CITY EXHIBIT LIST

HEARING DATE: Thursday, July 24, 2025 at 9:00 a.m.
FILE NUMBER: HEX2025-068 (SV 124.1458)
FILE NAME: Board of Regents of the University of Washington, Petitioner

EXHIBIT NUMBER	EXHIBIT DESCRIPTION	SUBMITTED BY	A	E	W	COMMENT
EX. C-1	Preliminary Report	City of Tacoma, Real Property Services ("COT, RPS")	**X**			
EX. C-2	Aerial Maps (2)	COT, RPS	**X**			
EX. C-3	Plat Map – New Tacoma	COT, RPS	**X**			
EX. C-4	Petitioner - Topographical Survey	COT, RPS	**X**			
EX. C-5	Petitioner - Criteria Memo (responding to TMC 9.22.070)	COT, RPS	**X**			
EX. C-6	Petitioner – Traffic Impact Study	COT, RPS	**X**			
EX. C-7	PW/Traffic Engineering Comments	COT, RPS	**X**			
EX. C-8	ES/Engineering's Comments	COT, RPS	**X**			
EX. C-9	Tacoma Power, Tacoma Water, & HFC Network Comments	COT, RPS	**X**			
EX. C-10	Comcast Comments	COT, RPS	**X**			

KEY

A = Admitted **E = Excluded** **W = Withdrawn**

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EXHIBIT NUMBER	EXHIBIT DESCRIPTION	SUBMITTED BY	A	E	W	COMMENT
EX. C-11	Lumen/Century Link Comments	COT, RPS	**X**			
EX. C-12	ES Solid Waste Comments	COT, RPS	**X**			
EX. C-13	PDS/Zoning Comments	COT, RPS	**X**			
EX. C-14	PDS/Historic Preservation Comments	COT, RPS	**X**			
EX. C-15	RPS/In-Lieu Comments	COT, RPS	**X**			
EX. C-16	Tacoma Fire Comments	COT, RPS	**X**			
EX. C-17	PSE Comments	COT, RPS	**X**			
EX. C-18	Pierce Transit Comments	COT, RPS	**X**			
EX. C- 19	Exhibit C-1 Errata Sheet (Page 4 and Page 6-7 Correction)	COT, RPS	**X**			Filed/received on 7/24/2025.
EX. C-		COT, RPS				
EX. C-		COT, RPS				

KEY
A = Admitted **E = Excluded** **W = Withdrawn**

EXHIBIT C-1

RECEIVED
JULY 3, 2025
OFFICE OF THE TACOMA CITY
HEARING EXAMINER

PRELIMINARY REPORT

PREPARED FOR THE HEARING EXAMINER
BY REAL PROPERTY SERVICES

For the Hearing to be Held
Thursday, July 24, 2025 at 9:00 AM

PETITIONER: BOARD OF REGENTS OF THE UNIVERSITY OF WASHINGTON **FILE NO. 124.1458**

A. SUMMARY OF REQUEST:

Real Property Services has received a petition to vacate a portion of Court C, lying between South 17th and Jefferson Avenue, to allow for future growth and development. The area is shown on the attached map, Exhibit 2.

B. GENERAL INFORMATION:

1. Legal Description of Vacation:

THAT PORTION OF RIGHT OF WAY OF COURT 'C' LYING WITH IN THE SOUTHWEST QUARTER OFSECTION 4, TOWNSHIP 20 NORTH, RANGE 3 EAST, W.M., IN PIERCE COUNTY, WASHINGTON. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF COURT C, LYING BETWEEN THE SOUTHERLY MARGIN OF SOUTH 17th STREET AND THE NORTHWESTERLY MARGIN OF JEFFERSON AVENUE, LYING BETWEEN BLOCKS 1706 AND 1707 MAP OF NEW TACOMA, WASHINGTON TERRITORY, ACCORDING TO PLAT FILED FOR RECORD FEBRUARY 3, 1875, IN THE OFFICE OF THE COUNTY AUDITOR, IN PIERCE COUNTY, WASHINGTON.

2. Notification:

9.22.060 NOTICE OF PUBLIC HEARING The Public Works Department shall cause a 30-day notice to be given of the pendency of the petition by written notice posted in three of the most public places in the City, a like notice in a conspicuous place on the street or alley sought to be vacated, a like notice in a newspaper of general circulation in the City, and a like notice to the legal property owners of all property abutting the right of way requested for vacation as enumerated on the applicant's vacation petition, and to any other interested parties of record. In addition to posting notices of the hearing, the Public Works Department shall mail a copy of the notice to all owners and occupants of the property which lies within 300 feet of the street or alley to be vacated. The said notice shall contain

the statement that a petition has been filed to vacate the street or alley described in the notice, together with a statement of the time and place fixed for the hearing of the petition.

In all cases where the proceeding is initiated by the City Council without a petition having been signed by the owners of more than two-thirds of the property abutting upon the part of the street or alley sought to be vacated, notice shall be sent as provided above. Failure to send notice by mail to any such property owner where the current address for such property owner is not a matter of public record shall not invalidate any proceedings in connection with the proposed street vacation.

C. PUBLIC NOTICE:

Real Property Services in conjunction with the City of Tacoma Clerk's office issued the following public notice:

The Public Hearing Notices and the yellow public notice signs were posted on June 18, 2025:

1. Placed yellow public notice sign at the southeast corner of South 17th Street and Court C.
2. Placed yellow public notice sign approximately 106 feet northeasterly of the northwesterly corner of South 19th Street and Court C.
3. Public notice memo placed into the glass display case located on the first floor of the Municipal building abutting the Finance Department.
4. Public notice memo advertised on the City of Tacoma web site at address: https://www.cityoftacoma.org/cms/one.aspx?objectId=2283
5. Public Notice advertised in the Daily Index newspaper.
6. Public Notice mailed to all parties of record within the **300** feet of vacation request.
7. Public Notice advertised on Municipal Television Channel 12.

D. PURPOSE OF REQUEST:

The Petitioner plans on acquiring the portion of Court C, lying between South 17th and Jefferson Avenue, to allow for future growth and development of the University of Washington Tacoma campus.

E. HISTORY:

The City acquired the Court C right of way in the Map of New Tacoma, W.T., according to plat filed for record February 3, 1875 in the Office of the County Auditor.

F. PHYSICAL LAND CHARACTERISTICS:

Court C is a 40 foot wide street right of way with a mostly brick surface with asphalt in places. There is sidewalk, curb, and gutter on the west side of the street and curb and gutter on the east side. The street has parallel City metered parallel parking on west side of the street, and a

combination of perpendicular non-permitted parking (public/private) and grass over the easterly side of the street.

G. APPLICABLE SECTIONS OF THE OFFICIAL CODE OF THE CITY OF TACOMA:

9.22.010 PETITION TO VACATE AUTHORIZED: The owners of an interest in any real estate abutting on any street or alley who may desire to vacate any street or alley, or any part thereof, shall petition to the City Council to make vacation in the manner hereafter provided in this chapter and pursuant to RCW 35.79 or the City Council may itself initiate by Resolution such vacation procedure. The City Council shall require the petitioners to compensate the City in an amount which equals one-half of the appraisal value of the area vacated; provided that if the street or alley has been a public right of way for 25 years or more, the City shall be compensated in an amount equal to the full appraised value of the area vacated; provided that when the vacation is initiated by the City or the City Council deems it to be in the best interest of the City, all or any portion of such compensation may be waived. Except as provided below, one-half of the revenue received hereunder shall be devoted to the acquisition, improvement, and maintenance of public open space land and one-half may be devoted to transportation projects and the management and maintenance of other City owned lands and unimproved rights-of-way.

In the case of vacations of rights-of-way in the tide flats area, defined as easterly of the Thea Foss Waterway (inclusive of the Murray Morgan Bridge), northerly of State Route 509 and westerly of Marine View Drive, the total revenue received hereunder shall be devoted to transportation projects in the tide flats area.

9.22.040 PUBLIC'S RIGHT TO TRAVEL – UTILITIES: Vacation of any portion of a street that is designated as an arterial under Section 11.05.490 of the Municipal Code shall be of a minor nature only and shall not unreasonably limit the public's right to travel upon said street or interfere with the ancillary right to occupy said street for utility purposes.

CRITERIA: Section 9.22.070 of the Official Code of the City of Tacoma. The following criteria have been considered:

1. That the vacation will provide a public benefit and/or will be for a public purpose.

2. That the right-of-way vacation shall not adversely affect the street pattern or circulation of the immediate area or the community as a whole.

3. That the public need shall not be adversely affected.

4. That the right-of-way is not contemplated or needed for future public use.

5. That no abutting owner becomes landlocked or his access will not be substantially impaired; i.e., there must be an alternative mode of ingress and egress, even if less convenient.

6. That vacation of right-of-way shall not be in violation of RCW 35.79.035

Regarding the above Criteria, Real Property Services finds the following:

1. The vacation is a public benefit because it places the property on the tax rolls and facilitates private improvements.
2. City of Tacoma Traffic Engineering has been consulted regarding this petition and does not object.
3. The petition has been considered by City staff and outside quasi-governmental agencies and it does not adversely affect the public need; and
4. The right of way is not needed for future public use.
5. No abutting owner becomes landlocked nor will their access be substantially impaired.
6. The vacated area is not close to a body of water as contemplated under RCW 35.79.035.

H. ADDITIONAL INFORMATION:

The area to be vacated has not been assessed for sanitary sewers and is subject to a Connection Charge In-Lieu-of-Assessment per T.M.C. 12.08.350. Should the petitioner wish to clear this item from title, please contact Public Works Department, Real Property Services, for the assessment amount. Please note that the ordinance establishing the rate of assessment is updated every few years, and the amount quoted may increase in the future. When the petitioner has submitted a development plan, an in lieu of amount will be computed.

I. PROJECT RECOMMENDATIONS:

As part of the City's review process for street vacation petitions, notice of this application was mailed to various City departments as well as many outside quasi-governmental agencies. These agencies, as noted below, have provided comments and recommended conditions to the Real Property Services Division. These comments, where appropriate, have been incorporated in the "Recommended Conditions of Approval" section of this preliminary report.

Preliminary Report – Exhibit C-1
Aerial Maps (2) – Exhibit C-2
Plat Map – Exhibit C-3
Petitioner Petition Topographical Survey – Exhibit C-4
Petitioner Proposed – TMC 9.22.070 Memo – Exhibit C-5
Petitioner Petition – Traffic Impact Study – Exhibit C-6

<u>Recommended Conditions</u>

Payment of Fees

PW/Traffic – Easement Required - Exhibit C-7

ES/Engineering – Easement Required - Exhibit C-8
Tacoma Power – Easement Required - Exhibit C-9
Comcast – Easement Required - Exhibit C-10
Lumen/CenturyLink – Easement Required - Exhibit C-11

Advisory Comments

ES Solid Waste – No Objection with Condition for the Future – Exhibit C-12
PDS/Zoning – No Objection with Comment – Exhibit C-13
PDS/Historic Preservation – No Objection with Comment – Exhibit C-14
RPS/In-Lieu – No Objection - Exhibit C-15
Tacoma Fire– No Objection – Exhibit C-16
Puget Sound Energy – No Objection - Exhibit C-17
Pierce Transit – No Objection – Exhibit C-18
Tacoma Water – No Objection – *See Exhibit C-9*
Tacoma Power/HFC Network (Previously Click!) – No Objection – *See Exhibit C-9*

J. RECOMMENDED CONDITIONS OF APPROVAL:

Should this street vacation request be approved, the Real Property Services Division recommends that the following conditions be made conditions of approval for this street vacation petition.

1. PAYMENT OF FEES
   The petitioner shall compensate the City in an amount equal to the full appraised value of the area vacated. One-half of the revenue received shall be devoted to the acquisition, improvement and maintenance of public open space land and one-half may be devoted to transportation projects and /or management and maintenance of other City owned lands and unimproved rights-of-way. *TMC 9.22.010*

2. PW/Traffic
   a. Please contact Jennifer Kammerzell at (253) 591-5511 regarding Traffic's comments.
   b. Easement required for City to maintain existing streetlight infrastructure and equipment. Any existing streetlight crossing that can be abandoned does not require an easement. *See exhibit for easement location*. C7
   c. Traffic signs and parking kiosks shall be returned to the City and/or coordinated for removal and return of equipment. *See exhibit for example signs*.
   d. Permanent signage, channelization and signal equipment changes that are located in the right-of-way or in a public easement and are inspected and approved by the City for acceptance of operations and maintenance will be incorporated into the City's pavement, signage and signal inventory. Temporary measures such as the traffic barriers will not be maintained, nor the responsibility of the City. If the permanent sidewalk configuration is

installed to close S 19th St along Market and Jefferson is completed then those sidewalks would be incorporated into the City's pavement inventory.

e. All costs of the proposed changes from the City for the acceptance of this street vacation shall be at the University's expense. This will include an engineer if needed to draw up their plans, the permit process for construction, and hiring of a contractor.

