

2411 Glassell Street

Traffic Impact Analysis

Prepared for
Rexford Industrial Realty, Inc

March 2, 2026

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Traffic Impact Analysis

City of Orange



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1 EXECUTIVE SUMMARY

This Traffic Impact Analysis (TIA) has been prepared by EPD Solutions, Inc. (EPD) to assess the potential traffic-related impacts of the proposed development project (Project), in accordance with the City of Orange *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (July 2020). The proposed Project (Project) is located on a 12.1-net-acre site at 2411 North Glassell Street in Orange, California (Assessor's Parcel Numbers: 374-381-01 and 374-381-02). Local access to the project site is provided via Glassell Street to the west and East Fletcher Avenue to the north. Regional access to the Project site is provided via California State Route 57 (SR-57), located approximately 1.6 miles west of the site, and SR-55, located approximately 1.3 miles east of the site.

The Project would demolish the three existing office buildings totaling 191,127 square feet (SF) and redevelop the site with a one-story plus mezzanine, 298,918 SF industrial building, approximately 45 feet in height. The proposed industrial building consists of 260,118 SF of warehouse space, 20,000 SF of manufacturing space, 9,400 SF of office space on the ground floor, and 9,400 SF of additional office space on the mezzanine level¹.

Access to the proposed Project would be provided via two proposed driveways from Glassell Street on the western boundary of the site. The northern driveway on Glassell Street is 30 feet wide and would be limited to passenger vehicle access. The southern driveway on Glassell Street is 40 feet wide and allows both truck and passenger vehicle access. Both driveways would provide ingress and egress to the Project site. Internal circulation consists of a 28-foot-wide driving aisle, which doubles as the fire lane. Fire department access would be provided via a 28-foot-wide driveway on Fletcher Avenue along the northeast corner of the site.

The Project trip generation was calculated based on the following:

- The existing office buildings were analyzed based on counts conducted on April 9, 2025, specifically for this project. The detailed counts are provided in Appendix B, *Counts Sheet– Driveway Counts*.
 - The existing site generates a total of 287 daily trips, including 30 trips during the AM peak hour and 28 trips during the PM peak hour.
- The proposed Project trip generation was calculated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021). The proposed Project was analyzed using ITE trip rates for Manufacturing (ITE Land Use Code 140) and Warehouse (ITE Land Use Code 150) land uses. Vehicle splits from the South Coast Air Quality Management District (SCAQMD) and passenger vehicle/truck splits from ITE were applied to both warehouse and manufacturing uses (assumed to be without cold storage).

¹ While the latest site plan reflects approximately 260,118 square feet of warehouse space and 20,000 square feet of manufacturing space, 9,400 SF of office space on the ground floor, and 9,400 SF of additional office space on the mezzanine level, the analysis was conservatively conducted based on the maximum manufacturing scenario, consistent with the assumptions used in other CEQA technical studies. Accordingly, the analysis assumes 189,988 square feet of warehouse space and 109,000 square feet of manufacturing space, representing a more intensive land use scenario for purposes of impact evaluation.

- The proposed Project would generate a total of 843 daily trips, with 106 trips during the AM peak hour and 115 trips during the PM peak hour.
- When accounting for passenger car equivalent (PCE) trips, the proposed Project would generate a total of 1,097 daily PCE trips, including 139 AM peak hour PCE trips and 147 PM peak hour PCE trips.

The net new trip generation of the project was calculated by subtracting the existing trips from the total trips generated by the proposed Project. Based on this approach, the Project is forecast to generate 810 net new daily PCE trips, including 109 AM peak hour and 119 PM peak hour PCE trips.

Intersection Analysis

The following study area intersections were evaluated during the AM and PM peak hours:

1. Glassell Street and Lincoln Avenue (Signalized)
2. Glassell Street and W Fletcher Avenue (Signalized)
3. Glassell Street and Meats Avenue (Signalized)
4. Glassell Street and Taft Avenue (Signalized)
5. Glassell Street and the southern driveway entrance of the Project (full access) (TWSC)
6. Glassell Street and the northern driveway entrance of the Project (right in/right out, auto only) (TWSC)

AM and PM peak-hour traffic operations were evaluated for the following scenarios:

- Existing Conditions
- Opening Year (2027) Conditions (Existing Conditions + Annual Growth Rate of 2% + Approved and Pending Projects)
- Opening Year (2027) Plus Project Conditions
- Current General Plan Horizon Year (2030) Conditions
- Current General Plan Horizon Year (2030) Plus Project Conditions
- General Plan Update Horizon Year (2050) Conditions
- General Plan Update Horizon Year (2050) Plus Project Conditions

Levels of service (LOS) at the study intersections were evaluated for all scenarios using the Intersection Capacity Utilization (ICU) methodology for signalized intersections and the Highway Capacity Manual (HCM) methodology for unsignalized intersections and driveways.

- The opening year for the Project is assumed to be 2027. A two-year ambient growth rate of 2 percent was applied to the existing traffic counts to estimate opening year traffic volumes.
- Orange County Transportation Analysis Model (OCTAM) was utilized to estimate Current General Plan Horizon Year (2030) traffic volumes.
- OCTAM was also utilized to estimate General Plan Update Horizon Year (2050) traffic volumes.

All intersections operate with a satisfactory LOS during the AM and PM peak hours under all analysis scenarios, with the exception of Intersection #5 (Glassell Street and the southern driveway entrance), which would operate with an unsatisfactory LOS in all analysis scenarios including the existing scenario:

A traffic signal was considered at the Project driveway; however the peak hour traffic volumes would not meet the signal warrant criteria in any analysis year. The project driveway has already been designed with separate right and left-turn lanes to minimize the delay to right turning vehicles. It should be noted that the delay is experienced only by vehicles turning left in or out of the site. The majority of vehicles using the intersection (through movements on Glassell Street) would not experience delay at the intersection. Furthermore, as noted in the queuing evaluation, vehicles turning into or out of the site would not cause queuing on Glassell. Queues at the intersection of Glassell and Fletcher would not reach the driveway and therefore would not impede movement into or out of the project or the businesses on the west side of Glassell. Therefore, it was concluded that no improvements would be feasible and the intersection would operate with deficient delay during the peak hours.

It should be noted that full occupancy of the existing office would generate significantly more trips than the proposed project. As the existing use has been present at this location for several decades, construction of the project would not be introducing a new deficiency. Rather, the driveway has existed at this location, supporting a land use with a higher trip generation. Furthermore, no significant history of collisions has occurred at this location. Therefore, the deficiency at the project driveway does not present or worsen a safety or operational concern at this location.

A general evaluation was also conducted to assess the proposed Project's potential impact on active transportation modes and public transit accessibility. The review included existing pedestrian and bicycle facilities, as well as proximity to Orange County Transportation Authority (OCTA) bus stops serving Route 59. Although sidewalks and crosswalks are present near the site, additional improvements such as high-visibility striping, enhanced lighting, and upgraded curb ramps could further support pedestrian safety. There are currently no designated bicycle facilities on Glassell Street near the site. Coordination with the City's Bicycle Master Plan may support future connectivity. On-site bicycle amenities such as secure parking would promote last-mile connections and mode choice. Transit access is available through nearby OCTA bus stops, offering connections to major destinations within central Orange County.

In addition, a parking demand analysis was conducted. The proposed project includes 380 parking spaces, including 297 standard spaces, 2 van-accessible spaces, 5 standard accessible spaces, and 76 Electric Vehicle Charging Stations (EVCS). In accordance with the City of Orange Municipal Code (Title 17, Chapter 17.34), the required parking supply is 380 spaces. Based on ITE Parking Generation Manual, 6th Edition rates, the estimated demand is 201 spaces — 179 fewer than the supply. Therefore, the proposed project meets the City's parking requirement and exceeds the anticipated demand based on national standards.

Sight distance at all access points have been reviewed and confirmed to meet applicable design standards, allowing for safe vehicle ingress and egress to the site. Truck turning templates have been prepared for all access points, including the south driveway on Glassell Street where truck make simultaneous ingress and egress movements. The sight distance and truck turning exhibits are shown in Appendix E.

Given that the unsatisfactory LOS at Intersection #5 (Glassell Street / Project Southern Driveway) is deemed unavoidable, the following queuing analyses were prepared to ensure adequate operational performance and traffic safety:

- Queuing analysis southbound left-turn lane at intersection 5 (Glassell Street/Southern Project Driveway) to ensure the southbound left-turn lane pocket can accommodate the Project's inbound traffic.
- Queuing analysis to ensure that the northbound left-turn queues at Intersection #2 of Glassell Street and Fletcher Avenue would not reach the driveway and therefore would not impede movement into or out of the project or the businesses on the west side of Glassell.
- Gate queuing analysis to ensure that vehicles do not spill onto Glassell Street.

Based on the results of the queuing analysis identified above, it can be concluded that no queueing deficiencies are anticipated as a result of the Project.

Overall, the Project meets the City's thresholds for traffic operations, vehicle miles traveled screening analysis, parking adequacy, and access to active transportation and public transit options. No transportation-related mitigation measures are required.

2 INTRODUCTION

The scope of work for this TIA that was approved by the City of Orange is provided in Appendix A, *Scope of Work*. This TIA was prepared according to the methodologies and significance criteria consistent with the City of Orange *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (July 2020)* for preparing traffic and circulation studies and the City of Orange General Plan.

2.1 Project Description

The proposed Project (Project) is located on a 12.1 net acre site at 2411 North Glassell Street in Orange, California (Assessor's Parcel Numbers: 374-381-01 and 374-381-02). The existing site contains three 2-story concrete tilt-up office buildings, totaling 191,127 square feet (SF) in a circular building campus layout. The Project would demolish the existing three buildings onsite and redevelop the site with a one-story plus mezzanine, 298,918 SF industrial building. The proposed industrial building would consist of 260,118 SF of warehouse space, 20,000 SF of manufacturing space, and 9,400 SF of office space on the ground floor, and 9,400 SF of additional office space on the mezzanine level².

Access to the proposed Project would be provided via two proposed driveways from Glassell Street on the western boundary of the site. The northern driveway on Glassell Street would be 30 feet wide and limited to passenger vehicle access. The southern driveway on Glassell Street would be 40 feet wide and allow both truck and passenger vehicle access. Both driveways would provide ingress and egress to the Project site. Internal circulation consists of a 28-foot-wide driving aisle, which doubles as the fire lane. Fire department access would be provided via a 28-foot-wide driveway on Fletcher Avenue in the northeast corner of the site.

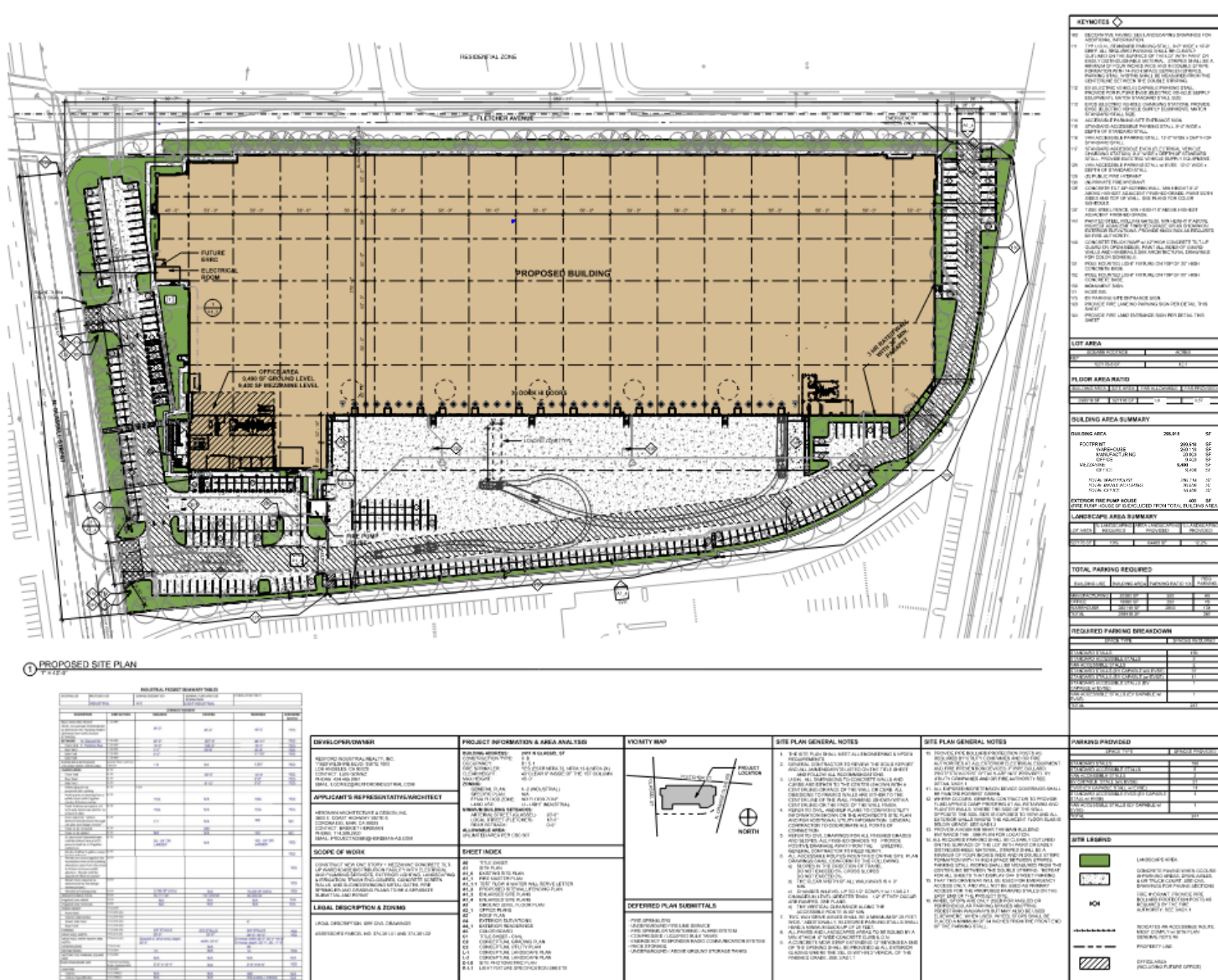
The location of the project is shown in Figure 2-1, and the proposed project site plan is shown in Figure 2-2.

² While the latest site plan shown on Figure 2-2 reflects approximately 260,118 square feet of warehouse space and 20,000 square feet of manufacturing space, 9,400 SF of office space on the ground floor, and 9,400 SF of additional office space on the mezzanine level, the analysis was conservatively conducted based on the maximum manufacturing scenario, consistent with the assumptions used in other CEQA technical studies. Accordingly, the analysis assumes 189,988 square feet of warehouse space and 109,000 square feet of manufacturing space, representing a more intensive land use scenario for purposes of impact evaluation.

Figure 2-1: Project Location



Figure 2-2: Project Site Plan



2.2 Study Area and Analysis Scenarios

This TIA includes an analysis of two two-way stop-controlled (TWSC) and four signalized intersections. The following study intersections were included in the analysis:

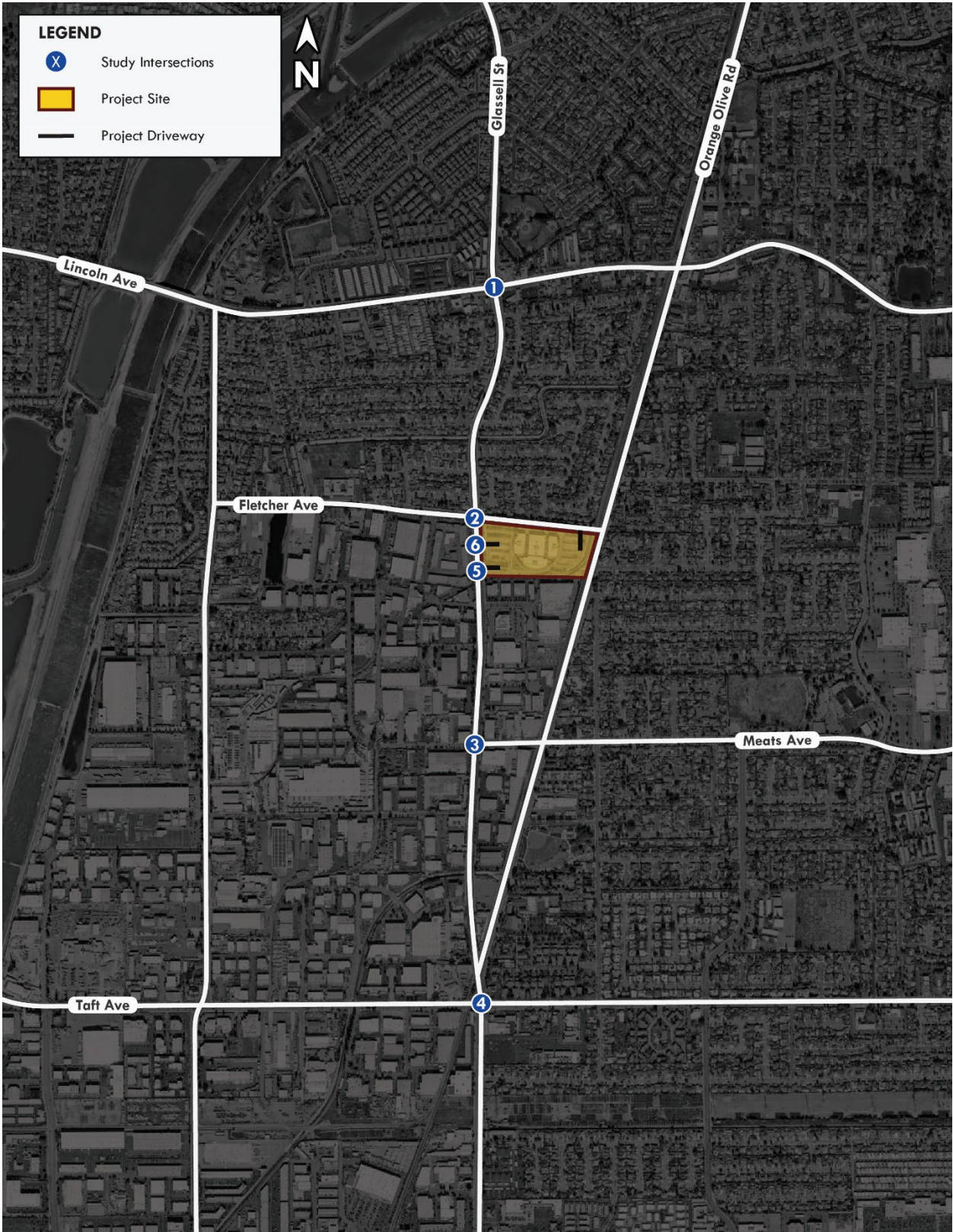
1. Glassell Street and Lincoln Avenue (Signalized)
2. Glassell Street and W Fletcher Avenue (Signalized)
3. Glassell Street and Meats Avenue (Signalized)
4. Glassell Street and Taft Avenue (Signalized)
5. Glassell Street and the southern driveway entrance of the project (TWSC)
6. Glassell Street and the northern driveway entrance of the project (TWSC)

The locations of the study area intersections are shown on Figure 2-3. Study area intersections were evaluated during the AM and PM peak hours, which are defined as the hours with the highest traffic volumes during the 7 AM to 9 AM and 4 PM to 6 PM peak commute periods, respectively. AM and PM peak-hour traffic operations were evaluated for the following scenarios:

- Existing Conditions
- Opening Year (2027) Conditions (Existing Conditions + Annual Growth Rate of 2% + Approved and Pending Projects)
- Opening Year (2027) Plus Project Conditions
- Current General Plan Horizon Year (2030) Conditions
- Current General Plan Horizon Year (2030) Plus Project Conditions
- General Plan Update Horizon Year (2050) Conditions
- General Plan Update Horizon Year (2050) Plus Project Conditions

EPD conducted traffic counts for all study intersections on Tuesday, March 18, and Tuesday, March 25, 2025, specifically for this Project. In accordance with the City's direction, counts were also conducted on the existing office buildings on April 9, 2025. The resulting data was used to develop trip rates to determine the existing use's trip generation. Traffic count data for existing use is provided in Appendix B, *Count Sheets – Driveway Counts*, and data for the study intersections is provided in Appendix C, *Count Sheets – Study Intersections*.

Figure 2-3: Project Study Area



2.3 Intersection Analysis Methodology

Intersection operations are evaluated using level of service (LOS), which is a measure of the delay experienced by drivers on a roadway facility. LOS A indicates free-flow traffic conditions and generally represents the best operating conditions. LOS F indicates extremely congested conditions and the worst operating conditions from the driver's perspective. In this report, LOS at signalized intersections is calculated using the Intersection Capacity Utilization (ICU) methodology, while LOS at unsignalized intersections is calculated using the Highway Capacity Manual (HCM) (7th Edition) methodology with the PTV Vistro software.

LOS at signalized intersections is defined in terms of the weighted average control delay for the intersection. Control delay is a measure of the increase in travel time that is experienced due to traffic signal control and is expressed in terms of average control delay per vehicle (in seconds). Control delay is determined based on the intersection geometry and volume, signal cycle length, phasing, and coordination along the arterial corridor. Table 2-1 shows the relationship between control delay and LOS.

Table 2-1: Relationship Between Control Delay and LOS at Signalized Intersections

LOS	Delay (Seconds per Vehicle)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	>80

Unsignalized intersections are categorized as either all-way stop control (AWSC) or TWSC. LOS at AWSC intersections is determined by the weighted average control delay of the overall intersection. The HCM TWSC intersection methodology calculates LOS based on the delay experienced by drivers on the minor (stop-controlled) approaches to the intersection. For TWSC intersections, LOS is determined for each minor-street movement, as well as the major-street left-turns. The relationship between delay and LOS at unsignalized intersections is shown in Table 2-2.

Table 2-2: Relationship Between Delay and LOS at Unsignalized Intersections

LOS	Delay (seconds)
A	0-10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

The traffic analysis was conducted using the ICU and HCM methodologies, as outlined in the City's guidelines. The Vistro network was updated to reflect the specified peak hour factors (PHF), signal timing parameters, and saturation flow rates for both existing and future conditions.

2.4 LOS Standard

In accordance with the City of Orange General Plan Circulation and Growth Management Elements, the minimum acceptable LOS for signalized intersections is LOS D, which corresponds to a volume-to-capacity (V/C) ratio of 0.90 or less following implementation of required roadway improvements. To support intersection operations and maintain overall roadway network performance, arterial roadway segments are expected to operate at LOS C or better.

An intersection is considered deficient and subject to improvement if the final V/C ratio exceeds 0.90 (LOS E or F) and the proposed Project contributes an increase in V/C of 0.010 or more. Under such conditions, improvements must be identified to restore intersection operations to acceptable LOS thresholds in accordance with City policy.

For purposes of this analysis, the 'Final V/C Ratio' refers to the future V/C ratio at each study intersection under cumulative conditions, including traffic from the proposed Project, ambient growth, and approved or pending projects, but excluding any proposed roadway improvements.

3 BASELINE CONDITIONS

This section discusses the Baseline (without Project) traffic conditions. Baseline conditions are those conditions that exist within the study area under existing conditions as well as future estimated conditions without the traffic from the proposed Project.

3.1 Existing Regional and Local Transportation System and Access

The Project site is located within the northwestern portion of the City of Orange at 2411 North Glassell Street, at the southeast corner of the intersection of Glassell Street and Fletcher Avenue. Regional access to the Project site is provided by SR-55 and SR-57. Local access is provided by Glassell Street, Fletcher Avenue, Lincoln Avenue, Meats Avenue, and Taft Avenue. The characteristics of each roadway are discussed below:

- **State Route 55 (SR-55)**, also known as the Costa Mesa Freeway, is a north-south state highway in Orange County. It connects the interchange of Interstate 405 (I-405) in Costa Mesa to SR-91 in Anaheim, providing access to the cities of Tustin, Orange, and Santa Ana. SR-55 is a major commuter corridor that serves both regional and local traffic.
- **State Route 57 (SR-57)**, known as the Orange Freeway, is a north-south freeway in eastern Los Angeles and Orange Counties. It extends from Interstate 5 (I-5) in Santa Ana to Interstate 210 (I-210) in San Dimas, serving as a primary route for regional connectivity between Orange County and the San Gabriel Valley.
- **Glassell Street** is a north-south arterial roadway in the City of Orange. It typically provides two travel lanes in each direction with a center two-way left-turn lane in certain segments. Signalized intersections and pedestrian crossings are present at major cross streets, including Fletcher Avenue and Lincoln Avenue. The posted speed limit is 45 miles per hour along most of the route.
- **Fletcher Avenue** is an east-west arterial in the City of Orange that intersects Glassell Street near the project site. It generally includes two lanes in each direction with signalized intersections at key locations. The street serves local and regional traffic and provides access to adjacent residential and commercial areas. The posted speed limit along Fletcher Avenue is 35 miles per hour.
- **Lincoln Avenue** is an east-west major arterial running through the City of Orange. It typically includes two to three lanes in each direction, with dedicated turn lanes at major intersections. The roadway provides connectivity to SR-55 and SR-91 and serves as a key corridor for cross-town traffic. The posted speed limit is 45 miles per hour along much of the route.
- **Meats Avenue** is an east-west minor arterial in the northern part of Orange, providing local access between Glassell Street and other residential areas. It generally includes one lane in each direction, with turn lanes at key intersections. The roadway serves neighborhood traffic and connects to larger arterials such as Tustin Street and Esplanade Street. The posted speed limit along Meats Avenue is 40 miles per hour.

- **Taft Avenue** is an east-west collector street that connects various residential and institutional land uses. It includes one to two lanes per direction depending on the segment and typically features signalized intersections at major cross streets. The speed limit varies but is generally 35 miles per hour, with some segments subject to reduced speeds near school zones.

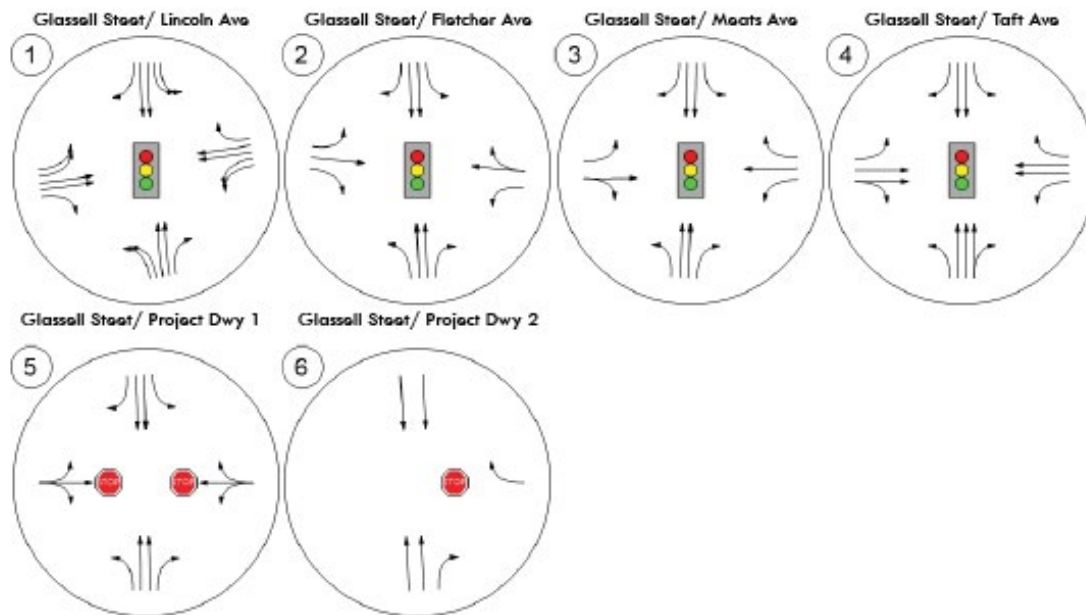
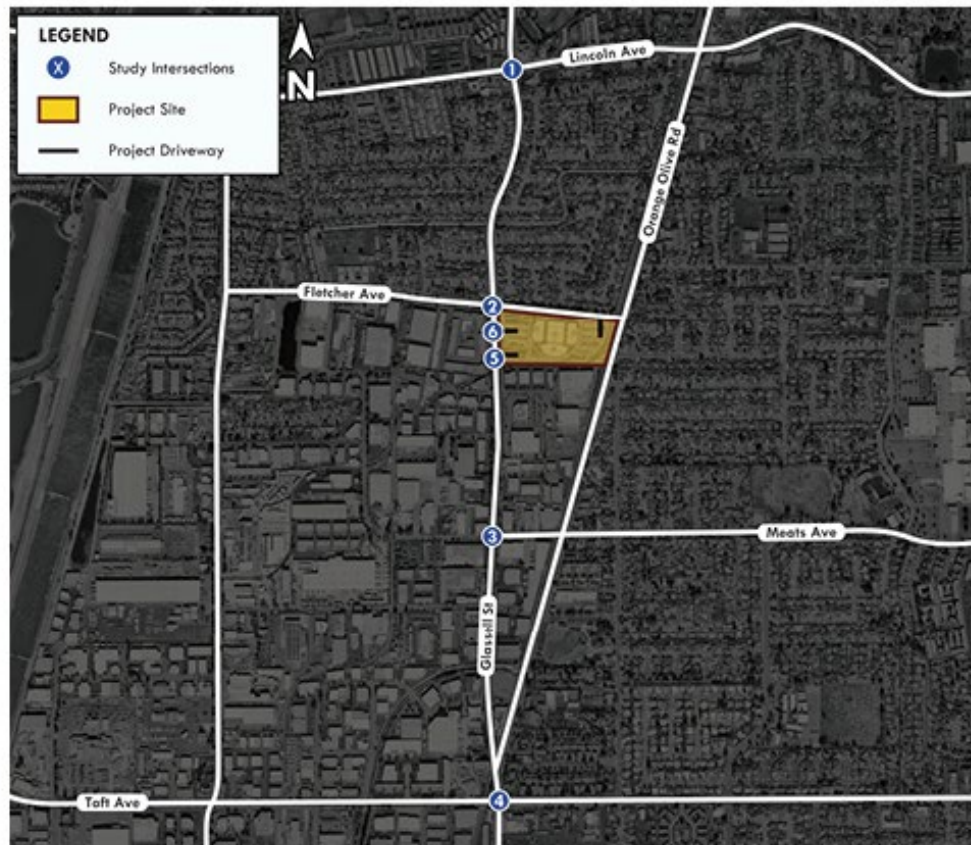
3.2 Study Area Street Network

The primary roadways within the study area include the following five local roadways:

- Glassell Street
- Fletcher Avenue
- Lincoln Avenue
- Meats Avenue
- Taft Avenue

Existing lane configurations and traffic controls were analyzed at six study intersections, which are shown in Figure 3-1.

Figure 3-1: Existing Lane Geometries and Traffic Control



3.3 Existing Traffic Volumes and Intersection Operations

Turning movement counts for the AM and PM peak hours were collected for the study intersections on Tuesday, March 18, and Tuesday, March 25, 2025, specifically for this Project. Study intersection count data is provided in Appendix C. LOS at the study area intersections were determined using the ICU methodology for signalized intersections and the HCM methods for driveways, as described previously in Section 2.3, *Intersection Analysis Methodology*.

Existing AM and PM peak hour traffic volumes³ at the study intersections are shown in Figure 3-2 and Figure 3-3, respectively. The Existing LOS at study intersections is shown in Table 3-1. LOS calculations are provided in Appendix D.

As shown in Table 3-1, all intersections operate with a satisfactory LOS during the AM and PM peak hours under Existing Conditions except for the following intersection:

- Intersection #5: Glassell Street and the southern driveway entrance of the project (36.1/LOS E during AM peak hour and 63.3/LOS F during PM peak hour).

³ There may be minor discrepancies in hourly trip totals in all volume figures compared to the summed 15-minute traffic counts. This is attributable to rounding differences between the individual “Class” tabs and the aggregated “PCE Adjusted” tab within the traffic count worksheet.

Table 3-1: Existing AM & PM Peak Hour LOS

Intersection	Jurisdiction	Methodology	Control Type	Existing Conditions					
				AM Peak		PM Peak		LOS Standards	Satisfactory?
				V/C or Delay	LOS	V/C or Delay	LOS		
1. Glassell St and Lincoln Ave	City of Orange	ICU	Signal	0.401	A	0.644	B	D	Yes
2. Glassell St and W Fletcher Ave	City of Orange	ICU	Signal	0.399	A	0.396	A	D	Yes
3. Glassell St and Meats Ave	City of Orange	ICU	Signal	0.408	A	0.551	A	D	Yes
4. Glassell St and Taft Ave	City of Orange	ICU	Signal	0.493	A	0.588	A	D	Yes
5. Glassell St and southern driveway entrance of the project	City of Orange	HCM	TWSC	36.1	E	63.3	F	D	No
6. Glassell St and northern driveway entrance of the project	City of Orange	HCM	TWSC	9.8	A	13.4	B	D	Yes

TWSC = Two Way Stop Control

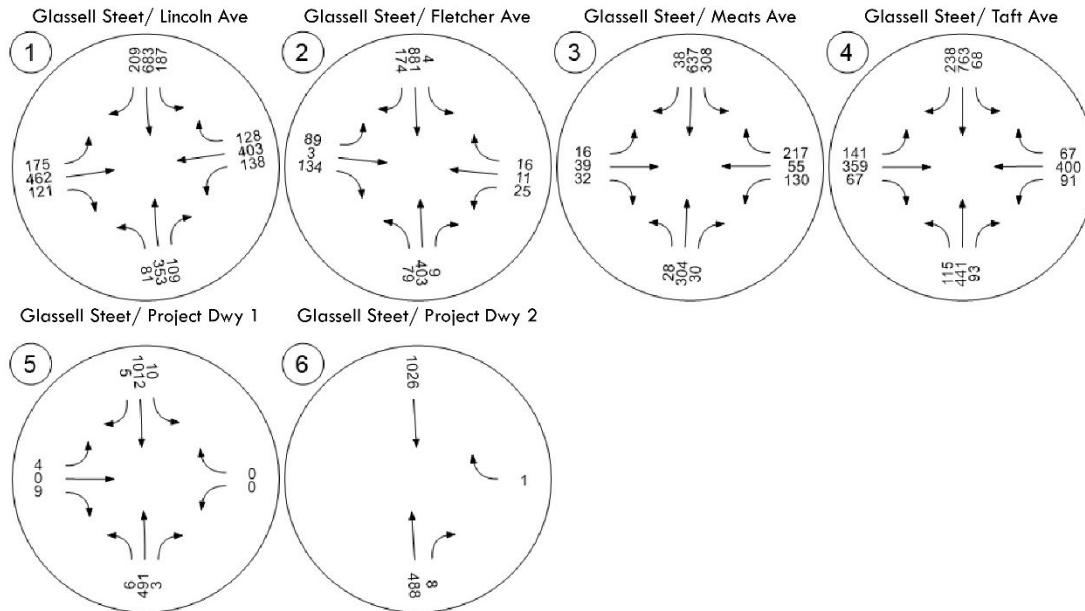
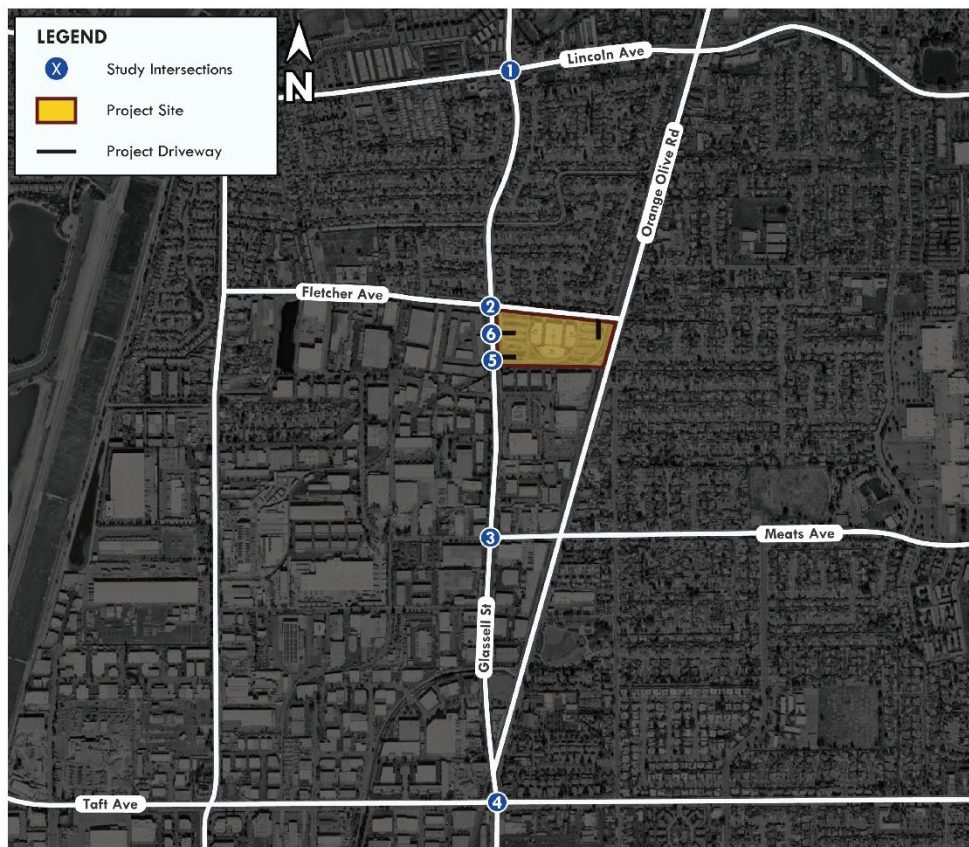
V/C = Volume to Capacity (VC) Ratio reported using ICU methodology.

Delay Reported in Seconds per Vehicle

LOS = Level of Service

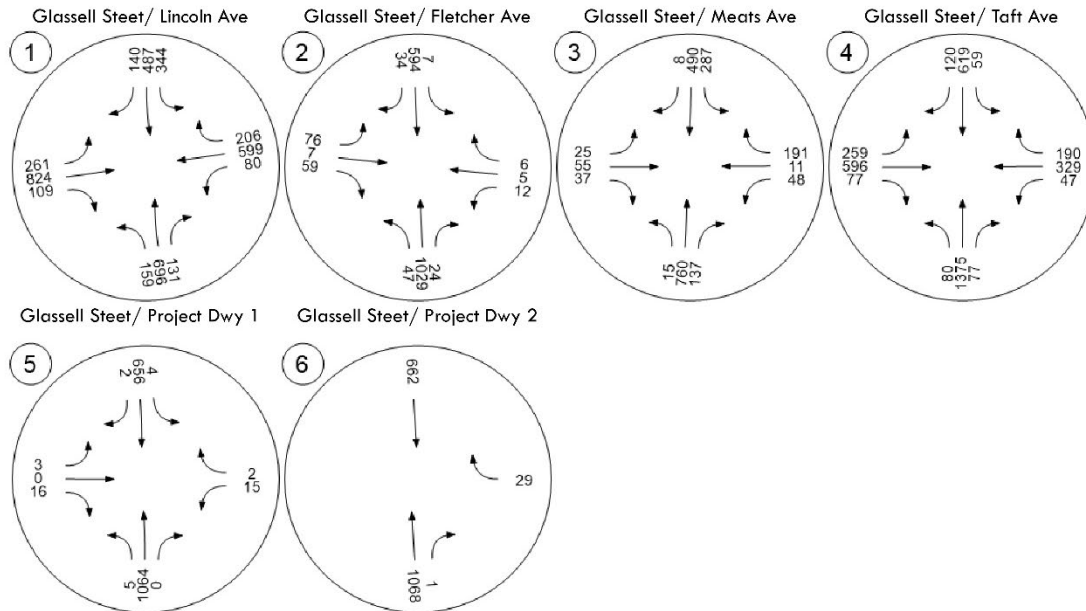
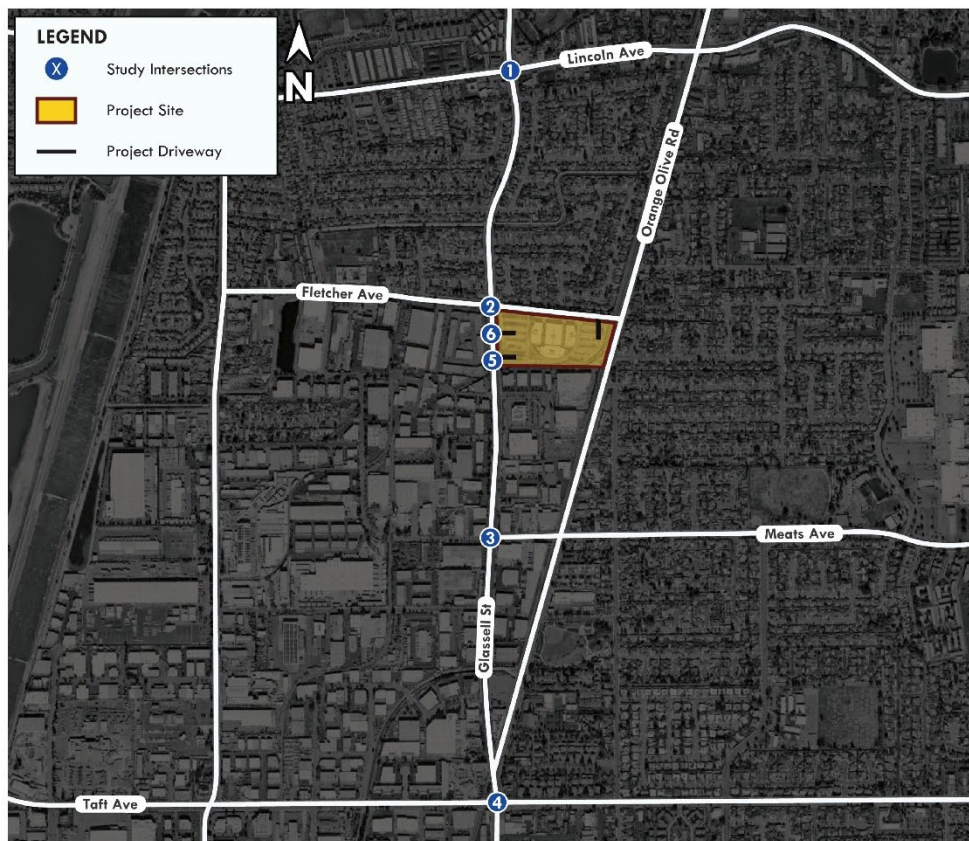
Unsatisfactory Level of Service

Figure 3-2: Existing AM Peak Hour Traffic Volumes⁴



⁴ There may be minor discrepancies in hourly trip totals in all volume figures compared to the summed 15-minute traffic counts. This is attributable to rounding differences between the individual "Class" tabs and the aggregated "PCE Adjusted" tab within the traffic count worksheet.

Figure 3-3: Existing PM Peak Hour Traffic Volumes⁵



⁵ There may be minor discrepancies in hourly trip totals in all volume figures compared to the summed 15-minute traffic counts. This is attributable to rounding differences between the individual "Class" tabs and the aggregated "PCE Adjusted" tab within the traffic count worksheet.

3.4 Opening Year (2027) No Project Traffic Volumes and Intersection Operations

The Opening Year (2027) No Project Conditions were developed by applying a 2 percent annual growth rate to existing No Project Traffic Volumes and incorporating trip generation from cumulative projects. Trip generation analysis was conducted for all cumulative projects identified by City of Orange staff. The results are subsequently included in the Opening Year (2027) Conditions. The location of these cumulative projects is shown in Figure 3-4. Trip generation rates from ITE *Trip Generation Manual, 11th Edition* (2021), were utilized for the cumulative projects' trip generation analysis, which is included in Table 3-3.

LOS at the study area intersections was determined using the ICU methodology for signalized intersections and the HCM methods for driveways, as described previously in Section 2.3, *Intersection Analysis Methodology*.

Under Opening Year (2027) No Project Conditions, the existing buildings onsite would continue to be operational. The AM and PM peak hour No Project Traffic Volumes for this scenario are presented in Figures 3-5 and 3-6, respectively. The Opening Year (2027) LOS at the study intersections is shown in Table 3-2. LOS calculations are provided in Appendix D.

As shown in Table 3-2, all intersections operate with a satisfactory LOS during the AM and PM peak hours under Opening Year (2027) Conditions, except for the following intersection:

- Intersection #5: Glassell Street and the southern driveway entrance of the project (64.4/LOS F during AM peak hour and 78.3/LOS F during PM peak hour).

Table 3-2: Project Opening (2027) Year No Project AM & PM Peak Hour LOS

Intersection	Jurisdiction	Methodology	Control Type	Opening Year (2027) Conditions					
				AM Peak		PM Peak		LOS Standards	Satisfactory?
				V/C or Delay	LOS	V/C or Delay	LOS		
1. Glassell St and Lincoln Ave	City of Orange	ICU	Signal	0.527	A	0.676	B	D	Yes
2. Glassell St and W Fletcher Ave	City of Orange	ICU	Signal	0.534	A	0.421	A	D	Yes
3. Glassell St and Meats Ave	City of Orange	ICU	Signal	0.506	A	0.579	A	D	Yes
4. Glassell St and Taft Ave	City of Orange	ICU	Signal	0.566	A	0.616	B	D	Yes
5. Glassell St and southern driveway entrance of the project	City of Orange	HCM	TWSC	64.4	F	78.3	F	D	No
6. Glassell St and northern driveway entrance of the project	City of Orange	HCM	TWSC	10.3	B	13.9	B	D	Yes

TWSC = Two Way Stop Control

V/C = Volume to Capacity (VC) Ratio reported using ICU methodology.

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

Table 3-3: Cumulative Projects Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Trip Rates									
714 Corporate Headquarters Building ¹	1000 Sq. Ft. GFA	7.95	1.35	0.10	1.45	0.12	1.18	1.30	
30 Intermodal Truck Terminal ²	1000 Sq. Ft. GFA	0.00	0.93	1.04	1.97	0.97	0.90	1.87	
140 Manufacturing ³	1000 Sq. Ft. GFA	4.75	0.52	0.16	0.68	0.23	0.51	0.74	
150 Warehousing	1000 Sq. Ft. GFA	1.71	0.13	0.04	0.17	0.05	0.13	0.18	
710 General Office Building	1000 Sq. Ft. GFA	10.84	1.34	0.18	1.52	0.24	1.20	1.44	
170 Utility	1000 Sq. Ft. GFA	12.29	2.03	0.30	2.33	0.39	1.77	2.16	
Single Family Residential Housing ⁷	Dwelling Units	9.43	0.18	0.52	0.70	0.59	0.35	0.94	
Project Trip Generation									
Zone 1 (MSI Headquarters)									
1 Corporate Headquarters Building ¹	40.51	1000 Sq. Ft. GFA	322	55	4	59	5	48	53
Zone 2 (Prologis Truck Terminal)									
2 Intermodal Truck Terminal ²	57.9	1000 Sq. Ft. GFA	0	54	60	114	56	52	108
3 Manufacturing ³	40	1000 Sq. Ft. GFA	190	21	6	27	9	21	30
4 Warehousing	52.9	1000 Sq. Ft. GFA	90	7	2	9	3	7	10
5 General Office Building	5	1000 Sq. Ft. GFA	54	7	1	8	1	6	7
6 Utility	5.4	1000 Sq. Ft. GFA	66	11	2	13	2	10	12
Zone 3 (715 W Fletcher Ave Residential Project)									
1 Single Family Housing ⁷	15	Dwelling Units	141	3	8	11	9	5	14
Zone 4 (901 E Katella Ave Residential Project)									
1 Single Family Housing ⁷	52	Dwelling Units	490	9	27	36	31	18	49
Total Project Trip Generation			1354	167	110	277	116	167	283

¹Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 714 - Corporate Headquarters Building (Average Rate)

²Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 30 - Intermodal Truck Terminal (Average Rate)

³Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 140 - Manufacturing (Average Rate)

Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 150 - Warehousing (Average Rate)

Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 710 - General Office Building (Average Rate)

Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 170 - Utility (Average Rate)

⁷Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 210 - Single Family Housing (Average Rate)

Figure 3-4: Cumulative Project Locations

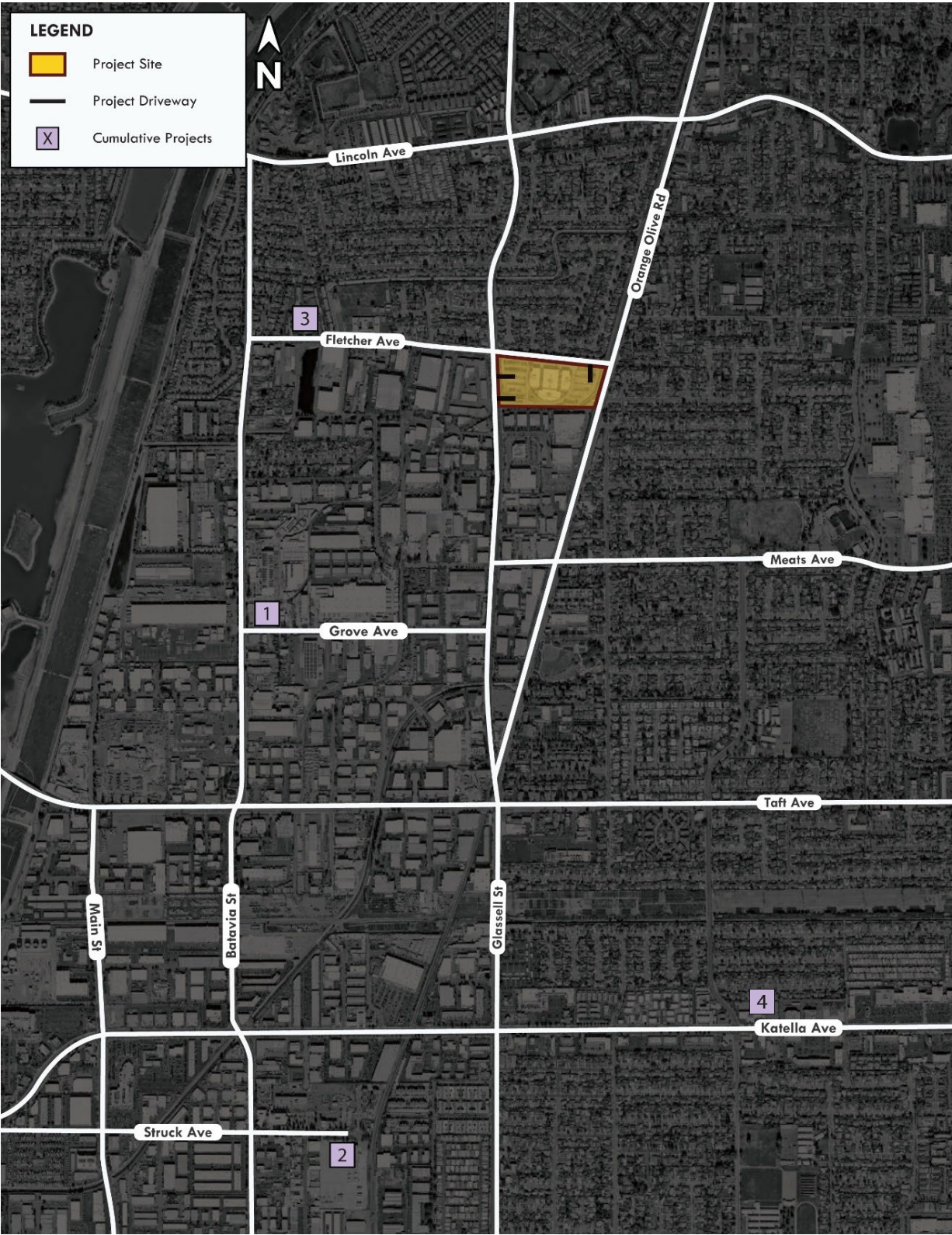


Figure 3-5: Project Opening Year (2027) AM Peak Hour No Project Traffic Volumes

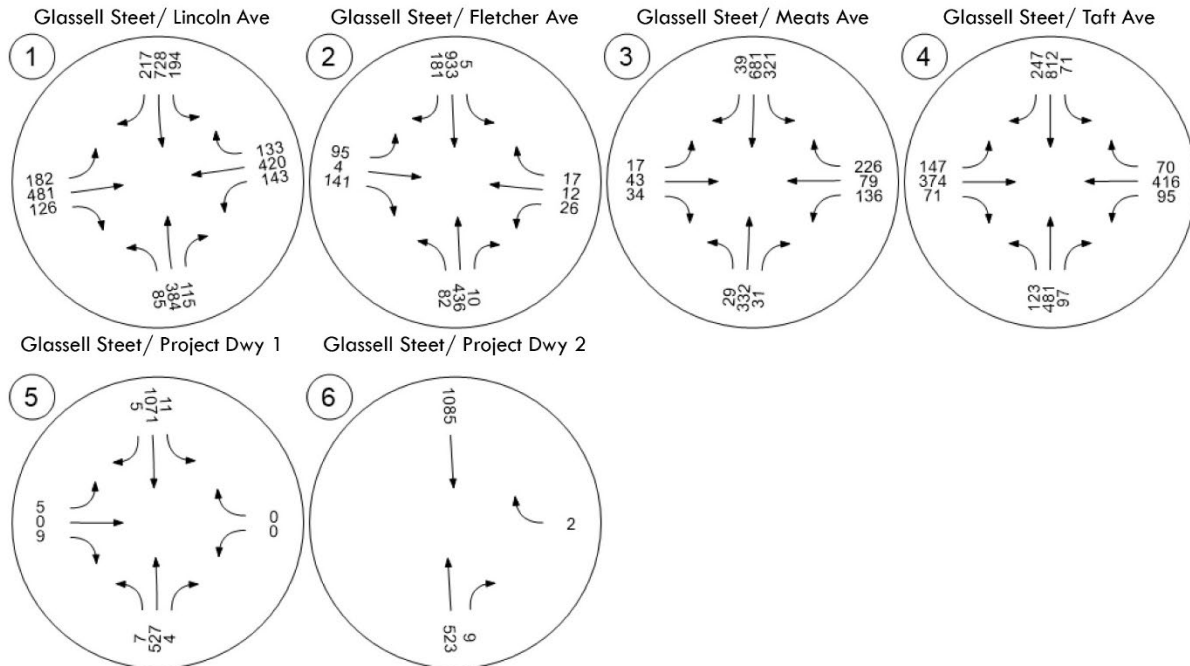
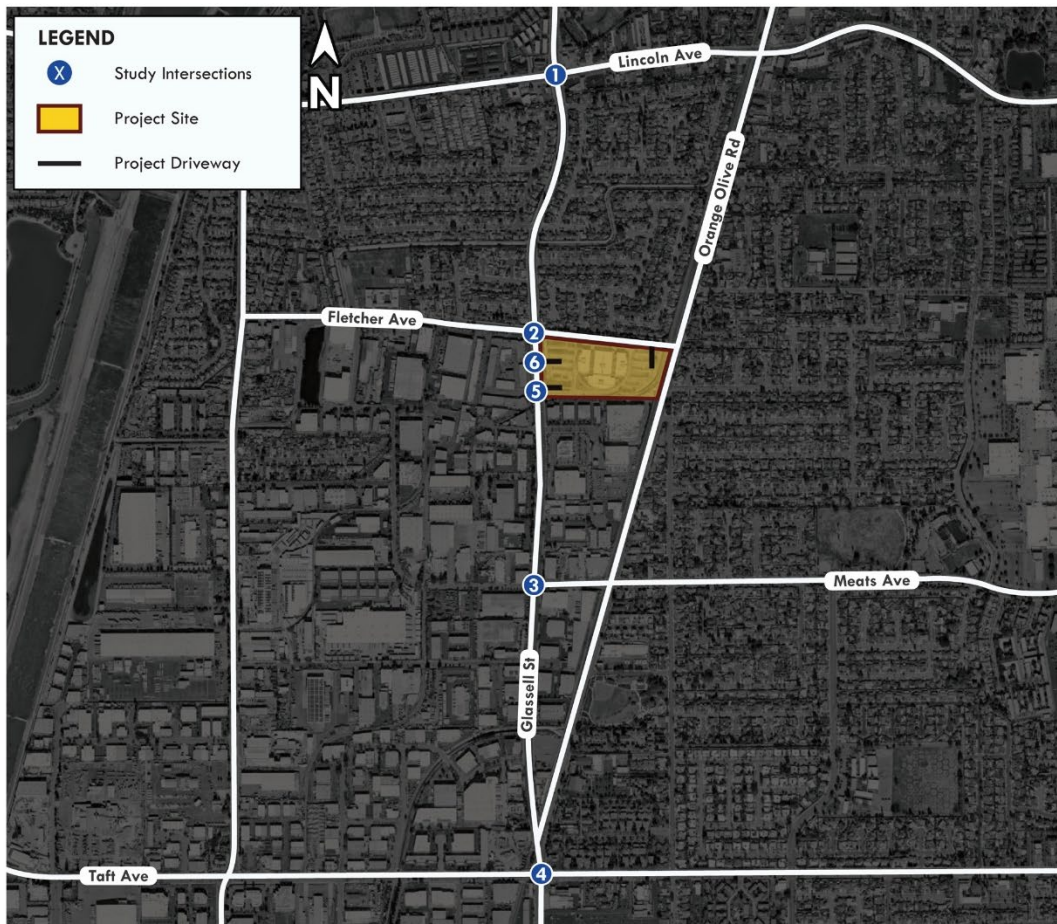
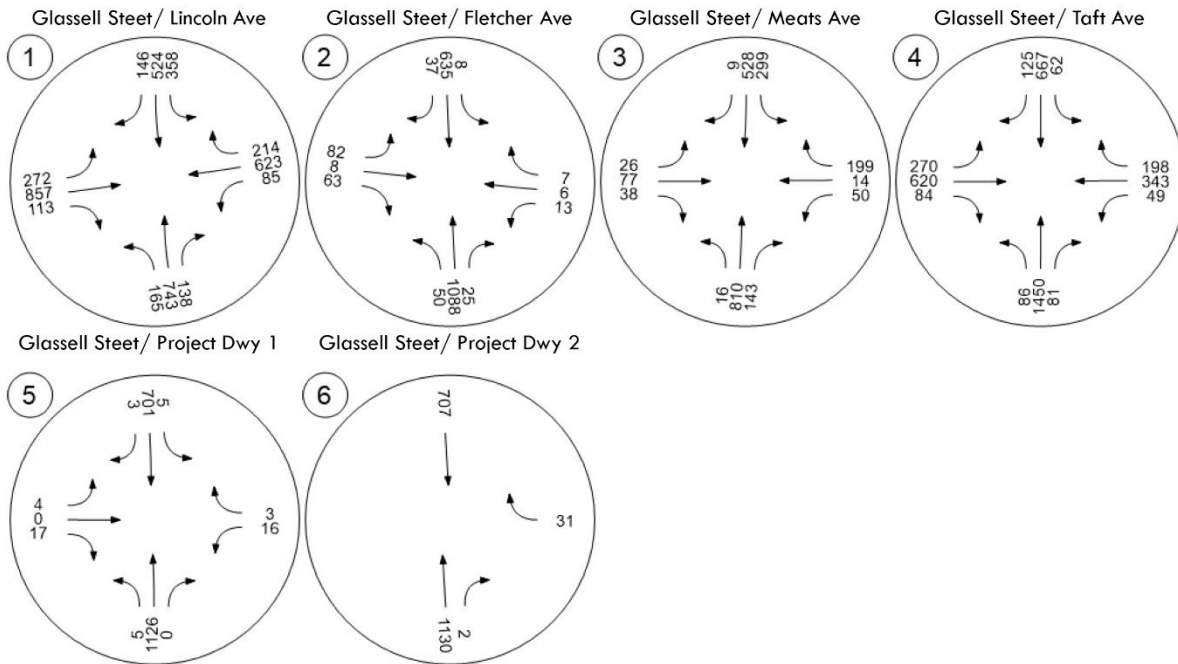
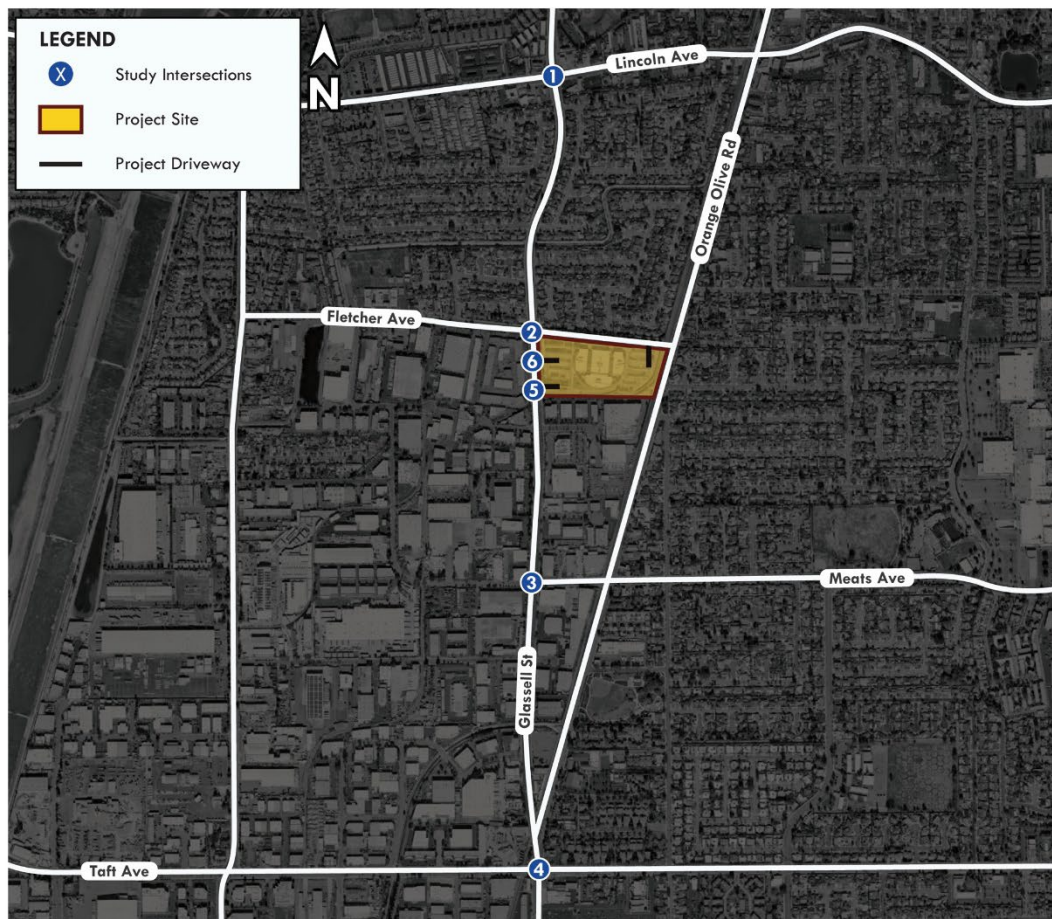


Figure 3-6: Project Opening Year (2027) PM Peak Hour No Project Traffic Volumes



3.5 Current General Plan Horizon Year (2030) No Project Traffic Volumes and Intersection Operations

In accordance with the scope of work approved by the City of Orange, No Project Traffic Volumes under Current General Plan Horizon Year (2030) Conditions were forecasted using Orange County Transportation Analysis Model (OCTAM) data, which assumes full buildout of the County of Orange per the approved General Plan of each jurisdiction within the County. The link volume growth rate was obtained from OCTAM. The growth rates were then post-processed to compute intersection turning movement volumes using the Iterative Directional Volume Estimation Methodology from National Cooperative Highway Research Program (NCHRP) Report 765, based on methodology outlined in NCHRP Report 255.

