City of Albuquerque

Planning Department

Development & Building Services Division

DRAINAGE AND TRANSPORTATION INFORMATION SHEET (REV 1/2016)

Project Title: La Cuentista Building Permit #: _____ Hydrology File #: _____

DRB#: _____ EPC#: _____ Work Order#: _____

Legal Description: Tract B-1 and B-2 of La Cuentista Subdivision

City Address: North of Rosa Parks between Unser and Paseo del Norte

Applicant: Pulte Homes Contact: Kevin Patton

Address: 7601 Jefferson St

Phone#: 505-341-8591 Fax#: 505-761-9850 E-mail: Kevin.Patton@PulteGroup.com

Other Contact: Bohannan Huston Contact: Eric Wrage

Address: 7500 Jefferson

Phone#: 505-798-7859 Fax#: 505-798-7988 E-mail: ewrage@bhinc.com

Check all that Apply:

DEPARTMENT:

____ HYDROLOGY/ DRAINAGE
x TRAFFIC/ TRANSPORTATION
____ MS4/ EROSION & SEDIMENT CONTROL

TYPE OF SUBMITTAL:

____ AS-BUILT CERTIFICATION

____ CONCEPTUAL G & D PLAN
____ GRADING PLAN
____ DRAINAGE MASTER PLAN
____ DRAINAGE REPORT
____ CLOMR/LOMR

____ TRAFFIC CIRCULATION LAYOUT (TCL)
X TRAFFIC IMPACT STUDY (TIS)
____ NEIGHBORHOOD IMPACT ASSESMENT (NIA)

____ EROSION & SEDIMENT CONTROL PLAN (ESC)
____ OTHER (SPECIFY) _____

TYPE OF APPROVAL/ACCEPTANCE SOUGHT:

____ BUILDING PERMIT APPROVAL
____ CERTIFICATE OF OCCUPANCY
____ GRADING/ESC PERMIT APPROVAL

x PRELIMINARY PLAT APPROVAL
____ SITE PLAN FOR SUB'D APPROVAL
____ SITE PLAN FOR BLDG. PERMIT APPROVAL
____ FINAL PLAT APPROVAL

____ SIA/ RELEASE OF FINANCIAL GUARANTEE
____ FOUNDATION PERMIT APPROVAL
____ SO-19 APPROVAL
____ PAVING PERMIT APPROVAL
____ GRADING/ PAD CERTIFICATION
x WORK ORDER APPROVAL
____ CLOMR/LOMR

____ **PRE-DESIGN MEETING?**

____ OTHER (SPECIFY) _____

IS THIS A RESUBMITTAL?: ____ Yes X No

DATE SUBMITTED: July 27, 2021 By: Eric Wrage

COA STAFF: ELECTRONIC SUBMITTAL RECEIVED: ____ FEE RECEIVED: _____

LA CUENTISTA

TRAFFIC IMPACT ANALYSIS

INITIAL SUBMITTAL

JULY 27, 2021

Prepared For:

Pulte Homes

7601 Jefferson St NE, Suite 320

Albuquerque, NM 87109

HT# D10D002
received 7/27/2021

Prepared By:

Bohannan Huston

Engineering

Spatial Data

Advanced Technologies

LA CUENTISTA
TRAFFIC IMPACT ANALYSIS

INITIAL SUBMITTAL

Date:

July 27, 2021

Prepared by:

Bohannan Huston, Inc.
7500 Jefferson St NE
Courtyard Two
Albuquerque, NM 87109

Prepared for:

Pulte Homes
7601 Jefferson St NE, Suite 320
Albuquerque, NM 87109

Eric J. Wrage, PE, PTOE, RSP1 — 7/27/2021 — Date

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APPENDICES

I. INTRODUCTION AND SUMMARY

Pulte Homes proposes to develop approximately 59.08 acres, situated southeast of the Paseo del Norte and Unser intersection. The proposed development will include 244 single -family residential units.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed development on the surrounding roadway network, evaluate the operation of the proposed site entrances, and to recommend any mitigation measures that may be necessary to support additional traffic generated by the new development.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located southeast of the Paseo del Norte and Unser intersection in Albuquerque, New Mexico. A vicinity map and site plan are shown in Figure 1, and the proposed site plan of the future development is shown in Figure 2.

The study area consists of the following intersections:

- Paseo del Norte and Kimmick Drive (existing 3-way intersection with existing signal bagged/turned off, future signalized intersection)
- Unser Blvd and Rosa Parks (existing 3-way unsignalized intersection)
- Rosa Parks and Azucena (existing 3-way unsignalized intersection, future 4-way unsignalized intersection)
- Rosa Parks and Redroot (existing 3-way unsignalized intersection, future 4-way unsignalized intersection)

The intersection evaluations include analysis for the AM and PM peak hours for the following traffic conditions:

- Existing traffic (2019)
- 2024 Completion Year without the proposed site development (2024 No Build)
- 2024 Completion Year with proposed site development (2024 Build)

Due to the impact of approved additional development within the study area, for Paseo del Norte and Kimmick Drive, the intersection evaluation include analysis for the AM and PM peak hours with the following conditions.

- Existing traffic (2019 unsignalized intersection)

- Existing traffic (2019 signalized intersection)
- 2024 Completion Year without the proposed site development, without the Cliffs development (2024 No Build_ Without Cliffs)
- 2024 Completion Year without the proposed site development, with the Cliffs development (2024 No Build_ With Cliffs)
- 2024 Completion Year with the proposed site development, without the Cliffs development (2024 Build_ Without Cliffs)
- 2024 Completion Year with the proposed site development, with the Cliffs development (2024 Build_ With Cliffs)

2. PRINCIPAL FINDINGS

The traffic analysis found that all intersections operate overall acceptably in the Existing conditions.

The total trips for the future Cliffs on Paseo development significantly impact the adjacent Paseo del Norte and Kimmick Drive intersection. For both the 2024 No Build and 2024 Build studies, the intersection of Paseo del Norte and Kimmick Drive operates at overall acceptable levels of service. Under these conditions, not including the Cliffs on Paseo development, a signal was not warranted.

For the evaluations with the Cliffs development included, the exiting minor street northbound left movement at Paseo del Norte and Kimmick does not operate at an acceptable level of service in either the 2024 No Build nor the 2024 Build scenario. For these conditions where the Cliffs on Paseo development is included, a traffic signal was warranted.

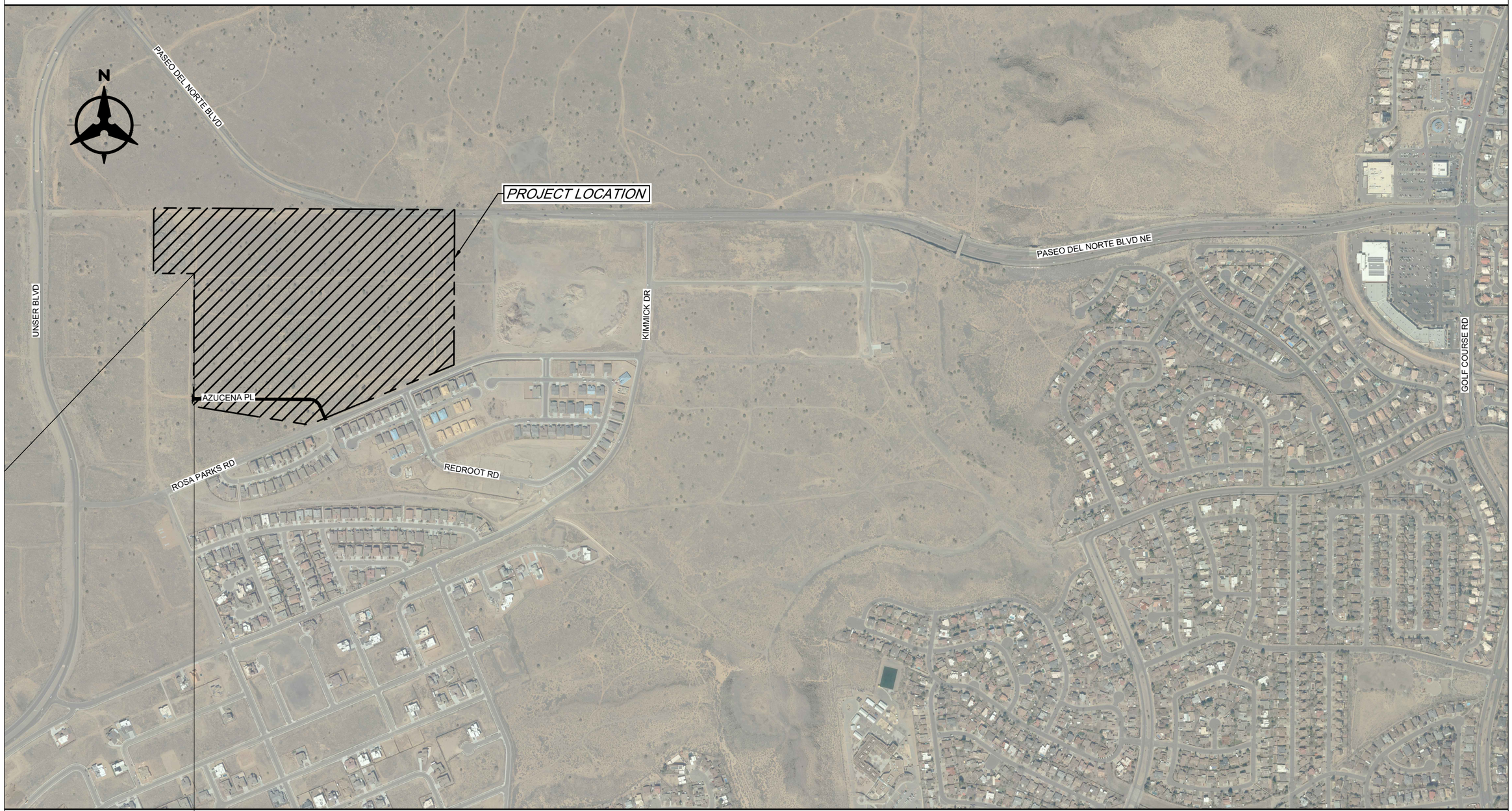
In the Build scenario, the exiting minor street westbound left and right movements at Unser Boulevard and Rosa Parks Road do not operate at acceptable conditions in both the AM and PM peak hours for 1-stage left turns. The Unser and Rosa Parks intersection operates at acceptable levels of service for the 2-stage, 2024 Build analysis. This intersection does not warrant a traffic signal analysis.

The intersections of Rosa Parks and Azucena, and Rosa Parks and Redroot operate at acceptable levels of service for all conditions including Existing, 2024 No Build and 2024 Build scenarios.

3. RECOMMENDATIONS

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and the City of Albuquerque requirements.
- Since a signal is only warranted at the Paseo del Norte and Kimmick Drive intersection when the traffic generated from the Cliffs on Paseo

development is included, it is not recommended to turn on the existing signal at this time.



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SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP

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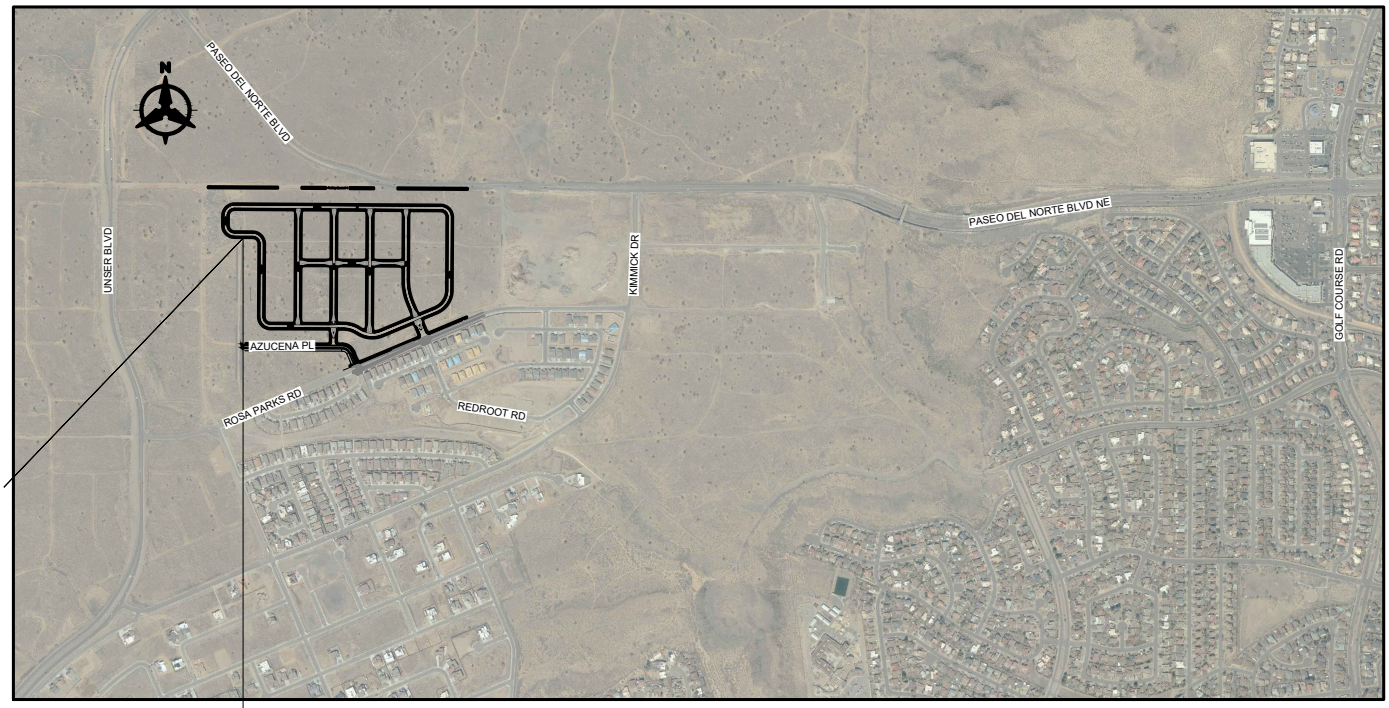

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SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development is a 244-unit single family residential development on approximately 59.08 acres.

The development is situated at the southeast corner of Paseo del Norte and Unser. The study area is partially developed. The Cliffs on Paseo development, Sonata Apartments, and Ventana Ranch Retail are approved developments to the north and northeast of the La Cuentista development. There is also established residential zones in the surrounding area.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed by 2024, phasing is not anticipated.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the following intersections:

- Paseo del Norte and Kimmick Drive (existing 3-way intersection with existing signal bagged/turned off, future signalized intersection)
- Unser Blvd and Rosa Parks (existing 3-way unsignalized intersection)
- Rosa Parks and Azucena (existing 3-way unsignalized intersection, future 4-way unsignalized intersection)
- Rosa Parks and Redroot (existing 3-way unsignalized intersection, future 4-way unsignalized intersection)

B. SITE ACCESSIBILITY

The development will have access via two future driveways. The primary driveway will be located at the Rosa Parks-Azucena intersection, and the secondary driveway is to be located at the Rosa Parks-Redroot intersection. Both Azucena and Redroot are existing 3-way intersections, future 4-way intersections.

The primary routes to the site are anticipated to be either Paseo del Norte or Unser Boulevard.

C. DATA SOURCES

The data used in this report consist of the traffic volumes described below, aerial photography and mapping from Google Earth®, information is provided by the Projected Turning Movements Worksheets for the Cliffs on Paseo development dated 2017, the Cliffs on Paseo TIA dated 2017 as well as information provided by TAQA Traffic Counts, and Streetlight.

IV. EXISTING CONDITIONS ANALYSIS

A. BACKGROUND

Roadway federal classification is updated approximately every four years. The classification process involves local governments, the Mid Region Council of Governments (MRCOG), New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA). The 2016 MRCOG Roadway Functional Classification Map classifies roadways based on their function. Roadways are subject to design guidance based on their functional classification, design speed, or based on Comprehensive Plan corridor designations.

1. ADJACENT ROADWAYS

The following are adjacent roadways:

- Paseo del Norte is a principal arterial with 2 lanes west of Kimmick and 4 lanes east of Kimmick. The transition segment from 4 lanes to 2 lanes is located just to the west of the Paseo-Kimmick intersection. Therefore, this intersection was evaluated with two through lanes in each direction on Paseo del Norte. There is an existing signal at this intersection however, it is not currently in use/turned on. Paseo del Norte provides regional connectivity within Albuquerque, serving as a river crossing east of the study area. To the west, Paseo del Norte turns into Atrisco Vista and heads south to connect with I-40. The posted speed limit for Paseo del Norte is 35 miles per hour (MPH) Sidewalks and bicycle lanes are not present on Paseo del Norte in this area. The City DMD has a project NMDOT CN A300261, to widen Paseo del Norte from west of Kimmick to the west to Universe.
- Unser Blvd is a principal arterial, currently with one lane in each direction, as well as curb and gutter along the east side of the roadway. Unser has a posted speed limit of 35 MPH. Unser provides regional connectivity within the greater Albuquerque area, serving as a link between major/minor roadways which travel east-west directions, including I-40, Paseo del Norte, Central Ave, Paseo del Volcan, Norther and Southern Blvd. The City DMD has a partially funded project, MPO#465.3/NMDOT CNA300304 Unser Boulevard Gap Widening Phase 2 – Kimmick Drive to Paradise Boulevard, that will widen Unser to 4 lanes, including on-street bicycles lanes. Due to the uncertainty of the construction timeline this project, Unser Boulevard was evaluated as a 2-lane road as it is today, in all scenarios.
- Rosa Parks is a major collector with one lane in each direction and a two-way left-turn lane to the southwest of Azucena. Rosa Parks has a posted speed limit

of 30 MPH. Rosa Parks has paved, separated multi-use facilities on the south side of the roadway.

- Kimmick Drive is a minor collector with one lane in each direction and a posted speed limit of 30 MPH. Kimmick is an undivided roadway with curb and gutter along the west side of the roadway. No sidewalk or bike paths exist on this roadway.
- The future Cliffs on Paseo Development, located at the southwest corner of Paseo del Norte and Kimmick Drive, is expected to have a significant impact on the adjacent transportation system. This will be discussed in more detail later in the report.

2. Multi-Modal Conditions

Sidewalks and bicycle lanes are not present on Paseo del Norte in this area. The City of Albuquerque Bike Map identifies future bicycle lanes on Paseo del Norte and a future paved trail on the north side of Paseo del Norte west of Ventana West.

Unser, Rosa Parks, and Kimmick do not currently have any type of multi-use trails.

B. EXISTING TRAFFIC CONDITIONS

The NMDOT has developed guidelines for *Alternative Means to Develop Base Turning Movements Volumes for Traffic Impact Studies During COVID-19 Times*, released October 5, 2020. These guidelines provide three (3) methods to develop traffic counts for use in traffic studies. This analysis utilizes Method 2 as reliable link volume data from MRCOG and Streetlight Data for Unser and Paseo del Norte. TAQA does not report data for Rosa Parks or Kimmick, and Streetlight Data was considered unreliable due to small sample sizes. Existing traffic for the existing subdivisions was estimated by counting the houses, developing trip generation, and distributing those trips onto the existing roadway network, similar to a normal traffic study.

1. Approved Development

The area surrounding La Cuentista is the future Cliffs on Paseo development as offices (general and medical/dental), residential apartments and retail buildings. This development is located southwest of the Paseo del Norte and Kimmick Drive intersection.

The total trips for the future Cliffs on Paseo development are included in the 2024 No Build and 2024 Build volumes as approved development. Since this development has not yet started construction, the scenarios for 2024 No Build and 2024 Build are also evaluated without including the trips generated by the future Cliffs on Paseo.

In addition, traffic from the Sonata Apartments and Ventana Ranch Commercial projects was also included in the background traffic.

C. LEVEL OF SERVICE DEFINITIONS

The *Highway Capacity Manual Sixth Edition* (HCM) defines Level of Service (LOS) for un-signalized intersections in Table 1 as follows:

Table 1 | LOS Definitions

Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles do not stop	<10	<10
B	Some vehicles stop	>10 and <20	>10 and <15
C	Significant numbers of vehicles stop	>20 and <35	>15 and <25
D	Many vehicles stop	>35 and <55	>25 and <35
E	Limit of acceptable delay	>55 and <80	>35 and <50
F	Unacceptable delay	>80	>50

The City of Albuquerque has established LOS D as the generally acceptable level of service in urban areas. When intersections operate below this level, improvements are considered, where feasible. Other critical movements are also desired to have LOS D or better if possible.

D. EXISTING INTERSECTION CAPACITY ANALYSIS

The existing intersections traffic volume were analyzed using Highway Capacity Software version 7 (HCS7), which uses the intersection methodology from the Sixth Edition of the Highway Capacity Manual (HCM). Individual intersection output for the existing conditions analysis is included in Appendix B. The results are summarized in Table 2.

The one-way stop-controlled intersections of Paseo del Norte and Kimmick Drive, and Unser Boulevard and Rosa Parks Road both operate at acceptable levels of service in the AM and PM peak hours for 1-stage left turns. For 1-stage left turns, the vehicle will wait for a gap large enough in both directions of travel before turning.

For 2-stage left turns, the vehicle will cross into the median and wait until it can merge with the same directional traffic. This type of movement helps decrease the delay time per vehicle and generate a better level of service, however it is acknowledged that not all drivers are comfortable with this maneuver.

The 2-stage analysis for the intersections of Paseo del Norte and Kimmick Drive, plus Unser Boulevard and Rosa Parks Road was not necessary as both operate at

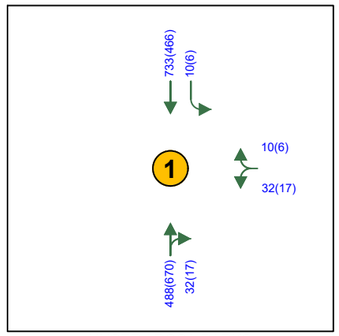
acceptable levels of service in the AM and PM peak hours with 1-stage left turns in existing conditions.

The existing westbound left, northbound left and right movements at intersections of Rosa Parks Road and Azucena Place, and Rosa Parks Road and Redroot Road operate at acceptable levels of service in the AM and PM peak hours.

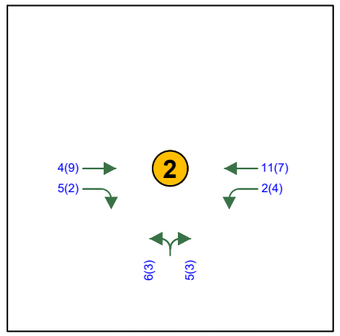
Table 2 | Existing Unsignalized Intersection Results

	2019 AM Peak				2019 PM Peak			
Intersection/Movement	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**
Paseo & Kimmick (1-Stage)								
Westbound Left	11.3	0.03	25	B	8.4	0.05	25	A
Northbound Left	33.2	0.03	25	D	24.7	0.01	0	C
Northbound Right	14.1	0.12	25	B	9.8	0.05	25	A
Unser & Rosa Parks (1-Stage)								
Westbound Left & Right	29.4	0.24	25	D	23.5	0.11	25	C
Southbound Left	8.6	0.01	0	A	9.2	0.01	0	A
Rosa Parks & Azucena								
Westbound Left	7.2	0.00	0	A	7.2	0.00	0	A
Northbound Left & Right	8.6	0.01	0	A	8.5	0.01	0	A
Rosa Parks & Redroot								
Westbound Left	7.2	0.00	0	A	7.3	0.01	0	A
Northbound Left & Right	8.6	0.02	25	A	8.6	0.01	0	A

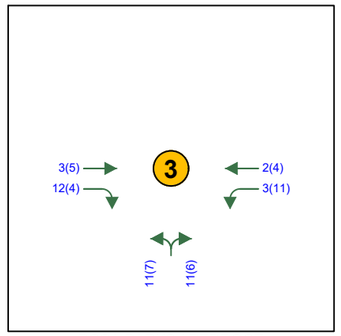
* – HCM 95th percentile queue rounded to next 25-foot increment



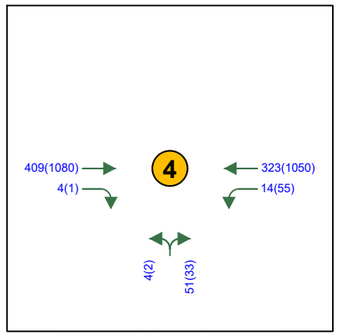
UNSER / ROSA PARKS



ROSA PARKS / AZUCENA



ROSA PARKS / REDROOT



PASEO DEL NORTE / KIMMICK

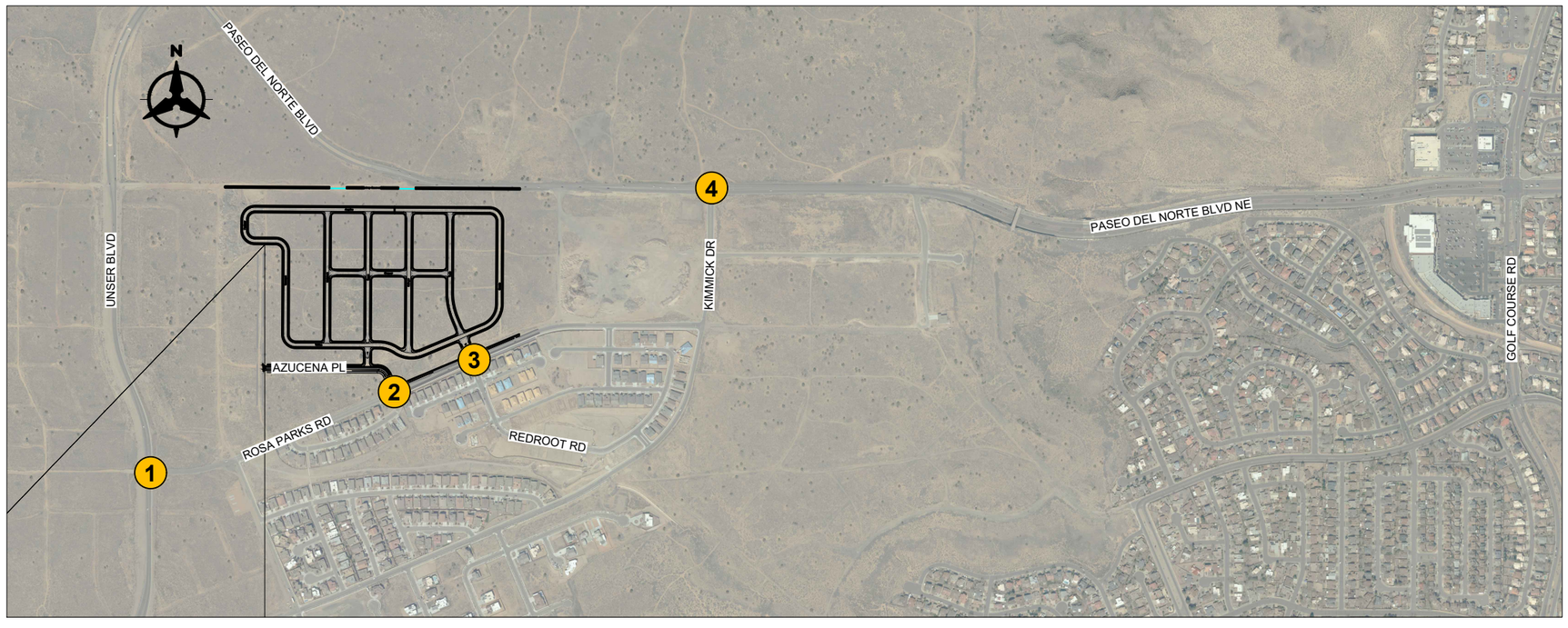


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FIGURE 3
EXISTING TRAFFIC VOLUMES

V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. No pass-by trips we used in this analysis.
- **Diverted Linked Trips –** These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

This study evaluates primary trips only.

The trip generation based on the 10th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual is shown in Table 3 below with the following considerations. The trip generation is based on the peak hour of the adjacent street traffic.

Table 3 | Trip Generation

Land Use	ITE Code	Size	Daily	AM Enter	AM Exit	PM Enter	PM Exit
Single Family Detached	210	244	2362	44	134	239	89

2. Trip Distribution and Assignment

The trip distribution was determined using a modified gravity model that considered a region-wide travel shed for employment trips. As the development is residential, standard traffic analysis assumes the trips in the peak hour to be primarily employment trips, so the destinations for the AM trips are employment locations, with the origins the site. In the PM peak hour, the destination is the site, and the origins are the employment locations.

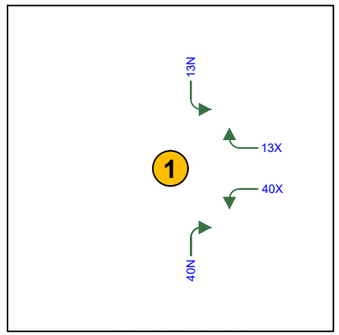
The gravity model uses the locations of employment, which are weighted by the number of jobs in the Subareas in the Albuquerque Metropolitan area divided by their distance from the site. This means that employment locations closer to the site are considered more likely, with those farther away to be less likely, depending on how many jobs are in each Subarea.

The gravity model utilized socioeconomic data obtained from the Mid Region Council of Governments (MRCOG), which included population and employment estimates for each subarea within the Albuquerque Metropolitan Planning Area to develop the trip distribution.

Spreadsheets showing the development of the trip distribution are included in Appendix C. The trip distribution percentages and assigned traffic volumes is shown in Figure 4 and Figure 5.

3. Traffic Projections

A background growth rate of 3.5% was applied to provide an estimate of potential future growth of traffic at all intersections evaluated. The growth rate determination and data are summarized in the spreadsheets included in Appendix C. Figure 6 on page 20 shows the 2024 No Build traffic volumes. Figure 7 on page 24 shows the 2024 No Build traffic volumes.