3. ENVIRONMENTAL SERVICES (ES ENGINEERING)
   a. Please contact Teresa Dressler at (253) 502-2187/email tsdressle@tacoma.gov regarding PW/Traffic Engineering's comments.
   b. For the Wastewater facility, ES will require a 20 foot wide easement over the main, or the main will need to be re-routed down South 17th Street, abandoned, or Petitioner will need to take ownership of the main in the street and make sure all of the properties abutting the street have wastewater service.
   c. For the Stormwater facility, ES will require the Petitioner take ownership of the storm system in the proposed vacate area.

4. TACOMA POWER
   a. Please contact Greg Muller at (253) 337-3164 regarding Tacoma Power's comments.
   b. An easement must be reserved over the west 12 feet of the north 310 feet of the proposed vacate area.

5. COMCAST
   a. Please contact Matt Cruzan at (253) 256-8408 regarding Comcast's comments.
   b. Comcast has facilities in the proposed vacate area and requires that an easement must be obtained.

6. LUMEN/CENTURYLINK
   a. Please contact Tom Hoopes at (407) 592-1794 or Robert Bair at (253) 393-5384 regarding Lumen's comments.
   b. An easement must be obtained. Lumen has a vault and conduit system along the west side of Court C that serves the building at 1717 Market St and 1708 Broadway. There is also a UW own Utilidor system that extends east west from Jefferson westward to Market St for the UW/YMCA.

K. ADVISORY COMMENTS:

1. ENVIRONMENTAL SERVICES (SOLID WASTE)
   a. Please contact Lyle Hauenstein at (253) 594-7843 regarding ES Solid Waste's comments.
   b. The Petitioner must agree to provide Solid Waste with a turn around and turning exhibit for Solid Waste trucks for review and approval if Court C is ever closed off to public ingress and egress.

2. PDS/LAND USE AND ZONING
    a. Please contact Shanta Frantz at (253) 591-5388 regarding PDS Land Use & Zoning's comments.
    b. Please note that the proposed vacation(s) will create a large, super block. The City will continue to review future development permit applications using the City's South Downtown Subarea Plan and the Pedestrian and Bicycle Support Standards under TMC 13.06.090.F. (or as amended) to provide safe, efficient alternative modes of travel (e.g., pedestrian, bicycles, etc.) through the UWT campus and around the Downtown Tacoma neighborhood.

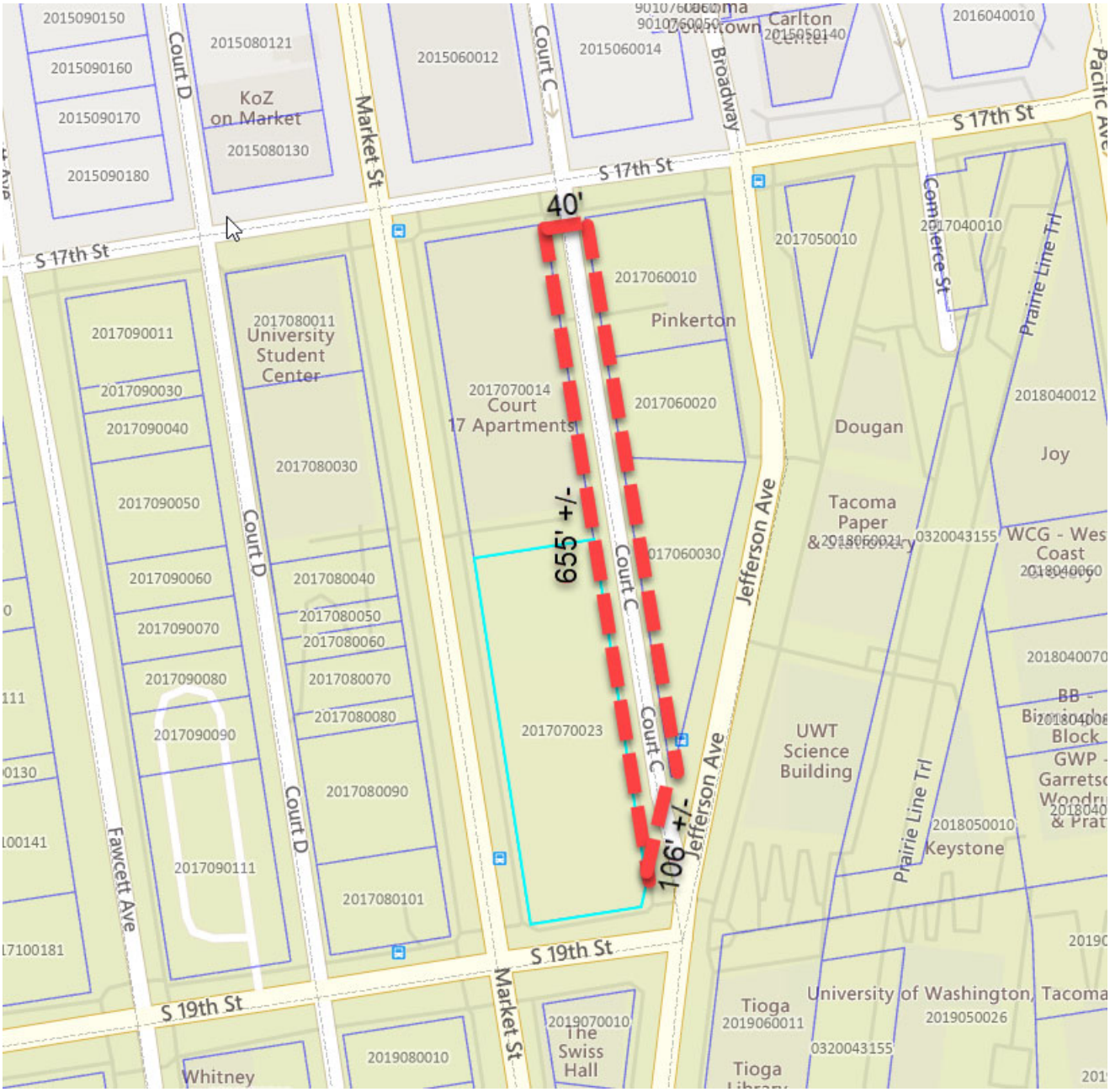
3. PDS/HISTORIC PRESERVATION
    a. Please contact Reuben McKnight at (253) 591-5220 regarding Historic Preservation's comments.
    b. The Petitioner is directed to see the Union Depot Historic District design guidelines at https://cms.cityoftacoma.org/Planning/Historic-Preservation/Districts/union-depot-guidelines-2018.pdf
    c. Historic Preservation notes the existing brick street surface should be preserved, and that alterations of historic street configuration should be avoided if possible. It is noted that in Historic Preservation's opinion the proposal would just close the southern portion to vehicular traffic, but not alter the grid.
    d. Lastly, that changes either to the street pattern or surface will need to be reviewed by Landmarks Commission.

4. NO OBJECTION
    No objection or additional comment was received from: RPS/In-Lieu; Tacoma Fire; PSE; Pierce Transit; Tacoma Water; and HFC Network (Previously Click!)

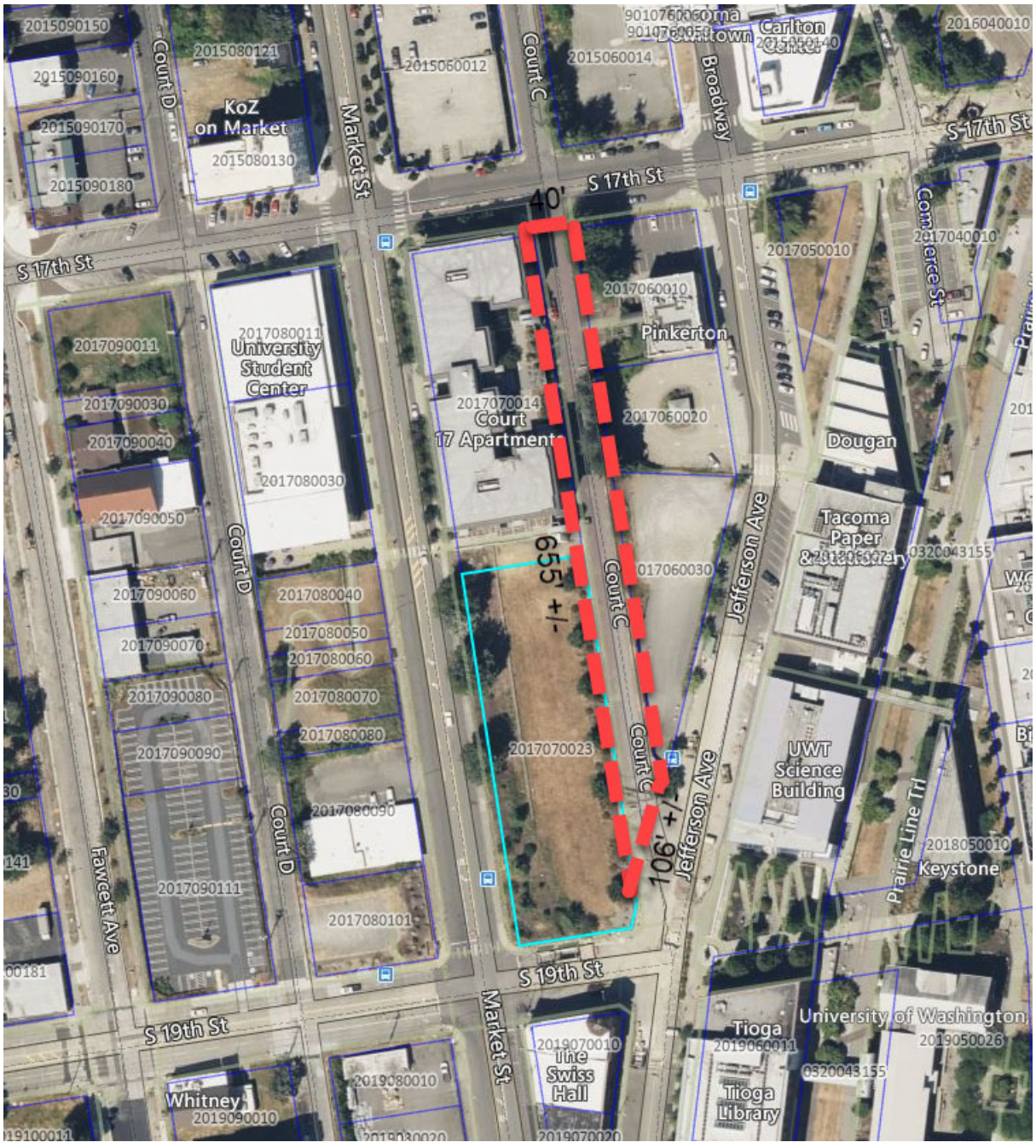
ATTACHMENT: Vacation Jacket containing all pertinent maps and papers.

EXHIBIT C-2

RECEIVED
JULY 3, 2025
HEARING EXAMINER



UNIVERSITY OF WASHINGTON
STREET VACATION NO. 124.1458
PORTION OF COURT C, LYING BETWEEN S. 17TH ST. & JEFFERSON AVENUE
SW 1/4 SEC. 04, T20N, R3E
NOT TO SCALE



UNIVERSITY OF WASHINGTON
STREET VACATION NO. 124.1458
PORTION OF COURT C, LYING BETWEEN S. 17TH ST. & JEFFERSON AVENUE
SW 1/4 SEC. 04, T20N, R3E
NOT TO SCALE