Based on EPD's review of the raw OCTAM General Plan Development approach volumes:

- At several study locations, no additional traffic growth is projected beyond the near-term horizon. This is due to the area being considered built out under the General Plan land use assumptions. As a result, future-year volume growth at these locations remain flat based on background growth redistribution and network adjustments associated with the cumulative projects according to OCTAM outputs.
- Some of the post-processed General Plan Year (2030) turning movement base input volumes were observed to be lower than the corresponding Opening Year (2027) volumes at certain intersections.
 - EPD reviewed the roadway network in the study area and concluded that there are no justifiable reasons for the volumes to decrease in the study area in the General Plan (2030) scenarios.
 - Therefore, in such cases, the General Plan Year (2030) No Project base input volumes were adjusted by holding the turning movement to be the same as Opening Year (2027) No Project Traffic Volumes, so that no General Plan Year (2030) No Project base input volumes are lower than the corresponding Opening Year (2027) base input volumes.

All traffic counts, OCTAM model plots, OCTAM volume outputs, NCHRP 765 worksheets and volume adjustment worksheets are provided in Appendix C.

Under Current General Plan Horizon Year (2030) No Project Conditions, the existing buildings onsite would continue to be operational. Current General Plan Horizon Year (2030) AM & PM No Project Traffic Volumes are illustrated in Figures 3-7 and 3-8, respectively.

Table 3-4 shows the Current General Plan Horizon Year (2030) AM and PM peak hour level of service at study intersections. As described previously in Section 2.3, LOS at the study area intersections were determined using the ICU methodology with HCM methodology being utilized for unsignalized intersections. All LOS calculations are provided in Appendix D. As shown in Table 3-4, all intersections operate with a satisfactory LOS during the AM and PM peak hours under General Plan Development conditions, except for the following intersection:

- Intersection #5: Glassell Street and the southern driveway entrance of the project (64.9/LOS F during AM peak hour and 91.3/LOS F during PM peak hour).

Table 3-4: Current General Plan Horizon Year (2030) No Project AM and PM Peak Hour Level of Service

Intersection		Jurisdiction	Methodology	Control Type	General Plan (2030) Conditions				LOS Standards	Satisfactory?
					AM Peak		PM Peak			
					V/C or Delay	LOS	V/C or Delay	LOS		
1.	Glassell St and Lincoln Ave	City of Orange	ICU	Signal	0.527	A	0.675	B	D	Yes
2.	Glassell St and W Fletcher Ave	City of Orange	ICU	Signal	0.690	B	0.507	A	D	Yes
3.	Glassell St and Meats Ave	City of Orange	ICU	Signal	0.516	A	0.622	B	D	Yes
4.	Glassell St and Taft Ave	City of Orange	ICU	Signal	0.611	B	0.680	B	D	Yes
5.	Glassell St and southern driveway entrance of the project	City of Orange	HCM	TWSC	64.9	F	91.3	F	D	No
6.	Glassell St and northern driveway entrance of the project	City of Orange	HCM	TWSC	10.3	B	13.9	B	D	Yes

TWSC = Two Way Stop Control

V/C = Volume to Capacity (VC) Ratio reported using ICU methodology.

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

Figure 3-7: Current General Plan Horizon Year (2030) AM Peak Hour No Project Traffic Volumes

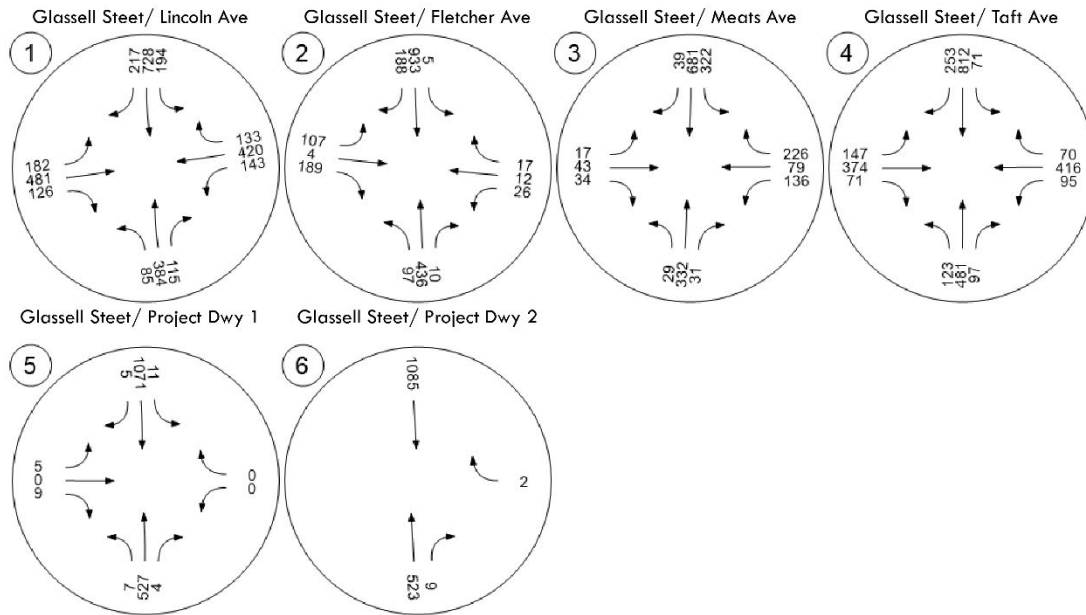
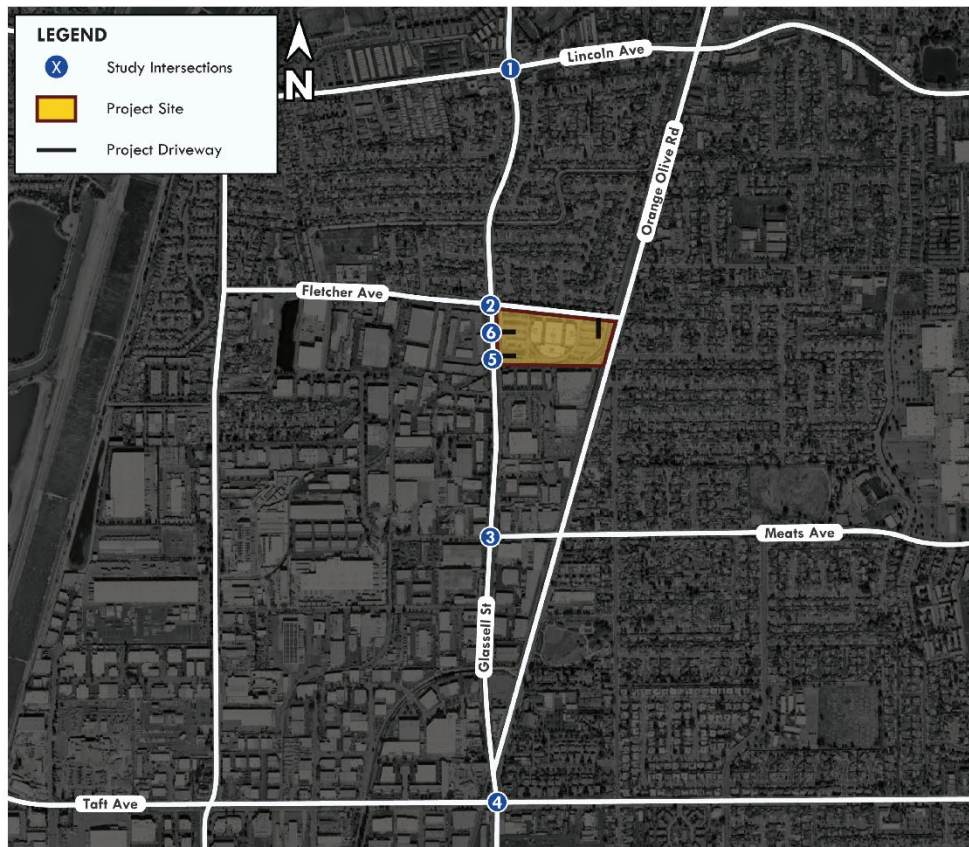
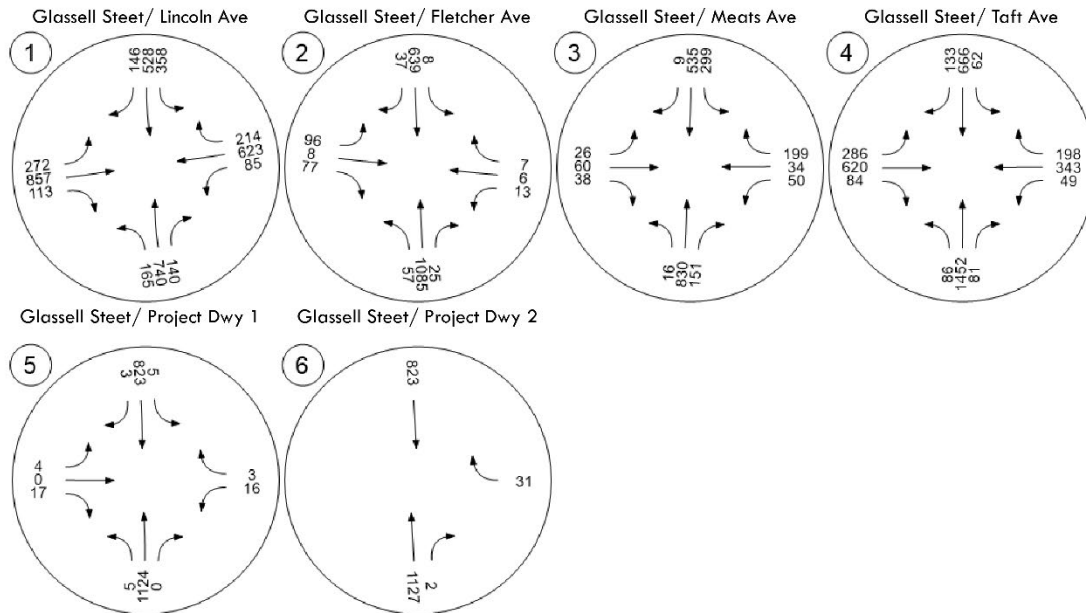
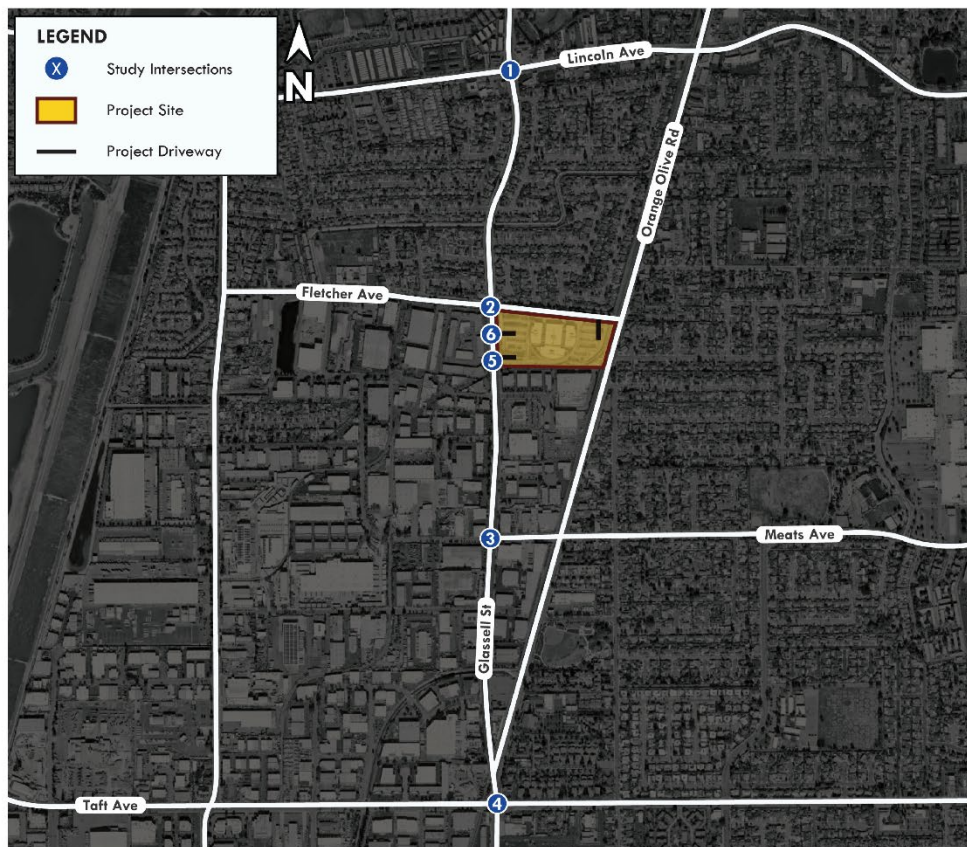


Figure 3-8: Current General Plan Horizon Year (2030) PM Peak Hour No Project Traffic Volumes



3.6 General Plan Update Horizon Year (2050) No Project Traffic Volumes and Intersection Operations

In accordance with the scope of work approved by the City of Orange, No Project Traffic Volumes under General Plan Update Horizon Year (2050) Conditions were forecasted using Orange County Transportation Analysis Model (OCTAM) data, which assumes full buildout of the County of Orange per the approved General Plan of each jurisdiction within the County. Link volume growth rate was also obtained from OCTAM. The growth rates were then post-processed to compute intersection turning movement volumes using the Iterative Directional Volume Estimation Methodology from NCHRP Report 765, based on methodology outlined in NCHRP Report 255.

Based on EPD's review of the raw OCTAM General Plan Development approach volumes:

- At several study locations, no additional traffic growth is projected beyond the near-term horizon. This is due to the area being considered built out under the General Plan land use assumptions. As a result, future-year volume growth at these locations remain flat based on background growth redistribution and network adjustments associated with the cumulative projects according to OCTAM outputs.
- Some of the post-processed General Plan Year (2050) turning movement base input volumes were observed to be lower than the corresponding Opening Year (2027) volumes at certain intersections.
 - EPD reviewed the roadway network in the study area and concluded that there are no justifiable reasons for the volumes to decrease in the study area in the General Plan (2050) scenarios.
 - Therefore, in such cases, the General Plan Year (2050) No Project base input volumes were adjusted by holding the turning movement to be the same as Opening Year (2027) No Project Traffic Volumes, so that no General Plan Year (2050) No Project base input volumes are lower than the corresponding Opening Year (2027) base input volumes.
- Additionally, an unrealistic annual growth of over 3.5% per year for 25 years (an unrealistic total growth of over 90%) was observed at the NBL and EBR movement of Intersection #2.
 - In such movements, EPD applied the annual growth rate of 2 percent per year for 25 years to the Existing (2025) base input volumes, in order to represent a realistic forecast of the General Plan (2050) base input traffic volume growth.

All traffic counts, OCTAM model plots, OCTAM volume outputs, NCHRP 765 worksheets and volume adjustment worksheets are provided in Appendix C.

Under General Plan Update Horizon Year (2050) No Project Conditions, the existing buildings onsite would continue to be operational. General Plan Update Horizon Year (2050) AM & PM No Project Traffic Volumes are illustrated in Figures 3-9 and 3-10, respectively.

Table 3-5 shows the General Plan Update Horizon Year (2050) AM and PM peak hour level of service at study intersections. As described previously in Section 2.3, LOS at the study area intersections were determined using the ICU methodology with HCM methodology being utilized for unsignalized intersections. All LOS calculations are provided in Appendix D. As shown in Table 3-5, all intersections

operate with a satisfactory LOS during the AM and PM peak hours under General Plan Development conditions, except for the following intersection:

- Intersection #5: Glassell Street and the southern driveway entrance of the project (84.8/LOS F during AM peak hour and 113.8/LOS F during PM peak hour).

Table 3-5: General Plan Update Horizon Year (2050) No Project AM and PM Peak Hour Level of Service

Intersection		Jurisdiction	Methodology	Control Type	General Plan (2050) Conditions				LOS Standards	Satisfactory?
					AM Peak		PM Peak			
					V/C or Delay	LOS	V/C or Delay	LOS		
1.	Glassell St and Lincoln Ave	City of Orange	ICU	Signal	0.534	A	0.747	C	D	Yes
2.	Glassell St and W Fletcher Ave	City of Orange	ICU	Signal	0.722	C	0.553	A	D	Yes
3.	Glassell St and Meats Ave	City of Orange	ICU	Signal	0.551	A	0.696	B	D	Yes
4.	Glassell St and Taft Ave	City of Orange	ICU	Signal	0.611	B	0.784	C	D	Yes
5.	Glassell St and southern driveway entrance of the project	City of Orange	HCM	TWSC	84.8	F	113.8	F	D	No
6.	Glassell St and northern driveway entrance of the project	City of Orange	HCM	TWSC	10.3	B	14.3	B	D	Yes

TWSC = Two Way Stop Control

V/C = Volume to Capacity (VC) Ratio reported using ICU methodology.

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

Figure 3-9: General Plan Update Horizon Year (2050) AM Peak Hour No Project Traffic Volumes

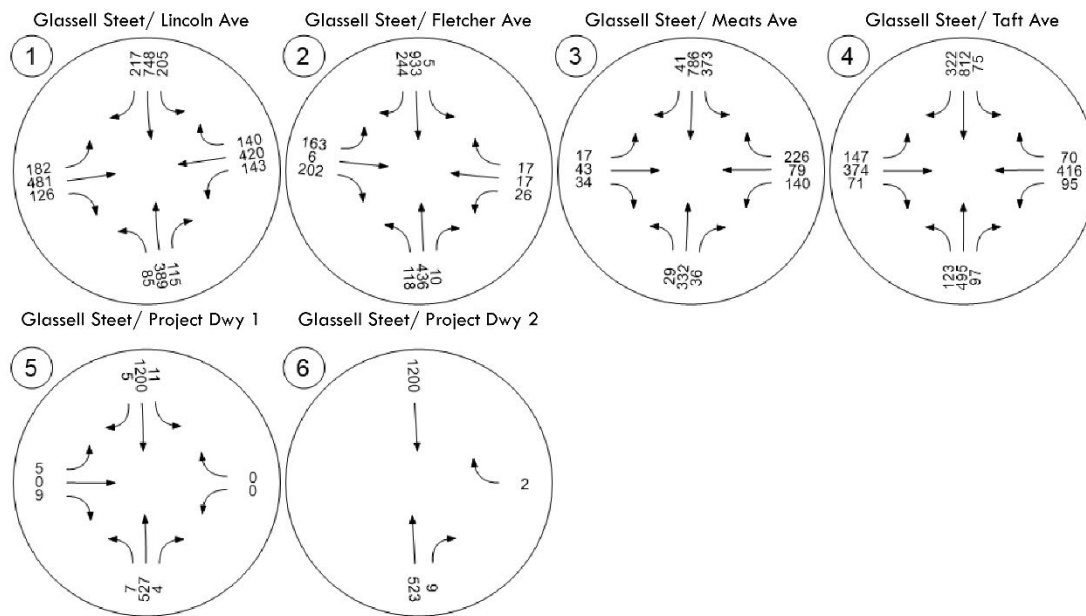
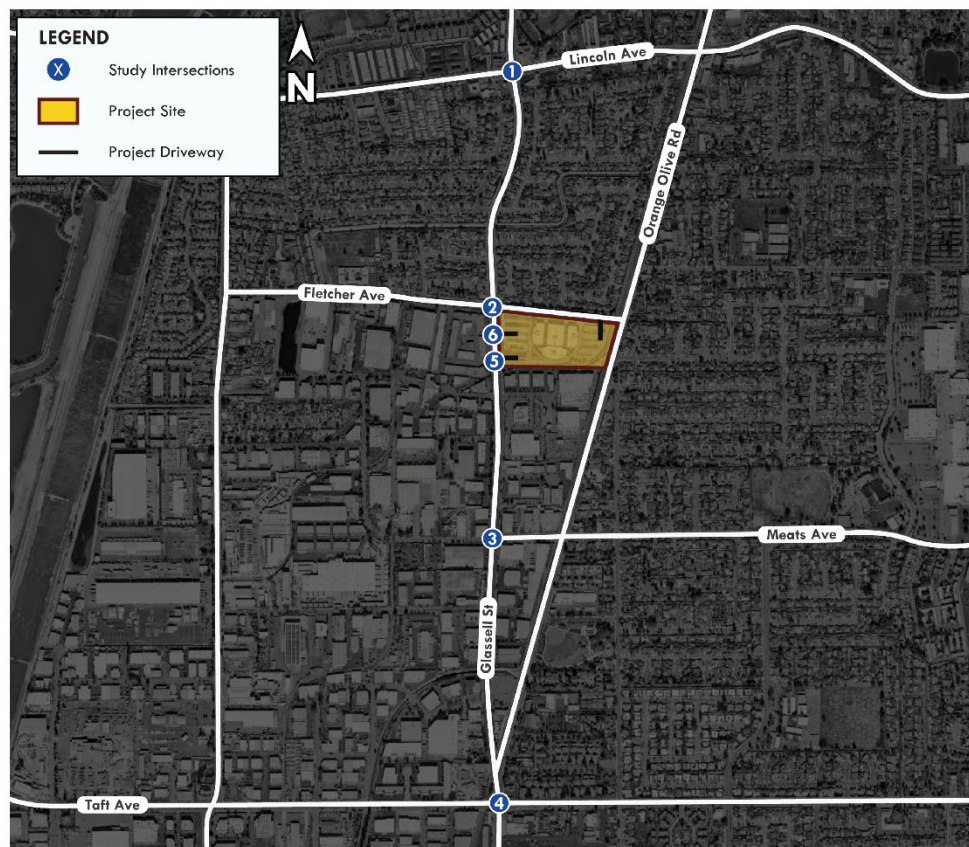
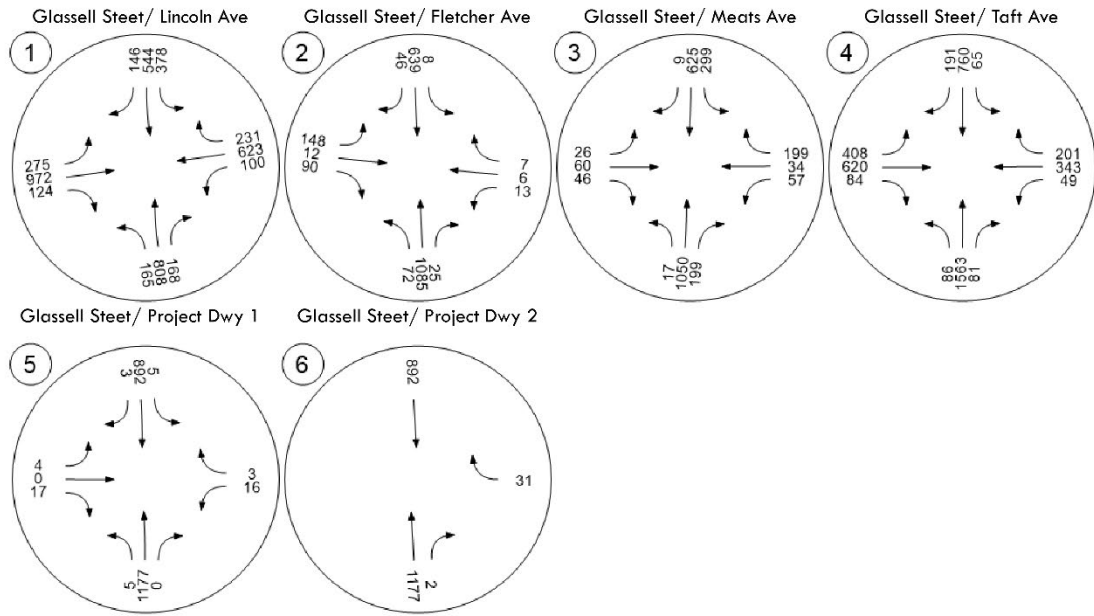


Figure 3-10: General Plan Update Horizon Year (2050) PM Peak Hour No Project Traffic Volumes



4 PROPOSED PROJECT

4.1 Project Trip Generation

4.1.1 Project Trip Generation Using Existing Counts

As previously mentioned in Section 2.1 Project Description, The Project would demolish the existing three buildings onsite totaling 191,127 SF and redevelop the site with a one-story plus mezzanine, 298,918 SF industrial building. It is to be noted that the trip generation was based on the previous assumption of a 298,988 industrial building including a warehouse area of 189,988 SF and a manufacturing area of 109,000 SF (consistent with other CEQA technical studies). Since the previous trip generation is more conservative (considers a larger manufacturing building area) than the revised site plan, the Project trip generation was based on the previous building area assumption that represents a more intensive land use scenario. The Project trip generation was calculated based on the following:

- The existing office buildings were analyzed based on counts conducted on April 9, 2025, specifically for this project. The detailed counts are provided in Appendix B, *Counts Sheet – Driveway Counts*.
 - The existing site generates a total of 287 daily trips, including 30 trips during the AM peak hour and 28 trips during the PM peak hour.
- The proposed Project trip generation was calculated using trip rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021)*. The proposed Project was analyzed using ITE trip rates for Manufacturing (ITE Land Use Code 140) and Warehouse (ITE Land Use Code 150) land uses. Vehicle splits from the South Coast Air Quality Management District (SCAQMD) and passenger vehicle/truck splits from ITE were applied to both warehouse and manufacturing uses (assumed to be without cold storage).
 - The proposed Project would generate a total of 843 daily trips, with 106 trips during the AM peak hour and 115 trips during the PM peak hour.
 - The truck trips associated with the manufacturing and warehouse land uses were converted into passenger car equivalent (PCE) trips to more accurately assess the impact of the proposed project on roadway capacity. When accounting for PCE trips, the proposed Project would generate a total of 1,097 daily PCE trips, including 139 AM peak hour PCE trips and 147 PM peak hour PCE trips.

Table 4-1 presents the trip generation data for the existing use on site and trip generation estimates for the proposed Project. As shown in Table 4-1, taking both the existing and proposed Project into account, the Project is forecast to generate 810 net daily PCE trips, with 109 net AM peak hour PCE trips and 119 net PM peak hour PCE trips.

This TIA is conservatively conducted based on the Project trip generation calculations shown above. However, the trip generation of the Project with the assumption that the existing building is fully occupied is shown in Section 4.1.2 below for informational purposes.

Table 4-1: Project Trip Generation Using Existing Counts

Land Use		Units	AM Peak Hour			PM Peak Hour			
			Daily	In	Out	Total	In	Out	Total
<u>Trip Rates</u>									
710 General Office Building ¹		TSF	10.84	1.34	0.18	1.52	0.24	1.20	1.44
150 Warehousing ²		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
140 Manufacturing ³		TSF	4.75	0.52	0.16	0.68	0.23	0.51	0.74
<u>Existing Site Trip Generation</u>									
Existing Office Buildings ¹	191.127	TSF	287	22	8	30	4	24	28
<u>Proposed Project Trip Generation</u>									
Total Building Footprint	298.988								
Proposed Warehouse ²	189.988	TSF	325	25	7	32	10	24	34
<u>Vehicle Mix</u> ⁴									
		<u>Percent</u>							
Passenger Vehicles		64.91%	211	17	4	21	6	16	22
2-Axle Trucks		5.87%	19	1	0	2	1	1	2
3-Axle Trucks		7.27%	24	2	1	2	1	1	2
4+-Axle Trucks		21.95%	72	5	2	7	2	5	7
Total Trip Generation		100.0%	325	25	7	32	10	24	34
Proposed Site Trip Generation									
<u>PCE Trip Generation</u> ⁶									
		<u>PCE Factor</u>							
Passenger Vehicles		1.0	211	17	4	21	6	16	22
2-Axle Trucks		1.5	29	2	1	3	1	2	3
3-Axle Trucks		2.0	47	4	1	5	2	2	4
4+-Axle Trucks		3.0	216	16	5	21	7	16	23
Total PCE Trip Generation			503	39	11	50	16	36	52
Proposed Manufacturing ³	109.000	TSF	518	56	18	74	25	56	81
<u>Vehicle Mix</u> ⁵									
		<u>Percent</u>							
Passenger Vehicles		90.53%	469	51	16	67	23	51	73
2-Axle Trucks		1.58%	8	1	0	1	0	1	1
3-Axle Trucks		1.96%	10	1	0	1	0	1	1
4+-Axle Trucks		5.93%	31	4	2	6	2	4	6
Total Trip Generation		100.0%	518	56	18	74	25	56	81
<u>PCE Trip Generation</u> ⁶									
		<u>PCE Factor</u>							
Passenger Vehicles		1.0	469	51	16	67	23	51	74
2-Axle Trucks		1.5	12	1	1	2	1	1	2
3-Axle Trucks		2.0	20	2	1	3	0	2	2
4+-Axle Trucks		3.0	93	12	6	18	6	12	18
Total PCE Trip Generation			595	66	24	90	29	66	95
Existing Site Trips									
			287	22	8	30	4	24	28
Total Project Passenger Vehicle Trips			680	68	20	88	29	66	95
Total Project Trip Generation			843	81	25	106	35	80	115
Total Project PCE Trip Generation			1,097	105	34	139	45	102	147
Net Passenger Vehicle Trips			393	46	12	58	25	42	67
Net Project Trip Generation			556	59	17	76	31	56	87
Net PCE Trip Generation			810	83	26	109	41	78	119

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

¹ Trip rates based on counts taken on 04/09/2025

² Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual, 11th Edition, 2021*. Land Use Code 150 - Warehousing.

³ Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual, 11th Edition, 2021*. Land Use Code 140 - Manufacturing.

⁴ Passenger car/truck splits are derived from ITE Land Use Code 150 - Warehousing. Truck Mix from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage.

⁵ Passenger car/truck splits are derived from ITE Land Use Code 140 - Manufacturing. Truck Mix from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage.

⁶ Since neither City of Orange nor the County of Orange adopted Passenger Car Equivalent (PCE) factors, PCE factors are derived from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

* The table might contain minor rounding errors due to multiple rates and or percentages being applied. Priority was placed on the total trips and total PCE trips. The minor rounding errors would not impact the overall analysis.

4.1.2 Project Trip Generation Assuming Full Occupancy for the Existing Buildings (For Informational Purposes Only)

As previously mentioned in Section 2.1 Project Description, The Project would demolish the existing three buildings onsite totaling 191,127 SF and redevelop the site with a one-story plus mezzanine, 298,918 SF industrial building. It is to be noted that the trip generation was based on the previous assumption of a 298,988 industrial building including a warehouse area of 189,988 SF and a manufacturing area of 109,000 SF (consistent with other CEQA technical studies). Since the previous trip generation is more conservative (considers a larger manufacturing building area) than the revised site plan, the Project trip generation was based on the previous building area assumption that represents a more intensive land use scenario. The Project trip generation was calculated based on the following:

- The existing office buildings were also assumed to be fully occupied and analyzed using trip rates analyzed using the land use code for General Office Building (ITE Land Use Code 710) from the *ITE Trip Generation Manual, 11th Edition* (2021).
 - With full occupancy of the existing office building, the existing site would generate a total of 2,072 daily trips, including 291 trips during the AM peak hour and 275 trips during the PM peak hour.
- As previously analyzed in Section 4.1.1:
 - The proposed Project would generate a total of 843 daily trips, with 106 trips during the AM peak hour and 115 trips during the PM peak hour.
 - When accounting for PCE trips, the proposed Project would generate a total of 1,097 daily PCE trips, including 139 AM peak hour PCE trips and 147 PM peak hour PCE trips.

Table 4-2 presents the trip generation estimates for both the existing use and the proposed Project, assuming full occupancy for the existing buildings. As shown in Table 4-2, taking both the fully occupied existing and proposed Project into account, the Project is forecast to result in 974 fewer daily PCE trips, 151 fewer PCE trips during the AM peak hour, and 128 fewer PCE trips during the PM peak hour. Please note that this trip generation analysis is for information only. The trip generation previously discussed in Section 4.1.1 was analyzed for purposes of assessing the project's effects on traffic.

Table 4-2: Project Trip Generation Using Assuming Full Occupancy for the Existing Buildings

		AM Peak Hour				PM Peak Hour			
Land Use		Units	Daily	In	Out	Total	In	Out	Total
<u>Trip Rates</u>									
710 General Office Building ¹		TSF	10.84	1.34	0.18	1.52	0.24	1.20	1.44
150 Warehousing ²		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
140 Manufacturing ³		TSF	4.75	0.52	0.16	0.68	0.23	0.51	0.74
<u>Existing Site Trip Generation</u>									
Existing Office Buildings ¹	191.127	TSF	2,072	256	35	291	47	228	275
<u>Proposed Project Trip Generation</u>									
Total Building Footprint	298.988								
Proposed Warehouse ²	189.988	TSF	325	25	7	32	10	24	34
<u>Vehicle Mix</u> ⁴		<u>Percent</u>							
Passenger Vehicles		64.91%	211	17	4	21	6	16	22
2-Axle Trucks		5.87%	19	1	0	2	1	1	2
3-Axle Trucks		7.27%	24	2	1	2	1	1	2
4+-Axle Trucks		21.95%	72	5	2	7	2	5	7
Total Trip Generation		100.0%	325	25	7	32	10	24	34
Proposed Site Trip Generation									
<u>PCE Trip Generation</u> ⁶		<u>PCE Factor</u>							
Passenger Vehicles		1.0	211	17	4	21	6	16	22
2-Axle Trucks		1.5	29	2	1	3	1	2	3
3-Axle Trucks		2.0	47	4	1	5	2	2	4
4+-Axle Trucks		3.0	216	16	5	21	7	16	23
Total PCE Trip Generation			503	39	11	50	16	36	52
Proposed Manufacturing ³	109.000	TSF	518	56	18	74	25	56	81
<u>Vehicle Mix</u> ⁵		<u>Percent</u>							
Passenger Vehicles		90.53%	469	51	16	67	23	51	73
2-Axle Trucks		1.58%	8	1	0	1	0	1	1
3-Axle Trucks		1.96%	10	1	0	1	0	1	1
4+-Axle Trucks		5.93%	31	4	2	6	2	4	6
Total Trip Generation		100.0%	518	56	18	74	25	56	81
<u>PCE Trip Generation</u> ⁶		<u>PCE Factor</u>							
Passenger Vehicles		1.0	469	51	16	67	23	51	74
2-Axle Trucks		1.5	12	1	1	2	1	1	2
3-Axle Trucks		2.0	20	2	1	3	0	2	2
4+-Axle Trucks		3.0	93	12	6	18	6	12	18
Total PCE Trip Generation			595	66	24	90	29	66	95
Existing Site Trips			2,072	256	35	291	47	228	275
Total Project Passenger Vehicle Trips			680	68	20	88	29	66	95
Total Project Trip Generation			843	81	25	106	35	80	115
Total Project PCE Trip Generation			1,097	105	34	139	45	102	147
Net Passenger Vehicle Trips			-1,392	-188	-15	-203	-18	-162	-180
Net Project Trip Generation			-1,229	-175	-10	-185	-12	-148	-160
Net PCE Trip Generation			-974	-150	-1	-151	-2	-126	-128

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual*, 11th Edition, 2021. Land Use Code 710-General Office Building

² Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual*, 11th Edition, 2021. Land Use Code 150 - Warehousing.

³ Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual*, 11th Edition, 2021. Land Use Code 140 - Manufacturing.

⁴ Passenger car/truck splits are derived from ITE Land Use Code 150 - Warehousing. Truck Mix from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage.

⁵ Passenger car/truck splits are derived from ITE Land Use Code 140 - Manufacturing. Truck Mix from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage.

⁶ Since neither City of Orange nor the County of Orange adopted Passenger Car Equivalent (PCE) factors, PCE factors are derived from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

* The table might contain minor rounding errors due to multiple rates and or percentages being applied. Priority was placed on the total trips and total PCE trips. The minor rounding errors would not impact the overall analysis.

4.2 Project Trip Distribution

The distribution considers the location of the proposed Project in relation to local and regional access points and follows the assumptions outlined in the City of Orange *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (July 2020)* for preparing traffic and circulation studies. Approximately 60 percent of Project trips are anticipated to travel north on Glassell Street toward Lincoln Avenue, while the remaining 40 percent are expected to travel south on Glassell Street toward Taft Avenue. The trip distribution for the proposed Project is shown in Figure 4-1. The Project trip assignments for the AM and PM peak hours are shown in Figure 4-2 and Figure 4-3, respectively⁶.

⁶ There may be minor discrepancies between the Project trip generation in Section 4.1 compared to the sum of all in and out movements on the Project driveways shown in Figure 4-2 and Figure 4-3. This is attributable to rounding when multiplying Project trip generation by Project trip distribution percentages.

Figure 4-1: Project Trip Distribution

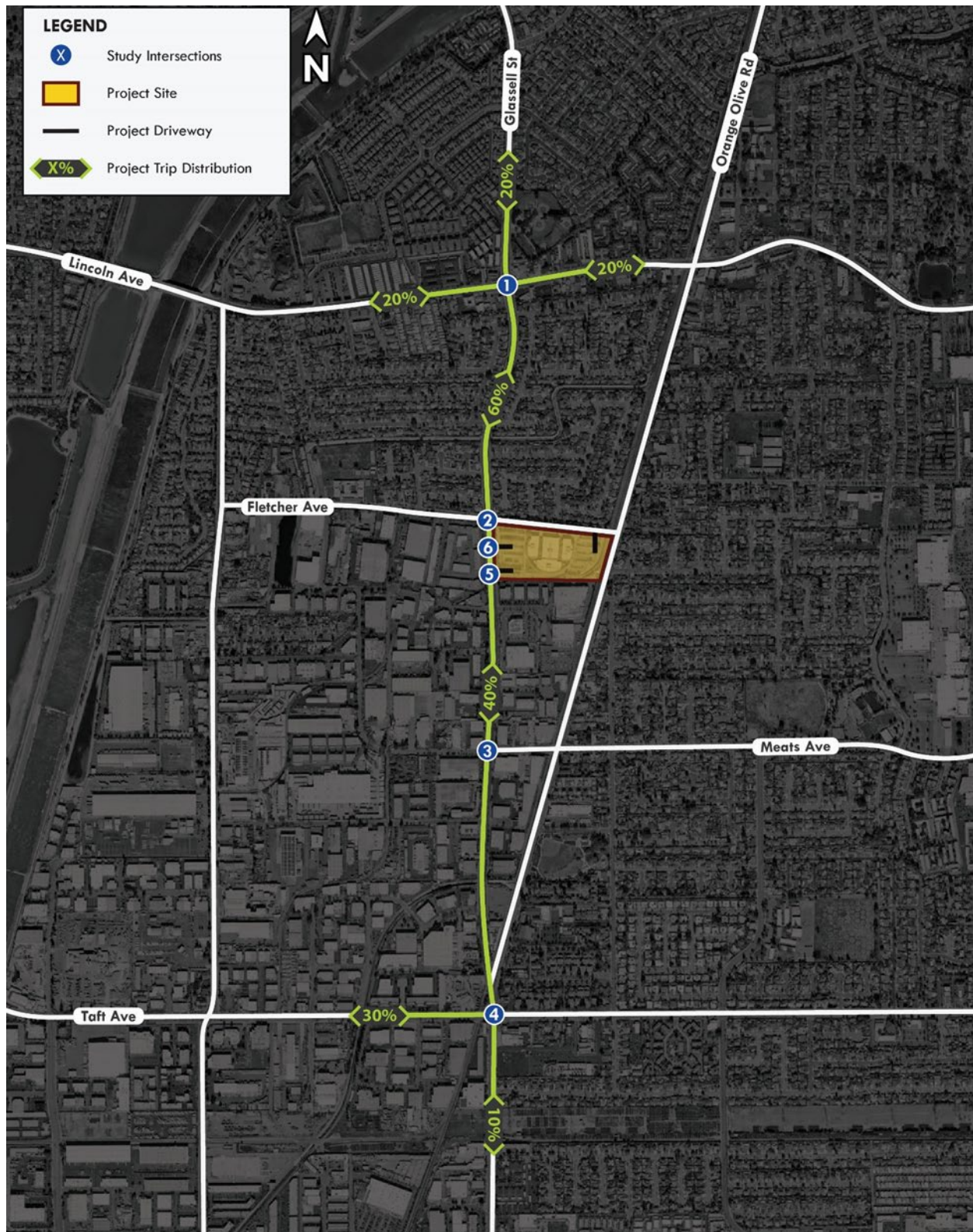


Figure 4-2: Project AM Peak Hour Trip Assignment

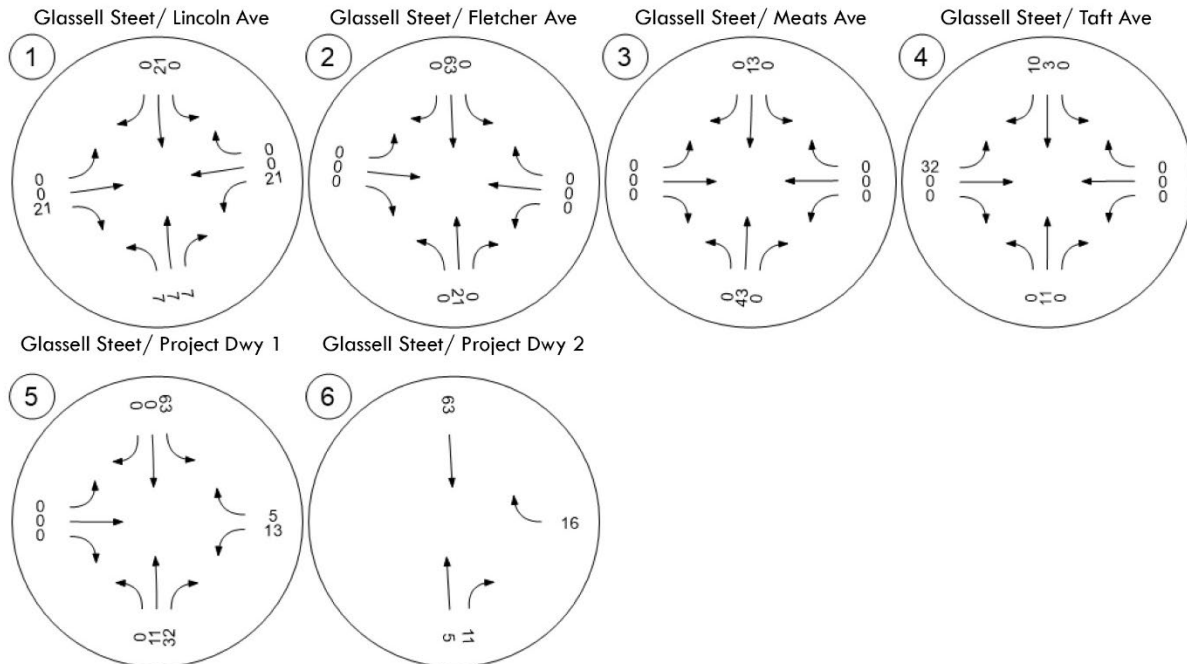
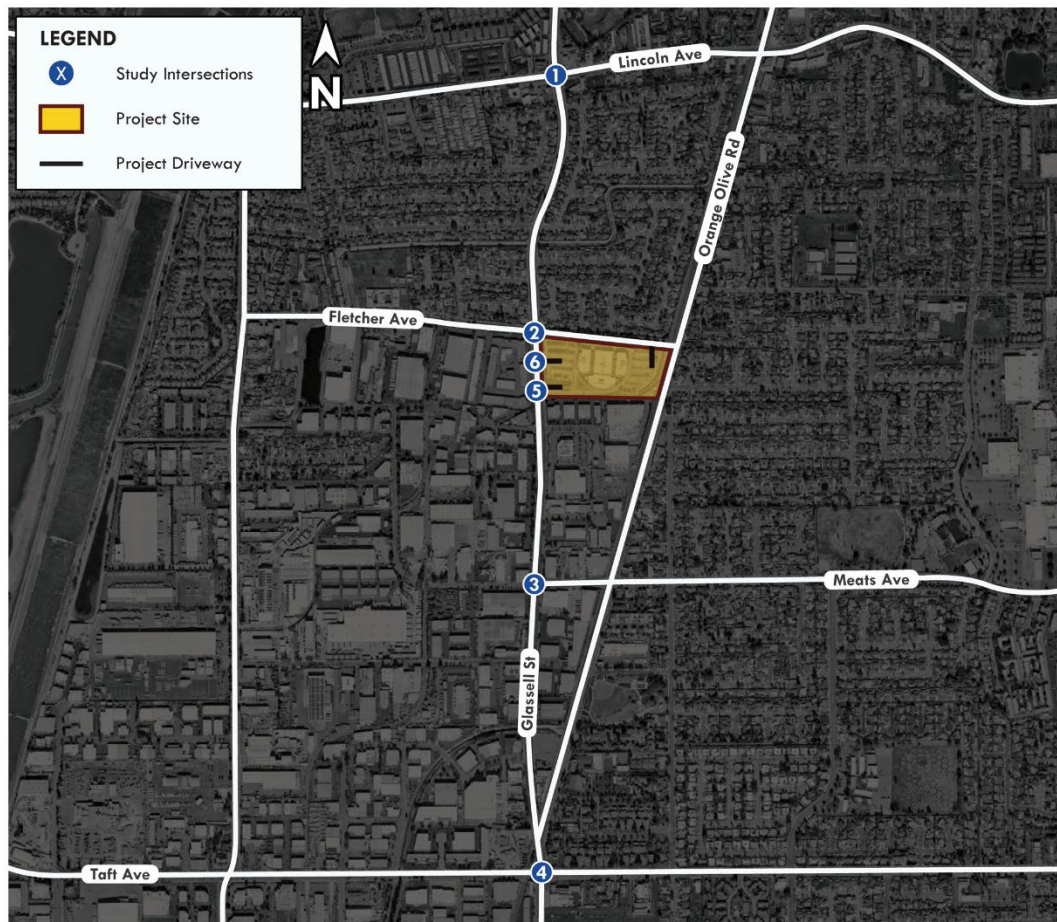
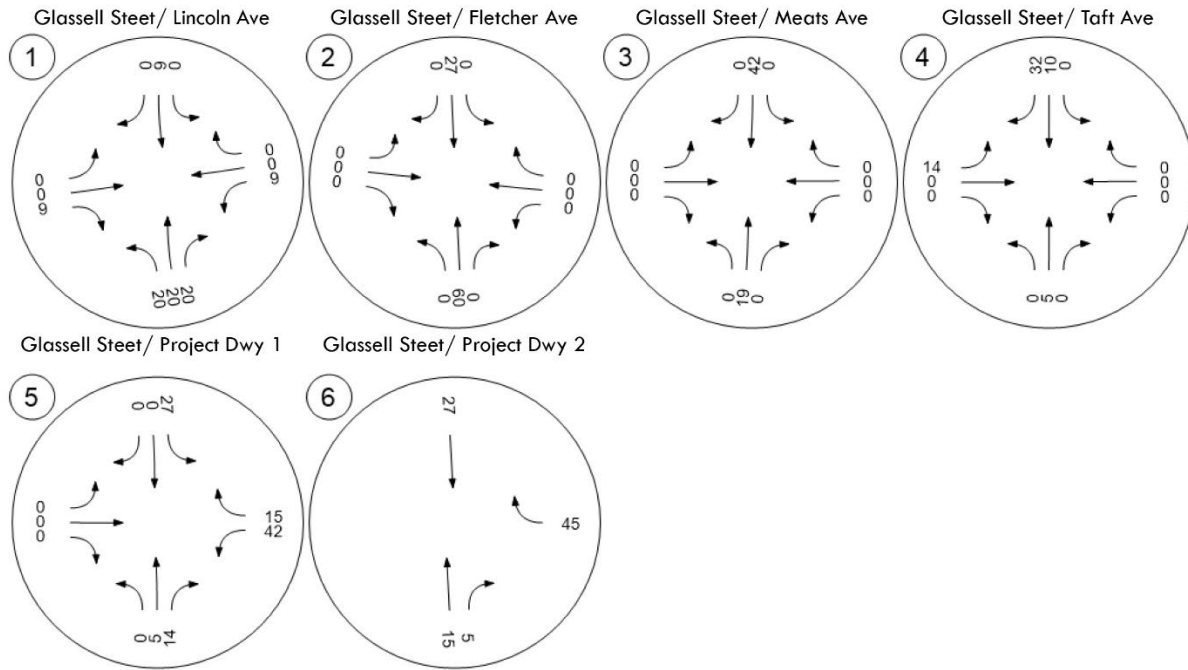
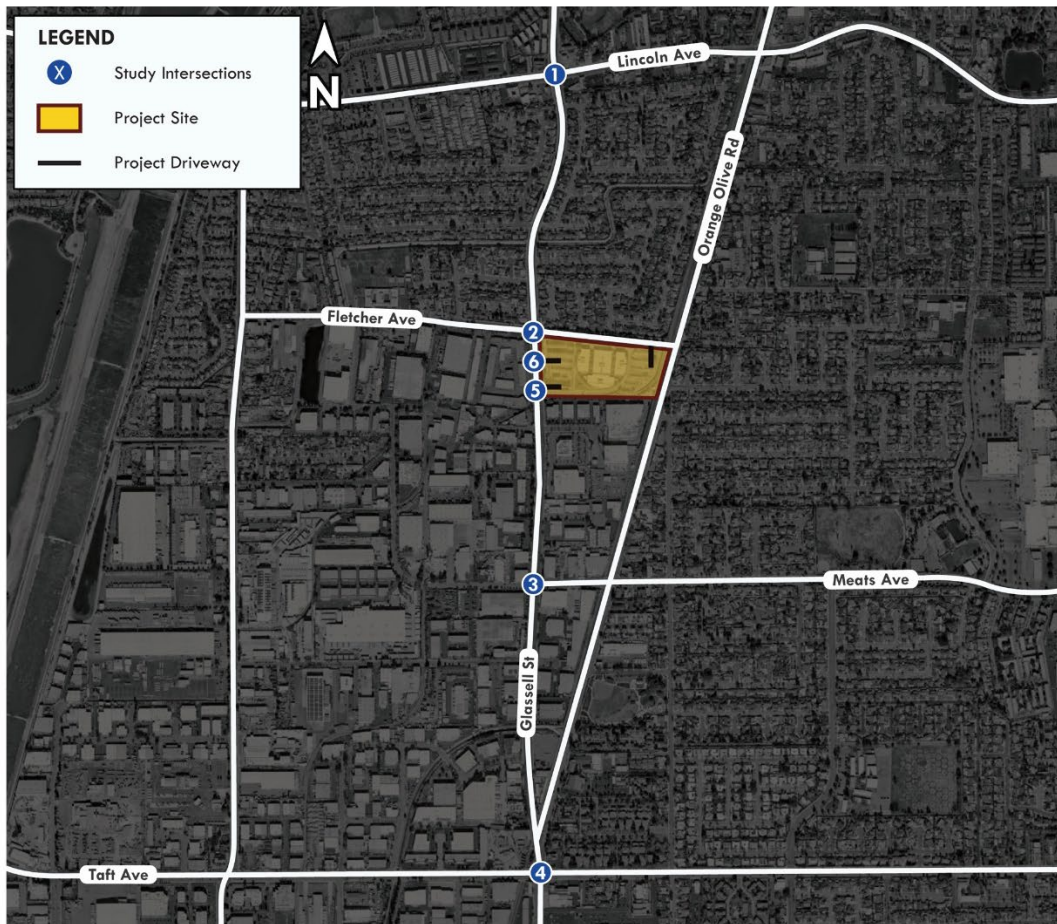


Figure 4-3: Project PM Peak Hour Trip Assignment



5 BASELINE PLUS PROJECT CONDITIONS

5.1 Opening Year (2027) Plus Project Traffic Volumes and Intersections Operations

Opening Year (2027) Plus Project traffic conditions were developed by adding the Project's trip generation to the Opening Year (2027) (without Project) traffic volumes. LOS at the study area intersections were determined using the ICU methodology for signalized intersections and the HCM methods for driveways, as described previously in Section 2.3, *Intersection Analysis Methodology*.