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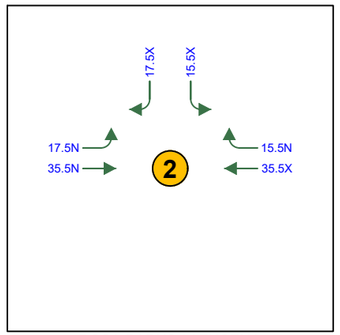
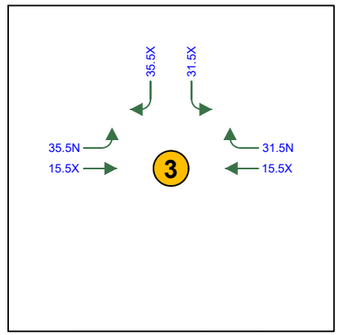
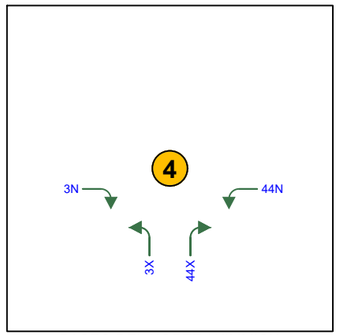


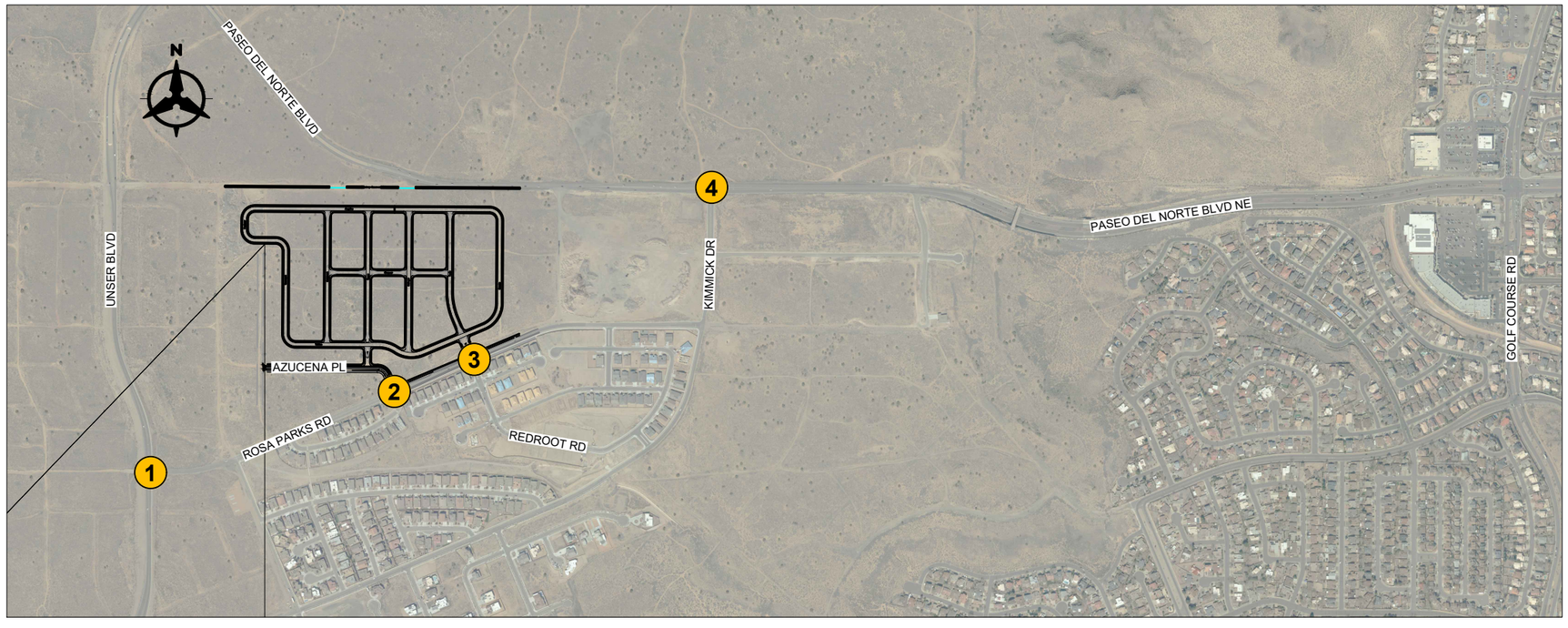
ROSA PARKS / AZUCENA



ROSA PARKS / REDROOT



PASEO DEL NORTE / KIMMICK



LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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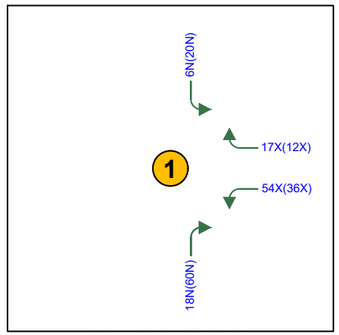
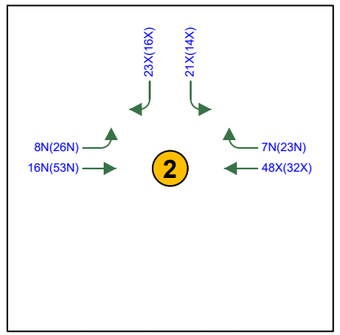
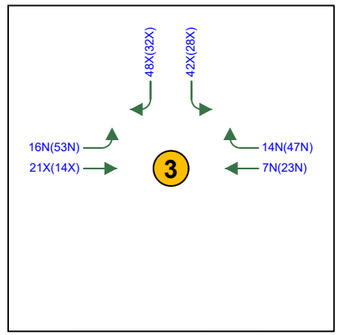
FIGURE 4
TRIP DISTRIBUTION PERCENTAGES



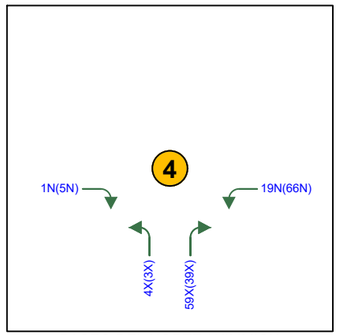
UNSER / ROSA PARKS



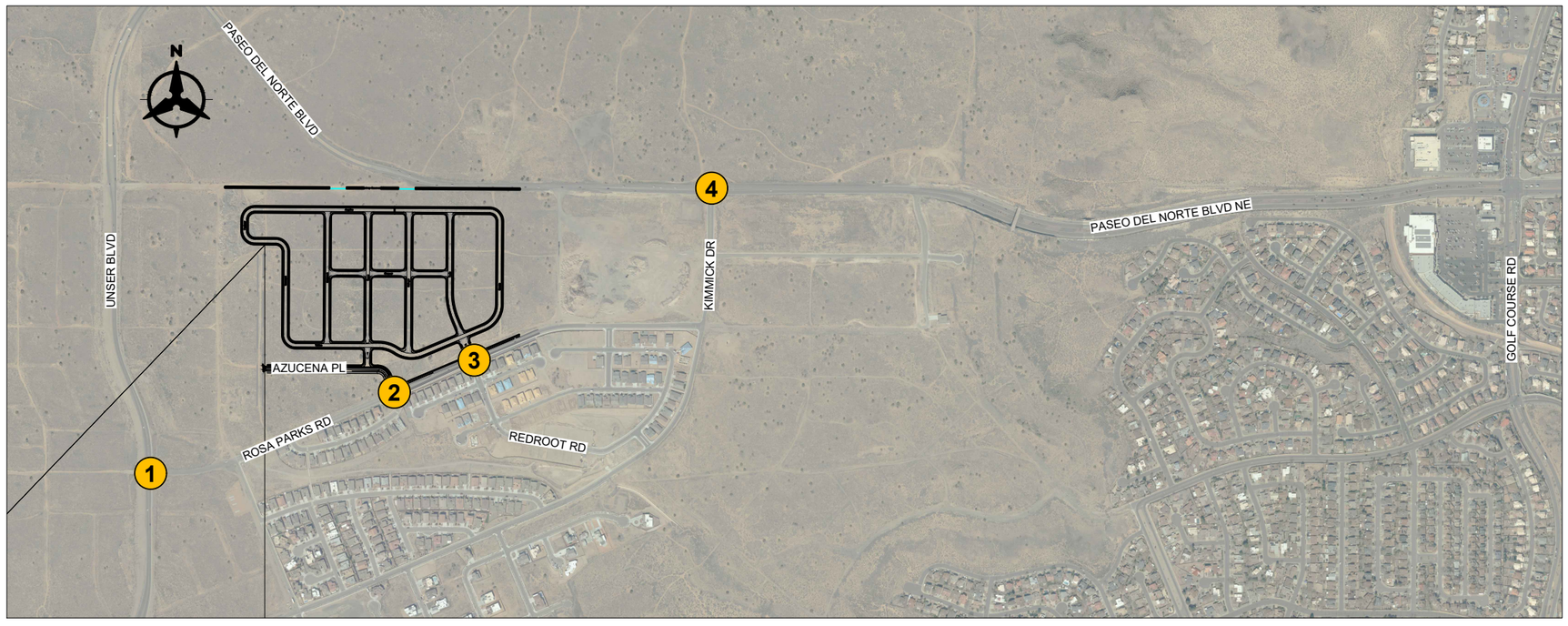
ROSA PARKS / AZUCENA



ROSA PARKS / REDROOT



PASEO DEL NORTE / KIMMICK



LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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SITE TRAFFIC ANALYSIS

FIGURE 5
TRIP ASSIGNMENT VOLUMES

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VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis. The intersection capacity analysis was completed using HCS7 which implements the Highway Capacity Manual procedures.

1. No Build Intersection Capacity Analysis

The 2024 No Build analysis consists of two scenarios; 1) without the proposed Cliffs Development, and 2) with Cliffs Development included. Table 4 and Table 5 show the 2024 No Build results. The HCS output is included in Appendix D. As mentioned, the large number of trips resulting from the Cliff's development substantially affects operation of the Kimmick and Paseo del Norte intersection.

The unsignalized intersection of Paseo del Norte and Kimmick Drive was evaluated for two no build conditions including one analysis with the Cliffs Development and the other without the development. Since there is an existing painted median at this intersection, these two conditions were modeled for both 1-stage and 2-stage left turns. For the condition with the Cliffs development excluded, all approaches operate at acceptable levels of service. When the traffic generated from the Cliffs on Paseo development is included, the northbound left movement operates poorly.

Due to the poor operation, a peak hour traffic signal warrant analysis was performed for the intersections of Paseo del Norte and Kimmick Drive.

The peak hour traffic signal warrant analysis for the intersection of Paseo del Norte and Kimmick Drive was performed for both conditions, with and without the Cliffs Development traffic volumes. Each condition was evaluated for both 1-stage and 2-stage left turns. For 1-stage left turns, the vehicle will wait for a gap large enough in both directions of travel before turning. For 2-stage left turns, the vehicle will cross into the median and wait until it can merge with same directional traffic. This type of movement helps decrease the delay time per vehicle and generate a better level of service.

The analysis excluding the Cliffs Development does not warrant a traffic signal. For the condition which includes the additional traffic due to the Cliffs Development, the scenario did warrant a signal for both 1-stage and 2-stage left turns. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

The analysis found the signalized intersection of Paseo del Norte and Kimmick Drive operates at overall acceptable levels of service in the AM and PM peak hours for both scenarios. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

Under the condition with the Proposed Cliffs Development, the signalized intersection of Paseo del Norte and Kimmick Drive operate with an increased delay and lower

level of service for the eastbound and westbound approaches compared to the study excluding the Cliffs Development. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

Table 4 | 2024 No Build Signalized Intersection Results

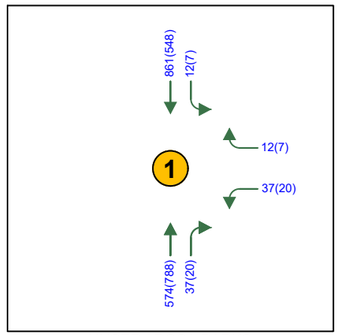
Intersection	2024 AM Peak			2024 PM Peak		
	Delay	LOS	Max V/C	Delay	LOS	Max V/C
Paseo & Kimmick (w/out Cliffs)						
Eastbound Thru & Right	6.4	A	0.544	5.9	A	0.233
Westbound Left	18.4	B	0.107	4.8	A	0.119
Westbound Thru	2.1	A	0.148	2.9	A	0.490
Northbound Left	33.7	C	0.039	29.7	C	0.024
Northbound Right	34.0	C	0.475	26.5	C	0.225
Paseo & Kimmick (w/Cliffs)						
Eastbound Thru & Right	11.5	B	0.539	16.1	B	0.319
Westbound Left	26.4	C	0.092	11.7	B	0.547
Westbound Thru	3.2	A	0.124	10.2	B	0.602
Northbound Left	34.6	C	0.042	28.2	C	0.331
Northbound Right	31.5	C	0.437	26.0	C	0.069

The unsignalized intersection of Unser and Rosa Parks was modeled for both 1-stage and 2-stage left turns. For AM and PM peak hour, the 2024 No Build westbound left and right turn volumes operate below acceptable levels of service for 1-stage type turns. However, when this same scenario is evaluated using 2-stage left turns, all approaches operate at acceptable levels of service.

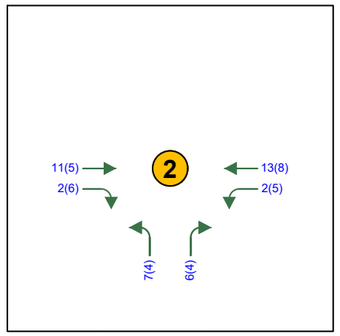
The peak hour traffic signal warrant analysis for the intersection of Unser Boulevard and Rosa Park Road was evaluated for both 1-stage and 2-stage left turns. This intersection does not warrant a traffic signal. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

The unsignalized intersections of Rosa Parks and Azucena as well as Rosa Parks and Red Root operate at acceptable levels of service in the 2024 No Build condition.

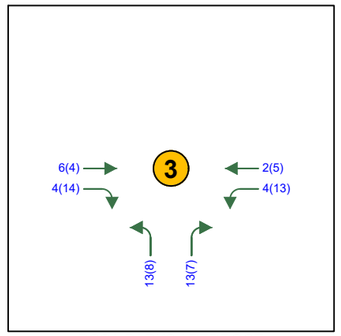
Table 5 | 2024 No Build Unsignalized Intersection Results								
	2024 AM Peak				2024 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Paseo & Kimmick (w/out Cliffs, 1-Stage)								
Westbound Left	12.7	0.04	25	B	8.8	0.07	25	A
Northbound Left	48.5	0.05	25	E	33.0	0.02	25	D
Northbound Right	16.4	0.17	25	C	10.2	0.06	25	B
Paseo & Kimmick (w/out Cliffs, 2-Stage)								
Westbound Left	12.7	0.04	25	B	8.8	0.07	25	A
Northbound Left	27.6	0.03	25	D	19.1	0.01	0	C
Northbound Right	16.4	0.17	25	C	10.2	0.06	25	B
Paseo & Kimmick (w/Cliffs, 1-Stage)								
Westbound Left	18.2	0.44	25	C	10.0	0.29	25	A
Northbound Left	450.1	1.19	25	F	1055.5	2.95	25	F
Northbound Right	21.2	0.42	25	C	15.6	0.54	25	C
Paseo & Kimmick (w/Cliffs, 2-Stage)								
Westbound Left	18.2	0.44	25	C	10.0	0.29	25	A
Northbound Left	48.1	0.28	25	E	188.6	1.14	25	F
Northbound Right	21.2	0.42	25	C	15.6	0.54	25	C
Unser & Rosa Parks (1-Stage)								
Westbound Left & Right	45.7	0.38	25	E	31.9	0.18	25	D
Southbound Left	8.9	0.01	0	A	9.7	0.01	0	A
Unser & Rosa Parks (2-Stage)								
Westbound Left & Right	20.9	0.19	25	C	18.8	0.10	25	C
Northbound Left	8.9	0.01	0	A	9.7	0.01	0	A
Rosa Parks & Azucena								
Westbound Left	7.2	0.00	0	A	7.2	0.00	0	A
Northbound Left & Right	8.6	0.01	25	A	8.5	0.01	0	A
Rosa Parks & Redroot								
Westbound Left	7.2	0.00	0	A	7.3	0.01	0	A
Northbound Left & Right	8.6	0.03	25	A	8.6	0.02	0	A
* – HCM 95th percentile queue rounded to next 25-foot increment								



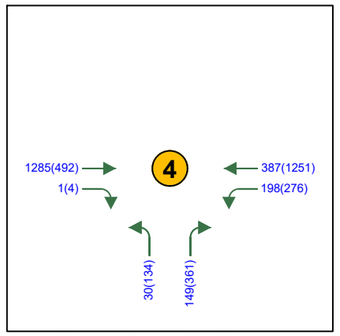
UNSER / ROSA PARKS



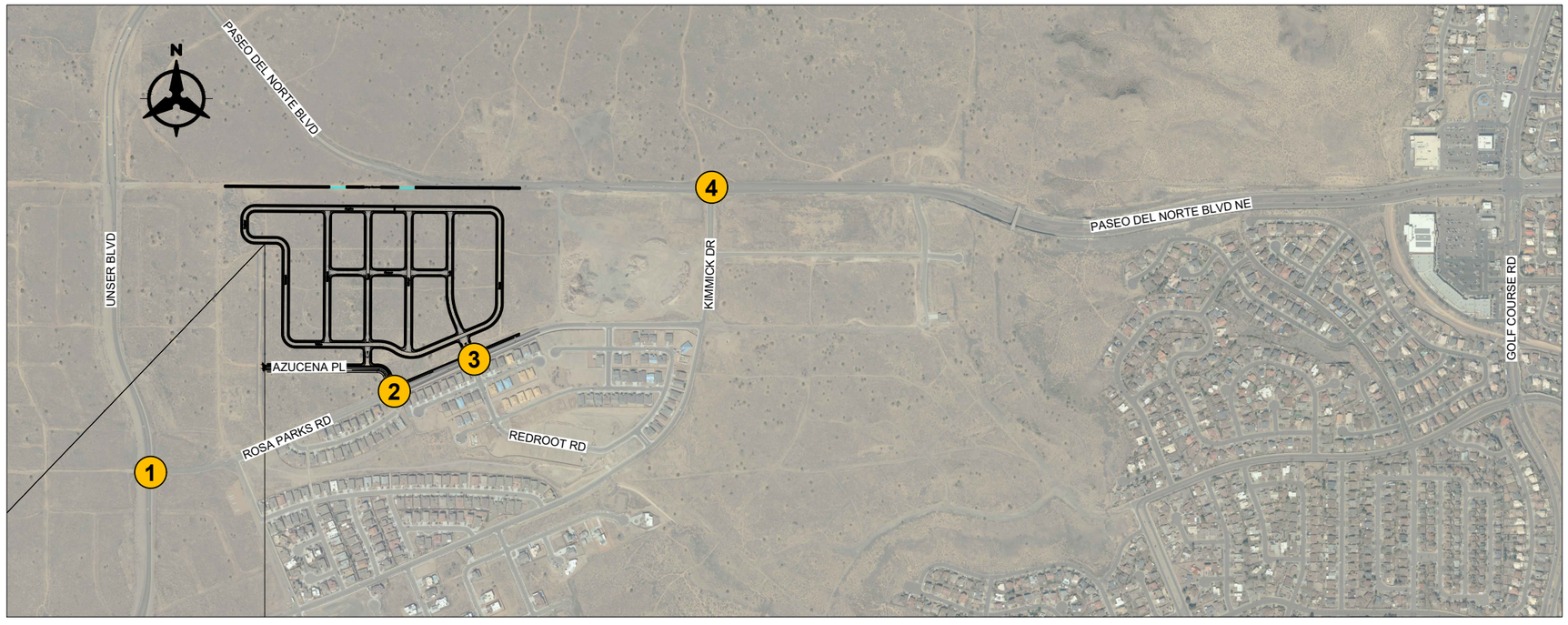
ROSA PARKS / AZUCENA



ROSA PARKS / REDROOT



PASEO DEL NORTE / KIMMICK



LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)

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SITE TRAFFIC ANALYSIS

FIGURE 6
2024 NO BUILD TRAFFIC VOLUMES

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2. Build Intersection Capacity Analysis

The trips generated by the site (Table 3) were assigned to the intersections using the trip percentages and associated volumes, shown in Figure 4 and Figure 5. These trips were added to the 2024 No Build traffic projections shown in Appendix C. The 2024 Build capacity analysis is shown in Table 6 and Table 7. The individual intersection output is included in Appendix E.

The peak hour traffic signal warrant analysis for the intersection of Paseo del Norte and Kimmick Drive was performed for both conditions, with and without the Cliffs Development traffic volumes. Each condition was evaluated for both 1-stage and 2-stage left turns. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

The analysis, excluding the Cliffs Development, does not warrant a traffic signal. For the condition including the additional traffic due to the Cliffs Development, a signal was warranted for both 1-stage and 2-stage left turns. In light of this information, activating of the existing traffic signal is likely needed upon development of the Cliff's project, but is not needed for La Cuentista if the Cliff's project is not present. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

The analysis found the signalized intersection of Paseo del Norte and Kimmick Drive operates at overall acceptable levels of service in the AM and PM peak hours, for both scenarios.

Table 6 | 2024 Build Signalized Intersection Results

Intersection	2024 AM Peak			2024 PM Peak		
	Delay	LOS	Max V/C	Delay	LOS	Max V/C
Paseo & Kimmick (w/out Cliffs)						
Eastbound Thru & Right	8.7	A	0.579	7.0	A	0.246
Westbound Left	19.2	B	0.199	5.5	A	0.238
Westbound Thru	2.8	A	0.153	3.4	A	0.499
Northbound Left	33.2	C	0.049	29.7	C	0.042
Northbound Right	33.3	C	0.567	26.2	C	0.343
Paseo & Kimmick (w/Cliffs)						
Eastbound Thru & Right	14.5	B	0.658	18.9	B	0.343
Westbound Left	28.6	C	0.853	13.3	B	0.651
Westbound Thru	4.1	A	0.161	11.2	B	0.607
Northbound Left	34.1	C	0.136	29.0	C	0.320
Northbound Right	31.0	C	0.570	25.8	C	0.688

The unsignalized intersection of Paseo del Norte and Kimmick Drive was evaluated for two 2024 Build conditions, with one analysis including the Cliffs Development, and the other without the Cliffs Development. Since there is an existing painted median at this intersection, these two conditions were modeled for both 1-stage and 2-stage left turns. For the condition with the Cliffs development excluded, all approaches operate

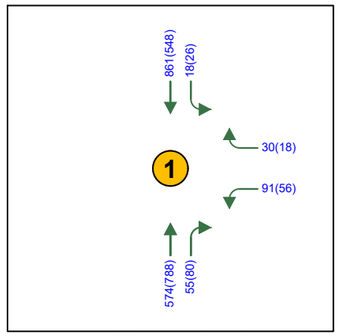
at acceptable levels of service for the 2-stage analysis. When the traffic generated from the Cliffs on Paseo development is included, the northbound left movement operates poorly.

The unsignalized intersection of Unser and Rosa Parks was modeled for both 1-stage and 2-stage left turns. For AM and PM peak hour, the 2024 Build westbound left and right turn volumes operate below acceptable levels of service for 1-stage type turns. However, when this same scenario is evaluated using 2-stage left turns, all approaches operate at acceptable levels of service.

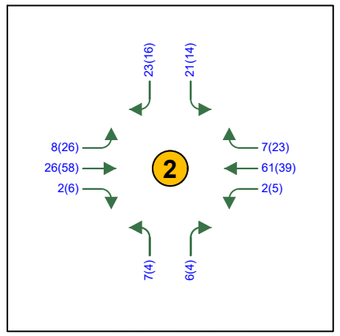
The peak hour traffic signal warrant analysis for the intersection of Unser Boulevard and Rosa Park Road was evaluated for both 1-stage and 2-stage left turns. This intersection does not warrant a traffic signal. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

The unsignalized intersections of Rosa Parks and Azucena, as well as Rosa Parks and Red Root operate at acceptable levels of service in the 2024 Build condition.

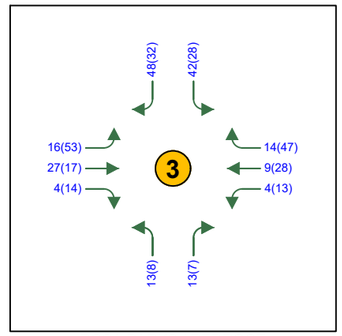
Table 7 | 2024 Build Unsignalized Intersection Results								
	2024 AM Peak				2024 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Paseo & Kimmick (w/out Cliffs, 1-Stage)								
Westbound Left	13.1	0.08	25	B	9.1	0.14	25	A
Northbound Left	56.9	0.11	25	F	44.5	0.06	25	E
Northbound Right	19.2	0.34	25	C	10.6	0.12	25	B
Paseo & Kimmick (w/out Cliffs, 2-Stage)								
Westbound Left	13.1	0.08	25	B	9.1	0.14	25	A
Northbound Left	28.8	0.05	25	D	22.7	0.03	25	C
Northbound Right	19.2	0.34	25	C	10.6	0.12	25	B
Paseo & Kimmick (w/Cliffs, 1-Stage)								
Westbound Left	19.3	0.49	25	C	10.5	0.36	25	B
Northbound Left	638.3	1.57	25	F	1676.7	4.21	25	F
Northbound Right	27.1	0.59	25	D	17.1	0.60	25	C
Paseo & Kimmick (w/Cliffs, 2-Stage)								
Westbound Left	19.3	0.49	25	C	10.5	0.36	25	B
Northbound Left	54.7	0.34	25	F	348.9	1.50	25	F
Northbound Right	27.1	0.59	25	D	17.1	0.60	25	C
Unser & Rosa Parks (1-Stage)								
Westbound Left & Right	133.5	0.97	25	F	59.0	0.57	25	F
Southbound Left	9.0	0.02	25	A	10.2	0.04	25	B
Unser & Rosa Parks (2-Stage)								
Westbound Left & Right	29.7	0.48	25	D	23.8	0.30	25	C
Northbound Left	9.0	0.02	25	A	10.2	0.04	25	B
Rosa Parks & Azucena								
Eastbound Left	7.4	0.01	0	A	7.4	0.02	25	A
Westbound Left	7.3	0.00	0	A	7.4	0.00	0	A
Northbound Approach	9.0	0.02	0	A	9.3	0.01	0	A
Southbound Approach	9.2	0.05	25	A	9.3	0.04	25	A
Rosa Parks & Redroot								
Eastbound Left	7.3	0.01	0	A	7.5	0.04	25	A
Westbound Left	7.3	0.00	0	A	7.3	0.01	0	A
Northbound Approach	9.1	0.03	25	A	9.6	0.02	25	A
Southbound Approach	9.2	0.10	25	A	9.7	0.08	25	A
* – HCM 95th percentile queue rounded to next 25-foot increment								



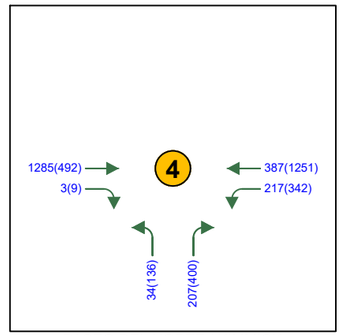
UNSER / ROSA PARKS



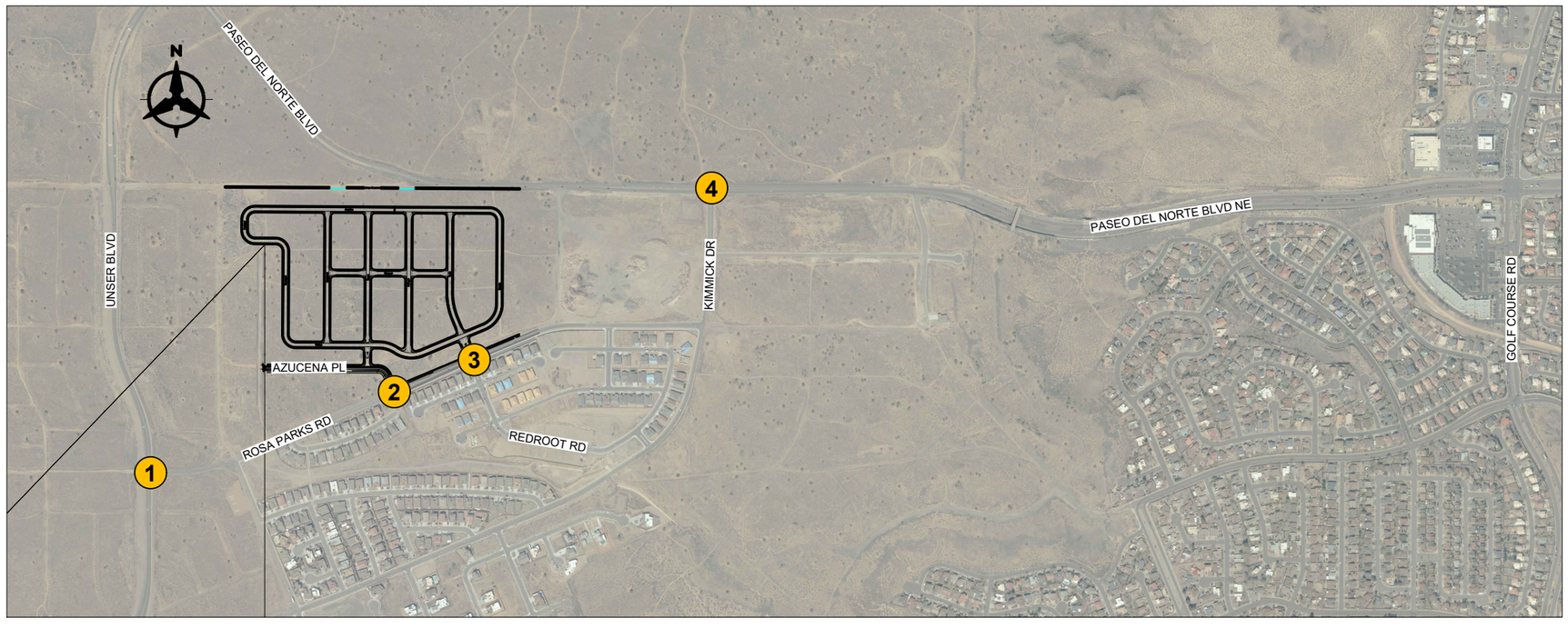
ROSA PARKS / AZUCENA



ROSA PARKS / REDROOT



PASEO DEL NORTE / KIMMICK



LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)

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FIGURE 7
2024 BUILD TRAFFIC VOLUMES

VII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis found that all intersections operate overall acceptably with Existing conditions.