EXHIBIT C-3

RECEIVED
JULY 3, 2025
OFFICE OF THE TACOMA CITY
HEARING EXAMINER

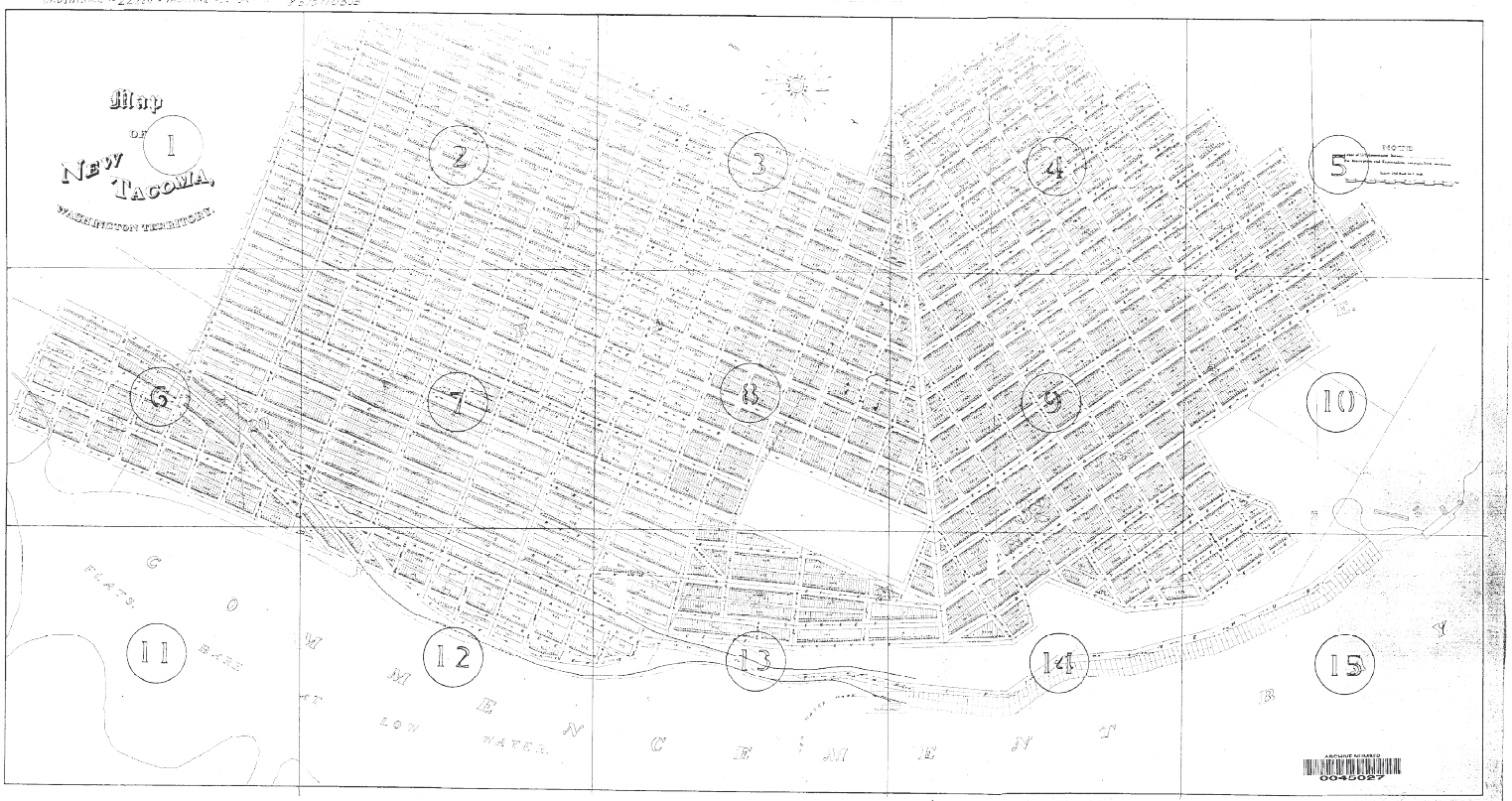
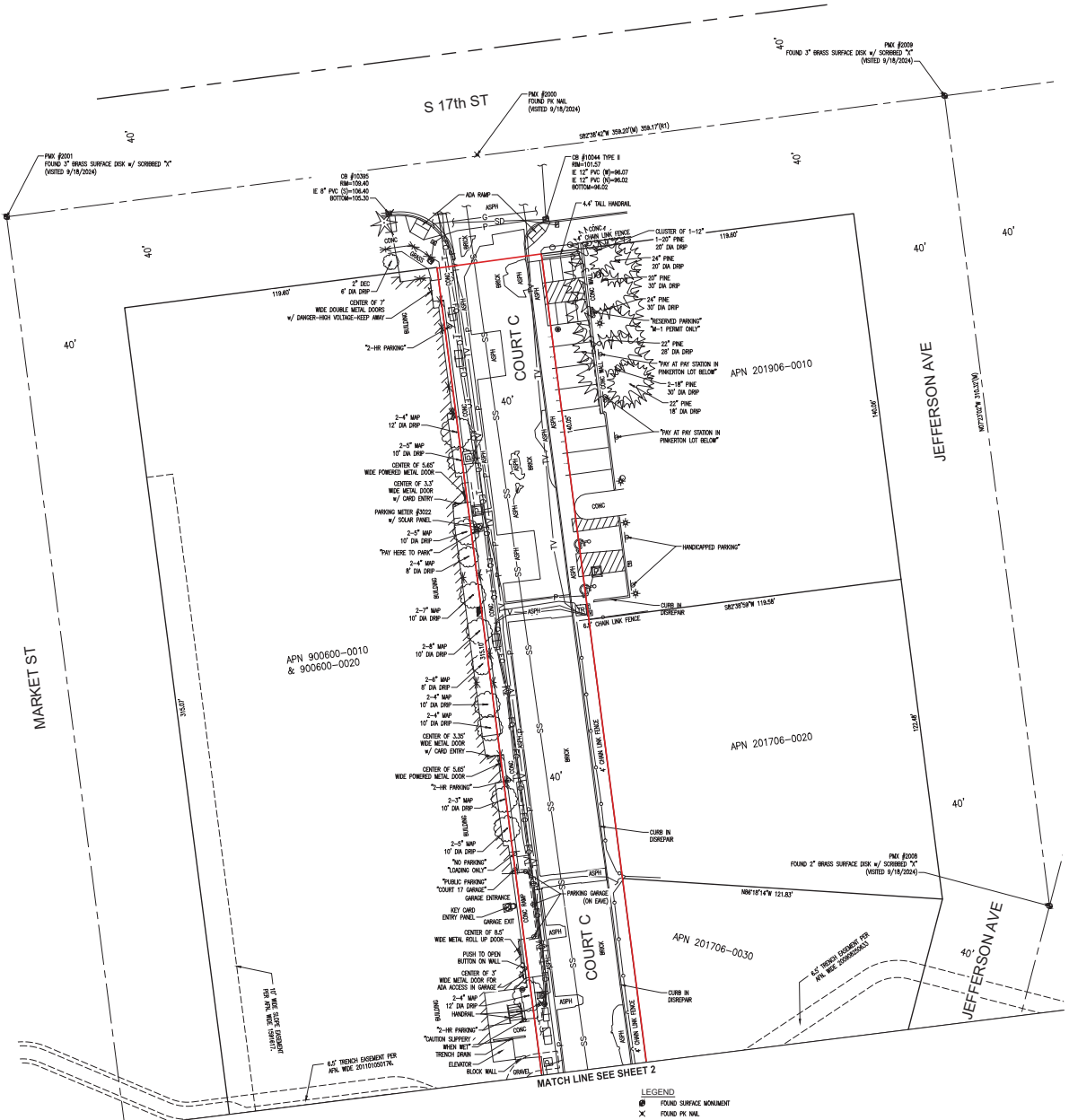


EXHIBIT C-4

TOPOGRAPHIC SURVEY

SW 1/4 SECTION 4, T. 20 N., R. 3 E., W.M.
PIERCE COUNTY, WA

SCALE
20 0 10 20 40
(FEET)
1 INCH = 20 FEET



LEGEND

- FOUND SURFACE MONUMENT
- FOUND PK NAIL
- SET MAG NAIL
- SET REBAR WITH CAP
- LEFT TURN ARROW
- HANDICAP
- DOOR
- SIGN
- GAS VALVE
- DECIDUOUS TREE (AS LABELED)
- PINE TREE
- CATCH BASIN
- CATCH BASIN ROUND
- ROOF DRAIN
- MANHOLE STORM
- MANHOLE SEWER
- SEWER CLEAN OUT
- POWER JUNCTION BOX
- POWER METER
- POWER TRANSFORMER
- POWER VAULT
- POWER RISER
- TELEPHONE RISER
- TELEPHONE HAND HOLE
- TELEPHONE MANHOLE
- TELEPHONE VAULT
- GATE POST
- MONITORING WELL
- IRRIGATION VALVE
- SPRINKLER HEAD
- FIRE HYDRANT
- WATER METER
- WATER VALVE
- STREET LIGHT
- CABLE TV RISER
- CABLE TV JUNCTION BOX
- POST/BOLLARD
- CABLE TV LOCATES
- COMMUNICATION LOCATES
- FIBER OPTIC LOCATES
- GAS LOCATES
- STORM LOCATES
- SEWER LOCATES
- OVERHEAD POWER LINE
- POWER LOCATES
- WATER LOCATES
- FENCE (AS NOTED)
- CHAIN LINK FENCE
- BUILDING
- CENTERLINE
- LOT LINE
- RIGHT OF WAY LINE
- ASPH ASPHALT
- CB CATCH BASIN
- CONC CONCRETE
- CPP CORRUGATED PLASTIC PIPE (ADS)
- DIA DIAMETER

HORIZONTAL DATUM:

HORIZONTAL DATUM FOR THIS SURVEY IS NAD 1983(91), WASHINGTON PLANE SOUTH ZONE COORDINATE SYSTEM, U.S. SURVEY FEET. THE HORIZONTAL DATUM IS BASED ON PUBLISHED INFORMATION FROM CITY OF TACOMA SURVEY MONUMENTS, POINT DESIGNATIONS COT #98 (PMX #1007) AND COT #175 (PMX #1008).

POINT DESIGNATION: COT #98 (PMX #1007)
NORTHING: 709907.221
EASTING: 1160073.018

POINT DESIGNATION: COT #175 (PMX #1008)
NORTHING: 709792.298
EASTING: 1159342.147

VERTICAL DATUM:

VERTICAL DATUM IS NGVD29 BASED ON PUBLISHED INFORMATION FROM CITY OF TACOMA SURVEY BENCH MARKS, POINT DESIGNATION COT #301 (PMX #1002)

POINT DESIGNATION: COT #301 (PMX #2006)
ELEVATION: 121.963

SURVEY NOTES:

1. THIS MAP CORRECTLY REPRESENTS CONDITIONS AND FEATURES EXISTING AT THE TIME OF THIS SURVEY IN SEPTEMBER, 2024.

2. CONVENTIONAL AND GPS SURVEY EQUIPMENT WAS USED IN THE PERFORMANCE OF THIS SURVEY. ALL EQUIPMENT IS MAINTAINED IN CONFORMANCE WITH CURRENT STATE STATUTE.

3. THIS SURVEY WAS PREPARED BY FIELD TRAVERSE AS PER WAC 332-130-090, PART C. RELATIVE ACCURACY EXCEEDS 1 FOOT IN TEN THOUSAND.

4. ALL SURFACE FEATURES AND INVERT STRUCTURE ELEVATION SHOWN HEREON WERE FIELD LOCATED AND MEASURED BY PARAMETRIX FOR THIS SURVEY. UNDERGROUND UTILITY LINES ARE BASED UPON A COMBINATION OF SURFACE FEATURE MEASUREMENTS AND ONSITE UNDERGROUND UTILITY MARKINGS PERFORMED BY OTHERS.

5. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

6. BOUNDARY INFORMATION SHOWN HEREON IS BASED ON PUBLIC INFORMATION PROVIDED BY THE PIERCE COUNTY ASSESSOR'S OFFICE. BOUNDARY LINES SHOWN ARE ACCURATE AND CAN BE USED FOR DESIGN ACTIVITIES.

7. THIS SURVEY WAS PERFORMED WITH THE BENEFIT OF A TITLE REPORT AND ALL PLOTTABLE EASEMENTS ARE SHOWN HEREON.

8. ALL DISTANCES TO FENCES AND STRUCTURES ARE MEASURED AT RIGHT ANGLES TO THE PROPERTY LINES.

9. NO CONTOURS ARE SHOWN

10. STATE INTENDED PURPOSE OF SURVEY. SUCH AS THE INTENDED PURPOSE OF THIS SURVEY IS TO CREATE A PLANIMETRIC SURVEY DETAILING UTILITIES TO BE USED IN DETERMINING THE LOCATIONS RIGHT OF WAY VACATIONS.

11. THE APPROXIMATE LOCATION OF THE CURVED SANITARY SEWER LINE IS BASED ON FIELD LOCATIONS OF STRUCTURES AND CITY OF TACOMA GIS MAP.

11. REFERENCE SURVEYS:

-ALTA	AFN 201307315002	
-ROS	AFN 200307235001	
-ROS	AFN 201903015002	
-ROS	AFN 202003035056	
-ROS	AFN 202007105004	
-ROS	AFN 202109105002	

10/03/2024

JUSTIN SCOTT EMERY — STATE OF WASHINGTON — 20183154 — REGISTERED PROFESSIONAL LAND SURVEYOR

Parametrix
1019 39th Avenue SE, Suite 100 • Puyallup, WA 98374
Ph: 253.604.6600

SURVEYED	TDO
DRAWN	SNS
CHECKED	JSE
APPROVED	JSE

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY.