Under Opening Year (2027) Plus Project Conditions, the existing buildings onsite would be demolished and all trips from the existing use are removed from the study area intersections. AM peak hour and PM peak hour traffic volumes for this scenario are shown in Figure 5-1 and Figure 5-2, respectively. The Opening Year (2027) Plus Project LOS at the study intersections is shown in Table 5-1. All LOS calculations are provided in Appendix D.

As shown in Table 5-1, all intersections operate with a satisfactory LOS during the AM and PM peak hours under Opening Year (2027) Plus Project Conditions, except for the following Project driveway intersection:

- Intersection #5: Glassell Street and the southern driveway entrance of the project (82.7/LOS F during AM peak hour and 165.8/LOS F during PM peak hour).

Operation of the Project driveway and potential improvements are discussed in Section 6.

Table 5-1: Opening Year (2027) Plus Project AM & PM Peak Hour LOS

Intersection	Jurisdiction	Methodology	Control Type	Opening Year (2027) Conditions				Opening Year 2027 Plus Project Conditions				Increase in V/C or Delay		LOS Standards	Satisfactory?
				AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak		
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS				
1. Glassell St and Lincoln Ave	City of Orange	ICU	Signal	0.527	A	0.676	B	0.537	A	0.686	B	0.010	0.010	D	Yes
2. Glassell St and W Fletcher Ave	City of Orange	ICU	Signal	0.534	A	0.421	A	0.557	A	0.441	A	0.023	0.020	D	Yes
3. Glassell St and Meats Ave	City of Orange	ICU	Signal	0.506	A	0.579	A	0.519	A	0.585	A	0.013	0.006	D	Yes
4. Glassell St and Taft Ave	City of Orange	ICU	Signal	0.566	A	0.616	B	0.586	A	0.625	B	0.020	0.009	D	Yes
5. Glassell St and southern driveway entrance of the project	City of Orange	HCM	TWSC	64.4	F	78.3	F	82.7	F	165.8	F	18.3	87.5	D	No
6. Glassell St and northern driveway entrance of the project	City of Orange	HCM	TWSC	10.3	B	13.9	B	10.5	B	14.4	B	0.2	0.5	D	Yes

TWSC = Two Way Stop Control

V/C = Volume to Capacity (VC) Ratio reported using ICU methodology.

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

Figure 5-1: Opening Year (2027) Plus Project AM Peak Hour Volumes

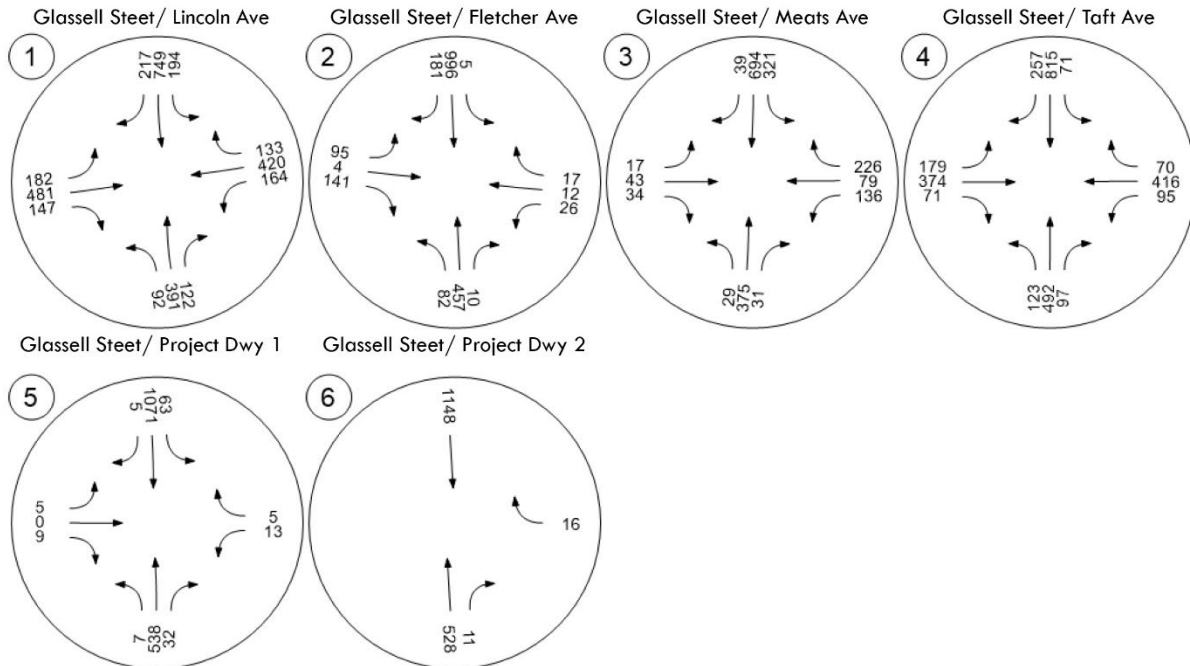
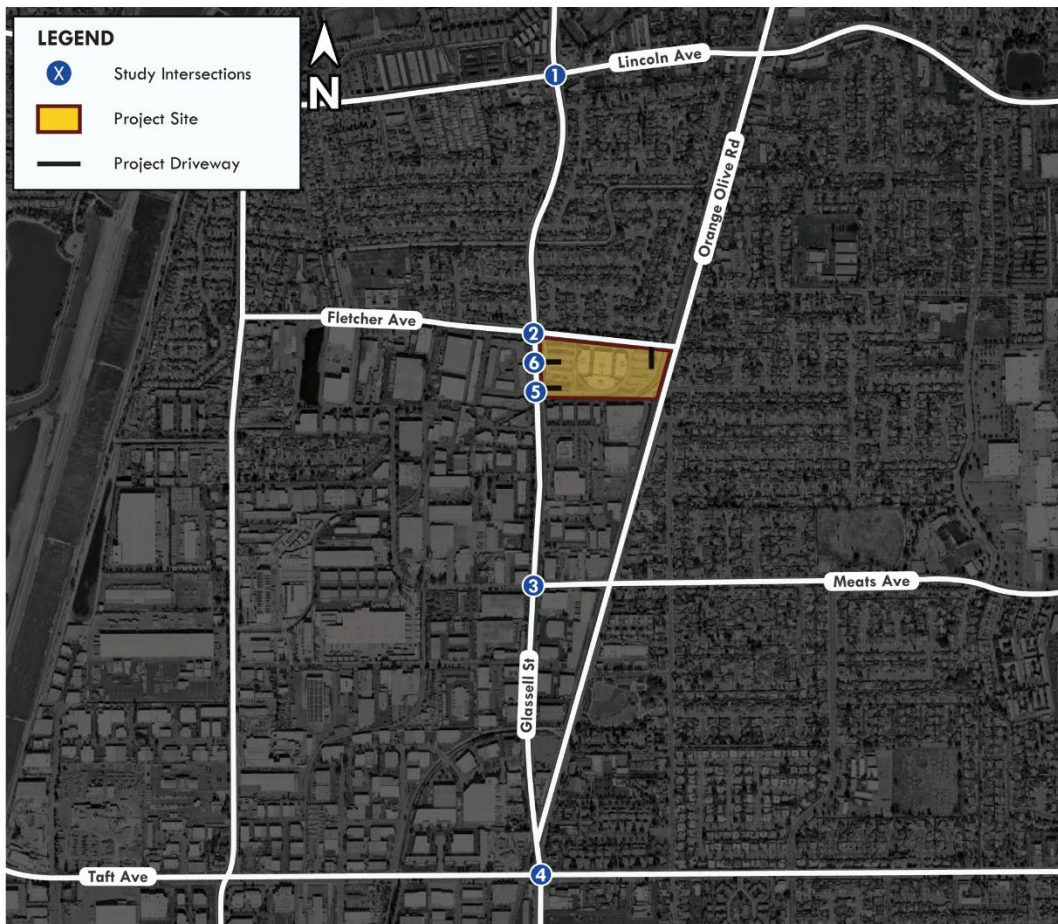
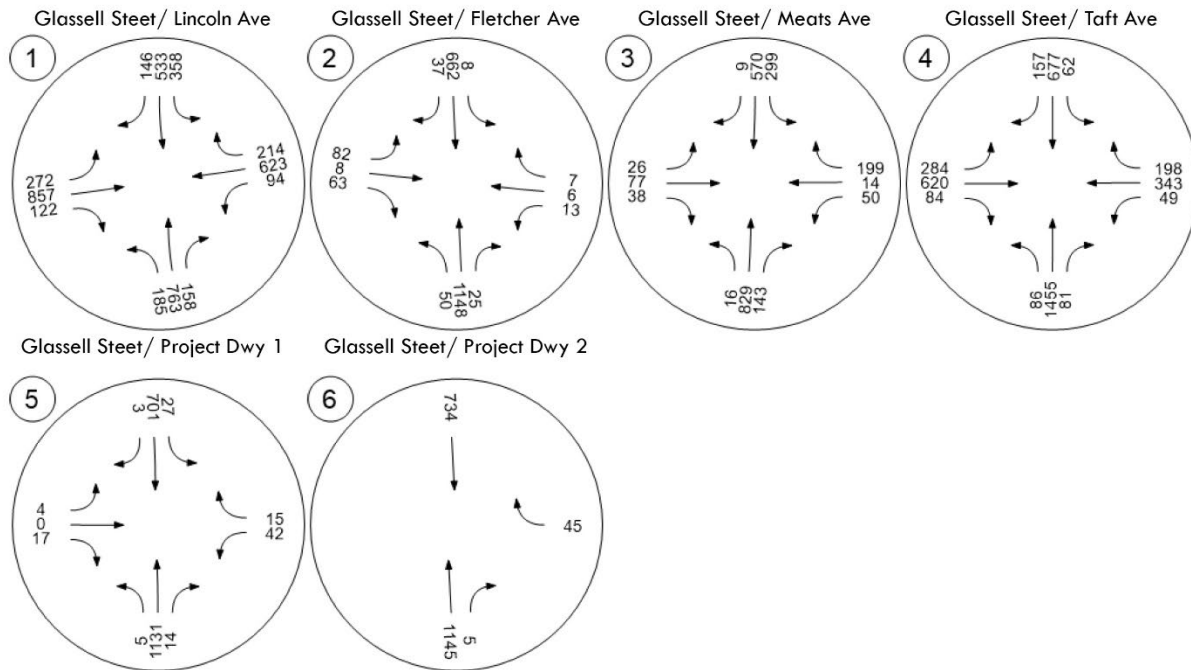
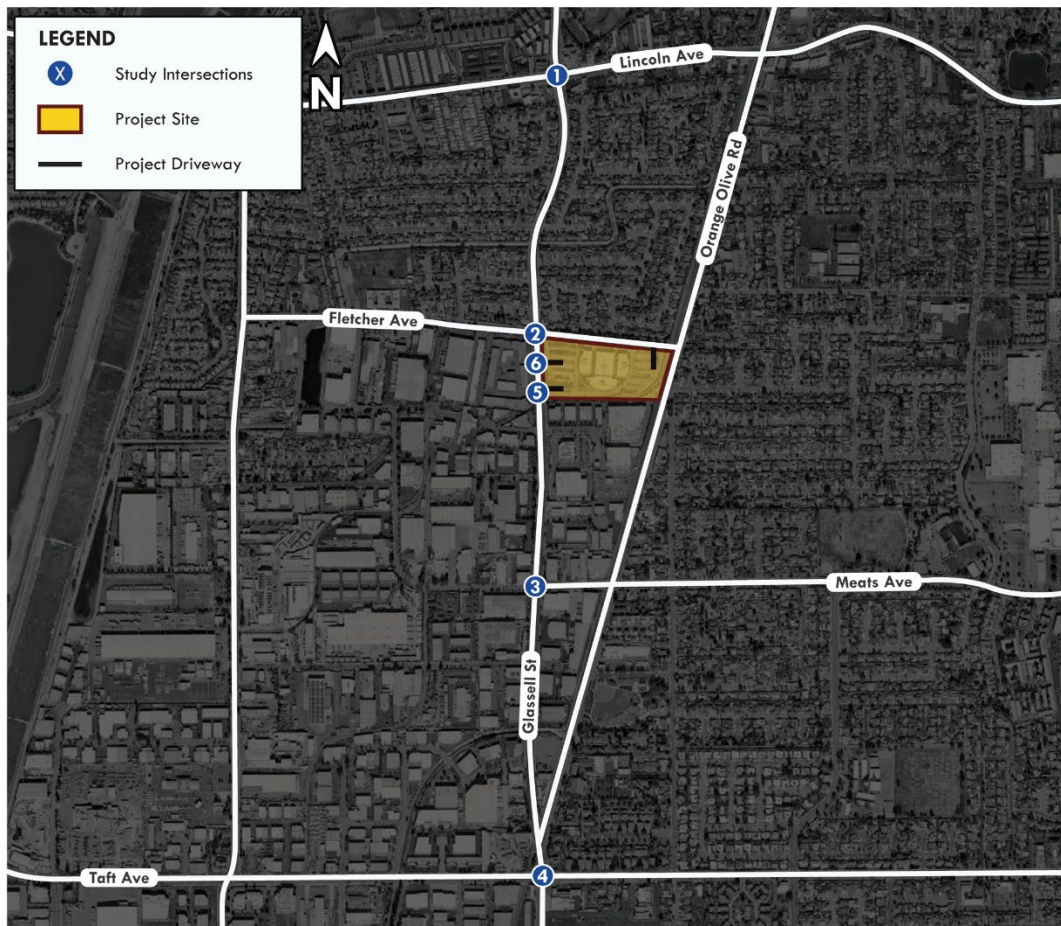


Figure 5-2: Opening Year (2027) Plus Project PM Peak Hour Volumes



5.2 Current General Plan Horizon Year (2030) Plus Project Traffic Volumes and Intersections Operations

Current General Plan Horizon Year (2030) Plus Project traffic volumes were determined by adding proposed project trips to the Current General Plan Horizon Year (2030) traffic volumes. Under Current General Plan Horizon Year (2030) Plus Project Conditions, the existing buildings onsite would be demolished and all trips from the existing use are removed from the study area intersections. The Current General Plan Horizon Year (2030) Plus Project traffic volumes are shown in Figures 5-3 and 5-4, respectively.

Table 5-2 shows the General Plan Horizon Year (2030) Plus Project AM and PM peak hour LOS at the study area intersections. As described previously in Section 2.3, LOS at the study area intersections were determined using the ICU methodology with HCM methodology being utilized for unsignalized intersections. All LOS calculations are provided in Appendix D.

As shown in Table 5-2, all intersections operate with a satisfactory LOS during the AM and PM peak hours under Current General Plan Horizon Year (2030) Plus Project Conditions, except for the following Project driveway intersection:

- Intersection #5: Glassell Street and the southern driveway entrance of the project (87.9/LOS F during AM peak hour and 214.6/LOS F during PM peak hour).

Operation of the Project driveway and potential improvements are discussed in Section 6.

Table 5-2: Current General Plan Horizon Year (2030) Plus Project AM and PM Peak Hour Level of Service

Intersection	Jurisdiction	Methodology	Control Type	General Plan (2030) Conditions				General Plan (2030) Plus Project Conditions				Increase in V/C or Delay		LOS Standards	Satisfactory?
				AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak		
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS				
1. Glassell St and Lincoln Ave	City of Orange	ICU	Signal	0.527	A	0.675	B	0.537	A	0.685	B	0.010	0.010	D	Yes
2. Glassell St and W Fletcher Ave	City of Orange	ICU	Signal	0.690	B	0.507	A	0.717	C	0.530	A	0.027	0.023	D	Yes
3. Glassell St and Meats Ave	City of Orange	ICU	Signal	0.516	A	0.622	B	0.530	A	0.628	B	0.014	0.006	D	Yes
4. Glassell St and Taft Ave	City of Orange	ICU	Signal	0.611	B	0.680	B	0.634	B	0.690	B	0.023	0.010	D	Yes
5. Glassell St and southern driveway entrance of the project	City of Orange	HCM	TWSC	64.9	F	91.3	F	87.9	F	214.6	F	23.0	123.3	D	No
6. Glassell St and northern driveway entrance of the project	City of Orange	HCM	TWSC	10.3	B	13.9	B	10.5	B	14.3	B	0.2	0.4	D	Yes

TWSC = Two Way Stop Control

V/C = Volume to Capacity (VC) Ratio reported using ICU methodology.

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

Figure 5-3: Current General Plan Horizon Year (2030) Plus Project AM Peak Hour Volumes

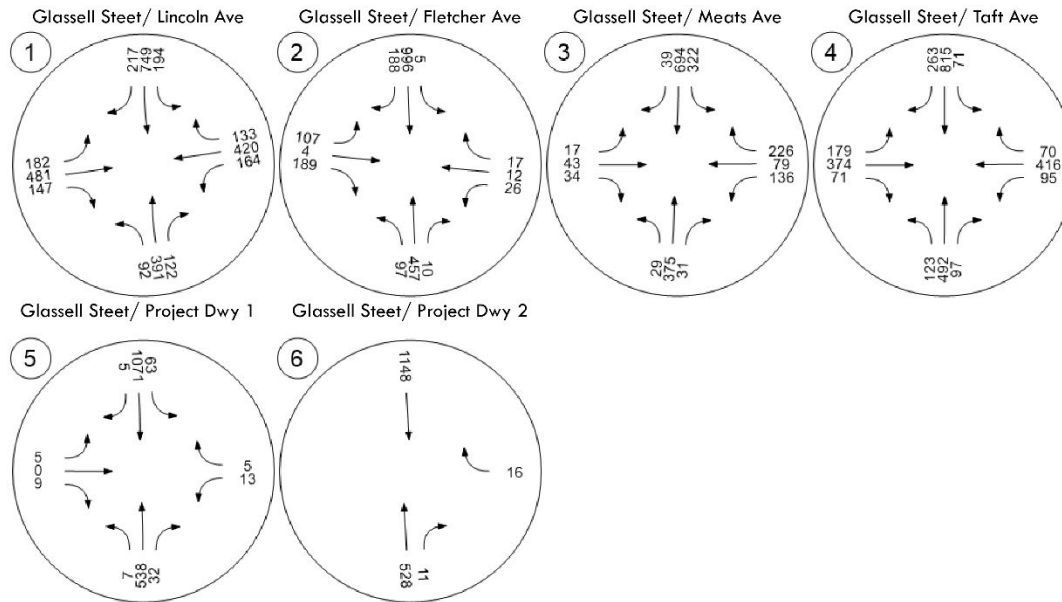
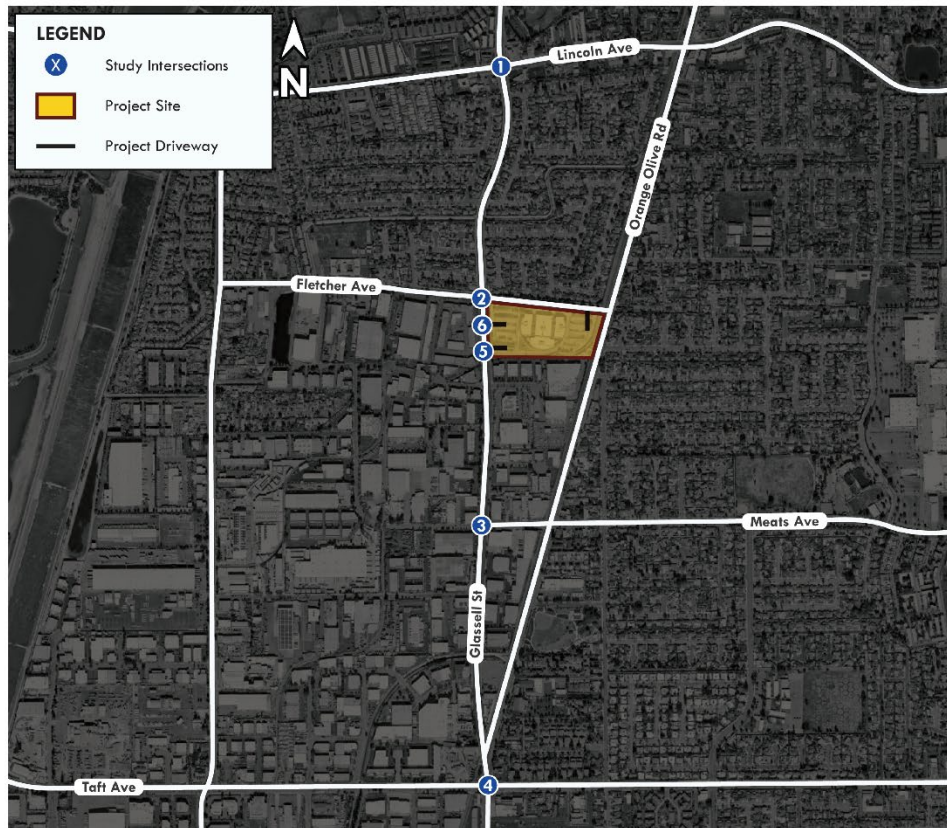
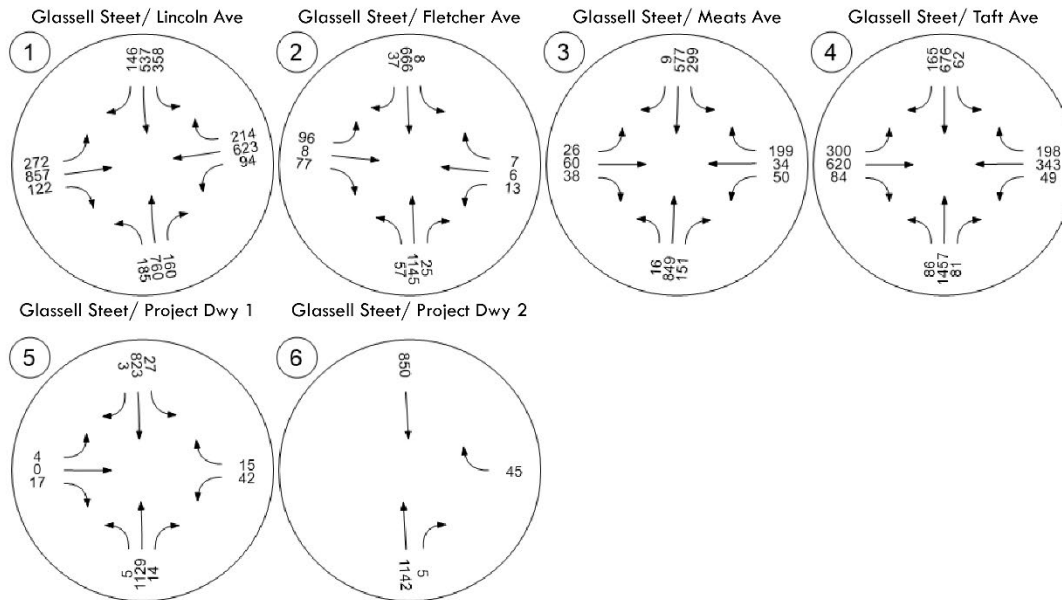
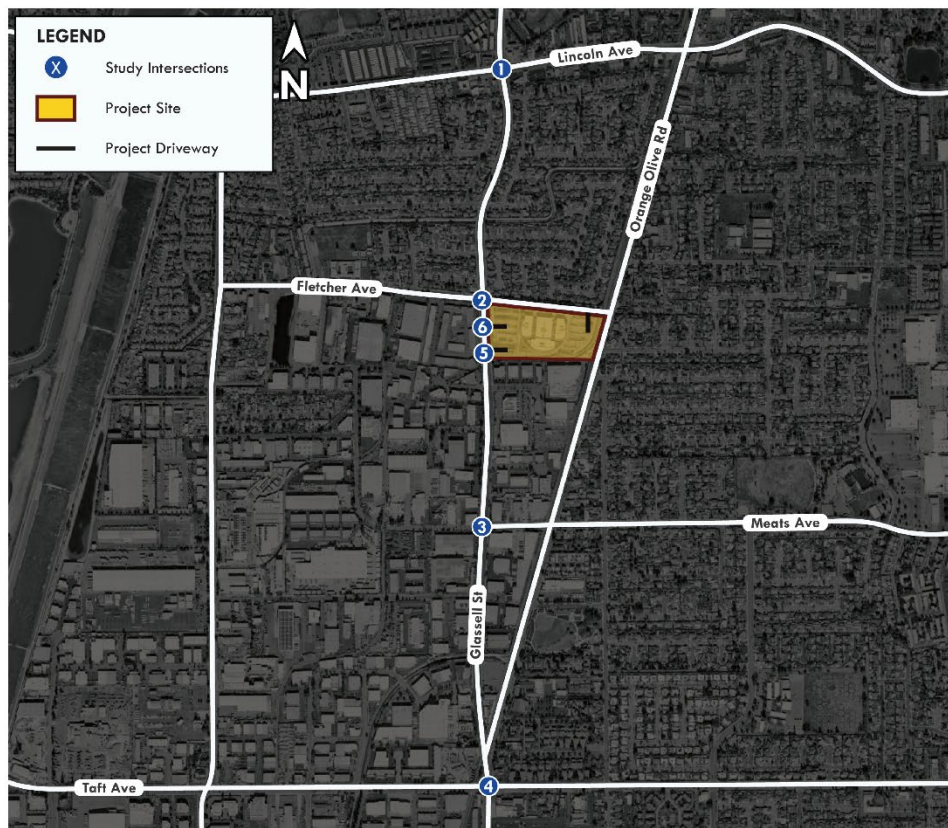


Figure 5-4: Current General Plan Horizon Year (2030) Plus Project PM Peak Hour Volumes



5.3 General Plan Update Horizon Year (2050) Plus Project Traffic Volumes and Intersections Operations

General Plan Update Horizon Year (2050) Plus Project traffic volumes were determined by adding proposed project trips to the General Plan Update Horizon Year (2050) traffic volumes. Under General Plan Update Horizon Year (2050) Plus Project Conditions, the existing buildings onsite would be demolished and all trips from the existing use are removed from the study area intersections. The General Plan Update Horizon Year (2050) Plus Project traffic volumes are shown in Figures 5-5 and 5-6, respectively.

Table 5-3 shows the General Plan Update Horizon Year (2050) Plus Project AM and PM peak hour LOS at the study area intersections. As described previously in Section 2.3, LOS at the study area intersections were determined using the ICU methodology with HCM methodology being utilized for unsignalized intersections. All LOS calculations are provided in Appendix D.

As shown in Table 5-3, all intersections operate with a satisfactory LOS during the AM and PM peak hours under General Plan Update Horizon Year (2050) Plus Project Conditions, except for the following Project driveway intersection:

- Intersection #5: Glassell Street and the southern driveway entrance of the project (115.9/LOS F during AM peak hour and 293.0/LOS F during PM peak hour).

Operation of the Project driveway and potential improvements are discussed in Section 6.

Table 5-3: General Plan Update Horizon Year (2050) Plus Project AM and PM Peak Hour Level of Service

Intersection	Jurisdiction	Methodology	Control Type	General Plan (2050) Conditions				General Plan (2050) Plus Project Conditions				Increase in V/C or Delay		LOS Standards	Satisfactory?
				AM Peak		PM Peak		AM Peak		PM Peak		AM Peak	PM Peak		
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS				
1. Glassell St and Lincoln Ave	City of Orange	ICU	Signal	0.534	A	0.747	C	0.545	A	0.756	C	0.011	0.009	D	Yes
2. Glassell St and W Fletcher Ave	City of Orange	ICU	Signal	0.722	C	0.553	A	0.749	C	0.576	A	0.027	0.023	D	Yes
3. Glassell St and Meats Ave	City of Orange	ICU	Signal	0.551	A	0.696	B	0.565	A	0.703	C	0.014	0.007	D	Yes
4. Glassell St and Taft Ave	City of Orange	ICU	Signal	0.611	B	0.784	C	0.634	B	0.794	C	0.023	0.010	D	Yes
5. Glassell St and southern driveway entrance of the project	City of Orange	HCM	TWSC	84.8	F	113.8	F	115.9	F	293.0	F	31.1	179.2	D	No
6. Glassell St and northern driveway entrance of the project	City of Orange	HCM	TWSC	10.3	B	14.3	B	10.5	B	14.8	B	0.2	0.5	D	Yes

TWSC = Two Way Stop Control

V/C = Volume to Capacity (VC) Ratio reported using ICU methodology.

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

Figure 5-5: General Plan Update Horizon Year (2050) Plus Project AM Peak Hour Volumes

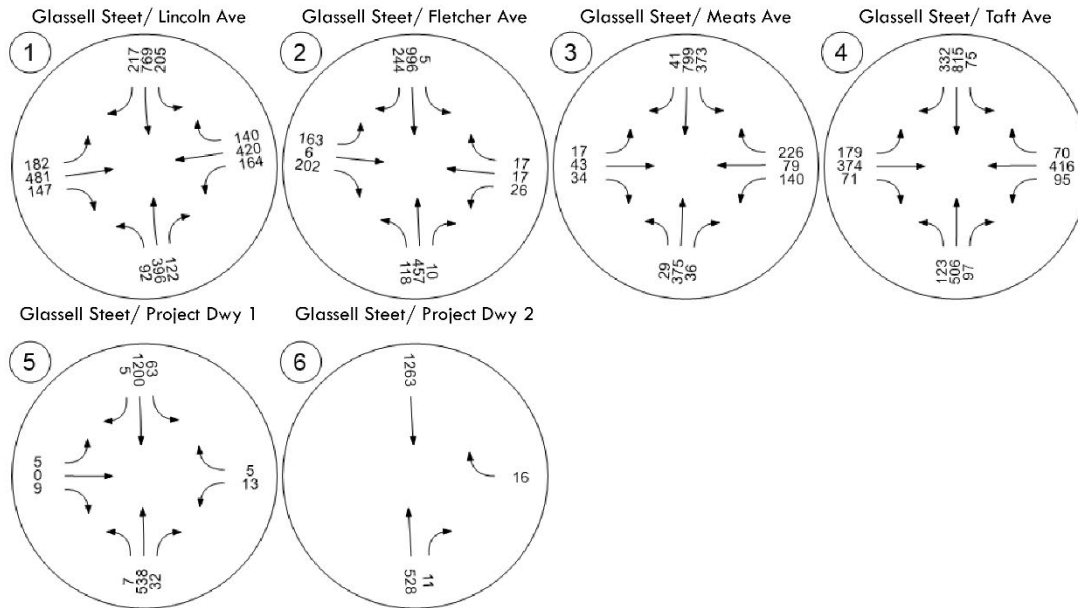
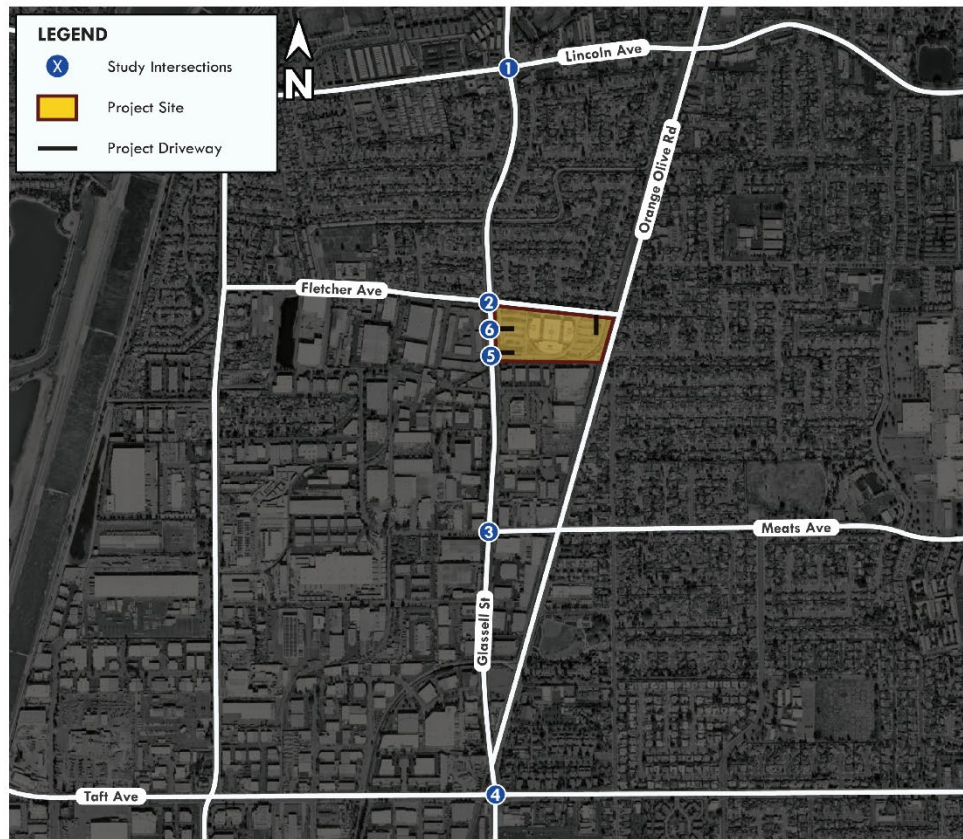
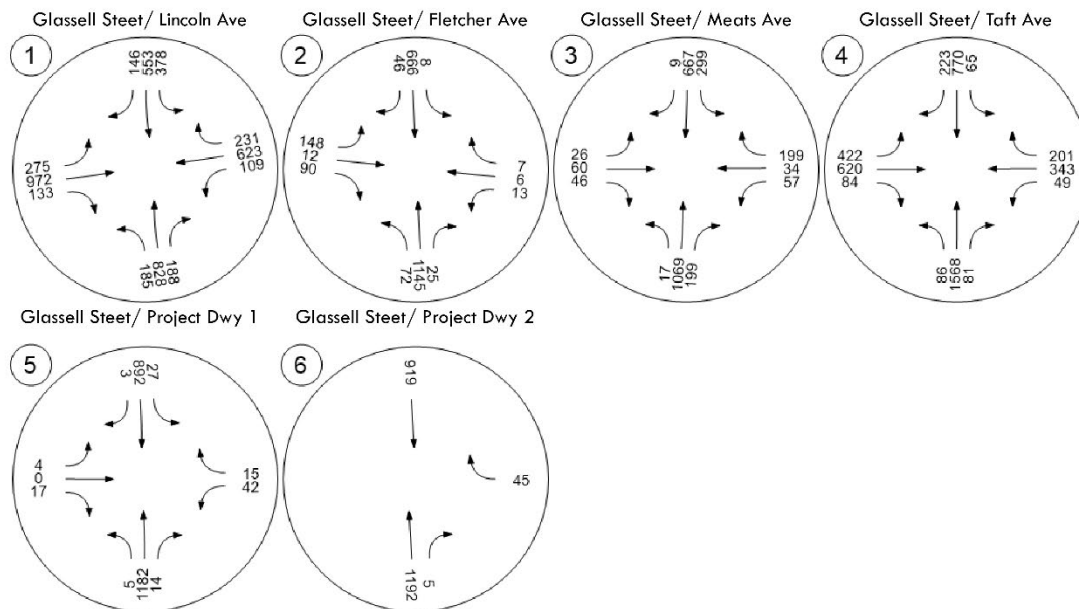
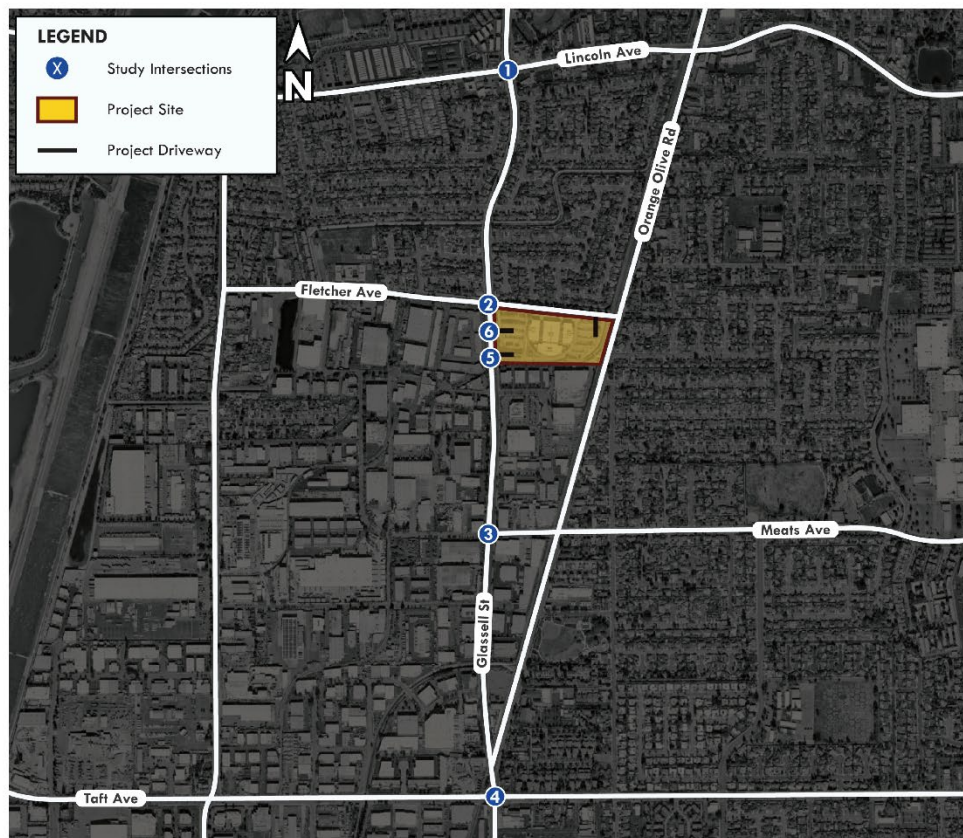


Figure 5-6: General Plan Update Horizon Year (2050) Plus Project PM Peak Hour Volumes



6 PROJECT DRIVEWAY OPERATIONS

As previously discussed in Section 3 and Section 5, following Project driveway intersection operate with an unsatisfactory LOS during the AM and PM peak hours under all analysis scenarios including the existing scenario:

- Intersection #5: Glassell Street and the southern driveway entrance of the project

The intersection is already operating with an unsatisfactory LOS in the existing scenario. The intersection operates with an unsatisfactory LOS primarily due to the eastbound left-turns out of the existing driveway (west leg) opposite of the proposed project driveway, as well as the westbound left-turns out of the proposed project driveway (east leg). The following improvement was considered at Intersection #5 (Glassell Street/Project Southern Driveway) under the Opening Year (2027) Plus Project, Current General Plan Horizon Year (2030) Plus Project, and General Plan Update Horizon Year (2050) Plus Project conditions, to improve the intersection operation to a satisfactory LOS:

➤ Installing a Traffic Signal

The analysis of this improvement (i.e., installing a traffic signal) concluded that the intersection would operate at satisfactory LOS assuming signalized control. Traffic signal warrant analyses were conducted to justify signalizing the intersection, for the Opening Year (2027) Plus Project, Current General Plan Horizon Year (2030), and General Plan Update Horizon Year (2050) conditions; however, the traffic signal warrants were not met under all three scenarios (i.e. Opening Year (2027) Plus Project, Current General Plan Horizon Year (2030) Plus Project, and General Plan Update Horizon Year (2050) Plus Project) during both the AM and the PM peak hours. The signal warrant worksheets for Intersection #5 are provided in Appendix F.

Therefore, it was concluded that, Installing a Traffic Signal is not a feasible improvement.

It should be noted that the delay is experienced only by vehicles turning left in or out of the site. The majority of vehicles using the intersection (through movements on Glassell Street) would not experience delay at the intersection.

No other feasible improvements were found to be effective (does not improve the LOS to less than the baseline), it was concluded that the unsatisfactory LOS of this intersection is deemed to be unavoidable under the Opening Year (2027) Plus Project, Current General Plan Horizon Year (2030), and General Plan Update Horizon Year (2050) Plus Project conditions.

Given that the unsatisfactory LOS at Intersection #5 (Glassell Street / Project Southern Driveway) is deemed unavoidable, the following queuing analyses have been prepared in Section 9 of this TIA to ensure adequate operational performance and traffic safety:

- Queuing analysis southbound left-turn lane at intersection 5 (Glassell Street/Southern Project Driveway) to ensure the southbound left-turn lane pocket can accommodate the Project's inbound traffic.

- Queuing analysis to ensure that the northbound left-turn queues at Intersection #2 of Glassell Street and Fletcher Avenue would not reach the driveway and therefore would not impede movement into or out of the project or the businesses on the west side of Glassell.
- Gate queuing analysis to ensure that vehicles do not spill onto Glassell Street.

7 ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

A general evaluation was conducted to assess the potential impact of the proposed project at 2411 North Glassell Street on active transportation modes (walking and biking) and public transit accessibility. This evaluation included a review of existing pedestrian and bicycle facilities, access to nearby transit services, and potential improvements that could enhance multimodal connectivity.

Pedestrian Facilities

The project site is situated in a predominantly urbanized area within the City of Orange, where sidewalks are present along both sides of North Glassell Street and the intersecting local roadways. These sidewalks provide a continuous path of travel for pedestrians between the site and surrounding land uses. Curb ramps and marked crosswalks are available at major intersections; however, some local intersections may lack enhanced pedestrian visibility features such as high-visibility striping or pedestrian countdown signals. The walkability of the area is generally supported by the short block lengths and grid-like street pattern, allowing for direct pedestrian routes to nearby destinations. Improvements such as upgraded curb ramps, enhanced crosswalks, and pedestrian-scale lighting could further support pedestrian safety and access to transit stops.

Bicycle Facilities

Currently, there are no Class II (striped) or Class IV (separated) bike lanes along North Glassell Street in the immediate vicinity of the site. The nearest designated bicycle facilities are limited, and existing roadway widths and traffic conditions may discourage casual or inexperienced bicyclists. Based on review of the City of Orange General Plan Circulation Element and Bicycle Master Plan, future improvements may include Class II bike lanes on select corridors. The project may consider on-site bicycle parking and coordination with the City to support connections to planned bicycle facilities. Enhancing signage and providing secure short-term and long-term bicycle parking would support last-mile connectivity and bicycle mode choice.

Transit Connectivity

The project site at 2411 North Glassell Street is served by bus routes operated by the Orange County Transportation Authority (OCTA). Bus stops in the vicinity include:

- **Glassell Street and Fletcher Avenue** – served by OCTA Route 59, which connects destinations such as Anaheim, Chapman University, and The Village at Orange.
- **Glassell Street and Lincoln Avenue** – served by OCTA Route 59, providing access to areas such as Irvine, Santa Ana, and other parts of central Orange County.

OCTA buses typically operate with headways ranging from 30 to 60 minutes, depending on the time of day and route. All OCTA buses are ADA compliant with low floors and ramps. Real-time bus tracking is available via the OCTA website and mobile applications. These services enhance regional connectivity for commuters and residents in the City of Orange.

8 PARKING DEMAND ANALYSIS, SIGHT DISTANCE AND TRUCK TURNING

Project Parking Supply and City Parking Requirement

The proposed Project would provide a total of 380 parking spaces. According to the City of Orange Municipal Code, Title 17 Zoning – Chapter 17.34 Off-Street Parking and Loading, Section 17.34.060 (Required Number of Parking Spaces for Nonresidential Uses), one space is required per 250 SF of General Office Building, one space per 2,000 SF of Warehousing, and one space per 500 SF of Manufacturing.

Based on these rates, the proposed Project⁷, which is being conservatively analyzed with 171,188 SF of warehouse space, 109,000 SF of manufacturing space and 18,800 SF of office space is required to provide 380 parking spaces, as shown in Table 7-1. The proposed Project would provide 297 standard parking spaces, 2 van-accessible spaces, 5 standard accessible spaces, and 76 Electric Vehicle Charging Stations (EVCS), totaling 380 spaces. Therefore, the proposed Project would satisfy the City's parking requirement.

Table 7-1: City of Orange Parking Requirement

Land Use	Parking Ratio	Units	Spaces Required
City of Orange¹			
Use			
General Office Building	1 / 250	SF 18,800	76
Warehousing	1 / 2,000	SF 171,188	86
Manufacturing	1 / 500	SF 109,000	218
Total			380

¹ City of Orange Municipal Code, Title 17 Zoning – Chapter 17.34 Off-Street Parking and Loading, Section 17.34.060 (Required Number of Parking Spaces for Nonresidential Uses)

Project Parking Supply and ITE 6th Edition Parking Rates

Based on the parking rates published in the Institute of Transportation Engineers (ITE) *Parking Generation Manual, 6th Edition*, the proposed Project is estimated to generate a total parking demand of 201 spaces, as summarized below and presented in Table 7-2:

- General Office (ITE Land Use Code 710): At a rate of 1.95 spaces per 1,000 SF, the 18,800 SF of office use generates a demand of 37 spaces.

⁷ While the latest site plan shown on Figure 2-2 reflects approximately 260,118 square feet of warehouse space and 20,000 square feet of manufacturing space, 9,400 SF of office space on the ground floor, and 9,400 SF of additional office space on the mezzanine level, the analysis was conservatively conducted based on the maximum manufacturing scenario, consistent with the assumptions used in other CEQA technical studies. Accordingly, the analysis assumes 189,988 square feet of warehouse space and 109,000 square feet of manufacturing space, representing a more intensive land use scenario for purposes of impact evaluation.

- Warehousing (ITE Land Use Code 150): At a rate of 0.37 spaces per 1,000 SF, the 170,188 SF of warehouse use generates a demand of 63 spaces.
- Manufacturing (ITE Land Use Code 140): At a rate of 0.92 spaces per 1,000 SF, the 109,000 SF of manufacturing use generates a demand of 101 spaces.

The total ITE-estimated parking demand for the Project is 201 spaces. This is 179 spaces fewer than the parking supply required by the City of Orange Municipal Code (Title 17 Zoning, Chapter 17.34, Section 17.34.060), which specifies a requirement of 380 spaces. The Project proposes to provide 380 spaces, including 297 standard spaces, 2 van-accessible spaces, 5 accessible spaces, and 76 electric vehicle charging stations, thereby meeting the City's code requirement and providing a 179-space surplus relative to the ITE-based demand. Thus, the proposed Project meets the City of Orange's parking requirement and exceeds the estimated parking demand based on ITE parking rates.

Table 7-2: ITE Parking Requirement

Land Use	Parking Ratio	Units	Spaces Required
ITE Rates			
Use			
General Office Building ¹	1.95 / 1000	SF	18,800
Warehousing ²	0.37 / 1000	SF	171,188
Manufacturing ³	0.92 / 1000	SF	109,000
Total			201

¹ Parking rates from the Institute of Transportation Engineers, *Parking Generation*, 6th Edition, 2023 - Land Use Code 710-General Office Building.

² Parking rates from the Institute of Transportation Engineers, *Parking Generation*, 6th Edition, 2023 - Land Use Code 150-Warehousing.

³ Parking rates from the Institute of Transportation Engineers, *Parking Generation*, 6th Edition, 2023 - Land Use Code 140-Manufacturing.

Sight Distance and Truck Turning

Sight distance at all access points have been reviewed and confirmed to meet applicable design standards, allowing for safe vehicle ingress and egress to the site. Truck turning templates have been prepared for all access points, including the south driveway on Glassell Street where trucks make simultaneous ingress and egress movements. The sight distance and truck turning exhibits are shown in Appendix E.

9 QUEUING ANALYSIS

As previously mentioned in Section 6, given that the unsatisfactory LOS at Intersection #5 (Glassell Street / Project Southern Driveway) is deemed unavoidable, the following queuing analyses have been prepared to ensure adequate operational performance and traffic safety:

Southbound Left-Turn Lane Queuing Analysis at Intersection #5 (Glassell Street/Southern Project Driveway)

A queuing analysis was prepared for the southbound left-turn lane of Intersection #5 (Glassell Street/Project Southern Driveway) to ensure the southbound left-turn lane pocket provides sufficient capacity to handle the project's southbound left-turning traffic demand. Per the City of Orange's requirement, the queue length at the intersection is shown in number of cars (22 feet per car). Table 9-1 below shows the available queue length of the southbound left-turn lane as well as the 95th percentile queue length demand as calculated per the results of the HCM methodology, at Intersection #5, which was analyzed as a TWSC intersection.

Additionally, given the potential limitation of the Vistro software, Intersection #5 is also analyzed as an AWSC intersection, in order to adequately access the queue length for the southbound left-turn lane, as shown in Table 9-2:

- While an AWSC is not a perfect representation of the operation at Intersection #5, the SBL movements are expected to stop at the intersection before making the left turn into the Project driveway. Therefore, it would provide a conservative estimate of the SBL queue at Intersection #5

As shown in Table 9-1 and Table 9-2, the demand queue length is below the capacity queue length under both peak hours for all with project scenarios. Therefore, a southbound left-turn queuing deficiency is not anticipated. All LOS sheets that include queuing results are provided in Appendix D.

Table 9-1: Intersection 5 Southbound Left Turn Queuing Analysis Results (Analyzed as TWSC)

Two-Way Stop Control (TWSC)				
Scenario	SBL Available Storage Length (Number of Cars)	Intersection 5 SBL Queue Demand (Number of Cars)		Satisfactory?
		AM Peak	PM Peak	
Opening Year With Project	5	1	1	Yes
General Plan 2030 With Project		1	1	Yes
General Plan 2050 With Project		1	1	Yes

Table 9-2: Intersection 5 Southbound Left Turn Queuing Analysis Results (Analyzed as AWSC)

All-Way Stop Control (AWSC)				
Scenario	SBL Available Storage Length (Number of Cars)	Intersection 5 SBL Queue Demand (Number of Cars)		Satisfactory?
		AM Peak	PM Peak	
Opening Year With Project	5	1	1	Yes
General Plan 2030 With Project		1	1	Yes
General Plan 2050 With Project		1	1	Yes

Northbound Left-Turn Lane Queuing Analysis at Intersection #2 (Glassell Street/Fletcher Avenue)

A queuing analysis was prepared for the northbound left-turn lane of Intersection #2 (Glassell Street/ Fletcher Avenue) to ensure that the NBL queue would not reach the driveway and therefore would not impede movement into or out of the project or the businesses on the west side of Glassell. Table 9-3 below shows the distance between Intersection #2 (Glassell Street/ Fletcher Avenue) and Intersection #5, as well as the 95th percentile queue length demand for NBL movement at Intersection #2 as calculated per the results of the HCM methodology.

As shown in Table 9-3, the demand queue length is less than the NBL Turn Pocket Length of 132 feet, which corresponds to 6 cars, for Intersection #2 (Glassell Street/ Fletcher Avenue) under both peak hours for all with project scenarios. Therefore, it is anticipated that the NBL queue at Intersection #2 would not impede movement into or out of the project or the businesses on the west side of Glassell. All LOS sheets that include queuing results are provided in Appendix D.

Table 9-3: Intersection 2 Northbound Left Turn Queuing Analysis Results

Scenario	NBL Turn Pocket Length (Number of Cars)	Intersection 2 NBL Queue Demand (Number of Cars)		Satisfactory?
		AM Peak	PM Peak	
Opening Year With Project	6	3	3	Yes
General Plan 2030 With Project		3	4	Yes
General Plan 2050 With Project		5	5	Yes

Gate Queuing Analysis

A gate analysis was prepared to ensure vehicles do not spill onto the public street (Glassell Street). The southern driveway located on Glassell Street will include a gate beyond the parking lot approximately 230 feet away from Glassell Street. The gate queuing analysis was prepared using the methodology contained in Entrance-Exit Design and Control for Major Parking Facilities⁸ (Crommelin Methodology). This methodology uses a ratio of the average arrival rate and the average service rate to determine the number of vehicles that would be queued behind the access gate.

The arrival rate is the number of vehicles that enter through the gates during a typical peak hour. The arrival rate is the same as the inbound residential trip generation of the project. As shown in the trip

⁸ Entrance-Exit Design and Control for Major Parking Facilities, Robert W. Crommelin, P.E., October 5, 1972.

assignment figures in Figure 4.2, *Project AM Trip Assignment* and Figure 4.3, *Project PM Trip Assignment*, there would be 95 vehicles entering the gate during the AM peak hour and 41 vehicles entering the gate during the PM peak hour.