The total trips for the future Cliffs on Paseo development significantly impact the adjacent Paseo del Norte and Kimmick Drive intersection. For both the 2024 No Build and 2024 Build studies, the intersection of Paseo del Norte and Kimmick Drive operates at acceptable levels of service. Under these conditions, not including the Cliffs on Paseo development, a signal was not warranted.

For the evaluations with the Cliffs development included, the northbound left movement at Paseo del Norte and Kimmick does not operate at an acceptable level of service in the 2024 No Build and 2024 Build scenarios. For these conditions where the Cliffs on Paseo development is included, a traffic signal was warranted.

In the Build the westbound left and right movements at Unser Boulevard and Rosa Parks Road do not operate acceptably in either the AM or PM peak hours for 1-stage left turns. The Unser and Rosa Parks intersection does operate at acceptable levels of service for the 2-stage, 2024 Build analysis. This intersection does not warrant an analysis.

The intersections of Rosa Parks and Azucena and Rosa Parks and Redroot operate at acceptable levels of service for all conditions including Existing, 2024 No Build and 2024 Build scenarios.

B. RECOMMENDATIONS

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and City of Albuquerque requirements.
- Since a signal is warranted at the Paseo del Norte and Kimmick Drive intersection only when the traffic generated from the Cliffs on Paseo development is included, it is not recommended to turn on the existing signal at this time. Application of signalization without the Cliffs on Paseo development is unwarranted.

APPENDIX A
EXISTING DATA

MRCOG Traffic Counts
Summary Statistics
See notes, bottom of report

4/27/2021 8:38:51 AM

					Direction 1		Direction 2		AM Peak Hour					PM Peak Hour						
COGID	Route Name	Location Description	Count Date	Total Volume	Daily Volume	Dir	Daily Volume	Dir	Time Begin	Volume	% Daily	Dir Split	Pk Dir	Time Begin	Volume	% Daily	Dlr Split	Pk Dir	Count Quality	Count Type
250842	PASEO DEL NORTE	WEST OF KIMMICK	4/1/2009	14,466	6,521	E	7,945	W	700	1,033	7.14	0.73	E	1730	1,531	10.58	0.78	W	T	Vol
250842	PASEO DEL NORTE	WEST OF KIMMICK	5/7/2013	16,166	8,232	E	7,934	W	630	1,438	8.90	0.76	E	1700	1,475	9.12	0.66	W	T	Vol
250842	PASEO DEL NORTE	WEST OF KIMMICK	3/15/2016	17,354	9,104	E	8,250	W	645	1,370	7.89	0.82	E	1630	1,357	7.82	0.68	W	T	VC
250842	PASEO DEL NORTE	WEST OF KIMMICK	4/27/2020	11,773	6,205	E	5,568	W	645	704	5.98	0.80	E	1645	970	8.24	0.63	W	T	VC
250842	PASEO DEL NORTE	WEST OF KIMMICK	9/1/2020	13,836	7,654	E	6,182	W	700	1,075	7.77	0.81	E	1645	1,125	8.13	0.60	W	T	VC
250842	PASEO DEL NORTE	WEST OF KIMMICK	3/30/2021	14,842	10,780	E	4,062	W	700	1,102	7.42	0.87	E	1700	1,090	7.34	0.69	E	T	VC
250842	PASEO DEL NORTE	WEST OF KIMMICK	3/11/2019	17,023	9,124	E	7,899	W	630	1,070	6.29	0.84	E	1700	1,450	8.52	0.60	E	T	Vol
250842	PASEO DEL NORTE	WEST OF KIMMICK	6/15/2020	15,526	7,974	E	7,552	W	700	910	5.86	0.79	E	1630	1,313	8.46	0.66	W	T	VC
250862	PASEO DEL NORTE	WEST OF GOLF COURSE RD.	3/1/2009	13,113	6,292	E	6,821	W	700	977	7.45	0.75	E	1700	1,265	9.65	0.69	W	T	Vol
250862	PASEO DEL NORTE	WEST OF GOLF COURSE RD.	3/12/2012	12,776	6,563	E	6,213	W	545	814	6.37	0.85	E	1600	1,185	9.28	0.67	W	T	Vol
250862	PASEO DEL NORTE	WEST OF GOLF COURSE RD.	3/17/2015	17,604	9,248	E	8,356	W	645	1,535	8.72	0.77	E	1600	1,417	8.05	0.61	W	T	Vol
250862	PASEO DEL NORTE	WEST OF GOLF COURSE RD.	3/5/2018	17,970	9,088	E	8,882	W	630	1,368	7.61	0.77	E	1615	1,386	7.71	0.65	W	T	VC
250862	PASEO DEL NORTE	WEST OF GOLF COURSE RD.	3/9/2021	18,564	9,844	E	8,720	W	700	1,240	6.68	0.78	E	1630	1,687	9.09	0.60	W	T	Vol
207931	UNSER BLVD.	NORTH OF ROSA PARKS	4/30/2012	8,433	4,403	N	4,030	S	700	807	9.57	0.62	S	1700	852	10.10	0.65	N	T	Vol
207932	UNSER BLVD.	SW OF PASEO DEL NORTE	5/7/2013	8,824	4,502	N	4,322	S	630	688	7.80	0.58	S	1615	663	7.51	0.58	N	T	VC
207932	UNSER BLVD.	SW OF PASEO DEL NORTE	4/14/2015	12,084	6,322	N	5,762	S	715	1,048	8.67	0.55	S	1530	981	8.12	0.62	N	T	VC
207932	UNSER BLVD.	SW OF PASEO DEL NORTE	4/6/2021	14,357	7,413	N	6,944	S	730	1,157	8.06	0.55	N	1630	1,165	8.11	0.57	N	T	VC
207932	UNSER BLVD.	SW OF PASEO DEL NORTE	4/10/2018	14,515	7,302	N	7,213	S	645	1,221	8.41	0.60	S	1630	1,136	7.83	0.59	N	T	VC
207941	UNSER BLVD.	N.E. OF PASEO DEL NORTE	5/7/2013	11,159	5,462	N	5,697	S	645	1,033	9.26	0.65	S	1645	1,032	9.25	0.60	N	T	Vol
207941	UNSER BLVD.	N.E. OF PASEO DEL NORTE	4/14/2015	15,208	6,932	N	8,276	S	645	1,424	9.36	0.69	S	1700	1,299	8.54	0.53	N	T	Vol
207941	UNSER BLVD.	N.E. OF PASEO DEL NORTE	4/6/2021	15,867	8,066	N	7,801	S	700	1,277	8.05	0.57	S	1700	1,310	8.26	0.54	N	T	VC
207941	UNSER BLVD.	N.E. OF PASEO DEL NORTE	4/10/2018	13,014	4,491	N	8,523	S	630	1,011	7.77	0.80	S	1545	859	6.60	0.74	S	T	VC
206552	PASEO DEL NORTE	WEST OF UNSER	5/7/2013	12,549	6,107	E	6,442	W	630	1,151	9.17	0.74	E	1715	1,005	8.01	0.75	W	T	VC
206552	PASEO DEL NORTE	WEST OF UNSER	3/15/2016	14,263	7,202	E	7,061	W	630	1,078	7.56	0.78	E	1630	1,203	8.43	0.67	W	T	Vol
206552	PASEO DEL NORTE	WEST OF UNSER	4/27/2020	9,942	4,974	E	4,968	W	645	530	5.33	0.81	E	1645	896	9.01	0.65	W	T	Vol
206552	PASEO DEL NORTE	WEST OF UNSER	8/11/2020	13,250	6,692	E	6,558	W	700	823	6.21	0.76	E	1700	1,117	8.43	0.64	W	T	Vol
206552	PASEO DEL NORTE	WEST OF UNSER	11/3/2020	11,889	5,823	E	6,066	W	700	849	7.14	0.78	E	1700	1,074	9.03	0.65	W	T	Vol
206552	PASEO DEL NORTE	WEST OF UNSER	3/30/2021	13,867	6,984	E	6,883	W	645	914	6.59	0.80	E	1700	1,171	8.44	0.62	W	T	Vol
206552	PASEO DEL NORTE	WEST OF UNSER	3/11/2019	12,922	6,678	E	6,244	W	645	815	6.31	0.83	E	1745	966	7.48	0.67	W	T	Vol

Notes:

1. Daily volumes are averages for a 24 hour period.
2. AM Peak Period: 6 AM to 9 AM; PM Peak Period: 3 PM to 6 PM.
*3. Peak **hours** are defined by the maximum hourly 2-way volume occuring during the peak **period**.*
4. 'Time Begin' is the beginning time of the peak hour (24 hour military time)
5. Peak hour % is the percentage of 2-way volume appearing in the peak hour.
6. 'Dir Split' is the directional split: the percentage of the 2-way peak hour volume traveling in the peak direction.
7. 'Pk Dir' indicates the peak direction. E.g., 'E' means "Eastbound'.
8. 'Count Quality' is defined by NMDOT and MRCOG count standards. 'T' indicates a good count. 'Q' indicates a count that meets NMDOT standards but does not meet MRCOG standards. 'F' indicates a bad count.
9. 'Count Type': 'Vol' refers to a regular volume tube count; 'VC' refers to a vehicle classification count.

APPENDIX B
2019 EXISTING INTERSECTION CAPACITY ANALYSIS

HCS7 Two-Way Stop-Control Report

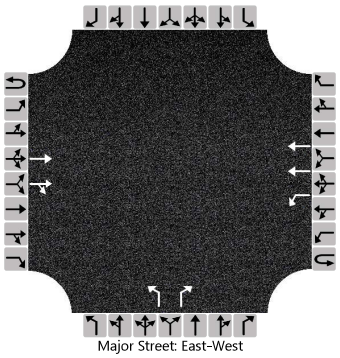
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2019
Time Analyzed	EXIST_2019_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (1-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1080	1	0	14	323			4		51				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						15				4		55				
Capacity, c (veh/h)						590				132		453				
v/c Ratio						0.03				0.03		0.12				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.4				
Control Delay (s/veh)						11.3				33.2		14.1				
Level of Service (LOS)						B				D		B				
Approach Delay (s/veh)					0.5				15.5							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

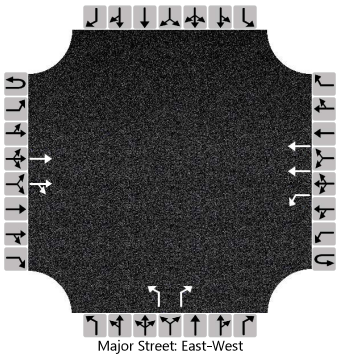
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2019
Time Analyzed	EXIST_2019_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (1-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			409	4	0	55	1050			2		33				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						60				2		36				
Capacity, c (veh/h)						1108				185		779				
v/c Ratio						0.05				0.01		0.05				
95% Queue Length, Q_{95} (veh)						0.2				0.0		0.1				
Control Delay (s/veh)						8.4				24.7		9.8				
Level of Service (LOS)						A				C		A				
Approach Delay (s/veh)					0.4				10.7							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

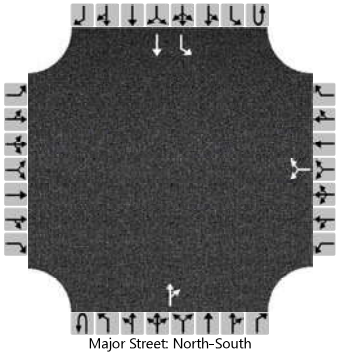
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2019
Time Analyzed	EXIST_2019_AM PEAK
Intersection Orientation	North-South
Project Description	La Cuentista

Site Information

Intersection	Unser and Rosa Parks
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Unser Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						32		10			488	32		10	733	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							46							11		
Capacity, c (veh/h)							193							1007		
v/c Ratio							0.24							0.01		
95% Queue Length, Q_{95} (veh)							0.9							0.0		
Control Delay (s/veh)							29.4							8.6		
Level of Service (LOS)							D							A		
Approach Delay (s/veh)						29.4							0.1			
Approach LOS						D										

HCS7 Two-Way Stop-Control Report

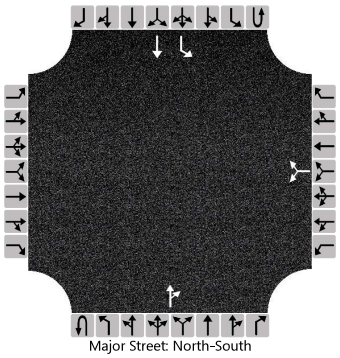
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2019
Time Analyzed	EXIST_2019_PM PEAK
Intersection Orientation	North-South
Project Description	La Cuentista (1-stage)

Site Information

Intersection	Unser and Rosa Parks
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Unser Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						17		6			670	17		6	466	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							25							7		
Capacity, c (veh/h)							219							862		
v/c Ratio							0.11							0.01		
95% Queue Length, Q_{95} (veh)							0.4							0.0		
Control Delay (s/veh)							23.5							9.2		
Level of Service (LOS)							C							A		
Approach Delay (s/veh)						23.5							0.1			
Approach LOS						C										

HCS7 Two-Way Stop-Control Report

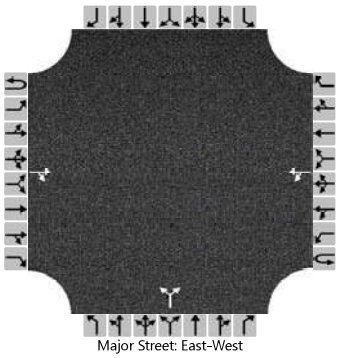
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2019
Time Analyzed	EXIST_2019_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista

Site Information

Intersection	Rosa Parks and Azucena
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Azucena
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			9	2		2	11			6		5				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2					12					
Capacity, c (veh/h)						1607					1023					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.2					8.6					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						1.1				8.6						
Approach LOS										A						

HCS7 Two-Way Stop-Control Report

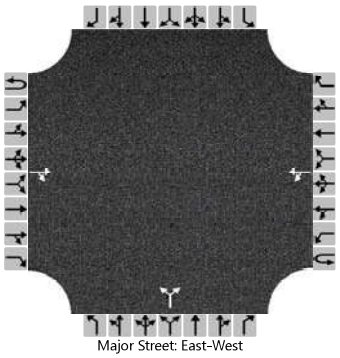
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2019
Time Analyzed	EXIST_2019_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista

Site Information

Intersection	Rosa Parks and Azucena
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Azucena
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			4	5		4	7			3		3				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4					7					
Capacity, c (veh/h)						1610					1031					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.2					8.5					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						2.6				8.5						
Approach LOS										A						

HCS7 Two-Way Stop-Control Report

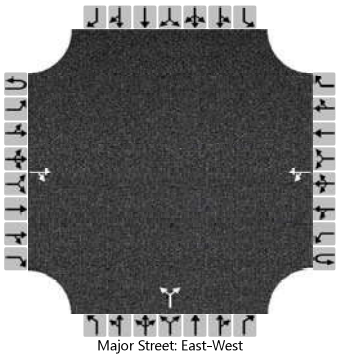
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2019
Time Analyzed	EXIST_2019_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista

Site Information

Intersection	Rosa Parks and Redroot
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Redroot
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			5	4		3	2			11		11				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3					24					
Capacity, c (veh/h)						1610					1036					
v/c Ratio						0.00					0.02					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
Control Delay (s/veh)						7.2					8.6					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						4.4				8.6						
Approach LOS										A						

HCS7 Two-Way Stop-Control Report

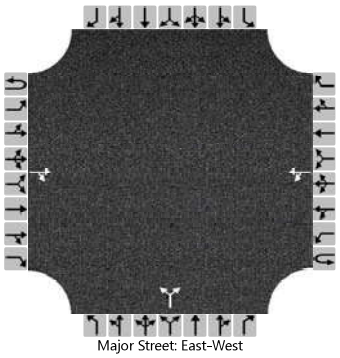
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2019
Time Analyzed	EXIST_2019_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista

Site Information

Intersection	Rosa Parks and Redroot
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Redroot
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			3	12		11	4			7		6				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

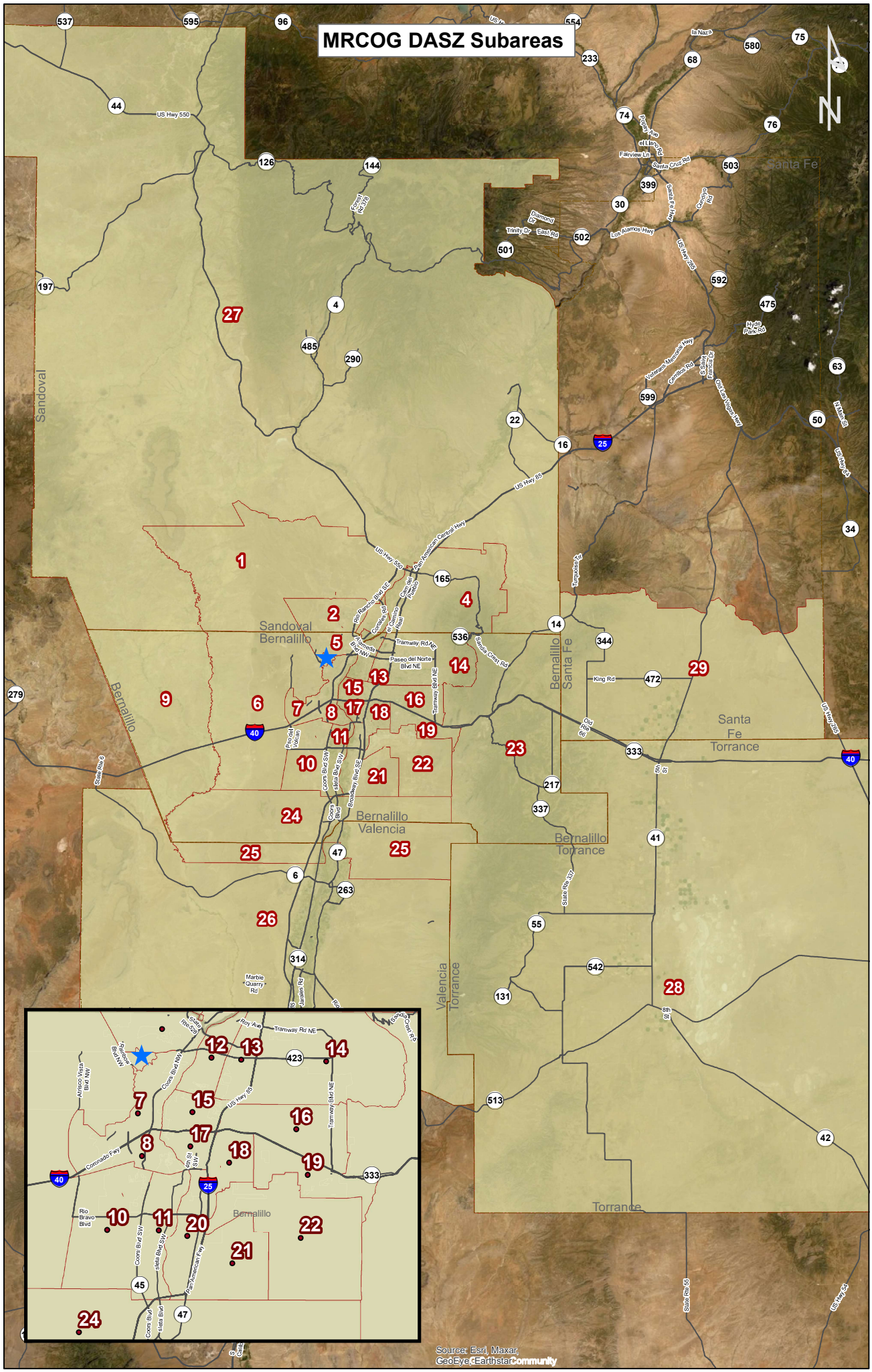
Critical and Follow-up Headways

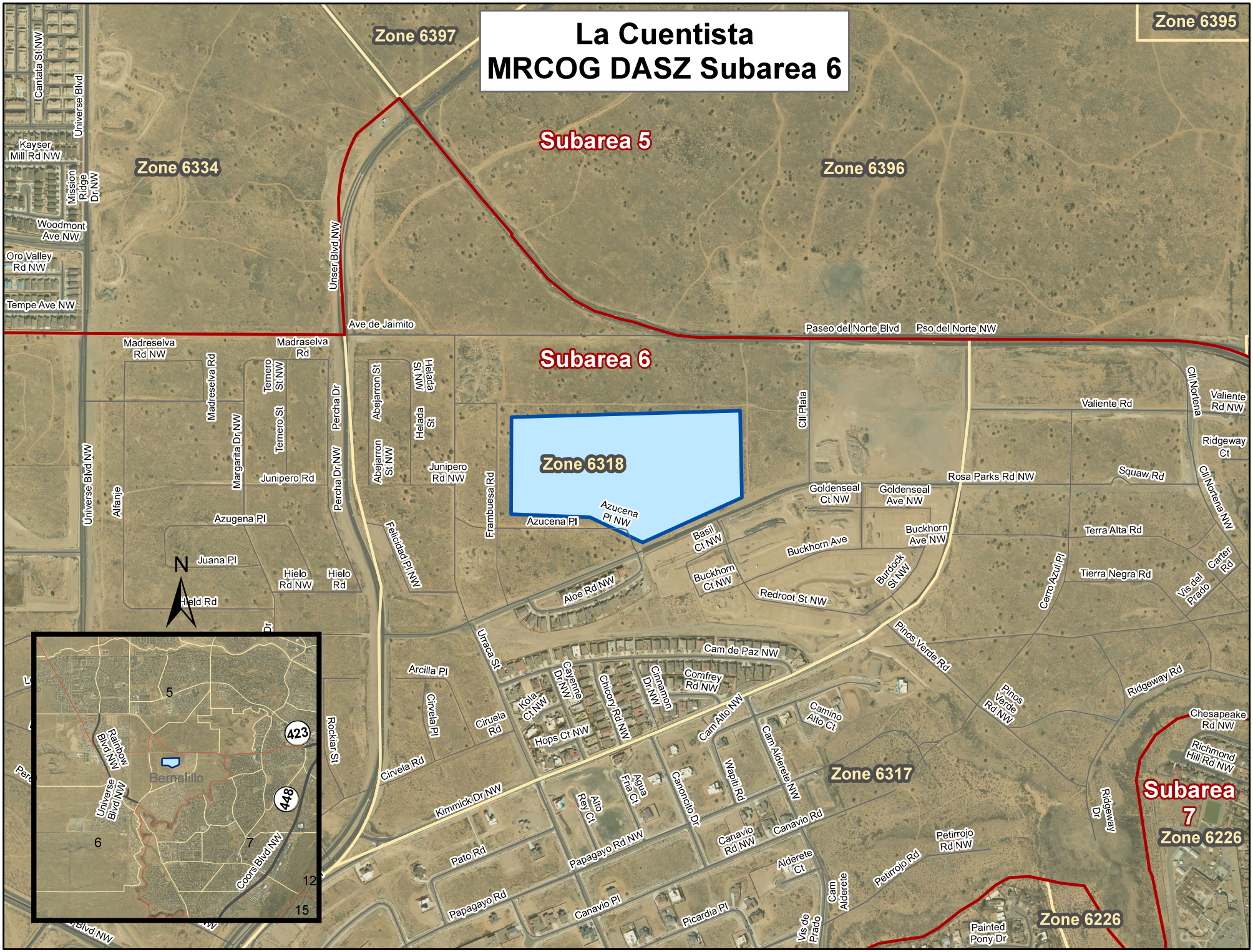
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						12					14					
Capacity, c (veh/h)						1601					1012					
v/c Ratio						0.01					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.3					8.6					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						5.3				8.6						
Approach LOS										A						

APPENDIX C
TURNING MOVEMENT DEVELOPMENT


MRCOG DASZ Subareas
N
Sandoval
Bernalillo
Santa Fe
Valencia
Torrance
Sandoval
Bernalillo
Bernalillo
Santa Fe
Santa Fe
Torrance
Bernalillo
Valencia
Bernalillo
Torrance
Valencia
Torrance
Bernalillo
Torrance
Source: Esri, Maxar, GeoEye, Earthstar Community


La Cuentista
MRCOG DASZ Subarea 6
Zone 6397
Zone 6395
Subarea 5
Zone 6334
Zone 6396
Subarea 6
Zone 6318
Zone 6317
Subarea 7
Zone 6226
Zone 6226
Cantata St NW
Universe Blvd
Kayser Mill Rd NW
Mission Ridge Dr NW
Woodmont Ave NW
Oro Valley Rd NW
Tempe Ave NW
Unser Blvd NW
Ave de Jaimito
Paseo del Norte Blvd
Pso del Norte NW
Madreselva Rd NW
Madreselva Rd
Madreselva Rd
Ternero St NW
Ternero St
Abejarron St
Abejarron St NW
Helada St NW
Helada St
Percha Dr
Percha Dr NW
Universe Blvd NW
Alfanje
Margarita Dr NW
Junipero Rd
Junipero Rd NW
Frambuesa Rd
Azucena Pl
Azucena Pl NW
Felicidad Pl NW
Azugena Pl
Juana Pl
Hielo Rd NW
Hielo Rd
Held Rd
Cll Plata
Valiente Rd
Cll Norteña
Valiente Rd NW
Ridgeway Ct
Rosa Parks Rd NW
Squaw Rd
Cll Norteña NW
Goldenseal Ct NW
Goldenseal Ave NW
Buckhorn Ave
Buckhorn Ave NW
Basil Ct NW
Buckhorn Ct NW
Burdock St NW
Redroot St NW
Aloe Rd NW
Terra Alta Rd
Tierra Negra Rd
Cerro Azul Pl
Vis del Prado
Carter Rd
Pinos Verde Rd
Ridgeway Rd
Pinos Verde Rd NW
Chesapeake Rd NW
Richmond Hill Rd NW
Ridgeway Dr
Urraca St
Cam de Paz NW
Arcilla Pl
Cayenne Dr NW
Kola Ct NW
Chicory Rd NW
Cinnamon Dr NW
Comfrey Rd NW
Camino Alto Ct
Cam Alto NW
Cam Alderete NW
Cirvela Pl
Ciruela Rd
Hops Ct NW
Cirvela Rd
Rockiar St
Rainbow Blvd NW
Universe Blvd NW
Bernalillo
Kimmick Dr NW
Alto Rey Ct
Agua Fria Ct
Canoncito Dr
Wapiti Rd
Canavio Rd NW
Canavio Rd
Petirrojo Rd NW
Petirrojo Rd
Alderete Ct
Cam Alderete
Pato Rd
Papagayo Rd NW
Papagayo Rd
Canavio Pl
Picardia Pl
Vis de Prado
Painted Pony Dr
Coors Blvd NW
423
448
N
5
6
7
12
15

La Cuentista 2025 Build Trip Distribution - Residential Trips
Employment by Subarea

Subarea	Employment* 2016	2040	2025	Distance	Employment / distance 2030	% Emp / Dist	UN Unser to/from North % Emp/ Dist.		
							% Utililizing	Utilizing	Emp
1	8,373	11,695	9,619	11.8	819	1.41%	80%	1.13%	7,695
2	16,177	19,251	17,330	4.9	3,533	6.10%	70%	4.27%	12,131
3	1,579	1,775	1,653	7.1	233	0.40%	65%	0.26%	1,074
4	3,725	4,083	3,859	15.9	243	0.42%			
5	14,923	16,730	15,601	2.1	7,347	12.68%	45%	5.71%	7,020
6	2,051	5,205	3,234	1.0	3,234	5.58%	24%	1.32%	767
7	9,234	11,922	10,242	3.8	2,685	4.63%			
8	9,101	12,837	10,502	6.6	1,598	2.76%			
9	671	970	783	19.4	40	0.07%	35%	0.02%	274
10	3,409	5,486	4,188	11.6	362	0.62%			
11	5,699	6,882	6,143	11.5	536	0.93%			
12	6,287	7,474	6,732	4.5	1,485	2.56%			
13	38,387	42,986	40,112	6.5	6,199	10.70%			
14	37,516	41,146	38,877	12.0	3,243	5.60%			
15	17,358	20,784	18,643	5.0	3,741	6.46%			
16	54,135	60,416	56,490	11.1	5,069	8.75%			
17	39,647	47,495	42,590	6.7	6,315	10.90%			
18	47,403	53,720	49,772	9.0	5,514	9.52%			
19	26,057	30,705	27,800	13.3	2,090	3.61%			
20	5,978	8,831	7,048	12.1	581	1.00%			
21	1,755	4,714	2,865	14.8	194	0.34%			
22	28,349	31,083	29,374	15.7	1,866	3.22%			
23	2,923	3,349	3,083	23.9	129	0.22%			
24	1,271	1,266	1,269	18.5	69	0.12%			
25	112	112	112	23.6	5	0.01%			
26	18,011	21,494	19,317	33.8	572	0.99%			
27	5,846	6,024	5,913	39.6	149	0.26%	75%	0.19%	4,435
28	4,322	5,118	4,621	61.5	75	0.13%			
29	1,784	2,111	1,907	41.0	46	0.08%			
Total	412,083	485,664			57,926	100.00%		12.91%	
USE								**13.00%**	

from MRCOG website

La Cuentista 2025 Build Trip Distribution - Residential Trips
Employment by Subarea