FILE NAME 247-1824-031-SV-BASE
JOB No. 247-1824-031
DATE 10/2024

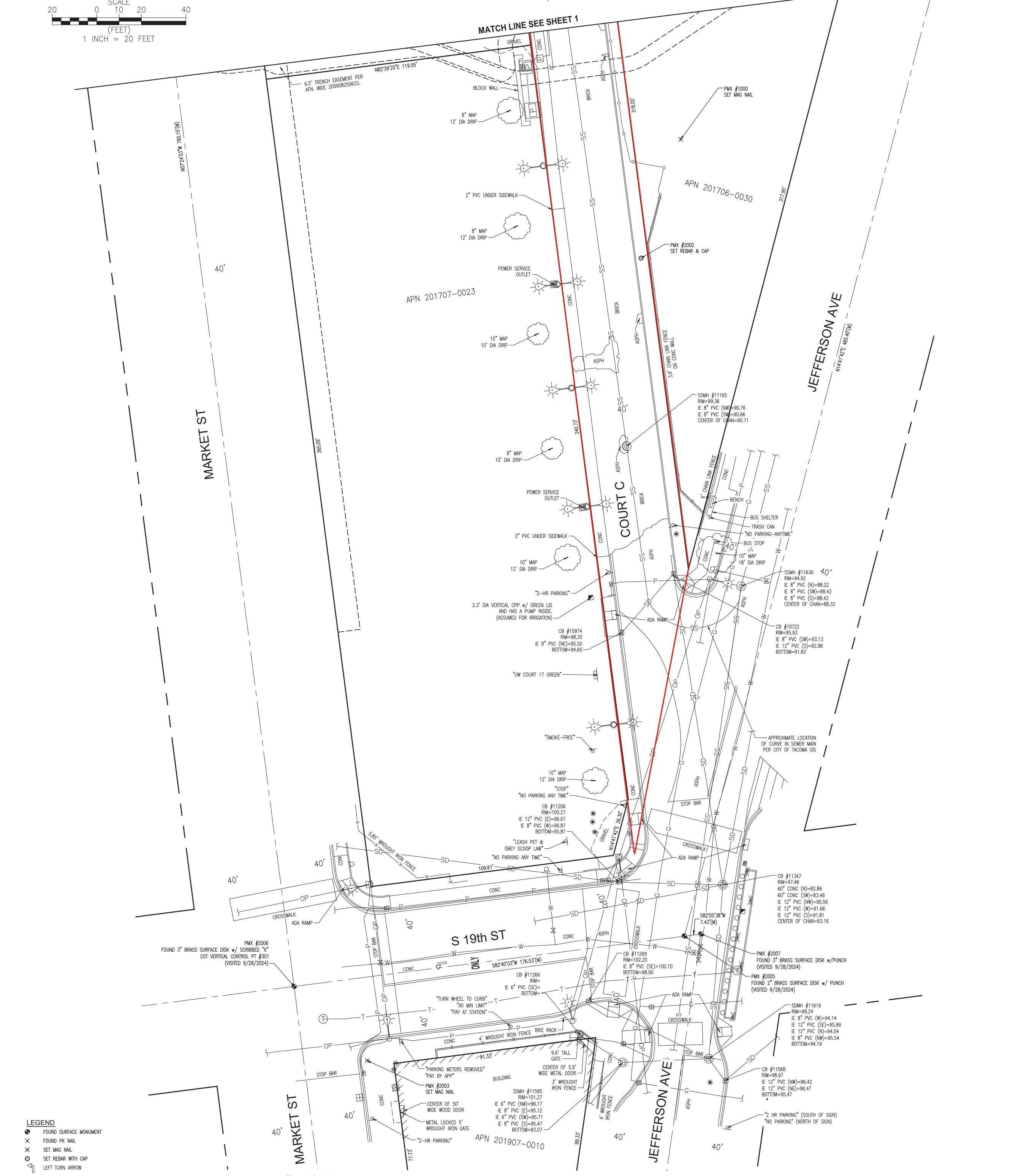
UW RW VACATION
UNIVERSITY OF WASHINGTON
TACOMA, WA

DRAWING NO. 1 OF 2

PATH: U:\PSO\Projects\Clients\1824-UW Tacoma\247-1824-031 UW Tacoma Street Vacation Survey\99Svcs\Survey\00Current\Dwg\247-1824-031-SV-BASE DATE: 11/7/2018 9:46 AM

TOPOGRAPHIC SURVEY

SW 1/4 SECTION 4, T. 20 N., R. 3 E., W.M.
PIERCE COUNTY, WA



LEGEND

●	FOUND SURFACE MONUMENT
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✕	SET MAG NAIL
⊙	SET REBAR WITH CAP
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	HANDICAP
	DOOR
	SIGN
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	DECIDUOUS TREE (AS LABELED)
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	CATCH BASIN ROUND
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	MANHOLE STORM
	MANHOLE SEWER
	SEWER CLEAN OUT
	POWER JUNCTION BOX
	POWER METER
	POWER TRANSFORMER
P	POWER VAULT
PR	POWER RISER
TR	TELEPHONE RISER
	TELEPHONE HAND HOLE
	TELEPHONE MANHOLE
T	TELEPHONE VAULT
	GATE POST
	MONITORING WELL
	IRRIGATION VALVE
	SPRINKLER HEAD
	FIRE HYDRANT
	WATER METER
	WATER VALVE
	STREET LIGHT
	CABLE TV RISER
	CABLE TV JUNCTION BOX
	POST/BOLLARD
——TV——	CABLE TV LOCATES
——T——	COMMUNICATION LOCATES
—FO—FO—FO—FO—	FIBER OPTIC LOCATES
——G——	GAS LOCATES
——SD——	STORM LOCATES
——SS——	SEWER LOCATES
——OP——	OVERHEAD POWER LINE
——P——	POWER LOCATES
——W——	WATER LOCATES
—x—x—x—	FENCE (AS NOTED)
—o—o—o—	CHAIN LINK FENCE
	BUILDING
	CENTERLINE
	LOT LINE
	RIGHT OF WAY LINE
ASPH	ASPHALT
CB	CATCH BASIN
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE (ADS)
DIA	DIAMETER

10/03/2024

JUSTIN SCOTT EMERY
STATE OF WASHINGTON
20123154
REGISTERED
PROFESSIONAL LAND SURVEYOR

Parametrix
1019 39th Avenue SE, Suite 100 • Puyallup, WA 98374
Ph: 253.604.6600

SURVEYED	TDO
DRAWN	SNS
CHECKED	JSE
APPROVED	JSE

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

FILE NAME	247-1824-031-SV-BASE
JOB No.	247-1824-031
DATE	10/2024

UW RW VACATION
UNIVERSITY OF WASHINGTON
TACOMA, WA

EXHIBIT C-5

Attachment A

CITY OF TACOMA
PETITION TO VACATE RIGHT OF WAY

Area to be vacated:

Court C Street, from South 17th Street southerly to the Jefferson Street right-of way (ROW), would be vacated. The University of Washington Tacoma (UWT) owns all of the lots abutting the ROW to be vacated. (See Attachment B for legal description and map.)

Proposed Uses and TMC 9.22.070 criteria:

1. Public Benefit and/or Public Purpose – Vacation of this section of Court C is anticipated to allow for the following public benefits and purposes: the growth and development of the UWT campus, a public institution, in a manner that enhances the pedestrian experience and ties lower and upper elevations of the campus; accommodate increased open space and tree canopy; increased public benefit of aesthetic, accessibility, and safety improvements; elimination of the awkward and unsafe angled intersection of Court C and Jefferson Street for pedestrians, bicyclists, and motorists; and reduction in City of Tacoma roadway maintenance. Future development in this area would improve pedestrian lighting and sidewalks/pathways (See Attachment C.)

2. Not adversely affect the street pattern or circulation of the community – The northern portion of the vacated Court C ROW will remain open to two-way traffic and emergency vehicle access. Access to the existing Court 17 apartments garage would remain. The southern portion of the vacated Court C ROW is anticipated to be closed to all vehicular traffic. Future development would ensure required emergency vehicle access to abutting properties (all owned by UWT). As described in the Traffic Impact Analysis for this vacation (see Attachment D), no impacts to circulation in the community area are anticipated.

3. Public need shall not be adversely affected – As noted in item 2 above, no impacts to the community area are anticipated for circulation and public need would only be enhanced by providing additional program space for a public institution, an enhanced pedestrian experience, and increased safety for pedestrians, bicyclists and motorists.

4. The ROW is not contemplated or needed for future public use – The UWT 2008 Campus Master Plan identifies this Court C vacation as part of the campus vision (see Attachment C).

5. No abutting owner becomes landlocked or access impaired – The UWT surrounds the proposed ROW vacation and no access is anticipated to be impaired.

6. Vacation shall not be in violation of RCW 35.79.035 – The proposed ROW is not abutting any body of water and will not violate RCW 35.79.035.

19th Street and Court C Street Vacations Traffic Impact Analysis

Prepared for:
University of Washington Tacoma

August 9, 2024

TC23-0087

FEHR PEERS

Table of Contents

Appendices

List of Figures

List of Tables

Executive Summary

This Traffic Impact Analysis (TIA) assesses the potential transportation-related impacts from the proposed vacation of portions of 19th Street and Court C on the University of Washington Tacoma (UWT) Campus. The analysis looks at two scenarios. **Scenario 1** is the closure of 19th Street from Market Street to Jefferson Avenue. **Scenario 2** is that same closure of 19th Street and the closure of Court C between 17th Street and Jefferson Avenue. The primary reasons UWT is proposing these street vacations are to improve safety for students, faculty and visitors traveling to, from, or through the UWT Campus and to plan for future campus expansion.

Seven intersections were evaluated around the proposed street vacations, with level of service (LOS) determined for each intersection under Existing (2024) conditions based on collected traffic count data. These counts were forecasted to Horizon (2030) No Action levels using an annual growth rate of 1 percent and LOS was determined for each intersection. Vehicles were then redistributed to model the forecasted condition with the street closures for Horizon (2030) Scenario 1 and Horizon (2030) Scenario 2 and LOS was determined for each intersection. The findings of these analyses indicate all the studied intersections currently operate within acceptable LOS and the street vacations of both Scenario 1 and Scenario 2 under forecasted conditions do not change the LOS from Existing (2024) or Horizon (2030) No Action conditions.

The street vacations will allow for the extension of the existing cross-campus pedestrian circulation and reduce conflicts between pedestrians, cyclists and vehicles traveling north or south on Market Street and Jefferson Avenue. The 19th Street vacation will allow for further opportunities to improve pedestrian crossings with the available space from the no longer needed southbound left and eastbound through lanes at the intersection of 19th Street and Market Streets. The closure of Court C will eliminate the confusing intersection of Court C and Jefferson Avenue.

The proposed vacations would not have significant impacts to the operations of transit, or emergency response. One hydrant will need to be relocated with the vacation of 19th Street.

A parking analysis was also performed to determine the impact the proposed street closures would have on available on-street parking on and near campus. Parking counts were collected to estimate current peak on-street parking demand. The findings of this parking analysis determined the vacation of 19th Street of Scenario 1 would result in an estimated net reduction of 5 on-street parking spaces and the vacation of Court C would result in an estimated net reduction of 9 on-street parking spaces, resulting in an overall net reduction of 14 on-street parking spaces with both vacations of Scenario 2. The collected data suggests the on-street parking spaces that would be removed with the street vacations are the least occupied spaces in the study area and the current observed peak on-street parking demand on the impacted segments could be accommodated in the available nearby on-street parking spaces. The parking needs associated with future campus expansion will be evaluated in UWT's update to their Campus Master Plan, and any changes to accommodate future parking needs will be implemented as campus expansion occurs.

Introduction

Purpose

This Traffic Impact Analysis (TIA) assesses the potential transportation-related impacts from the proposed vacation of portions of 19th Street and Court C on the University of Washington Tacoma (UWT) Campus. The analysis looks at two scenarios. **Scenario 1** is the closure of 19th Street from Market Street to Jefferson Avenue. **Scenario 2** is that same closure of 19th Street and the closure of Court C between 17th Street and Jefferson Avenue. This analysis assumes access to the parking garage below Court 17 Apartments, on-street parking directly in front of Court 17 Apartments, and the upper Pinkerton Lot parking spaces will be maintained with the Court C closure. **Figure 1** shows the project location and proposed vacations for Scenario 1 and Scenario 2.

This study evaluates and compares the level of service (LOS) for seven intersections around the proposed street vacations for existing conditions, forecasted 2030 conditions, and forecasted 2030 conditions with the street vacations for Scenario 1 and Scenario 2. This study analyzes the effect the street vacations will have on the availability of campus on street parking. This analysis will also discuss the impact the street vacations will have on active transportation, transit, emergency vehicle access, and ADA compliance.

Scope

The scope of work for this TIA was determined through scoping conversations with City of Tacoma staff on August 17, 2023, and email correspondence on August 24, 2023. This TIA assesses potential transportation impacts during the weekday morning and evening peak periods. The study examines traffic operations and impacts at the following seven study intersections. The intersection control type is noted in parentheses.