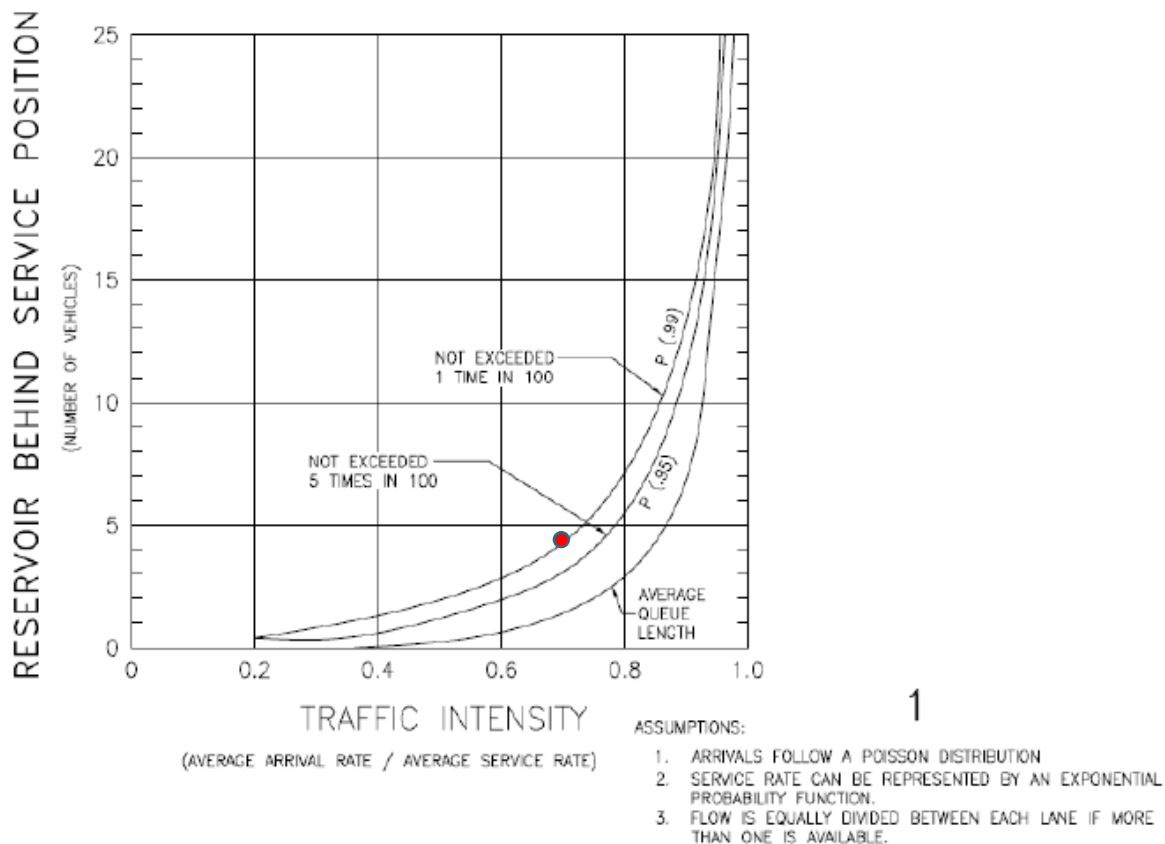
The service rate is the number of vehicles per hour that can be served by the gate. The proposed gate is still in the conceptual phase; therefore, a conservative estimate of 25 seconds to open or close was assumed. A two second clearance time was assumed for the passenger vehicles to enter the gate. This would bring the total entry time per vehicle to 27 seconds. Utilizing this information, a service rate of 133 passenger vehicles per hour was obtained given the number of vehicles entering the structure during the peak hour. To determine the potential queue, the Traffic Intensity is calculated and compared to the graph "Reservoir Needs vs. Traffic Intensity" from the Crommelin report as shown in Figure 9-1, *Reservoir Needs vs Traffic Intensity*. The Traffic Intensity is shown in Table 9-4, *Gate Closed Traffic Intensity Calculation*.

Table 9-4: Gate Closed Traffic Intensity Calculation

	Average Arrival Rate	Average Service Rate	Traffic Intensity ¹
Peak Hour (Hour of Highest Inbound Volume)			
Gate	95	133	0.71

Traffic Intensity = Average Arrival Rate ÷ Average Service Rate.

Figure 9-1: Reservoir Needs vs Traffic Intensity



Per the City of Orange's requirement, 99th percentile queueing is utilized instead of 95th percentile queueing because of the conversion of Project trip generation into passenger car equivalent (PCE) trips. The minimum queue length at the intersection has been set to 22 feet. The expected traffic intensity of 0.71 would correspond to a 99th percentile queue of four-vehicle during the peak hours. The driveway allows for a 230-foot queue from the access gate to Glassell Street. This length would be able to accommodate a queue of 9 passenger-car equivalent vehicles, exceeding the four-vehicle reservoir requirement without causing an overflow to the public right of way on Glassell Street.

Therefore, based on the results of the three queuing analyses prepared above, it can be concluded that no queueing deficiencies are anticipated as a result of the Project.

This TIA was prepared in accordance with the City of Orange *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (July 2020) and the City of Orange General Plan for the proposed development at 2411 North Glassell Street. The existing use was evaluated based on traffic counts collected specifically for this Project. Trip generation estimates indicate that the existing use generates 287 daily trips, including 30 AM peak hour and 28 PM peak hour trips. The proposed Project is forecasted to generate 843 daily trips (106 AM peak hour trips and 115 PM peak hour trips), or 1,097 daily PCE trips (139 AM and 147 PM PCE peak hour trips), resulting in a net increase of 810 daily PCE trips, 109 AM peak hour PCE trips, and 119 PM peak hour PCE trips.

LOS analysis identified operational deficiencies at Intersection #5 (Glassell Street and the Project's southern driveway) under multiple study scenarios, as summarized below:

- **Existing Conditions:** (36.1/LOS E during AM peak hour and 63.3/LOS F during PM peak hour)
- **Opening Year (2027) Conditions:** (63.7/LOS F during AM peak hour and 76.7/LOS F during PM peak hour)
- **Opening Year (2027) Plus Project Conditions:** (82.7/LOS F during AM peak hour and 165.8/LOS F during PM peak hour)
- **Current General Plan Horizon Year (2030) Conditions:** (64.9/LOS F during AM peak hour and 91.3/LOS F during PM peak hour)
- **Current General Plan Horizon Year (2030) Plus Project Conditions:** (87.9/LOS F during AM peak hour and 214.6/LOS F during PM peak hour)
- **General Plan Update Horizon Year (2050) Conditions:** (84.8/LOS F during AM peak hour and 113.8/LOS F during PM peak hour)
- **General Plan Update Horizon Year (2050) Plus Project Conditions:** (115.9/LOS F during AM peak hour and 293.0/LOS F during PM peak hour)

Installing a Traffic Signal was considered at for Intersection #5 (Glassell Street/Project Southern Driveway) under the Opening Year (2027) Plus Project, Current General Plan Horizon Year (2030), and General Plan Update Horizon Year (2050) Plus Project conditions, to improve the intersection operation to a satisfactory LOS:

- However, the traffic signal warrants were not met under all three scenarios during both the AM and the PM peak hours. Therefore, it was concluded that, Installing a Traffic Signal is not a feasible improvement.

It should also be noted that, as shown in Section 4.1.2, full occupancy of the existing office would generate significantly more trips than the proposed project. As the existing use has been present at this location for several decades, construction of the project would not be introducing a new deficiency. Rather, the driveway has existing deficiency at this location, supporting a land use with a higher trip generation. Furthermore, no significant history of collisions has occurred at this location. Therefore, the deficiency at the project driveway does not present or worsen a safety or operational concern at this location.

A general evaluation was also conducted to assess the proposed Project's potential impact on active transportation modes and public transit accessibility. The review included existing pedestrian and bicycle facilities, as well as proximity to Orange County Transportation Authority (OCTA) bus stops serving Route 59. Although sidewalks and crosswalks are present near the site, additional improvements such as high-visibility striping, enhanced lighting, and upgraded curb ramps could further support pedestrian safety. There are currently no designated bicycle facilities on N. Glassell Street near the site. Coordination with the City's Bicycle Master Plan may support future connectivity. On-site bicycle amenities such as secure parking would promote last-mile connections and mode choice. Transit access is available through nearby OCTA bus stops, offering connections to major destinations within central Orange County.

In addition, a parking demand analysis was conducted. The proposed Project includes 380 parking spaces, including 297 standard spaces, 2 van-accessible spaces, 5 standard accessible spaces, and 76 Electric Vehicle Charging Stations (EVCS). In accordance with the City of Orange Municipal Code (Title 17, Chapter 17.34), the required parking supply is 380 spaces. Based on *ITE Parking Generation Manual, 6th Edition*, rates, the estimated demand is 201 spaces — 179 fewer than the supply. Therefore, the proposed Project meets the City's parking requirement and exceeds the anticipated demand based on national standards.

Sight distance at all access points have been reviewed and confirmed to meet applicable design standards, allowing for safe vehicle ingress and egress to the site. Truck turning templates have been prepared for all access points, including the south driveway on Glassell Street where truck make simultaneous ingress and egress movements. The sight distance and truck turning exhibits are shown in Appendix E.

Given that the unsatisfactory LOS at Intersection #5 (Glassell Street / Project Southern Driveway) is deemed unavoidable, the following queuing analyses have been prepared to ensure adequate operational performance and traffic safety:

- Queuing analysis southbound left-turn lane at intersection 5 (Glassell Street/Southern Project Driveway) to ensure the southbound left-turn lane pocket can accommodate the Project's inbound traffic.
- Queuing analysis to ensure that the northbound left-turn queues at Intersection #2 of Glassell Street and Fletcher Avenue would not reach the driveway and therefore would not impede movement into or out of the project or the businesses on the west side of Glassell.
- Gate queuing analysis to ensure that vehicles do not spill onto Glassell Street.

Based on the results of the three queuing analysis above, it can be concluded that no queueing deficiencies are anticipated as a result of the Project.

Overall, the proposed Project is anticipated to meet the City's thresholds for traffic operations, parking adequacy, and access to active transportation and public transit options. No transportation-related mitigation measures are required.

APPENDIX A – SCOPE OF WORK

Submitted on: February 7, 2025
Revised on: April 17, 2025; May 27, 2025; July 31, 2025
Prepared by: Simon Lin, EIT; Chad Karns, EPD Solutions Inc
To: City of Orange
Site: 2411 Glassell Street, Orange, CA
Subject: Revised Traffic Impact Analysis (TIA) Scoping Agreement for the Project "2411 Glassell Street"- EPD Project: 24-092



10/2/2025, 5:23:01 PM
Ryan Agbayani
SP-1180

This memo outlines the proposed scope of work for the Traffic Impact Analysis (TIA) for the proposed Project (Project), located on a 12.63-acre site at 2411 North Glassell Street, Orange, CA (APN: 374-381-01 and 374-381-02). Local access to the project site is provided to the west via Glassell St and north of the site via East Fletcher Ave. Regional access to the Project site is provided via California State Route 57, located approximately 1.6 miles west of the site, and California State Route 55, located approximately 1.3 miles east of the site.

Further details regarding the Project description and proposed scope of work are provided below.

Project Name: 2411 Glassell Street

Project Address: 2411 Glassell Street, Orange, CA, 92865

Project Description: The proposed industrial building would be single-story plus mezzanine and approximately 45 feet in height. The building would total 298,988 SF, inclusive of 171,188 SF of warehouse space on the ground floor, 109,000 SF of manufacturing space on the ground floor, 9,400 SF of office space on the ground floor, and 9,400 SF of additional office space on the mezzanine level.

The proposed Project site plan is shown in Figure 1, *Project site plan*. The project location is shown in Figure 2, *Project Location*.

Project Access Plan: As shown in Figure 1, access to the proposed Project would be provided via two proposed driveways from Glassell Street on the western boundary of the site. The northern driveway on Glassell Street would be 30-foot-wide and would be limited to passenger vehicle access. The southern driveway on Glassell Street would be 40-foot-wide and allow both truck and passenger vehicle access. Both driveways would provide ingress and egress to the Project site. Internal circulation would be via a 28-foot-wide driving aisle, which doubles as the fire lane. Fire department access would be provided via a 28-foot-wide driveway on Fletcher Avenue in the northeast corner of the site.

Trip Generation Rate(s): The proposed project trip generation was calculated using trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation Manual 11th Edition*, 2021. The existing office buildings were analyzed using trip rates based on counts conducted on April 9, 2025. The detailed counts are provided in the attachment titled *Counts – Existing Use*. The proposed Project was analyzed using Manufacturing (ITE Land Use Code 140), and Warehouse (ITE Land Use Code 150). The vehicle splits from

the South Coast Air Quality Management District (SCAQMD) and the passenger vehicle/truck split from the ITE rate were applied to both warehouse and manufacturing uses (without cold storage).¹

Table 1 presents the trip generation estimates for both the existing use and the proposed Project. Existing counts collected at the driveways were utilized specifically for this project. The truck trips associated with the manufacturing and warehouse land uses were converted into passenger car equivalent (PCE) trips to more accurately assess the impact of the proposed project on roadway capacity.

As shown in Table 1, the existing site generates a total of 287 daily trips, including 30 trips during the AM peak hour and 28 trips during the PM peak hour. The proposed Project would generate a total of 843 daily trips, with 106 trips during the AM peak hour and 115 trips during the PM peak hour. When accounting for PCE conversions, the proposed Project would generate a total of 1,097 daily PCE trips, including 139 AM peak hour PCE trips and 147 PM peak hour PCE trips. Taking both the existing and proposed Project into account, the Project is forecast to generate 810 daily PCE trips, with 109 AM peak hour PCE trips and 119 PM peak hour PCE trips.

Trip Distribution: The distribution considers the location of the proposed Project in relation to local and regional access points and follows the assumptions outlined in the City of Orange Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (July 2020) for preparing traffic and circulation studies.

As shown in Figure 3, *Project Trip Distribution*, approximately 60 percent of trips would travel north on Glassell Street towards Lincoln Avenue, and the remaining 40 percent would travel south on Glassell Street towards Taft Avenue.

Study Intersections: As indicated by City staff in the comment letter dated October 30, 2024, and in the February 26, 2025, comments on the traffic scope, the following six (6) intersections are anticipated to be analyzed and are proposed for inclusion in the study area:

1. Glassell St and Lincoln Ave
2. Glassell St and W Fletcher Ave
3. Glassell St and Meats Ave
4. Glassell St and Taft Ave
5. Glassell St and the southern driveway entrance of the project (full access)
6. Glassell St and the northern driveway entrance of the project (right in/right out, auto only)

The proposed study area is shown in Figure 4, *Project Study Area*.

Analysis Scenarios: The analyses will be performed in accordance with the City of Orange Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (July 2020). The following scenarios will be evaluated in the Traffic Impact Analysis:

- Existing Conditions
- Opening Year 2027 Conditions (Existing Conditions + Annual Growth Rate of 2% + Approved and Pending Projects)
- Opening Year 2027 Conditions + Proposed Project
- General Plan Horizon Year 2030
- General Plan Horizon Year 2030 + Proposed Project

¹ Passenger car/truck splits are derived from ITE Land Use Code 150 - Warehousing. Truck Mix from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage.

- General Plan Update Horizon Year 2050
- General Plan Update Horizon Year 2050 + Proposed Project

Level of Service at the study intersections will be calculated for all scenarios mentioned above using the Intersection Capacity Utilization (ICU) calculations, for signalized intersections, and the Highway Capacity Manual (HCM) methods will be used for driveways and non-signalized intersections for all scenarios mentioned above. Project-generated impacts will be identified by comparing the opening year LOS with and without the Project. For LOS analysis, the opening year will be assumed to be 2027. Additionally, a growth rate of 2% will be assumed for two years for the purpose of this analysis for future conditions unless directed otherwise by the City.

Cumulative Projects: A list of approved (not yet constructed) projects, approved constructed projects, and pending projects with an opening year of 2027—the same as the proposed Project—along with a brief description for each, has been received from the City and will be included in the TIA.

Turning Templates: Turning movement evaluations will include a detailed review of turning templates for the proposed project's passenger vehicles, trucks (including project-related trucks), fire truck access, and garbage trucks.

Sight Distance Analysis for Driveways: A sight distance analysis will be conducted for the driveways entering and exiting the Project site.

Site Access and Queuing Analysis: The proposed access points for the project site will be identified and evaluated to ensure adequate ingress and egress capacity. A detailed stacking analysis will be performed for the gated entry to confirm sufficient queuing space and prevent vehicles from backing up onto the public right-of-way. At the northern driveway on Glassell Street, right-turn-only signs will be considered to restrict left turns and ensure safe traffic flow.

Active Transportation and Public Transit Analysis: A general evaluation will be conducted to assess the potential impact of the project on active transportation modes (biking and walking) and public transit. This evaluation will include a review of existing and proposed pedestrian and bicycle facilities, access to public transit stops, and consideration of possible improvements to support enhanced connectivity.

On-Site Parking Analysis: EPD will conduct an on-site parking analysis in accordance with the City's guidelines. This analysis will ensure that the project meets parking capacity requirements as set forth by the Orange Municipal Code (OMC).

Vehicle Miles Traveled (VMT) Analysis: It is anticipated that the project will not be required to prepare a VMT analysis, and VMT screening memorandum will be submitted to the City for review.

Project Off-site Improvements: Based on the results of the traffic analysis, potential improvements will be identified to mitigate any identified off-site traffic deficiencies. Improvements planned to be implemented by other projects will be considered when identifying improvements.

We appreciate your review of this information. Upon completion of your review, please forward any comments or approval of this methodology to techservices@epdsolutions.com. If you have any questions, please do not hesitate to contact me by e-mail or on (909) 525-0528.

City Approval of Scope of Work:

Signature

Name

Date

Table 1. Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
150 Warehousing ²	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18	
140 Manufacturing ³	TSF	4.75	0.52	0.16	0.68	0.23	0.51	0.74	
<u>Existing Site Trip Generation</u>									
Existing Office Buildings ¹	191.127	TSF	287	22	8	30	4	24	28
<u>Proposed Project Trip Generation</u>									
Total Building Footprint	298.988								
Proposed Warehouse ²	189.988	TSF	325	25	7	32	10	24	34
<u>Vehicle Mix</u> ⁴									
		<u>Percent</u>							
Passenger Vehicles		64.91%	211	17	4	21	6	16	22
2-Axle Trucks		5.87%	19	1	0	2	1	1	2
3-Axle Trucks		7.27%	24	2	1	2	1	1	2
4+-Axle Trucks		21.95%	72	5	2	7	2	5	7
Total Trip Generation		100.0%	325	25	7	32	10	24	34
Proposed Site Trip Generation									
<u>PCE Trip Generation</u> ⁶									
		<u>PCE Factor</u>							
Passenger Vehicles		1.0	211	17	4	21	6	16	22
2-Axle Trucks		1.5	29	2	1	3	1	2	3
3-Axle Trucks		2.0	47	4	1	5	1	2	4
4+-Axle Trucks		3.0	216	16	5	21	7	16	22
Total PCE Trip Generation			503	39	11	50	15	36	51
Proposed Manufacturing ³									
	109.000	TSF	518	56	18	74	25	56	81
<u>Vehicle Mix</u> ⁵									
		<u>Percent</u>							
Passenger Vehicles		90.53%	469	51	16	67	23	51	73
2-Axle Trucks		1.58%	8	1	0	1	0	1	1
3-Axle Trucks		1.96%	10	1	0	1	0	1	1
4+-Axle Trucks		5.93%	31	4	2	6	2	4	6
Total Trip Generation		100.0%	518	56	18	74	25	56	81
<u>PCE Trip Generation</u> ⁶									
		<u>PCE Factor</u>							
Passenger Vehicles		1.0	469	51	16	67	23	51	74
2-Axle Trucks		1.5	12	1	1	2	1	1	2
3-Axle Trucks		2.0	20	2	1	3	0	2	2
4+-Axle Trucks		3.0	93	12	6	18	6	12	18
Total PCE Trip Generation			595	66	24	90	29	66	95
Existing Site Trips									
			287	22	8	30	4	24	28
Total Project Passenger Vehicle Trips			680	68	20	88	29	66	95
Total Project Trip Generation			843	81	25	106	35	80	115
Total Project PCE Trip Generation			1,098	105	34	140	44	102	146
Net Passenger Vehicle Trips			393	46	12	58	25	42	67
Net Project Trip Generation			556	59	17	76	31	56	87
Net PCE Trip Generation			811	83	26	109	40	78	118

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

¹ Trip rates based on counts taken on 04/09/2025² Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual, 11th Edition, 2021*. Land Use Code 150 - Warehousing.³ Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual, 11th Edition, 2021*. Land Use Code 140 - Manufacturing.⁴ Passenger car/truck splits are derived from ITE Land Use Code 150 - Warehousing. Truck Mix from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage.⁵ Passenger car/truck splits are derived from ITE Land Use Code 140 - Manufacturing. Truck Mix from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage.⁶ Since neither City of Orange nor the County of Orange adopted Passenger Car Equivalent (PCE) factors, PCE factors are derived from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

Figure 1: Project Site Plan



Figure 2: Project Location

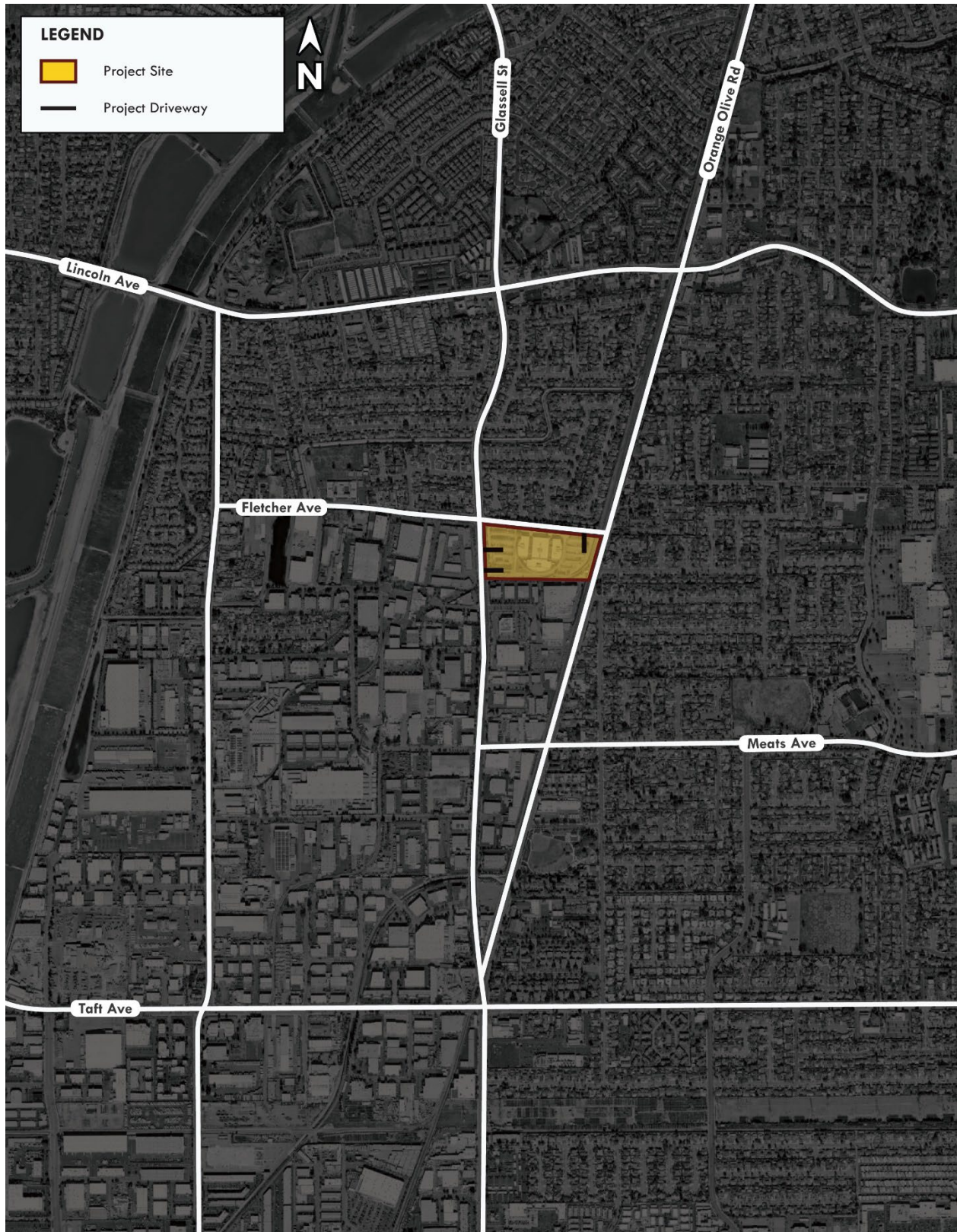


Figure 3: Project Trip Distribution

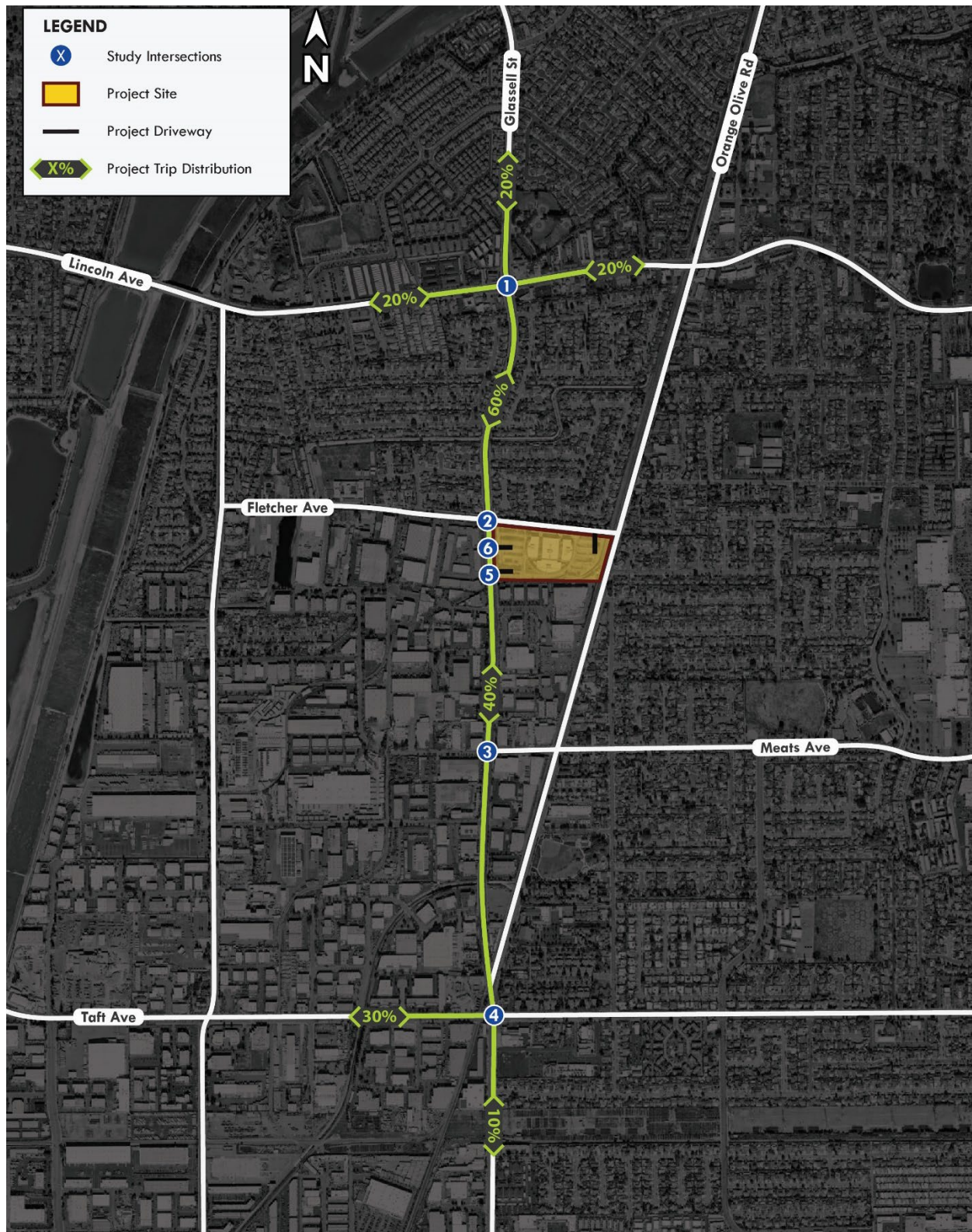
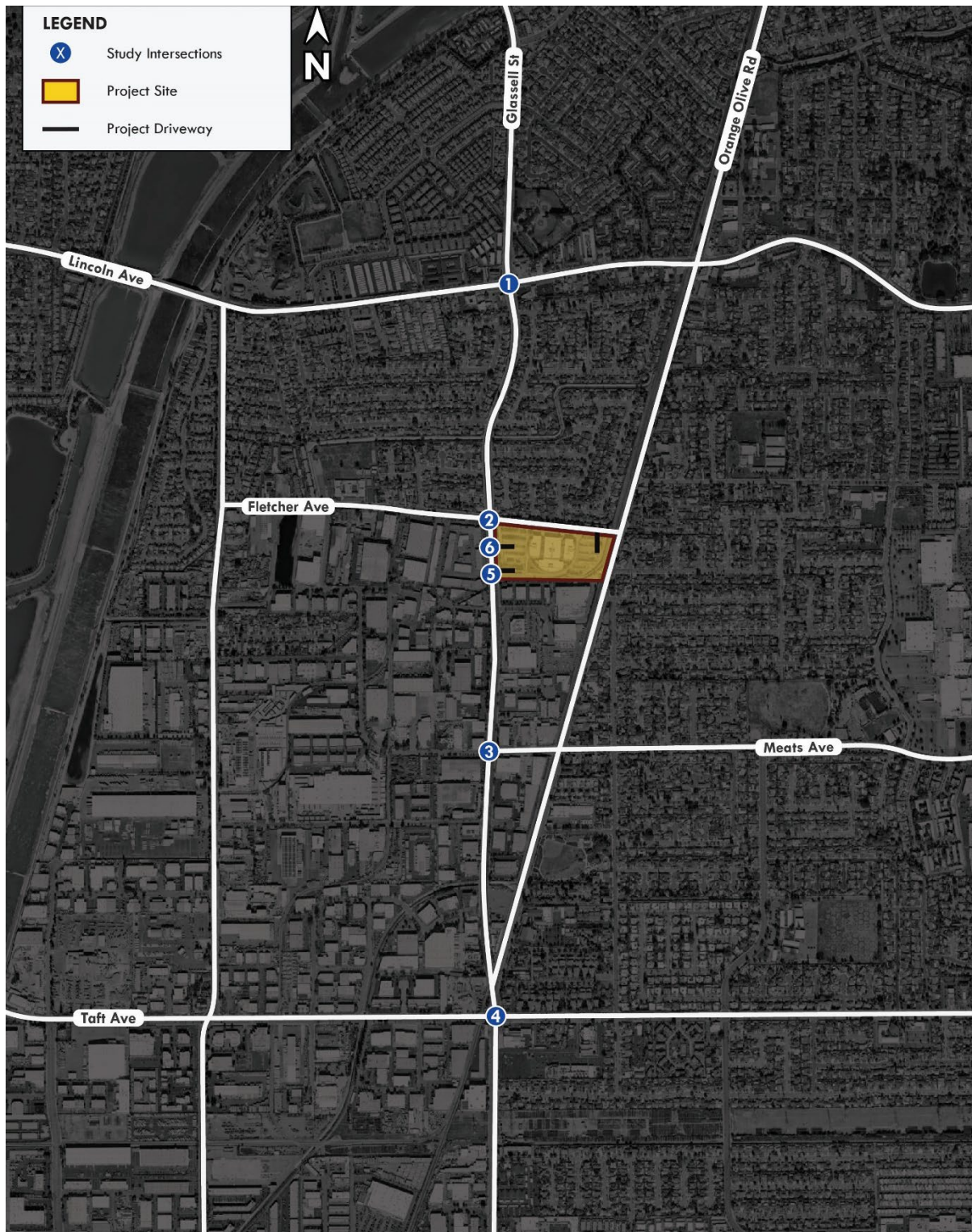


Figure 4: Project Study Area



Counts – Existing Use

ADT1 Northern Dwy Entrance east of Glassell St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	IN	OUT		PM Period	IN	OUT	
0:00	0	0		12:00	3	1	
0:15	0	0		12:15	2	1	
0:30	0	0		12:30	3	0	
0:45	0	0	0	12:45	2	10	2 4 14
1:00	0	0		13:00	1	1	
1:15	0	0		13:15	1	1	
1:30	0	0		13:30	1	4	
1:45	0	0	0	13:45	1	4	1 7 11
2:00	0	0		14:00	0	4	
2:15	0	0		14:15	1	0	
2:30	0	0		14:30	1	2	
2:45	0	0	0	14:45	0	2	2 8 10
3:00	0	0		15:00	1	2	
3:15	0	0		15:15	2	5	
3:30	0	1		15:30	1	4	
3:45	1	1	0 1 2	15:45	0	4	5 16 20
4:00	0	0		16:00	1	4	
4:15	0	0		16:15	1	2	
4:30	1	1		16:30	2	9	
4:45	0	1	0 1 2	16:45	0	4	4 19 23
5:00	1	0		17:00	0	7	
5:15	0	0		17:15	0	1	
5:30	0	1		17:30	0	4	
5:45	2	3	0 1 4	17:45	0	0	0 12 12
6:00	3	1		18:00	0	1	
6:15	1	1		18:15	0	0	
6:30	4	0		18:30	0	0	
6:45	2	10	0 2 12	18:45	0	0	1 2 2
7:00	3	1		19:00	1	2	
7:15	1	1		19:15	0	2	
7:30	1	0		19:30	0	0	
7:45	4	9	0 2 11	19:45	0	1	0 4 5
8:00	0	0		20:00	0	0	
8:15	6	1		20:15	0	0	
8:30	5	3		20:30	0	0	
8:45	1	12	3 7 19	20:45	0	0	0 0 0
9:00	4	2		21:00	0	0	
9:15	1	3		21:15	0	0	
9:30	0	0		21:30	0	0	
9:45	0	5	0 5 10	21:45	1	1	0 0 1
10:00	1	2		22:00	0	0	
10:15	1	0		22:15	0	0	
10:30	1	3		22:30	0	0	
10:45	1	4	0 5 9	22:45	0	0	0 0 0
11:00	2	4		23:00	0	0	
11:15	2	0		23:15	0	0	
11:30	1	4		23:30	0	0	
11:45	3	8	1 9 17	23:45	0	0	0 0 0

Total Vol.	53	33	86	26	72	98
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Daily Totals	IN	OUT	Combined
	79	105	184

AM

PM

Split %	61.6%	38.4%	46.7%	26.5%	73.5%	53.3%
Peak Hour	8:15	8:30	8:15	12:00	16:15	16:15
Volume	16	11	25	10	22	25
P.H.F.	0.67	0.92	0.78	0.83	0.61	0.57

ADT2 Southern Dwy Entrance east of Glassell St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	IN	OUT		PM Period	IN	OUT	
0:00	0	0		12:00	2	5	
0:15	0	0		12:15	1	3	
0:30	0	0		12:30	2	2	
0:45	0	0	0	12:45	2	7	1 11
							18
1:00	0	0		13:00	1	2	
1:15	0	0		13:15	1	0	
1:30	0	0		13:30	2	1	
1:45	0	0	0	13:45	1	5	1 4
							9
2:00	0	0		14:00	0	0	
2:15	0	0		14:15	0	0	
2:30	0	0		14:30	0	0	
2:45	0	0	0	14:45	0	0	0 0
3:00	0	0		15:00	0	0	
3:15	0	0		15:15	1	1	
3:30	2	0		15:30	1	1	
3:45	0	2	0 0	15:45	1	3	0 2
			2				5
4:00	0	0		16:00	0	1	
4:15	0	0		16:15	0	2	
4:30	0	0		16:30	0	0	
4:45	3	3	0 0	16:45	0	0	2 5
			3				5
5:00	1	0		17:00	0	1	
5:15	1	0		17:15	0	2	
5:30	1	0		17:30	0	1	
5:45	0	3	1 1	17:45	0	0	1 5
			4				5
6:00	1	0		18:00	0	0	
6:15	1	0		18:15	0	0	
6:30	2	0		18:30	0	0	
6:45	3	7	0 0	18:45	1	1	0 0
			7				1
7:00	3	0		19:00	0	1	
7:15	2	0		19:15	0	0	
7:30	2	0		19:30	0	0	
7:45	5	12	1 1	19:45	0	0	0 1
			13				1
8:00	4	1		20:00	0	0	
8:15	2	0		20:15	0	0	
8:30	3	0		20:30	0	0	
8:45	1	10	0 1	20:45	0	0	0 0
			11				
9:00	2	0		21:00	0	0	
9:15	2	0		21:15	0	0	
9:30	0	0		21:30	0	0	
9:45	3	7	1 1	21:45	0	0	1 1
			8				1
10:00	0	0		22:00	0	0	
10:15	0	1		22:15	0	0	
10:30	0	1		22:30	0	0	
10:45	2	2	1 3	22:45	0	0	0 0
			5				
11:00	0	0		23:00	0	0	
11:15	2	1		23:15	0	0	
11:30	1	0		23:30	0	0	
11:45	0	3	1 2	23:45	0	0	0 0
			5				

Total Vol.	49	9	58	16	29	45
			Daily Totals			Combined
			IN	OUT		
			65	38		
						103

AM				PM		
Split %	84.5%	15.5%	56.3%	35.6%	64.4%	43.7%
Peak Hour	7:45	11:45	7:45	12:00	12:00	12:00
Volume	14	11	16	7	11	18
P.H.F.	0.70	0.55	0.67	0.88	0.55	0.64

APPENDIX B – COUNT SHEETS – DRIVEWAY COUNTS

ADT1 Northern Dwy Entrance east of Glassell St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	IN	OUT		PM Period	IN	OUT	
0:00	0	0		12:00	3	1	
0:15	0	0		12:15	2	1	
0:30	0	0		12:30	3	0	
0:45	0	0	0	12:45	2	10	2 4 14
1:00	0	0		13:00	1	1	
1:15	0	0		13:15	1	1	
1:30	0	0		13:30	1	4	
1:45	0	0	0	13:45	1	4	1 7 11
2:00	0	0		14:00	0	4	
2:15	0	0		14:15	1	0	
2:30	0	0		14:30	1	2	
2:45	0	0	0	14:45	0	2	2 8 10
3:00	0	0		15:00	1	2	
3:15	0	0		15:15	2	5	
3:30	0	1		15:30	1	4	
3:45	1	1	0 1	15:45	0	4	5 16 20
4:00	0	0		16:00	1	4	
4:15	0	0		16:15	1	2	
4:30	1	1		16:30	2	9	
4:45	0	1	0 1	16:45	0	4	4 19 23
5:00	1	0		17:00	0	7	
5:15	0	0		17:15	0	1	
5:30	0	1		17:30	0	4	
5:45	2	3	0 1	17:45	0	0	0 12 12
6:00	3	1		18:00	0	1	
6:15	1	1		18:15	0	0	
6:30	4	0		18:30	0	0	
6:45	2	10	0 2	18:45	0	0	1 2 2
7:00	3	1		19:00	1	2	
7:15	1	1		19:15	0	2	
7:30	1	0		19:30	0	0	
7:45	4	9	0 2	19:45	0	1	0 4 5
8:00	0	0		20:00	0	0	
8:15	6	1		20:15	0	0	
8:30	5	3		20:30	0	0	
8:45	1	12	3 7	20:45	0	0	0 0 19
9:00	4	2		21:00	0	0	
9:15	1	3		21:15	0	0	
9:30	0	0		21:30	0	0	
9:45	0	5	0 5	21:45	1	1	0 0 10 1
10:00	1	2		22:00	0	0	
10:15	1	0		22:15	0	0	
10:30	1	3		22:30	0	0	
10:45	1	4	0 5	22:45	0	0	0 0 9
11:00	2	4		23:00	0	0	
11:15	2	0		23:15	0	0	
11:30	1	4		23:30	0	0	
11:45	3	8	1 9	23:45	0	0	0 0 17

Total Vol.	53	33	86	26	72	98
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Daily Totals	Combined
IN OUT	
79 105	184

AM

PM

Split %	61.6%	38.4%	46.7%	26.5%	73.5%	53.3%
Peak Hour	8:15	8:30	8:15	12:00	16:15	16:15
Volume	16	11	25	10	22	25
P.H.F.	0.67	0.92	0.78	0.83	0.61	0.57

ADT2 Southern Dwy Entrance east of Glassell St.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	IN	OUT		PM Period	IN	OUT	
0:00	0	0		12:00	2	5	
0:15	0	0		12:15	1	3	
0:30	0	0		12:30	2	2	
0:45	0	0	0	12:45	2	7	1 11
1:00	0	0		13:00	1	2	
1:15	0	0		13:15	1	0	
1:30	0	0		13:30	2	1	
1:45	0	0	0	13:45	1	5	1 4
2:00	0	0		14:00	0	0	
2:15	0	0		14:15	0	0	
2:30	0	0		14:30	0	0	
2:45	0	0	0	14:45	0	0	0 0
3:00	0	0		15:00	0	0	
3:15	0	0		15:15	1	1	
3:30	2	0		15:30	1	1	
3:45	0	2	0 0	15:45	1	3	0 2
4:00	0	0		16:00	0	1	
4:15	0	0		16:15	0	2	
4:30	0	0		16:30	0	0	
4:45	3	3	0 0	16:45	0	0	2 5
5:00	1	0		17:00	0	1	
5:15	1	0		17:15	0	2	
5:30	1	0		17:30	0	1	
5:45	0	3	1 1	17:45	0	0	1 5
6:00	1	0		18:00	0	0	
6:15	1	0		18:15	0	0	
6:30	2	0		18:30	0	0	
6:45	3	7	0 0	18:45	1	1	0 0
7:00	3	0		19:00	0	1	
7:15	2	0		19:15	0	0	
7:30	2	0		19:30	0	0	
7:45	5	12	1 1	19:45	0	0	0 1
8:00	4	1		20:00	0	0	
8:15	2	0		20:15	0	0	
8:30	3	0		20:30	0	0	
8:45	1	10	0 1	20:45	0	0	0 0
9:00	2	0		21:00	0	0	
9:15	2	0		21:15	0	0	
9:30	0	0		21:30	0	0	
9:45	3	7	1 1	21:45	0	0	1 1
10:00	0	0		22:00	0	0	
10:15	0	1		22:15	0	0	
10:30	0	1		22:30	0	0	
10:45	2	2	1 3	22:45	0	0	0 0
11:00	0	0		23:00	0	0	
11:15	2	1		23:15	0	0	
11:30	1	0		23:30	0	0	
11:45	0	3	1 2	23:45	0	0	0 0

Total Vol.	49	9	58	16	29	45
			Daily Totals			Combined
			IN	OUT		
			65	38		
						103

	AM				PM		
Split %	84.5%	15.5%	56.3%		35.6%	64.4%	43.7%
Peak Hour	7:45	11:45	7:45		12:00	12:00	12:00
Volume	14	11	16		7	11	18
P.H.F.	0.70	0.55	0.67		0.88	0.55	0.64

APPENDIX C – COUNT SHEETS – STUDY INTERSECTION

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Mar 18, 25

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Orange
Glassell St
Lincoln Ave

PROJECT #:
SC5239
LOCATION #:
1
CONTROL:
SIGNAL

NOTES:



	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Lincoln Ave			WESTBOUND Lincoln Ave			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	2	2	1	2	2	1	2	2	1	2	2	1	
7:00 AM	10	52	22	38	109	43	13	80	19	18	60	18	482
7:15 AM	12	40	22	58	130	50	20	76	18	20	76	20	542
7:30 AM	13	55	28	35	127	42	31	116	24	20	77	28	596
7:45 AM	24	74	28	66	206	55	28	105	32	46	97	25	786
8:00 AM	17	101	21	33	160	48	38	107	36	50	111	39	761
8:15 AM	17	78	20	43	135	44	25	92	22	13	95	28	612
8:30 AM	16	47	27	38	125	45	30	85	16	24	101	35	589
8:45 AM	10	85	19	44	117	32	15	84	25	12	86	27	556
VOLUMES	119	532	187	355	1,109	359	200	745	192	203	703	220	4,965
APPROACH %	14%	63%	22%	19%	60%	20%	17%	65%	17%	18%	62%	19%	
APP/DEPART	843	/	969	1,840	/	1,509	1,144	/	1,299	1,138	/	1,188	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	71	308	97	177	628	189	122	420	114	129	380	120	2,779
APPROACH %	15%	64%	20%	18%	63%	19%	18%	64%	17%	20%	60%	19%	
PEAK HR FACTOR		0.853			0.764			0.912			0.795		0.881
APP/DEPART	481	/	558	1,002	/	876	660	/	701	636	/	644	0
4:00 PM	34	162	45	68	101	31	81	180	30	21	146	64	963
4:15 PM	47	147	29	76	106	48	54	176	28	15	127	46	899
4:30 PM	38	142	30	84	97	27	68	217	28	13	152	50	946
4:45 PM	37	145	34	99	134	33	51	161	21	22	124	41	902
5:00 PM	35	187	39	71	103	27	59	214	34	17	163	60	1,009
5:15 PM	42	184	24	84	122	38	67	204	19	22	143	49	998
5:30 PM	25	199	31	86	75	26	57	193	23	11	138	51	915
5:45 PM	38	245	27	78	113	23	36	148	29	11	119	56	923
VOLUMES	296	1,411	259	646	851	253	473	1,493	212	132	1,112	417	7,646
APPROACH %	15%	71%	13%	36%	47%	14%	22%	68%	10%	8%	66%	25%	
APP/DEPART	1,975	/	2,348	1,797	/	1,204	2,195	/	2,416	1,679	/	1,678	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	152	658	127	338	456	125	245	796	102	74	582	200	3,906
APPROACH %	16%	70%	13%	36%	48%	13%	21%	69%	9%	9%	67%	23%	
PEAK HR FACTOR		0.893			0.865			0.914			0.895		0.958
APP/DEPART	943	/	1,132	948	/	638	1,152	/	1,268	863	/	868	0



U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	2	4
0	1	0	0	1
1	5	1	3	10
0	1	0	2	3
2	1	0	0	3
2	1	3	2	8
0	4	0	2	6
0	2	3	1	6
5	17	7	12	41

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0
12	20	6	4
14	22	7	4
13	19	4	6
7	22	11	8
7	22	7	9
10	22	14	6
12	17	8	9
10	17	9	8
85	161	66	54

5	8	4	7
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37	85	36	29
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2	2	4	3	11
0	9	3	4	16
2	13	2	3	20
1	8	3	3	15
3	4	2	1	10
0	4	2	0	6
1	6	1	0	8
0	1	0	4	5
9	47	17	18	91

19	7	11	8
11	17	9	10
8	10	12	2
10	8	3	10
17	11	10	3
7	12	8	6
7	12	9	7
12	8	14	4
91	85	76	50

6	29	9	7
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42	41	33	21
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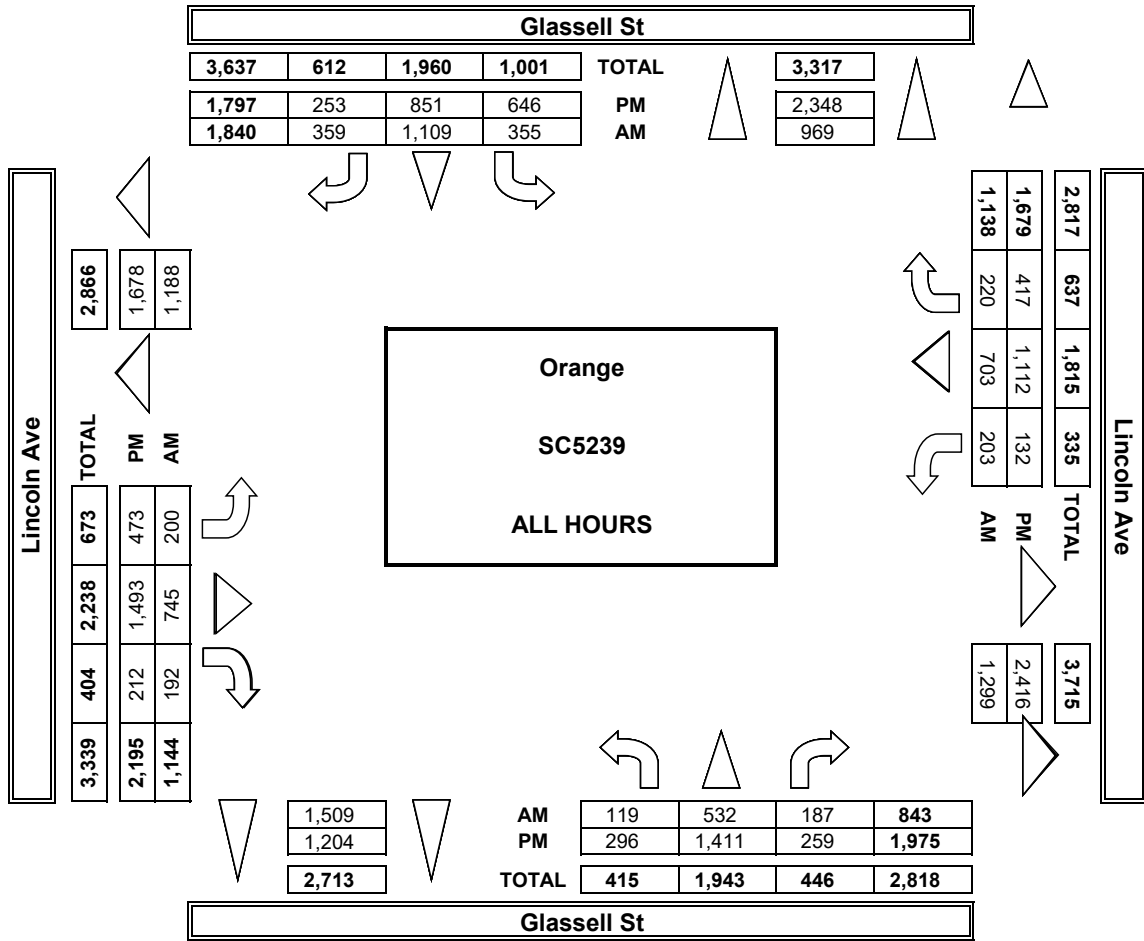
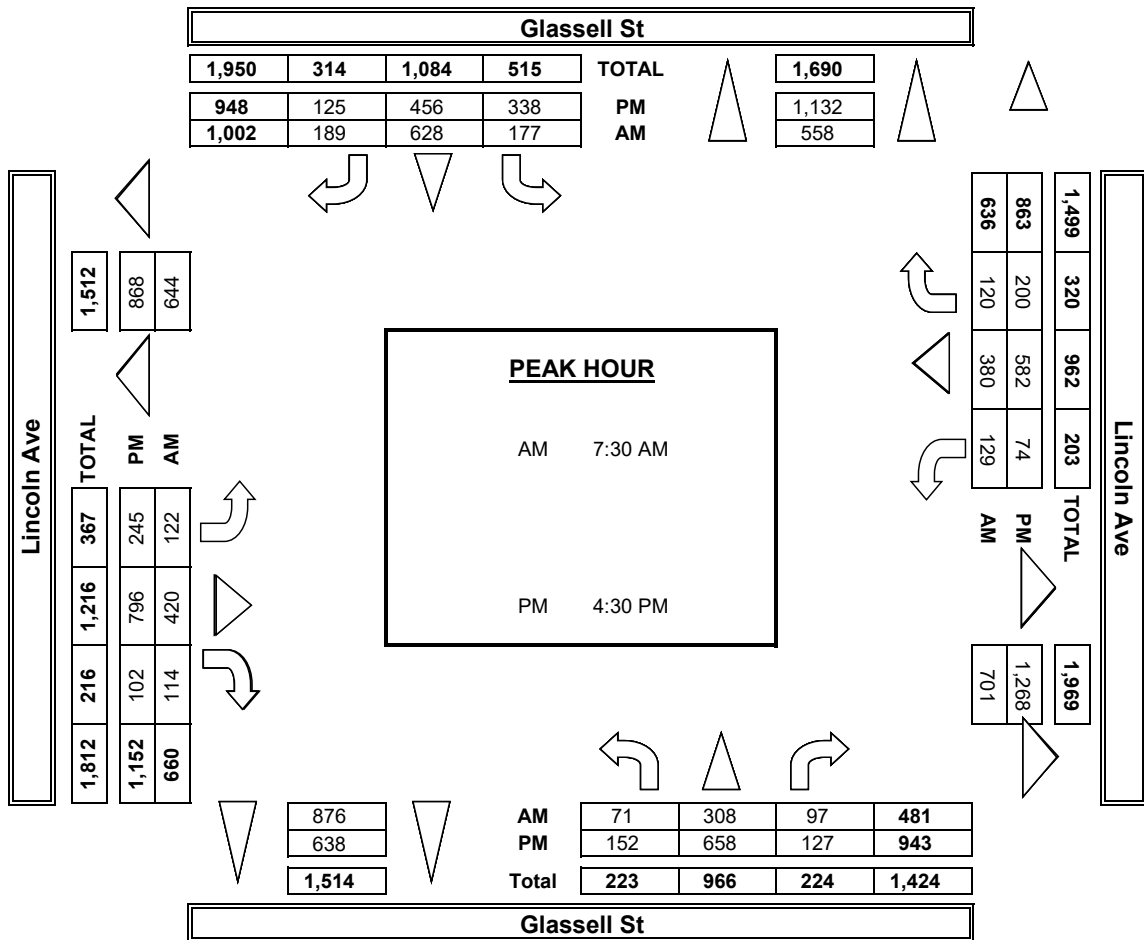
AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

ALL PED + BIKE & SCOOTER				
E LEG	W LEG	S LEG	N LEG	TOTAL
0	0	2	0	2
2	0	0	1	3
0	1	0	1	2
4	3	1	2	10
1	1	2	1	5
0	0	0	0	0
0	3	3	1	7
0	0	2	0	2
7	8	10	6	31
1	1	1	2	5
6	0	1	8	15
1	2	0	3	6
1	2	1	2	6
3	2	1	4	10
0	1	0	2	3
2	3	3	4	12
2	0	0	3	5
16	11	7	28	62

PEDESTRIAN CROSSINGS				
E LEG	W LEG	S LEG	N LEG	TOTAL
0	0	1	0	1
1	0	0	1	2
0	1	0	1	2
4	3	1	2	10
1	1	0	1	3
0	0	0	0	0
0	3	3	1	7
0	0	0	0	0
6	8	5	6	25
1	1	0	1	3
3	0	1	7	11
0	1	0	2	3
0	0	1	2	3
1	2	1	4	8
0	1	0	2	3
2	3	3	3	11
2	0	0	3	5
9	8	6	24	47

BICYCLE & SCOOTER CROSSINGS				
EL	WL	SL	NL	TOTAL
0	0	1	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	0	0	0
1	0	5	0	6
0	0	1	1	2
3	0	0	1	4
1	1	0	1	3
1	2	0	0	3
2	0	0	0	2
0	0	0	1	1
0	0	0	0	0
7	3	1	4	15

AimTD LLC
TURNING MOVEMENT COUNTS



PREPARED BY: AIM1D LLC, TEL: /14 253 /888 CS@aim1d.com

Orange	PROJECT #:	SC5239
Glassell St	LOCATION #:	1
Lincoln Ave	CONTROL:	SIGNAL

U-TURNS				
TTL	WB	EB	SB	NB

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/18/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Lincoln Ave	PROJECT #: LOCATION #: CONTROL:	SC5239 1 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER	▲ N S ▼	◀ W E ▶
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	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Lincoln Ave			WESTBOUND Lincoln Ave			TOTAL
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	

AM	7:00 AM	6	37	16	35	97	28	10	63	15	15	49	18	389
	7:15 AM	9	30	17	55	110	40	13	59	16	17	71	17	454
	7:30 AM	9	45	22	32	113	37	18	102	22	19	72	26	517
	7:45 AM	19	63	23	60	183	52	14	88	30	44	91	22	689
	8:00 AM	15	81	18	29	142	39	22	93	35	43	99	37	653
	8:15 AM	16	59	18	42	124	41	18	79	20	11	87	25	540
	8:30 AM	12	32	25	37	109	39	25	76	15	19	83	33	505
	8:45 AM	7	56	13	38	101	27	9	78	18	12	80	25	464
	VOLUMES	93	403	152	328	979	303	129	638	171	180	632	203	4,251
	APPROACH %	14%	62%	23%	20%	60%	19%	14%	68%	18%	18%	62%	20%	
PM	APP/DEPART	653	/	751	1,626	/	1,335	945	/	1,130	1,027	/	1,035	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	59	248	81	163	562	169	72	362	107	117	349	110	2,423
	APPROACH %	15%	63%	21%	18%	62%	19%	13%	66%	20%	20%	60%	19%	
	PEAK HR FACTOR	0.847												
	APP/DEPART	393	/	438	902	/	791	545	/	613	583	/	581	0
	4:00 PM	31	142	40	61	89	21	74	169	29	20	137	61	874
	4:15 PM	45	135	26	73	97	37	53	169	28	14	118	42	837
	4:30 PM	34	134	28	84	90	24	63	202	24	13	144	46	886
	4:45 PM	36	128	32	98	122	29	50	157	18	19	118	39	846
	5:00 PM	32	175	38	69	94	22	55	198	34	16	154	58	945
	5:15 PM	40	174	22	79	113	36	64	193	19	22	139	47	948
	5:30 PM	23	184	27	84	74	22	57	187	22	11	128	46	865
	5:45 PM	37	232	25	75	109	21	32	145	28	11	111	56	882
	VOLUMES	278	1,304	238	623	788	212	448	1,420	202	126	1,049	395	7,174
	APPROACH %	15%	71%	13%	37%	47%	13%	21%	68%	10%	8%	66%	25%	
	APP/DEPART	1,829	/	2,194	1,670	/	1,125	2,087	/	2,299	1,588	/	1,556	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	142	611	120	330	419	111	232	750	95	70	555	190	3,676
	APPROACH %	16%	70%	14%	37%	47%	12%	21%	69%	9%	9%	68%	23%	
	PEAK HR FACTOR	0.886												
	APP/DEPART	879	/	1,062	889	/	590	1,086	/	1,207	822	/	817	0