Subarea	Employment* 2016	2040	2025	Distance	Employment / distance 2030	% Emp / Dist	US Unser to/from South % Emp/ Dist.			PW Paseo to/from West % Emp/ Dist.			PE Paseo to/from East % Emp/ Dist.		
							% Utililizing	Utilizing	Emp	% Utililizing	Utilizing	Emp	% Utililizing	Utilizing	Emp
1	8,373	11,695	9,619	11.8	819	1.41%				10%	0.14%	962	10%	0.14%	962
2	16,177	19,251	17,330	4.9	3,533	6.10%				10%	0.61%	1,733	20%	1.22%	3,466
3	1,579	1,775	1,653	7.1	233	0.40%				10%	0.04%	165	25%	0.10%	413
4	3,725	4,083	3,859	15.9	243	0.42%							100%	0.42%	3,859
5	14,923	16,730	15,601	2.1	7,347	12.68%	45%	5.71%	7,020	5%	0.63%	780	5%	0.63%	780
6	2,051	5,205	3,234	1.0	3,234	5.58%	51%	2.85%	1,648	19%	1.07%	621	6%	0.34%	197
7	9,234	11,922	10,242	3.8	2,685	4.63%	95%	4.40%	9,730				5%	0.23%	512
8	9,101	12,837	10,502	6.6	1,598	2.76%	70%	1.93%	7,351	15%	0.41%	1,575	15%	0.41%	1,575
9	671	970	783	19.4	40	0.07%	35%	0.02%	274	15%	0.01%	117	15%	0.01%	117
10	3,409	5,486	4,188	11.6	362	0.62%	70%	0.44%	2,932				30%	0.19%	1,256
11	5,699	6,882	6,143	11.5	536	0.93%	70%	0.65%	4,300				30%	0.28%	1,843
12	6,287	7,474	6,732	4.5	1,485	2.56%	10%	0.26%	673				90%	2.31%	6,059
13	38,387	42,986	40,112	6.5	6,199	10.70%	40%	4.28%	16,045				60%	6.42%	24,067
14	37,516	41,146	38,877	12.0	3,243	5.60%							100%	5.60%	38,877
15	17,358	20,784	18,643	5.0	3,741	6.46%	55%	3.55%	10,254				45%	2.91%	8,389
16	54,135	60,416	56,490	11.1	5,069	8.75%	25%	2.19%	14,123				75%	6.56%	42,368
17	39,647	47,495	42,590	6.7	6,315	10.90%	40%	4.36%	17,036				60%	6.54%	25,554
18	47,403	53,720	49,772	9.0	5,514	9.52%	45%	4.28%	22,397				55%	5.24%	27,375
19	26,057	30,705	27,800	13.3	2,090	3.61%	45%	1.62%	12,510				55%	1.98%	15,290
20	5,978	8,831	7,048	12.1	581	1.00%	45%	0.45%	3,172				55%	0.55%	3,876
21	1,755	4,714	2,865	14.8	194	0.34%	45%	0.15%	1,289				55%	0.18%	1,576
22	28,349	31,083	29,374	15.7	1,866	3.22%	45%	1.45%	13,218				55%	1.77%	16,156
23	2,923	3,349	3,083	23.9	129	0.22%	40%	0.09%	1,233				60%	0.13%	1,850
24	1,271	1,266	1,269	18.5	69	0.12%	65%	0.08%	825				35%	0.04%	444
25	112	112	112	23.6	5	0.01%	45%		50				55%	0.00%	62
26	18,011	21,494	19,317	33.8	572	0.99%	45%	0.44%	8,693				55%	0.54%	10,624
27	5,846	6,024	5,913	39.6	149	0.26%				20%	0.05%	1,183	5%	0.01%	296
28	4,322	5,118	4,621	61.5	75	0.13%	60%	0.08%	2,772				40%	0.05%	1,848
29	1,784	2,111	1,907	41.0	46	0.08%	40%	0.03%	763				60%	0.05%	1,144
Total	412,083	485,664			57,926	100.00%		39.31%			2.97%			44.88%	
USE								**40.00%**			**3.00%**			**44.00%**	

from MRCOG website

La Cuentista 2025 Build Trip Distribution - Residential Trips
Employment by Subarea

Subarea	Employment* 2016	2040	2025	Distance	Employment / distance 2030	% Emp / Dist
1	8,373	11,695	9,619	11.8	819	1.41%
2	16,177	19,251	17,330	4.9	3,533	6.10%
3	1,579	1,775	1,653	7.1	233	0.40%
4	3,725	4,083	3,859	15.9	243	0.42%
5	14,923	16,730	15,601	2.1	7,347	12.68%
6	2,051	5,205	3,234	1.0	3,234	5.58%
7	9,234	11,922	10,242	3.8	2,685	4.63%
8	9,101	12,837	10,502	6.6	1,598	2.76%
9	671	970	783	19.4	40	0.07%
10	3,409	5,486	4,188	11.6	362	0.62%
11	5,699	6,882	6,143	11.5	536	0.93%
12	6,287	7,474	6,732	4.5	1,485	2.56%
13	38,387	42,986	40,112	6.5	6,199	10.70%
14	37,516	41,146	38,877	12.0	3,243	5.60%
15	17,358	20,784	18,643	5.0	3,741	6.46%
16	54,135	60,416	56,490	11.1	5,069	8.75%
17	39,647	47,495	42,590	6.7	6,315	10.90%
18	47,403	53,720	49,772	9.0	5,514	9.52%
19	26,057	30,705	27,800	13.3	2,090	3.61%
20	5,978	8,831	7,048	12.1	581	1.00%
21	1,755	4,714	2,865	14.8	194	0.34%
22	28,349	31,083	29,374	15.7	1,866	3.22%
23	2,923	3,349	3,083	23.9	129	0.22%
24	1,271	1,266	1,269	18.5	69	0.12%
25	112	112	112	23.6	5	0.01%
26	18,011	21,494	19,317	33.8	572	0.99%
27	5,846	6,024	5,913	39.6	149	0.26%
28	4,322	5,118	4,621	61.5	75	0.13%
29	1,784	2,111	1,907	41.0	46	0.08%
Total	412,083	485,664			57,926	100.00%

USE
from MRCOG website

La Cuentista Subdivision Trip Distribution - Residential Trips
Employment by Data Analysis Subzone for Subarea 6

DASZ's of Subarea 6	Employment* 2016	2040	2025	2025 EMP%	5.58% Zone % Emp % * 5.58%	UN Unser to/from North % Emp/ Dist. % Utililizing	Utilizing	Emp	US Unser to/from South % Emp/ Dist. % Utililizing	Utilizing	Emp	PW Paseo to/from West % Emp/ Dist. % Utililizing	Utilizing	Emp
5901	0	0	0	0.00%	0.0%	30%	0.00%	0	60%	0.00%	0	5%	0.00%	0
5911	113	170	134	4.16%	0.2%	40%	0.09%	54	40%	0.09%	54	10%	0.02%	13
6313	172	196	181	5.60%	0.3%		0.00%	0	100%	0.31%	181		0.00%	0
6314	0	0	0	0.00%	0.0%		0.00%	0	100%	0.00%	0		0.00%	0
6315	25	26	25	0.78%	0.0%		0.00%	0	100%	0.04%	25		0.00%	0
6316	59	60	59	1.84%	0.1%	30%	0.03%	18	40%	0.04%	24	30%	0.03%	18
6317	5	5	5	0.15%	0.0%	100%	0.01%	5		0.00%	0		0.00%	0
6318	15	96	45	1.40%	0.1%	35%	0.03%	16	55%	0.04%	25	5%	0.00%	2
6336	21	21	21	0.65%	0.0%	35%	0.01%	7	35%	0.01%	7	30%	0.01%	6
6337	0	0	0	0.00%	0.0%	35%	0.00%	0		0.00%	0	30%	0.00%	0
6451	0	0	0	0.00%	0.0%	45%	0.00%	0		0.00%	0	15%	0.00%	0
6452	0	0	0	0.00%	0.0%	40%	0.00%	0		0.00%	0	30%	0.00%	0
6453	0	0	0	0.00%	0.0%	40%	0.00%	0		0.00%	0	30%	0.00%	0
6454	0	86	32	1.00%	0.1%	40%	0.02%	13		0.00%	0	30%	0.02%	10
6461	0	0	0	0.00%	0.0%	40%	0.00%	0	20%	0.00%	0	40%	0.00%	0
6462	0	0	0	0.00%	0.0%	40%	0.00%	0	20%	0.00%	0	40%	0.00%	0
6463	0	0	0	0.00%	0.0%	40%	0.00%	0	20%	0.00%	0	40%	0.00%	0
6471	12	23	16	0.50%	0.0%	40%	0.01%	6	20%	0.01%	3	40%	0.01%	6
6472	13	14	13	0.41%	0.0%	40%	0.01%	5	20%	0.00%	3	40%	0.01%	5
6473	138	272	188	5.82%	0.3%	40%	0.13%	75	20%	0.06%	38	40%	0.13%	75
6481	9	10	9	0.29%	0.0%	30%	0.00%	3	40%	0.01%	4	25%	0.00%	2
6482	520	3272	1,552	47.99%	2.7%	30%	0.80%	466	40%	1.07%	621	25%	0.67%	388
6491	0	0	0	0.00%	0.0%	85%	0.00%	0		0.00%	0	15%	0.00%	0
6492	11	12	11	0.35%	0.0%	40%	0.01%	5	55%	0.01%	6	5%	0.00%	1
9683	938	942	940	29.05%	1.6%	10%	0.16%	94	70%	1.14%	658	10%	0.16%	94
Total	2,051	5,205	3,234	100.00%	5.58%	9	1.32%			2.85%			1.07%	

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts
from MRCOG website

La Cuentista Subdivision Trip Distribution - Residential Trips
Employment by Data Analysis Subzone for Subarea 6

DASZ's of Subarea 6	Employment* 2016	2040	2025	2025 EMP%	5.58% Zone % Emp % * 5.58%	PE % Utililizing	Paseo to/from East % Emp/ Dist. Utilizing	Emp
5901	0	0	0	0.00%	0.0%	5%	0.00%	0
5911	113	170	134	4.16%	0.2%	10%	0.02%	13
6313	172	196	181	5.60%	0.3%		0.00%	0
6314	0	0	0	0.00%	0.0%		0.00%	0
6315	25	26	25	0.78%	0.0%		0.00%	0
6316	59	60	59	1.84%	0.1%		0.00%	0
6317	5	5	5	0.15%	0.0%		0.00%	0
6318	15	96	45	1.40%	0.1%	5%	0.00%	2
6336	21	21	21	0.65%	0.0%		0.00%	0
6337	0	0	0	0.00%	0.0%	35%	0.00%	0
6451	0	0	0	0.00%	0.0%	40%	0.00%	0
6452	0	0	0	0.00%	0.0%	30%	0.00%	0
6453	0	0	0	0.00%	0.0%	30%	0.00%	0
6454	0	86	32	1.00%	0.1%	30%	0.02%	10
6461	0	0	0	0.00%	0.0%		0.00%	0
6462	0	0	0	0.00%	0.0%		0.00%	0
6463	0	0	0	0.00%	0.0%		0.00%	0
6471	12	23	16	0.50%	0.0%		0.00%	0
6472	13	14	13	0.41%	0.0%		0.00%	0
6473	138	272	188	5.82%	0.3%		0.00%	0
6481	9	10	9	0.29%	0.0%	5%	0.00%	0
6482	520	3272	1,552	47.99%	2.7%	5%	0.13%	78
6491	0	0	0	0.00%	0.0%		0.00%	0
6492	11	12	11	0.35%	0.0%		0.00%	0
9683	938	942	940	29.05%	1.6%	10%	0.16%	94
Total	2,051	5,205	3,234	100.00%	5.58%		0.34%	

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts from MRCOG website

La Cuentista Subdivision Trip Distribution - Residential Trips
Employment by Data Analysis Subzone for Subarea 6

DASZ's of Subarea 6	Employment* 2016	2040	2025	2025 EMP%	5.58% Zone % Emp % * 5.58%
5901	0	0	0	0.00%	0.0%
5911	113	170	134	4.16%	0.2%
6313	172	196	181	5.60%	0.3%
6314	0	0	0	0.00%	0.0%
6315	25	26	25	0.78%	0.0%
6316	59	60	59	1.84%	0.1%
6317	5	5	5	0.15%	0.0%
6318	15	96	45	1.40%	0.1%
6336	21	21	21	0.65%	0.0%
6337	0	0	0	0.00%	0.0%
6451	0	0	0	0.00%	0.0%
6452	0	0	0	0.00%	0.0%
6453	0	0	0	0.00%	0.0%
6454	0	86	32	1.00%	0.1%
6461	0	0	0	0.00%	0.0%
6462	0	0	0	0.00%	0.0%
6463	0	0	0	0.00%	0.0%
6471	12	23	16	0.50%	0.0%
6472	13	14	13	0.41%	0.0%
6473	138	272	188	5.82%	0.3%
6481	9	10	9	0.29%	0.0%
6482	520	3272	1,552	47.99%	2.7%
6491	0	0	0	0.00%	0.0%
6492	11	12	11	0.35%	0.0%
9683	938	942	940	29.05%	1.6%
Total	2,051	5,205	3,234	100.00%	5.58%

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts from MRCOG website

La Cuentista Subdivision
Growth Rate Determination

AWDT on Unser
(Between Paseo Del Norte & Rosa Parks)

Year	AWDT
2015	11,115
2016	11,304
2017	11,558
2018	14,072
2019	14,489

Linear Growth Rate = {[(14,489 - 11,115)/4]/14,489}x100= 5.82%

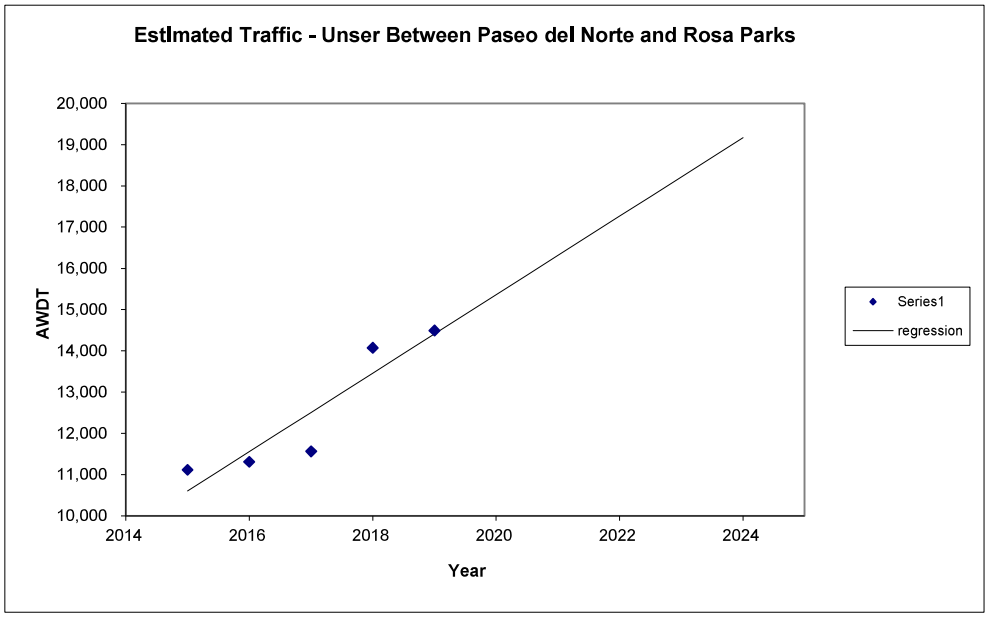
Regression Output	
R Square	0.85
Standard Error	7.32E+02
Observations	5
Intercept	-1,906,870
Std Err of Intercept	5.E+05
Coefficient	952
Std Err of Coefficient	231

Projected AWDT	
2015	10,604
2016	11,556
2017	12,508
2018	13,459
2019	14,411
2020	15,362
2021	16,314
2022	17,266
2023	18,217
2024	19,169

Regression Equation
AWDT = 952 x Year - 1,906,870

Coefficient Growth Rate 6.57%

Estimated Annual Growth Rate
[19,169- 14,489)/14,489) x 100% = 32.30%
32.30%/5= 6.46%



La Cuentista Subdivision
Growth Rate Determination

AWDT on Unser
(South of Rosa Parks)

Year	AWDT
2015	12,368
2016	12,578
2017	12,860
2018	14,327
2019	14,752

Linear Growth Rate = {[(14,752 -12,368)/4]/14.752}x100= 4.04%

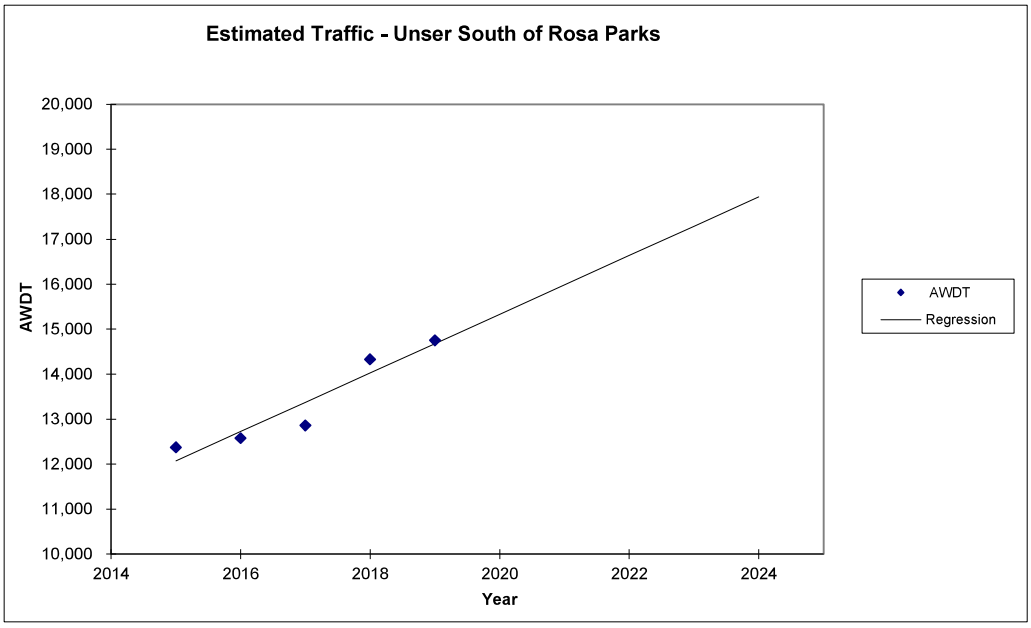
Regression Output	
R Square	0.900
Standard Error	3.96E+02
Observations	5
Intercept	-1,301,102
Std Err of Intercept	2.52E+05
Coefficient	652
Std Err of Coefficient	125

Regression Equation
AWDT = 652 x Year - 1,301,102

Coefficient Growth Rate 4.42%

Projected AWDT	
2015	12,074
2016	12,725
2017	13,377
2018	14,029
2019	14,680
2020	15,332
2021	15,984
2022	16,636
2023	17,287
2024	17,939

Estimated Annual Growth Rate
((17,939 - 14,752))/14,752) x 100% = 21.60%
21.60%/5 = 4.32%



La Cuentista Subdivision
Growth Rate Determination

AWDT on Paseo del Norte
(Between Unser & Kimmick)

Year	AWDT
2015	15,398
2016	16,370
2017	16,737
2018	17,019
2019	16,234

Linear Growth Rate = {[(16,234-15,398)/4]/16,234}x100= 1.29%

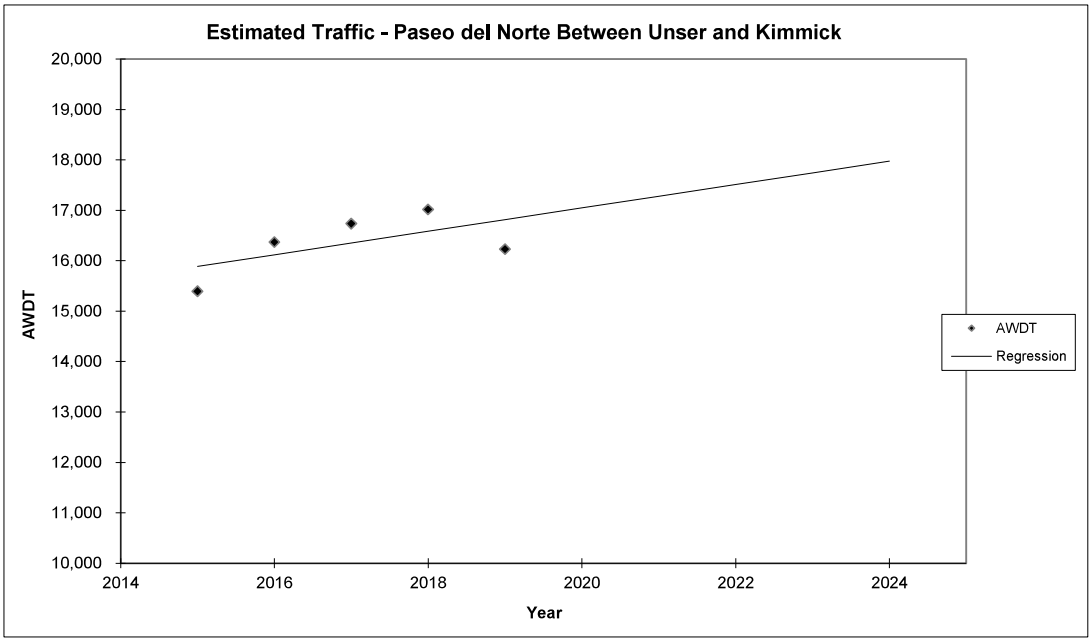
Regression Output	
R Square	0.35
Standard Error	5.71E+02
Observations	5
Intercept	-451,794
Std Err of Intercept	364,323
Coefficient	232
Std Err of Coefficient	1.81E+02

Projected AWDT	
2015	15,887
2016	16,119
2017	16,352
2018	16,584
2019	16,816
2020	17,048
2021	17,280
2022	17,512
2023	17,744
2024	17,976

Regression Equation
AWDT = 232 x Year - 451,794

Coefficient Growth Rate 1.43%

Estimated Annual Growth Rate
[(5,485 -3,700)/3,700) x 100% = 10.73%
10.73%/5 = 2.15%



La Cuentista Subdivision
Growth Rate Determination

AWDT on Paseo del Norte
(East of Kimmick)

Year	AWDT
2015	16,584
2016	16,866
2017	16,049
2018	17,665
2019	18,189

Linear Growth Rate = {[(18,189-16,584)/3]/18,189}x100= 0.029413382

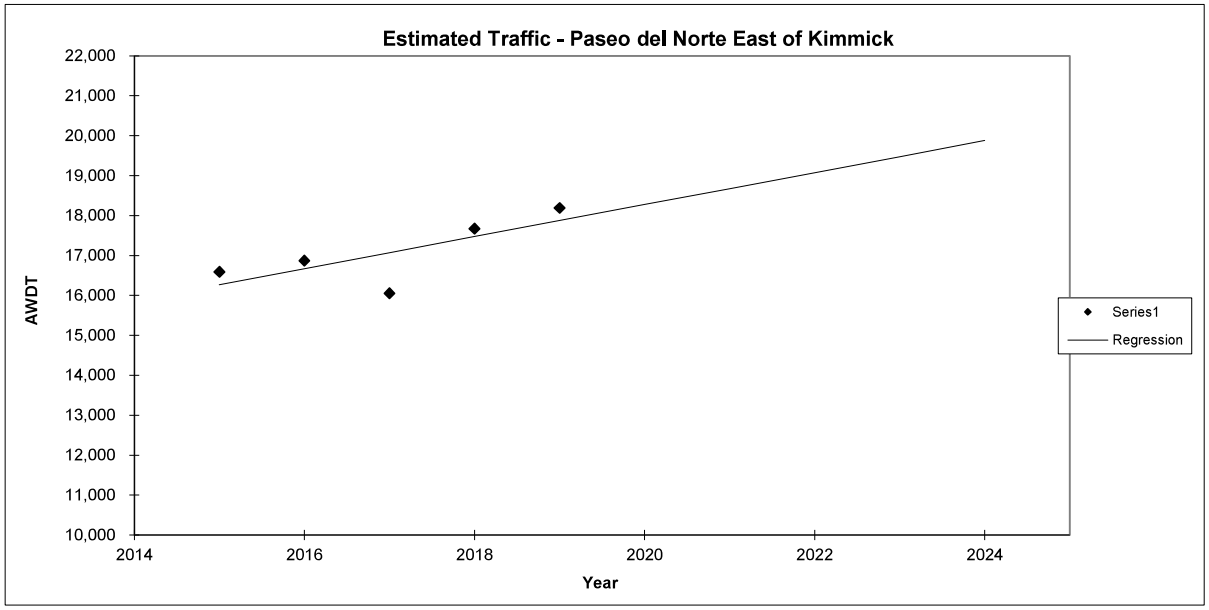
Regression Output	
R Square	0.55
Standard Error	6.63E+02
Observations	5
Intercept	-791,545
Std Err of Intercept	422,966
Coefficient	401
Std Err of Coefficient	2.10E+02

Projected AWDT	
2015	16,269
2016	16,670
2017	17,071
2018	17,472
2019	17,872
2020	18,273
2021	18,674
2022	19,075
2023	19,476
2024	19,877

Regression Equation
AWDT = 401 x Year -791,545

Coefficient Growth Rate 2.20%

Estimated Annual Growth Rate
[(19,877 -18,189)/18,189) x 100% = 9.28%
9.28%/5 = 1.86%



La Cuentista Subdivision
Growth Rate Determination

Year	AWDT ALL AWDT
2015	55,465
2016	57,118
2017	57,204
2018	63,083
2019	63,664

Linear Growth Rate = {[63,664-55,465)/3]/63,664}x100= 3.43%

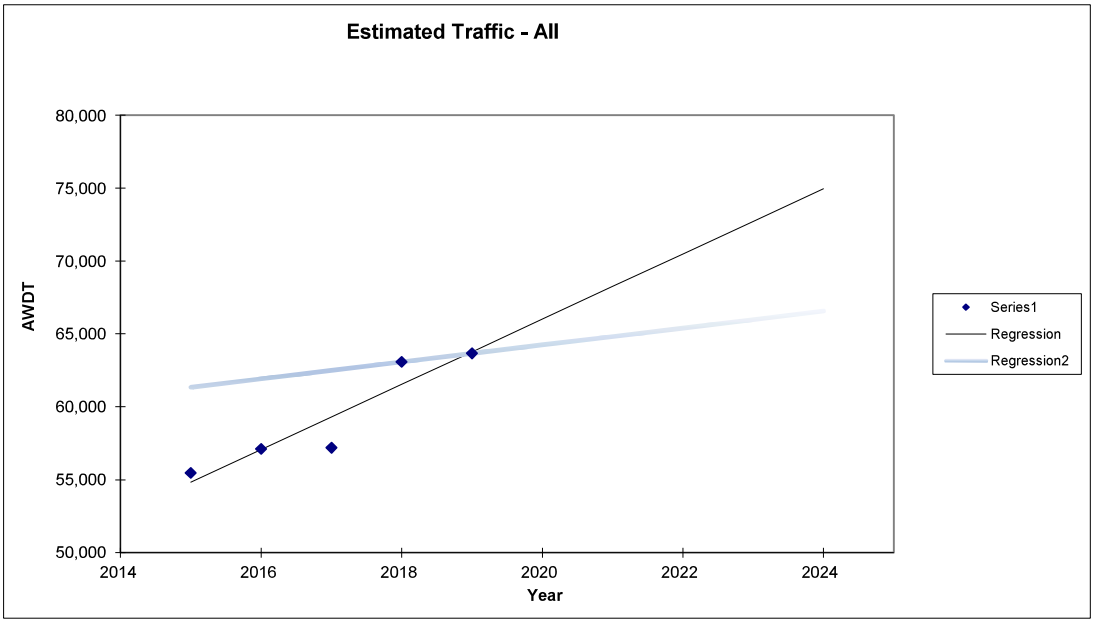
Regression Output		
R Square	0.87	1.00
Standard Error	1.55E+03	0.00E+00
Observations	5	2
Intercept	-4,451,310	-1,109,375
Std Err of Intercept	988,573	0
Coefficient	2,236	581
Std Err of Coefficient	4.90E+02	0.00E+00

Projected AWDT		
2015	54,834	61,340
2016	57,071	61,921
2017	59,307	62,502
2018	61,543	63,083
2019	63,779	63,664
2020	66,016	64,245
2021	68,252	64,826
2022	70,488	65,407
2023	72,725	65,988
2024	74,961	66,569

Regression Equation
AWDT = 2,236 x Year - 4,451,310

Coefficient Growth Rate 3.51%
USE **3.5%**

Estimated Annual Growth Rate
[(74,961-63,664)/63,664) x 100% = 17.74%
17.74%/5 = 3.55%



LA CUENTISTA
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: PASEO & KIMMICK (w/out Cliffs)

AM Peak Hour

	Eastbound PASEO			Westbound PASEO			Northbound KIMMICK			Southbound KIMMICK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		**1,080**	**1**	**14**	**322**		**4**		**51**			
Background Growth		189		3	56		1		9			
Approved Development (w/out Cliffs)		16			7							
No Build (2024)		**1,285**	**1**	**17**	**385**		**4**		**61**			
Entering			1	19								
Exiting							4		59			
Build (2024)		**1,285**	**2**	**36**	**385**		**8**		**119**			
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound PASEO			Westbound PASEO			Northbound KIMMICK			Southbound KIMMICK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		**408**	**4**	**55**	**1,050**		**2**		**33**			
Background Growth		71	1	10	184				6			
Approved Development (w/out Cliffs)		12			17							
No Build (2024)		**491**	**4**	**65**	**1,251**		**2**		**39**			
Entering			5	66								
Exiting							3		39			
Build (2024)		**491**	**9**	**131**	**1,251**		**5**		**78**			
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Trip Distribution % Enter			3.0%	44.0%								
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	44.0%	0.0%	0.0%	0.0%

LA CUENTISTA
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: PASEO & KIMMICK (w/Cliffs)

AM Peak Hour

	Eastbound PASEO			Westbound PASEO			Northbound KIMMICK			Southbound KIMMICK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		**1,080**	**1**	**14**	**323**		**4**		**51**			
Background Growth		189		3	57		1		9			
Approved Development		16		181	7		26		88			
No Build (2024)		**1,285**	**1**	**198**	**387**		**30**		**149**			
Entering			1	19								
Exiting							4		59			
Build (2024)		**1,285**	**2**	**217**	**387**		**34**		**207**			
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound PASEO			Westbound PASEO			Northbound KIMMICK			Southbound KIMMICK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		**409**	**4**	**55**	**1,050**		**2**		**33**			
Background Growth		71	1	10	184				6			
Approved Development		12		211	17		131		322			
No Build (2024)		**492**	**4**	**276**	**1,251**		**133**		**361**			
Entering			5	66								
Exiting							3		39			
Build (2024)		**492**	**9**	**342**	**1,251**		**136**		**400**			
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Trip Distribution % Enter			3.0%	44.0%								
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	44.0%	0.0%	0.0%	0.0%

LA CUENTISTA
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: UNSER & ROSA PARKS

AM Peak Hour

	Eastbound ROSA PARKS			Westbound ROSA PARKS			Northbound UNSER			Southbound UNSER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)				**32**		**10**		**488**	**32**	**10**	**733**	
Background Growth				6		2		85	6	2	128	
Approved Development								1				
No Build (2024)				**37**		**12**		**574**	**37**	**12**	**861**	
Entering									18	6		
Exiting				54		17						
Build (2024)				**91**		**30**		**574**	**55**	**18**	**861**	
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound ROSA PARKS			Westbound ROSA PARKS			Northbound UNSER			Southbound UNSER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)				**17**		**6**		**670**	**17**	**6**	**466**	
Background Growth				3		1		117	3	1	82	
Approved Development								1				
No Build (2024)				**20**		**7**		**788**	**20**	**7**	**548**	
Entering									60	20		
Exiting				36		12						
Build (2024)				**56**		**18**		**788**	**80**	**26**	**548**	
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Trip Distribution % Enter									40.0%	13.0%		
Trip Distribution % Exit	0.0%	0.0%	0.0%	40.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

LA CUENTISTA
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: AZUCENA & ROSA PARKS

AM Peak Hour

	Eastbound ROSA PARKS			Westbound ROSA PARKS			Northbound AZUCENA			Southbound AZUCENA		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		9	2	**2**	**11**		**6**		**5**			
Background Growth		2			2		1		1			
Approved Development												
No Build (2024)		**11**	**2**	**2**	**13**		**7**		**6**			
Entering	8	16				7						
Exiting					48					21		23
Build (2024)	**8**	**26**	**2**	**2**	**61**	**7**	**7**		**6**	**21**		**23**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound ROSA PARKS			Westbound ROSA PARKS			Northbound AZUCENA			Southbound AZUCENA		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		4	5	**4**	**7**		**3**		**3**			
Background Growth		1	1	1	1		1		1			
Approved Development												
No Build (2024)		**5**	**6**	**5**	**8**		**4**		**4**			
Entering	26	53				23						
Exiting					32					14		16
Build (2024)	**26**	**58**	**6**	**5**	**39**	**23**	**4**		**4**	**14**		**16**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Trip Distribution % Enter	17.5%	35.5%				15.5%						
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	35.5%	0.0%	0.0%	0.0%	0.0%	15.5%	0.0%	17.5%

LA CUENTISTA
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: REDROOT & ROSA PARKS

AM Peak Hour

	Eastbound ROSA PARKS			Westbound ROSA PARKS			Northbound REDROOT			Southbound REDROOT		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		**5**	**4**	**3**	**2**		**11**		**11**			
Background Growth		1	1	1			2		2			
Approved Development												
No Build (2024)		**6**	**4**	**4**	**2**		**13**		**13**			
Entering	16				7	14						
Exiting		21								42		48
Build (2024)	**16**	**27**	**4**	**4**	**9**	**14**	**13**		**13**	**42**		**48**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound ROSA PARKS			Westbound ROSA PARKS			Northbound REDROOT			Southbound REDROOT		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)		**3**	**12**	**11**	**4**		**7**		**6**			
Background Growth		1	2	2	1		1		1			
Approved Development												
No Build (2024)		**4**	**14**	**13**	**5**		**8**		**7**			
Entering	53				23	47						
Exiting		14								28		32
Build (2024)	**53**	**17**	**14**	**13**	**28**	**47**	**8**		**7**	**28**		**32**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Trip Distribution % Enter	35.5%				15.5%	31.5%						
Trip Distribution % Exit	0.0%	15.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.5%	0.0%	35.5%

The Cliffs on Paseo Development

Projected Turning Movements Worksheet

Paseo del Norte / Unser Blvd.