1. Market Street & S 17th Street (Side-Street Stop Control)
2. Court C & S 17th Street (Side-Street Stop Control)
3. Jefferson Avenue & S 17th Street (Side-Street Stop Control)
4. Market Street & S 19th Street (Signalized)
5. Market Street & Jefferson Avenue (Side-Street Stop Control)
6. Jefferson Avenue & S 21st Street (Signalized)
7. Jefferson Avenue & S 19th Street (All-Way Stop Control)

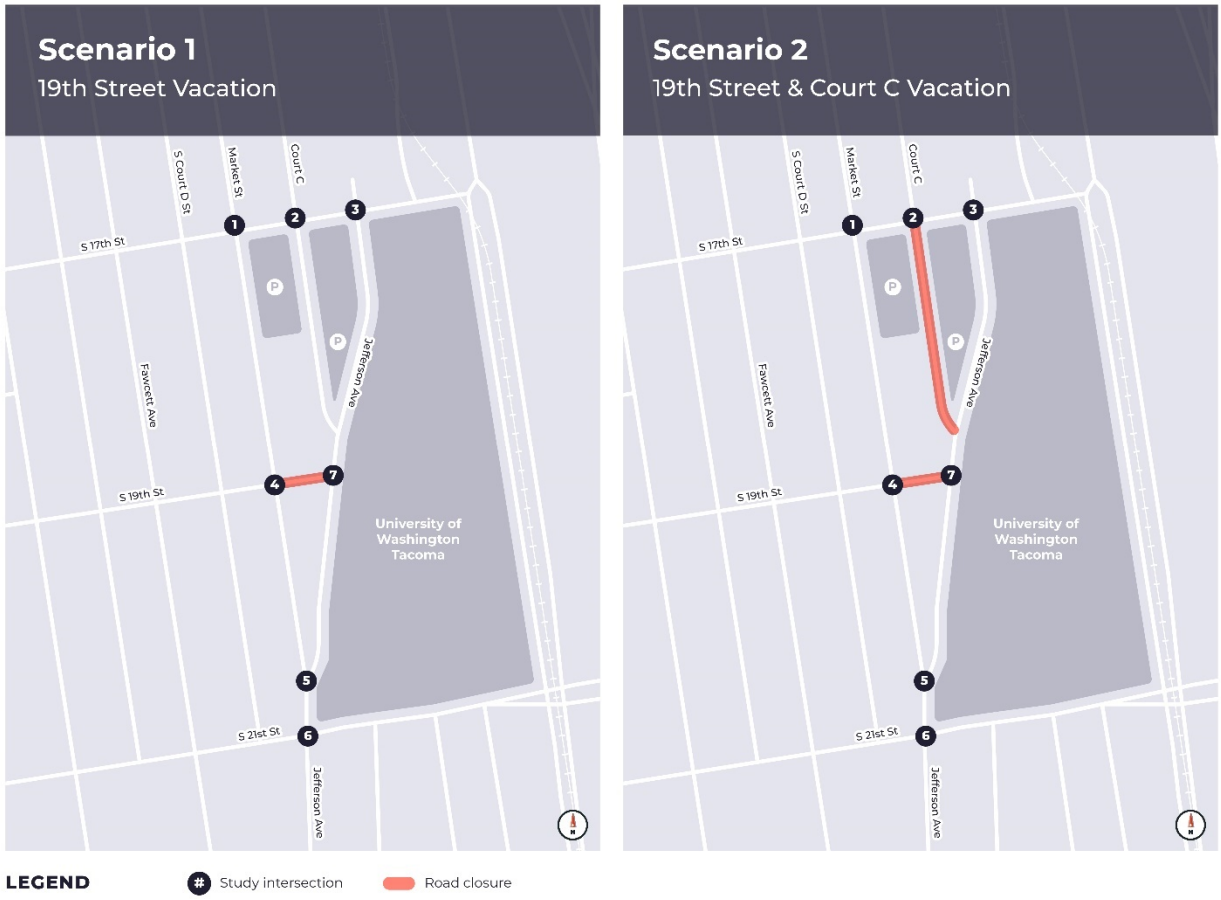


Figure 1: Project Location and Study Intersections
Source: Fehr & Peers, 2024.

Analysis Methodology

The term "Level of Service" (LOS) refers to the operational performance of an intersection or roadway, measured quantitatively and reported qualitatively on a scale from A to F. LOS A indicates free-flowing operations with minimal delay, while LOS F indicates forced and unpredictable flows with excessive delays. It is important to note that LOS A may not be the ideal condition for every user or context within a transportation network. In **Table 1**, each LOS letter designation is briefly explained, including the average delay per vehicle for both signalized and unsignalized intersections. Fehr & Peers employed the Highway Capacity Manual 6th Edition (HCM 6th Edition) methodology, an industry standard that utilizes distinct quantitative assessments for signalized and unsignalized intersections. The LOS for signalized and all-way stop-controlled (AWSC) intersections is determined by a weighted average of all approach delays, while the LOS for side-street stop-controlled (SSSC) intersections is determined by the poorest-performing intersection approach. The City of Tacoma defines its Level of Service standard for intersection as LOS D.

Table 1: Level of Service Descriptions

LOS	Description	Signalized Intersections Avg. Delay (sec/veh)[1]	Unsignalized Intersections Avg. Delay (sec/veh)[2]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

[1]Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
[2]Worst movement LOS and delay (seconds/vehicle) only.
Source: Fehr & Peers descriptions, based on Highway Capacity Manual 6th Edition.

Existing (2024)

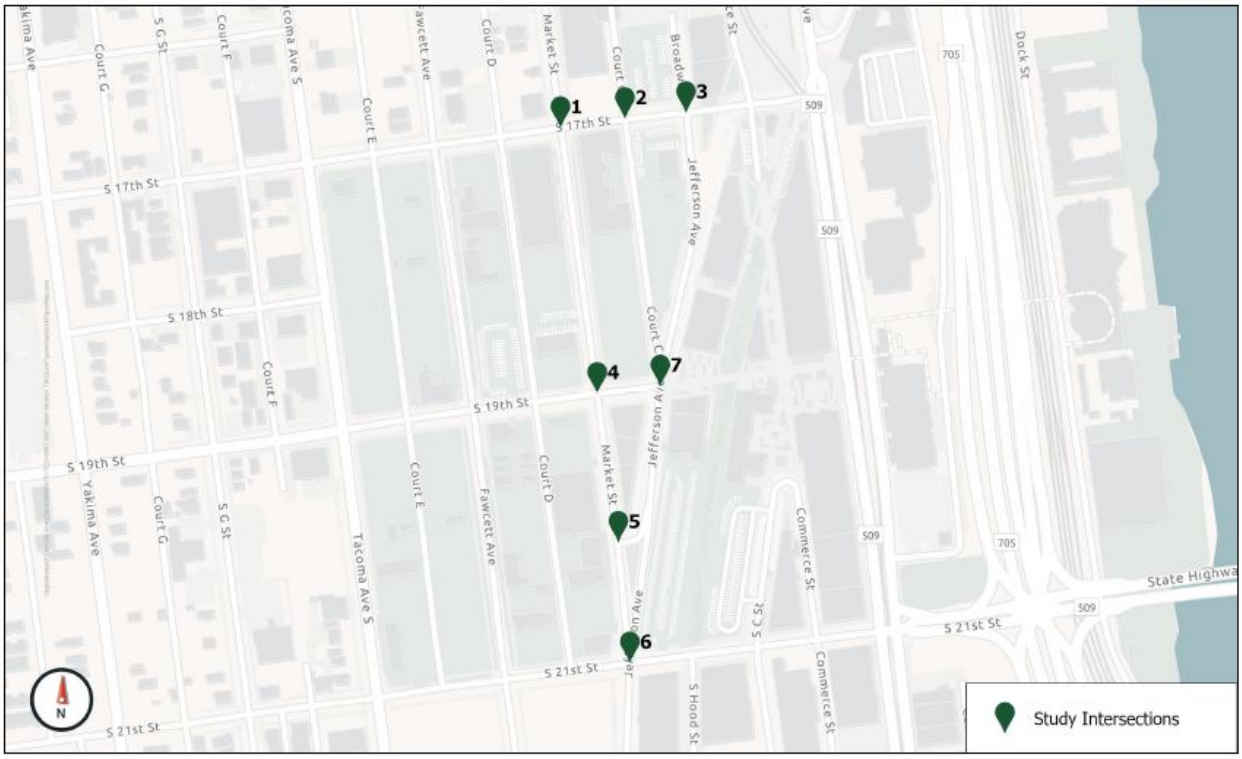
Purpose

This section summarizes the Existing (2024) conditions for all modes utilizing the network in and around the University of Washinton Tacoma campus, including roadway facilities, transit, and pedestrian/bicycle facilities. With this analysis, background traffic operational deficiencies (if any) can be identified.

Traffic Conditions

Traffic Counts

Vehicle, pedestrian, and bicycle counts were collected by IDAX Data Solutions at the study intersections while class was in session on Wednesday, January 10th, 2024, from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM. These counts are intended to represent typical commuting travel patterns. Traffic counts at 19th Street and Jefferson Avenue were estimated using proportional balancing between surrounding study intersections. The observed volumes during the existing AM and PM weekday peak hour are illustrated in **Figure 2**. The traffic counts are included in **Appendix A**.



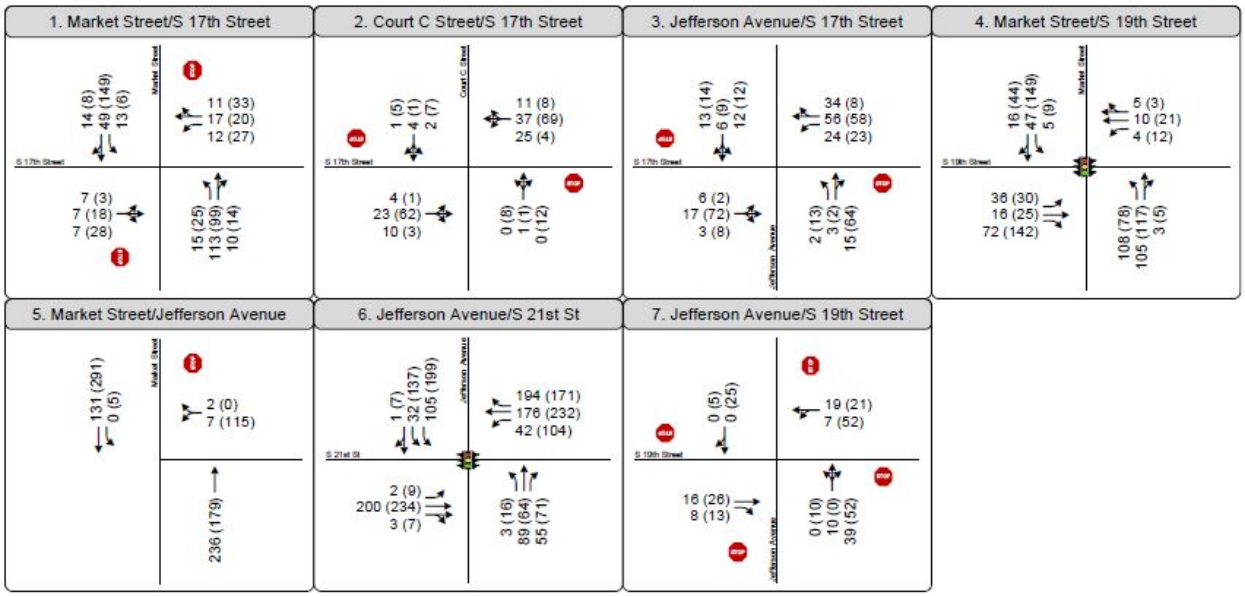


Figure 2: Existing Volume at Study Intersections AM(PM)

Source: Fehr & Peers, 2024.

Level of Service Analysis

The HCM 6th Edition delay thresholds were used to compute the LOS at each study intersection for the existing weekday AM and PM peak hour conditions. The results of the level of service analysis are reported in **Table 2** (see **Appendix B** for detailed LOS reports). These results serve as a base for the analysis of the impacts of the proposed street vacations.

The LOS and delay for SSSC intersections is determined by the worst performing approach. The LOS and delay for signalized and AWSC intersections is determined by the weighted average of all approach delays. As previously noted, the level of service standard for intersections in the City of Tacoma is LOS D. The findings of the analysis indicate that none of the study intersections operate below acceptable levels of delay in existing conditions.

Table 2: Existing (2024) Weekday Conditions Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	Market Street & S 17th Street	AM	SSSC	WB LT	11	B	-	-
		PM		WB LT	13	B	-	-
2	Court C & S 17th Street	AM	SSSC	NB	10	B	-	-
		PM		SB	10	B	-	-
3	Jefferson Avenue & S 17th Street	AM	SSSC	NB LT	10	B	-	-
		PM		NB LT	11	B	-	-
4	Market Street & S 19th Street	AM	Signal	-	-	-	17	B
		PM		-	-	-	18	B
5	Market Street & Jefferson Avenue	AM	SSSC	WB	11	B	-	-
		PM		WB	15	C	-	-
6	Jefferson Avenue & S 21st Street	AM	Signal	-	-	-	25	C
		PM		-	-	-	31	C
7	Jefferson Avenue & S 19th Street	AM	AWSC	-	-	-	7	A
		PM		-	-	-	8	A

NOTES:
1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn.

Source: Fehr & Peers, 2024.

Horizon (2030) No Action

Purpose

This section summarizes the Horizon (2030) No Action conditions for the study intersections. With this analysis, deficiencies (if any) can be identified that could likely occur in the future without the proposed street vacations.

