alternatives Cumulative Option 1 and Cumulative Option 2 (with Midblock Crosswalk). LOS worksheets are provided in Appendix D. Comparing with **Table 9** for the arterial levels of service under existing with alternative conditions, it shows that the corridor would continue operating at LOS F for both eastbound and westbound directions during both a.m. and p.m. peak hour, with minor decrease in average speed. The only exception is for the eastbound direction during the a.m. peak hour, when the corridor would continue operating at LOS E with minor decrease in average speed.

Also as shown in **Table 12**, under Cumulative Option 2 (with Midblock Crosswalk) conditions, there will be minor increase in the delay and minor decrease from Cumulative Option 1 in the average speed for both eastbound and westbound directions. This is due to the delay occurred when pedestrians activate the RRFB/PHB to cross the midblock crosswalk.



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Reference: Memorandum – Multi-Modal Analysis for Atlantic Avenue Gap Closure Project

Table 12. Combiditive Artendi Level of Service (LOS)						
Approach		EB			WB	
	Delay	Speed		Delay	Speed	
	(s)	(mph)	LOS	(s)	(mph)	LOS
AM Peak Hour						
Cumulative	11.5	10.4	D	47.4	4.8	F
Cum Option 1	24.5	7.3	Е	47.4	4.8	F
Cum Option 2 (Mid-Block Crosswalk)	27.0	6.4	F	50.1	4.4	F
PM Peak Hour						
Cumulative	15.0	9.3	D	37.3	5.7	F
Cum Option 1	46.6	4.9	F	37.3	5.7	F
Cum Option 2 (Mid-Block Crosswalk)	49.3	4.4	F	40.1	5.1	F

Table 12: Cumulative Arterial Level of Service (LOS)

Source: Stantec, March 2017

Cumulative Intersection 95th Percentile Queue

Table 13 summarizes the 95th percentile queue for each movement at each study intersection under alternatives Cumulative Option 1 and Cumulative Option 2 (with Midblock Crosswalk) during both a.m. and p.m. peak hours. Queuing calculation worksheets are included in Appendix D.

As shown, under Cumulative Option 2 (with Midblock Crosswalk) conditions, there would be no changes from Cumulative Option 1 on the 95th percentile queue at either study intersection during either a.m. or p.m. peak hour. This is because stops/delay due to pedestrians using midblock crosswalk could only stop the vehicles when they are driving on the roadway segment between the two study intersections, which would increase the total arterial delay, but not affect the 95th percentile queue for any approaching movements at the study intersections.

Also as shown in **Table 13**, the proposed lane geometry under both Cumulative Option 1 and Cumulative Option 2 (with Midblock Crosswalk) conditions for the approaches on Atlantic Avenue between Webster Avenue and Constitution Way (i.e. the eastbound approach at Constitution Way and the westbound approach at Webster Avenue) could handle the 95th percentile queue during both a.m. and p.m. peak hours, with the following exceptions:

- Intersection of Atlantic Avenue and Webster Street: the 95th percentile queue for the westbound through movement would extend beyond the proposed midblock crosswalk by approximately 50 feet during the a.m. peak hour under Cumulative Option 2 (with Midblock Crosswalk) conditions.
- Intersection of Atlantic Avenue and Constitution Way: the 95th percentile queue for the eastbound through movement would extend beyond the proposed midblock crosswalk by approximately 170 feet during the p.m. peak hour under Cumulative Option 2 (with Midblock Crosswalk) conditions.



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Reference: Memorandum – Multi-Modal Analysis for Atlantic Avenue Gap Closure Project

Table 13: Cumulative Intersection 95th Percentile Queues (ft)

Intersection 1: Webster St. & Atlantic Ave.