INTERSECTION: E-W Street: **Paseo del Norte** (2)
N-S Street: **Unser Blvd.**

Year of Existing Counts 2017
Implementation Year **2021**

Growth Rates	0.50%			3.30%			8.60%			8.60%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	22	612	70	23	238	73	11	479	91	212	602	5
Background Traffic Growth	0	12	1	3	31	10	4	165	31	73	207	2
Subtotal	22	624	71	26	269	83	15	644	122	285	809	7
Taos II at the Trails	1	52	11	0	18	0	4	0	0	0	0	0
La Cuentista Subd. - Phase I & II	0	0	0	0	1	1	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***23***	***676***	***82***	***26***	***288***	***84***	***19***	***644***	***122***	***285***	***809***	***7***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.34%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.44%***	***1.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***25.06%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.42%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.06%***	***18.42%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***0.78%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.65%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.78%***	***0.65%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	24	0	0	15	11	0	0	0	18	0	0
Total AM Peak Hour BUILD Volumes	**23**	**700**	**82**	**26**	**303**	**95**	**19**	**644**	**122**	**303**	**809**	**7**

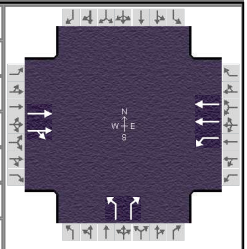
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	18	389	20	99	673	119	32	520	36	140	546	14
Background Traffic Growth	0	8	0	13	89	16	11	179	12	48	188	5
Subtotal	18	397	20	112	762	135	43	699	48	188	734	19
Taos II at the Trails	1	33	7	0	57	0	13	0	0	0	0	1
La Cuentista Subd. - Phase I & II	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***19***	***430***	***27***	***112***	***819***	***135***	***56***	***699***	***48***	***188***	***734***	***20***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.34%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.44%***	***1.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***25.06%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***18.42%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.06%***	***18.42%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***0.78%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.65%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.78%***	***0.65%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	69	0	0	75	55	0	0	0	51	0	0
Total PM Peak Hour BUILD Volumes	**19**	**499**	**27**	**112**	**894**	**190**	**56**	**699**	**48**	**239**	**734**	**20**

	Entering	Exiting		
Number of Residential Trips Generated	**11**	**42**	A.M.	100% Residential Development
	47	**25**	P.M.	
Number of Commercial Trips Generated	**91**	**56**	A.M.	100% Commercial Development
	269	**292**	P.M.	
Number of Office Trips Generated	**174**	**40**	A.M.	100% Office Development
	74	**229**	P.M.	

APPENDIX D
2024 NO BUILD INTERSECTION CAPACITY ANALYSIS

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jun 17, 2021	Area Type	Other
Jurisdiction	COA	Time Period		PHF	0.92
Urban Street	La Cuentista	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paseo & Kimmick	File Name	NBAM Paseo and Kimmick w-out cliffs.xus		
Project Description	2024NB_w/out Cliff's_AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1285	1	17	385		4		61			

Signal Information			
Cycle, s	76.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	1.9	51.5	4.7	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.0	2.0	0.0	0.0	0.0				

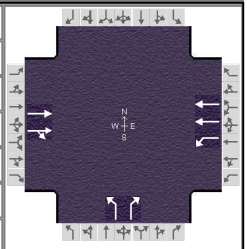
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	1.0	4.0		9.0		
Phase Duration, s		57.5	7.9	65.4		10.7		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.0	3.1	3.0		3.4		
Queue Clearance Time (g_s), s		47.4	2.2	4.2		5.0		
Green Extension Time (g_e), s		4.1	0.0	4.4		0.1		
Phase Call Probability		1.00	0.32	1.00		0.78		
Max Out Probability		0.09	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		699	699	18	418		4		66			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1899	1810	1809		1810		1610			
Queue Service Time (g_s), s		45.4	14.3	0.2	2.2		0.2		3.0			
Cycle Queue Clearance Time (g_c), s		45.4	14.3	0.2	2.2		0.2		3.0			
Green Ratio (*g/C*)		0.68	0.68	0.73	0.78		0.06		0.09			
Capacity (*c*), veh/h		1286	1285	172	2826		111		140			
Volume-to-Capacity Ratio (*X*)		0.544	0.544	0.107	0.148		0.039		0.475			
Back of Queue (*Q*), ft/ln (95 th percentile)		186.5	186.5	9	16.4		3.4		52			
Back of Queue (*Q*), veh/ln (95 th percentile)		7.5	7.5	0.4	0.7		0.1		2.1			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		6.3	6.3	18.3	2.1		33.6		33.1			
Incremental Delay (d_2), s/veh		0.1	0.1	0.1	0.0		0.1		0.9			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		6.4	6.4	18.4	2.1		33.7		34.0			
Level of Service (LOS)		A	A	B	A		C		C			
Approach Delay, s/veh / LOS	6.4	A		2.8	A		34.0	C		0.0		
Intersection Delay, s/veh / LOS	6.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.85	B	0.62	A	2.31	B	2.14	B
Bicycle LOS Score / LOS	1.64	B	0.85	A		F		

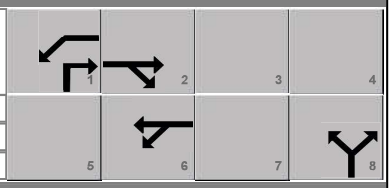
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jun 16, 2021	Area Type	Other
Jurisdiction	COA	Time Period		PHF	0.92
Urban Street	La Cuentista	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paseo & Kimmick	File Name	NBPM Paseo and Kimmick w-out cliffs.xus		
Project Description	2024NB_w/out Cliff's_PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		491	4	65	1251		2		39			

Signal Information			
Cycle, s	65.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	40.0	3.3	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	1.0	4.0		9.0		
Phase Duration, s		46.0	10.3	56.3		9.3		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.0	3.1	3.0		3.4		
Queue Clearance Time (g_s), s		14.9	2.8	11.2		3.6		
Green Extension Time (g_e), s		5.5	0.1	5.5		0.1		
Phase Call Probability		1.00	0.72	1.00		0.56		
Max Out Probability		0.00	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		269	269	71	1360		2		42			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1894	1810	1809		1810		1610			
Queue Service Time (g_s), s		12.9	4.2	0.8	9.2		0.1		1.6			
Cycle Queue Clearance Time (g_c), s		12.9	4.2	0.8	9.2		0.1		1.6			
Green Ratio (*g/C*)		0.61	0.61	0.71	0.77		0.05		0.12			
Capacity (*c*), veh/h		1157	1154	593	2773		92		189			
Volume-to-Capacity Ratio (*X*)		0.233	0.233	0.119	0.490		0.024		0.225			
Back of Queue (*Q*), ft/ln (95 th percentile)		57.1	57	7.6	57.8		1.4		26			
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3	2.3	0.3	2.3		0.1		1.0			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		5.9	5.9	4.8	2.9		29.6		26.3			
Incremental Delay (d_2), s/veh		0.0	0.0	0.0	0.1		0.0		0.2			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		5.9	5.9	4.8	2.9		29.7		26.5			
Level of Service (LOS)		A	A	A	A		C		C			
Approach Delay, s/veh / LOS	5.9	A		3.0	A		26.7	C		0.0		
Intersection Delay, s/veh / LOS	4.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	0.62	A	2.31	B	2.13	B
Bicycle LOS Score / LOS	0.93	A	1.67	B		F		

HCS7 Two-Way Stop-Control Report

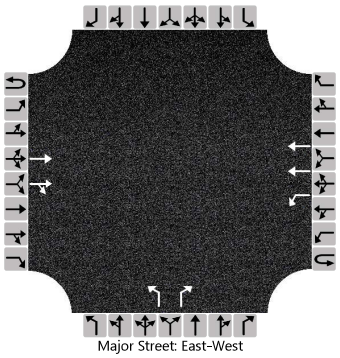
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/out Cliffs, 1-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1285	1	0	17	385			4		61				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						18				4		66				
Capacity, c (veh/h)						485				87		382				
v/c Ratio						0.04				0.05		0.17				
95% Queue Length, Q_{95} (veh)						0.1				0.2		0.6				
Control Delay (s/veh)						12.7				48.5		16.4				
Level of Service (LOS)						B				E		C				
Approach Delay (s/veh)					0.5				18.4							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

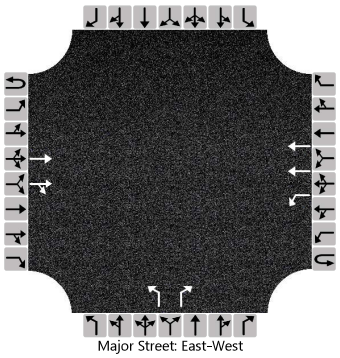
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/out Cliffs, 1-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			491	4	0	65	1251			2		39				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						71				2		42				
Capacity, c (veh/h)						1026				131		729				
v/c Ratio						0.07				0.02		0.06				
95% Queue Length, Q_{95} (veh)						0.2				0.1		0.2				
Control Delay (s/veh)						8.8				33.0		10.2				
Level of Service (LOS)						A				D		B				
Approach Delay (s/veh)					0.4				11.4							
Approach LOS									B							

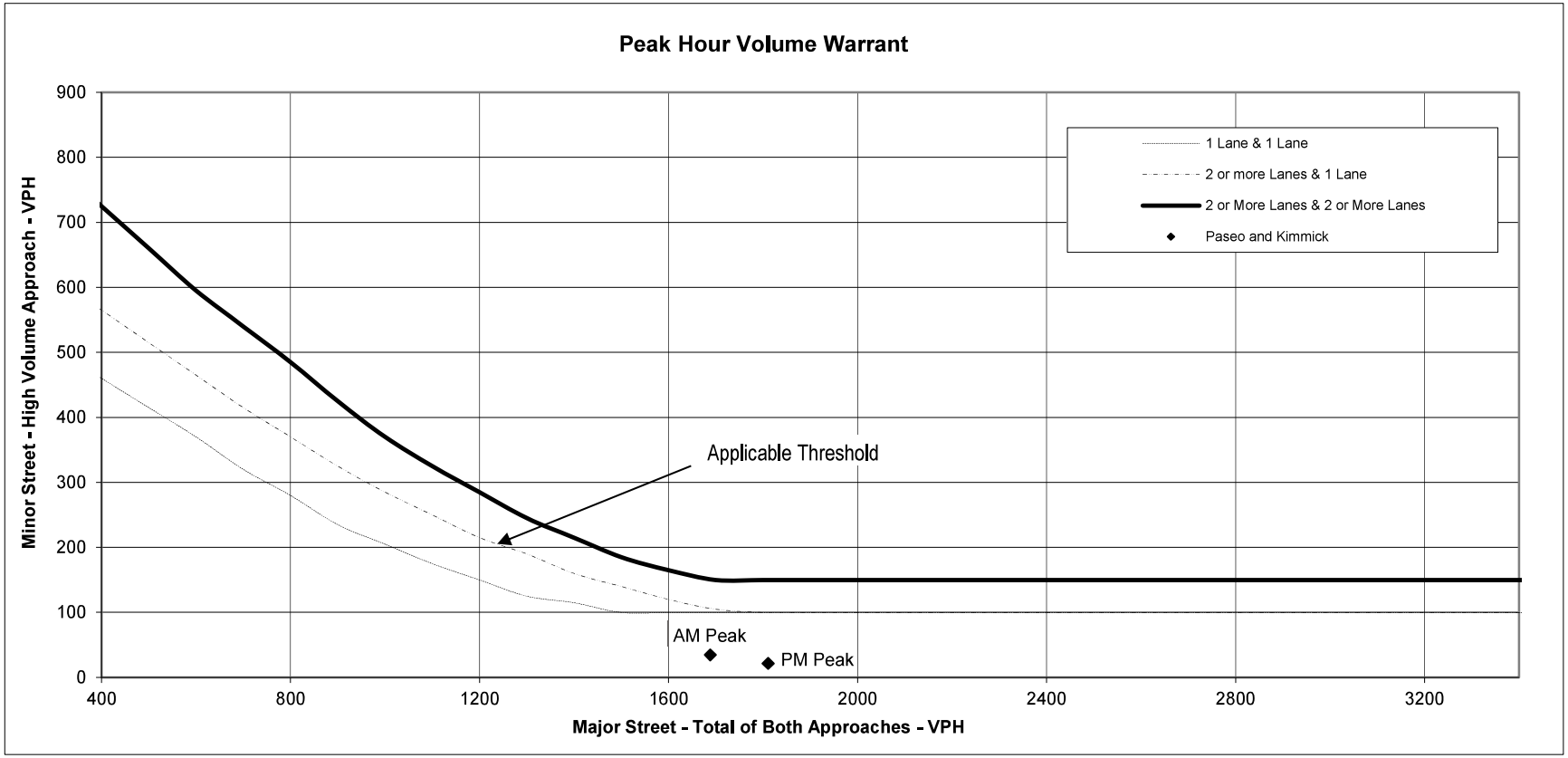
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 No Build (w/out Cliff's, 1-stage)
Intersection:	Paseo and Kimmick
Type:	2 Lane
Major Street (Orientation):	Paseo del Norte (E/W)
Minor Street (Orientation):	Kimmick (N/S)

Satisfies Warrant 3A **NO**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 650	Minor Approach > 100
0.18 Hours in AM	NO	YES	NO
0.07 Hours in PM	NO	YES	NO

	Minor Street Approach Volume			Major Street Approach Volume			**Satisfies Warrant 3B**
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	35	0	35	1,286	402	1,688	**NO**
PM Peak	22	0	22	495	1,316	1,811	**NO**



Note: 150 VPH applies as the lower threshold for minor street approach with 2 or more lanes & 100 VPH as the threshold for a minor street approach with one lane

HCS7 Two-Way Stop-Control Report

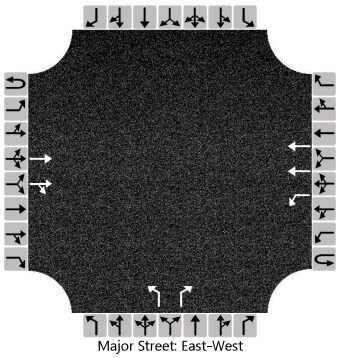
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/out Cliffs, 2-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1285	1	0	17	385			4		61				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						18				4		66				
Capacity, c (veh/h)						485				164		382				
v/c Ratio						0.04				0.03		0.17				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.6				
Control Delay (s/veh)						12.7				27.6		16.4				
Level of Service (LOS)						B				D		C				
Approach Delay (s/veh)						0.5				17.1						
Approach LOS										C						

HCS7 Two-Way Stop-Control Report

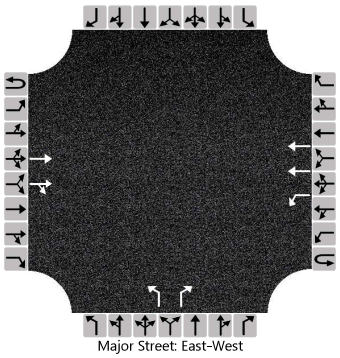
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/out Cliffs, 2-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			491	4	0	65	1251			2		39				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

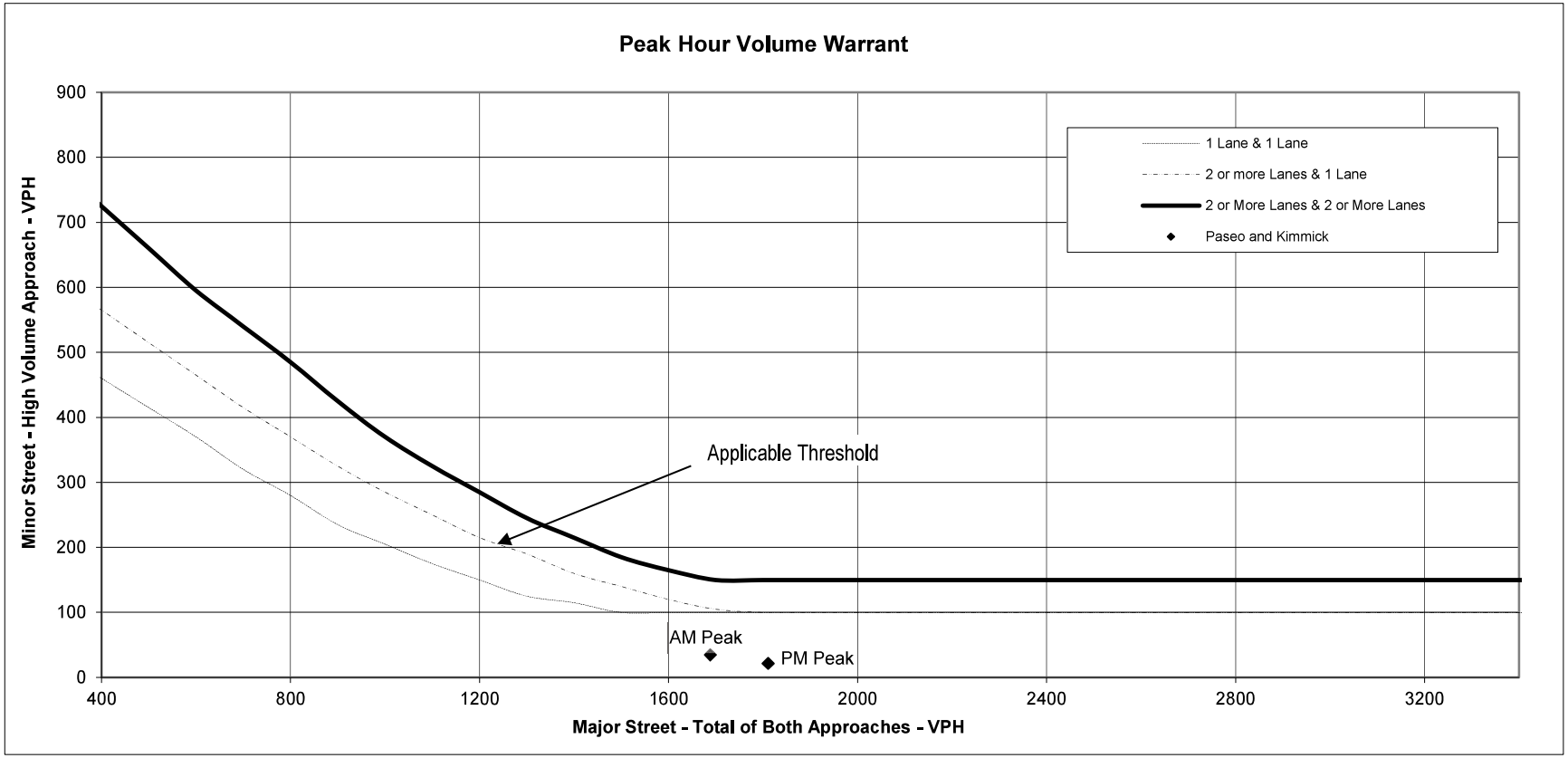
Flow Rate, v (veh/h)						71				2		42				
Capacity, c (veh/h)						1026				257		729				
v/c Ratio						0.07				0.01		0.06				
95% Queue Length, Q_{95} (veh)						0.2				0.0		0.2				
Control Delay (s/veh)						8.8				19.1		10.2				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)						0.4				10.7						
Approach LOS										B						

PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

		Satisfies Warrant 3A	NO
Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 650	Minor Approach > 100
0.16 Hours in AM	NO	YES	NO
0.06 Hours in PM	NO	YES	NO

Scenario: 2024 No Build (w/out Cliff's, 2-stage)
Intersection: Paseo and Kimmick
Type: 2 Lane
Major Street (Orientation): Paseo del Norte (E/W)
Minor Street (Orientation): Kimmick (N/S)

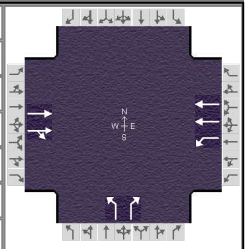
	Minor Street Approach Volume			Major Street Approach Volume			Satisfies Warrant 3B
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	35	0	35	1,286	402	1,688	**NO**
PM Peak	22	0	22	495	1,316	1,811	**NO**



Note: 150 VPH applies as the lower threshold for minor street approach with 2 or more lanes & 100 VPH as the threshold for a minor street approach with one lane

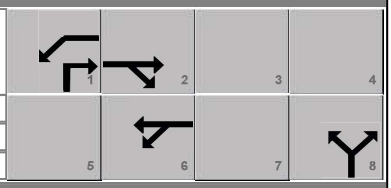
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jun 17, 2021	Area Type	Other
Jurisdiction	COA	Time Period		PHF	0.92
Urban Street	La Cuentista	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paseo & Kimmick	File Name	NBAM Paseo and Kimmick w cliffs.xus		
Project Description	2024NB_w/Cliff's_AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1285	1	198	387		30		149			

Signal Information			
Cycle, s	86.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.1	51.5	10.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

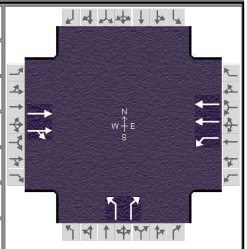
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	1.0	4.0		9.0		
Phase Duration, s		57.5	13.1	70.6		16.0		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.0	3.1	3.0		3.3		
Queue Clearance Time (g_s), s		47.4	6.7	4.9		9.8		
Green Extension Time (g_e), s		4.1	0.4	4.5		0.4		
Phase Call Probability		1.00	0.99	1.00		0.99		
Max Out Probability		0.09	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		699	699	215	421		33		162			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1899	1810	1809		1810		1610			
Queue Service Time (g_s), s		45.4	20.4	4.7	2.9		1.4		7.8			
Cycle Queue Clearance Time (g_c), s		45.4	20.4	4.7	2.9		1.4		7.8			
Green Ratio (*g/C*)		0.59	0.59	0.70	0.75		0.12		0.20			
Capacity (*c*), veh/h		1130	1130	258	2697		210		318			
Volume-to-Capacity Ratio (*X*)		0.619	0.619	0.834	0.156		0.155		0.509			
Back of Queue (*Q*), ft/ln (95 th percentile)		297.3	297.3	122.8	32.5		27.5		133.1			
Back of Queue (*Q*), veh/ln (95 th percentile)		11.9	11.9	4.9	1.3		1.1		5.3			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		11.3	11.3	23.7	3.2		34.5		31.0			
Incremental Delay (d_2), s/veh		0.2	0.2	2.7	0.0		0.1		0.5			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		11.5	11.5	26.4	3.2		34.6		31.5			
Level of Service (LOS)		B	B	C	A		C		C			
Approach Delay, s/veh / LOS	11.5	B		11.0	B		32.0	C		0.0		
Intersection Delay, s/veh / LOS	13.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	0.64	A	2.31	B	2.14	B
Bicycle LOS Score / LOS	1.64	B	1.01	A		F		

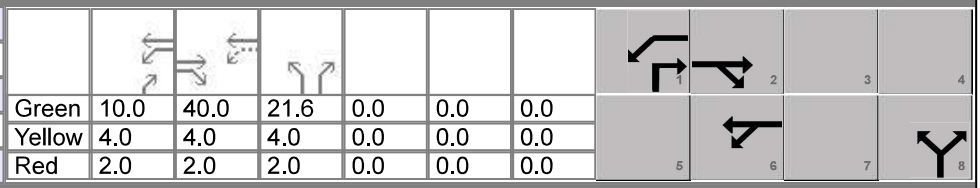
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jun 16, 2021	Area Type	Other
Jurisdiction	COA	Time Period		PHF	0.92
Urban Street	La Cuentista	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paseo & Kimmick	File Name	NBPM Paseo and Kimmick w cliffs.xus		
Project Description	2024NB_w/Cliff's_PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		492	4	276	1251		133		361			

Signal Information			
Cycle, s	89.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	40.0	21.6	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	1.0	4.0		9.0		
Phase Duration, s		46.0	16.0	62.0		27.6		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.0	3.1	3.0		3.3		
Queue Clearance Time (g_s), s		14.9	9.5	22.3		20.7		
Green Extension Time (g_e), s		5.5	0.5	5.5		0.9		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		0.04		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		270	269	300	1360		145		392			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1894	1810	1809		1810		1610			
Queue Service Time (g_s), s		12.9	8.2	7.5	20.3		5.9		18.7			
Cycle Queue Clearance Time (g_c), s		12.9	8.2	7.5	20.3		5.9		18.7			
Green Ratio (*g/C*)		0.45	0.45	0.58	0.62		0.24		0.35			
Capacity (*c*), veh/h		848	845	548	2261		437		568			
Volume-to-Capacity Ratio (*X*)		0.318	0.319	0.547	0.602		0.331		0.690			
Back of Queue (*Q*), ft/ln (95 th percentile)		152	151.6	120.3	277.9		112.6		280.8			
Back of Queue (*Q*), veh/ln (95 th percentile)		6.1	6.1	4.8	11.1		4.5		11.2			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		16.0	16.0	11.3	10.1		28.0		24.8			
Incremental Delay (d_2), s/veh		0.1	0.1	0.3	0.1		0.2		1.2			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		16.1	16.1	11.7	10.2		28.2		26.0			
Level of Service (LOS)		B	B	B	B		C		C			
Approach Delay, s/veh / LOS	16.1	B		10.5	B		26.6	C		0.0		
Intersection Delay, s/veh / LOS	14.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	0.67	A	2.32	B	2.15	B
Bicycle LOS Score / LOS	0.93	A	1.86	B		F		

HCS7 Two-Way Stop-Control Report

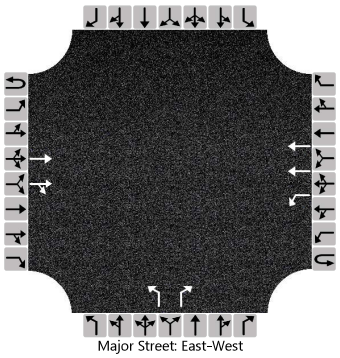
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/Cliff's, 1-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1285	1	0	198	387			30		149				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						215				33		162				
Capacity, c (veh/h)						485				27		382				
v/c Ratio						0.44				1.19		0.42				
95% Queue Length, Q_{95} (veh)						2.2				3.8		2.1				
Control Delay (s/veh)						18.2				450.1		21.2				
Level of Service (LOS)						C				F		C				
Approach Delay (s/veh)					6.2				93.1							
Approach LOS									F							