Traffic Conditions

Forecast Volumes

Existing (2024) traffic volumes are increased to estimate horizon year (2030) traffic volumes. Based on conversations with the City of Tacoma, an annual growth rate of 1% was determined as an acceptable method of forecasting future traffic volumes. The forecasted volumes during the existing AM and PM weekday peak hour are illustrated in **Figure 3**.

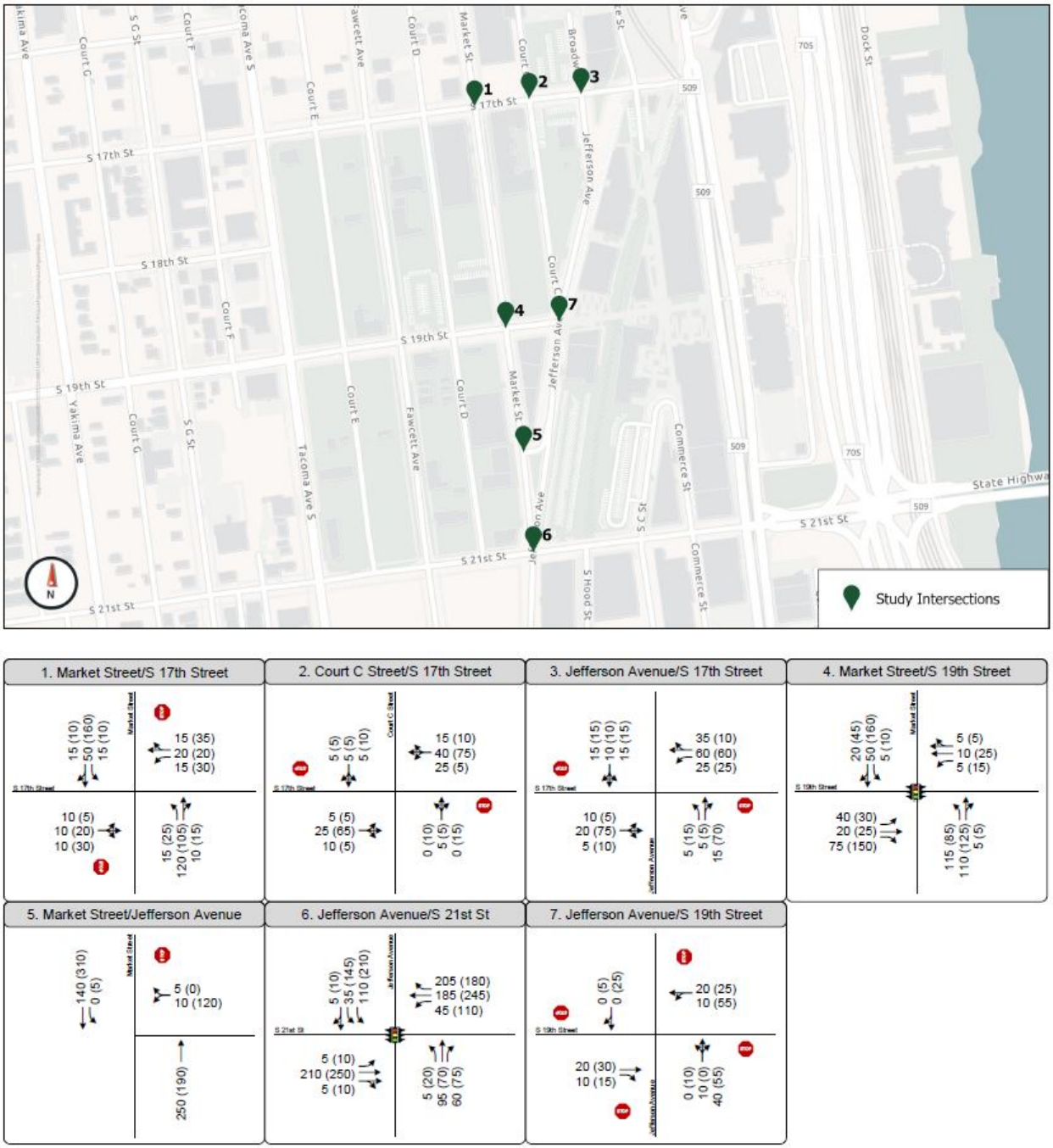


Figure 3. Horizon Year (2030) Forecast Volume at Study Intersections AM(PM)

Level of Service Analysis

The HCM 6th Edition delay thresholds were used to compute the LOS at each study intersection for the forecasted 2030 no-action weekday AM and PM peak hour conditions. The results of the level of service analysis are reported in **Table 3** (see **Appendix B** for detailed LOS reports). These results serve as a base for the analysis of the impacts of the proposed street vacations.

The LOS and delay for SSSC intersections is determined by the worst performing approach. The LOS and delay for signalized and AWSC intersections is determined by the weighted average of all approach delays. As previously noted, the level of service standard for intersections in the City of Tacoma is LOS D. The findings of the analysis indicate that none of the study intersections operate below acceptable levels of delay in Horizon (2030) No Action conditions.

Table 3: Horizon Year (2030) No Action Weekday Conditions Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	Market Street & S 17th Street	AM	SSSC	WB LT	11	B	-	-
		PM		WB LT	11	B	-	-
2	Court C & S 17th Street	AM	SSSC	NB	10	B	-	-
		PM		SB	10	B	-	-
3	Jefferson Avenue & S 17th Street	AM	SSSC	NB LT	10	B	-	-
		PM		NB LT	11	B	-	-
4	Market Street & S 19th Street	AM	Signal	-	-	-	17	B
		PM		-	-	-	18	B
5	Market Street & Jefferson Avenue	AM	SSSC	WB	11	B	-	-
		PM		WB	16	C	-	-
6	Jefferson Avenue & S 21st Street	AM	Signal	-	-	-	25	C
		PM		-	-	-	32	C
7	Jefferson Avenue & S 19th Street	AM	AWSC	-	-	-	7	A
		PM		-	-	-	8	A

NOTES:
1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn.

Source: Fehr & Peers, 2024.

Horizon Year (2030) Scenario 1

Purpose

This section summarizes the Horizon (2030) Scenario 1 conditions for the study intersections. With this analysis, deficiencies (if any) can be identified that could likely occur in the future with the proposed street vacation of 19th Street.

Traffic Conditions

Trips Redistributed

The traffic volumes were redistributed through the study intersections to estimate the Horizon (2030) Scenario 1 conditions. Given the street network arrangement and surrounding land uses, it is assumed all vehicles entering the west end of the proposed vacation of 19th Street intend to park on campus (described as ingress trips in this report) and all vehicles entering the east end of the proposed vacation of 19th street originate from an on-campus parking spot and are leaving UWT Campus (described as egress trips in this report). **Figure 4** depicts the redistributed paths of vehicles ingress vehicles and **Figure 5** depicts the redistributed paths of egress vehicles for Scenario 1. These redistribution diagrams were used to adjust the volumes of the Horizon (2030) No Action conditions to estimate the volumes for Horizon (2030) Scenario 1 conditions. The Scenario 1 volumes during the AM and PM weekday peak hour are illustrated in **Figure 6**.

Figure 4: Scenario 1 Ingress Volume Redistribution
Source: Fehr & Peers, 2024.

Figure 5: Scenario 1 Egress Volume Redistribution
Source: Fehr & Peers, 2024.

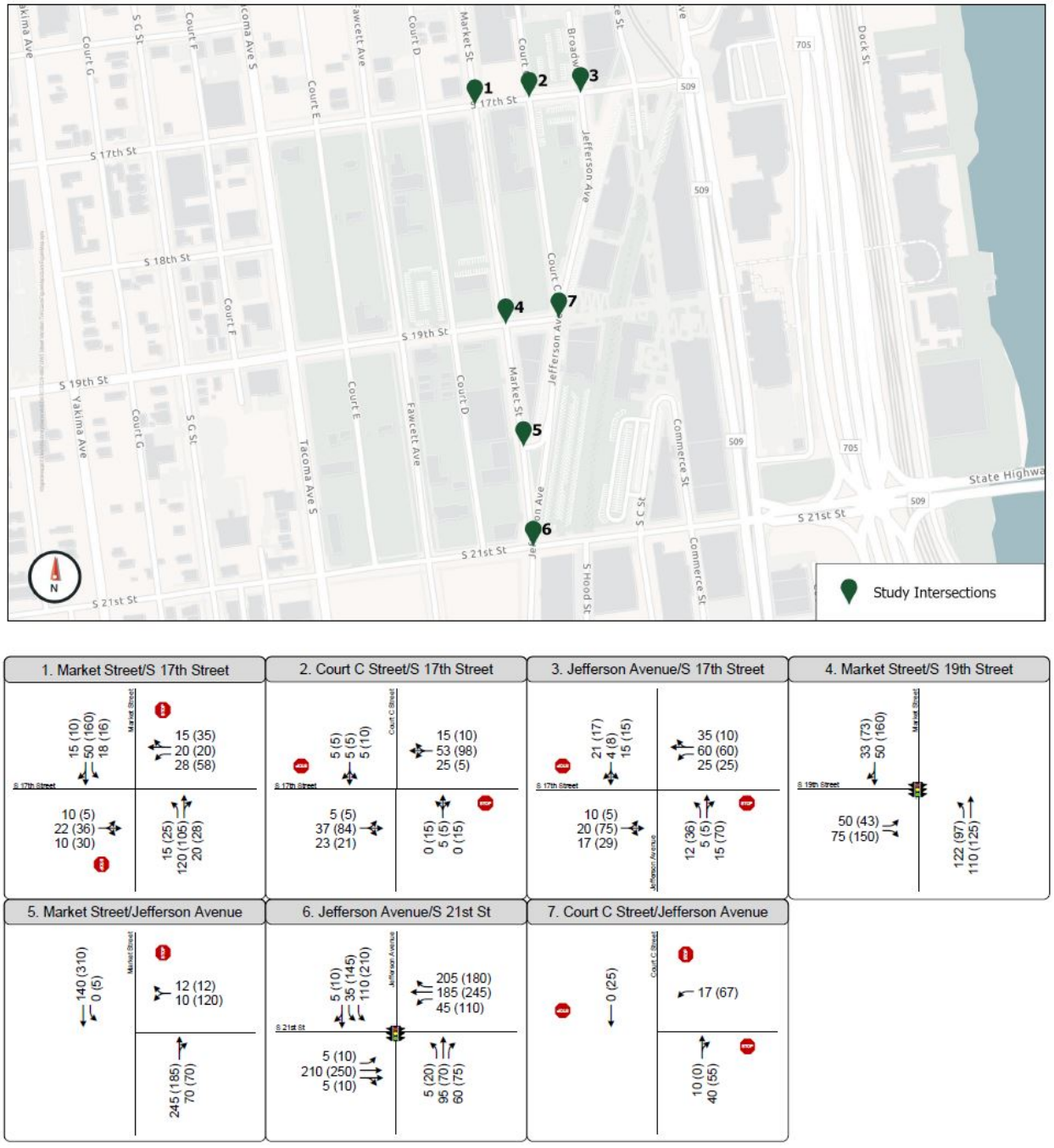


Figure 6: Horizon Year (2030) Scenario 1 Volume at Study Intersections AM(PM)

Source: Fehr & Peers, 2024.

Level of Service Analysis

The HCM 6th Edition delay thresholds were used to compute the LOS at each study intersection for the forecasted 2030 Scenario 1 weekday AM and PM peak hour conditions. The results of the level of service analysis are reported in **Table 4** (see **Appendix B** for detailed LOS reports).

The LOS and delay for SSSC intersections is determined by the worst performing approach. The LOS and delay for signalized and AWSC intersections is determined by the weighted average of all approach delays. As previously noted, the level of service standard for intersections in the City of Tacoma is LOS D. The findings of the analysis indicate that none of the study intersections operate below acceptable levels of delay in Horizon (2030) Scenario 1 conditions.

Table 4: Horizon Year (2030) Scenario 1 Weekday Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	Market Street & S 17th Street	AM	SSSC	WB LT	11	B	-	-
		PM		WB LT	13	B	-	-
2	Court C & S 17th Street	AM	SSSC	NB	11	B	-	-
		PM		SB	11	B	-	-
3	Jefferson Avenue & S 17th Street	AM	SSSC	NB	11	B	-	-
		PM		NB LT	11	B	-	-
4	Market Street & S 19th Street	AM	Signal	-	-	-	15	B
		PM		-	-	-	17	B
5	Market Street & Jefferson Avenue	AM	SSSC	WB	11	B	-	-
		PM		WB	15	C	-	-
6	Jefferson Avenue & S 21st Street	AM	Signal	-	-	-	25	C
		PM		-	-	-	32	C
7	Jefferson Avenue & S 19th Street	AM	AWSC	-	-	-	7	A
		PM		-	-	-	7	A

NOTES:
1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn.

Source: Fehr & Peers, 2024.

Horizon Year Scenario 2 Conditions

Purpose

This section summarizes the Horizon (2030) Scenario 2 conditions for the study intersections. With this analysis, deficiencies (if any) can be identified that could likely occur in the future with the proposed street vacation of 19th Street and Court C.