Intersection 1: webster St. & A												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour			-	-	-						-	-
Existing Storage Length	300 '		80 '	125 '	380 '	160 '				150 '		250
Proposed Storage Length with												
Crosswalk	300 '		80 '	125 '	200 '	160 '				150 '		250
Cumulative	129 '	153 '	54 '	35 '	#253	0 '	#203	#437	0'	#145	178 '	60 '
Cum Option 1	129 '	153 '	54 '	35 '	#253	0 '	#203	#437	0'	#145	178 '	60 '
Cum Option 2 (Mid-Block												
Crosswalk)	129 '	153 '	54 '	35 '	#253	0 '	#203	#437	0'	#145	178 '	60 '
PM Peak Hour												
Existing Storage Length	300 '		80 '	125 '	380 '	160 '				150 '		250
Proposed Storage Length with												
Crosswalk	300 '		80 '	125 '	200 '	160 '				150 '		250
Cumulative	114'	162 '	63 '	84 '	174 '	0'	#167	#322	0'	#267	#585	116
Cum Option 1	114'	162 '	63 '	84 '	174 '	0'	#167	#322	0'	#267	#585	116
Cum Option 2 (Mid-Block												
Crosswalk)	114'	162 '	63 '	84 '	174 '	0 '	#167	#322	0'	#267	#585	116
Intersection 2: Constitution Wo	ıy & Al	lantic	Ave.									
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour												
			230									
Existing Storage Length	195 '	400 '	1	190 '			190 '		85 '	225 '		40 '
Proposed Storage Length with			230									
Crosswalk	195 '	230 '	I.	190 '			190 '		85 '	225 '		40 '
Cumulative	59 '	75 '	0'	29 '	89 '	0 '	#127	284 '	21 '	#42	81 '	15'
Cum Option 1	59 '	226 '	0'	30 '	89 '	0'	#127	284 '	21 '	#42	81 '	15'
Cum Option 2 (Mid-Block												
Crosswalk)	59 '	226 '	0'	30 '	89 '	0'	#127	284 '	21 '	#42	81 '	15'
PM Peak Hour												
			230									
Existing Storage Length	195 '	400 '	1	190 '			190 '		85 '	225 '		40 '
Proposed Storage Length with			230									
Crosswalk	195 '	230 '	1	190 '			190 '		85 '	225 '		40 '
Cumulative	64 '	103 '	0'	52 '	74 '	0'	#85	155 '	17'	90 '	#524	40 '
Cum Option 1	64 '	#400	0'	#75	74 '	0 '	#95	155 '	17'	90 '	#514	39 '
Cum Option 2 (Mid-Block												
Crosswalk)	64 '	#400	0 '	#75	74 '	0 '	#95	155 '	17'	90 '	#514	39 '

Notes:

Bolded value means that the 95th percentile queue exceeds the storage length.

The "#" symbol means the 95th percentile volume exceeds capacity. Queue may be longer,

during certain period within the 15-minute peak, when there is a spillover of traffic.



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Reference: Memorandum – Multi-Modal Analysis for Atlantic Avenue Gap Closure Project

Blanks are left for through movements outside of the study corridor or left-turn/right-turn movements with no exclusive turn lanes outside of the study corridor. Source: Stantec, March 2017

STANTEC CONSULTING SERVICES INC.

Attachment: Appendix A – Intersection Turning Movement Counts Appendix B – Existing Multi-Modal LOS and Queuing Calculation Worksheets Appendix C – Alternative Multi-Modal LOS and Queuing Calculation Worksheets Appendix D – Cumulative Vehicular LOS and Queuing Calculation Worksheets