U-TURNS				
NB	SB	EB	WB	TTL

0	2	0	2	4
0	1	0	0	1
1	5	1	3	10
0	1	0	2	3
2	1	0	0	3
2	1	3	2	8
0	4	0	2	6
0	1	3	1	5
5	16	7	12	40

RTOR			
NRR	SRR	ERR	WRR

9	13	4	4
12	21	6	2
12	16	3	5
6	21	10	7
7	21	7	8
9	20	12	6
12	16	8	7
7	13	6	8
74	141	56	47

5	8	4	7
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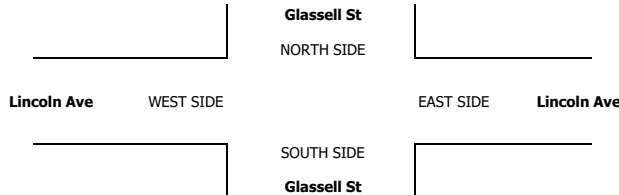
34	78	32	26
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2	2	4	3	11
0	9	3	4	16
2	13	2	3	20
1	8	3	3	15
3	4	2	1	10
0	4	2	0	6
1	6	1	0	8
0	1	0	4	5
9	47	17	18	91

17	5	10	8
9	14	9	10
7	9	12	2
10	8	2	10
17	9	10	3
7	10	8	6
7	10	9	7
11	6	13	4
85	71	73	50

6	29	9	7
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41	36	32	21
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PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◀ W		E ▶
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Glassell St			Glassell St			Lincoln Ave			Lincoln Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	2	1	2	2	1	2	2	1	2	2	1	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

AM	7:00 AM	0	12	5	1	7	7	2	10	3	3	8	0	58
	7:15 AM	3	9	4	1	15	4	2	10	0	2	3	2	55
	7:30 AM	1	6	3	3	11	2	7	10	1	1	3	0	48
	7:45 AM	4	9	4	4	16	2	7	12	1	1	4	2	66
	8:00 AM	2	18	3	4	14	5	9	12	1	4	7	2	81
	8:15 AM	1	14	2	0	7	2	4	10	1	1	6	3	51
	8:30 AM	2	12	2	1	12	1	1	5	1	4	11	2	54
	8:45 AM	2	18	5	5	10	4	4	5	5	0	5	2	65
	VOLUMES	15	98	28	19	92	27	36	74	13	16	47	13	479
	APPROACH %	11%	70%	20%	14%	66%	19%	29%	60%	11%	21%	62%	17%	
APP/DEPART	141	/	148	139	/	121	123	/	121	76	/	89	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	8	47	12	11	48	11	37	44	4	7	20	7	246	
APPROACH %	12%	70%	18%	16%	69%	16%	26%	59%	5%	21%	59%	21%		
PEAK HR FACTOR	0.728													0.759
APP/DEPART	67	/	81	70	/	59	75	/	67	34	/	39	0	
PM	4:00 PM	3	16	5	6	10	2	5	10	1	1	7	3	69
	4:15 PM	1	10	1	3	7	6	1	7	0	0	8	3	47
	4:30 PM	4	6	2	0	5	1	3	12	3	0	7	3	46
	4:45 PM	1	13	1	0	8	2	1	3	0	0	4	2	35
	5:00 PM	2	7	1	1	7	4	1	15	0	0	8	2	48
	5:15 PM	2	8	2	3	5	2	1	9	0	0	3	2	37
	5:30 PM	1	12	2	2	1	2	0	4	0	0	8	4	36
	5:45 PM	1	11	0	3	1	1	1	0	1	0	7	0	26
	VOLUMES	15	83	14	18	44	20	13	60	5	1	52	19	344
	APPROACH %	13%	74%	13%	22%	54%	24%	17%	77%	6%	1%	72%	26%	
APP/DEPART	112	/	115	82	/	50	78	/	92	72	/	87	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	9	34	6	4	25	9	6	39	3	0	22	9	166	
APPROACH %	18%	69%	12%	11%	66%	24%	13%	81%	6%	0%	71%	29%		
PEAK HR FACTOR	0.817													0.865
APP/DEPART	49	/	49	38	/	28	48	/	49	31	/	40	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1

3	5	2	0
2	1	0	2
1	2	1	0
1	1	0	1
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0	0	0	2
3	3	3	0
11	15	7	6

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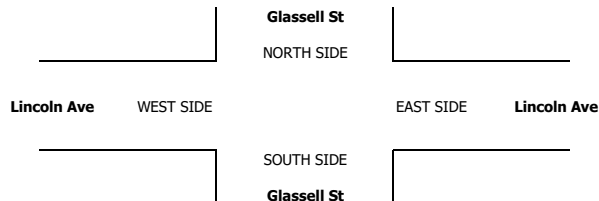
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[illegible]

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1	1	0	0
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0	1	0	0
0	2	0	0
0	2	0	0
0	1	1	0
4	11	2	0

0 0 0 0

1	4	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/18/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Lincoln Ave	PROJECT #: SC5239 LOCATION #: 1 CONTROL: SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Lincoln Ave			WESTBOUND Lincoln Ave			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL

AM	7:00 AM	4	1	1	0	0	0	1	2	0	0	0	0	9
	7:15 AM	0	0	0	2	0	0	1	1	1	0	0	1	6
	7:30 AM	1	1	1	0	0	2	1	1	0	0	0	0	7
	7:45 AM	1	0	1	2	1	1	1	3	1	1	0	0	12
	8:00 AM	0	0	0	0	0	0	2	0	0	1	1	0	4
	8:15 AM	0	1	0	0	2	0	0	0	0	1	0	0	4
	8:30 AM	0	1	0	0	1	0	1	0	0	0	4	0	7
	8:45 AM	1	2	0	1	1	0	0	0	0	0	0	0	5
	VOLUMES	7	6	3	5	5	3	7	2	3	5	1		54
	APPROACH %	44%	38%	19%	38%	38%	23%	44%	44%	13%	33%	56%	11%	
	APP/DEPART	16	/	14	13	/	10	16	/	15	9	/	15	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	2	2	2	2	3	3	4	4	1	3	1	0	27
	APPROACH %	33%	33%	33%	25%	38%	38%	44%	44%	11%	75%	25%	0%	
	PEAK HR FACTOR	0.500			0.500			0.450			0.500			0.563
	APP/DEPART	6	/	6	8	/	7	9	/	8	4	/	6	0
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	2
	4:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
	4:45 PM	0	1	0	1	1	0	0	0	1	2	0	0	6
	5:00 PM	0	0	0	1	1	0	1	0	0	0	0	0	3
	5:15 PM	0	0	0	2	0	0	0	2	0	0	0	0	4
	5:30 PM	0	0	1	0	0	2	0	0	0	0	1	1	5
	5:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
	VOLUMES	0	2	1	4	5	4	1	2	2	2	1	2	26
	APPROACH %	0%	67%	33%	31%	38%	31%	20%	40%	40%	40%	20%	40%	
	APP/DEPART	3	/	5	13	/	9	5	/	7	5	/	5	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	1	0	4	3	0	1	2	2	2	0	0	15
	APPROACH %	0%	100%	0%	57%	43%	0%	20%	40%	40%	100%	0%	0%	
	PEAK HR FACTOR	0.250			0.875			0.625			0.250			0.625
	APP/DEPART	1	/	2	7	/	7	5	/	6	2	/	0	0

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR			
NRR	SRR	ERR	WRR

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
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0	0	0	0
0	0	2	0

0	0	0	0
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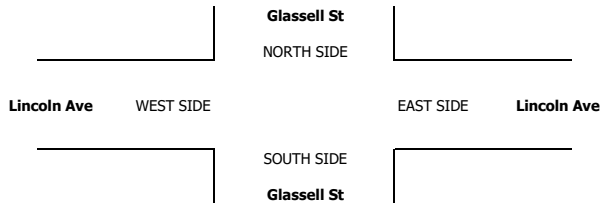
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0	0	0	0	0	0

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0	0	0	0
0	0	0	0
0	1	0	0

0	0	0	0
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0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/18/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Lincoln Ave	PROJECT #: LOCATION #: CONTROL:	SC5239 1 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	APB PM MD OTHER: OTHER:	▲ N S ▼	◀ W E ▶
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	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Lincoln Ave			WESTBOUND Lincoln Ave			TOTAL
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	

AM	7:00 AM	0	1	0	2	5	8	0	5	1	0	0	0	22
	7:15 AM	0	0	1	0	4	6	4	3	0	1	1	0	20
	7:30 AM	2	2	2	0	3	1	4	3	1	0	0	1	19
	7:45 AM	0	1	0	0	5	0	5	2	0	0	1	0	14
	8:00 AM	0	1	0	0	3	3	4	0	0	0	0	0	11
	8:15 AM	0	4	0	1	2	1	3	1	1	0	1	0	14
	8:30 AM	2	2	0	0	3	5	3	3	0	0	2	0	20
	8:45 AM	0	7	1	0	4	1	2	0	2	0	0	0	17
	VOLUMES	4	18	4	3	29	25	25	17	5	1	5	1	137
	APPROACH %	15%	69%	15%	5%	51%	44%	53%	36%	11%	14%	71%	14%	
PM	APP/DEPART	26	/	44	57	/	35	47	/	24	7	/	34	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	2	8	2	1	13	5	16	6	2	0	2	1	58
	APPROACH %	17%	67%	17%	5%	68%	26%	67%	25%	8%	0%	67%	33%	
	PEAK HR FACTOR	0.500			0.792			0.750			0.750			0.763
	APP/DEPART	12	/	25	19	/	15	24	/	9	3	/	9	0
	4:00 PM	0	2	0	0	1	6	2	0	0	0	0	0	11
	4:15 PM	1	0	1	0	2	4	0	0	0	0	0	0	8
	4:30 PM	0	1	0	0	0	2	2	1	0	0	0	0	6
	4:45 PM	0	3	0	0	2	2	0	0	1	1	1	0	10
PM	5:00 PM	1	3	0	0	1	1	2	0	0	1	0	0	9
	5:15 PM	0	1	0	0	3	0	2	0	0	0	0	0	6
	5:30 PM	1	3	1	0	0	0	0	0	0	0	0	0	5
	5:45 PM	0	2	1	0	1	0	3	1	0	0	0	0	8
	VOLUMES	3	15	3	0	10	15	11	2	1	2	1	0	63
	APPROACH %	14%	71%	14%	0%	40%	60%	79%	14%	7%	67%	33%	0%	
	APP/DEPART	21	/	26	25	/	13	14	/	5	3	/	19	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	1	8	0	0	6	5	6	1	1	2	1	0	31
	APPROACH %	11%	89%	0%	0%	55%	45%	75%	13%	13%	67%	33%	0%	
	PEAK HR FACTOR	0.563			0.688			0.667			0.375			0.775
	APP/DEPART	9	/	14	11	/	9	8	/	1	3	/	7	0

U-TURNS					
NB	SB	EB	WB	TTL	

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0
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RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

0	2	0	0
0	0	0	0
0	1	0	1
0	0	0	0
0	0	0	0
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0	0	1	0
0	1	0	0
0	1	0	0
0	5	1	1

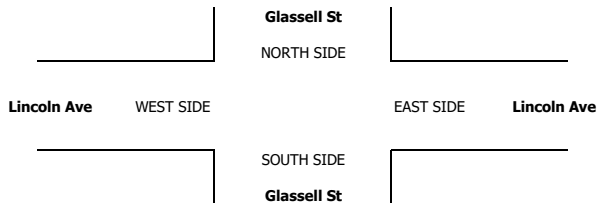
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0	0	0	0	0	0

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0	0	1	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	1	0

0	0	0	0	0
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0	1	1	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/18/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Lincoln Ave	PROJECT #: SC5239 LOCATION #: 1 CONTROL: SIGNAL
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CLASS 5:	NOTES:	AM PM MD OTHER:	▲ N S ▼	◀ W E ▶
RV				

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Lincoln Ave			WESTBOUND Lincoln Ave			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0

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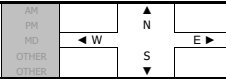
	Glassell St	
	NORTH SIDE	
Lincoln Ave	WEST SIDE	EAST SIDE
	SOUTH SIDE	
	Glassell St	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SCS239
LOCATION #: 2
CONTROL: SIGNALDATE:
Tue, Mar 25, 25LOCATION:
NORTH & SOUTH:
EAST & WEST:Orange
Glassell St
W Fletcher Ave

NOTES:



	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND W Fletcher Ave			WESTBOUND W Fletcher Ave			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	1	1	1	1	1	0	
7:00 AM	10	67	1	0	185	23	10	0	12	4	1	2	315
7:15 AM	12	70	1	0	169	25	7	0	15	6	1	2	308
7:30 AM	10	73	2	0	185	29	13	0	23	5	3	2	345
7:45 AM	22	71	1	2	248	61	22	1	38	6	4	6	482
8:00 AM	30	102	3	1	179	57	27	1	45	10	3	3	461
8:15 AM	13	102	3	1	200	19	16	1	22	4	1	4	386
8:30 AM	14	71	3	2	147	24	9	1	9	4	2	4	290
8:45 AM	7	70	1	0	163	20	7	1	5	3	1	3	281
VOLUMES	118	626	15	6	1,476	258	111	5	169	42	16	26	2,868
APPROACH %	16%	82%	2%	0%	85%	15%	39%	2%	59%	50%	19%	31%	
APP/DEPART	759	/	763	1,740	/	1,687	285	/	26	84	/	392	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	75	348	9	4	812	166	78	3	128	25	11	15	1,674
APPROACH %	17%	81%	2%	0%	83%	17%	37%	1%	61%	49%	22%	29%	
PEAK HR FACTOR	0.800			0.789			0.716			0.797			0.868
APP/DEPART	432	/	441	982	/	965	209	/	16	51	/	252	0
4:00 PM	23	225	4	0	121	22	25	2	20	2	2	1	447
4:15 PM	13	202	3	0	134	16	9	2	12	0	0	3	394
4:30 PM	12	233	9	3	124	10	22	1	12	2	0	2	430
4:45 PM	9	227	7	3	148	6	21	3	14	4	0	3	445
5:00 PM	13	273	3	0	126	7	11	1	18	4	2	0	458
5:15 PM	13	260	5	0	167	7	16	2	14	1	3	0	488
5:30 PM	8	226	9	0	121	5	19	3	7	2	0	2	402
5:45 PM	8	254	8	2	143	13	17	3	9	1	1	3	462
VOLUMES	99	1,900	48	8	1,084	86	140	17	106	16	8	14	3,526
APPROACH %	5%	93%	2%	1%	92%	7%	53%	6%	40%	42%	21%	37%	
APP/DEPART	2,047	/	2,054	1,178	/	1,206	263	/	73	38	/	193	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	47	993	24	6	565	30	70	7	58	11	5	5	1,821
APPROACH %	4%	93%	2%	1%	94%	5%	52%	5%	43%	52%	24%	24%	
PEAK HR FACTOR	0.920			0.864			0.888			0.750			0.933
APP/DEPART	1,064	/	1,068	601	/	634	135	/	37	21	/	82	0

Glassell St

NORTH LEG

W Fletcher Ave

WEST LEG

EAST LEG

W Fletcher Ave

SOUTH LEG

Glassell St

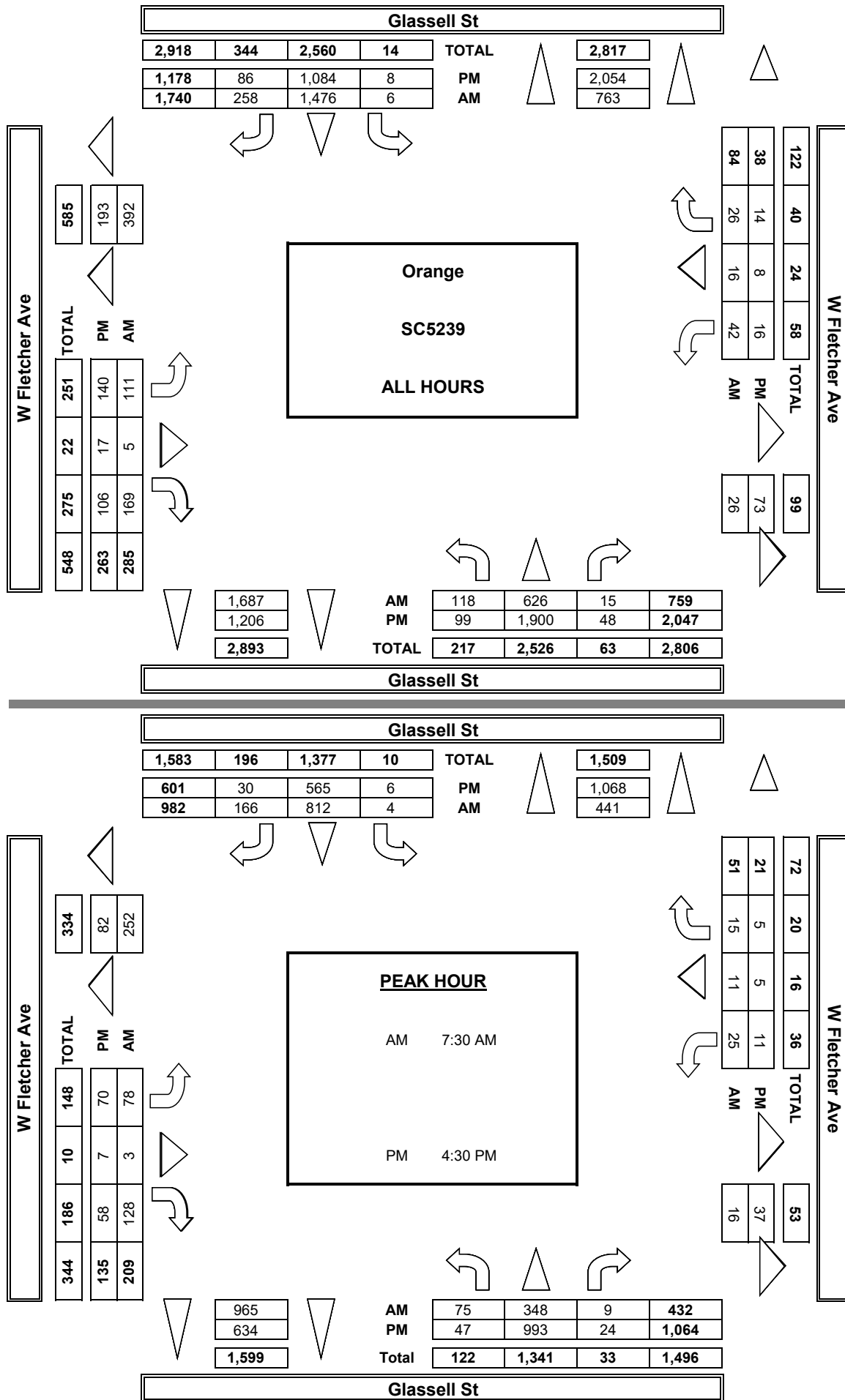
AM	
7:00 AM	
7:15 AM	
7:30 AM	
7:45 AM	
8:00 AM	
8:15 AM	
8:30 AM	
8:45 AM	
TOTAL	
PM	
4:00 PM	
4:15 PM	
4:30 PM	
4:45 PM	
5:00 PM	
5:15 PM	
5:30 PM	
5:45 PM	
TOTAL	

ALL PED + BIKE & SCOOTER				
E LEG	W LEG	S LEG	N LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
0	2	0	0	2
0	0	1	0	1
1	3	1	0	5
2	2	1	1	6
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	2	0	0	3
1	2	0	3	6
0	0	0	1	1
2	0	0	3	5
7	6	1	8	22

PEDESTRIAN CROSSINGS				
E LEG	W LEG	S LEG	N LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	2	0	0	2
0	0	1	0	1
1	2	1	0	4
0	0	1	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	3	3
0	0	0	1	1
0	0	0	3	3
1	0	1	7	9

BICYCLE & SCOOTER CROSSINGS				
EL	WL	SL	NL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
2	2	0	1	5
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	2	0	0	3
1	2	0	0	3
0	0	0	0	0
2	0	0	0	2
6	6	0	1	13

AimTD LLC
TURNING MOVEMENT COUNTS



DATE:	TUESDAY
LOCATION:	EAST & WEST: NORTH & SOUTH:
	Orange Glassel St W Fletcher Ave
PROJECT #:	SC5239
LOCATION #:	2
CONTROL:	SIGNAL

LANES:		NL	1	NT	2	NR	0	SL	1	ST	2	SR	1	EL	1	ET	1	ER	1	WL	1	WT	1	WR	0	TOTAL
		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
		Classified St					Classified St					W Fletcher Ave					W Fletcher Ave									
		U-TURNS					U-TURNS					U-TURNS					U-TURNS									
		NB	SB	EB	WB	TTL																				

[illegible]

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St W Fletcher Ave	PROJECT #: SC5239	LOCATION #: 2
			CONTROL: SIGNAL	

CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Glassell St			Glassell St			W Fletcher Ave			W Fletcher Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

AM	7:00 AM	6	50	0	0	165	17	7	0	10	4	1	2	262
	7:15 AM	9	50	1	0	146	22	4	0	10	6	1	2	251
	7:30 AM	9	56	2	0	164	29	7	0	21	5	3	2	298
	7:45 AM	22	55	1	2	226	61	18	1	36	6	4	5	437
	8:00 AM	29	88	3	1	157	51	24	1	44	10	3	3	414
	8:15 AM	11	82	3	1	181	16	16	1	21	4	1	4	341
	8:30 AM	10	60	2	2	122	22	7	0	9	4	1	3	242
	8:45 AM	5	55	0	0	144	17	5	1	5	3	1	3	239
	VOLUMES	101	496	12	6	1,305	235	88	4	156	42	15	24	2,484
	APPROACH %	17%	81%	2%	0%	84%	15%	35%	2%	63%	52%	19%	30%	
	APP/DEPART	609	/	608	1,546	/	1,503	248	/	22	81	/	351	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	71	281	9	4	728	157	65	3	122	25	11	14	1,490
	APPROACH %	20%	78%	2%	0%	82%	18%	34%	2%	64%	50%	22%	28%	
	PEAK HR FACTOR	0.752			0.769			0.688			0.781			0.852
	APP/DEPART	361	/	360	889	/	875	190	/	16	50	/	239	0
PM	4:00 PM	22	207	4	0	106	14	24	2	16	2	2	1	400
	4:15 PM	11	193	3	0	119	12	9	1	12	0	0	3	363
	4:30 PM	12	224	9	3	114	9	18	1	11	2	0	2	405
	4:45 PM	9	212	7	2	140	5	21	3	14	4	0	2	419
	5:00 PM	13	259	3	0	112	6	10	1	17	3	2	0	426
	5:15 PM	13	253	5	0	159	7	16	2	14	1	3	0	473
	5:30 PM	7	203	8	0	115	5	18	3	6	2	0	1	368
	5:45 PM	8	246	7	1	138	7	17	3	9	1	1	3	441
	VOLUMES	95	1,797	46	6	1,003	65	133	16	99	15	8	12	3,295
	APPROACH %	5%	93%	2%	1%	93%	6%	54%	6%	40%	43%	23%	34%	
	APP/DEPART	1,938	/	1,942	1,074	/	1,117	248	/	68	35	/	168	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	47	948	24	5	525	27	65	7	56	10	5	4	1,723
	APPROACH %	5%	93%	2%	1%	94%	5%	51%	5%	44%	53%	26%	21%	
	PEAK HR FACTOR	0.926			0.839			0.842			0.792			0.911
	APP/DEPART	1,019	/	1,017	557	/	591	128	/	36	19	/	79	0

U-TURNS				
NB	SB	EB	WB	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR

0	5	7	2
0	8	9	2
0	6	16	2
0	24	21	3
0	11	35	3
0	9	15	4
0	6	7	3
0	3	4	3
0	72	114	22

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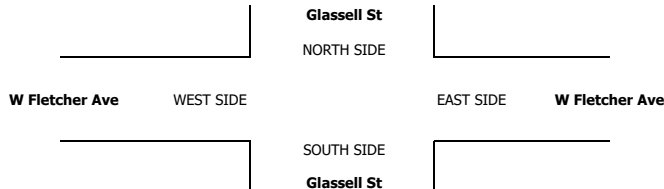
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	5	12	1
1	4	10	3
1	2	8	2
0	1	13	2
0	1	15	0
0	1	13	0
1	1	5	0
0	1	5	2
3	16	81	10

0	0	0	0
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1	5	49	4
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St W Fletcher Ave	PROJECT #: LOCATION #: CONTROL:	SC5239 2 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	ASH PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND W Fletcher Ave			WESTBOUND W Fletcher Ave			TOTAL
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

AM	7:00 AM	2	12	1	0	18	4	1	0	2	0	0	0	40
	7:15 AM	2	13	0	0	17	2	2	0	4	0	0	0	40
	7:30 AM	1	7	0	0	17	0	5	0	2	0	0	0	32
	7:45 AM	0	12	0	0	16	0	3	0	1	0	0	1	33
	8:00 AM	0	6	0	0	15	3	2	0	1	0	0	0	27
	8:15 AM	2	15	0	0	15	3	0	0	0	0	0	0	35
	8:30 AM	2	6	1	0	18	1	2	1	0	1	1	1	33
	8:45 AM	2	8	1	0	10	3	2	0	0	0	0	0	26
	VOLUMES	11	79	3	0	126	16	17	1	10	0	1	2	266
	APPROACH %	12%	85%	3%	0%	89%	11%	61%	4%	36%	0%	33%	67%	
PM	APP/DEPART	93	/	98	142	/	136	28	/	4	3	/	28	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	3	40	0	0	63	6	10	0	4	0	0	1	127
	APPROACH %	7%	93%	0%	0%	91%	9%	71%	0%	29%	0%	0%	100%	
	PEAK HR FACTOR	0.632			0.958			0.500			0.250			0.907
	APP/DEPART	43	/	51	69	/	67	14	/	0	1	/	9	0
	4:00 PM	0	12	0	0	13	1	1	0	4	0	0	0	31
	4:15 PM	2	6	0	0	12	1	0	0	0	0	0	0	21
	4:30 PM	0	6	0	0	8	0	2	0	1	0	0	0	17
	4:45 PM	0	11	0	0	7	1	0	0	0	0	0	0	19
	5:00 PM	0	9	0	0	9	0	0	0	1	0	0	0	19
	5:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	10
	5:30 PM	1	19	1	0	5	0	1	0	0	0	1	1	28
	5:45 PM	0	7	1	1	2	4	0	0	0	0	0	0	15
	VOLUMES	3	75	2	1	61	7	4	0	6	0	0	1	160
	APPROACH %	4%	94%	3%	1%	88%	10%	40%	0%	60%	0%	0%	100%	
	APP/DEPART	80	/	80	69	/	67	10	/	3	1	/	10	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	31	0	0	29	1	2	0	2	0	0	0	65
	APPROACH %	0%	100%	0%	0%	97%	3%	50%	0%	50%	0%	0%	0%	
	PEAK HR FACTOR	0.705			0.833			0.333			0.000			0.855
	APP/DEPART	31	/	33	30	/	31	4	/	0	0	/	1	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

1	2	2	0
0	1	3	0
0	0	2	0
0	0	1	0
0	1	0	0
0	3	0	0
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0	0	0	0
1	7	8	1

0	0	0	0
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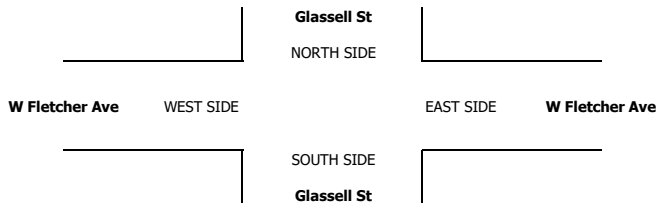
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	4	0
0	1	0	0
0	0	1	0
0	1	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	1
0	2	0	0
0	4	6	1

0	0	0	0
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0	1	2	0
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PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

CLASS 3:	NOTES:	AM		▲	
3-AXLE TRUCKS		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Glassell St			Glassell St			W Fletcher Ave			W Fletcher Ave			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

AM	7:00 AM	0	3	0	0	1	1	1	0	0	0	0	0	6
	7:15 AM	0	2	0	0	1	0	1	0	0	0	0	0	4
	7:30 AM	0	7	0	0	1	0	0	0	0	0	0	0	8
	7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
	8:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
	8:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
	8:30 AM	1	0	0	0	1	1	0	0	0	0	0	0	3
	8:45 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
	VOLUMES	1	24	0	0	9	2	2	0	0	0	0	0	38
	APPROACH %	4%	96%	0%	0%	82%	18%	100%	0%	0%	0%	0%	0%	
APP/DEPART	25		26	11	/	9	2	/	0	0	/	3	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	16	0	0	4	0	0	0	0	0	0	0	20	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR		0.571			0.500		0.000			0.000			0.625	
APP/DEPART	16	/	16	4	/	4	0	/	0	0	/	0	0	
PM	4:00 PM	0	0	0	0	2	5	0	0	0	0	0	0	7
	4:15 PM	0	2	0	0	2	1	0	1	0	0	0	0	6
	4:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	3
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	3
	5:00 PM	0	1	0	0	3	0	0	0	0	1	0	0	5
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4
	5:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
	5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
	VOLUMES	0	8	0	0	10	9	1	1	1	1	0	1	32
	APPROACH %	0%	100%	0%	0%	53%	47%	33%	33%	33%	50%	0%	50%	
APP/DEPART	8	/	10	19	/	12	3	/	1	2	/	9	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	5	0	0	6	1	1	0	0	1	0	1	15	
APPROACH %	0%	100%	0%	0%	86%	14%	100%	0%	0%	50%	0%	50%		
PEAK HR FACTOR		0.625			0.583		0.250			0.500			0.750	
APP/DEPART	5	/	7	7	/	7	1	/	0	2	/	1	0	

[illegible]

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	1	0	0

0 0 0 0

0	0	0	0
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[illegible]

0	1	0	0
0	0	0	0
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0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	2	0	1

0	0	0	0
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0	1	0	1
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NORTH SIDE

EAST SIDE **W Fletcher Ave**

Glassell St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St W Fletcher Ave	PROJECT #: LOCATION #: CONTROL:	SC5239 2 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	ASH	▲	
		PM		N
		MD	◀ W	E ▶
		OTHER		S
		OTHER	▼	

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND W Fletcher Ave			WESTBOUND W Fletcher Ave			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

AM	7:00 AM	2	1	0	0	0	1	1	0	0	0	0	0	5
	7:15 AM	0	5	0	0	4	1	0	0	1	0	0	0	11
	7:30 AM	0	1	0	0	3	0	1	0	0	0	0	0	5
	7:45 AM	0	1	0	0	6	0	1	0	1	0	0	0	9
	8:00 AM	1	4	0	0	4	2	1	0	0	0	0	0	12
	8:15 AM	0	2	0	0	3	0	0	0	1	0	0	0	6
	8:30 AM	1	5	0	0	6	0	0	0	0	0	0	0	12
	8:45 AM	0	3	0	0	5	0	0	0	0	0	0	0	8
	VOLUMES	4	22	0	0	31	4	4	0	3	0	0	0	68
	APPROACH %	15%	85%	0%	0%	89%	11%	57%	0%	43%	0%	0%	0%	
APP/DEPART	26		26	35	/	34	7	/	0	0	/	8	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	1	8	0	0	16	2	3	0	2	0	0	0	32	
APPROACH %	11%	89%	0%	0%	89%	11%	60%	0%	40%	0%	0%	0%		
PEAK HR FACTOR	0.450			0.750			0.625			0.000			0.667	
APP/DEPART	9	/	11	18	/	18	5	/	0	0	/	3	0	
PM	4:00 PM	1	5	0	0	0	2	0	0	0	0	0	0	8
	4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
	4:30 PM	0	2	0	0	1	0	1	0	0	0	0	0	4
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	2	0	0	2	1	1	0	0	0	0	0	6
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
	VOLUMES	1	14	0	0	8	4	2	0	0	0	0	0	29
	APPROACH %	7%	93%	0%	0%	67%	33%	100%	0%	0%	0%	0%	0%	
APP/DEPART	15	/	16	12	/	8	2	/	0	0	/	5	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	6	0	0	3	1	2	0	0	0	0	0	12	
APPROACH %	0%	100%	0%	0%	75%	25%	100%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.750			0.333			0.500			0.000			0.500	
APP/DEPART	6	/	8	4	/	3	2	/	0	0	/	1	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0
0	0	0	0
0	0	1	0
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0	0	0	0
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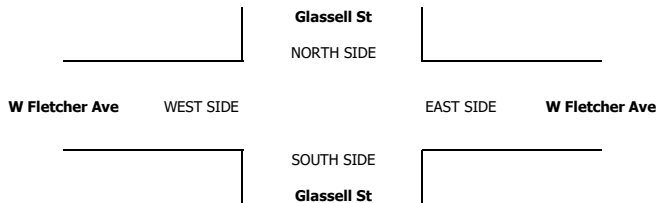
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0	0	0	0	0

0	1	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St W Fletcher Ave	PROJECT #: SC5239 LOCATION #: 2 CONTROL: SIGNAL
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CLASS 5:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
RV			

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND W Fletcher Ave			WESTBOUND W Fletcher Ave			TOTAL
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	1
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PM	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
PM	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
PM	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	BEGIN PEAK HR	5:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
PM	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	BEGIN PEAK HR	5:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	BEGIN PEAK HR	5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0

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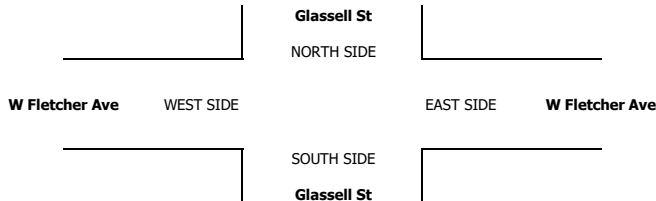
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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0	0	0	0
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PREPARED BY: AimTD LLC, tel: 714 253 7888 cs@aimtd.com

PREPARED BY: AimTD LLC, tel: 714 253 7888 cs@aimtd.com

3/25/25
TUESDAY

Orange
Glassell St
W Fletcher Ave

SC5239
2
SIGNAL

NOTES:

NOTES:

NOTES:

AM		▶
PM		N
MD	▶ W	
OTHER		S ▶
OTHER		

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

○	○	○	○	○	○
○	○	○	○	○	○
○	○	○	○	○	○
○	○	○	○	○	○

0	0	0	0
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○	○	○	○	○	○	○
○	○	○	○	○	○	○
○	○	○	○	○	○	○
○	○	○	○	○	○	○

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Mar 25, 25

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Orange
Glassell St
Meats Ave

PROJECT #:
LOCATION #:
CONTROL:

SC5239
3
SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲
N
S
▼

◀ W
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Glenoff St			Glenoff St			Months Ave			Months Ave			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	1	1	0	1	1	1	
7:00 AM	4	69	0	30	114	9	0	4	4	22	11	30	297
7:15 AM	7	60	8	49	115	6	3	4	3	21	6	29	311
7:30 AM	7	62	9	48	142	4	3	8	9	22	6	34	354
7:45 AM	10	55	3	88	167	11	0	9	4	38	15	42	442
8:00 AM	5	77	9	92	142	7	3	7	4	36	18	75	475
8:15 AM	5	72	4	73	131	9	1	10	6	27	15	58	411
8:30 AM	6	61	9	35	100	4	1	0	4	25	11	46	302
8:45 AM	5	49	8	41	121	6	2	4	3	26	12	39	316
VOLUMES	49	505	50	456	1,032	56	13	46	37	217	94	353	2,909
APPROACH %	8%	84%	8%	30%	67%	4%	14%	48%	39%	33%	14%	53%	
APP/DEPART	604	/	872	1,545	/	1,286	96	/	552	664	/	199	0
BEGIN PEAK HR	27	266	25	301	582	31	7	34	23	123	54	209	1,682
VOLUMES	27	266	25	301	582	31	7	34	23	123	54	209	1,682
APPROACH %	8%	84%	8%	33%	64%	3%	11%	53%	36%	32%	14%	54%	
PEAK HR FACTOR		0.874			0.859			0.800			0.748		0.885
APP/DEPART	318	/	482	914	/	728	64	/	360	386	/	112	0
4:00 PM	4	118	41	54	86	2	11	25	4	23	7	80	455
4:15 PM	2	131	25	72	107	1	2	10	9	18	3	45	425
4:30 PM	2	160	23	67	111	2	9	18	13	9	1	46	461
4:45 PM	2	172	42	68	102	1	5	10	3	13	3	49	470
5:00 PM	4	207	39	64	138	1	3	14	10	11	3	46	540
5:15 PM	2	190	31	83	117	3	6	12	6	14	4	44	512
5:30 PM	3	182	24	46	101	0	2	12	3	9	4	50	436
5:45 PM	0	201	21	58	97	1	3	12	6	9	5	54	467
VOLUMES	19	1,361	246	512	859	11	41	113	54	106	30	414	3,768
APPROACH %	1%	84%	15%	37%	62%	1%	20%	54%	26%	19%	5%	75%	
APP/DEPART	1,626	/	1,818	1,384	/	1,019	208	/	871	550	/	60	0
BEGIN PEAK HR	10	729	135	282	468	7	23	54	32	47	11	185	1,984
VOLUMES	10	729	135	282	468	7	23	54	32	47	11	185	1,984
APPROACH %	1%	83%	15%	37%	62%	1%	21%	50%	29%	19%	5%	76%	
PEAK HR FACTOR		0.874			0.933			0.681			0.935		0.919
APP/DEPART	874	/	938	758	/	547	109	/	471	243	/	28	0



U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1

RTOR			
NRR	SRR	ERR	WRR
0	2	0	12
2	1	3	18
3	1	5	23
0	2	1	17
1	1	3	40
3	1	3	33
4	2	2	19
4	2	2	17
17	12	19	179

0	0	0	0
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7	5	12	113
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0	0	0	0	0	0
0	1	0	0	0	0
0	1	0	0	1	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	1	0	0	1	
0	0	0	0	0	0
0	2	0	0	2	

11	0	4	44
10	0	6	26
5	0	6	21
15	1	1	23
11	1	3	20
4	2	5	20
7	0	1	27
12	1	3	30
75	5	29	211

0	1	0	0
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35	4	15	84
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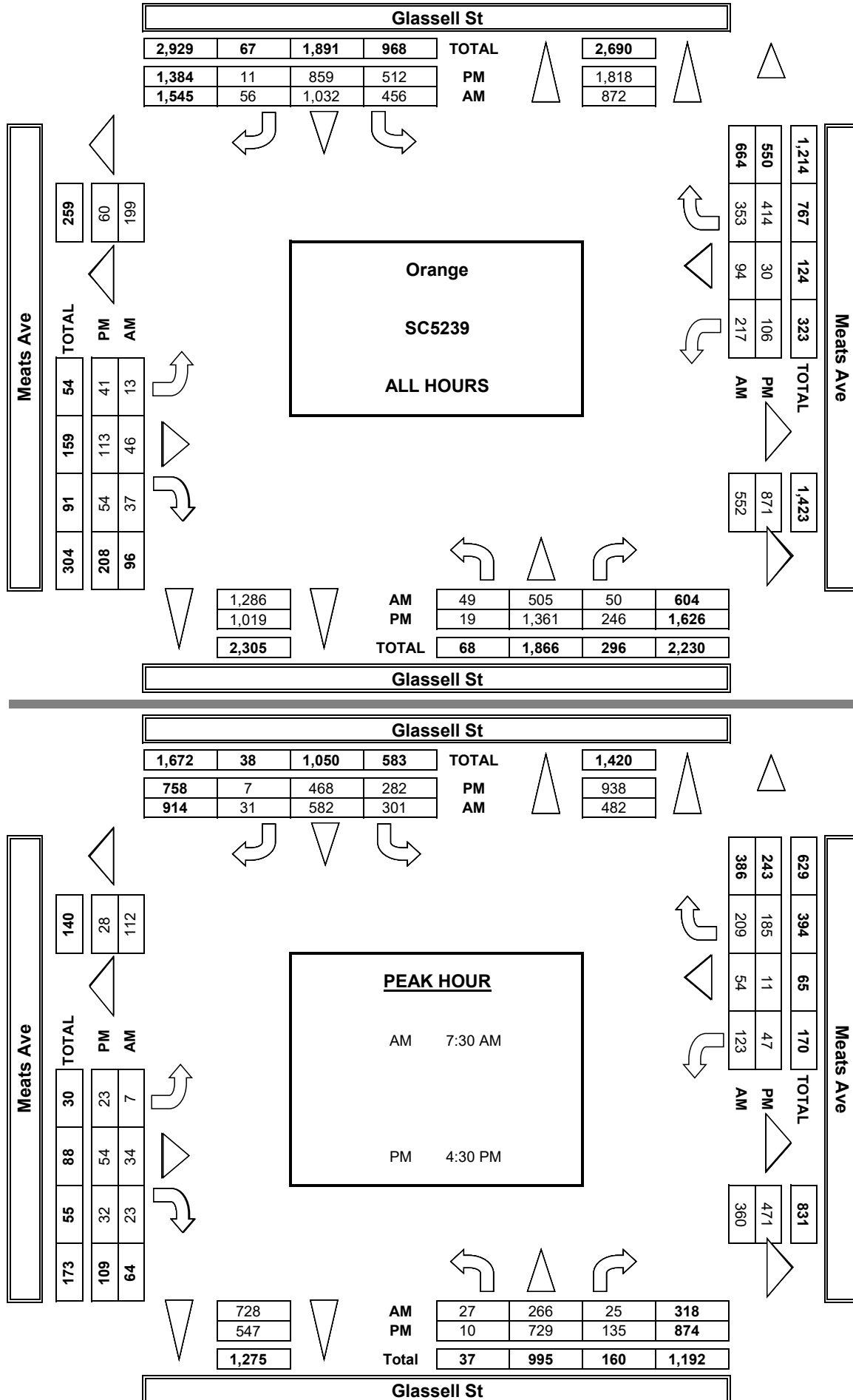
		ALL PED + BIKE & SCOOTER				
		E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	0	0	1	0	1
	7:15 AM	1	0	0	0	1
	7:30 AM	1	1	1	0	3
	7:45 AM	0	1	0	1	2
	8:00 AM	0	1	0	0	1
	8:15 AM	0	0	0	0	0
	8:30 AM	0	2	0	0	2
	8:45 AM	0	3	2	0	5
	TOTAL	2	8	4	1	15
	4:00 PM	0	3	1	1	5
PM	4:15 PM	0	1	1	0	2
	4:30 PM	0	1	0	0	1
	4:45 PM	0	0	0	0	0
	5:00 PM	1	2	0	0	3
	5:15 PM	1	3	0	0	4
	5:30 PM	1	0	0	0	1
	5:45 PM	0	2	0	1	3
	TOTAL	3	12	2	2	19

ALL PED + BIKE & SCOOTER				
E LEG	W LEG	S LEG	N LEG	TOTAL
0	0	1	0	1
1	0	0	0	1
1	1	1	0	3
0	1	0	1	2
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2
0	3	2	0	5
2	8	4	1	15
0	3	1	1	5
0	1	1	0	2
0	1	0	0	1
0	0	0	0	0
1	2	0	0	3
1	3	0	0	4
1	0	0	0	1
0	2	0	1	3
3	12	2	2	19

PEDESTRIAN CROSSINGS				
E LEG	W LEG	S LEG	N LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	3	2	0	5
1	6	2	0	9
0	0	0	0	0
0	0	1	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	1	0	0	1
1	2	1	0	4

BICYCLE & SCOOTER CROSSINGS				
EL	WL	SL	NL	TOTAL
0	0	1	0	1
1	0	0	0	1
0	0	1	0	1
0	1	0	1	2
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	2	2	1	6
0	3	1	1	5
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	2	0	0	3
1	3	0	0	4
0	0	0	0	0
0	1	0	1	2
2	10	1	2	15

AimTD LLC
TURNING MOVEMENT COUNTS



PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC5239
LOCATION #: 3
CONTROL: SIGNAL

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

U-TURNS				
NB	SB	EB	WB	TTL

0	1	0	0	0
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Glassell St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Meats Ave	PROJECT #: SC5239 LOCATION #: 3 CONTROL: SIGNAL
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CLASS 1:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
PASSENGER VEHICLES				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Glassell St			Glassell St			Meats Ave			Meats Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

AM	7:00 AM	3	48	0	30	91	9	0	3	1	20	10	28	243
	7:15 AM	6	52	2	45	93	5	1	0	1	19	6	27	257
	7:30 AM	7	49	5	46	118	4	2	4	5	21	6	34	301
	7:45 AM	10	48	3	87	143	8	0	8	0	33	14	42	396
	8:00 AM	5	69	7	89	121	7	0	7	4	34	18	71	432
	8:15 AM	4	54	4	69	112	8	0	8	4	23	15	55	356
	8:30 AM	4	50	7	34	83	3	1	0	3	22	10	45	262
	8:45 AM	4	38	5	40	98	5	1	3	2	25	11	36	268
	VOLUMES	43	408	33	440	859	49	5	33	20	197	90	338	2,516
	APPROACH %	9%	84%	7%	33%	64%	4%	9%	57%	34%	32%	14%	54%	
	APP/DEPART	484	/	752	1,349	/	1,076	58	/	506	625	/	182	0
	BEGIN PEAK HR	7:30 AM			291	494	27	2	27	13	111	53	202	1,485
	APPROACH %	10%	83%	7%	36%	61%	3%	5%	64%	31%	30%	14%	55%	
	PEAK HR FACTOR	0.818			0.853			0.875			0.744			0.859
PM	APP/DEPART	265	/	424	812	/	618	42	/	337	366	/	106	0
	4:00 PM	3	103	40	52	75	2	11	25	4	21	7	79	422
	4:15 PM	2	123	22	70	93	0	2	9	7	18	3	45	394
	4:30 PM	1	152	20	66	101	2	8	18	10	9	1	44	432
	4:45 PM	1	158	42	65	98	1	5	10	3	12	3	47	445
	5:00 PM	1	195	39	61	127	1	3	13	9	11	3	43	506
	5:15 PM	2	185	30	80	114	2	6	11	6	14	4	43	497
	5:30 PM	3	166	22	46	94	0	1	12	2	9	3	44	402
	5:45 PM	0	194	21	58	90	1	2	12	6	8	4	52	448
	VOLUMES	13	1,276	236	498	792	9	38	110	47	102	28	397	3,548
	APPROACH %	1%	84%	15%	38%	61%	1%	19%	56%	24%	19%	5%	75%	
	APP/DEPART	1,525	/	1,713	1,301	/	941	195	/	844	527	/	50	0
	BEGIN PEAK HR	4:30 PM			272	440	6	22	52	28	46	11	177	1,881
	APPROACH %	1%	84%	16%	38%	61%	1%	22%	51%	27%	20%	5%	76%	
	PEAK HR FACTOR	0.879			0.917			0.708			0.944			0.929
	APP/DEPART	826	/	890	719	/	514	102	/	455	234	/	22	0

U-TURNS				
NB	SB	EB	WB	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1

RTOR			
NRR	SRR	ERR	WRR

0	2	0	11
1	0	1	16
2	1	3	23
0	2	0	17
1	1	3	37
3	1	1	30
3	1	2	19
3	2	2	16
13	10	12	169

0	0	0	0
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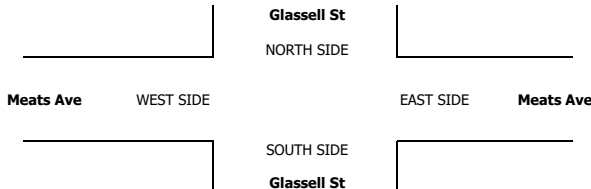
6	5	7	107
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0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2

11	0	4	44
10	0	5	26
5	0	5	21
15	1	1	23
11	1	2	19
4	1	5	20
6	0	1	24
12	1	3	30
74	4	26	207

0	1	0	0
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35	3	13	83
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Meats Ave	PROJECT #: LOCATION #: CONTROL:	SC5239 3 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Meats Ave			WESTBOUND Meats Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	1	0	1	1	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

AM	7:00 AM	1	18	0	0	20	0	0	0	3	1	1	1	45
	7:15 AM	1	5	5	2	19	1	0	4	2	1	0	1	41
	7:30 AM	0	8	3	2	21	0	0	4	3	1	0	0	42
	7:45 AM	0	5	0	1	22	1	0	0	2	5	1	0	37
	8:00 AM	0	5	2	3	19	0	0	0	0	1	0	2	32
	8:15 AM	1	13	0	2	16	0	0	0	1	3	0	1	37
	8:30 AM	2	4	1	1	14	1	0	0	0	2	1	1	27
	8:45 AM	1	6	3	0	16	0	1	1	1	0	1	3	33
	VOLUMES	6	64	14	11	147	3	1	9	12	14	4	9	294
	APPROACH %	7%	76%	17%	7%	91%	2%	5%	41%	55%	52%	15%	33%	
PM	APP/DEPART	84	/	74	161	/	173	22	/	34	27	/	13	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	1	31	5	8	78	1	0	4	6	10	1	3	148
	APPROACH %	3%	84%	14%	9%	90%	1%	0%	40%	60%	71%	7%	21%	
	PEAK HR FACTOR	0.661			0.906			0.357			0.583			0.881
	APP/DEPART	37	/	34	87	/	94	10	/	17	14	/	3	0
	4:00 PM	0	9	1	2	10	0	0	0	0	0	0	1	23
	4:15 PM	0	6	3	2	13	0	0	1	0	0	0	0	25
	4:30 PM	0	5	3	1	7	0	0	0	1	0	0	2	19
	4:45 PM	1	10	0	3	4	0	0	0	0	0	0	1	19
PM	5:00 PM	2	10	0	3	7	0	0	1	0	0	0	1	24
	5:15 PM	0	3	1	3	1	0	0	1	0	0	0	0	9
	5:30 PM	0	13	2	0	5	0	0	0	1	0	1	5	27
	5:45 PM	0	7	0	0	4	0	0	0	0	1	1	2	15
	VOLUMES	3	63	10	14	51	0	0	3	2	1	2	12	161
	APPROACH %	4%	83%	13%	22%	78%	0%	0%	60%	40%	7%	13%	80%	
	APP/DEPART	76	/	75	65	/	54	5	/	27	15	/	5	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	3	28	4	10	19	0	0	2	1	0	0	4	71
	APPROACH %	9%	80%	11%	34%	66%	0%	0%	67%	33%	0%	0%	100%	
	PEAK HR FACTOR	0.729			0.725			0.750			0.500			0.740
	APP/DEPART	35	/	32	29	/	20	3	/	16	4	/	3	0

0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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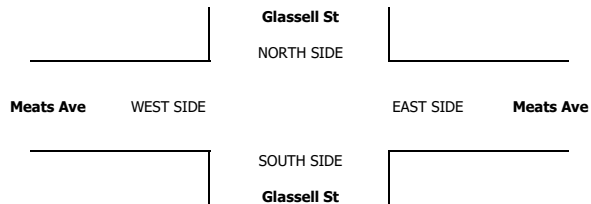
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1	0	1	3

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0	0	1	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Meats Ave	PROJECT #: SC5239 LOCATION #: 3 CONTROL: SIGNAL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	<div> <div> <div>ASL</div> <div>PM</div> <div>MD</div> <div>OTHER</div> </div> <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>▼</div> </div> <div> <div>N</div> <div>E ▶</div> </div> </div>
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	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Meats Ave			WESTBOUND Meats Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	4	
	7:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	
	7:30 AM	0	2	0	0	1	0	1	0	1	0	0	0	5	
	7:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	
	8:00 AM	0	1	0	0	1	0	0	0	0	1	0	1	4	
	8:15 AM	0	1	0	1	1	0	0	2	1	0	0	1	7	
	8:30 AM	0	1	1	0	1	0	0	0	0	1	0	0	4	
	8:45 AM	0	1	0	1	0	0	0	0	0	1	0	0	3	
	VOLUMES	0	8	1	3	6	0	1	4	2	4	0	2		31
	APPROACH %	0%	89%	11%	33%	67%	0%	14%	57%	29%	67%	0%	33%		
APP/DEPART	9	/	11	9	/	12	7	/	8	6	/	0		0	
BEGIN PEAK HR	7:30 AM														
VOLUMES	0	5	0	1	3	0	1	3	2	1	0	2		18	
APPROACH %	0%	100%	0%	25%	75%	0%	17%	50%	33%	33%	0%	67%			
PEAK HR FACTOR	0.625			0.500			0.500			0.375				0.643	
APP/DEPART	5	/	8	4	/	6	6	/	4	3	/	0		0	
PM	4:00 PM	1	0	0	0	1	0	0	0	0	2	0	0	4	
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	
	4:30 PM	0	1	0	0	1	0	0	0	1	0	0	0	3	
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:00 PM	1	0	0	0	2	0	0	0	1	0	0	1	5	
	5:15 PM	0	2	0	0	1	1	0	0	0	0	0	1	5	
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	3	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	2	6	0	0	7	1	0	0	2	2	0	3		23
	APPROACH %	25%	75%	0%	0%	88%	13%	0%	0%	100%	40%	0%	60%		
	APP/DEPART	8	/	9	8	/	11	2	/	0	5	/	3		0
	BEGIN PEAK HR	4:30 PM													
	VOLUMES	1	4	0	0	4	1	0	0	2	0	0	2		14
	APPROACH %	20%	80%	0%	0%	80%	20%	0%	0%	100%	0%	0%	100%		
PEAK HR FACTOR	0.625			0.625			0.500			0.500				0.700	
APP/DEPART	5	/	6	5	/	6	2	/	0	2	/	2		0	

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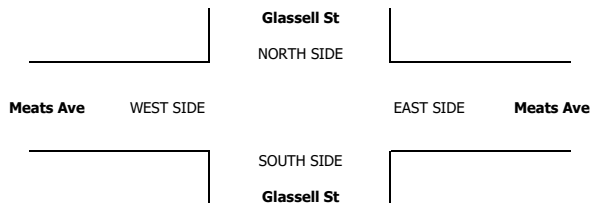
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0	0	0	0
0	0	0	0

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0	1	1	1
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Meats Ave	PROJECT #: LOCATION #: CONTROL:	SC5239 3 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	ASH PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
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	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Meats Ave			WESTBOUND Meats Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	1	3
	7:15 AM	0	3	1	1	1	0	2	0	0	1	0	9
	7:30 AM	0	1	1	0	2	0	0	0	0	0	0	4
	7:45 AM	0	1	0	0	2	2	0	0	2	0	0	7
	8:00 AM	0	1	0	0	0	0	3	0	0	0	1	5
	8:15 AM	0	4	0	1	2	1	1	0	0	0	1	10
	8:30 AM	0	6	0	0	2	0	0	0	1	0	0	9
	8:45 AM	0	3	0	0	5	1	0	0	0	0	0	9
	VOLUMES	0	20	2	2	15	4	6	0	3	1	0	56
	APPROACH %	0%	91%	9%	10%	71%	19%	67%	0%	33%	25%	0%	75%
PM	APP/DEPART	22	/	29	21	/	19	9	/	4	4	/	4
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	7	1	1	6	3	4	0	2	0	0	26
	APPROACH %	0%	88%	13%	10%	60%	30%	67%	0%	33%	0%	0%	100%
	PEAK HR FACTOR	0.500											
	APP/DEPART	8	/	13	10	/	8	6	/	2	2	/	3
	4:00 PM	0	5	0	0	0	0	0	0	0	0	0	5
	4:15 PM	0	0	0	0	0	1	0	0	2	0	0	3
	4:30 PM	1	1	0	0	1	0	1	0	1	0	0	5
	4:45 PM	0	3	0	0	0	0	0	0	0	0	0	3
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	1	0	0	0	0	3
	5:45 PM	0	0	0	0	3	0	1	0	0	0	0	4
	VOLUMES	1	12	0	0	7	1	3	0	3	0	0	27
	APPROACH %	8%	92%	0%	0%	88%	13%	50%	0%	50%	0%	0%	0%
	APP/DEPART	13	/	15	8	/	10	6	/	0	0	/	2
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	1	6	0	0	3	0	1	0	1	0	0	12
	APPROACH %	14%	86%	0%	0%	100%	0%	50%	0%	50%	0%	0%	0%
	PEAK HR FACTOR	0.583											
	APP/DEPART	7	/	7	3	/	4	2	/	0	0	/	1

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0	0	1	0

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	Glassell St	
	NORTH SIDE	
Meats Ave	WEST SIDE	EAST SIDE
	SOUTH SIDE	
	Glassell St	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Meats Ave	PROJECT #: SC5239 LOCATION #: 3 CONTROL: SIGNAL
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CLASS 5:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
RV				

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Meats Ave			WESTBOUND Meats Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	1
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%
PM	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0

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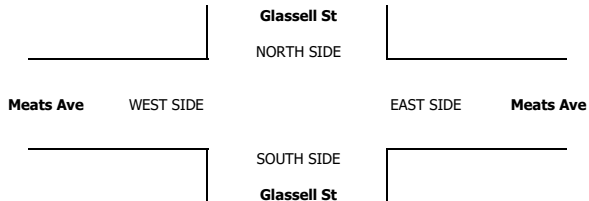
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0	0	0	0
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PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #:	SC5239
LOCATION #:	3
CONTROL:	SIGNAL

SC5239
3
SIGNAL

AM			
PM			
MD	W		E
OTHER		N	
OTHER		S	

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0

A vertical number line with four tick marks, each labeled with the digit 0.