Traffic Conditions

Trips Redistributed

The traffic volumes were redistributed through the study intersections to estimate the Horizon (2030) Scenario 2 conditions. All the redistributed vehicles from Scenario 1 also apply for Scenario 2. In addition, volumes were adjusted to account for the vacation of Court C. Given the street network arrangement and surrounding land uses, it is assumed all vehicles entering the south end of the proposed vacation of Court C intend to park on Court C (described as ingress trips in this report) and all vehicles exiting the south end of the proposed vacation of Court C originate from a parking spot on Court C and are leaving UWT Campus (described as egress trips in this report). **Figure 7** depicts the redistributed paths of vehicles ingress vehicles and **Figure 8** depicts the redistributed paths of egress vehicles for Scenario 2. These redistribution diagrams were used to adjust the volumes of the Horizon (2030) No Action conditions to estimate the volumes for Horizon (2030) Scenario 2 conditions. The Scenario 2 volumes during the AM and PM weekday peak hour are illustrated in **Figure 9**.

Figure 7: Scenario 2 Ingress Volume Redistribution
Source: Fehr & Peers, 2024.

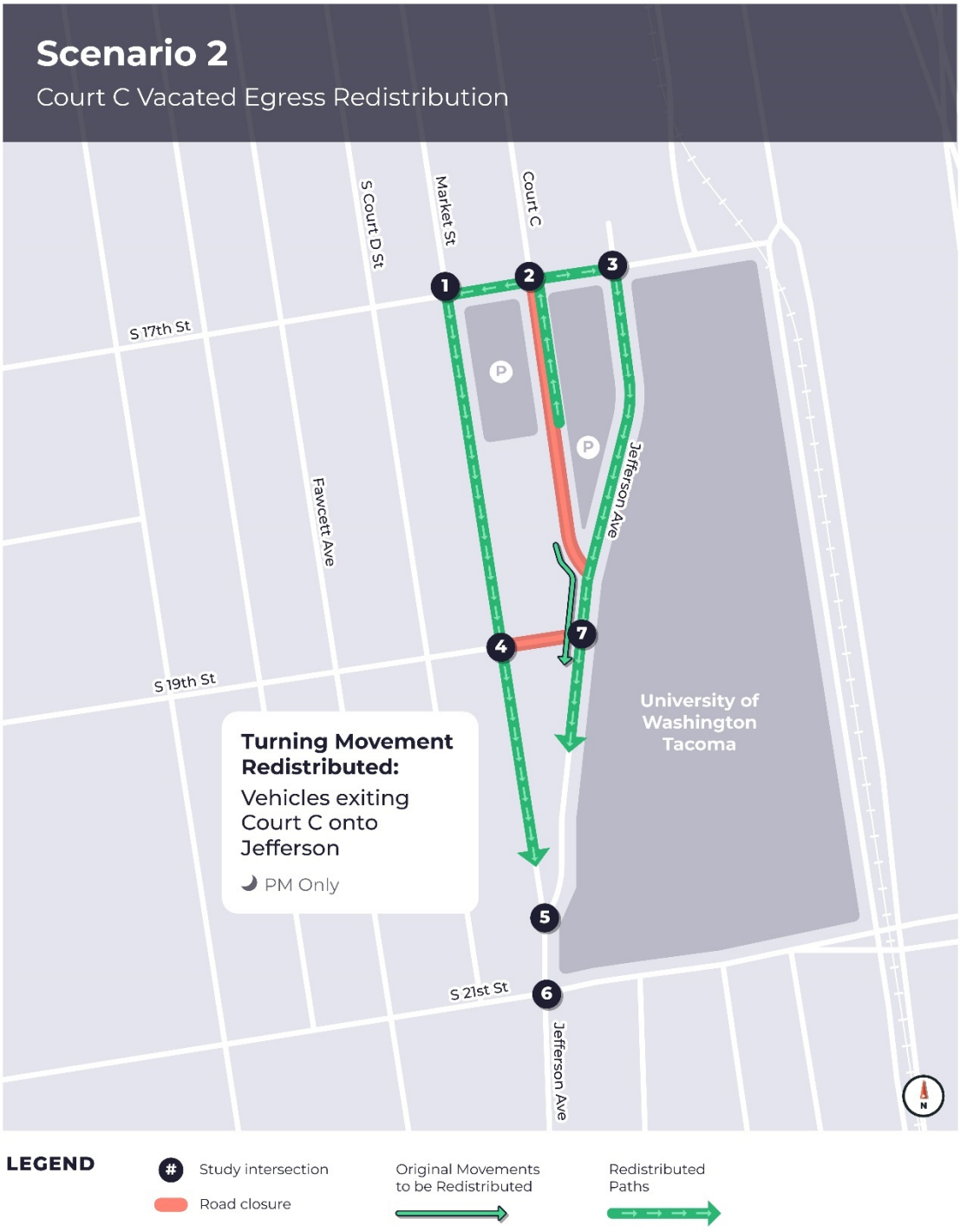


Figure 8: Scenario 2 Egress Volume Redistribution
Source: Fehr & Peers, 2024.

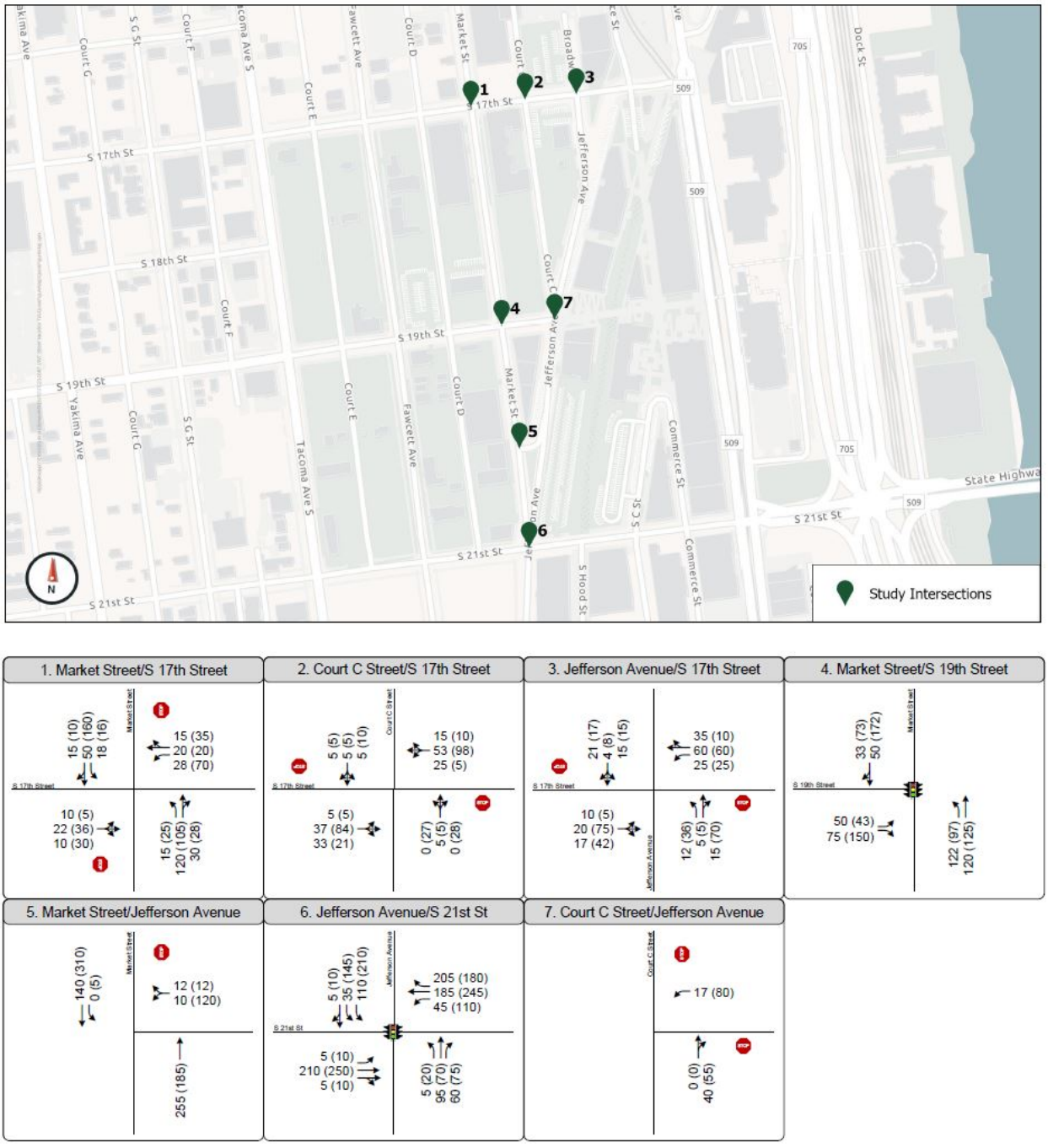


Figure 9: Horizon Year (2030) Scenario 2 Volume at Study Intersection AM(PM)
Source: Fehr & Peers, 2024.

Level of Service Analysis

The HCM 6th Edition delay thresholds were used to compute the LOS at each study intersection for the forecasted 2030 Scenario 2 weekday AM and PM peak hour conditions. The results of the level of service analysis are reported in **Table 5** (see **Appendix B** for detailed LOS reports).

The LOS and delay for SSSC intersections is determined by the worst performing approach. The LOS and delay for signalized and AWSC intersections is determined by the weighted average of all approach delays. As previously noted, the level of service standard for intersections in the City of Tacoma is LOS D. The findings of the analysis indicate that none of the study intersections operate below acceptable levels of delay in Horizon (2030) Scenario 2 conditions.

Table 5: Horizon Year (2030) Scenario 2 Weekday Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	Market Street & S 17th Street	AM	SSSC	WB LT	11	B	-	-
		PM		WB LT	13	B	-	-
2	Court C & S 17th Street	AM	SSSC	NB	11	B	-	-
		PM		SB	11	B	-	-
3	Jefferson Avenue & S 17th Street	AM	SSSC	NB LT	11	B	-	-
		PM		NB LT	11	B	-	-
4	Market Street & S 19th Street	AM	Signal	-	-	-	15	B
		PM		-	-	-	17	B
5	Market Street & Jefferson Avenue	AM	SSSC	WB	11	B	-	-
		PM		WB	15	C	-	-
6	Jefferson Avenue & S 21st Street	AM	Signal	-	-	-	25	C
		PM		-	-	-	32	C
7	Jefferson Avenue & S 19th Street	AM	AWSC	-	-	-	7	A
		PM		-	-	-	7	A

NOTES:
1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn.

Source: Fehr & Peers, 2024.

Active Transportation

Pedestrian and Bike Facilities

A primary motivation for the vacation of 19th Street and Court C is to improve and expand pedestrian and bike facilities on campus and provide infrastructure that encourages safe and comfortable use for all users.

Cross Campus Pedestrian Route

A series of steps and ramps provide an east-west pedestrian connection through the heart of the UWT campus along the extension of 19th Street. The route is lit and interspersed with trees, landscaping, and benches. It provides connection between Pacific Avenue to Jefferson Avenue that is entirely motor-vehicle free. It provides direct access to many campus facilities and allows for quick access to the Tacoma Link Light Rail Line on Pacific Avenue. The Prairie Line Trail bisects this pedestrian route and is a mile-long linear park that links the waterfront, downtown, and Brewery Districts to UWT Campus, extending this car-free and car-light realm north and south.

The proposed vacation of 19th Street would allow this Pedestrian Route to extend further west to Market Street as the campus grows up the hill. The extension of this cross-campus pedestrian route is depicted in the UWT 2008 Campus Master Plan. The vacation of 19th Street would allow for the extension of separated and efficient cross-campus pedestrian circulation and ensure a direct connection to transit facilities, encouraging their ridership. The 19th Street vacation and extension of this pedestrian route would also allow for increased area for students, faculty, and visitors to enjoy well designed outdoor space, bringing increased vitality to campus. **Figure 10** shows the existing and proposed extension of this Cross Campus Pedestrian Route.

The proposed Court C vacation also allows for additional space for campus development, which could include additional pedestrian circulation improvements.

Figure 10: Cross Campus Pedestrian Route
Background Source: https://www.tacoma.uw.edu/campus-map

Sidewalks & Pedestrian Crossings

Sidewalks are located along the streets within the study area. Recent projects have installed curb ramps and intersections and improved sidewalk conditions.

19th Street Vacation

The vacation of 19th Street would require the reconfiguration of the intersections of 19th Street with Market Street and Jefferson Avenue. Currently the eastern leg of the intersection of 19th Street and Market Street does not have a striped crossing or curb ramps on the southeastern corner of the intersection. With the 19th Street closure, any future redesign of this vacated leg would require the sidewalk along the eastern side of Market Street to be modified and extended through the intersection and built to meet minimum City of Tacoma and ADA standards. This would greatly reduce conflicts between pedestrians and vehicles and improve comfort for people traveling north or south on the eastern side of Market Street. The removal of the eastern leg of the intersection of 19th Street and Market Street will also eliminate the need for the dedicated southbound left turn and eastbound through lanes. The available space for these no longer needed lanes provides further opportunities to improve pedestrian crossings with treatments such as median refuge islands or curb bump outs, which would reduce the travel distance that pedestrians are exposed to conflicts with motor vehicles.