Appendix A Intersection Turning Movement Counts

PROJECT:	TRAFFIC CO	DUNTS IN ALAN		ATT # 0)	SURVE	Y DATI	F•	1	0/22/201	5	DAV.	THURS	DAV	
N-S APPROACH:	WEBSTER S		IEDA (UN-CA	ALL # 9)		Y TIME			7:00 AN		TO	9:00		
E-W APPROACH:	ATLANTIC					DICTIO		ALAM			-	3510120		
				•										
PEAK HOUR 7:30 AM to 8:30 AM	1			NORTH	I			ARI	RIVAL /	DEPARTI	URE VO	OLUMES		
	313	324 69	0				1	PHF =	0.81	ו				
								THF -	0.01]				
	←		UЦ						706	967				
0				56]				I	•		PHF =		
226	• •		•		٦				↓ ↓			0.85		
		2627			_		811	←			-	444		
267			F	19			624					375		
131			\sim	0			024		1	+		010		
ATLANTIC AVENUE							PHF = 0.89		ţ					
	*								47.4	052				
	0	129 685	39						474	853		_		
	WEBS	STER STREET								PHF =	0.78]		
TIME PERIOD	NOR	THBOUND	SO	UTHBOUN	ND		EAST	BOUNI)		WEST	ГBOUNI)	TOTAL
From To	U-TURN LEF	T THRU RIGH				U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
7.00 114 / 7.15		110		URVE		DATA		17					0	210
7:00 AM to 7:15 AM		112 5 280 8	11		31 82		45 106	17 37	1 10		1 4	28	9 30	318 779
7:15 AM to 7:30 AM 7:30 AM to 7:45 AM		280 8 445 16	38		82 149		160	57 76	28		4	66 126	30 49	1316
7:45 AM to 8:00 AM		675 27	54		264		239	130	61		11	219	63	2085
8:00 AM to 8:15 AM			77		343		284	215	102		17	326	80	2003
8:15 AM to 8:30 AM			98		395		332	304	141		23	435	86	3406
8:30 AM to 8:45 AM			11		436		375	351	155		27	512	104	3911
8:45 AM to 9:00 AM		1206 75	13		481		419	386	177		33	566	132	4401
	•		ТО	TAL	BY F	PERIC) D			-				
7:00 AM to 7:15 AM	1 0 9	112 5	0 11	49	31	0	45	17	1	0	1	28	9	318
7:15 AM to 7:30 AM	0 22	168 3	0 18	3 47	51	0	61	20	9	0	3	38	21	461
7:30 AM to 7:45 AM	1 0 15	165 8	0 9	80	67	0	54	39	18	0	3	60	19	537
7:45 AM to 8:00 AM	1 0 33	230 11	0 16	5 87	115	0	79	54	33	0	4	93	14	769
8:00 AM to 8:15 AM		155 9	0 23		79	0	45	85	41	0	6	107	17	693
8:15 AM to 8:30 AM		135 11	0 21		52	0	48	89	39	0	6	109	6	628
8:30 AM to 8:45 AM		117 19	0 15		41	0	43	47	14	0	4	77	18	505
8:45 AM to 9:00 AM	1 0 25	124 9	0 24 H (4 74 DURLY	45 7 T (0 O T A L	44 . S	35	22	0	6	54	28	490
7:00 AM to 8:00 AM	1 0 79	675 27	0 54		264		239	130	61	0	11	219	63	2085
7:15 AM to 8:15 AM			0 66		312	0	239	198	101	0	16	219	71	2083
7:30 AM to 8:30 AM			0 69		312	0	239	267	131	0	19	369	56	2400
7:45 AM to 8:45 AM			0 75		287	0	215	207	127	0	20	386	55	2595
8:00 AM to 9:00 AM			0 83		217	0	180	256	116	0	20	347	69	2316
	·		P E A K			UMM								
7:30 AM to 8:30 AM		THBOUND		UTHBOUN				BOUNI				FBOUNE		TOTAL
VOLUME	NBU NBI		SBU SB		SBR	EBU	EBL	EBT	EBR	WBU	WBL 10	WBT	WBR	2627
VOLUME PHF BY MOVEMENT	0 129		0 69		313 0.68	0.00	226 0.72	267 0.75	131 0.80	0.00	19 0.79	369 0.85	56 0.74	2627 OVERALL
PHF BY APPROACH		0.78	0.7	0.81	0.00	5.00	0.72		5.50	5.00		.85	3.7	0.85
BICYCLE		5		1			3					8		17
PEDESTRIAN	L .	74 LEC		22 S-LEG			5	0 EG				08 LEG		254
PEDESTRIAN BY LEG:		127		31			E-L 5					LEG 45		254
			.: (510) 232 -	-		FAX:	(510) 2		72	8.				
			· /				. /							