[illegible]

0	0	0	0
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Meats Ave

1

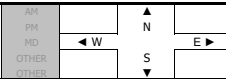
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SCS239
LOCATION #: 4
CONTROL: SIGNALDATE:
Tue, Mar 18, 25LOCATION:
NORTH & SOUTH:
EAST & WEST:Orange
Glassell St
Taft Ave

NOTES:

Minor Construction 8.30-9.00 AM



	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Taft Ave			WESTBOUND Taft Ave			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	2	1	1	2	0	1	2	1	
AM													
7:00 AM	19	85	12	3	103	41	18	39	17	3	65	14	419
7:15 AM	24	77	17	5	176	40	26	52	14	6	74	14	525
7:30 AM	29	86	16	15	175	47	38	67	15	21	85	5	599
7:45 AM	20	120	32	18	205	64	36	102	11	20	92	16	736
8:00 AM	26	102	15	14	168	64	17	78	15	26	109	30	664
8:15 AM	26	96	21	17	154	47	32	75	16	20	86	11	601
8:30 AM	24	94	15	10	156	38	28	69	19	1	74	8	536
8:45 AM	22	97	10	11	148	50	36	46	34	1	72	18	545
VOLUMES	190	757	138	93	1,285	391	231	528	141	98	657	116	4,627
APPROACH %	18%	70%	13%	5%	73%	22%	26%	59%	16%	11%	75%	13%	
APP/DEPART	1,085	/	1,105	1,770	/	1,524	901	/	759	871	/	1,239	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	101	404	84	64	702	222	123	322	57	87	372	62	2,600
APPROACH %	17%	69%	14%	6%	71%	22%	25%	64%	11%	17%	71%	12%	
PEAK HR FACTOR		0.856			0.861			0.842			0.789		0.883
APP/DEPART	589	/	589	988	/	846	502	/	470	521	/	695	0
PM													
4:00 PM	21	289	28	14	163	50	64	136	20	11	77	25	898
4:15 PM	24	241	24	15	154	43	49	100	18	14	92	27	801
4:30 PM	14	251	17	14	158	45	61	135	23	12	71	24	825
4:45 PM	20	276	23	11	180	29	58	137	21	12	67	31	865
5:00 PM	21	340	20	21	183	41	58	137	22	13	59	27	942
5:15 PM	21	346	17	11	146	24	61	163	7	13	88	38	935
5:30 PM	10	350	19	11	114	28	70	144	25	8	93	63	935
5:45 PM	26	294	20	15	159	25	58	138	18	10	78	57	898
VOLUMES	157	2,387	168	112	1,257	285	479	1,090	154	93	625	292	7,101
APPROACH %	6%	88%	6%	7%	76%	17%	28%	63%	9%	10%	62%	29%	
APP/DEPART	2,713	/	3,159	1,655	/	1,505	1,723	/	1,370	1,010	/	1,067	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	78	1,330	76	58	602	118	247	582	72	44	318	185	3,712
APPROACH %	5%	90%	5%	7%	77%	15%	27%	65%	8%	8%	58%	34%	
PEAK HR FACTOR		0.964			0.792			0.942			0.834		0.984
APP/DEPART	1,485	/	1,763	779	/	719	901	/	716	547	/	514	0

Glassell St

NORTH LEG

Taft Ave

WEST LEG

EAST LEG

Taft Ave

SOUTH LEG

Glassell St

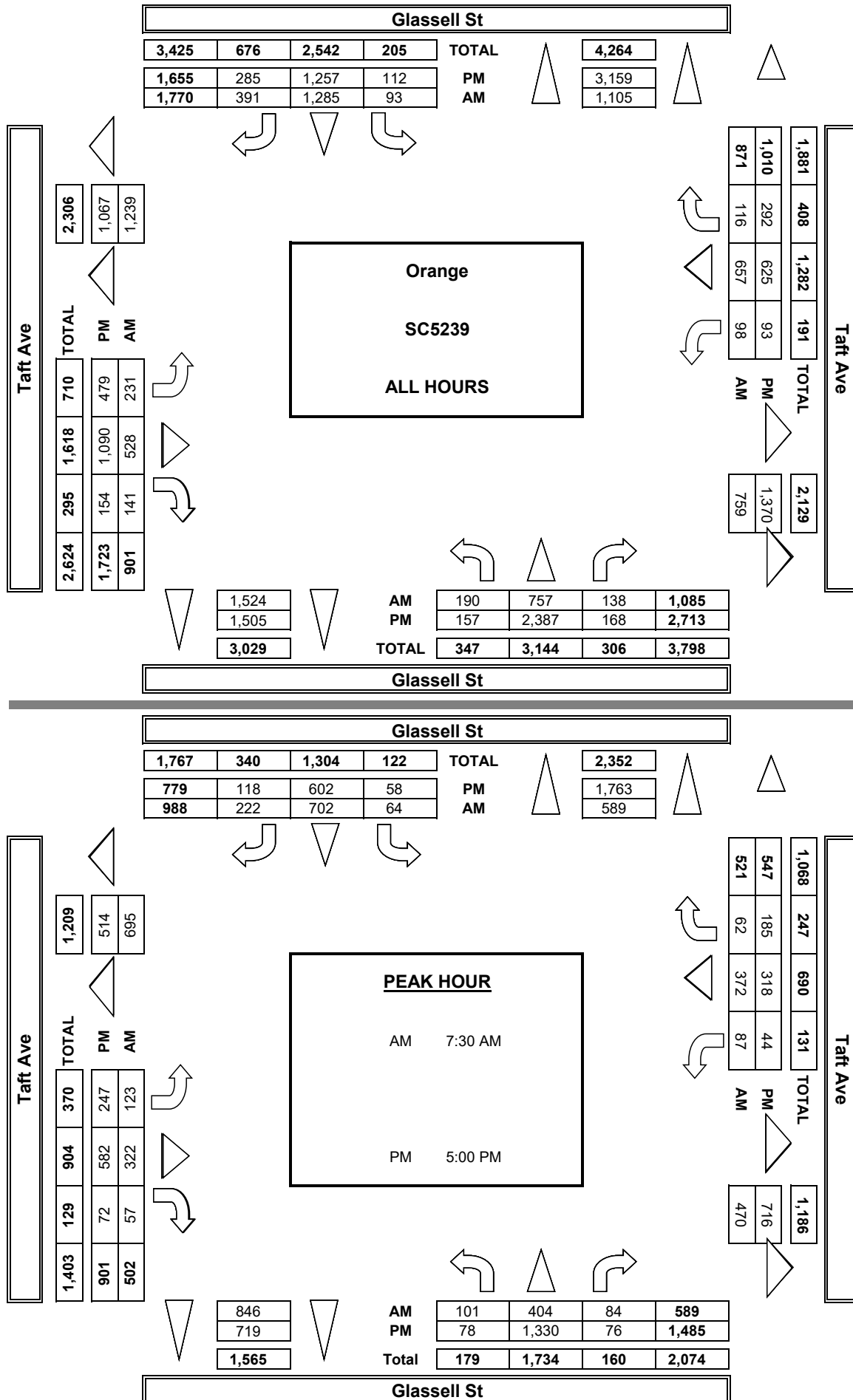
AM	
7:00 AM	
7:15 AM	
7:30 AM	
7:45 AM	
8:00 AM	
8:15 AM	
8:30 AM	
8:45 AM	
TOTAL	
PM	
4:00 PM	
4:15 PM	
4:30 PM	
4:45 PM	
5:00 PM	
5:15 PM	
5:30 PM	
5:45 PM	
TOTAL	

ALL PED + BIKE & SCOOTER				
E LEG	W LEG	S LEG	N LEG	TOTAL
1	2	2	0	5
2	2	1	0	5
3	3	1	3	10
3	1	0	0	4
3	0	2	0	5
1	1	1	2	5
1	0	2	1	4
0	2	3	0	5
14	11	12	6	43
8	3	1	1	13
3	1	1	0	5
4	2	1	0	7
1	0	2	1	4
0	3	5	1	9
0	0	1	0	1
5	2	0	1	8
1	1	4	0	6
22	12	15	4	53

PEDESTRIAN CROSSINGS				
E LEG	W LEG	S LEG	N LEG	TOTAL
1	1	2	0	4
1	2	1	0	4
3	3	1	2	9
3	1	0	0	4
3	0	2	0	5
1	1	0	1	3
1	0	2	0	3
0	2	1	0	3
13	10	9	3	35
8	0	1	0	9
3	0	1	0	4
4	0	1	0	5
1	0	1	0	2
0	0	3	0	3
0	0	0	0	0
5	1	0	1	7
0	1	2	0	3
21	2	9	1	33

BICYCLE & SCOOTER CROSSINGS				
EL	WL	SL	NL	TOTAL
0	1	0	0	1
1	0	0	0	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	0	1	1
0	0	2	0	2
1	1	3	3	8
0	3	0	1	4
0	1	0	0	1
0	2	0	0	2
0	0	1	1	2
0	3	2	1	6
0	0	1	0	1
0	1	0	0	1
1	0	2	0	3
1	10	6	3	20

AimTD LLC
TURNING MOVEMENT COUNTS



DATE:	TUESDAY
LOCATION:	EAST & WEST:
	NORTH & SOUTH:
	Orange
	Glasseil St
	Taft Ave
PROJECT #:	CONTROL:
LOCATION #:	
SC5239	4
	SIGNAL

[illegible]

PM	APP/DEPART										APP/DEPART										APP/DEPART																		
	VOLUMES										APPROACH %										APPROACH %										APPROACH %								
5:45 PM	27	11	302	2,487	172	3,290	1,712	1,171	7%	28%	1,306	292	1,572	17%	28%	1,124	170	9%	97	652	304	7,383																	
5:30 PM	27	11	360	360	20	20	15	15	165	25	65	73	142	147	28	18	10	9	96	96	59	928																	
5:15 PM	27	22	364	364	18	20	12	12	148	25	63	166	147	7	14	14	90	39	96	96	59	928																	
5:00 PM	27	22	350	350	20	20	42	42	192	59	59	24	147	24	24	14	63	28	97	97	652	304	7,383																
4:45 PM	27	22	286	286	23	23	12	12	190	29	61	145	145	25	25	12	12	34	95	95	905	928																	
4:30 PM	27	15	264	264	17	17	14	14	164	47	63	140	140	25	25	12	12	75	25	25	25	25	25																
4:15 PM	28	28	252	252	25	25	16	16	162	45	52	103	103	21	21	14	100	29	26	26	26	26	26																
4:00 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
3:45 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
3:30 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
3:15 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
3:00 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
2:45 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
2:30 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
2:15 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
2:00 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
1:45 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
1:30 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
1:15 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
1:00 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
12:45 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
12:30 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
12:15 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
12:00 PM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
11:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
11:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
11:15 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
11:00 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
10:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
10:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
10:15 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
10:00 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
9:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
9:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
9:15 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
9:00 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
8:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
8:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
8:15 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
8:00 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
7:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
7:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
7:15 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
7:00 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
6:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
6:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
6:15 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
6:00 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
5:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
5:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
5:15 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
5:00 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
4:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
4:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
4:15 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
4:00 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
3:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
3:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
3:15 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
3:00 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
2:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
2:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
2:15 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
2:00 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
1:45 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
1:30 AM	24	24	311	311	30	30	14	14	172	52	65	141	141	22	22	12	80	948	948	948	948	948	948																
1:15 AM	24	24																																					

The diagram shows a rectangular site divided into four equal quadrants by a horizontal line and a vertical line. The quadrants are labeled as follows:

- Top-Left Quadrant:** Labeled "NORTH SIDE" on the left and "Taft Ave" on the right.
- Top-Right Quadrant:** Labeled "NORTH SIDE" on the left and "Glassell St" on the right.
- Bottom-Left Quadrant:** Labeled "SOUTH SIDE" on the left and "Taft Ave" on the right.
- Bottom-Right Quadrant:** Labeled "SOUTH SIDE" on the left and "Glassell St" on the right.

Taft Ave WEST SIDE EAST SIDE **Taft Ave**

Glassell St
SOUTH SIDE

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/18/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Taft Ave	PROJECT #: LOCATION #: CONTROL:	SC5239 4 SIGNAL
CLASS 1: PASSENGER VEHICLES	NOTES:		AM PM MD OTHER OTHER	<div> <div>▲</div> <div>◀ W</div> <div>▼</div> </div> <div> <div>N</div> <div>E ▶</div> <div>S</div> </div>

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Glassell St			Glassell St			Taft Ave			Taft Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	1	2	1	1	2	0	1	2	1	

AM	7:00 AM	14	74	9	3	85	31	14	25	13	1	57	10	336
	7:15 AM	19	67	13	4	151	35	23	40	9	4	70	12	447
	7:30 AM	25	73	12	14	152	40	31	51	13	19	73	3	506
	7:45 AM	14	105	30	17	179	55	32	94	7	20	87	15	655
	8:00 AM	23	90	12	13	144	57	13	60	11	24	96	29	572
	8:15 AM	20	85	16	13	139	45	27	60	13	18	76	9	521
	8:30 AM	19	82	12	8	136	34	18	57	12	1	61	7	447
	8:45 AM	17	76	8	10	124	44	31	40	29	1	64	14	458
	VOLUMES	151	652	112	82	1,110	341	189	427	107	88	584	99	3,944
	APPROACH %	17%	71%	12%	5%	72%	22%	26%	59%	15%	11%	76%	13%	
	APP/DEPART	915	/	941	1,534	/	1,305	724	/	621	771	/	1,077	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	82	353	70	57	614	197	103	265	44	81	332	56	2,254
	APPROACH %	16%	70%	14%	7%	71%	23%	25%	64%	11%	17%	71%	12%	
	PEAK HR FACTOR	0.847			0.865			0.774			0.787			0.860
	APP/DEPART	505	/	512	868	/	739	412	/	392	469	/	611	0
	4:00 PM	15	252	27	14	149	47	62	129	19	9	72	23	818
	4:15 PM	20	226	23	14	143	40	44	95	15	14	85	23	742
	4:30 PM	13	234	17	14	147	42	57	127	19	12	64	22	768
	4:45 PM	17	261	23	10	167	29	55	126	19	12	65	26	810
	5:00 PM	20	325	20	21	172	39	57	130	18	11	54	25	892
	5:15 PM	20	323	16	9	143	23	57	159	7	12	85	37	891
	5:30 PM	9	338	18	11	112	27	68	139	21	7	88	60	898
	5:45 PM	25	284	20	15	149	25	51	133	18	10	73	53	856
	VOLUMES	139	2,243	164	108	1,182	272	451	1,038	136	87	586	269	6,677
	APPROACH %	5%	88%	6%	7%	76%	17%	28%	64%	8%	9%	62%	29%	
	APP/DEPART	2,547	/	2,964	1,563	/	1,406	1,625	/	1,310	942	/	997	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	74	1,270	74	56	576	114	233	561	64	40	300	175	3,539
	APPROACH %	5%	89%	5%	7%	77%	15%	27%	65%	7%	8%	58%	34%	
	PEAK HR FACTOR	0.972			0.802			0.941			0.831			0.985
	APP/DEPART	1,419	/	1,679	747	/	681	858	/	691	515	/	488	0

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	1	1	0	2

4	0	0	6
5	0	0	10
4	2	0	1
8	0	0	10
4	0	0	9
3	7	1	6
5	6	0	2
1	1	0	2
34	16	1	46

0	0	0	0
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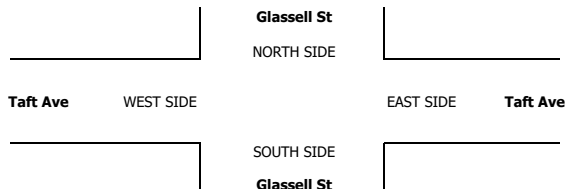
19	9	1	26
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2

1	1	0	7
6	0	0	13
4	0	0	7
6	0	0	15
4	0	0	8
3	0	0	20
2	0	0	17
2	0	0	17
28	1	0	104

1	1	0	0
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11	0	0	62
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PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◀ W		E ▶
VEHICLES/ TRUCKS		OTHER		S	
		OTHER		▼	

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

0	0	0	3
1	0	0	1
2	0	0	1
1	0	0	0
1	0	0	0
1	0	0	1
1	1	0	1
0	0	0	1
7	1	0	8

5	0	0	2
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0	0	0	2
0	0	0	2
0	0	0	1
0	0	0	3
0	0	0	1
0	0	0	1
0	0	0	3
0	0	0	0
0	0	0	13

0	0	0	5
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Glassell St

NORTH SIDE

Taft Ave WEST SIDE EAST SIDE **Taft Ave**

SOUTH SIDE

Glassell St

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

0	0	0	0
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NORTH SIDE

EAST SIDE Taft Ave

Glassell St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/18/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Taft Ave	PROJECT #: LOCATION #: CONTROL:	SC5239 4 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	ASH PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Taft Ave			WESTBOUND Taft Ave			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

AM	7:00 AM	0	1	0	0	4	4	0	3	1	0	2	0	15
	7:15 AM	0	1	0	0	6	1	0	0	0	0	0	0	8
	7:30 AM	0	2	0	0	1	0	1	2	0	0	1	0	7
	7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
	8:00 AM	2	1	0	0	5	0	2	1	0	0	2	1	14
	8:15 AM	0	1	0	0	2	0	2	1	2	0	1	0	9
	8:30 AM	0	2	0	0	0	2	1	0	1	0	1	0	7
	8:45 AM	0	4	0	0	3	0	0	1	0	0	0	0	8
	VOLUMES	2	13	0	0	21	8	6	8	4	0	7	1	70
	APPROACH %	13%	87%	0%	0%	72%	28%	33%	44%	22%	0%	88%	13%	
PM	APP/DEPART	15	/	20	29	/	25	18	/	8	8	/	17	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	2	5	0	0	8	1	5	4	2	0	4	1	32
	APPROACH %	29%	71%	0%	0%	89%	11%	45%	36%	18%	0%	80%	20%	
	PEAK HR FACTOR	0.583			0.450			0.550			0.417			0.571
	APP/DEPART	7	/	11	9	/	10	11	/	4	5	/	7	0
	4:00 PM	0	1	1	0	0	0	0	1	1	0	0	0	4
	4:15 PM	1	2	0	0	1	0	0	0	1	0	3	0	8
	4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	1	0	0	2	0	1	1	2	0	0	0	7
	5:00 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
	5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
	5:30 PM	0	2	0	0	0	0	1	0	0	0	0	0	3
	5:45 PM	0	1	0	0	0	0	2	1	0	0	0	0	4
	VOLUMES	1	13	1	0	4	0	4	4	4	0	3	0	34
	APPROACH %	7%	87%	7%	0%	100%	0%	33%	33%	33%	0%	100%	0%	
	APP/DEPART	15	/	17	4	/	8	12	/	5	3	/	4	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	0	7	0	0	1	0	3	2	0	0	0	0	13
	APPROACH %	0%	100%	0%	0%	100%	0%	60%	40%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.583			0.250			0.417			0.000			0.813
	APP/DEPART	7	/	10	1	/	1	5	/	2	0	/	0	0

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0	0	0	0	0
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	Glassell St	
	NORTH SIDE	
Taft Ave	WEST SIDE	EAST SIDE
	SOUTH SIDE	
	Glassell St	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/18/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Taft Ave	PROJECT #: SC5239 LOCATION #: 4 CONTROL: SIGNAL
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CLASS 5:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
RV				

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Taft Ave			WESTBOUND Taft Ave			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PM	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	0
	APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	1
PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	1	0	1	1	0	0	0	0	0	0	0	0
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
PM	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	0	0	1	0	1	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0
	APP/DEPART	1	0	1	1	0	0	0	0	0	0	0	0
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	0	0	1	0	1	0	0	0	0	0	0

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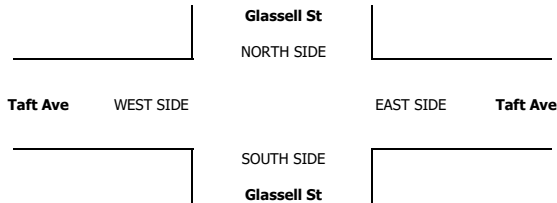
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PREPARED BY: AimTD LLC, tel: 714 253 7888 cs@aimtd.com

PREPARED BY: AimTD LLC, tel: 714 253 7888 cs@aimtd.com

PROJECT #:	SC5239
LOCATION #:	4
CONTROL:	SIGNAL

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

○	○	○	○	○	○	○	○
○	○	○	○	○	○	○	○
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NORTH SIDE

WEST SIDE

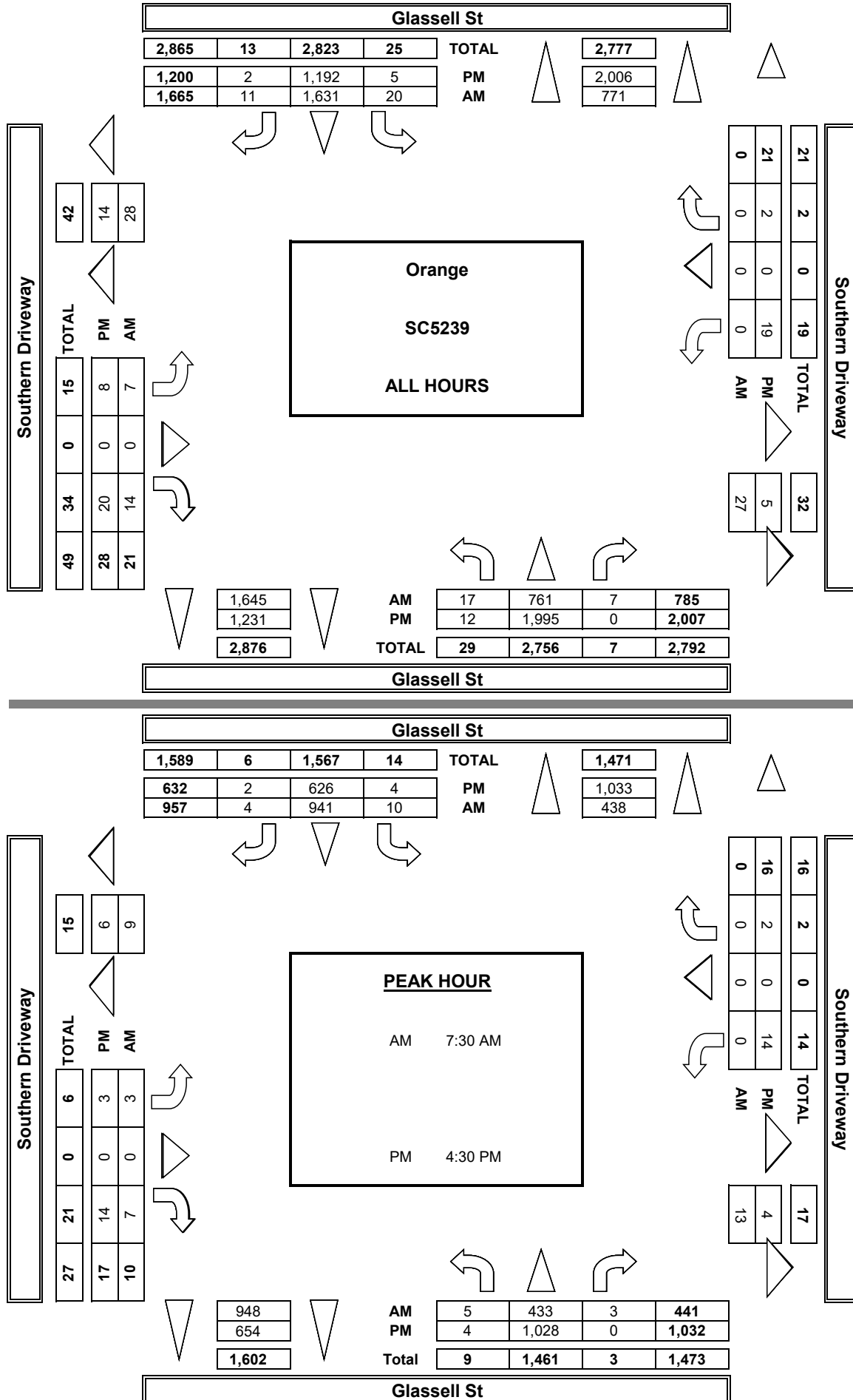
EAST SIDE

Taft Ave

SOUTH SIDE
Glassell St

SOUTH SIDE
Glassell St

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AlimTD LLC, tel: 714 253 7888 cs@alimtd.com

PROJECT #: SC5239
LOCATION #: 5
CONTROL: NO CONTROL

DATE: 3/25/25
TUESDAY

LOCATION: NORTH & SOUTH:
EAST & WEST:

Orange
Glassell St
Southern Driveway

NOTES:		PCE		Adjusted	
Class	Factor	1	1.5	1	1.5
AD		4	2	6	2
PM					
MD					
OTHER					
W					
N					
S					
E					

NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
SL	0	0	0	SL	0	0	0	EL	0	0	0	WL	0	0	0
NR	2	0	0	SR	0	0	0	ET	1	0	0	WT	1	0	0
LANES:				LANES:				LANES:				LANES:			
NB	0	0	0	SB	0	0	0	EB	0	0	0	WB	0	0	0
U-TURNS				U-TURNS				U-TURNS				U-TURNS			
TTL	0	0	0	TTL	0	0	0	TTL	0	0	0	TTL	0	0	0

AM												PM									
7:00 AM						3	94	1	3	206	4	4:00 PM						1	263	0	0
7:15 AM						2	104	0	1	206	2	4:15 PM						1	225	0	0
7:30 AM						1	101	0	0	225	0	4:30 PM						2	252	0	0
7:45 AM						1	106	0	1	307	0	5:00 PM						1	288	0	0
8:00 AM						1	150	2	4	244	4	5:15 PM						2	276	0	0
8:15 AM						3	134	0	2	237	1	5:30 PM						5	255	0	0
8:30 AM						4	109	1	1	176	0	5:45 PM						2	272	0	0
8:45 AM						6	92	2	5	178	1	VOLUMES						14	2,077	0	0
						21	888	7	20	1,777	12	APPROACH %						1%	98%	0%	0%
						916	97%	1%	1%	98%	1%	BEGIN PEAK HR						2,091	2,089	1,263	1,299
						500	495	1,027	1,021	13	13	APPROACH %						10%	99%	0%	0%
						6	491	3	10	1,012	5	VOLUMES						10	2,56	2	687
						32%	0%	0.828	0.828	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13	13	VOLUMES						19	1,256	2	687
						32%	0%	0.568	0.568	32%	0%	APPROACH %						16%	99%	0%	0%
						4	0	0	4	0	0	BEGIN PEAK HR						3	656	2	656
						0	0	0.568	0.568	0	0	APPROACH %						0%	99%	0%	0%
						13	13	1,021	1,021	13											

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Southern Driveway	PROJECT #: LOCATION #: CONTROL:	SC5239 5 NO CONTROL
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CLASS 1:	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
PASSENGER VEHICLES				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Glassell St			Glassell St			Southern Driveway			Southern Driveway			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	1	0	0	1	0	

AM	7:00 AM	0	54	1	3	172	4	1	0	0	0	0	235
	7:15 AM	2	60	0	1	155	2	1	0	1	0	0	222
	7:30 AM	1	68	0	1	187	0	0	0	2	0	0	259
	7:45 AM	1	79	1	3	262	0	0	0	1	0	0	347
	8:00 AM	1	119	2	4	205	2	1	0	0	0	0	334
	8:15 AM	1	98	0	2	200	1	0	0	1	0	0	303
	8:30 AM	2	75	1	1	130	0	0	0	2	0	0	211
	8:45 AM	3	62	2	5	140	1	0	0	0	0	0	213
	VOLUMES	11	615	7	20	1,451	10	3	0	7	0	0	2,127
	APPROACH %	2%	97%	1%	1%	98%	1%	30%	0%	70%	0%	0%	0%
APP/DEPART		633	/	621	1,484	/	1,458	10	/	27	0	/	21
PM	BEGIN PEAK HR	7:30 AM											
	VOLUMES	4	364	3	10	854	3	1	0	4	0	0	1,245
	APPROACH %	1%	98%	1%	1%	98%	0%	20%	0%	80%	0%	0%	0%
	PEAK HR FACTOR	0.760											
	APP/DEPART	371	/	367	869	/	858	5	/	13	0	/	7
	4:00 PM	1	226	0	0	123	0	1	0	0	2	0	353
	4:15 PM	1	210	0	1	134	0	1	0	2	1	0	350
	4:30 PM	0	235	0	1	125	0	1	0	5	1	0	368
	4:45 PM	0	222	0	2	156	0	0	0	1	1	0	383
	5:00 PM	1	262	0	1	128	2	1	0	3	9	0	408
	5:15 PM	2	264	0	0	175	0	1	0	1	2	0	445
	5:30 PM	2	213	0	0	122	0	0	0	1	1	0	339
	5:45 PM	2	258	0	0	139	0	0	0	1	0	0	400
	VOLUMES	9	1,890	0	5	1,102	2	5	0	14	17	0	3,047
	APPROACH %	0%	100%	0%	0%	99%	0%	26%	0%	74%	89%	0%	11%
	APP/DEPART	1,899	/	1,898	1,110	/	1,133	19	/	5	19	/	11
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	3	983	0	4	584	2	3	0	10	13	0	1,604
	APPROACH %	0%	100%	0%	1%	99%	0%	23%	0%	77%	87%	0%	13%
	PEAK HR FACTOR	0.927											
APP/DEPART		986	/	988	590	/	607	13	/	4	15	/	5

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
0	3	0	0	3

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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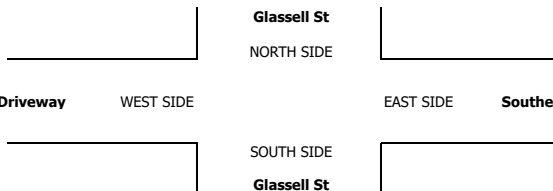
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0	1	0	0	1

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0	0	0	0

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Southern Driveway	PROJECT #: LOCATION #: CONTROL:	SC5239 5 NO CONTROL
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:		<div> <div> <div>ASH</div> <div>PM</div> <div>MD</div> <div>OTHER</div> </div> <div> <div>▲</div> <div>N</div> <div>◀</div> <div>W</div> <div>▶</div> <div>E</div> <div>▼</div> <div>S</div> </div> </div>	

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Southern Driveway			WESTBOUND Southern Driveway			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

AM	7:00 AM	2	15	0	0	20	0	0	0	0	0	0	37
	7:15 AM	0	15	0	0	21	0	0	0	1	0	0	37
	7:30 AM	0	8	0	0	19	0	0	0	0	0	0	27
	7:45 AM	0	12	0	0	18	0	0	0	0	0	0	30
	8:00 AM	0	5	0	0	14	1	1	0	1	0	0	22
	8:15 AM	0	16	0	0	15	0	1	0	2	0	0	34
	8:30 AM	1	9	0	0	17	0	0	0	0	0	0	27
	8:45 AM	2	10	0	0	10	0	1	0	3	0	0	26
	VOLUMES	5	90	0	0	134	1	3	0	7	0	0	240
	APPROACH %	5%	95%	0%	0%	99%	1%	30%	0%	70%	0%	0%	0%
APP/DEPART	95	/	93	135	/	141	10	/	0	0	/	6	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	41	0	0	66	1	2	0	3	0	0	0	113
APPROACH %	0%	100%	0%	0%	99%	1%	40%	0%	60%	0%	0%	0%	
PEAK HR FACTOR	0.641			0.882			0.417			0.000			0.831
APP/DEPART	41	/	43	67	/	69	5	/	0	0	/	1	0
PM	4:00 PM	0	11	0	0	17	0	1	0	0	1	0	30
	4:15 PM	0	6	0	0	13	0	2	0	0	0	0	21
	4:30 PM	1	6	0	0	8	0	0	0	2	0	0	17
	4:45 PM	0	11	0	0	7	0	0	0	0	1	0	19
	5:00 PM	0	9	0	0	10	0	0	0	0	0	0	19
	5:15 PM	0	5	0	0	5	0	0	0	2	0	0	12
	5:30 PM	2	21	0	0	6	0	0	0	0	0	0	29
	5:45 PM	0	7	0	0	2	0	0	0	2	0	0	11
	VOLUMES	3	76	0	0	68	0	3	0	6	2	0	158
	APPROACH %	4%	96%	0%	0%	100%	0%	33%	0%	67%	100%	0%	0%
APP/DEPART	79	/	79	68	/	76	9	/	0	2	/	3	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	1	31	0	0	30	0	0	0	4	1	0	67	
APPROACH %	3%	97%	0%	0%	100%	0%	0%	0%	100%	100%	0%	0%	
PEAK HR FACTOR	0.727			0.750			0.500			0.250			0.882
APP/DEPART	32	/	31	30	/	35	4	/	0	1	/	1	0

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CLASS 3:	NOTES:	AM		▲	
3-AXLE		PM		N	
TRUCKS		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Glassell St			Glassell St			Southern Driveway			Southern Driveway			
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR X	SRR X	ERR X	WRR X

AM	7:00 AM	0	3	0	0	1	0	0	0	0	0	0	4	
	7:15 AM	0	2	0	0	1	0	0	0	0	0	0	3	
	7:30 AM	0	7	0	0	0	0	0	0	0	0	0	7	
	7:45 AM	0	3	0	0	0	0	0	0	0	0	0	3	
	8:00 AM	0	3	0	0	2	0	0	0	0	0	0	5	
	8:15 AM	1	3	0	0	1	0	0	0	0	0	0	5	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	
	8:45 AM	0	2	0	0	2	0	1	0	0	0	0	5	
	VOLUMES	1	24	0	0	8	0	1	0	0	0	0	0	34
	APPROACH %	4%	96%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
APP/DEPART	25		25	8		8	1		0	0		1	0	
BEGIN PEAK HR	7:30 AM			0	3	0	0	0	0	0	0	0	20	
VOLUMES	1	16	0	0	3	0	0	0	0	0	0	0		
APPROACH %	6%	94%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.607			0.375			0.000			0.000			0.714	
APP/DEPART	17		16	3		3	0		0	0		1	0	

[illegible][illegible]

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PM	4:00 PM	0	0	0	0	2	0	0	0	0	0	0	2
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	4
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	2
	5:00 PM	0	1	0	0	4	0	0	0	0	0	0	5
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	4
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	8	0	0	12	0	0	0	0	0	0	20
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	8	/	8	12	/	12	0	/	0	0	/	0
	BEGIN PEAK HR	4:30 PM											
VOLUMES	0	5	0	0	7	0	0	0	0	0	0	12	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.625			0.438			0.000			0.000			0.600
APP/DEPART	5	/	5	7	/	7	0	/	0	0	/	0	

[illegible][illegible]

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0	0	0	0
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NORTH SIDE

WEST SIDE

Southern Driveway

Glassell St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Southern Driveway	PROJECT #: LOCATION #: CONTROL:	SC5239 5 NO CONTROL
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		<div> <div> <div>ASH</div> <div>PM</div> <div>MD</div> <div>OTHER</div> </div> <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>▼</div> </div> <div> <div>N</div> <div>E ▶</div> </div> </div>	

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Southern Driveway			WESTBOUND Southern Driveway			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	3	0	0	0	0	0	0	0	0	0	3
	7:15 AM	0	5	0	0	5	0	0	0	0	0	0	10
	7:30 AM	0	1	0	0	3	0	0	0	0	0	0	4
	7:45 AM	0	1	0	0	6	0	0	0	0	0	0	7
	8:00 AM	0	5	0	0	4	0	0	0	0	0	0	9
	8:15 AM	0	2	0	0	4	0	0	0	0	0	0	6
	8:30 AM	0	6	0	0	6	0	0	0	0	0	0	12
	8:45 AM	0	3	0	0	5	0	0	0	0	0	0	8
	VOLUMES	0	26	0	0	33	0	0	0	0	0	0	59
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PM	4:00 PM	0	6	0	0	0	0	0	0	0	0	0	6
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:30 PM	0	2	0	0	1	0	0	0	0	0	0	3
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	2	0	0	1	0	0	0	0	0	0	3
	5:45 PM	0	1	0	0	3	0	0	0	0	0	0	4
	VOLUMES	0	15	0	0	8	0	0	0	0	0	0	23
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	7:30 AM	0	9	0	0	17	0	0	0	0	0	0	26
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.450			0.708		0.000		0.000				0.722
	APP/DEPART	9	/	9	17	/	17	0	/	0	0	/	0
	BEGIN PEAK HR												
	VOLUMES	0	6	0	0	3	0	0	0	0	0	0	9
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.750			0.375		0.000		0.000				0.563
	APP/DEPART	6	/	6	3	/	3	0	/	0	0	/	0
	BEGIN PEAK HR												

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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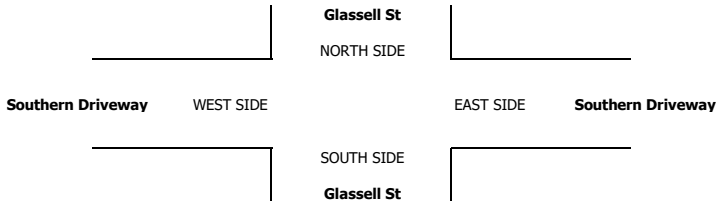
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PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Southern Driveway	PROJECT #: LOCATION #: CONTROL:	SC5239 5 NO CONTROL	
CLASS 5: RV	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Southern Driveway			WESTBOUND Southern Driveway			
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR X	SRR X	ERR X	WRR X

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0	0	0	
BEGIN PEAK HR	7:30 AM															
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000				0.000				0.000				0.000		0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0	
	BEGIN PEAK HR	4:30 PM														
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000				0.000				0.000				0.000		0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0	0	

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Glassell St

NORTH SIDE

Southern Driveway

WEST SIDE

EAST SIDE

Southern Driveway

SOUTH SIDE

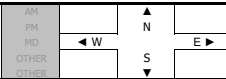
Glassell St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SCS239
LOCATION #: 6
CONTROL: NO CONTROLDATE:
Tue, Mar 25, 25LOCATION:
NORTH & SOUTH:
EAST & WEST:Orange
Glassell St
Northern Driveway

NOTES:



	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Northern Driveway			WESTBOUND Northern Driveway			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	76	1	0	201	0	1	0	0	0	0	1	280
7:15 AM	0	83	1	1	186	3	0	0	0	0	0	0	274
7:30 AM	0	86	0	1	210	2	0	0	0	0	0	1	300
7:45 AM	0	93	2	2	288	1	0	0	1	0	0	0	387
8:00 AM	1	133	1	0	233	1	0	0	0	0	0	0	369
8:15 AM	0	117	5	0	224	2	1	0	1	0	0	0	350
8:30 AM	0	87	5	1	155	4	0	0	0	1	0	1	254
8:45 AM	0	76	3	0	165	1	0	0	1	0	0	2	248
VOLUMES	1	751	18	5	1,662	14	2	0	3	1	0	5	2,463
APPROACH %	0%	98%	2%	0%	99%	1%	40%	0%	60%	17%	0%	83%	
APP/DEPART	770	/	759	1,682	/	1,666	5	/	23	6	/	15	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	1	429	8	3	955	6	1	0	2	0	0	1	1,407
APPROACH %	0%	98%	2%	0%	99%	1%	33%	0%	67%	0%	0%	100%	
PEAK HR FACTOR	0.811			0.826			0.375			0.250			0.907
APP/DEPART	438	/	432	965	/	957	3	/	11	1	/	7	0
4:00 PM	0	245	1	0	142	1	1	0	0	0	0	6	396
4:15 PM	0	218	2	0	146	0	1	0	5	0	0	2	374
4:30 PM	0	245	0	1	136	1	3	0	0	0	0	6	392
4:45 PM	0	237	1	0	166	0	0	0	0	0	0	6	410
5:00 PM	0	278	0	0	148	0	0	0	0	0	0	11	437
5:15 PM	0	272	0	0	182	0	0	0	1	0	0	6	461
5:30 PM	0	239	0	0	130	0	0	0	2	0	0	4	375
5:45 PM	0	266	0	0	147	0	2	0	0	0	0	2	417
VOLUMES	0	2,000	4	1	1,197	2	7	0	8	0	0	43	3,262
APPROACH %	0%	100%	0%	0%	100%	0%	47%	0%	53%	0%	0%	100%	
APP/DEPART	2,004	/	2,050	1,200	/	1,205	15	/	5	43	/	2	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	1,032	1	1	632	1	3	0	1	0	0	29	1,700
APPROACH %	0%	100%	0%	0%	100%	0%	75%	0%	25%	0%	0%	100%	
PEAK HR FACTOR	0.929			0.871			0.333			0.659			0.922
APP/DEPART	1,033	/	1,064	634	/	633	4	/	2	29	/	1	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

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Glassell St

NORTH LEG

Northern Driveway

WEST LEG

EAST LEG

Northern Driveway

SOUTH LEG

Glassell St

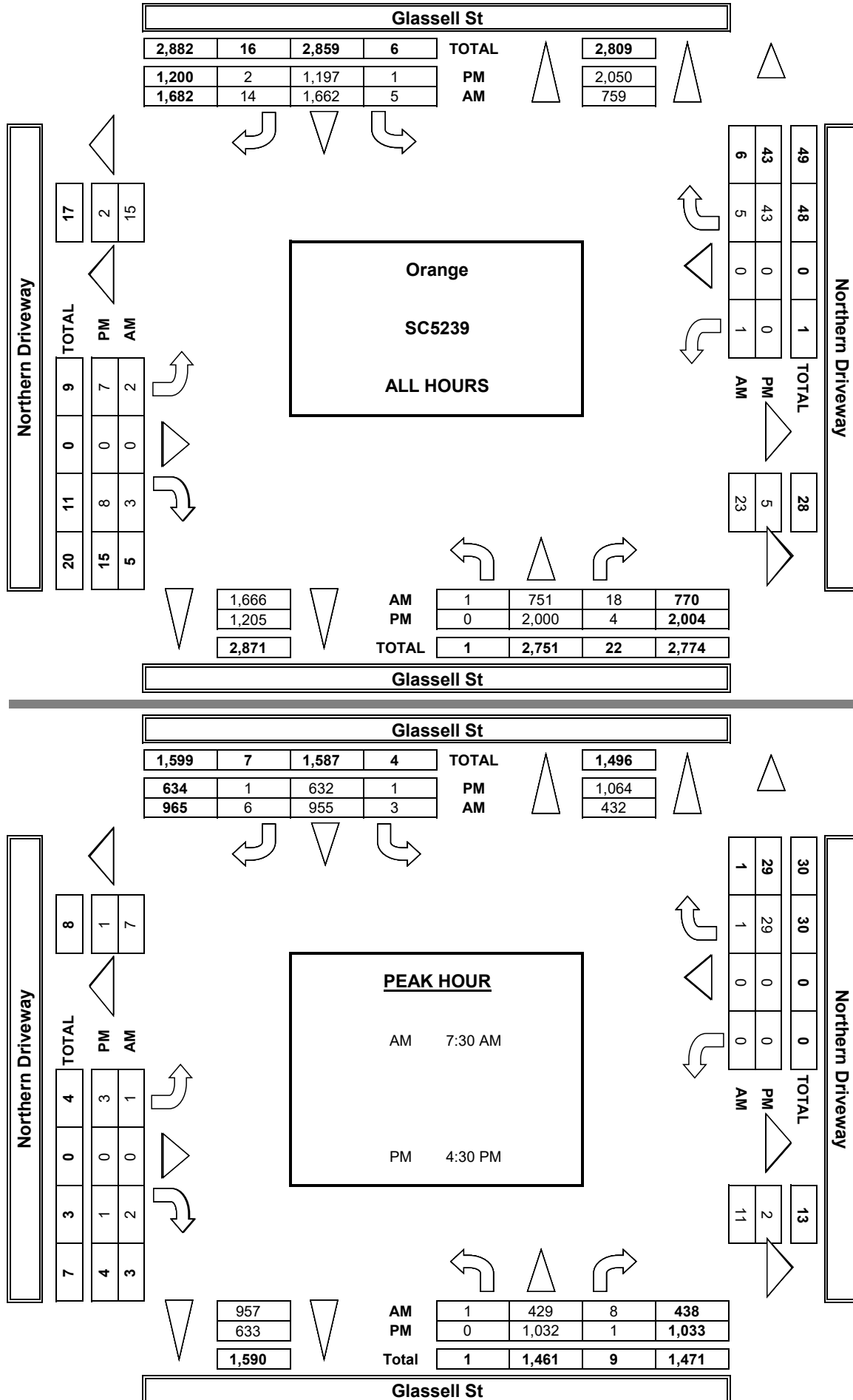
AM	
7:00 AM	
7:15 AM	
7:30 AM	
7:45 AM	
8:00 AM	
8:15 AM	
8:30 AM	
8:45 AM	
TOTAL	
PM	
4:00 PM	
4:15 PM	
4:30 PM	
4:45 PM	
5:00 PM	
5:15 PM	
5:30 PM	
5:45 PM	
TOTAL	

ALL PED + BIKE & SCOOTER				
E LEG	W LEG	S LEG	N LEG	TOTAL
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	5	0	0	6
1	1	0	0	2
3	1	0	0	4
0	2	0	0	2
6	9	0	0	15
2	1	0	0	3
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
1	2	0	0	3
1	2	0	0	3
0	0	0	0	0
1	1	0	0	2
7	6	0	0	13

PEDESTRIAN CROSSINGS				
E LEG	W LEG	S LEG	N LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	4	0	0	5
1	1	0	0	2
2	1	0	0	3
0	2	0	0	2
4	8	0	0	12
1	0	0	0	1
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
3	1	0	0	4

BICYCLE & SCOOTER CROSSINGS				
EL	WL	SL	NL	TOTAL
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
2	1	0	0	3
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
1	2	0	0	3
1	2	0	0	3
0	0	0	0	0
1	0	0	0	1
4	5	0	0	9

AimTD LLC
TURNING MOVEMENT COUNTS



[illegible]

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Northern Driveway	PROJECT #: SC5239 LOCATION #: 6 CONTROL: NO CONTROL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Glassell St			Glassell St			Northern Driveway			Northern Driveway			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

AM	7:00 AM	0	54	1	0	179	0	1	0	0	0	1	236
	7:15 AM	0	60	1	1	158	3	0	0	0	0	0	223
	7:30 AM	0	68	0	1	188	1	0	0	0	0	1	259
	7:45 AM	0	77	2	2	265	0	0	0	0	0	0	346
	8:00 AM	1	118	1	0	211	0	0	0	0	0	0	331
	8:15 AM	0	95	5	0	205	1	1	0	0	0	0	307
	8:30 AM	0	71	5	1	131	3	0	0	0	1	0	213
	8:45 AM	0	58	3	0	146	1	0	0	1	0	2	211
	VOLUMES	1	601	18	5	1,483	9	2	0	1	1	0	2,127
	APPROACH %	0%	97%	3%	0%	99%	1%	67%	0%	33%	17%	0%	83%
PM	APP/DEPART	620	/	609	1,498	/	1,485	3	/	23	6	/	10
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	1	358	8	3	869	2	1	0	0	0	0	1,244
	APPROACH %	0%	98%	2%	0%	99%	0%	100%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.765											
	APP/DEPART	367	/	361	875	/	869	1	/	11	1	/	3
	4:00 PM	0	226	1	0	123	1	1	0	0	0	0	6
	4:15 PM	0	207	2	0	131	0	1	0	4	0	0	2
	4:30 PM	0	236	0	1	126	0	3	0	0	0	0	6
	4:45 PM	0	222	1	0	158	0	0	0	0	0	0	6
	5:00 PM	0	264	0	0	132	0	0	0	0	0	11	407
	5:15 PM	0	265	0	0	174	0	0	0	1	0	0	6
	5:30 PM	0	214	0	0	123	0	0	0	1	0	0	4
	5:45 PM	0	258	0	0	142	0	1	0	0	0	2	403
	VOLUMES	0	1,892	4	1	1,109	1	6	0	6	0	0	43
	APPROACH %	0%	100%	0%	0%	100%	0%	50%	0%	50%	0%	0%	100%
	APP/DEPART	1,896	/	1,941	1,111	/	1,115	12	/	5	43	/	1
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	987	1	1	590	0	3	0	1	0	0	29
	APPROACH %	0%	100%	0%	0%	100%	0%	75%	0%	25%	0%	0%	100%
	PEAK HR FACTOR	0.932											
	APP/DEPART	988	/	1,019	591	/	591	4	/	2	29	/	0

U-TURNS				
NB	SB	EB	WB	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1

RTOR			
NRR	SRR	ERR	WRR

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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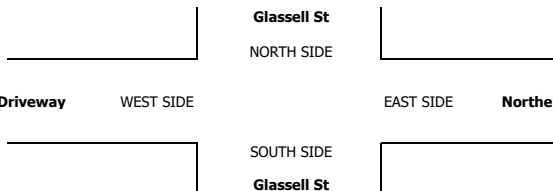
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Northern Driveway	PROJECT #: LOCATION #: CONTROL:	SC5239 6 NO CONTROL
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:		<div> <div> <div>ASH</div> <div>PM</div> <div>MD</div> <div>OTHER</div> </div> <div> <div>▲</div> <div>N</div> <div>◀ W</div> <div>S</div> <div>▼</div> </div> <div> <div>E ▶</div> </div> </div>	

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Northern Driveway			WESTBOUND Northern Driveway			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR

AM	7:00 AM	0	15	0	0	20	0	0	0	0	0	0	35
	7:15 AM	0	15	0	0	21	0	0	0	0	0	0	36
	7:30 AM	0	8	0	0	19	0	0	0	0	0	0	27
	7:45 AM	0	12	0	0	17	0	0	1	0	0	0	30
	8:00 AM	0	6	0	0	15	1	0	0	0	0	0	22
	8:15 AM	0	17	0	0	14	1	0	0	1	0	0	33
	8:30 AM	0	9	0	0	17	1	0	0	0	0	0	27
	8:45 AM	0	11	0	0	10	0	0	0	0	0	0	21
	VOLUMES	0	93	0	0	133	3	0	0	2	0	0	231
	APPROACH %	0%	100%	0%	0%	98%	2%	0%	0%	100%	0%	0%	0%
PM	4:00 PM	0	12	0	0	17	0	0	0	0	0	0	29
	4:15 PM	0	8	0	0	12	0	0	0	1	0	0	21
	4:30 PM	0	6	0	0	8	1	0	0	0	0	0	15
	4:45 PM	0	11	0	0	7	0	0	0	0	0	0	18
	5:00 PM	0	9	0	0	10	0	0	0	0	0	0	19
	5:15 PM	0	5	0	0	5	0	0	0	0	0	0	10
	5:30 PM	0	21	0	0	5	0	0	0	1	0	0	27
	5:45 PM	0	7	0	0	2	0	1	0	0	0	0	10
	VOLUMES	0	79	0	0	66	1	1	0	2	0	0	149
	APPROACH %	0%	100%	0%	0%	99%	1%	33%	0%	67%	0%	0%	0%
	7:30 AM	0	43	0	0	65	2	0	0	2	0	0	112
	APPROACH %	0%	100%	0%	0%	97%	3%	0%	0%	100%	0%	0%	0%
	PEAK HR FACTOR		0.632			0.882			0.500		0.000		0.848
	APP/DEPART	43	/	43	67	/	67	2	/	0	0	/	2
	BEGIN PEAK HR												
	VOLUMES	0	31	0	0	30	1	0	0	0	0	0	62
	APPROACH %	0%	100%	0%	0%	97%	3%	0%	0%	0%	0%	0%	0%
	PEAK HR FACTOR		0.705			0.775			0.000		0.000		0.816
	APP/DEPART	31	/	31	31	/	30	0	/	0	0	/	1
	VOLUMES	0	79	0	0	66	1	1	0	2	0	0	149

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0
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Glassell St

NORTH SIDE

Northern Driveway

WEST SIDE

EAST SIDE

Northern Driveway

SOUTH SIDE

Glassell St

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

CLASS 3:	NOTES:	APR		▲ N	
3-AXLE		PM	◀ W		E ▶
TRUCKS		MD		S	
		OTHER		▼	

7:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
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0	0	0	0
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AM	8:45 AM	0	3	0	0	2	0	0	0	0	0	0	5
VOLUMES		0	25	0	0	8	1	0	0	0	0	0	34
APPROACH %		0%	100%	0%	0%	89%	11%	0%	0	0%	0%	0%	
APP/DEPART		25	/	25	9	/	8	0	/	0	/	1	0
BEGIN PEAK HR	7:30 AM	0	16	0	0	3	1	0	0	0	0	0	20
VOLUMES		0	16	0	0	75	25	0	0	0	0	0	
APPROACH %		0%	100%	0%	0	0%	0%	0	0	0%	0%	0%	
PEAK HR FACTOR			0.571			0.500		0	0.000		0.000		0.625
ABR/CRR/RL		16		16	4	3	0	0	0	0	0	1	0

0 0 0 0

0	0	0	0
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0	0	0	0
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0	0	0	0
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NORTH SIDE

Northern Driveway WEST SIDE

EAST SIDE **Northern Driveway**

SOUTH SIDE

Glassell St

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Northern Driveway	PROJECT #: LOCATION #: CONTROL:	SC5239 6 NO CONTROL	
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Northern Driveway			WESTBOUND Northern Driveway			
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

AM	7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
	7:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	10	
	7:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	0	4	
	7:45 AM	0	1	0	0	6	1	0	0	0	0	0	0	0	8	
	8:00 AM	0	5	0	0	4	0	0	0	0	0	0	0	0	9	
	8:15 AM	0	2	0	0	4	0	0	0	0	0	0	0	0	6	
	8:30 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	12	
	8:45 AM	0	3	0	0	5	0	0	0	0	0	0	0	0	8	
	VOLUMES	0	26	0	0	33	1	0	0	0	0	0	0	0	0	60
	APPROACH %	0%	100%	0%	0%	97%	3%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	26	/	26	34	/	33	0	/	0	0	/	1	0			
PM	BEGIN PEAK HR	7:30 AM														
	VOLUMES	0	9	0	0	17	1	0	0	0	0	0	0	0	0	27
	APPROACH %	0%	100%	0%	0%	94%	6%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.450														
	APP/DEPART	9	/	9	18	/	17	0	/	0	0	/	1	0		
	4:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	
5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4	
VOLUMES	0	15	0	0	8	0	0	0	0	0	0	0	0	0	23	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APP/DEPART	15	/	15	8	/	8	0	/	0	0	/	0	0			
BEGIN PEAK HR	4:30 PM															
VOLUMES	0	6	0	0	3	0	0	0	0	0	0	0	0	0	9	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.750															
APP/DEPART	6	/	6	3	/	3	0	/	0	0	/	0	0			

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Glassell St

NORTH SIDE

Northern Driveway WEST SIDE

EAST SIDE **Northern Driveway**

SOUTH SIDE

Glassell St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 3/25/25 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Orange Glassell St Northern Driveway	PROJECT #: SC5239 LOCATION #: 6 CONTROL: NO CONTROL
CLASS 5: RV	NOTES:	<div> <div> <div>AM</div> <div>PM</div> <div>MD</div> <div>OTHER</div> </div> <div> <div>▲</div> <div>◀</div> <div>▼</div> </div> <div> <div>N</div> <div>W</div> <div>S</div> </div> <div> <div></div> <div>E▶</div> <div></div> </div> </div>	