HCS7 Two-Way Stop-Control Report

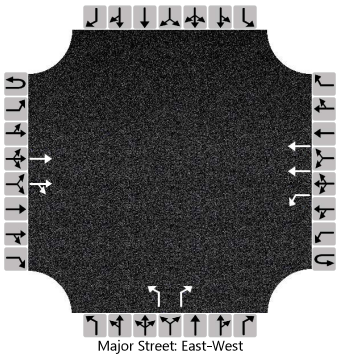
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/Cliff's, 1-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			492	4	0	276	1251			133		361				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						300				145		392				
Capacity, c (veh/h)						1025				49		728				
v/c Ratio						0.29				2.95		0.54				
95% Queue Length, Q_{95} (veh)						1.2				15.5		3.3				
Control Delay (s/veh)						10.0				1055.5		15.6				
Level of Service (LOS)						A				F		C				
Approach Delay (s/veh)					1.8				295.5							
Approach LOS										F						

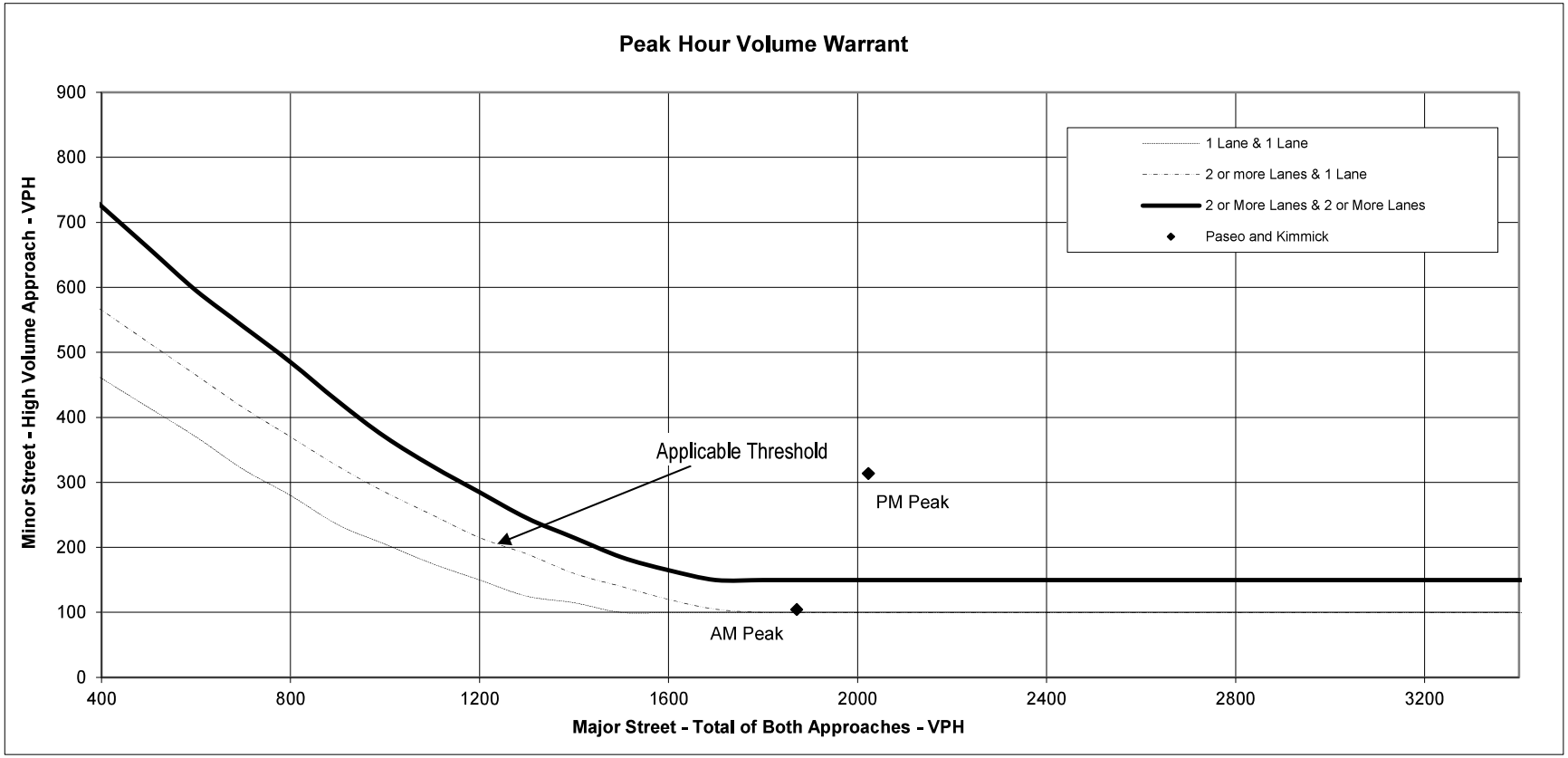
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 No Build (w/Cliff's, 1-stage)
Intersection:	Paseo and Kimmick
Type:	2 Lane
Major Street (Orientation):	Paseo del Norte (E/W)
Minor Street (Orientation):	Kimmick (N/S)

Satisfies Warrant 3A **YES**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 650	Minor Approach > 100
2.70 Hours in AM	YES	YES	YES
25.73 Hours in PM	YES	YES	YES

	Minor Street Approach Volume			Major Street Approach Volume			Satisfies Warrant 3B
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	105	0	105	1,286	585	1,871	**YES**
PM Peak	314	0	314	496	1,527	2,023	**YES**



Note: 150 VPH applies as the lower threshold for minor street approach with 2 or more lanes & 100 VPH as the threshold for a minor street approach with one lane

HCS7 Two-Way Stop-Control Report

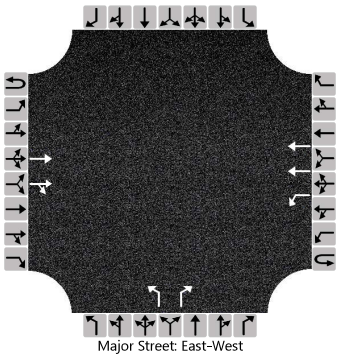
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/Cliffs, 2-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1285	1	0	198	387			30		149				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						215				33		162				
Capacity, c (veh/h)						485				115		382				
v/c Ratio						0.44				0.28		0.42				
95% Queue Length, Q_{95} (veh)						2.2				1.1		2.1				
Control Delay (s/veh)						18.2				48.1		21.2				
Level of Service (LOS)						C				E		C				
Approach Delay (s/veh)						6.2				25.7						
Approach LOS										D						

HCS7 Two-Way Stop-Control Report

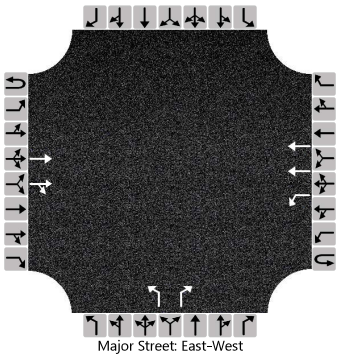
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/Cliffs, 2-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			492	4	0	276	1251			133		361				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						300				145		392				
Capacity, c (veh/h)						1025				127		728				
v/c Ratio						0.29				1.14		0.54				
95% Queue Length, Q_{95} (veh)						1.2				8.5		3.3				
Control Delay (s/veh)						10.0				188.6		15.6				
Level of Service (LOS)						A				F		C				
Approach Delay (s/veh)						1.8				62.1						
Approach LOS										F						

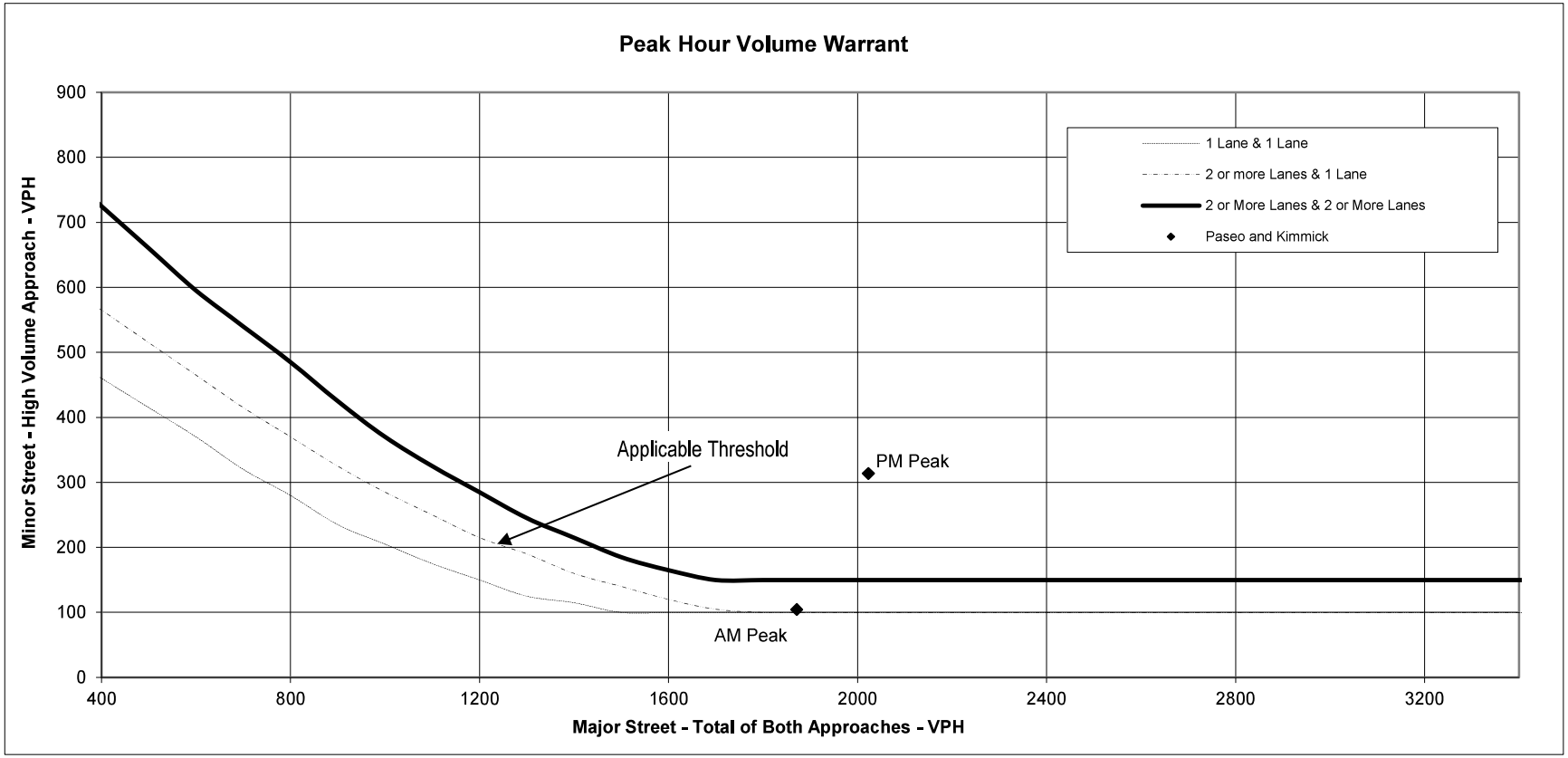
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario: 2024 No Build (w/Cliff's, 2-stage)
Intersection: Paseo and Kimmick
Type: 2 Lane
Major Street (Orientation): Paseo del Norte (E/W)
Minor Street (Orientation): Kimmick (N/S)

Satisfies Warrant 3A **YES**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 650	Minor Approach > 100
2.70 Hours in AM	NO	YES	YES
25.73 Hours in PM	YES	YES	YES

	Minor Street Approach Volume			Major Street Approach Volume			Satisfies Warrant 3B
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	105	0	105	1,286	585	1,871	**YES**
PM Peak	314	0	314	496	1,527	2,023	**YES**



Note: 150 VPH applies as the lower threshold for minor street approach with 2 or more lanes & 100 VPH as the threshold for a minor street approach with one lane

HCS7 Two-Way Stop-Control Report

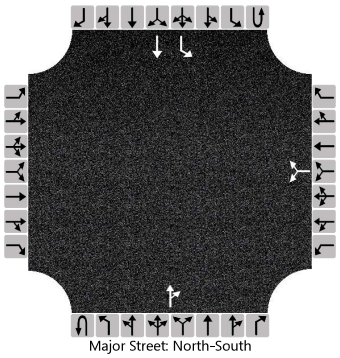
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_AM PEAK
Intersection Orientation	North-South
Project Description	La Cuentista (1-stage)

Site Information

Intersection	Unser and Rosa Parks
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Unser Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						37		12			574	37		12	861	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							53							13		
Capacity, c (veh/h)							140							925		
v/c Ratio							0.38							0.01		
95% Queue Length, Q_{95} (veh)							1.6							0.0		
Control Delay (s/veh)							45.7							8.9		
Level of Service (LOS)							E							A		
Approach Delay (s/veh)						45.7								0.1		
Approach LOS						E										

HCS7 Two-Way Stop-Control Report

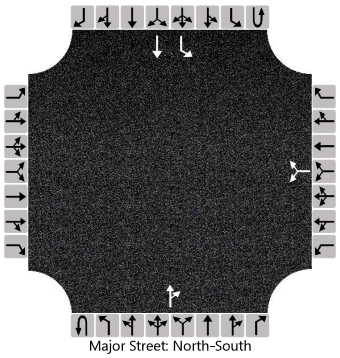
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_PM PEAK
Intersection Orientation	North-South
Project Description	La Cuentista (1-stage)

Site Information

Intersection	Unser and Rosa Parks
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Unser Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						20		7			788	20		7	548	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							29							8		
Capacity, c (veh/h)							163							769		
v/c Ratio							0.18							0.01		
95% Queue Length, Q_{95} (veh)							0.6							0.0		
Control Delay (s/veh)							31.9							9.7		
Level of Service (LOS)							D							A		
Approach Delay (s/veh)						31.9							0.1			
Approach LOS						D										

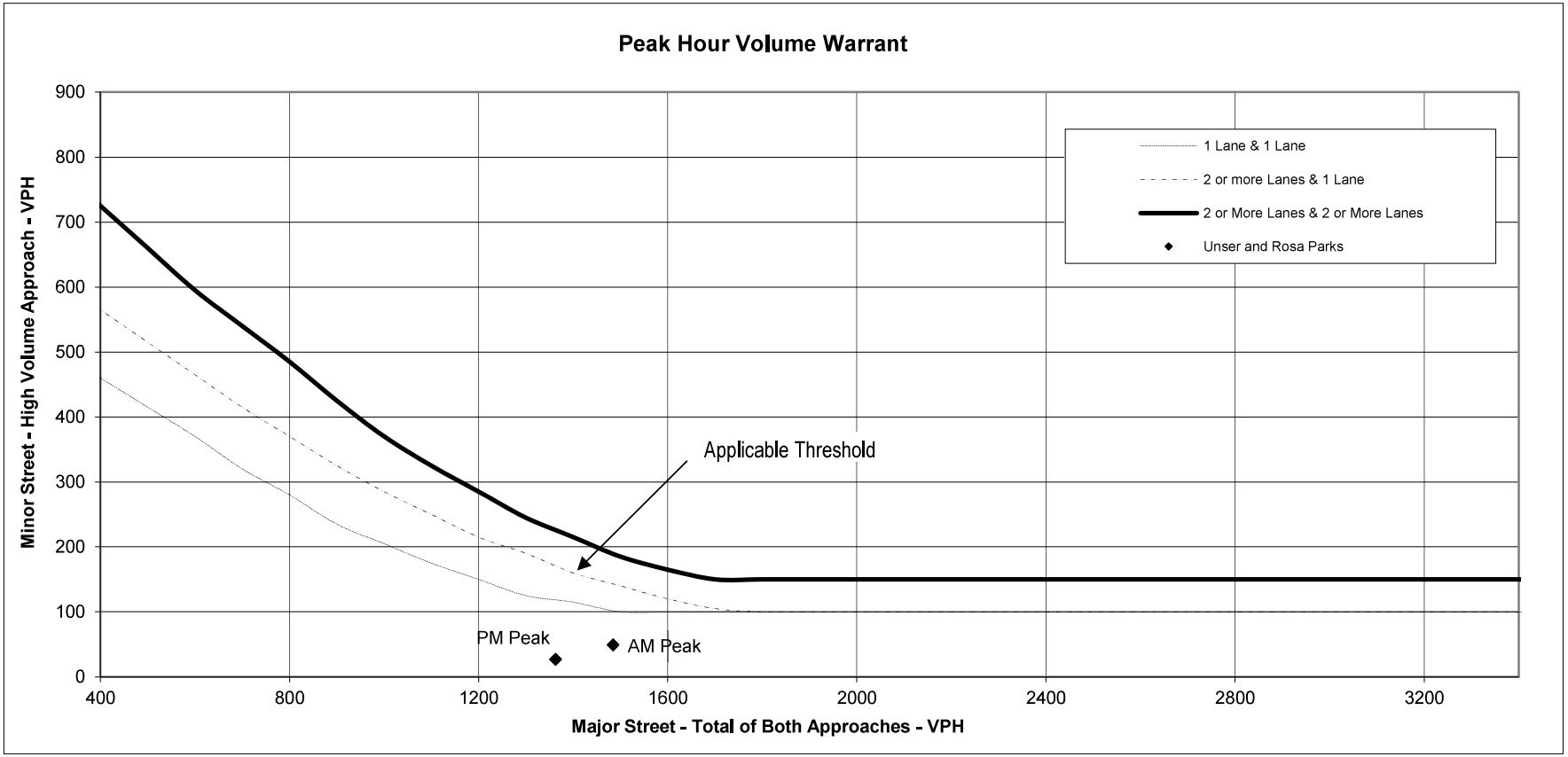
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 No Build (1 STAGE GAP)
Intersection:	Unser and Rosa Parks
Type:	1 Lane/2 Lane
Major Street (Orientation):	Unser (N/S)
Minor Street (Orientation):	Rosa Parks (E/W)

Satisfies Warrant 3A **NO**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 650	Minor Approach > 100
0.62 Hours in AM	NO	YES	NO
0.24 Hours in PM	NO	YES	NO

	Minor Street Approach Volume			Major Street Approach Volume			**Satisfies Warrant 3B**
Time	EB	WB	High Vol	NB	SB	NB + SB	
AM Peak	0	49	49	611	873	1,484	**NO**
PM Peak	0	27	27	808	555	1,363	**NO**



HCS7 Two-Way Stop-Control Report

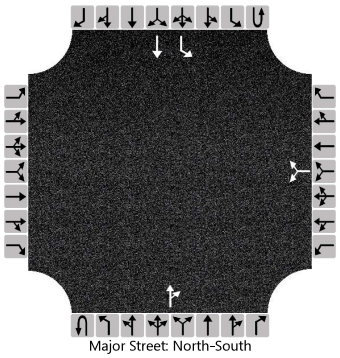
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_AM PEAK
Intersection Orientation	North-South
Project Description	La Cuentista (2-stage)

Site Information

Intersection	Unser and Rosa Parks
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Unser Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						37		12			574	37		12	861	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							53							13		
Capacity, c (veh/h)							279							925		
v/c Ratio							0.19							0.01		
95% Queue Length, Q_{95} (veh)							0.7							0.0		
Control Delay (s/veh)							20.9							8.9		
Level of Service (LOS)							C							A		
Approach Delay (s/veh)						20.9							0.1			
Approach LOS						C										

HCS7 Two-Way Stop-Control Report

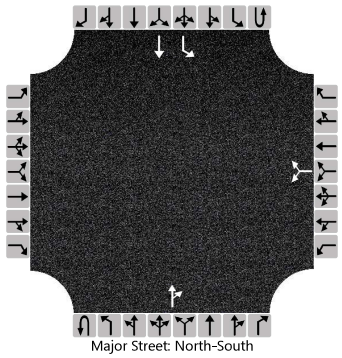
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024NB_PM PEAK
Intersection Orientation	North-South
Project Description	La Cuentista (1-stage)

Site Information

Intersection	Unser and Rosa Parks
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Unser Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						20		7			788	20		7	548	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							29							8		
Capacity, c (veh/h)							290							769		
v/c Ratio							0.10							0.01		
95% Queue Length, Q_{95} (veh)							0.3							0.0		
Control Delay (s/veh)							18.8							9.7		
Level of Service (LOS)							C							A		
Approach Delay (s/veh)						18.8							0.1			
Approach LOS						C										

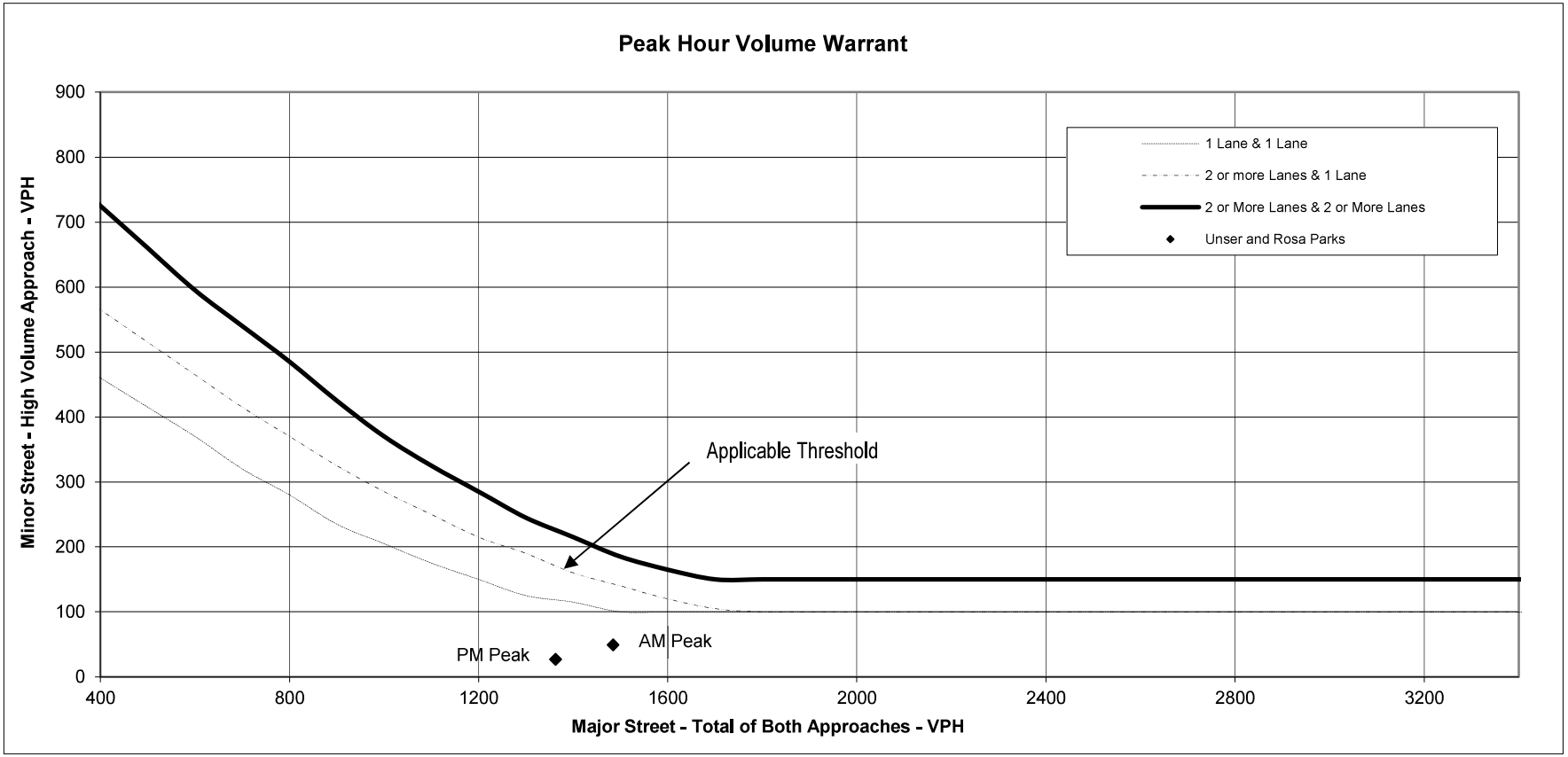
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 No Build (2 STAGE GAP)
Intersection:	Unser and Rosa Parks
Type:	1 Lane/2 Lane
Major Street (Orientation):	Unser (N/S)
Minor Street (Orientation):	Rosa Parks (E/W)

Satisfies Warrant 3A **NO**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 650	Minor Approach > 100
0.28 Hours in AM	NO	YES	NO
0.14 Hours in PM	NO	YES	NO

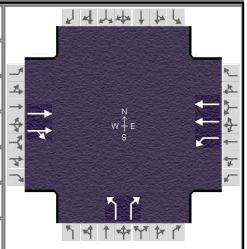
	Minor Street Approach Volume			Major Street Approach Volume			**Satisfies Warrant 3B**
Time	EB	WB	High Vol	NB	SB	NB + SB	
AM Peak	0	49	49	611	873	1,484	**NO**
PM Peak	0	27	27	808	555	1,363	**NO**



APPENDIX E
2024 BUILD INTERSECTION CAPACITY ANALYSIS

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jun 11, 2021	Area Type	Other
Jurisdiction	COA	Time Period		PHF	0.92
Urban Street	La Cuentista	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paseo & Kimmick	File Name	BAM Paseo and Kimmick w-out cliffs.xus		
Project Description	2024B_w/out Cliff's_AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1285	2	36	385		8		119			

Signal Information			
Cycle, s	81.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	3.5	51.6	8.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

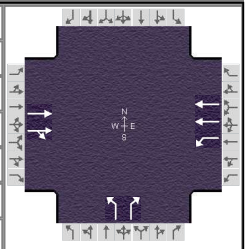
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	1.0	4.0		9.0		
Phase Duration, s		57.6	9.5	67.1		14.0		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.0	3.1	3.0		3.4		
Queue Clearance Time (g_s), s		47.5	2.5	4.6		8.1		
Green Extension Time (g_e), s		4.1	0.0	4.4		0.3		
Phase Call Probability		1.00	0.59	1.00		0.96		
Max Out Probability		0.09	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		700	699	39	418		9		129			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1899	1810	1809		1810		1610			
Queue Service Time (g_s), s		45.5	17.2	0.5	2.6		0.4		6.1			
Cycle Queue Clearance Time (g_c), s		45.5	17.2	0.5	2.6		0.4		6.1			
Green Ratio (*g/C*)		0.64	0.64	0.70	0.75		0.10		0.14			
Capacity (*c*), veh/h		1209	1208	197	2727		178		228			
Volume-to-Capacity Ratio (*X*)		0.579	0.579	0.199	0.153		0.049		0.567			
Back of Queue (*Q*), ft/ln (95 th percentile)		239.4	239.3	20.2	26.1		6.8		104.7			
Back of Queue (*Q*), veh/ln (95 th percentile)		9.6	9.6	0.8	1.0		0.3		4.2			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		8.5	8.5	19.1	2.8		33.1		32.5			
Incremental Delay (d_2), s/veh		0.2	0.2	0.2	0.0		0.0		0.8			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		8.7	8.7	19.2	2.8		33.2		33.3			
Level of Service (LOS)		A	A	B	A		C		C			
Approach Delay, s/veh / LOS	8.7	A		4.2	A		33.3	C		0.0		
Intersection Delay, s/veh / LOS	9.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	0.64	A	2.31	B	2.14	B
Bicycle LOS Score / LOS	1.64	B	0.87	A		F		

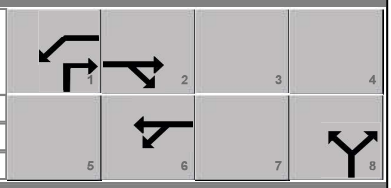
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jun 11, 2021	Area Type	Other
Jurisdiction	COA	Time Period		PHF	0.92
Urban Street	La Cuentista	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paseo & Kimmick	File Name	BPM Paseo and Kimmick w-out cliffs.xus		
Project Description	2024B_w/out Cliff's_PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		491	9	131	1251		5		78			

Signal Information			
Cycle, s	68.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.6	40.0	4.9	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	1.0	4.0		9.0		
Phase Duration, s		46.0	11.6	57.6		10.9		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.0	3.1	3.0		3.4		
Queue Clearance Time (g_s), s		15.1	3.8	12.2		5.2		
Green Extension Time (g_e), s		5.5	0.2	5.5		0.2		
Phase Call Probability		1.00	0.93	1.00		0.82		
Max Out Probability		0.00	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		272	271	142	1360		5		85			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1888	1810	1809		1810		1610			
Queue Service Time (g_s), s		13.1	4.8	1.8	10.2		0.2		3.2			
Cycle Queue Clearance Time (g_c), s		13.1	4.8	1.8	10.2		0.2		3.2			
Green Ratio (*g/C*)		0.58	0.58	0.69	0.75		0.07		0.15			
Capacity (*c*), veh/h		1109	1102	598	2724		130		247			
Volume-to-Capacity Ratio (*X*)		0.246	0.246	0.238	0.499		0.042		0.343			
Back of Queue (*Q*), ft/ln (95 th percentile)		69.7	69.4	19.1	79.1		3.7		53.1			
Back of Queue (*Q*), veh/ln (95 th percentile)		2.8	2.8	0.8	3.2		0.1		2.1			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		6.9	6.9	5.4	3.3		29.6		25.9			
Incremental Delay (d_2), s/veh		0.0	0.0	0.1	0.1		0.0		0.3			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		7.0	7.0	5.5	3.4		29.7		26.2			
Level of Service (LOS)		A	A	A	A		C		C			
Approach Delay, s/veh / LOS	7.0	A		3.6	A		26.4	C		0.0		
Intersection Delay, s/veh / LOS	5.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.87	B	0.63	A	2.31	B	2.14	B
Bicycle LOS Score / LOS	0.94	A	1.73	B		F		