<u>**B.A.Y.M.E.T.R.I.C.S.</u>** INTERSECTION TURNING MOVEMENT SUMMARY</u>

<u>**B.A.Y.M.E.T.R.I.C.S.</u>** BICYCLE TURNING MOVEMENT SUMMARY</u>

PROJECT:	TRA	FFIC COU	INTS IN	ALAM	EDA (Ol	N-CALL # 9]	SURVI	EY DATE	E:	10/22	2/2015	DA	AY:	THURS	SDAY	
N-S APPROACH:	WEI	STER STI	REET				SURVI	EY TIME	l:	7:0	0 AM	T	0	9:00) AM	
E-W APPROACH	: ATL	ANTIC AV	ENUE				JURIS	DICTION	N:	ALAMED	A	FI	LE:	351012	0-1AM	
	0 AM			0 (7				тот [ГАL W-I 11	то	OTAL B	34			0TAL E-H 10 8 2	END]]
ATLANTIC AVENU	JE	0 WEBST	0 ER STRF	5 EET	0				TOTAL	S-END	6	1	5			
TIME PERIO From 7	ОД Го U-TU		HBOUN THRU		U-TURN		RU RIGHT		LEFT		GHT U-1		WEST Left	BOUNI THRU	D RIGHT	TOTAL
From 7	Го U-TU		1		U-TURN		RU RIGHT	U-TURN D A T A	LEFT		GHT U-T		I		1	TOTAL
From 7	Го U-TU 5 AM 0	RN LEFT	THRU 0	RIGHT 0	0	LEFT THI SURV 0 0	RU RIGHT EY	0 A T A	LEFT 0	THRU RI	0	τurn l	LEFT 0		RIGHT 0	TOTAL
From 7 7:00 AM to 7:1: 7:15 AM to 7:30	To U-TU 5 AM 0 0 AM 0	RN LEFT 0 0	THRU 0 0	RIGHT 0 0	0 0	LEFT THI SURV 0 0 0 0	RU RIGHT EY 0 0	O A T A 0 0	LEFT 0 0	THRU RI	0 0	ΓURN L 0 0	0 0	THRU 1 1	RIGHT 0 0	1
From T 7:00 AM to 7:1: 7:15 AM to 7:30 7:30 AM to 7:4:	Fo U-TU 5 AM 0 0 AM 0 5 AM 0	RN LEFT 0 0 0 0 0	THRU 0 0 1	RIGHT 0 0 0	0 0 0	LEFT TH SURV 0 0 0 0 0 0 0	RU RIGHT EY 0 0 0	O A T A 0 0 0	LEFT 0 0 0 0	THRU RI 0 0 1	0 0 0	 ΓURN L 0 0 0 0 	0 0 0	THRU 1 1 1	RIGHT 0 0 0	1 1 3
From 7 7:00 AM to 7:1: 7:15 AM to 7:30 7:30 AM to 7:4: 7:45 AM to 8:00	Fo U-TU 5 AM 0 0 AM 0 5 AM 0 0 AM 0 0 AM 0	RN LEFT 0 0 0 0 0	THRU 0 0 1 2	RIGHT 0 0 0 0	0 0 0 0	LEFT THI SURV 0 0 0 0 0 0 0 0 0 0 1	RU RIGHT EY 0 0 0 0	0 0 0 0 0	LEFT 0 0 0 1	THRU RI 0 0 1 2	0 0 0 0	 ΓURN 0 0 0 0 0 0 	0 0 0 0	THRU 1 1 1 4	RIGHT 0 0 0 0 0 0 0	1 1 3 10
From 7 7:00 AM to 7:1: 7:15 AM to 7:30 7:30 AM to 7:4: 7:45 AM to 8:00 8:00 AM to 8:1:	Fo U-TU 5 AM 0 0 AM 0 5 AM 0 0 AM 0 5 AM 0 5 AM 0 5 AM 0 5 AM 0	RN LEFT 0 0 0 0 0 0	THRU 0 0 1 2 4	RIGHT 0 0 0 0 0	0 0 0 0	LEFT THI SURV 0 0 0 0 0 0 1 0 1	RU RIGHT EY 0 0 0 0 0	O A T A 0 0 0 0 0	LEFT 0 0 0 1 1	THRU RI 0 0 1 2 2 2	0 0 0 0 0	ΓURN L 0 0 0 0 0 0	0 0 0 0 0 0	THRU 1 1 1 4 8	RIGHT 0 0 0 0 0 0 0	1 1 3 10 16