	NORTHBOUND Glassell St			SOUTHBOUND Glassell St			EASTBOUND Northern Driveway			WESTBOUND Northern Driveway			TOTAL
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR X	SRR X	ERR X	WRR X
0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	1
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PM	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	0
	APP/DEPART	0	0	0	1	0	0	0	0	0	0	0	0
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	0
	APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0
PM	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APPROACH %	0	0	0	0	0	0	0	0	0	0	0	0
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
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0	0	0	0

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0	0	0	0
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Glassell St

NORTH SIDE

Northern Driveway

WEST SIDE

EAST SIDE

Northern Driveway

SOUTH SIDE

Glassell St

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

EAST & WEST:

EAST & WEST:

Northern Driveway

Northern Driveway

CONTROL: NO CONTROL

CONTROL: NO CONTROL

AM			
PM			
MD	W	N	E
OTHER		S	
OTHER			

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

○	○	○	○	○	○	○	○
○		○	○	○	○	○	○
○			○	○	○	○	○
○	○	○	○	○	○	○	○
○	○	○	○	○	○	○	○

[illegible][illegible]

0	0	0	0
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NORTH SIDE

NORTH SIDE

WEST SIDE

WEST SIDE

EAST SIDE

EAST SIDE

Northern Driveway

Northern Driveway

SOUTH SIDE

SOUTH SIDE

Glassell St

Glassell St

APPENDIX D – LEVEL OF SERVICE CALCULATIONS

2411 Glassell Street
Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro
Report File: C:\...\EX AM.pdf

Scenario 9 Existing Conditions AM
2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	SB Thru	0.401	-	A
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	SB Thru	0.399	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	SB Thru	0.408	-	A
4	Glassell St and Taft Ave	Signalized	ICU 1	SB Thru	0.493	-	A
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	EB Left	0.034	36.1	E
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.001	9.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Glassell St and Lincoln Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.401

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	81	353	109	187	683	209	175	462	121	138	403	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	353	109	187	683	209	175	462	121	138	403	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	88	27	47	171	52	44	116	30	35	101	32
Total Analysis Volume [veh/h]	81	353	109	187	683	209	175	462	121	138	403	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.10	0.06	0.06	0.20	0.12	0.05	0.14	0.07	0.04	0.12	0.08
Intersection LOS	A											
Intersection V/C	0.401											

Intersection Level Of Service Report

Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.399

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	79	403	9	4	881	174	89	3	134	25	11	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	403	9	4	881	174	89	3	134	25	11	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	101	2	1	220	44	22	1	34	6	3	4
Total Analysis Volume [veh/h]	79	403	9	4	881	174	89	3	134	25	11	16
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.01	0.00	0.26	0.10	0.05	0.00	0.08	0.01	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.399											

Intersection Level Of Service Report

Intersection 3: Glassell St and Meats Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.408

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	28	304	30	308	637	38	16	39	32	130	55	217
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	304	30	308	637	38	16	39	32	130	55	217
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	76	8	77	159	10	4	10	8	33	14	54
Total Analysis Volume [veh/h]	28	304	30	308	637	38	16	39	32	130	55	217
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.09	0.02	0.18	0.19	0.02	0.01	0.04	0.04	0.08	0.03	0.13
Intersection LOS	A											
Intersection V/C	0.408											

Intersection Level Of Service Report

Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.493

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	115	441	93	68	763	238	141	359	67	91	400	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	441	93	68	763	238	141	359	67	91	400	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	110	23	17	191	60	35	90	17	23	100	17
Total Analysis Volume [veh/h]	115	441	93	68	763	238	141	359	67	91	400	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings												
Cycle Length [s]	90											
Lost time [s]	0.00											
Phasing & Timing												
Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Movement, Approach, & Intersection Results												
V/C, Movement V/C Ratio	0.07	0.10	0.10	0.04	0.22	0.14	0.08	0.13	0.13	0.05	0.12	0.04
Intersection LOS	A											
Intersection V/C	0.493											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	36.1
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	6	491	3	10	1012	5	4	0	9	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	491	3	10	1012	5	4	0	9	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	123	1	3	253	1	1	0	2	0	0	0
Total Analysis Volume [veh/h]	6	491	3	10	1012	5	4	0	9	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.01	0.00	0.03	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.36	0.00	0.00	8.41	0.00	0.00	36.11	37.74	12.80	24.86	37.06	9.77
Movement LOS	B	A	A	A	A	A	E	E	B	C	E	A
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.03	0.00	0.00	0.16	0.16	0.16	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.67	0.00	0.00	0.71	0.00	0.00	4.03	4.03	4.03	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.12			0.08			19.97			23.90		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	0.26											
Intersection LOS	E											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	488	8	0	1026	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	488	8	0	1026	0	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	122	2	0	257	0	0
Total Analysis Volume [veh/h]	488	8	0	1026	0	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.76
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.10
d_A, Approach Delay [s/veh]	0.00		0.00		9.76	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	A					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 2 Existing Conditions PM

Report File: C:\...\EX PM.pdf

2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	EB Thru	0.644	-	B
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	NB Thru	0.396	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	NB Thru	0.551	-	A
4	Glassell St and Taft Ave	Signalized	ICU 1	NB Thru	0.588	-	A
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Left	0.196	62.5	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.063	13.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Glassell St and Lincoln Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	TWO			TWO			TWO			TWO		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	159	696	131	344	487	140	261	824	109	80	599	206
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	696	131	344	487	140	261	824	109	80	599	206
Peak Hour Factor	0.8900	0.8900	0.8900	0.8600	0.8600	0.8600	0.9000	0.9000	0.9000	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	196	37	100	142	41	73	229	30	22	168	58
Total Analysis Volume [veh/h]	179	782	147	400	566	163	290	916	121	90	673	231
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.23	0.09	0.12	0.17	0.10	0.09	0.27	0.07	0.03	0.20	0.14
Intersection LOS	B											
Intersection V/C	0.644											

Intersection Level Of Service Report
Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.396

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	47	1029	24	7	594	34	76	7	59	12	5	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	1029	24	7	594	34	76	7	59	12	5	6
Peak Hour Factor	0.9100	0.9100	0.9100	0.8800	0.8800	0.8800	0.9000	0.9000	0.9000	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	283	7	2	169	10	21	2	16	4	2	2
Total Analysis Volume [veh/h]	52	1131	26	8	675	39	84	8	66	17	7	8
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.33	0.02	0.00	0.20	0.02	0.05	0.00	0.04	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.396											

Intersection Level Of Service Report
Intersection 3: Glassell St and Meats Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	760	137	287	490	8	25	55	37	48	11	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	760	137	287	490	8	25	55	37	48	11	191
Peak Hour Factor	1.0000	1.0000	1.0000	0.9200	1.0000	0.9200	0.6400	0.6400	1.0000	1.0000	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	190	34	78	123	2	10	21	9	12	3	51
Total Analysis Volume [veh/h]	15	760	137	312	490	9	39	86	37	48	12	205
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.22	0.08	0.18	0.14	0.01	0.02	0.07	0.07	0.03	0.01	0.12
Intersection LOS	A											
Intersection V/C	0.551											

Intersection Level Of Service Report
Intersection 4: Glassell St and Taft Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	80	1375	77	59	619	120	259	596	77	47	329	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	1375	77	59	619	120	259	596	77	47	329	190
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9400	0.9400	0.8400	0.8400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	344	20	15	155	30	65	159	20	14	98	48
Total Analysis Volume [veh/h]	84	1375	81	59	619	120	259	634	82	56	392	190
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.29	0.29	0.03	0.18	0.07	0.15	0.21	0.21	0.03	0.12	0.11
Intersection LOS	A											
Intersection V/C	0.588											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	62.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.196

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	1064	0	4	656	2	3	0	16	15	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1064	0	4	656	2	3	0	16	15	0	2
Peak Hour Factor	1.0000	0.9300	1.0000	1.0000	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	286	0	1	186	1	1	0	4	4	0	1
Total Analysis Volume [veh/h]	5	1144	0	4	745	2	3	0	16	15	0	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.01	0.00	0.03	0.00	0.03	0.20	0.00	0.00
d_M, Delay for Movement [s/veh]	9.22	0.00	0.00	10.98	0.00	0.00	38.30	59.38	11.32	62.49	69.34	23.14
Movement LOS	A	A	A	B	A	A	E	F	B	F	F	C
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.02	0.00	0.00	0.17	0.17	0.17	0.70	0.70	0.70
95th-Percentile Queue Length [ft/ln]	0.44	0.00	0.00	0.50	0.00	0.00	4.17	4.17	4.17	17.40	17.40	17.40
d_A, Approach Delay [s/veh]	0.04			0.06			15.58			57.86		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	0.71											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	1068	1	0	662	0	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1068	1	0	662	0	29
Peak Hour Factor	0.9200	0.9200	1.0000	0.8900	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	290	0	0	186	0	7
Total Analysis Volume [veh/h]	1161	1	0	744	0	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.40
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.06
d_A, Approach Delay [s/veh]	0.00		0.00		13.40	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 3 Opening Year AM

Report File: C:\...\IOY AM.pdf

2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	SB Thru	0.527	-	A
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	SB Thru	0.534	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	SB Left	0.506	-	A
4	Glassell St and Taft Ave	Signalized	ICU 1	SB Thru	0.566	-	A
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	EB Left	0.079	64.4	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.003	10.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Glassell St and Lincoln Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	85	367	114	194	711	217	182	481	126	143	420	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	17	1	0	17	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	384	115	194	728	217	182	481	126	143	420	133
Peak Hour Factor	0.8800	0.8800	0.8800	0.7600	0.7600	0.7600	0.9200	0.9200	0.9200	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	109	33	64	239	71	49	131	34	46	135	43
Total Analysis Volume [veh/h]	97	436	131	255	958	286	198	523	137	183	538	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.08	0.08	0.28	0.17	0.06	0.15	0.08	0.05	0.16	0.10
Intersection LOS	A											
Intersection V/C	0.527											

Intersection Level Of Service Report
Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	82	420	10	5	916	181	93	4	140	26	12	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	17	0	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	436	10	5	933	181	95	4	141	26	12	17
Peak Hour Factor	0.8100	0.8100	0.8100	0.8000	0.8000	0.8000	0.7400	0.7400	0.7400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	135	3	2	292	57	32	1	48	8	4	5
Total Analysis Volume [veh/h]	101	538	12	6	1166	226	128	5	191	33	15	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.16	0.01	0.00	0.34	0.13	0.08	0.00	0.11	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.534											

Intersection Level Of Service Report
Intersection 3: Glassell St and Meats Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	316	31	321	663	39	17	41	34	136	57	226
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	18	0	0	2	0	0	22	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	332	31	321	681	39	17	43	34	136	79	226
Peak Hour Factor	1.0000	1.0000	1.0000	0.8600	1.0000	0.8600	0.8500	0.8500	1.0000	1.0000	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	83	8	93	170	11	5	13	9	34	26	75
Total Analysis Volume [veh/h]	29	332	31	373	681	45	20	51	34	136	105	301
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings												
Cycle Length [s]	60											
Lost time [s]	0.00											
Phasing & Timing												
Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Movement, Approach, & Intersection Results												
V/C, Movement V/C Ratio	0.02	0.10	0.02	0.22	0.20	0.03	0.01	0.05	0.05	0.08	0.06	0.18
Intersection LOS	A											
Intersection V/C	0.506											

Intersection Level Of Service Report
Intersection 4: Glassell St and Taft Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.566

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	120	459	97	71	794	247	147	374	70	95	416	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	22	0	0	18	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	481	97	71	812	247	147	374	71	95	416	70
Peak Hour Factor	0.8600	1.0000	0.8600	1.0000	1.0000	1.0000	1.0000	0.9000	0.9000	0.7800	0.7800	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	120	28	18	203	62	37	104	20	30	133	18
Total Analysis Volume [veh/h]	143	481	113	71	812	247	147	416	79	122	533	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.12	0.12	0.04	0.24	0.15	0.09	0.15	0.15	0.07	0.16	0.04
Intersection LOS	A											
Intersection V/C	0.566											

Intersection Level Of Service Report

Intersection 5: Glassell St and southern driveway entrance of the project

Control Type:	Two-way stop	Delay (sec / veh):	64.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	511	4	11	1053	5	5	0	9	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	18	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	527	4	11	1071	5	5	0	9	0	0	0
Peak Hour Factor	1.0000	0.8200	1.0000	1.0000	0.8300	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	161	1	3	323	1	1	0	2	0	0	0
Total Analysis Volume [veh/h]	7	643	4	11	1290	5	5	0	9	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.01	0.00	0.08	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.87	0.00	0.00	8.90	0.00	0.00	64.37	67.81	16.53	38.12	65.05	10.34
Movement LOS	B	A	A	A	A	A	F	F	C	E	F	B
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.04	0.00	0.00	0.33	0.33	0.33	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.00	0.00	0.00	0.89	0.00	0.00	8.18	8.18	8.18	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.13			0.07			33.61			37.84		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	0.33											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	507	9	0	1067	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	523	9	0	1085	0	2
Peak Hour Factor	0.8200	0.8200	1.0000	0.8300	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	159	3	0	327	0	1
Total Analysis Volume [veh/h]	638	11	0	1307	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.34
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.22
d_A, Approach Delay [s/veh]	0.00		0.00		10.34	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 4 Opening Year PM

Report File: C:\...\IOY PM.pdf

2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	EB Thru	0.676	-	B
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	NB Thru	0.421	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	NB Thru	0.579	-	A
4	Glassell St and Taft Ave	Signalized	ICU 1	NB Thru	0.616	-	B
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Left	0.248	76.6	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.071	13.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Glassell St and Lincoln Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	165	724	137	358	506	146	272	857	113	84	623	214
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	1	0	18	0	0	0	0	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	743	138	358	524	146	272	857	113	85	623	214
Peak Hour Factor	0.8900	0.8900	0.8900	0.8600	0.8600	0.8600	0.9000	0.9000	0.9000	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	209	39	104	152	42	76	238	31	24	175	60
Total Analysis Volume [veh/h]	185	835	155	416	609	170	302	952	126	96	700	240
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.25	0.09	0.12	0.18	0.10	0.09	0.28	0.07	0.03	0.21	0.14
Intersection LOS	B											
Intersection V/C	0.676											

Intersection Level Of Service Report
Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.421

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	49	1070	25	8	618	35	80	8	62	13	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	18	0	0	17	2	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1088	25	8	635	37	82	8	63	13	6	7
Peak Hour Factor	0.9100	0.9100	0.9100	0.8800	0.8800	0.8800	0.9000	0.9000	0.9000	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	299	7	2	180	11	23	2	18	5	2	2
Total Analysis Volume [veh/h]	55	1196	27	9	722	42	91	9	70	18	8	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.35	0.02	0.01	0.21	0.02	0.05	0.01	0.04	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.421											

Intersection Level Of Service Report
Intersection 3: Glassell St and Meats Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	791	143	299	510	9	26	58	38	50	12	199
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	0	0	18	0	0	19	0	0	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	810	143	299	528	9	26	77	38	50	14	199
Peak Hour Factor	1.0000	1.0000	1.0000	0.9200	1.0000	0.9200	0.6400	0.6400	1.0000	1.0000	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	203	36	81	132	2	10	30	10	13	4	53
Total Analysis Volume [veh/h]	16	810	143	325	528	10	41	120	38	50	15	214
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.24	0.08	0.19	0.16	0.01	0.02	0.09	0.09	0.03	0.01	0.13
Intersection LOS	A											
Intersection V/C	0.579											

Intersection Level Of Service Report
Intersection 4: Glassell St and Taft Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	1430	81	62	644	125	270	620	81	49	343	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	20	0	0	23	0	0	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	1450	81	62	667	125	270	620	84	49	343	198
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9400	0.9400	0.8400	0.8400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	363	21	16	167	31	68	165	22	15	102	50
Total Analysis Volume [veh/h]	91	1450	85	62	667	125	270	660	89	58	408	198
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.30	0.30	0.04	0.20	0.07	0.16	0.22	0.22	0.03	0.12	0.12
Intersection LOS	B											
Intersection V/C	0.616											

Intersection Level Of Service Report

Intersection 5: Glassell St and southern driveway entrance of the project

Control Type:	Two-way stop	Delay (sec / veh):	76.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.248

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	1107	0	5	683	3	4	0	17	16	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	0	0	18	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1126	0	5	701	3	4	0	17	16	0	3
Peak Hour Factor	1.0000	0.9300	1.0000	1.0000	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	303	0	1	199	1	1	0	4	4	0	1
Total Analysis Volume [veh/h]	5	1211	0	5	797	3	4	0	17	16	0	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.01	0.00	0.04	0.00	0.03	0.25	0.00	0.01
d_M, Delay for Movement [s/veh]	9.42	0.00	0.00	11.35	0.00	0.00	44.15	70.21	11.91	76.58	85.34	28.95
Movement LOS	A	A	A	B	A	A	E	F	B	F	F	D
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.03	0.00	0.00	0.23	0.23	0.23	0.91	0.91	0.91
95th-Percentile Queue Length [ft/ln]	0.46	0.00	0.00	0.66	0.00	0.00	5.67	5.67	5.67	22.69	22.69	22.69
d_A, Approach Delay [s/veh]	0.04			0.07			18.05			69.06		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	0.87											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 6: Glassell St and northern driveway entrance of the project

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	1111	2	0	689	0	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1130	2	0	707	0	31
Peak Hour Factor	0.9200	0.9200	1.0000	0.8900	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	307	1	0	199	0	8
Total Analysis Volume [veh/h]	1228	2	0	794	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.91
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.73
d_A, Approach Delay [s/veh]	0.00		0.00		13.91	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 10 General Plan 2030 AM

Report File: C:\...\2030AM.pdf

2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	SB Thru	0.527	-	A
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	SB Thru	0.583	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	SB Thru	0.516	-	A
4	Glassell St and Taft Ave	Signalized	ICU 1	SB Thru	0.611	-	B
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	EB Left	0.079	64.9	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.003	10.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Glassell St and Lincoln Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.527

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	TWO			TWO			TWO			TWO		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	85	367	114	194	711	217	182	481	126	143	420	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	17	1	0	17	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	384	115	194	728	217	182	481	126	143	420	133
Peak Hour Factor	0.8800	0.8800	0.8800	0.7600	0.7600	0.7600	0.9200	0.9200	0.9200	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	109	33	64	239	71	49	131	34	46	135	43
Total Analysis Volume [veh/h]	97	436	131	255	958	286	198	523	137	183	538	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.08	0.08	0.28	0.17	0.06	0.15	0.08	0.05	0.16	0.10
Intersection LOS	A											
Intersection V/C	0.527											

Intersection Level Of Service Report
Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	420	10	5	916	188	105	4	188	26	12	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	17	0	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	436	10	5	933	188	107	4	189	26	12	17
Peak Hour Factor	0.8100	0.8100	0.8100	0.8000	0.8000	0.8000	0.7400	0.7400	0.7400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	135	3	2	292	59	36	1	64	8	4	5
Total Analysis Volume [veh/h]	120	538	12	6	1166	235	145	5	255	33	15	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.16	0.01	0.00	0.34	0.14	0.09	0.00	0.15	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.583											

Intersection Level Of Service Report
Intersection 3: Glassell St and Meats Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	316	31	322	663	39	17	41	34	136	57	226
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	18	0	0	2	0	0	22	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	332	31	322	681	39	17	43	34	136	79	226
Peak Hour Factor	0.9100	0.9100	0.9100	0.8600	0.8600	0.8600	0.8500	0.8500	0.8500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	91	9	94	198	11	5	13	10	45	26	75
Total Analysis Volume [veh/h]	32	365	34	374	792	45	20	51	40	181	105	301
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.02	0.22	0.23	0.03	0.01	0.05	0.05	0.11	0.06	0.18
Intersection LOS	A											
Intersection V/C	0.516											

Intersection Level Of Service Report

Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.611

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	120	459	97	71	794	253	147	374	70	95	416	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	22	0	0	18	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	481	97	71	812	253	147	374	71	95	416	70
Peak Hour Factor	0.8600	0.8600	0.8600	0.8700	0.8700	0.8700	0.9000	0.9000	0.9000	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	140	28	20	233	73	41	104	20	30	133	22
Total Analysis Volume [veh/h]	143	559	113	82	933	291	163	416	79	122	533	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.13	0.13	0.05	0.27	0.17	0.10	0.15	0.15	0.07	0.16	0.05
Intersection LOS	B											
Intersection V/C	0.611											

Intersection Level Of Service Report

Intersection 5: Glassell St and southern driveway entrance of the project

Control Type:	Two-way stop	Delay (sec / veh):	64.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	511	4	11	1053	5	5	0	9	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	18	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	527	4	11	1071	5	5	0	9	0	0	0
Peak Hour Factor	1.0000	0.8200	0.8200	0.8300	0.8300	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	161	1	3	323	1	1	0	2	0	0	0
Total Analysis Volume [veh/h]	7	643	5	13	1290	5	5	0	9	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.01	0.00	0.08	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.87	0.00	0.00	8.91	0.00	0.00	64.93	68.42	16.57	38.42	65.53	10.34
Movement LOS	B	A	A	A	A	A	F	F	C	E	F	B
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.04	0.00	0.00	0.33	0.33	0.33	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.00	0.00	0.00	1.06	0.00	0.00	8.24	8.24	8.24	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.13			0.09			33.84			38.10		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	0.34											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	507	9	0	1067	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	523	9	0	1085	0	2
Peak Hour Factor	0.8200	0.8200	1.0000	0.8300	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	159	3	0	327	0	1
Total Analysis Volume [veh/h]	638	11	0	1307	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.34
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.22
d_A, Approach Delay [s/veh]	0.00		0.00		10.34	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 11 General Plan 2030 PM

Report File: C:\...\2030PM.pdf

2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	EB Thru	0.675	-	B
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	NB Thru	0.429	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	NB Thru	0.622	-	B
4	Glassell St and Taft Ave	Signalized	ICU 1	NB Right	0.680	-	B
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Left	0.281	89.0	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.071	13.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Glassell St and Lincoln Ave

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.675

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	165	724	139	358	506	146	272	857	113	84	623	214
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	1	0	22	0	0	0	0	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	740	140	358	528	146	272	857	113	85	623	214
Peak Hour Factor	0.8900	0.8900	0.8900	0.8600	0.8600	0.8600	0.9000	0.9000	0.9000	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	208	39	104	153	42	76	238	31	24	175	60
Total Analysis Volume [veh/h]	185	831	157	416	614	170	302	952	126	96	700	240
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.24	0.09	0.12	0.18	0.10	0.09	0.28	0.07	0.03	0.21	0.14
Intersection LOS	B											
Intersection V/C	0.675											

Intersection Level Of Service Report

Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.429

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	56	1070	25	8	618	35	94	8	76	13	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	15	0	0	21	2	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	1085	25	8	639	37	96	8	77	13	6	7
Peak Hour Factor	0.9100	0.9100	0.9100	0.8800	0.8800	0.8800	0.9000	0.9000	0.9000	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	298	7	2	182	11	27	2	21	5	2	2
Total Analysis Volume [veh/h]	63	1192	27	9	726	42	107	9	86	18	8	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.35	0.02	0.01	0.21	0.02	0.06	0.01	0.05	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.429											

Intersection Level Of Service Report

Intersection 3: Glassell St and Meats Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.622

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	814	151	299	513	9	26	58	38	50	12	199
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	22	0	0	2	0	0	22	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	830	151	299	535	9	26	60	38	50	34	199
Peak Hour Factor	0.8700	0.8700	0.8700	0.9200	0.9200	0.9200	0.6400	0.6400	0.6400	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	239	43	81	145	2	10	23	15	13	9	53
Total Analysis Volume [veh/h]	18	954	174	325	582	10	41	94	59	54	37	214
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.28	0.10	0.19	0.17	0.01	0.02	0.09	0.09	0.03	0.02	0.13
Intersection LOS	B											
Intersection V/C	0.622											

Intersection Level Of Service Report

Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.680

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	1430	81	62	644	133	286	620	81	49	343	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	22	0	0	22	0	0	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	1452	81	62	666	133	286	620	84	49	343	198
Peak Hour Factor	0.9500	0.9500	0.9500	0.7800	0.7800	0.7800	0.9400	0.9400	0.9400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	382	21	20	213	43	76	165	22	15	102	59
Total Analysis Volume [veh/h]	91	1528	85	79	854	171	304	660	89	58	408	236
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.32	0.32	0.05	0.25	0.10	0.18	0.22	0.22	0.03	0.12	0.14
Intersection LOS	B											
Intersection V/C	0.680											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	89.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.281

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	1108	0	5	801	3	4	0	17	16	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	22	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1124	0	5	823	3	4	0	17	16	0	3
Peak Hour Factor	1.0000	0.9300	0.9300	0.8800	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	302	0	1	234	1	1	0	4	4	0	1
Total Analysis Volume [veh/h]	5	1209	0	6	935	3	4	0	17	16	0	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.01	0.00	0.05	0.00	0.03	0.28	0.00	0.01
d_M, Delay for Movement [s/veh]	9.99	0.00	0.00	11.35	0.00	0.00	55.04	85.18	13.01	88.98	104.89	33.88
Movement LOS	A	A	A	B	A	A	F	F	B	F	F	D
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.03	0.00	0.00	0.28	0.28	0.28	1.03	1.03	1.03
95th-Percentile Queue Length [ft/ln]	0.52	0.00	0.00	0.79	0.00	0.00	6.94	6.94	6.94	25.80	25.80	25.80
d_A, Approach Delay [s/veh]	0.04			0.07			21.01			80.28		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	0.95											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	1111	2	0	801	0	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	0	22	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1127	2	0	823	0	31
Peak Hour Factor	0.9200	0.9200	1.0000	0.8900	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	306	1	0	231	0	8
Total Analysis Volume [veh/h]	1225	2	0	925	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.89
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.72
d_A, Approach Delay [s/veh]	0.00		0.00		13.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.20					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 14 General Plan 2050 AM

Report File: C:\...\2050AM.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	SB Thru	0.534	-	A
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	SB Thru	0.609	-	B
3	Glassell St and Meats Ave	Signalized	ICU 1	SB Thru	0.551	-	A
4	Glassell St and Taft Ave	Signalized	ICU 1	SB Thru	0.611	-	B
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	EB Left	0.104	84.8	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.003	10.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Glassell St and Lincoln Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	85	372	114	205	731	217	182	481	126	143	420	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	17	1	0	17	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	389	115	205	748	217	182	481	126	143	420	140
Peak Hour Factor	0.8800	0.8800	0.8800	0.7600	0.7600	0.7600	0.9200	0.9200	0.9200	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	111	33	67	246	71	49	131	34	46	135	45
Total Analysis Volume [veh/h]	97	442	131	270	984	286	198	523	137	183	538	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.08	0.08	0.29	0.17	0.06	0.15	0.08	0.05	0.16	0.11
Intersection LOS	A											
Intersection V/C	0.534											

Intersection Level Of Service Report

Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	118	420	10	5	916	244	161	6	201	26	17	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	17	0	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	436	10	5	933	244	163	6	202	26	17	17
Peak Hour Factor	0.8100	0.8100	0.8100	0.8000	0.8000	0.8000	0.7400	0.7400	0.7400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	135	3	2	292	76	55	2	68	8	5	5
Total Analysis Volume [veh/h]	146	538	12	6	1166	305	220	8	273	33	22	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.16	0.01	0.00	0.34	0.18	0.13	0.00	0.16	0.02	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.609											

Intersection Level Of Service Report

Intersection 3: Glassell St and Meats Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.551

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	316	36	373	768	41	17	41	34	140	57	226
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	18	0	0	2	0	0	22	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	332	36	373	786	41	17	43	34	140	79	226
Peak Hour Factor	0.9100	0.9100	0.9100	0.8600	0.8600	0.8600	0.8500	0.8500	0.8500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	91	10	108	228	12	5	13	10	47	26	75
Total Analysis Volume [veh/h]	32	365	40	434	914	48	20	51	40	187	105	301
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.02	0.26	0.27	0.03	0.01	0.05	0.05	0.11	0.06	0.18
Intersection LOS	A											
Intersection V/C	0.551											

Intersection Level Of Service Report

Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.611

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	120	473	97	75	794	322	147	374	70	95	416	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	22	0	0	18	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	495	97	75	812	322	147	374	71	95	416	70
Peak Hour Factor	0.8600	0.8600	0.8600	0.8700	0.8700	0.8700	0.9000	0.9000	0.9000	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	144	28	22	233	93	41	104	20	30	133	22
Total Analysis Volume [veh/h]	143	576	113	86	933	370	163	416	79	122	533	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.14	0.14	0.05	0.27	0.22	0.10	0.15	0.15	0.07	0.16	0.05
Intersection LOS	B											
Intersection V/C	0.611											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	84.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.104

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	511	4	11	1182	5	5	0	9	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	18	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	527	4	11	1200	5	5	0	9	0	0	0
Peak Hour Factor	1.0000	0.8200	0.8200	0.8300	0.8300	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	161	1	3	361	1	1	0	2	0	0	0
Total Analysis Volume [veh/h]	7	643	5	13	1446	5	5	0	9	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.01	0.01	0.00	0.10	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.90	0.00	0.00	8.91	0.00	0.00	84.75	85.92	19.58	43.37	81.11	10.34
Movement LOS	B	A	A	A	A	A	F	F	C	E	F	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.04	0.00	0.00	0.43	0.43	0.43	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.15	0.00	0.00	1.06	0.00	0.00	10.67	10.67	10.67	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.14			0.08			42.85			44.94		
Approach LOS	A			A			E			E		
d_I, Intersection Delay [s/veh]	0.38											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	507	9	0	1182	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	523	9	0	1200	0	2
Peak Hour Factor	0.8200	0.8200	1.0000	0.8300	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	159	3	0	361	0	1
Total Analysis Volume [veh/h]	638	11	0	1446	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.34
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.22
d_A, Approach Delay [s/veh]	0.00		0.00		10.34	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 15 General Plan 2050 PM

Report File: C:\...\2050PM.pdf

2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	EB Thru	0.747	-	C
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	NB Thru	0.463	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	NB Thru	0.696	-	B
4	Glassell St and Taft Ave	Signalized	ICU 1	NB Thru	0.784	-	C
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Left	0.333	110.3	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.074	14.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Glassell St and Lincoln Ave

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.747

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	165	792	167	378	522	146	275	972	124	99	623	231
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	1	0	22	0	0	0	0	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	808	168	378	544	146	275	972	124	100	623	231
Peak Hour Factor	0.8900	0.8900	0.8900	0.8600	0.8600	0.8600	0.9000	0.9000	0.9000	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	227	47	110	158	42	76	270	34	28	175	65
Total Analysis Volume [veh/h]	185	908	189	440	633	170	306	1080	138	112	700	260
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.27	0.11	0.13	0.19	0.10	0.09	0.32	0.08	0.03	0.21	0.15
Intersection LOS	C											
Intersection V/C	0.747											

Intersection Level Of Service Report
Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.463

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	71	1070	25	8	618	44	146	12	89	13	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	15	0	0	21	2	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	1085	25	8	639	46	148	12	90	13	6	7
Peak Hour Factor	0.9100	0.9100	0.9100	0.8800	0.8800	0.8800	0.9000	0.9000	0.9000	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	298	7	2	182	13	41	3	25	5	2	2
Total Analysis Volume [veh/h]	79	1192	27	9	726	52	164	13	100	18	8	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.35	0.02	0.01	0.21	0.03	0.10	0.01	0.06	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.463											

Intersection Level Of Service Report

Intersection 3: Glassell St and Meats Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.696

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	1034	199	299	603	9	26	58	46	57	12	199
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	22	0	0	2	0	0	22	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	1050	199	299	625	9	26	60	46	57	34	199
Peak Hour Factor	0.8700	0.8700	0.8700	0.9200	0.9200	0.9200	0.6400	0.6400	0.6400	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	302	57	81	170	2	10	23	18	15	9	53
Total Analysis Volume [veh/h]	20	1207	229	325	679	10	41	94	72	61	37	214
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.36	0.13	0.19	0.20	0.01	0.02	0.10	0.10	0.04	0.02	0.13
Intersection LOS	B											
Intersection V/C	0.696											

Intersection Level Of Service Report
Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.784

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	1541	81	65	738	191	408	620	81	49	343	201
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	22	0	0	22	0	0	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	1563	81	65	760	191	408	620	84	49	343	201
Peak Hour Factor	0.9500	0.9500	0.9500	0.7800	0.7800	0.7800	0.9400	0.9400	0.9400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	411	21	21	244	61	109	165	22	15	102	60
Total Analysis Volume [veh/h]	91	1645	85	83	974	245	434	660	89	58	408	239
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.34	0.34	0.05	0.29	0.14	0.26	0.22	0.22	0.03	0.12	0.14
Intersection LOS	C											
Intersection V/C	0.784											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	110.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	1161	0	5	870	3	4	0	17	16	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	22	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1177	0	5	892	3	4	0	17	16	0	3
Peak Hour Factor	1.0000	0.9300	0.9300	0.8800	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	316	0	1	253	1	1	0	4	4	0	1
Total Analysis Volume [veh/h]	5	1266	0	6	1014	3	4	0	17	16	0	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.01	0.00	0.07	0.00	0.03	0.33	0.00	0.01
d_M, Delay for Movement [s/veh]	10.35	0.00	0.00	11.68	0.00	0.00	65.53	103.19	13.88	110.28	132.03	43.77
Movement LOS	B	A	A	B	A	A	F	F	B	F	F	E
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.03	0.00	0.00	0.32	0.32	0.32	1.22	1.22	1.22
95th-Percentile Queue Length [ft/ln]	0.56	0.00	0.00	0.83	0.00	0.00	8.09	8.09	8.09	30.60	30.60	30.60
d_A, Approach Delay [s/veh]	0.04			0.07			23.72			99.78		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	1.08											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	1161	2	0	870	0	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	0	0	22	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1177	2	0	892	0	31
Peak Hour Factor	0.9200	0.9200	1.0000	0.8900	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	320	1	0	251	0	8
Total Analysis Volume [veh/h]	1279	2	0	1002	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	14.29
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.24
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	5.97
d_A, Approach Delay [s/veh]	0.00		0.00		14.29	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.19					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 7 Opening Year plus Project AM

Report File: C:\...\IOY PP AM.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	SB Thru	0.537	-	A
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	SB Thru	0.557	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	SB Left	0.519	-	A
4	Glassell St and Taft Ave	Signalized	ICU 1	SB Thru	0.586	-	A
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	EB Left	0.102	82.7	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.024	10.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Glassell St and Lincoln Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.537

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	85	367	114	194	711	217	182	481	126	143	420	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	24	8	0	38	0	0	0	21	21	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	391	122	194	749	217	182	481	147	164	420	133
Peak Hour Factor	0.8800	0.8800	0.8800	0.7600	0.7600	0.7600	0.9200	0.9200	0.9200	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	111	35	64	246	71	49	131	40	53	135	43
Total Analysis Volume [veh/h]	105	444	139	255	986	286	198	523	160	210	538	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.08	0.08	0.29	0.17	0.06	0.15	0.09	0.06	0.16	0.10
Intersection LOS	A											
Intersection V/C	0.537											

Intersection Level Of Service Report

Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	82	420	10	5	916	181	93	4	140	26	12	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	37	0	0	80	0	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	457	10	5	996	181	95	4	141	26	12	17
Peak Hour Factor	0.8100	0.8100	0.8100	0.8000	0.8000	0.8000	0.7400	0.7400	0.7400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	141	3	2	311	57	32	1	48	8	4	5
Total Analysis Volume [veh/h]	101	564	12	6	1245	226	128	5	191	33	15	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.17	0.01	0.00	0.37	0.13	0.08	0.00	0.11	0.02	0.02	0.02
Intersection LOS	A											
Intersection V/C	0.557											

Intersection Level Of Service Report

Intersection 3: Glassell St and Meats Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.519

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	316	31	321	663	39	17	41	34	136	57	226
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	0	0	31	0	0	2	0	0	22	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	375	31	321	694	39	17	43	34	136	79	226
Peak Hour Factor	1.0000	1.0000	1.0000	0.8600	1.0000	0.8600	0.8500	0.8500	1.0000	1.0000	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	94	8	93	174	11	5	13	9	34	26	75
Total Analysis Volume [veh/h]	29	375	31	373	694	45	20	51	34	136	105	301
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.02	0.22	0.20	0.03	0.01	0.05	0.05	0.08	0.06	0.18
Intersection LOS	A											
Intersection V/C	0.519											

Intersection Level Of Service Report

Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.586

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	120	459	97	71	794	247	147	374	70	95	416	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	33	0	0	21	10	32	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	492	97	71	815	257	179	374	71	95	416	70
Peak Hour Factor	0.8600	1.0000	0.8600	1.0000	1.0000	1.0000	1.0000	0.9000	0.9000	0.7800	0.7800	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	123	28	18	204	64	45	104	20	30	133	18
Total Analysis Volume [veh/h]	143	492	113	71	815	257	179	416	79	122	533	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.12	0.12	0.04	0.24	0.15	0.11	0.15	0.15	0.07	0.16	0.04
Intersection LOS	A											
Intersection V/C	0.586											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	82.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.102

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	511	0	0	1053	5	5	0	9	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	27	32	63	18	0	0	0	0	13	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	538	32	63	1071	5	5	0	9	13	0	5
Peak Hour Factor	1.0000	0.8200	1.0000	1.0000	0.8300	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	164	8	16	323	1	1	0	2	3	0	1
Total Analysis Volume [veh/h]	7	656	32	63	1290	5	5	0	9	13	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.07	0.01	0.00	0.10	0.00	0.02	0.16	0.00	0.01
d_M, Delay for Movement [s/veh]	11.87	0.00	0.00	9.29	0.00	0.00	82.71	88.09	18.10	54.22	86.85	16.62
Movement LOS	B	A	A	A	A	A	F	F	C	F	F	C
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.22	0.00	0.00	0.41	0.41	0.41	0.56	0.56	0.56
95th-Percentile Queue Length [ft/ln]	1.00	0.00	0.00	5.62	0.00	0.00	10.23	10.23	10.23	13.91	13.91	13.91
d_A, Approach Delay [s/veh]	0.12			0.43			41.18			43.77		
Approach LOS	A			A			E			E		
d_I, Intersection Delay [s/veh]	0.97											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	507	0	0	1067	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	11	0	81	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	528	11	0	1148	0	16
Peak Hour Factor	0.8200	0.8200	1.0000	0.8300	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	161	3	0	346	0	4
Total Analysis Volume [veh/h]	644	13	0	1383	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.47
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.82
d_A, Approach Delay [s/veh]	0.00		0.00		10.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

2411 Glassell Street

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Scenario 8 Opening Year plus Project PM

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	EB Thru	0.686	-	B
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	NB Thru	0.441	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	NB Thru	0.585	-	A
4	Glassell St and Taft Ave	Signalized	ICU 1	NB Thru	0.625	-	B
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Left	0.738	156.9	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.105	14.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Glassell St and Lincoln Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.686

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	TWO			TWO			TWO			TWO		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	165	724	137	358	506	146	272	857	113	84	623	214
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	39	21	0	27	0	0	0	9	10	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	763	158	358	533	146	272	857	122	94	623	214
Peak Hour Factor	0.8900	0.8900	0.8900	0.8600	0.8600	0.8600	0.9000	0.9000	0.9000	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	214	44	104	155	42	76	238	34	26	175	60
Total Analysis Volume [veh/h]	208	857	178	416	620	170	302	952	136	106	700	240
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.25	0.10	0.12	0.18	0.10	0.09	0.28	0.08	0.03	0.21	0.14
Intersection LOS	B											
Intersection V/C	0.686											

Intersection Level Of Service Report

Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	49	1070	25	8	618	35	80	8	62	13	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	78	0	0	44	2	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1148	25	8	662	37	82	8	63	13	6	7
Peak Hour Factor	0.9100	0.9100	0.9100	0.8800	0.8800	0.8800	0.9000	0.9000	0.9000	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	315	7	2	188	11	23	2	18	5	2	2
Total Analysis Volume [veh/h]	55	1262	27	9	752	42	91	9	70	18	8	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.37	0.02	0.01	0.22	0.02	0.05	0.01	0.04	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.441											

Intersection Level Of Service Report

Intersection 3: Glassell St and Meats Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.585

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	791	143	299	510	9	26	58	38	50	12	199
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	38	0	0	60	0	0	19	0	0	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	829	143	299	570	9	26	77	38	50	14	199
Peak Hour Factor	1.0000	1.0000	1.0000	0.9200	1.0000	0.9200	0.6400	0.6400	1.0000	1.0000	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	207	36	81	143	2	10	30	10	13	4	53
Total Analysis Volume [veh/h]	16	829	143	325	570	10	41	120	38	50	15	214
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.24	0.08	0.19	0.17	0.01	0.02	0.09	0.09	0.03	0.01	0.13
Intersection LOS	A											
Intersection V/C	0.585											

Intersection Level Of Service Report

Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.625

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	1430	81	62	644	125	270	620	81	49	343	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	25	0	0	33	32	14	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	1455	81	62	677	157	284	620	84	49	343	198
Peak Hour Factor	0.9500	1.0000	0.9500	1.0000	1.0000	1.0000	1.0000	0.9400	0.9400	0.8400	0.8400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	364	21	16	169	39	71	165	22	15	102	50
Total Analysis Volume [veh/h]	91	1455	85	62	677	157	284	660	89	58	408	198
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.30	0.30	0.04	0.20	0.09	0.17	0.22	0.22	0.03	0.12	0.12
Intersection LOS	B											
Intersection V/C	0.625											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	156.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.738

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	1107	0	0	683	3	4	0	17	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	14	27	18	0	0	0	0	42	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1131	14	27	701	3	4	0	17	42	0	15
Peak Hour Factor	1.0000	0.9300	1.0000	1.0000	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	304	4	7	199	1	1	0	4	11	0	4
Total Analysis Volume [veh/h]	5	1216	14	27	797	3	4	0	17	42	0	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.05	0.01	0.00	0.05	0.00	0.03	0.74	0.00	0.03
d_M, Delay for Movement [s/veh]	9.42	0.00	0.00	11.72	0.00	0.00	50.44	79.48	12.10	156.91	165.85	101.86
Movement LOS	A	A	A	B	A	A	F	F	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.15	0.00	0.00	0.25	0.25	0.25	3.69	3.69	3.69
95th-Percentile Queue Length [ft/ln]	0.46	0.00	0.00	3.77	0.00	0.00	6.25	6.25	6.25	92.26	92.26	92.26
d_A, Approach Delay [s/veh]	0.04			0.38			19.41			142.42		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	4.15											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 6: Glassell St and northern driveway entrance of the project

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.105

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	1111	0	0	689	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	5	0	45	0	45
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1145	5	0	734	0	45
Peak Hour Factor	0.9200	0.9200	1.0000	0.8900	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	311	1	0	206	0	11
Total Analysis Volume [veh/h]	1245	5	0	825	0	45
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	14.37
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.35
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	8.72
d_A, Approach Delay [s/veh]	0.00		0.00		14.37	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 12 General Plan 2030 AM plus Project

Report File: C:\...\2030PPAM.pdf

2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	SB Thru	0.537	-	A
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	SB Thru	0.606	-	B
3	Glassell St and Meats Ave	Signalized	ICU 1	SB Thru	0.530	-	A
4	Glassell St and Taft Ave	Signalized	ICU 1	SB Thru	0.634	-	B
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	EB Left	0.108	87.9	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.024	10.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Glassell St and Lincoln Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.537

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	85	367	114	194	711	217	182	481	126	143	420	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	24	8	0	38	0	0	0	21	21	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	391	122	194	749	217	182	481	147	164	420	133
Peak Hour Factor	0.8800	0.8800	0.8800	0.7600	0.7600	0.7600	0.9200	0.9200	0.9200	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	111	35	64	246	71	49	131	40	53	135	43
Total Analysis Volume [veh/h]	105	444	139	255	986	286	198	523	160	210	538	171
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.08	0.08	0.29	0.17	0.06	0.15	0.09	0.06	0.16	0.10
Intersection LOS	A											
Intersection V/C	0.537											

Intersection Level Of Service Report

Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	420	10	5	916	188	105	4	188	26	12	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	37	0	0	80	0	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	457	10	5	996	188	107	4	189	26	12	17
Peak Hour Factor	0.8100	0.8100	0.8100	0.8000	0.8000	0.8000	0.7400	0.7400	0.7400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	141	3	2	311	59	36	1	64	8	4	5
Total Analysis Volume [veh/h]	120	564	12	6	1245	235	145	5	255	33	15	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.17	0.01	0.00	0.37	0.14	0.09	0.00	0.15	0.02	0.02	0.02
Intersection LOS	B											
Intersection V/C	0.606											

Intersection Level Of Service Report

Intersection 3: Glassell St and Meats Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.530

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	316	31	322	663	39	17	41	34	136	57	226
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	0	0	31	0	0	2	0	0	22	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	375	31	322	694	39	17	43	34	136	79	226
Peak Hour Factor	0.9100	0.9100	0.9100	0.8600	0.8600	0.8600	0.8500	0.8500	0.8500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	103	9	94	202	11	5	13	10	45	26	75
Total Analysis Volume [veh/h]	32	412	34	374	807	45	20	51	40	181	105	301
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.12	0.02	0.22	0.24	0.03	0.01	0.05	0.05	0.11	0.06	0.18
Intersection LOS	A											
Intersection V/C	0.530											

Intersection Level Of Service Report

Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.634

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	120	459	97	71	794	253	147	374	70	95	416	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	33	0	0	21	10	32	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	492	97	71	815	263	179	374	71	95	416	70
Peak Hour Factor	0.8600	0.8600	0.8600	0.8700	0.8700	0.8700	0.9000	0.9000	0.9000	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	143	28	20	234	76	50	104	20	30	133	22
Total Analysis Volume [veh/h]	143	572	113	82	937	302	199	416	79	122	533	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.13	0.13	0.05	0.28	0.18	0.12	0.15	0.15	0.07	0.16	0.05
Intersection LOS	B											
Intersection V/C	0.634											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	87.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.108

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	511	0	0	1053	5	5	0	9	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	27	32	63	18	0	0	0	0	13	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	538	32	63	1071	5	5	0	9	13	0	5
Peak Hour Factor	1.0000	0.8200	0.8200	0.8300	0.8300	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	164	10	19	323	1	1	0	2	3	0	1
Total Analysis Volume [veh/h]	7	656	39	76	1290	5	5	0	9	13	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.08	0.01	0.00	0.11	0.00	0.02	0.16	0.00	0.01
d_M, Delay for Movement [s/veh]	11.87	0.00	0.00	9.39	0.00	0.00	87.86	93.82	18.60	57.75	91.89	17.45
Movement LOS	B	A	A	A	A	A	F	F	C	F	F	C
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.28	0.00	0.00	0.43	0.43	0.43	0.59	0.59	0.59
95th-Percentile Queue Length [ft/ln]	1.00	0.00	0.00	6.93	0.00	0.00	10.80	10.80	10.80	14.82	14.82	14.82
d_A, Approach Delay [s/veh]	0.12			0.52			43.34			46.55		
Approach LOS	A			A			E			E		
d_I, Intersection Delay [s/veh]	1.06											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	507	0	0	1067	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	11	0	81	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	528	11	0	1148	0	16
Peak Hour Factor	0.8200	0.8200	1.0000	0.8300	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	161	3	0	346	0	4
Total Analysis Volume [veh/h]	644	13	0	1383	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.47
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.82
d_A, Approach Delay [s/veh]	0.00		0.00		10.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 13 General Plan 2030 PM Plus Project

Report File: C:\...\2030PPPM.pdf

2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	EB Thru	0.685	-	B
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	NB Thru	0.449	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	NB Thru	0.628	-	B
4	Glassell St and Taft Ave	Signalized	ICU 1	NB Thru	0.690	-	B
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Left	0.850	203.2	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.105	14.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Glassell St and Lincoln Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	165	724	139	358	506	146	272	857	113	84	623	214
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	36	21	0	31	0	0	0	9	10	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	760	160	358	537	146	272	857	122	94	623	214
Peak Hour Factor	0.8900	0.8900	0.8900	0.8600	0.8600	0.8600	0.9000	0.9000	0.9000	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	213	45	104	156	42	76	238	34	26	175	60
Total Analysis Volume [veh/h]	208	854	180	416	624	170	302	952	136	106	700	240
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.25	0.11	0.12	0.18	0.10	0.09	0.28	0.08	0.03	0.21	0.14
Intersection LOS	B											
Intersection V/C	0.685											

Intersection Level Of Service Report

Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	56	1070	25	8	618	35	94	8	76	13	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	75	0	0	48	2	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	1145	25	8	666	37	96	8	77	13	6	7
Peak Hour Factor	0.9100	0.9100	0.9100	0.8800	0.8800	0.8800	0.9000	0.9000	0.9000	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	315	7	2	189	11	27	2	21	5	2	2
Total Analysis Volume [veh/h]	63	1258	27	9	757	42	107	9	86	18	8	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.37	0.02	0.01	0.22	0.02	0.06	0.01	0.05	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.449											

Intersection Level Of Service Report

Intersection 3: Glassell St and Meats Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.628

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	16	814	151	299	513	9	26	58	38	50	12	199
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	35	0	0	64	0	0	2	0	0	22	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	849	151	299	577	9	26	60	38	50	34	199
Peak Hour Factor	0.8700	0.8700	0.8700	0.9200	0.9200	0.9200	0.6400	0.6400	0.6400	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	244	43	81	157	2	10	23	15	13	9	53
Total Analysis Volume [veh/h]	18	976	174	325	627	10	41	94	59	54	37	214
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.29	0.10	0.19	0.18	0.01	0.02	0.09	0.09	0.03	0.02	0.13
Intersection LOS	B											
Intersection V/C	0.628											

Intersection Level Of Service Report

Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.690

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	1430	81	62	644	133	286	620	81	49	343	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	27	0	0	32	32	14	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	1457	81	62	676	165	300	620	84	49	343	198
Peak Hour Factor	0.9500	0.9500	0.9500	0.7800	0.7800	0.7800	0.9400	0.9400	0.9400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	383	21	20	217	53	80	165	22	15	102	59
Total Analysis Volume [veh/h]	91	1534	85	79	867	212	319	660	89	58	408	236
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.32	0.32	0.05	0.26	0.12	0.19	0.22	0.22	0.03	0.12	0.14
Intersection LOS	B											
Intersection V/C	0.690											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	203.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.850

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	1108	0	0	801	3	4	0	17	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	14	27	22	0	0	0	0	42	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1129	14	27	823	3	4	0	17	42	0	15
Peak Hour Factor	1.0000	0.9300	0.9300	0.8800	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	303	4	8	234	1	1	0	4	11	0	4
Total Analysis Volume [veh/h]	5	1214	15	31	935	3	4	0	17	42	0	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.06	0.01	0.00	0.06	0.00	0.03	0.85	0.00	0.03
d_M, Delay for Movement [s/veh]	9.99	0.00	0.00	11.77	0.00	0.00	64.09	98.17	13.35	203.23	220.22	138.54
Movement LOS	A	A	A	B	A	A	F	F	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.17	0.00	0.00	0.31	0.31	0.31	4.18	4.18	4.18
95th-Percentile Queue Length [ft/ln]	0.52	0.00	0.00	4.36	0.00	0.00	7.79	7.79	7.79	104.53	104.53	104.53
d_A, Approach Delay [s/veh]	0.04			0.38			23.01			186.21		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	5.05											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.105

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	1111	0	0	801	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	5	0	49	0	45
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1142	5	0	850	0	45
Peak Hour Factor	0.9200	0.9200	1.0000	0.8900	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	310	1	0	239	0	11
Total Analysis Volume [veh/h]	1241	5	0	955	0	45
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	14.34
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.35
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	8.69
d_A, Approach Delay [s/veh]	0.00		0.00		14.34	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 16 General Plan 2050 AM plus Project

Report File: C:\...\2050PPAM.pdf

2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	SB Thru	0.545	-	A
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	SB Thru	0.632	-	B
3	Glassell St and Meats Ave	Signalized	ICU 1	SB Thru	0.565	-	A
4	Glassell St and Taft Ave	Signalized	ICU 1	SB Thru	0.634	-	B
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	EB Left	0.142	115.9	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.024	10.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Glassell St and Lincoln Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.545

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	TWO			TWO			TWO			TWO		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	85	372	114	205	731	217	182	481	126	143	420	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	24	8	0	38	0	0	0	21	21	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	396	122	205	769	217	182	481	147	164	420	140
Peak Hour Factor	0.8800	0.8800	0.8800	0.7600	0.7600	0.7600	0.9200	0.9200	0.9200	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	113	35	67	253	71	49	131	40	53	135	45
Total Analysis Volume [veh/h]	105	450	139	270	1012	286	198	523	160	210	538	179
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.08	0.08	0.30	0.17	0.06	0.15	0.09	0.06	0.16	0.11
Intersection LOS	A											
Intersection V/C	0.545											

Intersection Level Of Service Report

Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	118	420	10	5	916	244	161	6	201	26	17	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	37	0	0	80	0	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	457	10	5	996	244	163	6	202	26	17	17
Peak Hour Factor	0.8100	0.8100	0.8100	0.8000	0.8000	0.8000	0.7400	0.7400	0.7400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	141	3	2	311	76	55	2	68	8	5	5
Total Analysis Volume [veh/h]	146	564	12	6	1245	305	220	8	273	33	22	22
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.17	0.01	0.00	0.37	0.18	0.13	0.00	0.16	0.02	0.03	0.03
Intersection LOS	B											
Intersection V/C	0.632											

Intersection Level Of Service Report

Intersection 3: Glassell St and Meats Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: A
 Volume to Capacity (v/c): 0.565

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	316	36	373	768	41	17	41	34	140	57	226
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	0	0	31	0	0	2	0	0	22	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	375	36	373	799	41	17	43	34	140	79	226
Peak Hour Factor	0.9100	0.9100	0.9100	0.8600	0.8600	0.8600	0.8500	0.8500	0.8500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	103	10	108	232	12	5	13	10	47	26	75
Total Analysis Volume [veh/h]	32	412	40	434	929	48	20	51	40	187	105	301
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.12	0.02	0.26	0.27	0.03	0.01	0.05	0.05	0.11	0.06	0.18
Intersection LOS	A											
Intersection V/C	0.565											

Intersection Level Of Service Report

Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.634

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	120	473	97	75	794	322	147	374	70	95	416	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	33	0	0	21	10	32	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	506	97	75	815	332	179	374	71	95	416	70
Peak Hour Factor	0.8600	0.8600	0.8600	0.8700	0.8700	0.8700	0.9000	0.9000	0.9000	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	147	28	22	234	95	50	104	20	30	133	22
Total Analysis Volume [veh/h]	143	588	113	86	937	382	199	416	79	122	533	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.14	0.14	0.05	0.28	0.22	0.12	0.15	0.15	0.07	0.16	0.05
Intersection LOS	B											
Intersection V/C	0.634											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	115.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.142

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	7	511	0	0	1182	5	5	0	9	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	27	32	63	18	0	0	0	0	13	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	538	32	63	1200	5	5	0	9	13	0	5
Peak Hour Factor	1.0000	0.8200	0.8200	0.8300	0.8300	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	164	10	19	361	1	1	0	2	3	0	1
Total Analysis Volume [veh/h]	7	656	39	76	1446	5	5	0	9	13	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.08	0.01	0.00	0.14	0.00	0.02	0.19	0.00	0.01
d_M, Delay for Movement [s/veh]	12.90	0.00	0.00	9.39	0.00	0.00	115.94	119.12	23.17	66.94	114.98	19.82
Movement LOS	B	A	A	A	A	A	F	F	C	F	F	C
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.28	0.00	0.00	0.56	0.56	0.56	0.69	0.69	0.69
95th-Percentile Queue Length [ft/ln]	1.15	0.00	0.00	6.93	0.00	0.00	14.11	14.11	14.11	17.13	17.13	17.13
d_A, Approach Delay [s/veh]	0.13			0.47			56.30			53.85		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	1.13											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	507	0	0	1182	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	11	0	81	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	528	11	0	1263	0	16
Peak Hour Factor	0.8200	0.8200	1.0000	0.8300	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	161	3	0	380	0	4
Total Analysis Volume [veh/h]	644	13	0	1522	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	10.47
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.82
d_A, Approach Delay [s/veh]	0.00		0.00		10.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