HCS7 Two-Way Stop-Control Report

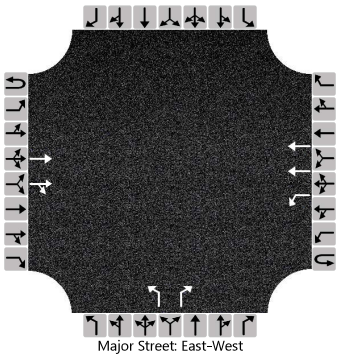
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/out Cliff's, 1-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1285	2	0	36	385			8		119				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						39				9		129				
Capacity, c (veh/h)						484				78		382				
v/c Ratio						0.08				0.11		0.34				
95% Queue Length, Q_{95} (veh)						0.3				0.4		1.5				
Control Delay (s/veh)						13.1				56.8		19.2				
Level of Service (LOS)						B				F		C				
Approach Delay (s/veh)						1.1				21.5						
Approach LOS										C						

HCS7 Two-Way Stop-Control Report

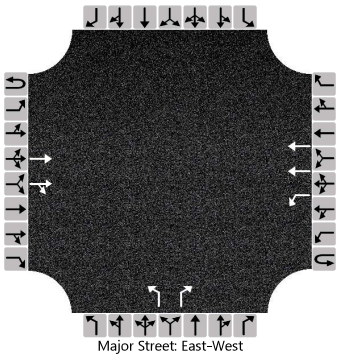
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/out Cliff's, 1-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			491	9	0	131	1251			5		78				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						142				5		85				
Capacity, c (veh/h)						1022				97		726				
v/c Ratio						0.14				0.06		0.12				
95% Queue Length, Q_{95} (veh)						0.5				0.2		0.4				
Control Delay (s/veh)						9.1				44.5		10.6				
Level of Service (LOS)						A				E		B				
Approach Delay (s/veh)					0.9				12.7							
Approach LOS									B							

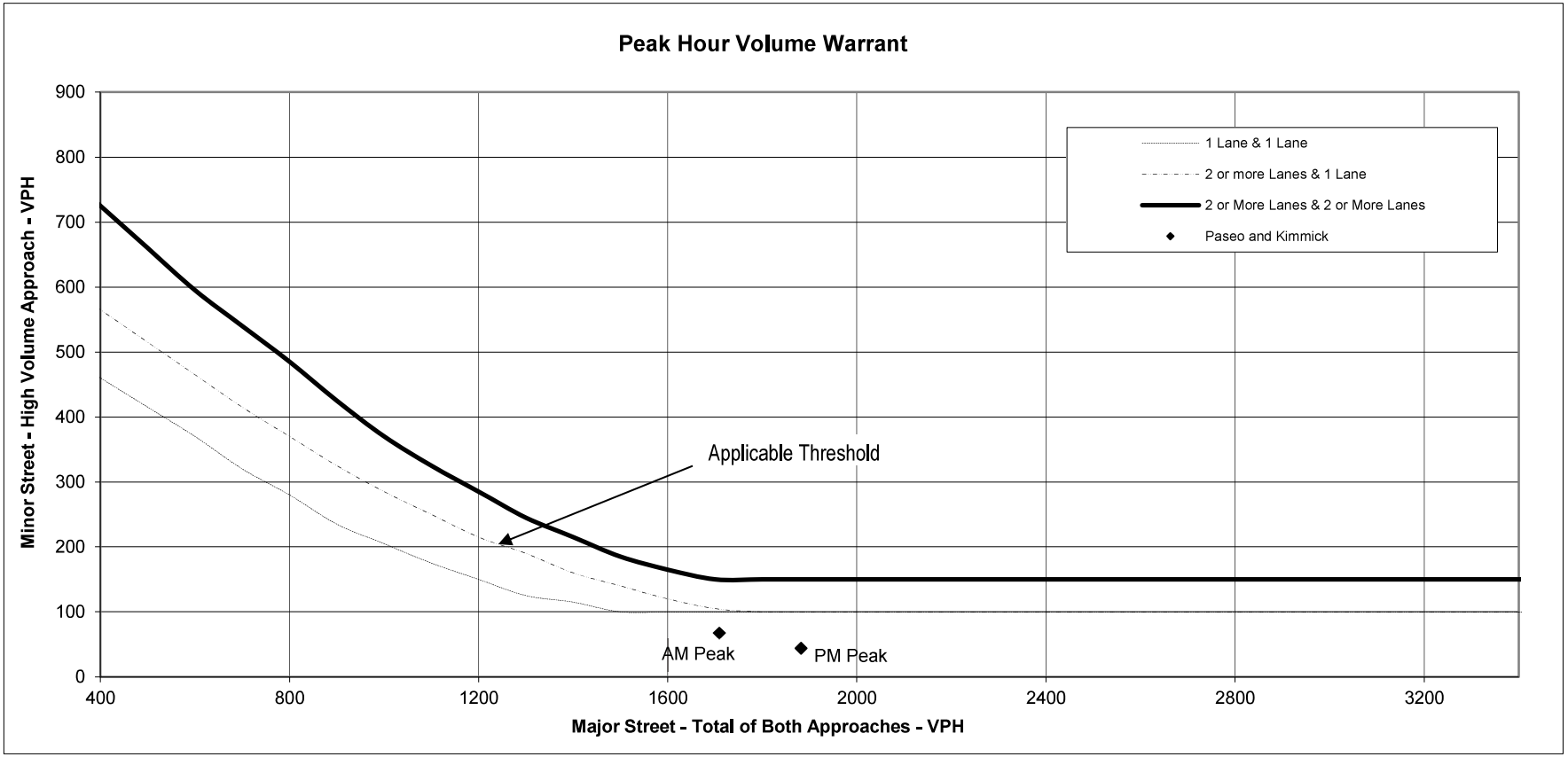
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 Build (w/out Cliff's, 1-Stage)
Intersection:	Paseo and Kimmick
Type:	2 Lane
Major Street (Orientation):	Paseo del Norte (E/W)
Minor Street (Orientation):	Kimmick (N/S)

Satisfies Warrant 3A **NO**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 650	Minor Approach > 100
0.41 Hours in AM	NO	YES	NO
0.16 Hours in PM	NO	YES	NO

	Minor Street Approach Volume			Major Street Approach Volume			**Satisfies Warrant 3B**
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	68	0	68	1,288	421	1,709	**NO**
PM Peak	44	0	44	500	1,382	1,882	**NO**



HCS7 Two-Way Stop-Control Report

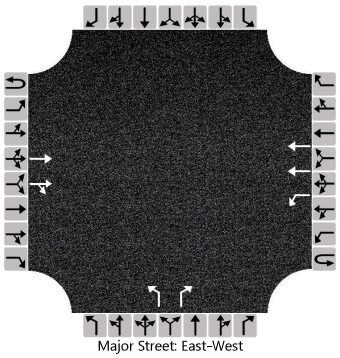
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/out Cliff's, 2-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1285	2	0	36	385			8		119				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						39				9		129				
Capacity, c (veh/h)						484				160		382				
v/c Ratio						0.08				0.05		0.34				
95% Queue Length, Q_{95} (veh)						0.3				0.2		1.5				
Control Delay (s/veh)						13.1				28.8		19.2				
Level of Service (LOS)						B				D		C				
Approach Delay (s/veh)						1.1				19.8						
Approach LOS										C						

HCS7 Two-Way Stop-Control Report

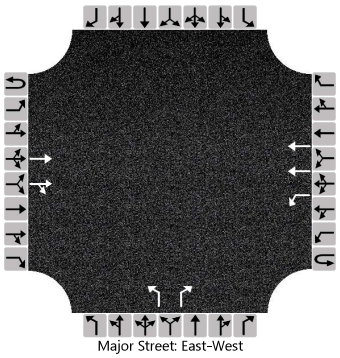
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/out Cliff's, 2-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			491	9	0	131	1251			5		78				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						142				5		85				
Capacity, c (veh/h)						1022				209		726				
v/c Ratio						0.14				0.03		0.12				
95% Queue Length, Q_{95} (veh)						0.5				0.1		0.4				
Control Delay (s/veh)						9.1				22.7		10.6				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)						0.9				11.3						
Approach LOS										B						

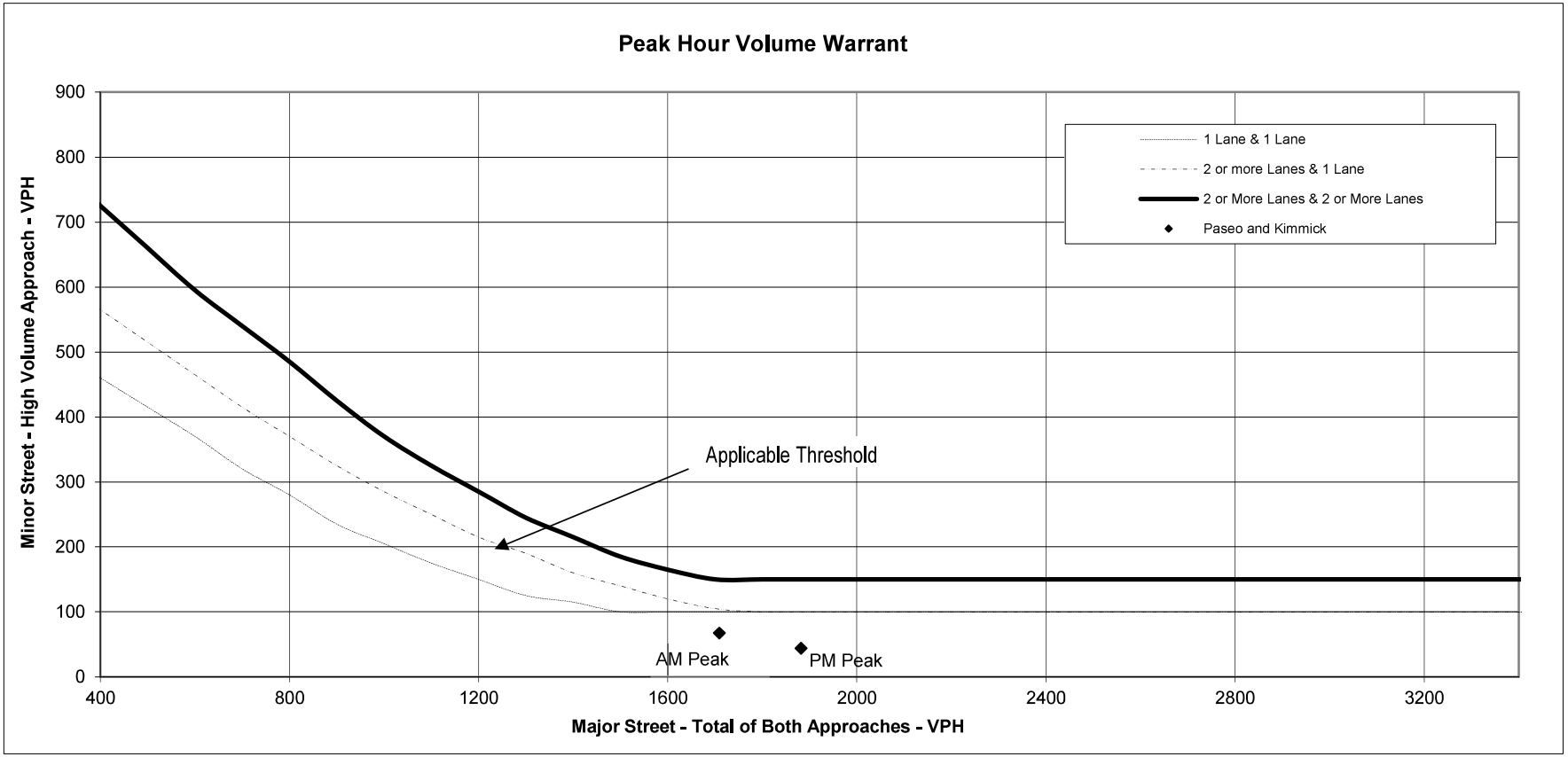
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 Build (w/out Cliffs, 2-Stage)
Intersection:	Paseo and Kimmick
Type:	2 Lane
Major Street (Orientation):	Paseo del Norte (E/W)
Minor Street (Orientation):	Kimmick (N/S)

Satisfies Warrant 3A **NO**

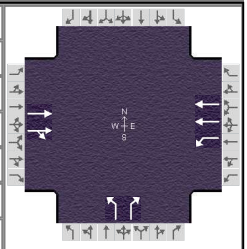
Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 800	Minor Approach > 100
0.37 Hours in AM	NO	YES	NO
0.14 Hours in PM	NO	YES	NO

	Minor Street Approach Volume			Major Street Approach Volume			**Satisfies Warrant 3B**
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	68	0	68	1,288	421	1,709	**NO**
PM Peak	44	0	44	500	1,382	1,882	**NO**



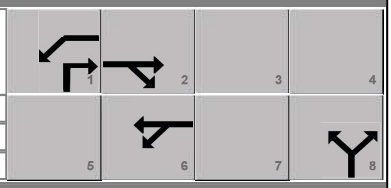
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jun 11, 2021	Area Type	Other
Jurisdiction	COA	Time Period		PHF	0.92
Urban Street	La Cuentista	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paseo & Kimmick	File Name	BAM Paseo and Kimmick w-cliffs.xus		
Project Description	2024B_w/Cliff's_AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1285	2	217	387		34		207			

Signal Information			
Cycle, s	92.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.8	51.6	13.8	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

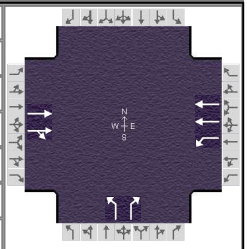
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	1.0	4.0		9.0		
Phase Duration, s		57.6	14.8	72.4		19.8		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.0	3.1	3.0		3.3		
Queue Clearance Time (g_s), s		47.5	8.4	5.4		13.3		
Green Extension Time (g_e), s		4.1	0.4	4.5		0.5		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.09	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		700	699	236	421		37		225			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1899	1810	1809		1810		1610			
Queue Service Time (g_s), s		45.5	23.7	6.4	3.4		1.6		11.3			
Cycle Queue Clearance Time (g_c), s		45.5	23.7	6.4	3.4		1.6		11.3			
Green Ratio (*g/C*)		0.56	0.56	0.68	0.72		0.15		0.24			
Capacity (*c*), veh/h		1063	1063	277	2605		271		394			
Volume-to-Capacity Ratio (*X*)		0.658	0.658	0.853	0.161		0.136		0.570			
Back of Queue (*Q*), ft/ln (95 th percentile)		352.8	352.7	225.6	43.6		32		192			
Back of Queue (*Q*), veh/ln (95 th percentile)		14.1	14.1	9.0	1.7		1.3		7.7			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		14.1	14.1	25.7	4.1		34.0		30.5			
Incremental Delay (d_2), s/veh		0.4	0.4	2.9	0.0		0.1		0.5			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		14.5	14.5	28.6	4.1		34.1		31.0			
Level of Service (LOS)		B	B	C	A		C		C			
Approach Delay, s/veh / LOS	14.5	B		12.9	B		31.5	C		0.0		
Intersection Delay, s/veh / LOS	16.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	0.65	A	2.32	B	2.15	B
Bicycle LOS Score / LOS	1.64	B	1.03	A		F		

HCS7 Signalized Intersection Results Summary

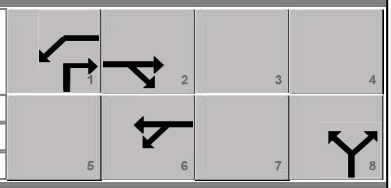
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MG	Analysis Date	Jun 11, 2021	Area Type	Other
Jurisdiction	COA	Time Period		PHF	0.92
Urban Street	La Cuentista	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paseo & Kimmick	File Name	BPM Paseo and Kimmick w-cliffs.xus		
Project Description	2024B_w/Cliff's_PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		492	9	342	1251		136		400			

Signal Information			
Cycle, s	95.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.1	40.0	24.3	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	1.0	4.0		9.0		
Phase Duration, s		46.0	19.1	65.1		30.3		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.0	3.1	3.0		3.3		
Queue Clearance Time (g_s), s		15.1	12.4	23.9		23.5		
Green Extension Time (g_e), s		5.5	0.7	5.5		0.9		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		0.21		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		273	272	372	1360		148		435			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1888	1810	1809		1810		1610			
Queue Service Time (g_s), s		13.1	9.3	10.4	21.9		6.3		21.5			
Cycle Queue Clearance Time (g_c), s		13.1	9.3	10.4	21.9		6.3		21.5			
Green Ratio (*g/C*)		0.42	0.42	0.58	0.62		0.25		0.39			
Capacity (*c*), veh/h		796	791	571	2241		461		632			
Volume-to-Capacity Ratio (*X*)		0.343	0.343	0.651	0.607		0.320		0.688			
Back of Queue (*Q*), ft/ln (95 th percentile)		177.4	176.4	172.5	304.4		121.5		316.8			
Back of Queue (*Q*), veh/ln (95 th percentile)		7.1	7.1	6.9	12.2		4.9		12.7			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		18.8	18.8	12.8	11.1		28.9		24.1			
Incremental Delay (d_2), s/veh		0.1	0.1	0.5	0.1		0.1		1.6			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		18.9	18.9	13.3	11.2		29.0		25.8			
Level of Service (LOS)		B	B	B	B		C		C			
Approach Delay, s/veh / LOS	18.9	B		11.6	B		26.6	C		0.0		
Intersection Delay, s/veh / LOS	16.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	0.68	A	2.32	B	2.15	B
Bicycle LOS Score / LOS	0.94	A	1.92	B		F		

HCS7 Two-Way Stop-Control Report

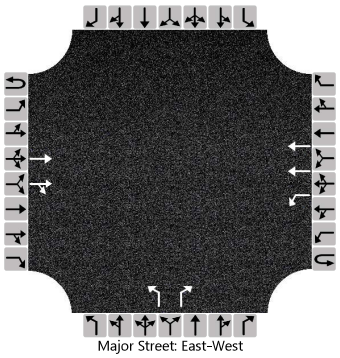
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/Cliff's, 1-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1285	2	0	217	387			34		207				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						236				37		225				
Capacity, c (veh/h)						484				24		382				
v/c Ratio						0.49				1.57		0.59				
95% Queue Length, Q_{95} (veh)						2.6				4.7		3.6				
Control Delay (s/veh)						19.3				636.6		27.1				
Level of Service (LOS)						C				F		D				
Approach Delay (s/veh)						6.9				113.1						
Approach LOS										F						

HCS7 Two-Way Stop-Control Report

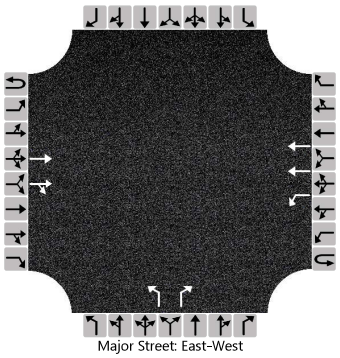
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/Cliff's, 1-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			492	9	0	342	1251			136		400				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						372				148		435				
Capacity, c (veh/h)						1021				35		725				
v/c Ratio						0.36				4.21		0.60				
95% Queue Length, Q_{95} (veh)						1.7				17.3		4.0				
Control Delay (s/veh)						10.5				1676.7		17.1				
Level of Service (LOS)						B				F		C				
Approach Delay (s/veh)					2.3				438.2							
Approach LOS										F						

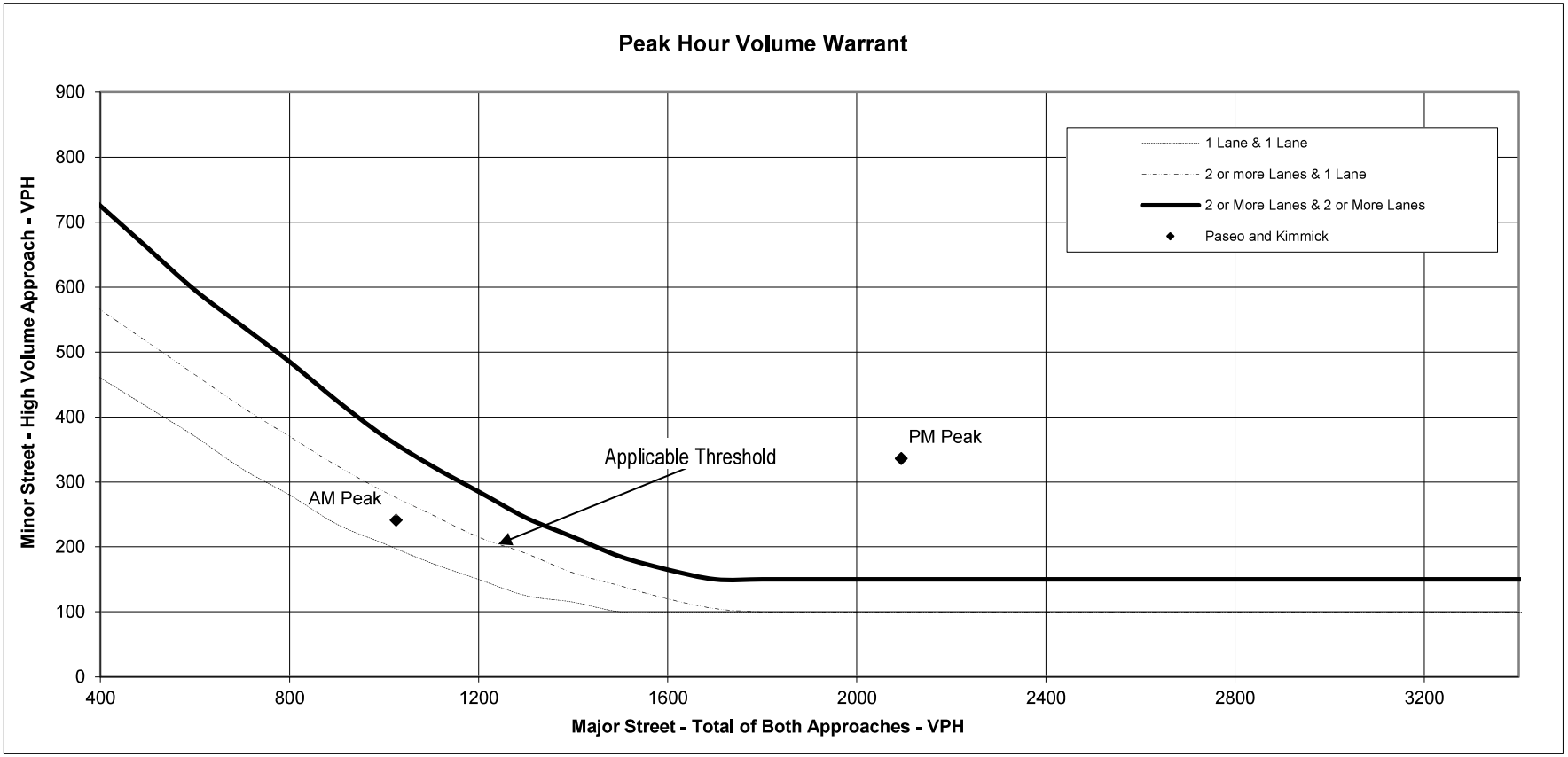
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 Build (w/Cliff's, 1-stage)
Intersection:	Paseo and Kimmick
Type:	2 Lane
Major Street (Orientation):	Paseo del Norte (E/W)
Minor Street (Orientation):	kimmick (N/S)

Satisfies Warrant 3A **YES**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 800	Minor Approach > 100
7.57 Hours in AM	YES	YES	YES
40.90 Hours in PM	YES	YES	YES

	Minor Street Approach Volume			Major Street Approach Volume			Satisfies Warrant 3B
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	241	0	241	604	421	1,025	**NO**
PM Peak	336	0	336	501	1,593	2,094	**YES**



HCS7 Two-Way Stop-Control Report

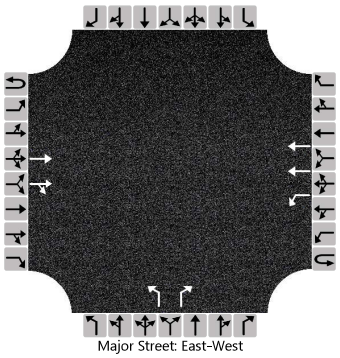
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/Cliff's, 2-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1285	2	0	217	387			34		207				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						236				37		225				
Capacity, c (veh/h)						484				108		382				
v/c Ratio						0.49				0.34		0.59				
95% Queue Length, Q_{95} (veh)						2.6				1.4		3.6				
Control Delay (s/veh)						19.3				54.6		27.1				
Level of Service (LOS)						C				F		D				
Approach Delay (s/veh)						6.9				30.9						
Approach LOS										D						

HCS7 Two-Way Stop-Control Report

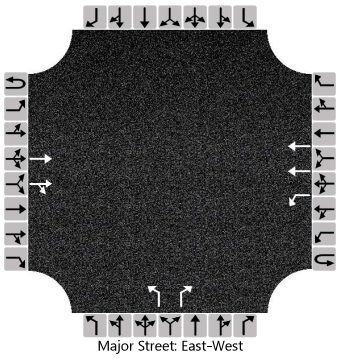
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista (w/Cliff's, 2-stage)

Site Information

Intersection	Paseo and Kimmick
Jurisdiction	COA
East/West Street	Paseo del Norte
North/South Street	Kimmick
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			492	9	0	342	1251			136		400				
Percent Heavy Vehicles (%)					2	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						372				148		435				
Capacity, c (veh/h)						1021				98		725				
v/c Ratio						0.36				1.50		0.60				
95% Queue Length, Q_{95} (veh)						1.7				11.2		4.0				
Control Delay (s/veh)						10.5				348.9		17.1				
Level of Service (LOS)						B				F		C				
Approach Delay (s/veh)						2.3				101.3						
Approach LOS										F						

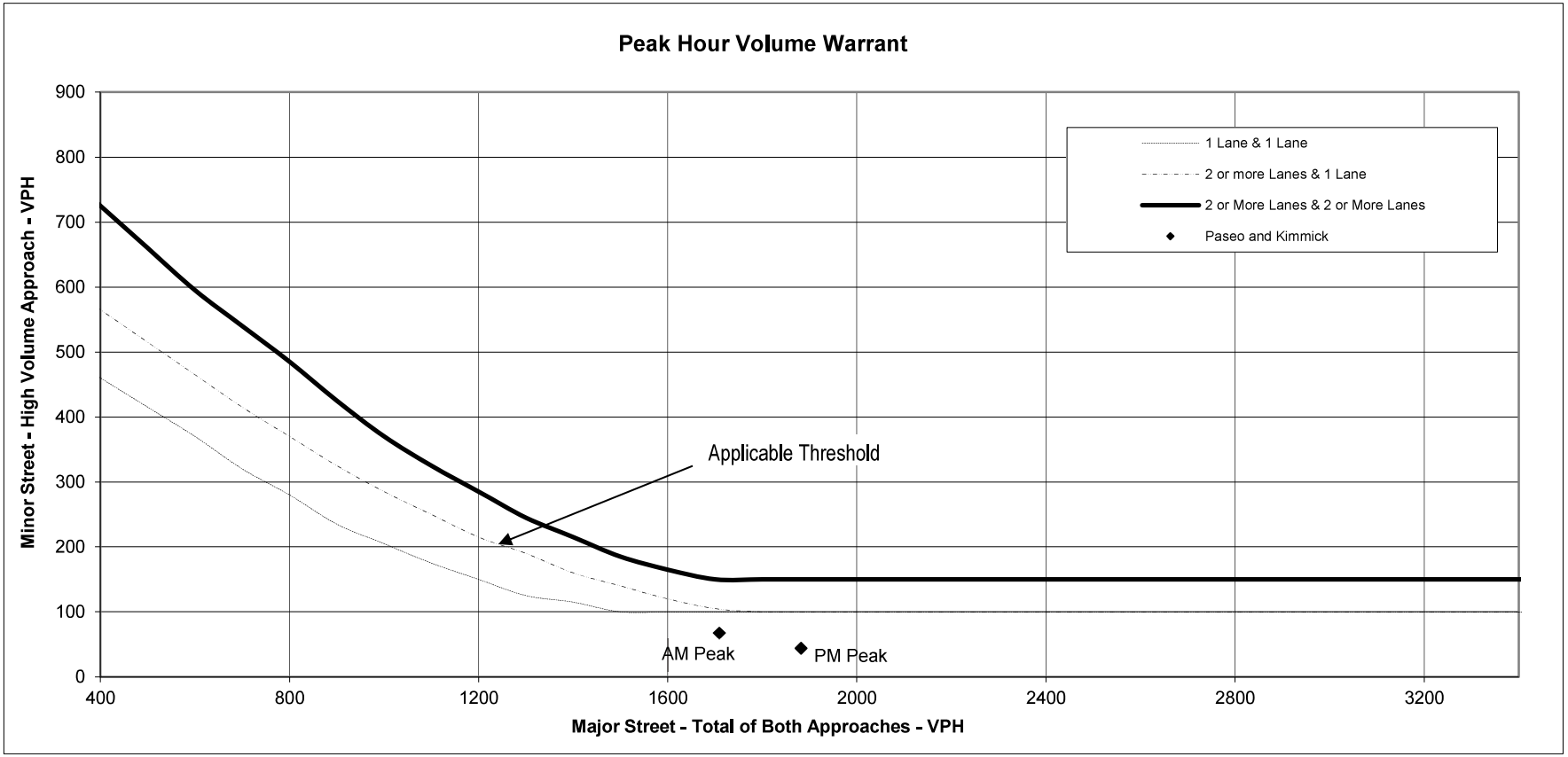
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 Build (w/out Cliff's, 1-Stage)
Intersection:	Paseo and Kimmick
Type:	2 Lane
Major Street (Orientation):	Paseo del Norte (E/W)
Minor Street (Orientation):	Kimmick (N/S)

Satisfies Warrant 3A **NO**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 650	Minor Approach > 100
0.41 Hours in AM	NO	YES	NO
0.16 Hours in PM	NO	YES	NO

	Minor Street Approach Volume			Major Street Approach Volume			**Satisfies Warrant 3B**
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	68	0	68	1,288	421	1,709	**NO**
PM Peak	44	0	44	500	1,382	1,882	**NO**