From 7 7:00 AM to 7:1: 7:15 AM to 7:30 7:30 AM to 7:4: 7:45 AM to 8:00 8:00 AM to 8:1: 8:15 AM to 8:30	Fo U-TU 5 AM 0 0 AM 0 0 AM 0	RN LEFT 0 0 0 0 0 0 0 0	THRU 0 0 1 2 4 5	RIGHT 0 0 0 0 0 0 0	0 0 0 0 0	LEFT THI SURV 0 0 0 0 0 0 1 0 1 0 1	RU RIGHT EY 0 0 0 0 0 0 0 0	O A T A 0 0 0 0 0 0	LEFT 0 0 0 1 1 1 1	THRU RI 0 0 1 2 2 2 2 2	0 0 0 0 0 0	TURN L 0 0 0 0 0 0 0 0	LEFT 0 0 0 0 0 0 0 0 0 0 0	THRU 1 1 4 8 9	RIGHT 0 0 0 0 0 0 0	1 1 3 10 16 18
From T 7:00 AM to 7:1: 7:15 AM to 7:30 7:30 AM to 7:4: 7:45 AM to 8:00 8:00 AM to 8:1: 8:15 AM to 8:30 8:30 AM to 8:34	Fo U-TU 5 AM 0 0 AM 0 5 AM 0 0 AM 0 5 AM 0 0 AM 0 5 AM 0	RN LEFT 0 0 0 0 0 0 0 0 1	THRU 0 0 1 2 4 5 5	RIGHT 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	LEFT THI SURV 0 0 0 0 0 0 1 0 1 0 1 0 1 0 1	RU RIGHT E Y 0 0 0 0 0 0 0 0 0 0 0	D A T A 0 0 0 0 0 0 0 0	LEFT 0 0 0 1 1 1 1 2	THRU RI 0 0 1 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FURN L 0 0 0 0 0 0 0 0 0 0 0	LEFT 0 0 0 0 0 0 0 0 0 0 0 0 0	THRU 1 1 1 4 8 9 9 9	RIGHT 0 0 0 0 0 0 0 0 0	1 1 3 10 16 18 20
From T 7:00 AM to 7:1: 7:15 AM to 7:30 7:30 AM to 7:4: 7:45 AM to 8:00 8:00 AM to 8:1: 8:15 AM to 8:36 8:15 AM to 8:36	Fo U-TU 5 AM 0 0 AM 0 0 AM 0	RN LEFT 0 0 0 0 0 0 0 0	THRU 0 0 1 2 4 5	RIGHT 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	LEFT THI SURV 0 0 0 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	RU RIGHT E Y 0 0 0 0 0 0 0 0 0 0 0 0 0	D A T A 0 0 0 0 0 0 0 0 0 0	LEFT 0 0 0 1 1 1 2 2	THRU RI 0 0 1 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TURN L 0 0 0 0 0 0 0 0	LEFT 0 0 0 0 0 0 0 0 0 0 0	THRU 1 1 4 8 9	RIGHT 0 0 0 0 0 0 0	1 1 3 10 16 18
From 7 7:00 AM to 7:1: 7:15 AM to 7:30 7:30 AM to 7:4: 7:45 AM to 8:00 8:00 AM to 8:1: 8:15 AM to 8:30 8:30 AM to 8:4: 8:45 AM to 9:00	To U-TU 5 AM 0 0 AM 0 5 AM 0 5 AM 0 0 AM 0	RN LEFT 0 0 0 0 0 0 1 1 1	THRU 0 0 1 2 4 5 5 5 5	RIGHT 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	LEFT THI SURV 0 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	RIGHT E Y 0	D A T A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LEFT 0 0 1 1 1 2 2 0 D	THRU RI 0 0 1 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0	TURN L 0 0 0 0 0 0 0 0 0 0 0	LEFT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	THRU 1 1 4 8 9 9 10	RIGHT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 3 10 16 18 20 21
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7:30 AM to 8:30 AM					
APPROACH VOLUME	NB	SB	EB	WB	TOTAL
BICYCLE	5	1	3	8	17