2411 Glassell Street

Vistro File: C:\...\24-092_Both GP - 1.17.2026.vistro

Scenario 17 General Plan 2050 PM Plus Project

Report File: C:\...\2050PPPM.pdf

2/26/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Glassell St and Lincoln Ave	Signalized	ICU 1	EB Thru	0.756	-	C
2	Glassell St and W Fletcher Ave	Signalized	ICU 1	NB Thru	0.482	-	A
3	Glassell St and Meats Ave	Signalized	ICU 1	NB Thru	0.703	-	C
4	Glassell St and Taft Ave	Signalized	ICU 1	NB Thru	0.794	-	C
5	Glassell St and southern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Left	1.011	279.2	F
6	Glassell St and northern driveway entrance of the project	Two-way stop	HCM 7th Edition	WB Right	0.109	14.8	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Glassell St and Lincoln Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	1	1	0	1	1	0	1	2	0	1
Entry Pocket Length [ft]	100.00	100.00	125.00	200.00	100.00	100.00	210.00	100.00	90.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	165	792	167	378	522	146	275	972	124	99	623	231
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	36	21	0	31	0	0	0	9	10	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	828	188	378	553	146	275	972	133	109	623	231
Peak Hour Factor	0.8900	0.8900	0.8900	0.8600	0.8600	0.8600	0.9000	0.9000	0.9000	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	233	53	110	161	42	76	270	37	31	175	65
Total Analysis Volume [veh/h]	208	930	211	440	643	170	306	1080	148	122	700	260
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.27	0.12	0.13	0.19	0.10	0.09	0.32	0.09	0.04	0.21	0.15
Intersection LOS	C											
Intersection V/C	0.756											

Intersection Level Of Service Report

Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	71	1070	25	8	618	44	146	12	89	13	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	75	0	0	48	2	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	1145	25	8	666	46	148	12	90	13	6	7
Peak Hour Factor	0.9100	0.9100	0.9100	0.8800	0.8800	0.8800	0.9000	0.9000	0.9000	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	315	7	2	189	13	41	3	25	5	2	2
Total Analysis Volume [veh/h]	79	1258	27	9	757	52	164	13	100	18	8	10
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.37	0.02	0.01	0.22	0.03	0.10	0.01	0.06	0.01	0.01	0.01
Intersection LOS	A											
Intersection V/C	0.482											

Intersection Level Of Service Report

Intersection 3: Glassell St and Meats Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.703

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	100.00	130.00	100.00	100.00	130.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	1034	199	299	603	9	26	58	46	57	12	199
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	35	0	0	64	0	0	2	0	0	22	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	1069	199	299	667	9	26	60	46	57	34	199
Peak Hour Factor	0.8700	0.8700	0.8700	0.9200	0.9200	0.9200	0.6400	0.6400	0.6400	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	307	57	81	181	2	10	23	18	15	9	53
Total Analysis Volume [veh/h]	20	1229	229	325	725	10	41	94	72	61	37	214
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	60
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.36	0.13	0.19	0.21	0.01	0.02	0.10	0.10	0.04	0.02	0.13
Intersection LOS	C											
Intersection V/C	0.703											

Intersection Level Of Service Report

Intersection 4: Glassell St and Taft Ave

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.794

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	80.00	100.00	124.00	300.00	100.00	100.00	170.00	100.00	170.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	1541	81	65	738	191	408	620	81	49	343	201
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	27	0	0	32	32	14	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	1568	81	65	770	223	422	620	84	49	343	201
Peak Hour Factor	0.9500	0.9500	0.9500	0.7800	0.7800	0.7800	0.9400	0.9400	0.9400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	413	21	21	247	71	112	165	22	15	102	60
Total Analysis Volume [veh/h]	91	1651	85	83	987	286	449	660	89	58	408	239
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.34	0.34	0.05	0.29	0.17	0.26	0.22	0.22	0.03	0.12	0.14
Intersection LOS	C											
Intersection V/C	0.794											

Intersection Level Of Service Report**Intersection 5: Glassell St and southern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	279.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.011

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	5	1161	0	0	870	3	4	0	17	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	14	27	22	0	0	0	0	42	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1182	14	27	892	3	4	0	17	42	0	15
Peak Hour Factor	1.0000	0.9300	0.9300	0.8800	0.8800	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	318	4	8	253	1	1	0	4	11	0	4
Total Analysis Volume [veh/h]	5	1271	15	31	1014	3	4	0	17	42	0	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.06	0.01	0.00	0.08	0.00	0.03	1.01	0.00	0.04
d_M, Delay for Movement [s/veh]	10.35	0.00	0.00	12.14	0.00	0.00	76.83	119.51	14.39	279.16	302.65	201.01
Movement LOS	B	A	A	B	A	A	F	F	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.18	0.00	0.00	0.37	0.37	0.37	4.79	4.79	4.79
95th-Percentile Queue Length [ft/ln]	0.56	0.00	0.00	4.60	0.00	0.00	9.16	9.16	9.16	119.66	119.66	119.66
d_A, Approach Delay [s/veh]	0.04			0.36			26.28			258.59		
Approach LOS	A			A			D			F		
d_I, Intersection Delay [s/veh]	6.50											
Intersection LOS	F											

Intersection Level Of Service Report**Intersection 6: Glassell St and northern driveway entrance of the project**

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.109

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Northbound		Southbound		Westbound	
Base Volume Input [veh/h]	1161	0	0	870	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	5	0	49	0	45
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1192	5	0	919	0	45
Peak Hour Factor	0.9200	0.9200	1.0000	0.8900	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	324	1	0	258	0	11
Total Analysis Volume [veh/h]	1296	5	0	1033	0	45
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.11
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	14.78
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.36
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	9.10
d_A, Approach Delay [s/veh]	0.00		0.00		14.78	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	B					

Int 2 Queuing Analyzed using HCM (For Queuing purpose only)

Unmitigated

Number	2											
Intersection	Glassell St and W Fletcher Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	82	420	10	5	916	181	93	4	140	26	12	17
Total Analysis Volume [veh/h]	101	564	12	6	1245	226	128	5	191	33	15	22

Intersection Settings

Cycle Length [s]	60											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fixed time											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	9	14	0	9	14	0	0	14	0	0	14	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0											
Pedestrian Walk [s]	0											
Pedestrian Clearance [s]	0											

Lane Group Calculations

g / C, Green / Cycle	0.14	0.27	0.27	0.14	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.07	0.20	0.01	0.00	0.43	0.18	0.10	0.00	0.15	0.03	0.03	0.03
so, Base Saturation Flow per Lane [pc/h/lane]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
Base Saturation Flow Rate [pc/h/lane]	1424	2847	1288	1424	2847	1288	1424	1500	1288	1424	1288	1288

s, Saturation flow rate [veh/m]	1434	2007	1260	1434	2007	1260	1234	1500	1260	1000	1303
c, Capacity [veh/h]	194	775	346	194	775	346	436	407	346	423	368
X, volume / capacity	0.52	0.73	0.03	0.03	1.61	0.65	0.29	0.01	0.55	0.08	0.10
d, Delay for Lane Group [s/veh]	24.56	18.19	10.13	14.19	292.53	21.22	15.05	9.94	17.80	12.16	10.67
Lane Group LOS	C	B	B	B	F	C	B	A	B	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.10	2.02	0.07	0.05	32.12	1.97	0.94	0.03	1.58	0.21	0.22
50th-Percentile Queue Length [ft/ln]	27.48	50.48	1.64	1.20	802.97	49.24	23.57	0.71	39.58	5.29	5.57
95th-Percentile Queue Length [veh/ln]	1.98	3.63	0.12	0.09	51.32	3.54	1.70	0.05	2.85	0.38	0.40
95th-Percentile Queue Length [ft/ln]	49.47	90.86	2.95	2.16	1282.93	88.62	42.42	1.27	71.25	9.52	10.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.56	18.19	10.13	14.19	292.53	21.22	15.05	9.94	17.80	12.16	10.67	10.67
Movement LOS	C	B	B	B	F	C	B	A	B	B	B	B
Critical Movement	No	No	No	No	Yes	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	19.00			249.88			16.59			11.37		
Approach LOS	B			F			B			B		
d_I, Intersection Delay [s/veh]	152.32											
Intersection LOS	F											
Intersection V/C	0.654											

Unmitigated

Number	2											
Intersection	Glassell St and W Fletcher Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	49	1070	25	8	618	35	80	8	62	13	6	7
Total Analysis Volume [veh/h]	55	1262	27	9	752	42	91	9	70	18	8	10

Intersection Settings

Cycle Length [s]	60											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fixed time											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	23	0	5	23	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	24	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	9	27	0	9	27	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0											
Pedestrian Walk [s]	0											
Pedestrian Clearance [s]	0											

Lane Group Calculations

g / C, Green / Cycle	0.07	0.33	0.33	0.07	0.33	0.33	0.42	0.42	0.42	0.42	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.04	0.44	0.02	0.01	0.26	0.03	0.07	0.01	0.05	0.02	0.01	0.01
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
g / C, Green / Cycle	0.07	0.33	0.33	0.07	0.33	0.33	0.42	0.42	0.42	0.42	0.42	0.42

s, Saturation flow rate [veh/mi]	1434	2007	1260	1434	2007	1260	1255	1500	1260	1168	1371
c, Capacity [veh/h]	104	956	427	104	956	427	586	633	538	565	576
X, volume / capacity	0.53	1.32	0.06	0.09	0.79	0.10	0.16	0.01	0.13	0.03	0.03
d, Delay for Lane Group [s/veh]	48.82	174.61	15.95	31.50	27.30	16.31	14.70	11.70	12.76	13.23	11.85
Lane Group LOS	D	F	B	C	C	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.33	26.73	0.29	0.18	5.56	0.45	0.95	0.08	0.67	0.17	0.16
50th-Percentile Queue Length [ft/ln]	33.28	668.18	7.20	4.40	139.00	11.36	23.64	1.99	16.68	4.35	4.05
95th-Percentile Queue Length [veh/ln]	2.40	41.15	0.52	0.32	9.43	0.82	1.70	0.14	1.20	0.31	0.29
95th-Percentile Queue Length [ft/ln]	59.90	1028.82	12.95	7.92	235.67	20.46	42.56	3.58	30.02	7.83	7.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.82	174.61	15.95	31.50	27.30	16.31	14.70	11.70	12.76	13.23	11.85	11.85
Movement LOS	D	F	B	C	C	B	B	B	B	B	B	B
Critical Movement	No	Yes	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	166.27			26.77			13.74			12.54		
Approach LOS	F			C			B			B		
d_I, Intersection Delay [s/veh]	105.29											
Intersection LOS	F											
Intersection V/C	0.519											

Intersection Level Of Service Report
Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	147.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	420	10	5	916	188	105	4	188	26	12	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	37	0	0	80	0	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	457	10	5	996	188	107	4	189	26	12	17
Peak Hour Factor	0.8100	0.8100	0.8100	0.8000	0.8000	0.8000	0.7400	0.7400	0.7400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	141	3	2	311	59	36	1	64	8	4	5
Total Analysis Volume [veh/h]	120	564	12	6	1245	235	145	5	255	33	15	22
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	14	0	9	14	0	0	14	0	0	14	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Calculated Cycle Length [s]	37	37	37	37	37	37	37	37	37	37	37
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	10	10	5	10	10	10	10	10	10	10
g / C, Green / Cycle	0.14	0.27	0.27	0.14	0.27	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.08	0.20	0.01	0.00	0.43	0.18	0.12	0.00	0.20	0.03	0.03
s, saturation flow rate [veh/h]	1434	2867	1280	1434	2867	1280	1234	1506	1280	1007	1363
c, Capacity [veh/h]	194	775	346	194	775	346	436	407	346	410	368
d1, Uniform Delay [s]	15.10	12.26	9.94	13.90	13.50	12.07	13.56	9.88	12.30	11.82	10.13
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.96	5.93	0.19	0.30	279.03	10.29	2.04	0.06	13.13	0.38	0.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.62	0.73	0.03	0.03	1.61	0.68	0.33	0.01	0.74	0.08	0.10
d, Delay for Lane Group [s/veh]	29.07	18.19	10.13	14.19	292.53	22.36	15.60	9.94	25.44	12.21	10.67
Lane Group LOS	C	B	B	B	F	C	B	A	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.45	2.02	0.07	0.05	32.12	2.12	1.09	0.03	2.66	0.21	0.22
50th-Percentile Queue Length [ft/ln]	36.22	50.48	1.64	1.20	802.97	53.03	27.35	0.71	66.49	5.33	5.57
95th-Percentile Queue Length [veh/ln]	2.61	3.63	0.12	0.09	51.32	3.82	1.97	0.05	4.79	0.38	0.40
95th-Percentile Queue Length [ft/ln]	65.20	90.86	2.95	2.16	1282.93	95.46	49.24	1.27	119.69	9.60	10.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.07	18.19	10.13	14.19	292.53	22.36	15.60	9.94	25.44	12.21	10.67	10.67
Movement LOS	C	B	B	B	F	C	B	A	C	B	B	B
d_A, Approach Delay [s/veh]	19.93			248.68			21.72			11.40		
Approach LOS	B			F			C			B		
d_I, Intersection Delay [s/veh]	147.91											
Intersection LOS	F											
Intersection V/C	0.717											

Emissions

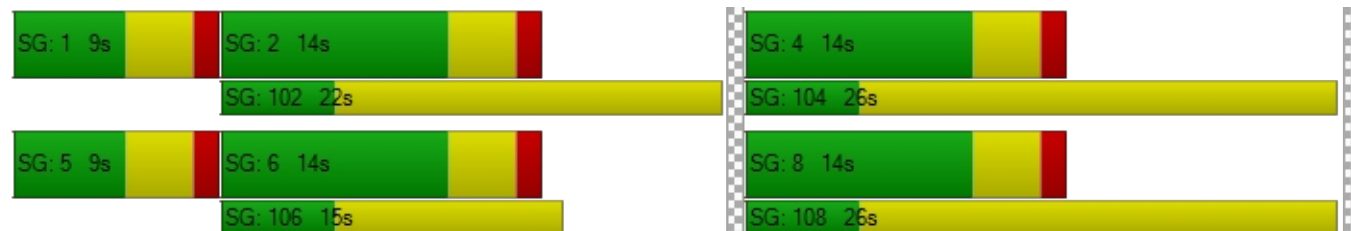
Vehicle Miles Traveled [mph]	5.58	26.25	0.56	2.69	558.15	105.35	23.34	0.80	41.04	6.55	7.34
Stops [stops/h]	140.98	392.91	6.39	4.67	6250.16	206.40	106.46	2.75	258.79	20.75	21.67
Fuel consumption [US gal/h]	2.65	7.87	0.12	0.17	170.95	7.25	2.15	0.06	4.83	0.49	0.52
CO [g/h]	185.53	550.31	8.62	11.72	11949.3	506.55	150.32	4.30	337.67	34.09	36.57
NOx [g/h]	36.10	107.07	1.68	2.28	2324.91	98.56	29.25	0.84	65.70	6.63	7.12
VOC [g/h]	43.00	127.54	2.00	2.72	2769.38	117.40	34.84	1.00	78.26	7.90	8.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	10.59			10.59			10.59			10.59		
I_p,int, Pedestrian LOS Score for Intersectio	2.995			3.151			2.428			1.927		
Crosswalk LOS	C			C			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	541			541			541			541		
d_b, Bicycle Delay [s]	9.85			9.85			9.85			9.85		
I_b,int, Bicycle LOS Score for Intersection	2.134			2.786			2.228			1.675		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	102.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	56	1070	25	8	618	35	94	8	76	13	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	75	0	0	48	2	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	1145	25	8	666	37	96	8	77	13	6	7
Peak Hour Factor	0.9100	0.9100	0.9100	0.8800	0.8800	0.8800	0.9000	0.9000	0.9000	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	315	7	2	189	11	27	2	21	5	2	2
Total Analysis Volume [veh/h]	63	1258	27	9	757	42	107	9	86	18	8	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	23	0	5	23	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	24	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	27	0	9	27	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Calculated Cycle Length [s]	69	69	69	69	69	69	69	69	69	69	69
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	23	23	5	23	23	29	29	29	29	29
g / C, Green / Cycle	0.07	0.33	0.33	0.07	0.33	0.33	0.42	0.42	0.42	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.04	0.44	0.02	0.01	0.26	0.03	0.09	0.01	0.07	0.02	0.01
s, saturation flow rate [veh/h]	1434	2867	1280	1434	2867	1280	1255	1506	1280	1170	1371
c, Capacity [veh/h]	104	956	427	104	956	427	586	633	538	558	576
d1, Uniform Delay [s]	31.04	23.00	15.66	29.87	20.83	15.85	14.33	11.66	12.43	13.13	11.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.54	149.79	0.28	1.64	6.70	0.46	0.69	0.04	0.64	0.11	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	1.32	0.06	0.09	0.79	0.10	0.18	0.01	0.16	0.03	0.03
d, Delay for Lane Group [s/veh]	54.58	172.79	15.95	31.50	27.53	16.31	15.02	11.70	13.06	13.24	11.85
Lane Group LOS	D	F	B	C	C	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.62	26.49	0.29	0.18	5.63	0.45	1.13	0.08	0.83	0.17	0.16
50th-Percentile Queue Length [ft/ln]	40.40	662.15	7.20	4.40	140.67	11.36	28.24	1.99	20.81	4.36	4.05
95th-Percentile Queue Length [veh/ln]	2.91	40.76	0.52	0.32	9.52	0.82	2.03	0.14	1.50	0.31	0.29
95th-Percentile Queue Length [ft/ln]	72.72	1019.11	12.95	7.92	237.93	20.46	50.83	3.58	37.47	7.84	7.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.58	172.79	15.95	31.50	27.53	16.31	15.02	11.70	13.06	13.24	11.85	11.85
Movement LOS	D	F	B	C	C	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	164.12			26.99			14.04			12.54		
Approach LOS	F			C			B			B		
d_I, Intersection Delay [s/veh]	102.90											
Intersection LOS	F											
Intersection V/C	0.530											

Emissions

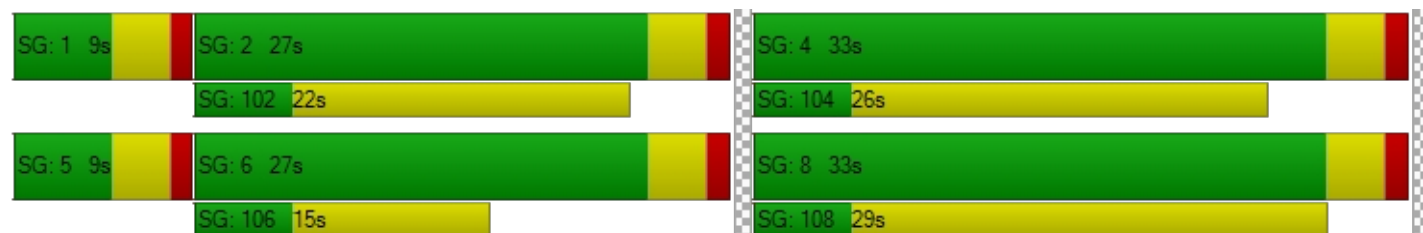
Vehicle Miles Traveled [mph]	2.93	58.54	1.26	4.03	339.37	18.83	17.22	1.45	13.84	3.57	3.57
Stops [stops/h]	84.32	2763.75	15.02	9.18	587.15	23.72	58.94	4.16	43.44	9.09	8.45
Fuel consumption [US gal/h]	1.85	80.60	0.32	0.31	23.17	1.08	1.43	0.11	1.08	0.25	0.24
CO [g/h]	129.22	5633.80	22.19	21.68	1619.88	75.48	99.72	7.54	75.70	17.69	17.00
NOx [g/h]	25.14	1096.13	4.32	4.22	315.17	14.68	19.40	1.47	14.73	3.44	3.31
VOC [g/h]	29.95	1305.69	5.14	5.02	375.42	17.49	23.11	1.75	17.54	4.10	3.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	26.09			26.09			26.09			26.09		
I_p,int, Pedestrian LOS Score for Intersectio	3.005			3.125			2.360			1.959		
Crosswalk LOS	C			C			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	667			667			841			841		
d_b, Bicycle Delay [s]	15.33			15.33			11.59			11.59		
I_b,int, Bicycle LOS Score for Intersection	2.672			2.226			1.893			1.619		
Bicycle LOS	B			B			A			A		

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	141.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.749

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	118	420	10	5	916	244	161	6	201	26	17	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	37	0	0	80	0	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	457	10	5	996	244	163	6	202	26	17	17
Peak Hour Factor	0.8100	0.8100	0.8100	0.8000	0.8000	0.8000	0.7400	0.7400	0.7400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	141	3	2	311	76	55	2	68	8	5	5
Total Analysis Volume [veh/h]	146	564	12	6	1245	305	220	8	273	33	22	22
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	14	0	9	14	0	0	14	0	0	14	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Calculated Cycle Length [s]	37	37	37	37	37	37	37	37	37	37	37
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	10	10	5	10	10	10	10	10	10	10
g / C, Green / Cycle	0.14	0.27	0.27	0.14	0.27	0.27	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.10	0.20	0.01	0.00	0.43	0.24	0.18	0.01	0.21	0.03	0.03
s, saturation flow rate [veh/h]	1434	2867	1280	1434	2867	1280	1226	1506	1280	988	1384
c, Capacity [veh/h]	194	775	346	194	775	346	430	407	346	404	374
d1, Uniform Delay [s]	15.41	12.26	9.94	13.90	13.50	12.93	14.71	9.90	12.52	11.87	10.17
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.43	5.93	0.19	0.30	279.03	26.04	4.29	0.09	16.58	0.40	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.73	0.03	0.03	1.61	0.88	0.51	0.02	0.79	0.08	0.12
d, Delay for Lane Group [s/veh]	38.83	18.19	10.13	14.19	292.53	38.97	19.00	9.99	29.10	12.27	10.82
Lane Group LOS	D	B	B	B	F	D	B	A	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.13	2.02	0.07	0.05	32.12	4.08	1.91	0.05	3.12	0.21	0.27
50th-Percentile Queue Length [ft/ln]	53.16	50.48	1.64	1.20	802.97	101.94	47.63	1.13	77.91	5.36	6.65
95th-Percentile Queue Length [veh/ln]	3.83	3.63	0.12	0.09	51.32	7.34	3.43	0.08	5.61	0.39	0.48
95th-Percentile Queue Length [ft/ln]	95.69	90.86	2.95	2.16	1282.93	183.49	85.73	2.04	140.23	9.66	11.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.83	18.19	10.13	14.19	292.53	38.97	19.00	9.99	29.10	12.27	10.82	10.82
Movement LOS	D	B	B	B	F	D	B	A	C	B	B	B
d_A, Approach Delay [s/veh]	22.23			241.75			24.36			11.44		
Approach LOS	C			F			C			B		
d_I, Intersection Delay [s/veh]	141.91											
Intersection LOS	F											
Intersection V/C	0.749											

Emissions

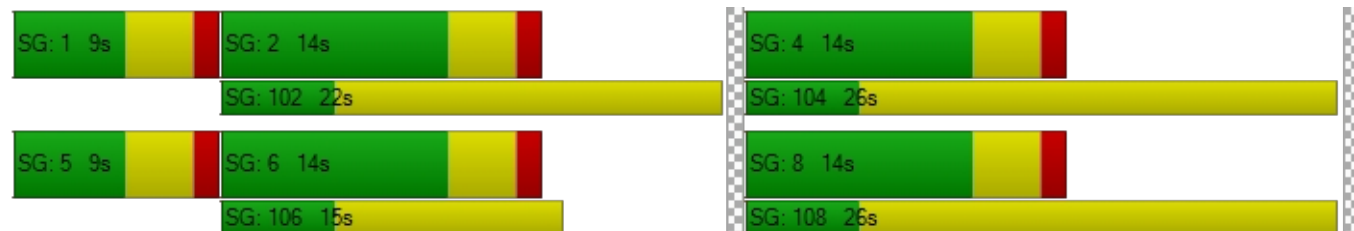
Vehicle Miles Traveled [mph]	6.79	26.25	0.56	2.69	558.15	136.74	35.41	1.29	43.94	6.55	8.73
Stops [stops/h]	206.90	392.91	6.39	4.67	6250.16	396.75	185.35	4.41	303.21	20.88	25.88
Fuel consumption [US gal/h]	3.96	7.87	0.12	0.17	170.95	12.04	3.59	0.10	5.57	0.49	0.62
CO [g/h]	276.75	550.31	8.62	11.72	11949.3	841.52	251.26	6.89	389.49	34.18	43.64
NOx [g/h]	53.84	107.07	1.68	2.28	2324.91	163.73	48.89	1.34	75.78	6.65	8.49
VOC [g/h]	64.14	127.54	2.00	2.72	2769.38	195.03	58.23	1.60	90.27	7.92	10.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	10.59			10.59			10.59			10.59		
I_p,int, Pedestrian LOS Score for Intersectio	3.006			3.294			2.473			1.931		
Crosswalk LOS	C			C			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	541			541			541			541		
d_b, Bicycle Delay [s]	9.85			9.85			9.85			9.85		
I_b,int, Bicycle LOS Score for Intersection	2.155			2.843			2.386			1.687		
Bicycle LOS	B			C			B			A		

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Glassell St and W Fletcher Ave

Control Type:	Signalized	Delay (sec / veh):	100.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	95.00	100.00	120.00	50.00	100.00	80.00	115.00	100.00	115.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	71	1070	25	8	618	44	146	12	89	13	6	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	75	0	0	48	2	2	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	1145	25	8	666	46	148	12	90	13	6	7
Peak Hour Factor	0.9100	0.9100	0.9100	0.8800	0.8800	0.8800	0.9000	0.9000	0.9000	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	315	7	2	189	13	41	3	25	5	2	2
Total Analysis Volume [veh/h]	79	1258	27	9	757	52	164	13	100	18	8	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	5	23	0	5	23	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	17	0	0	24	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	9	27	0	9	27	0	0	33	0	0	33	0
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C
C, Calculated Cycle Length [s]	69	69	69	69	69	69	69	69	69	69	69
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	23	23	5	23	23	29	29	29	29	29
g / C, Green / Cycle	0.07	0.33	0.33	0.07	0.33	0.33	0.42	0.42	0.42	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.06	0.44	0.02	0.01	0.26	0.04	0.13	0.01	0.08	0.02	0.01
s, saturation flow rate [veh/h]	1434	2867	1280	1434	2867	1280	1255	1506	1280	1152	1371
c, Capacity [veh/h]	104	956	427	104	956	427	586	633	538	549	576
d1, Uniform Delay [s]	31.41	23.00	15.66	29.87	20.83	15.98	15.08	11.70	12.58	13.20	11.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	40.05	149.79	0.28	1.64	6.70	0.58	1.19	0.06	0.76	0.11	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	1.32	0.06	0.09	0.79	0.12	0.28	0.02	0.19	0.03	0.03
d, Delay for Lane Group [s/veh]	71.46	172.79	15.95	31.50	27.53	16.57	16.27	11.75	13.34	13.31	11.85
Lane Group LOS	E	F	B	C	C	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.34	26.49	0.29	0.18	5.63	0.57	1.84	0.12	0.98	0.18	0.16
50th-Percentile Queue Length [ft/ln]	58.61	662.15	7.20	4.40	140.67	14.22	45.89	2.88	24.54	4.38	4.05
95th-Percentile Queue Length [veh/ln]	4.22	40.76	0.52	0.32	9.52	1.02	3.30	0.21	1.77	0.32	0.29
95th-Percentile Queue Length [ft/ln]	105.49	1019.11	12.95	7.92	237.93	25.59	82.61	5.19	44.18	7.88	7.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.46	172.79	15.95	31.50	27.53	16.57	16.27	11.75	13.34	13.31	11.85	11.85
Movement LOS	E	F	B	C	C	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	163.82			26.88			15.00			12.58		
Approach LOS	F			C			B			B		
d_I, Intersection Delay [s/veh]	100.22											
Intersection LOS	F											
Intersection V/C	0.576											

Emissions

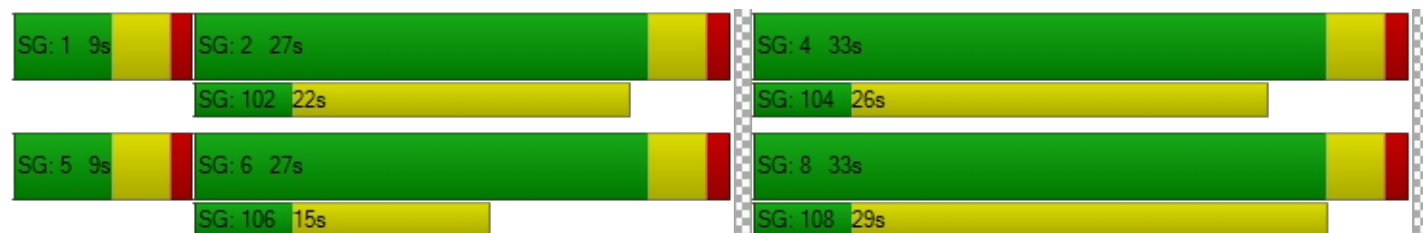
Vehicle Miles Traveled [mph]	3.68	58.54	1.26	4.03	339.37	23.31	26.40	2.09	16.09	3.57	3.57
Stops [stops/h]	122.31	2763.75	15.02	9.18	587.15	29.67	95.78	6.02	51.22	9.14	8.45
Fuel consumption [US gal/h]	2.80	80.60	0.32	0.31	23.17	1.34	2.27	0.16	1.27	0.25	0.24
CO [g/h]	195.40	5633.80	22.19	21.68	1619.88	93.90	158.63	10.91	88.79	17.73	17.00
NOx [g/h]	38.02	1096.13	4.32	4.22	315.17	18.27	30.86	2.12	17.27	3.45	3.31
VOC [g/h]	45.29	1305.69	5.14	5.02	375.42	21.76	36.76	2.53	20.58	4.11	3.94

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	26.09			26.09			26.09			26.09		
I_p,int, Pedestrian LOS Score for Intersectio	3.012			3.223			2.383			1.961		
Crosswalk LOS	C			C			B			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	667			667			841			841		
d_b, Bicycle Delay [s]	15.33			15.33			11.59			11.59		
I_b,int, Bicycle LOS Score for Intersection	2.685			2.234			2.017			1.619		
Bicycle LOS	B			B			B			A		

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Int 5 Queuing Analyzed as AWSC (For Queuing purpose only)

Option 1: Copy of Glassell St and southern driveway entrance of the project

Number	5											
Intersection	Glassell St and southern driveway entrance of the project											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	7	511	0	0	1053	5	5	0	9	0	0	0
Total Analysis Volume [veh/h]	7	656	32	63	1290	5	5	0	9	13	0	5

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	538	580	580	653	612	668	668	765	470	453
---------------------------------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	9.49	16.66	16.66	8.49	9.26	49.54	49.54	7.44	10.90		11.26
95th-Percentile Queue Length [veh]	0.04	3.51	3.51	0.15	0.34	14.21	14.21	0.02	0.09		0.12
95th-Percentile Queue Length [ft]	0.99	87.71	87.71	3.85	8.57	355.2	355.2	0.49	2.30		3.09
Approach Delay [s/veh]	16.21				47.51				10.90		11.26
Approach LOS	C				E				B		B
Intersection Delay [s/veh]	36.52										
Intersection LOS	E										

Option 1: Copy of Glassell St and southern driveway entrance of the project

Number	5											
Intersection	Glassell St and southern driveway entrance of the project											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	5	1107	0	0	683	3	4	0	17	0	0	0
Total Analysis Volume [veh/h]	5	1216	14	27	797	3	4	0	17	42	0	15

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	560	608	608	687	516	556	556	623	455	438
---------------------------------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	9.19	61.05	61.05	8.05	10.05	23.86	23.86	8.51	11.29	12.46
95th-Percentile Queue Length [veh]	0.03	15.21	15.21	0.06	0.17	5.85	5.85	0.01	0.14	0.45
95th-Percentile Queue Length [ft]	0.68	380.2	380.2	1.56	4.13	146.2	146.2	0.36	3.62	11.13
Approach Delay [s/veh]	60.24				23.35				11.29	12.46
Approach LOS	F				C				B	B
Intersection Delay [s/veh]	44.23									
Intersection LOS	E									

Option 1: Copy of Glassell St and southern driveway entrance of the project

Number	5											
Intersection	Glassell St and southern driveway entrance of the project											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	7	511	0	0	1053	5	5	0	9	0	0	0
Total Analysis Volume [veh/h]	7	656	39	76	1290	5	5	0	9	13	0	5

Intersection Settings

Lanes												
Capacity per Entry Lane [veh/h]	537	580	580	653	611	667	667	764	470		454	

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	9.49	16.68	16.68	8.56	9.43	49.83	49.83	7.44	10.89	11.25
95th-Percentile Queue Length [veh]	0.04	3.51	3.51	0.19	0.42	14.26	14.26	0.02	0.09	0.12
95th-Percentile Queue Length [ft]	0.99	87.82	87.82	4.75	10.59	356.4	356.4	0.49	2.30	3.09
Approach Delay [s/veh]	16.15				47.43				10.89	11.25
Approach LOS	C				E				B	B
Intersection Delay [s/veh]	36.45									
Intersection LOS	E									

Option 1: Copy of Glassell St and southern driveway entrance of the project

Number	5											
Intersection	Glassell St and southern driveway entrance of the project											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	5	1108	0	0	801	3	4	0	17	0	0	0
Total Analysis Volume [veh/h]	5	1214	15	31	935	3	4	0	17	42	0	15

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	539	607	607	656	516	556	556	622	440	423
---------------------------------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	9.45	73.31	73.31	8.32	10.13	34.63	34.63	8.52	11.59	12.83
95th-Percentile Queue Length [veh]	0.03	16.73	16.73	0.07	0.19	8.85	8.85	0.01	0.15	0.46
95th-Percentile Queue Length [ft]	0.70	418.3	418.3	1.75	4.78	221.1	221.1	0.36	3.75	11.56
Approach Delay [s/veh]	72.26				33.76				11.59	12.83
Approach LOS	F				D				B	B
Intersection Delay [s/veh]	53.86									
Intersection LOS	F									

Option 1: Copy of Glassell St and southern driveway entrance of the project

Number	5											
Intersection	Glassell St and southern driveway entrance of the project											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	7	511	0	0	1182	5	5	0	9	0	0	0
Total Analysis Volume [veh/h]	7	656	39	76	1446	5	5	0	9	13	0	5

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	530	573	573	643	610	723	723	762	472	456
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Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	9.58	17.11	17.11	8.66	9.45	82.93	82.93	7.46	10.86	11.22
95th-Percentile Queue Length [veh]	0.04	3.61	3.61	0.19	0.42	20.50	20.50	0.02	0.09	0.12
95th-Percentile Queue Length [ft]	1.00	90.13	90.13	4.83	10.62	512.4	512.4	0.50	2.29	3.08
Approach Delay [s/veh]	16.56				79.02				10.86	11.22
Approach LOS	C				F				B	B
Intersection Delay [s/veh]	58.67									
Intersection LOS	F									

Option 1: Copy of Glassell St and southern driveway entrance of the project

Number	5											
Intersection	Glassell St and southern driveway entrance of the project											
Control Type	All-way stop											
Analysis Method	HCM 7th Edition											
Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	5	1161	0	0	870	3	4	0	17	0	0	0
Total Analysis Volume [veh/h]	5	1271	15	31	1014	3	4	0	17	42	0	15

Intersection Settings

Lanes

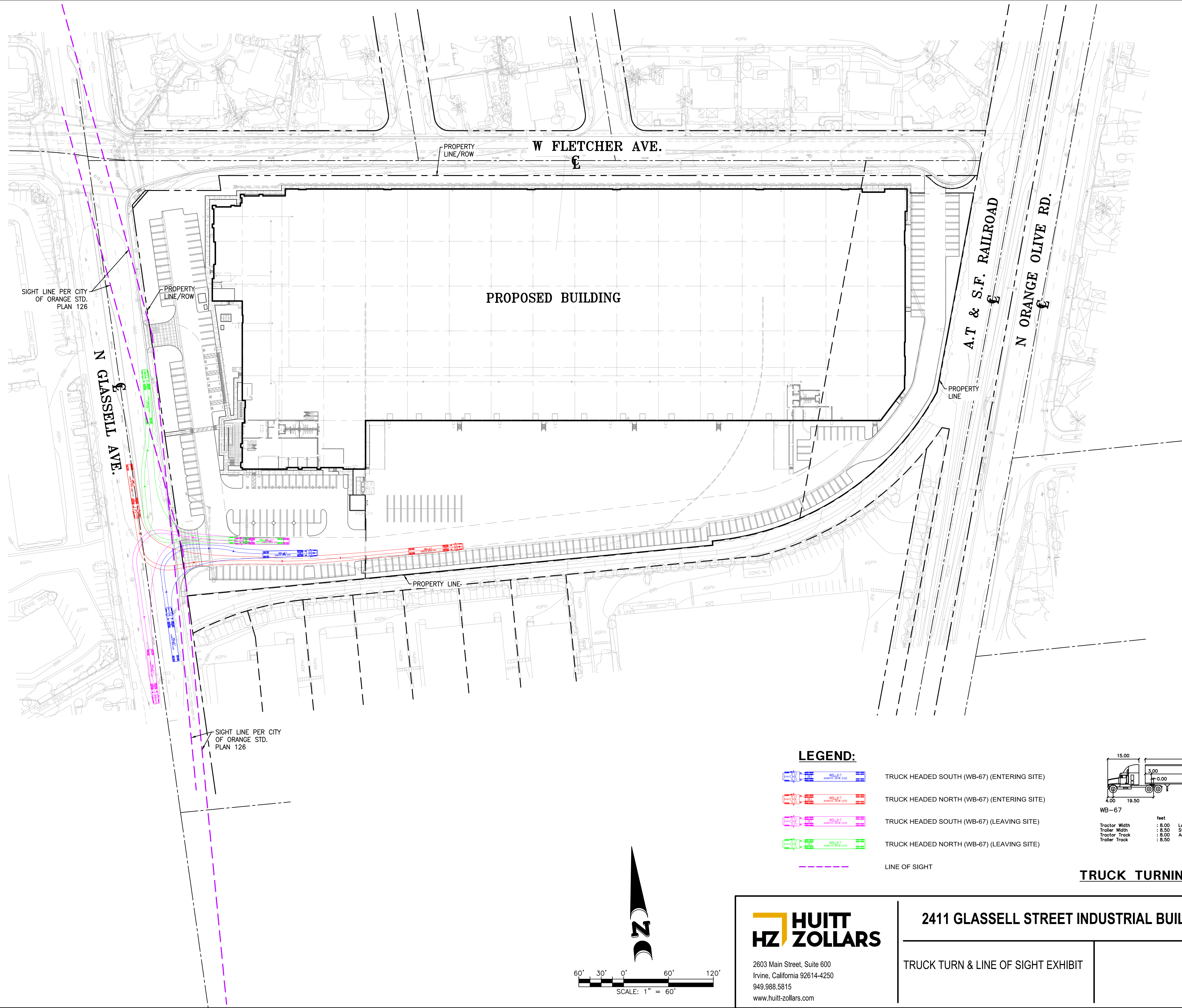
Capacity per Entry Lane [veh/h]	527	636	636	639	516	555	555	621	431	414
---------------------------------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Movement, Approach, & Intersection Results

Average Lane Delay [s/veh]	9.60	97.85	97.85	8.47	10.13	44.94	44.94	8.52	11.78	13.07
95th-Percentile Queue Length [veh]	0.03	20.18	20.18	0.07	0.19	11.12	11.12	0.01	0.15	0.47
95th-Percentile Queue Length [ft]	0.72	504.4	504.4	1.80	4.78	277.9	277.9	0.36	3.83	11.83
Approach Delay [s/veh]	96.47				43.81				11.78	13.07
Approach LOS	F				E				B	B
Intersection Delay [s/veh]	70.94									
Intersection LOS	F									

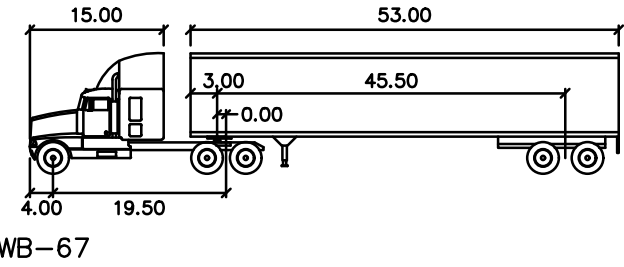
APPENDIX E – SIGHT DISTANCE AND TRUCK TURNING TEMPLATES

J:\TOWNSEND\04\07\2026 8:59AM\CI\R314787.01 - REXFORD INDUSTRIAL - GLASSELL ST\10 CADD & BIM\10.13 CIVIL\EXHIBITS\EX111-314787 - TRUCK TURN & LINE OF SIGHT.DWG



LEGEND:

- TRUCK HEADED SOUTH (WB-67) (ENTERING SITE)
- TRUCK HEADED NORTH (WB-67) (ENTERING SITE)
- TRUCK HEADED SOUTH (WB-67) (LEAVING SITE)
- TRUCK HEADED NORTH (WB-67) (LEAVING SITE)
- LINE OF SIGHT



feet	
Tractor Width	: 8.00
Tractor Track	: 8.50
Trailer Width	: 8.50
Trailer Track	: 8.50
Look to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0

TRUCK TURNING TEMPLATE



2603 Main Street, Suite 600
Irvine, California 92614-4250
949.988.5815
www.huitt-zollars.com

2411 GLASSELL STREET INDUSTRIAL BUILDING

TRUCK TURN & LINE OF SIGHT EXHIBIT

HZ PROJECT NO.:	R314787.01
ISSUE DATE:	
DRAWN BY:	JTT
REVIEWED BY:	AJL
APPROVED BY:	AJL

APPENDIX F – SIGNAL WARRANT

Signal Warrants Report For Intersection 5: Glassell St and southern driveway entrance of the project

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	1139	577	18	14
2	1105	560	17	14
3	1082	548	17	13
4	1014	514	16	12
5	900	456	14	11
6	888	450	14	11
7	877	444	14	11
8	797	404	13	10
9	786	398	12	10
10	775	392	12	10
11	672	340	11	8
12	626	317	10	8
13	615	312	10	8
14	456	231	7	6
15	456	231	7	6
16	319	162	5	4
17	182	92	3	2
18	182	92	3	2
19	103	52	2	1
20	57	29	1	1
21	34	17	1	0
22	11	6	0	0
23	11	6	0	0
24	11	6	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1716	1	18	No	No	No	No	No	No	No	No	No	No
2	4	1665	1	17	No	No	No	No	No	No	No	No	No	No
3	4	1630	1	17	No	No	No	No	No	No	No	No	No	No
4	4	1528	1	16	No	No	No	No	No	No	No	No	No	No
5	4	1356	1	14	No	No	No	No	No	No	No	No	No	No
6	4	1338	1	14	No	No	No	No	No	No	No	No	No	No
7	4	1321	1	14	No	No	No	No	No	No	No	No	No	No
8	4	1201	1	13	No	No	No	No	No	No	No	No	No	No
9	4	1184	1	12	No	No	No	No	No	No	No	No	No	No
10	4	1167	1	12	No	No	No	No	No	No	No	No	No	No
11	4	1012	1	11	No	No	No	No	No	No	No	No	No	No
12	4	943	1	10	No	No	No	No	No	No	No	No	No	No
13	4	927	1	10	No	No	No	No	No	No	No	No	No	No
14	4	687	1	7	No	No	No	No	No	No	No	No	No	No
15	4	687	1	7	No	No	No	No	No	No	No	No	No	No
16	4	481	1	5	No	No	No	No	No	No	No	No	No	No
17	4	274	1	3	No	No	No	No	No	No	No	No	No	No
18	4	274	1	3	No	No	No	No	No	No	No	No	No	No
19	4	155	1	2	No	No	No	No	No	No	No	No	No	No
20	4	86	1	1	No	No	No	No	No	No	No	No	No	No
21	4	51	1	1	No	No	No	No	No	No	No	No	No	No
22	4	17	1	0	No	No	No	No	No	No	No	No	No	No
23	4	17	1	0	No	No	No	No	No	No	No	No	No	No
24	4	17	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	43.8	41.2
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:13	0:09
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	18	14
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1748	1748
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 5: Glassell St and southern driveway entrance of the project

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	731	1150	57	21
2	709	1116	55	20
3	694	1093	54	20
4	651	1024	51	19
5	577	909	45	17
6	570	897	44	16
7	563	886	44	16
8	512	805	40	15
9	504	793	39	14
10	497	782	39	14
11	431	679	34	12
12	402	633	31	12
13	395	621	31	11
14	292	460	23	8
15	292	460	23	8
16	205	322	16	6
17	117	184	9	3
18	117	184	9	3
19	66	104	5	2
20	37	58	3	1
21	22	35	2	1
22	7	12	1	0
23	7	12	1	0
24	7	12	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1881	1	57	No	No	No	No	No	No	Yes	Yes	No	No
2	4	1825	1	55	No	No	No	No	No	No	Yes	Yes	No	No
3	4	1787	1	54	No	No	No	No	No	No	Yes	Yes	No	No
4	4	1675	1	51	No	No	No	No	No	No	No	Yes	No	No
5	4	1486	1	45	No	No	No	No	No	No	No	Yes	No	No
6	4	1467	1	44	No	No	No	No	No	No	No	Yes	No	No
7	4	1449	1	44	No	No	No	No	No	No	No	Yes	No	No
8	4	1317	1	40	No	No	No	No	No	No	No	No	No	No
9	4	1297	1	39	No	No	No	No	No	No	No	No	No	No
10	4	1279	1	39	No	No	No	No	No	No	No	No	No	No
11	4	1110	1	34	No	No	No	No	No	No	No	No	No	No
12	4	1035	1	31	No	No	No	No	No	No	No	No	No	No
13	4	1016	1	31	No	No	No	No	No	No	No	No	No	No
14	4	752	1	23	No	No	No	No	No	No	No	No	No	No
15	4	752	1	23	No	No	No	No	No	No	No	No	No	No
16	4	527	1	16	No	No	No	No	No	No	No	No	No	No
17	4	301	1	9	No	No	No	No	No	No	No	No	No	No
18	4	301	1	9	No	No	No	No	No	No	No	No	No	No
19	4	170	1	5	No	No	No	No	No	No	No	No	No	No
20	4	95	1	3	No	No	No	No	No	No	No	No	No	No
21	4	57	1	2	No	No	No	No	No	No	No	No	No	No
22	4	19	1	1	No	No	No	No	No	No	No	No	No	No
23	4	19	1	1	No	No	No	No	No	No	No	No	No	No
24	4	19	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	7	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	142.4	19.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	2:15	0:06
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	57	21
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1959	1959
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 5: Glassell St and southern driveway entrance of the project

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	1139	577	18	14
2	1105	560	17	14
3	1082	548	17	13
4	1014	514	16	12
5	900	456	14	11
6	888	450	14	11
7	877	444	14	11
8	797	404	13	10
9	786	398	12	10
10	775	392	12	10
11	672	340	11	8
12	626	317	10	8
13	615	312	10	8
14	456	231	7	6
15	456	231	7	6
16	319	162	5	4
17	182	92	3	2
18	182	92	3	2
19	103	52	2	1
20	57	29	1	1
21	34	17	1	0
22	11	6	0	0
23	11	6	0	0
24	11	6	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1716	1	18	No	No	No	No	No	No	No	No	No	No
2	4	1665	1	17	No	No	No	No	No	No	No	No	No	No
3	4	1630	1	17	No	No	No	No	No	No	No	No	No	No
4	4	1528	1	16	No	No	No	No	No	No	No	No	No	No
5	4	1356	1	14	No	No	No	No	No	No	No	No	No	No
6	4	1338	1	14	No	No	No	No	No	No	No	No	No	No
7	4	1321	1	14	No	No	No	No	No	No	No	No	No	No
8	4	1201	1	13	No	No	No	No	No	No	No	No	No	No
9	4	1184	1	12	No	No	No	No	No	No	No	No	No	No
10	4	1167	1	12	No	No	No	No	No	No	No	No	No	No
11	4	1012	1	11	No	No	No	No	No	No	No	No	No	No
12	4	943	1	10	No	No	No	No	No	No	No	No	No	No
13	4	927	1	10	No	No	No	No	No	No	No	No	No	No
14	4	687	1	7	No	No	No	No	No	No	No	No	No	No
15	4	687	1	7	No	No	No	No	No	No	No	No	No	No
16	4	481	1	5	No	No	No	No	No	No	No	No	No	No
17	4	274	1	3	No	No	No	No	No	No	No	No	No	No
18	4	274	1	3	No	No	No	No	No	No	No	No	No	No
19	4	155	1	2	No	No	No	No	No	No	No	No	No	No
20	4	86	1	1	No	No	No	No	No	No	No	No	No	No
21	4	51	1	1	No	No	No	No	No	No	No	No	No	No
22	4	17	1	0	No	No	No	No	No	No	No	No	No	No
23	4	17	1	0	No	No	No	No	No	No	No	No	No	No
24	4	17	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	46.6	43.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:13	0:10
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	18	14
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1748	1748
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 5: Glassell St and southern driveway entrance of the project

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	853	1148	57	21
2	827	1114	55	20
3	810	1091	54	20
4	759	1022	51	19
5	674	907	45	17
6	665	895	44	16
7	657	884	44	16
8	597	804	40	15
9	589	792	39	14
10	580	781	39	14
11	503	677	34	12
12	469	631	31	12
13	461	620	31	11
14	341	459	23	8
15	341	459	23	8
16	239	321	16	6
17	136	184	9	3
18	136	184	9	3
19	77	103	5	2
20	43	57	3	1
21	26	34	2	1
22	9	11	1	0
23	9	11	1	0
24	9	11	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	2001	1	57	No	No	No	No	No	No	Yes	Yes	No	No
2	4	1941	1	55	No	No	No	No	No	No	Yes	Yes	No	No
3	4	1901	1	54	No	No	No	No	No	No	Yes	Yes	No	No
4	4	1781	1	51	No	No	No	No	No	No	No	Yes	No	No
5	4	1581	1	45	No	No	No	No	No	No	No	Yes	No	No
6	4	1560	1	44	No	No	No	No	No	No	No	Yes	No	No
7	4	1541	1	44	No	No	No	No	No	No	No	Yes	No	No
8	4	1401	1	40	No	No	No	No	No	No	No	No	No	No
9	4	1381	1	39	No	No	No	No	No	No	No	No	No	No
10	4	1361	1	39	No	No	No	No	No	No	No	No	No	No
11	4	1180	1	34	No	No	No	No	No	No	No	No	No	No
12	4	1100	1	31	No	No	No	No	No	No	No	No	No	No
13	4	1081	1	31	No	No	No	No	No	No	No	No	No	No
14	4	800	1	23	No	No	No	No	No	No	No	No	No	No
15	4	800	1	23	No	No	No	No	No	No	No	No	No	No
16	4	560	1	16	No	No	No	No	No	No	No	No	No	No
17	4	320	1	9	No	No	No	No	No	No	No	No	No	No
18	4	320	1	9	No	No	No	No	No	No	No	No	No	No
19	4	180	1	5	No	No	No	No	No	No	No	No	No	No
20	4	100	1	3	No	No	No	No	No	No	No	No	No	No
21	4	60	1	2	No	No	No	No	No	No	No	No	No	No
22	4	20	1	1	No	No	No	No	No	No	No	No	No	No
23	4	20	1	1	No	No	No	No	No	No	No	No	No	No
24	4	20	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	7	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	186.2	23
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:56	0:08
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	57	21
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	2079	2079
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 5: Glassell St and southern driveway entrance of the project

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	1268	577	18	14
2	1230	560	17	14
3	1205	548	17	13
4	1129	514	16	12
5	1002	456	14	11
6	989	450	14	11
7	976	444	14	11
8	888	404	13	10
9	875	398	12	10
10	862	392	12	10
11	748	340	11	8
12	697	317	10	8
13	685	312	10	8
14	507	231	7	6
15	507	231	7	6
16	355	162	5	4
17	203	92	3	2
18	203	92	3	2
19	114	52	2	1
20	63	29	1	1
21	38	17	1	0
22	13	6	0	0
23	13	6	0	0
24	13	6	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1845	1	18	No	No	No	No	No	No	No	No	No	No
2	4	1790	1	17	No	No	No	No	No	No	No	No	No	No
3	4	1753	1	17	No	No	No	No	No	No	No	No	No	No
4	4	1643	1	16	No	No	No	No	No	No	No	No	No	No
5	4	1458	1	14	No	No	No	No	No	No	No	No	No	No
6	4	1439	1	14	No	No	No	No	No	No	No	No	No	No
7	4	1420	1	14	No	No	No	No	No	No	No	No	No	No
8	4	1292	1	13	No	No	No	No	No	No	No	No	No	No
9	4	1273	1	12	No	No	No	No	No	No	No	No	No	No
10	4	1254	1	12	No	No	No	No	No	No	No	No	No	No
11	4	1088	1	11	No	No	No	No	No	No	No	No	No	No
12	4	1014	1	10	No	No	No	No	No	No	No	No	No	No
13	4	997	1	10	No	No	No	No	No	No	No	No	No	No
14	4	738	1	7	No	No	No	No	No	No	No	No	No	No
15	4	738	1	7	No	No	No	No	No	No	No	No	No	No
16	4	517	1	5	No	No	No	No	No	No	No	No	No	No
17	4	295	1	3	No	No	No	No	No	No	No	No	No	No
18	4	295	1	3	No	No	No	No	No	No	No	No	No	No
19	4	166	1	2	No	No	No	No	No	No	No	No	No	No
20	4	92	1	1	No	No	No	No	No	No	No	No	No	No
21	4	55	1	1	No	No	No	No	No	No	No	No	No	No
22	4	19	1	0	No	No	No	No	No	No	No	No	No	No
23	4	19	1	0	No	No	No	No	No	No	No	No	No	No
24	4	19	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	53.8	56.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:16	0:13
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	18	14
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1877	1877
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 5: Glassell St and southern driveway entrance of the project

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	922	1201	57	21
2	894	1165	55	20
3	876	1141	54	20
4	821	1069	51	19
5	728	949	45	17
6	719	937	44	16
7	710	925	44	16
8	645	841	40	15
9	636	829	39	14
10	627	817	39	14
11	544	709	34	12
12	507	661	31	12
13	498	649	31	11
14	369	480	23	8
15	369	480	23	8
16	258	336	16	6
17	148	192	9	3
18	148	192	9	3
19	83	108	5	2
20	46	60	3	1
21	28	36	2	1
22	9	12	1	0
23	9	12	1	0
24	9	12	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	2123	1	57	No	No	No	No	No	No	Yes	Yes	No	No
2	4	2059	1	55	No	No	No	No	No	No	Yes	Yes	No	No
3	4	2017	1	54	No	No	No	No	No	No	Yes	Yes	No	No
4	4	1890	1	51	No	No	No	No	No	No	No	Yes	No	No
5	4	1677	1	45	No	No	No	No	No	No	No	Yes	No	No
6	4	1656	1	44	No	No	No	No	No	No	No	Yes	No	No
7	4	1635	1	44	No	No	No	No	No	No	No	Yes	No	No
8	4	1486	1	40	No	No	No	No	No	No	No	No	No	No
9	4	1465	1	39	No	No	No	No	No	No	No	No	No	No
10	4	1444	1	39	No	No	No	No	No	No	No	No	No	No
11	4	1253	1	34	No	No	No	No	No	No	No	No	No	No
12	4	1168	1	31	No	No	No	No	No	No	No	No	No	No
13	4	1147	1	31	No	No	No	No	No	No	No	No	No	No
14	4	849	1	23	No	No	No	No	No	No	No	No	No	No
15	4	849	1	23	No	No	No	No	No	No	No	No	No	No
16	4	594	1	16	No	No	No	No	No	No	No	No	No	No
17	4	340	1	9	No	No	No	No	No	No	No	No	No	No
18	4	340	1	9	No	No	No	No	No	No	No	No	No	No
19	4	191	1	5	No	No	No	No	No	No	No	No	No	No
20	4	106	1	3	No	No	No	No	No	No	No	No	No	No
21	4	64	1	2	No	No	No	No	No	No	No	No	No	No
22	4	21	1	1	No	No	No	No	No	No	No	No	No	No
23	4	21	1	1	No	No	No	No	No	No	No	No	No	No
24	4	21	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	3	7	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	258.6	26.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	4:05	0:09
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	57	21
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	2201	2201
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	