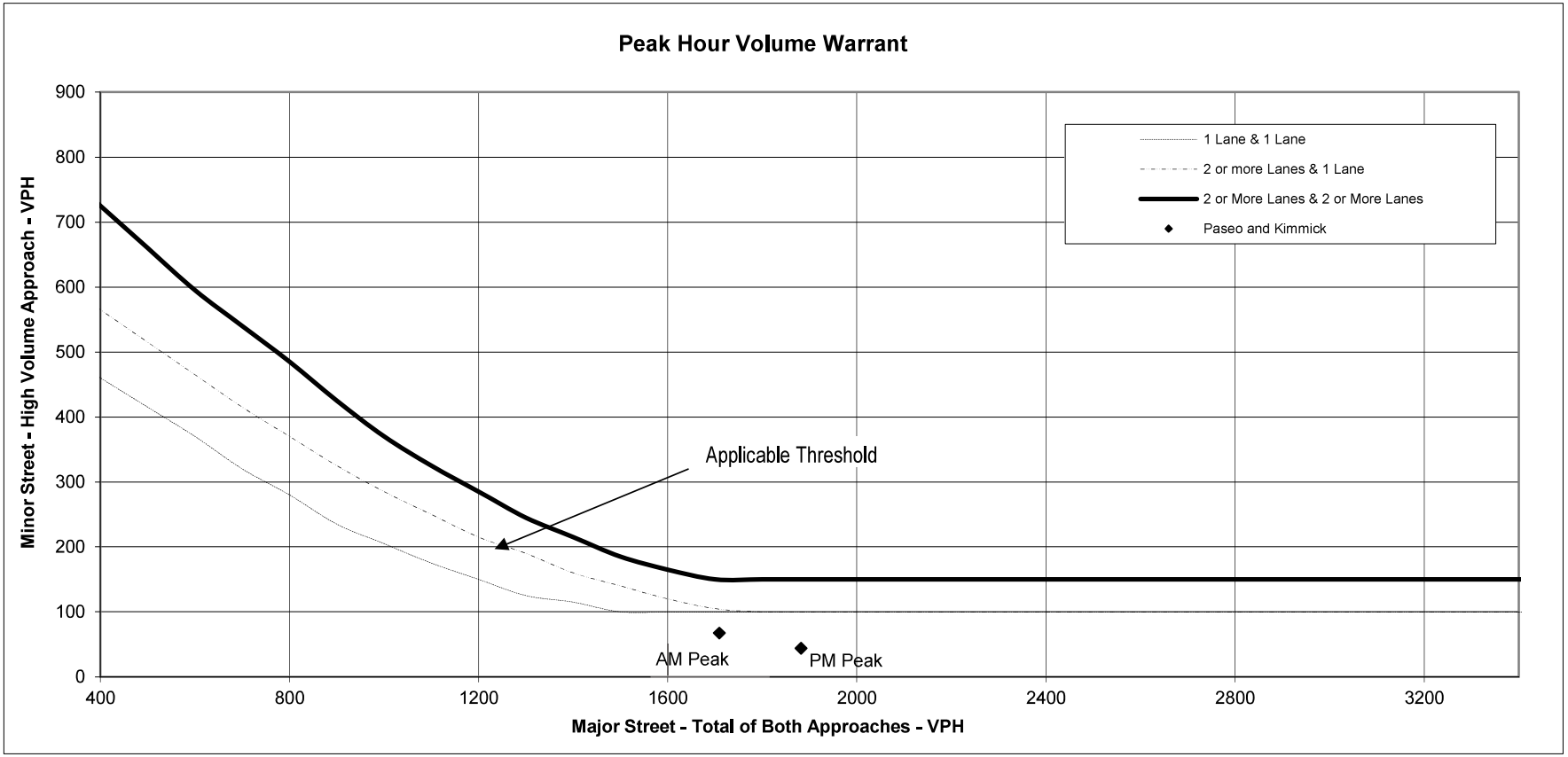
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 Build (w/out Cliffs, 2-Stage)
Intersection:	Paseo and Kimmick
Type:	2 Lane
Major Street (Orientation):	Paseo del Norte (E/W)
Minor Street (Orientation):	Kimmick (N/S)

Satisfies Warrant 3A **NO**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 800	Minor Approach > 100
0.37 Hours in AM	NO	YES	NO
0.14 Hours in PM	NO	YES	NO

	Minor Street Approach Volume			Major Street Approach Volume			**Satisfies Warrant 3B**
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	68	0	68	1,288	421	1,709	**NO**
PM Peak	44	0	44	500	1,382	1,882	**NO**



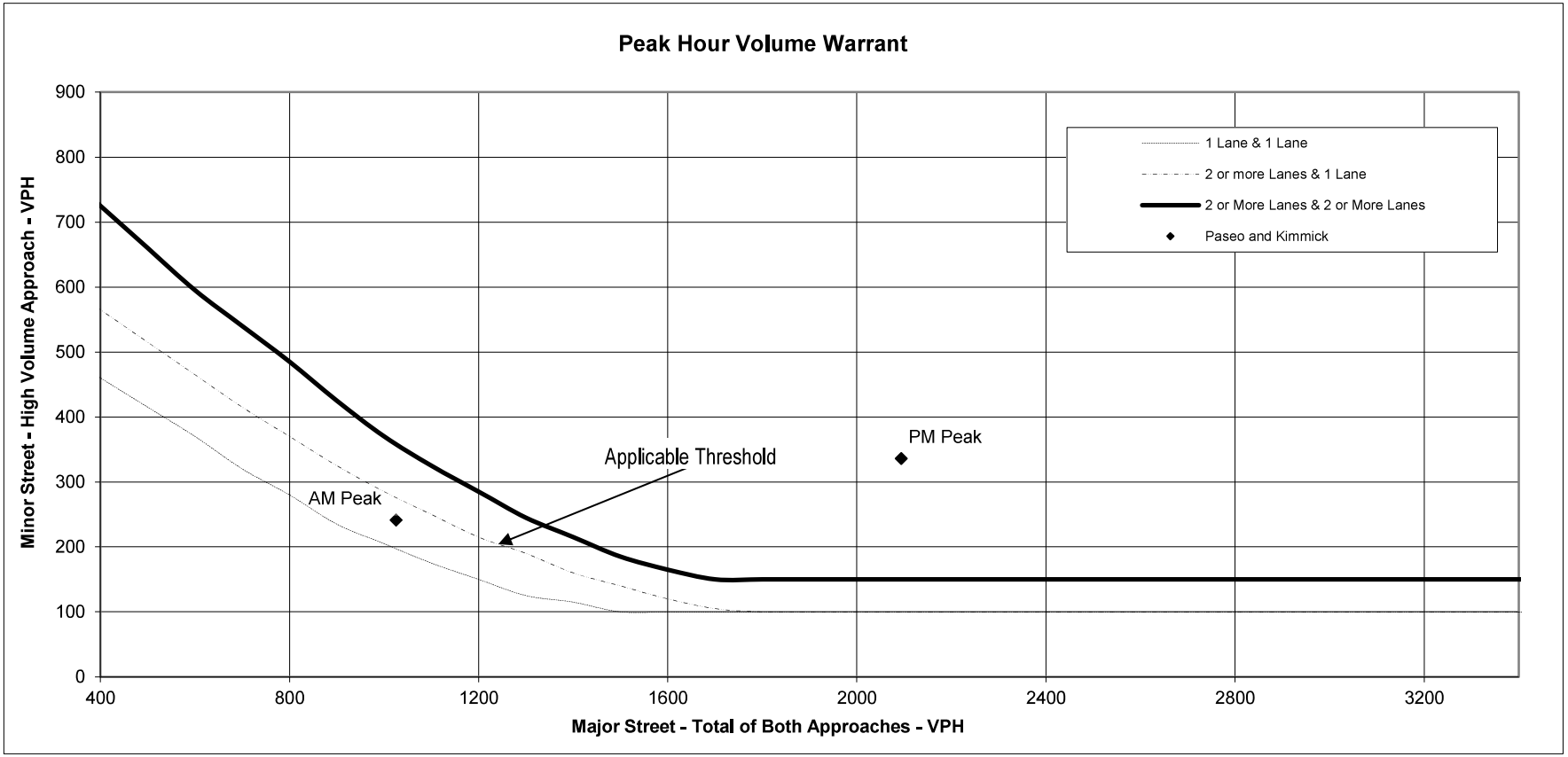
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 Build (w/Cliff's, 1-stage)
Intersection:	Paseo and Kimmick
Type:	2 Lane
Major Street (Orientation):	Paseo del Norte (E/W)
Minor Street (Orientation):	kimmick (N/S)

Satisfies Warrant 3A **YES**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 800	Minor Approach > 100
7.57 Hours in AM	YES	YES	YES
40.90 Hours in PM	YES	YES	YES

	Minor Street Approach Volume			Major Street Approach Volume			Satisfies Warrant 3B
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	241	0	241	604	421	1,025	**NO**
PM Peak	336	0	336	501	1,593	2,094	**YES**



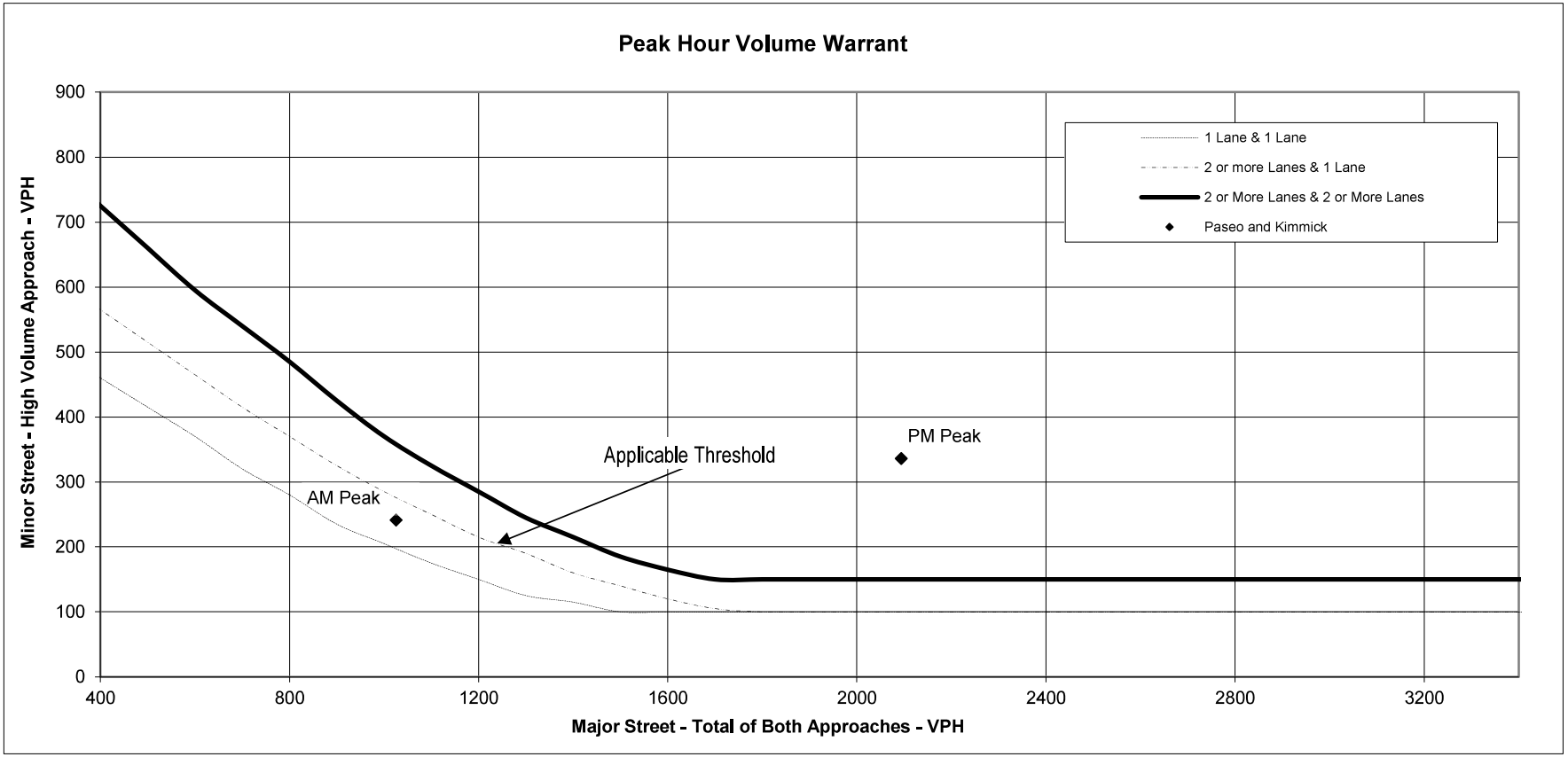
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 Build (w/Cliff's, 1-stage)
Intersection:	Paseo and Kimmick
Type:	2 Lane
Major Street (Orientation):	Paseo del Norte (E/W)
Minor Street (Orientation):	kimmick (N/S)

Satisfies Warrant 3A **YES**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 800	Minor Approach > 100
2.07 Hours in AM	NO	YES	YES
5.80 Hours in PM	YES	YES	YES

	Minor Street Approach Volume			Major Street Approach Volume			**Satisfies Warrant 3B**
Time	NB	SB	High Vol	EB	WB	EB + WB	
AM Peak	241	0	241	604	421	1,025	**NO**
PM Peak	336	0	336	501	1,593	2,094	**YES**



HCS7 Two-Way Stop-Control Report

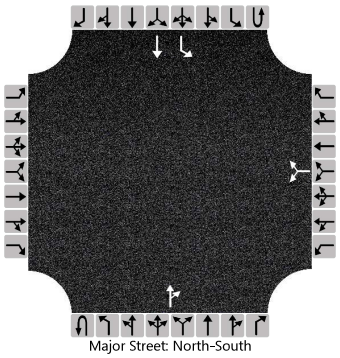
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_AM PEAK
Intersection Orientation	North-South
Project Description	La Cuentista (1-stage)

Site Information

Intersection	Unser and Rosa Parks
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Unser Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						91		30			574	55		18	861	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							132							20		
Capacity, c (veh/h)							135							909		
v/c Ratio							0.97							0.02		
95% Queue Length, Q_{95} (veh)							6.8							0.1		
Control Delay (s/veh)							133.5							9.0		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)						133.5								0.2		
Approach LOS						F										

HCS7 Two-Way Stop-Control Report

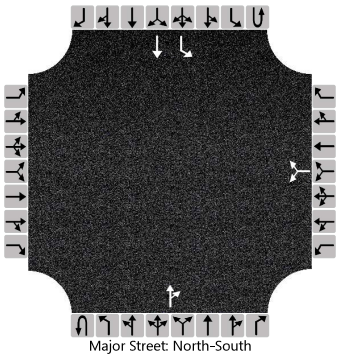
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_PM PEAK
Intersection Orientation	North-South
Project Description	La Cuentista (1-stage)

Site Information

Intersection	Unser and Rosa Parks
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Unser Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						56		18			788	80		26	548	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							80							28		
Capacity, c (veh/h)							142							727		
v/c Ratio							0.57							0.04		
95% Queue Length, Q_{95} (veh)							2.9							0.1		
Control Delay (s/veh)							59.0							10.2		
Level of Service (LOS)							F							B		
Approach Delay (s/veh)						59.0							0.5			
Approach LOS						F										

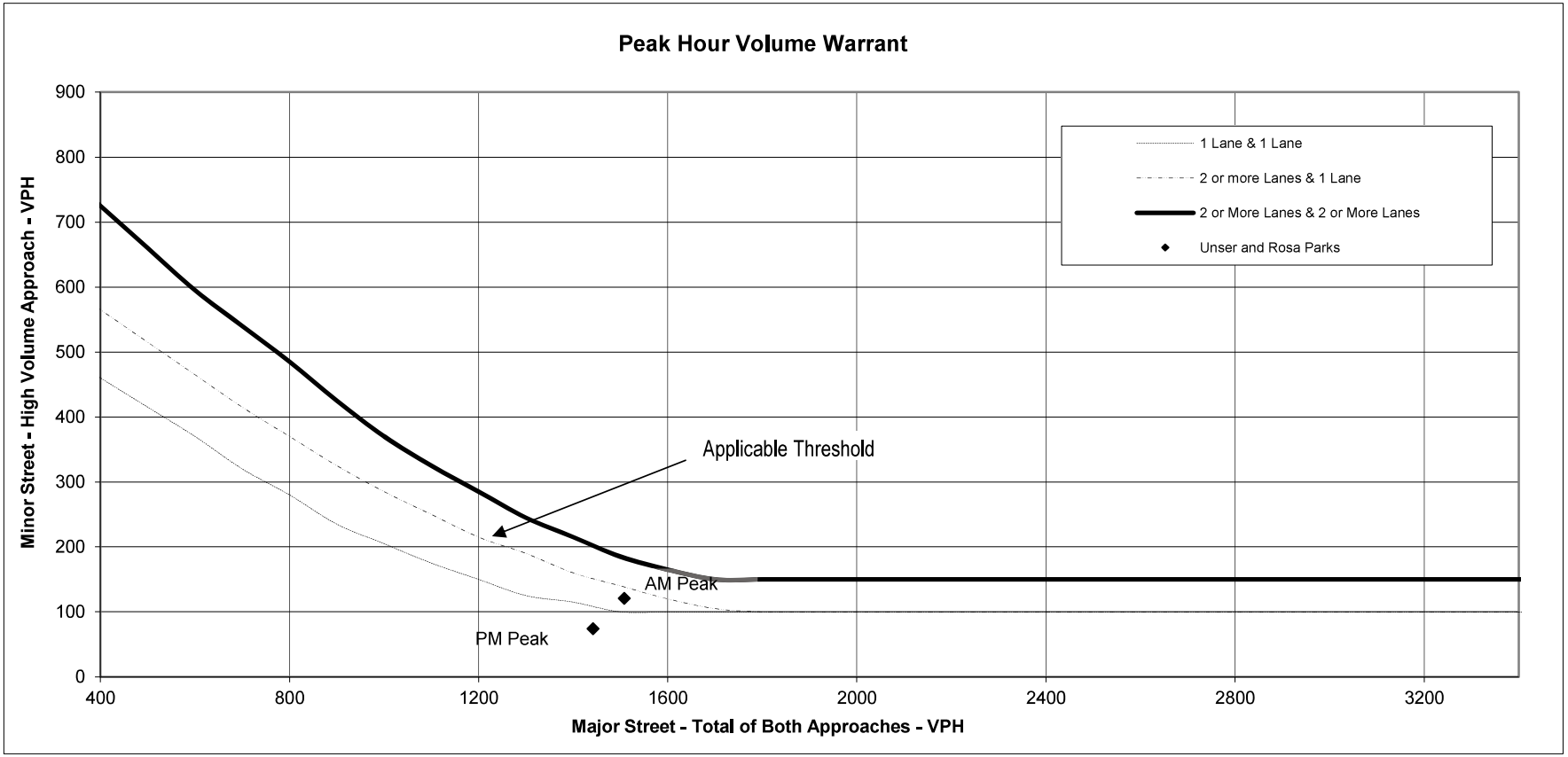
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 Build (1 STAGE GAP)
Intersection:	Unser and Rosa Parks
Type:	1 Lane/2 Lane
Major Street (Orientation):	Unser (N/S)
Minor Street (Orientation):	Rosa Parks (E/W)

Satisfies Warrant 3A **YES**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 650	Minor Approach > 100
4.49 Hours in AM	YES	YES	YES
1.21 Hours in PM	NO	YES	NO

	Minor Street Approach Volume			Major Street Approach Volume			Satisfies Warrant 3B
Time	EB	WB	High Vol	NB	SB	NB + SB	
AM Peak	0	121	121	629	879	1,508	**NO**
PM Peak	0	74	74	868	574	1,442	**NO**



HCS7 Two-Way Stop-Control Report

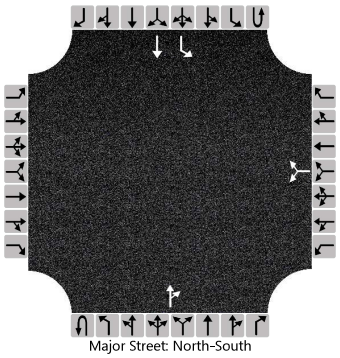
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_AM PEAK
Intersection Orientation	North-South
Project Description	La Cuentista (2-stage)

Site Information

Intersection	Unser and Rosa Parks
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Unser Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						91		30			574	55		18	861	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							132							20		
Capacity, c (veh/h)							274							909		
v/c Ratio							0.48							0.02		
95% Queue Length, Q_{95} (veh)							2.4							0.1		
Control Delay (s/veh)							29.7							9.0		
Level of Service (LOS)							D							A		
Approach Delay (s/veh)						29.7								0.2		
Approach LOS						D										

HCS7 Two-Way Stop-Control Report

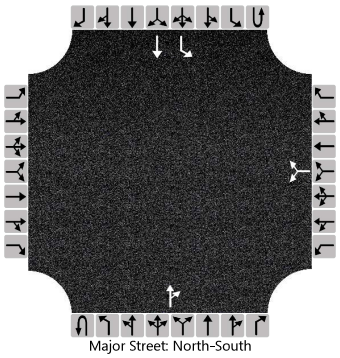
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_PM PEAK
Intersection Orientation	North-South
Project Description	La Cuentista (2-stage)

Site Information

Intersection	Unser and Rosa Parks
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Unser Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						56		18			788	80		26	548	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							80							28		
Capacity, c (veh/h)							271							727		
v/c Ratio							0.30							0.04		
95% Queue Length, Q_{95} (veh)							1.2							0.1		
Control Delay (s/veh)							23.8							10.2		
Level of Service (LOS)							C							B		
Approach Delay (s/veh)						23.8							0.5			
Approach LOS						C										

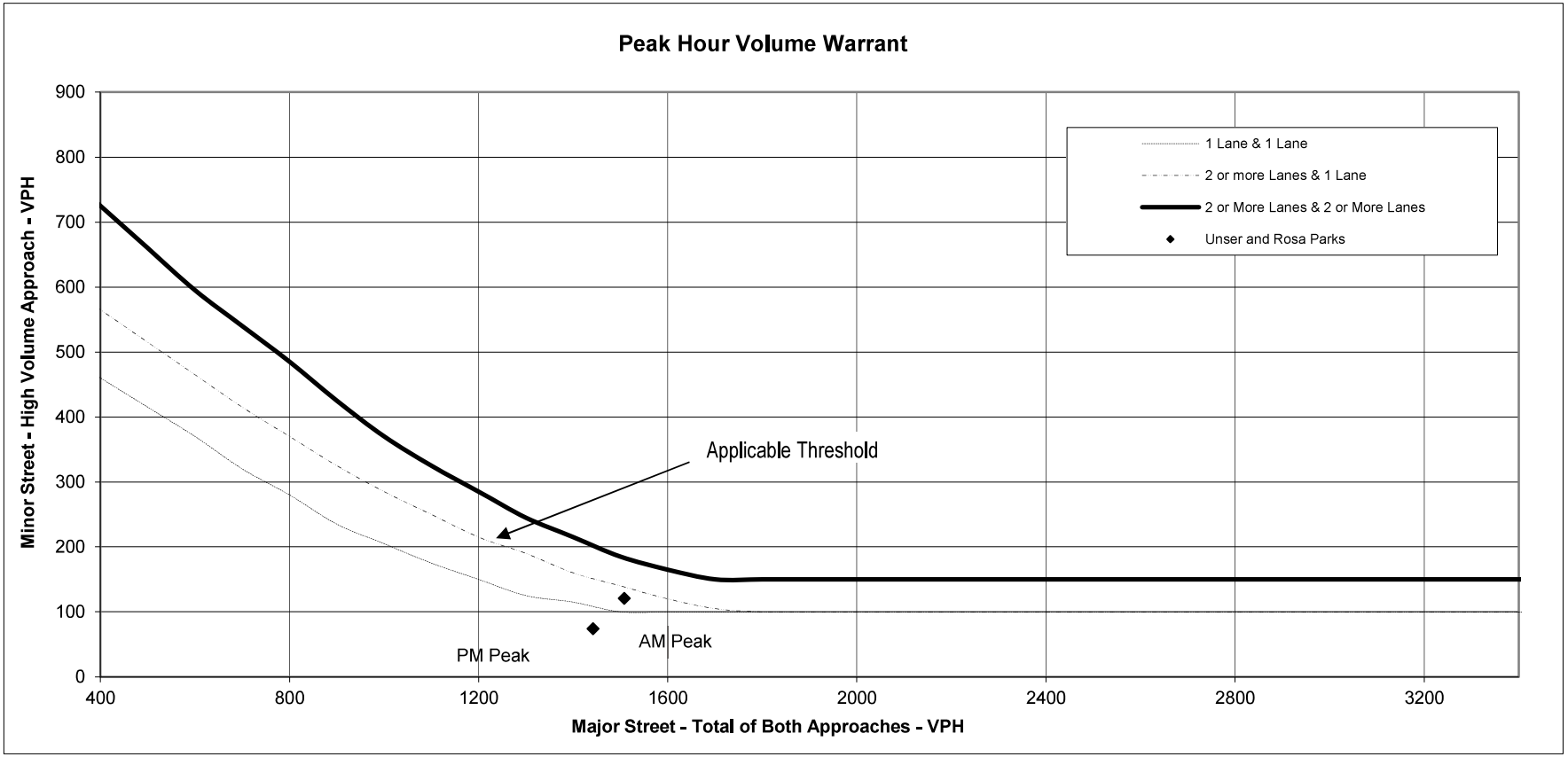
PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario:	2024 Build (2 STAGE GAP)
Intersection:	Unser and Rosa Parks
Type:	1 Lane/2 Lane
Major Street (Orientation):	Unser (N/S)
Minor Street (Orientation):	Rosa Parks (E/W)

Satisfies Warrant 3A **NO**

Peak Hour Delay (Criteria 4 Hours)		Intersection Voume > 650	Minor Approach > 100
1.00 Hours in AM	NO	YES	YES
0.49 Hours in PM	NO	YES	NO

	Minor Street Approach Volume			Major Street Approach Volume			**Satisfies Warrant 3B**
Time	EB	WB	High Vol	NB	SB	NB + SB	
AM Peak	0	121	121	629	879	1,508	**NO**
PM Peak	0	74	74	868	574	1,442	**NO**



HCS7 Two-Way Stop-Control Report

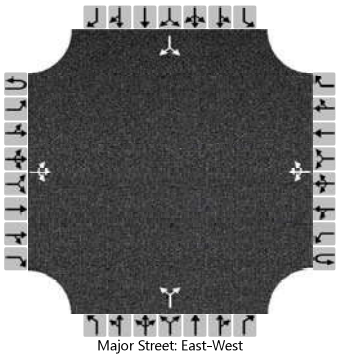
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista

Site Information

Intersection	Rosa Parks and Azucena
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Azucena
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		8	26	2		2	61	7		7		6		21		23
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9				2					14				48	
Capacity, c (veh/h)		1526				1582					906				913	
v/c Ratio		0.01				0.00					0.02				0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.2	
Control Delay (s/veh)		7.4				7.3					9.0				9.2	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)		1.7				0.2				9.0				9.2		
Approach LOS										A				A		

HCS7 Two-Way Stop-Control Report

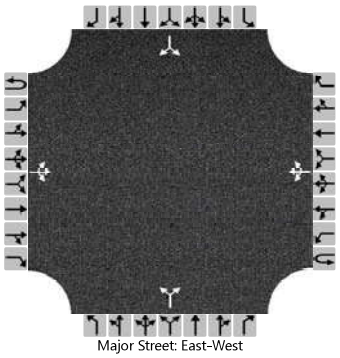
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista

Site Information

Intersection	Rosa Parks and Azucena
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Azucena
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		26	58	6		5	39	23		4		4		14		16
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28				5					9				33	
Capacity, c (veh/h)		1534				1531					847				872	
v/c Ratio		0.02				0.00					0.01				0.04	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.0				0.1	
Control Delay (s/veh)		7.4				7.4					9.3				9.3	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)		2.2				0.6				9.3				9.3		
Approach LOS										A				A		

HCS7 Two-Way Stop-Control Report

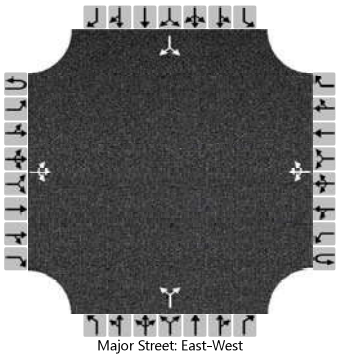
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_AM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista

Site Information

Intersection	Rosa Parks and Redroot
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Redroot
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		16	27	4		4	9	14		13		13		42		48
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				4					28				98	
Capacity, c (veh/h)		1589				1578					909				957	
v/c Ratio		0.01				0.00					0.03				0.10	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.3	
Control Delay (s/veh)		7.3				7.3					9.1				9.2	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)		2.5				1.1				9.1				9.2		
Approach LOS										A				A		

HCS7 Two-Way Stop-Control Report

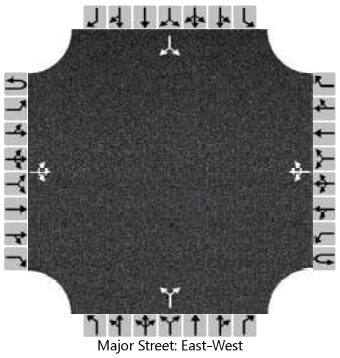
General Information

Analyst	MG
Agency/Co.	BHI
Date Performed	5/5/2021
Analysis Year	2024
Time Analyzed	2024B_PM PEAK
Intersection Orientation	East-West
Project Description	La Cuentista

Site Information

Intersection	Rosa Parks and Redroot
Jurisdiction	COA
East/West Street	Rosa Parks
North/South Street	Redroot
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		53	17	14		13	28	47		8		7		28		32
Percent Heavy Vehicles (%)		2				2				2		2		2		2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12		6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		58				14					16				65	
Capacity, c (veh/h)		1516				1578					799				833	
v/c Ratio		0.04				0.01					0.02				0.08	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.1				0.3	
Control Delay (s/veh)		7.5				7.3					9.6				9.7	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)	4.8				1.1				9.6				9.7			
Approach LOS									A				A			