B. A. Y. M. E. T. R. I. C. S.

12:00 AM to 12:00 AM					
VOLUME BY DIRECTION	NB	SB	EB	WB	TOTAL
PEDESTRIAN	74	22	50	108	254
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	127	31	51	45	254

PROJECT: TRAFFIC COUNTS IN ALAMEDA (ON-CALL # 9) SURVEY DATE: 10/22/2015 DAY: THURSDAY N-S APPROACH: WEBSTER STREET SURVEY TIME: 4:00 PM то 6:00 PM E-W APPROACH: JURISDICTION: ATLANTIC AVENUE ALAMEDA FILE: 3510120-1PM t PEAK HOUR ARRIVAL / DEPARTURE VOLUMES 5:00 PM to 6:00 PM NORTH PHF = 0.95 U PHF = 0.89 _ PHF = ATLANTIC AVENUE 0.77 ţ PHF = 0.93 WEBSTER STREET TIME PERIOD NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND TOTAL U-TURN LEFT THRU RIGHT U-TURN LEFT THRU RIGHT U-TURN LEFT THRU RIGHT U-TURN LEFT THRU RIGHT From То SURVEY DATA 4:00 PM 4:15 PM to 4:30 PM 4:15 PM to 4:30 PM to 4:45 PM 4:45 PM to 5:00 PM 5:00 PM to 5:15 PM 5:30 PM 5:15 PM to 5:30 PM 5:45 PM to 5:45 PM 6:00 PM to PERIOD TOTAL ΒY 4:00 PM to 4:15 PM 4:30 PM 4:15 PM to 4:30 PM to 4:45 PM 5:00 PM 4:45 PM to 5:15 PM 5:00 PM to 5:15 PM to 5:30 PM 5:30 PM to 5:45 PM 5:45 PM 6:00 PM to TOTALS HOURLY 4.00 PM 5.00 PM to 4:15 PM to 5:15 PM 4:30 PM to 5:30 PM 4:45 PM to 5:45 PM 6:00 PM 5:00 PM to PEAK HOUR SUMMARY 5:00 PM to 6:00 PM NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND TOTAL EBL NBU NBT NBR SBU SBL SBT SBR EBU EBR WBU WBL WBT WBR NBL EBT VOLUME PHF BY MOVEMENT 0.00 0.75 0.89 0.73 0.00 0.95 0.91 0.87 0.00 0.71 0.70 0.66 0.00 0.74 0.84 0.89 OVERALL PHF BY APPROACH 0.93 0.95 0.89 0.95 0.77 BICYCLE PEDESTRIAN E-LEG W-LEG N-LEG S-LEG PEDESTRIAN BY LEG: TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

<u>**B.A.Y.M.E.T.R.I.C.S.</u>** INTERSECTION TURNING MOVEMENT SUMMARY</u>

<u>B.A.Y.M.E.T.R.I.C.S.</u> BICYCLE TURNING MOVEMENT SUMMARY



5:00 PM to 6:00 PM					
APPROACH VOLUME	NB	SB	EB	WB	TOTAL
BICYCLE	0	3	4	1	8



B.A.Y.M.E.T.R.I.C.S.

12:00 AM to 12:00 AM					
VOLUME BY DIRECTION	NB	SB	EB	WB	TOTAL
PEDESTRIAN	42	41	53	40	176
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	37	56	26	57	176

NS APPROACH:CONSTITUTION WAYSURVEY TIME:7:00 AMTO9:00 AME-W APPROACH:ATLANTIC AVENUEJURISDICTION:ALAMEDAFILE: $3510120-2AM$ PEAK HOUR \uparrow \uparrow \uparrow ARRIVAL / DEPARTURE VOLUMES7:30 AMto8:30 AM33255 62 00 \downarrow \uparrow \uparrow \uparrow $HF =$ 0.84 0 \downarrow \uparrow \uparrow 0.82 102 \downarrow \downarrow \downarrow \downarrow \downarrow \downarrow 0 \downarrow \downarrow \downarrow \downarrow \downarrow 102 \downarrow \downarrow \downarrow \downarrow \downarrow \downarrow 102 \downarrow \downarrow \downarrow \downarrow \downarrow \downarrow 102 \downarrow \downarrow \downarrow \downarrow \downarrow \downarrow 102 <t< th=""><th>PROJECT:</th><th>TRAFF</th><th></th><th>NTS IN</th><th>AT AM</th><th>EDA (O</th><th>N-CATT</th><th>. # 9)</th><th>SURVE</th><th>Y DAT</th><th>E٠</th><th>1</th><th>0/22/201</th><th>5</th><th>DAY:</th><th>THUR</th><th>SDAV</th><th></th></t<>	PROJECT:	TRAFF		NTS IN	AT AM	EDA (O	N-CATT	. # 9)	SURVE	Y DAT	E٠	1	0/22/201	5	DAY:	THUR	SDAV		
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PEAK HOUR SUMMARY 7:30 AM to 8:30 AM NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND TOTAL 7:30 AM to 8:30 AM NBL NBL NBT NBR SBU SBL SBR EBU EBL EBR WBU WBL WBT WBR VOLUME 0 154 775 47 0 62 255 33 0 62 202 102 0 26 231 74 2023 PHF BY MOVEMENT 0.00 0.79 0.95 0.69 0.00 0.82 0.81 0.75 0.00 0.82 0.74 0.73 0.00 0.54 0.75 0.84 OVERALL PHF BY APPROACH 0.96 0.96 0.82 0.81 0.75 0.00 0.82 0.74 0.75 0.82 0.90 0.95 0.69 0.90 0.82 0.75 0.00 0.82 0.74 0.75 0.82 0.90 0.75 0.90 0.82 0.91 0.75 0.82 0.90 0.90 0.95 0.90 0.95																			
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TEL: (510) 232 - 1271 FAX: (510) 232 - 1272	PEDESTRIAN BY LEC	i:	2	1												9		59	
					TEL:	(510)2	232 - 12	271		FAX:	(510) 2	32 - 12	72						

<u>B.A.Y.M.E.T.R.I.C.S.</u> INTERSECTION TURNING MOVEMENT SUMMARY

<u>**B.A.Y.M.E.T.R.I.C.S.</u>** BICYCLE TURNING MOVEMENT SUMMARY</u>

PROJECT:	TRAFF	IC COU	NTS IN	ALAM	EDA (O	N-CALL #	¥9) S	SURVE	Y DATE	E:	1()/22/201	5 1	DAY:	THUR	SDAY	
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7:30 AM to 8:30 AM					
APPROACH VOLUME	NB	SB	EB	WB	TOTAL
BICYCLE	2	0	1	4	7



B. A. Y. M. E. T. R. I. C. S.

12:00 AM to 12:00 AM					
VOLUME BY DIRECTION	NB	SB	EB	WB	TOTAL
PEDESTRIAN	13	8	16	22	59
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	21	17	12	9	59

PROJECT:		TRAFI	FIC COU	J <u>NTS</u> IN	ALAM	<u>EDA (O</u>	N-CALI	L # <u>9)</u>	SURVE	Y DAT	E:	1	0/22/201	5	DAY:	THURS	SDAY	
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E-W APPROA	CH:	ATLAN	NTIC AV	/ENUE					JURISI	ыстю	N:	ALAM	EDA		FILE:	351012	0-2PM	
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							S U	R V E	Y I	ΟΑΤΑ	1							
4:00 PM to	4:15 PM		18	110	4		36	193	11		19	41	46		15	37	15	545
4:15 PM to	4:30 PM		46	207	18		67	410	24		44	79	82		24	60	33	1094
4:30 PM to	4:45 PM		67	309	25		99	685	36		58	118	116		36	89	63	1701
	5:00 PM		83	430	33		130	959	51		71	167	154		47	124	85	2334
5:00 PM to	5:15 PM		111	543	44		166	1225	64		85	226	200		58	177	109	3008
5:15 PM to	5:30 PM		144	638	48		207	1544	75		110	272	242		69	216	125	3690
5:30 PM to	5:45 PM		177	762	62		256	1805	99		122	322	268		84	260	151	4368
5:45 PM to	6:00 PM		209	859	70		307 T O T .	2074	125 B Y F	ERI	136 O D	410	327		94	312	178	5101
4:00 PM to	4:15 PM	0	18	110	4	0	36	193	11	0	19	41	46	0	15	37	15	545
4:15 PM to	4:30 PM		28	97	14	0	31	217	13	0	25	38	36	0	9	23	18	549
4:30 PM to	4:45 PM		20	102	7	0	32	275	12	0	14	39	34	0	12	29	30	607
4:45 PM to	5:00 PM	0	16	121	8	0	31	274	15	0	13	49	38	0	11	35	22	633
5:00 PM to	5:15 PM	0	28	113	11	0	36	266	13	0	14	59	46	0	11	53	24	674
5:15 PM to	5:30 PM	0	33	95	4	0	41	319	11	0	25	46	42	0	11	39	16	682
5:30 PM to	5:45 PM		33	124	14	0	49	261	24	0	12	50	26	0	15	44	26	678
5:45 PM to	6:00 PM	0	32	97	8	0	51	269	26	0	14	88	59	0	10	52	27	733
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4:00 PM to	5:00 PM		83	430	33	0	130	959	51	0	71	167	154	0	47	124	85	2334
4:15 PM to	5:15 PM		93 08	433	40	0	130	1032	53	0	66	185	154	0	43	140	94	2463
4:30 PM to	5:30 PM		98 110	431	30	0	140	1134	51	0	66 64	193 204	160	0	45	156	92 ••	2596
4:45 PM to 5:00 PM to	5:45 PM 6:00 PM		110 126	453 429	37 37	0 0	157 177	1120 1115	63 74	0	64 65	204 243	152 173	0	48 47	171 188	88 93	2667 2767
5.00 I WI 10	0.00 FIVI	U	120	727	10		AK	HOU			63 [A R Y	243	1/3	U	+/	100	73	2/0/
5:00 PM to	6:00 PM		NORT	HBOUN	D			HBOUN				BOUNE)		WEST	FBOUNI)	TOTAL
		NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
VOLUM		0	126	429	37	0	177	1115	74	0	65	243	173	0	47	188	93	2767
PHF BY MOVE PHF BY APPR		0.00	0.95	0.86	0.66	0.00	0.87	0.87 92	0.71	0.00	0.65	0.69	0.73	0.00	0.78	0.89 92	0.86	OVERALL 0.94
BICYCL	Е			1				1			3					5		10
PEDESTRI	AN			3				21			4					5		53
PEDESTRIAN E	AN LEC-			1 EG				2 EG 8			E-L 1					LEG 22		53
I EDESTRIAN I	JI LEU.	l	1	1	TFI ·	(510)				FAX	(510) 2		72		4			33
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<u>B.A.Y.M.E.T.R.I.C.S.</u> INTERSECTION TURNING MOVEMENT SUMMARY

<u>B.A.Y.M.E.T.R.I.C.S.</u> BICYCLE TURNING MOVEMENT SUMMARY

PROJECT:	TRAFFIC COUNTS IN ALAMEDA (ON-CALL # 9)						9) SURV	RVEY DATE: 10/22/20)/22/201					
N-S APPROACH: CONSTITUTION WAY							EY TIME: 4:00 PM TO			6:00 PM						
E-W APPROACH:	ATLAN	NTIC AV	ENUE				JURIS	DICTIO	N:	ALAMI	EDA		FILE:	351012	0-2PM	
PEAK HOUR 5:00 PM to 6:00 P		0		0	0	•	† RTH 0	ТО	TAI W-I		TOTA TOTAL	PEAK	LE VOI]]])TAL E-F	END
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TIME PERIOD		NORTI	IBOUN	D		SOUTHB	DUND		EAST	FBOUND)		WEST	FBOUN	D	TOTAL
IERIOD		TONT		-												
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	U-TURN	I I			U-TURN	LEFT TH		U-TURN		THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
		I I			U-TURN 0	SUR				THRU 0	RIGHT 0	U-TURN 0	LEFT 0	THRU 0	RIGHT 0	0
From To	M 0	LEFT	THRU	RIGHT		SUR 0	VEY	DATA	Å							0
From To 4:00 PM to 4:15 P. 4:15 PM to 4:30 P.	0 M M 0	LEFT 0	THRU 0	RIGHT 0	0	S U R V 0 0	V E Y 0 0	DATA 0	A 0	0	0	0	0	0	0	-
From To 4:00 PM to 4:15 P 4:15 PM to 4:30 P 4:30 PM to 4:45 P	0 M 0 M 0 M	LEFT 0 0	THRU 0 0	RIGHT 0 0	0 0	S U R V 0 0	VEY 0 0 0 0	DATA 0 0	A 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0
From To 4:00 PM to 4:15 P. 4:15 PM to 4:30 P. 4:30 PM to 4:45 P. 4:45 PM to 5:00 P.	M 0 M 0 M 0 M 0 M 0	LEFT 0 0 0	THRU 0 0 0	RIGHT 0 0 0	0 0 0	S U R V 0 0 0	VEY 0 0 0 0 0 0	DATA 0 0 0	A 0 0 0	0 0 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 1
From To 4:00 PM to 4:15 P. 4:15 PM to 4:30 P. 4:30 PM to 4:45 P. 4:45 PM to 5:00 P. 5:00 PM to 5:15 P.	M 0 M 0 M 0 M 0 M 0 M 0	LEFT 0 0 0 0	THRU 0 0 0 0 0	RIGHT 0 0 0 0	0 0 0 0	SUR 0 0 0 0 0	V E Y 0 0 0 0 0 0 0 0	D A T A 0 0 0 0	A 0 0 0 0	0 0 1 1	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 1 1
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5:00 PM to 6:00 PM					
APPROACH VOLUME	NB	SB	EB	WB	TOTAL
BICYCLE	1	1	3	5	10



B.A.Y.M.E.T.R.I.C.S.

12:00 AM to 12:00 AM					
VOLUME BY DIRECTION	NB	SB	EB	WB	TOTAL
PEDESTRIAN	13	21	4	15	53
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	11	8	12	22	53