Additionally, the western leg of the intersection of 19th Street and Jefferson Avenue was recently improved to include a striped crosswalk and curb ramps. With the 19th Street closure, any future redesign of this vacated leg would require the sidewalk along the western side of Jefferson Avenue to be modified and extended through the intersection and built to meet minimum City of Tacoma and ADA standards. This would reduce conflicts between pedestrians and vehicles and improve comfort for people traveling north or south on the western side of Jefferson Avenue.

Court C Vacation

The vacation of Court C would require the reconfiguration of the intersection of Court C and Jefferson Avenue. The existing geometry of this intersection and its proximity to the intersection of 19th Street and Jefferson Avenue can lead to confusing and difficult movements for users entering or exiting Court C at this intersection, many of whom may misinterpret pavement markings that direct channelization and intended allowable movements. The closure of Court C would eliminate this intersection altogether. With the Court C closure, any future redesign of this vacated leg would require the sidewalk along the western side of Jefferson Avenue to be modified and extended through the intersection and built to meet minimum City of Tacoma and ADA standards. This would reduce conflicts between pedestrians and vehicles and improve comfort for people traveling north or south on the western side of Jefferson Avenue.

Bicycle Facilities

There are no dedicated bicycle facilities on the streets in the study area. The vacation of 19th Street and Court C would improve cyclist separation and comfort by reducing the number of crossings and conflicts with vehicles and eliminating the confusing intersection of Court C and Jefferson Avenue.

Transit

There are eight bus stops within or adjacent to the study area. None of these bus stops are located on the segments of the proposed street vacations. The Pierce Transit bus routes servicing these bus stops were reviewed and none of the routes utilize the segments of the proposed street vacation nor are they likely utilize them for temporary or future re-routes. Therefore, all transit service can be maintained without mitigation if the proposed sections of 19th Street and Court C are vacated. The Pierce Transit Bus Route Map is included in **Appendix C**.

Safety

Road Safety

WSDOT manages a collision database that contains details about location features, collision types, contributing circumstances, and other factors associated with recorded collisions. An analysis of collision data from the past five years (2018-2022) was conducted to identify collision patterns at the seven study intersections. The 2023 collision data remains unreleased and was not incorporated into the safety analysis for this TIA. Details of the 5-year collision history at the study intersections are presented in **Table 6**. A total of 30 collisions occurred at the study intersections, with an additional 3 occurring along segments within the study area. Of these collisions, 8 resulted in possible/minor injury, while 2 resulted in serious injury. Of these serious injury collisions, one was with a pedestrian while the other was a fixed object collision for an eastbound vehicle failing to turn properly at 19th Street and Jefferson Avenue. No collisions resulting in fatality occurred within the study area. Two vehicle-to-pedestrian collisions occurred within the study area:

- The first occurred during daylight at the intersection of S 17th Street & Market Street. A vehicle approaching from the west and turning left towards the north, struck a pedestrian due to a failure to yield the right of way, resulting in a potential injury.
- Another pedestrian collision took place at Market Street & Jefferson Avenue, involving one vehicle and one pedestrian. This occurred in dark, no streetlight in rainy weather, where the vehicle was going straight from south to north and hit the pedestrian in the primary traffic lane which resulted in suspected serious injury.

The potential street vacations would both remove key conflict points between pedestrians and vehicles at the crossings near 19th Street and Court C; these street vacations also provide potential opportunities to construct additional separated facilities in these locations.

Table 6: Study Intersection Collisions 2018-2022

Location	Total	Unknown	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality
Market Street & S 17th Street	11	0	6	2	3	0	0
Court C & S 17th Street	0	0	0	0	0	0	0
Jefferson Avenue & S 17th Street	0	0	0	0	0	0	0
Market Street & S 19th Street	5	0	3	2	0	0	0
Market Street & Jefferson Avenue	1	0	0	0	0	1	0
Jefferson Avenue & S 21st Street	10	2	8	0	0	0	0
Jefferson Avenue & S 19th Street	3	0	1	1	0	1	0

Source: WSDOT Collision Data, Fehr & Peers, 2024.

Emergency Response

The vacation of 19th Street and Court C is not anticipated to have significant impact on emergency response vehicles because neither street is an effective through route. Emergency access to all future buildings will be appropriately designed. One existing hydrant is located on the north side of 19th Street and will need to be relocated with the vacation of 19th Street.

Parking Analysis

Purpose

The parking analysis estimated the net reduction of on-street parking spaces with the vacations of 19th Street and Court C and evaluated the available nearby on-street parking capacity to accommodate the net reduction.

This Parking supply and occupancy data were collected by IDAX Data Solutions while class was in session on Wednesday, January 10th, 2024, during the peak four hours of the day (10:00 AM – 1:00 PM) along the following roadway segments. The collected data is included in **Appendix A**.

- Court C from Jefferson Avenue to 17th Street
- Market Street from 21st Street to 17th Street
- 17th Street from Pacific Avenue to Fawcett Avenue
- Jefferson Avenue from Markey Street to 17th Street

On-Street Parking Supply

On-street parking in the study area includes a mixture of paid and free parking. Parking limits include 90-minute, 2-hour, and 3-hour parking. **Figure 11** shows the UWT Campus Parking Map. The total on-street parking supply in the study area is 258 spaces. Note that total on-street supply does not include the 10 permitted spaces of the Upper Pinkerton Lot on Court C and does include the 7 on-street spaces on 19th Street between Market Street and Jefferson Avenue. Generally, on-street parking is considered at maximum capacity when it is 85% occupied. This is to account for inefficiencies that sometimes occur with unmarked street parking and the inability of every available spot to be found by someone wishing to park. The maximum capacity of the on-street parking in the study area is assumed to be 219 spaces.

Parking Supply Impacts

The vacation of 19th Street will eliminate 7 on-street parking spaces (3 spaces on the north side of 19th Street and 4 spaces on the south side of 19th Street). The curb line of Market Street and Jefferson Avenue will be extended to close 19th Street. No new on-street parking spaces can be added to Market Street because the new length of curb is within the intersection of 19th Street and Market Street. This analysis assumes that the reconstruction of Jefferson Avenue would include curb bump outs to reduce the distance for pedestrians to cross Jefferson Avenue and extend the cross-campus pedestrian connection. The curb bump-outs would reduce the available curb length for on-street parking with reconstruction. Two new on-street parking spaces could be added Jefferson Avenue when accounting for curb bump-outs. The resulting impact on the on-street parking supply because of the vacancy of 19th Street is a net reduction of 5 on-street parking spaces.

The vacation of Court C would maintain access to the parking garage below Court 17 Apartments, on-street parking directly in front of Court 17 Apartments, and the upper Pinkerton Lot parking spaces. The vacation of Court C will eliminate 14 on-street parking spaces along the west side of Court C, south of the parking garage. Ten on-street parking spaces would remain on Court C. The curb line of Jefferson Avenue will be extended to close Court C and five new on-street spaces could be added to Jefferson Avenue. These five spaces are in addition to the two new spaces from the vacation of 19th Street as described above. The resulting impact of the on-street parking supply with the vacancy of Court C is a net reduction of 9 on-street parking spaces. This would result in an overall reduction of 14 on-street parking spaces with the vacation of both 19th Street and Court C.

Peak on-street parking demand was observed to be 213 spaces occupied at 11 AM. Court C was observed to have consistently low demand ranging from 21% to 58% occupied, among the lowest occupied segments observed. **Figure 12** summarizes the observed parking occupancy. During on-street parking demand (11 AM), 9 of the 24 available on-street parking spaces were occupied on Court C. After the closure of Court C there will be 10 remaining on-street parking spaces that could accommodate the demand for 9 parking spaces observed at 11 AM. If an 85% maximum parking capacity is assumed, one vehicle would be displaced. The one vehicle could reasonably be accommodated in nearby available capacity of parking spaces observed at that time, such as on 17th Street between Market Street and Jefferson Avenue.

The highest occupancy observed on Court C was at 12 PM with 14 spaces occupied. After the closure of Court C there would be 10 on-street parking spaces available, resulting in 4 displaced vehicles (6 displaced vehicles if an 85% maximum parking capacity is assumed). These 4 to 6 vehicles could reasonably be accommodated in nearby available parking spaces observed at that time, such as on 17th Street or Jefferson Avenue.

The 7 parking spaces on the proposed vacation of 19th Street are understood to have very low occupancy. The low demand is likely attributable to the steep grade of the street requiring the curbing of wheels and the street configuration that does not make it obvious that parking is allowed on this portion of 19th Street.

Parking demand for future campus expansion will be analyzed with future projects. This analysis only examined the impacts to on-street parking due to the proposed street vacations and not future campus expansion projects.

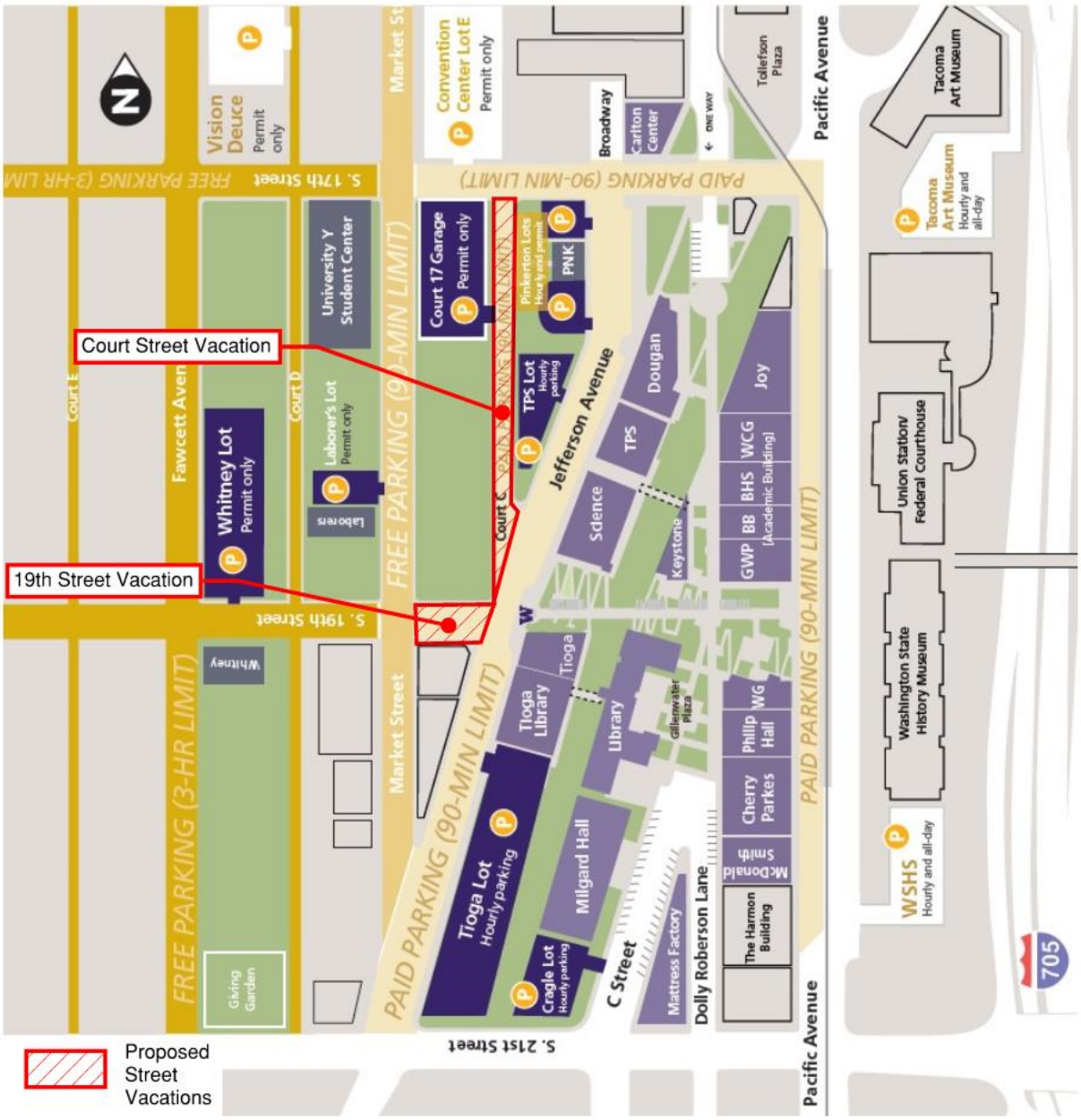


Figure 11: UWT Campus Parking Map

Background Source: https://www.tacoma.uw.edu/fa/facilities/transportation/parking-maps

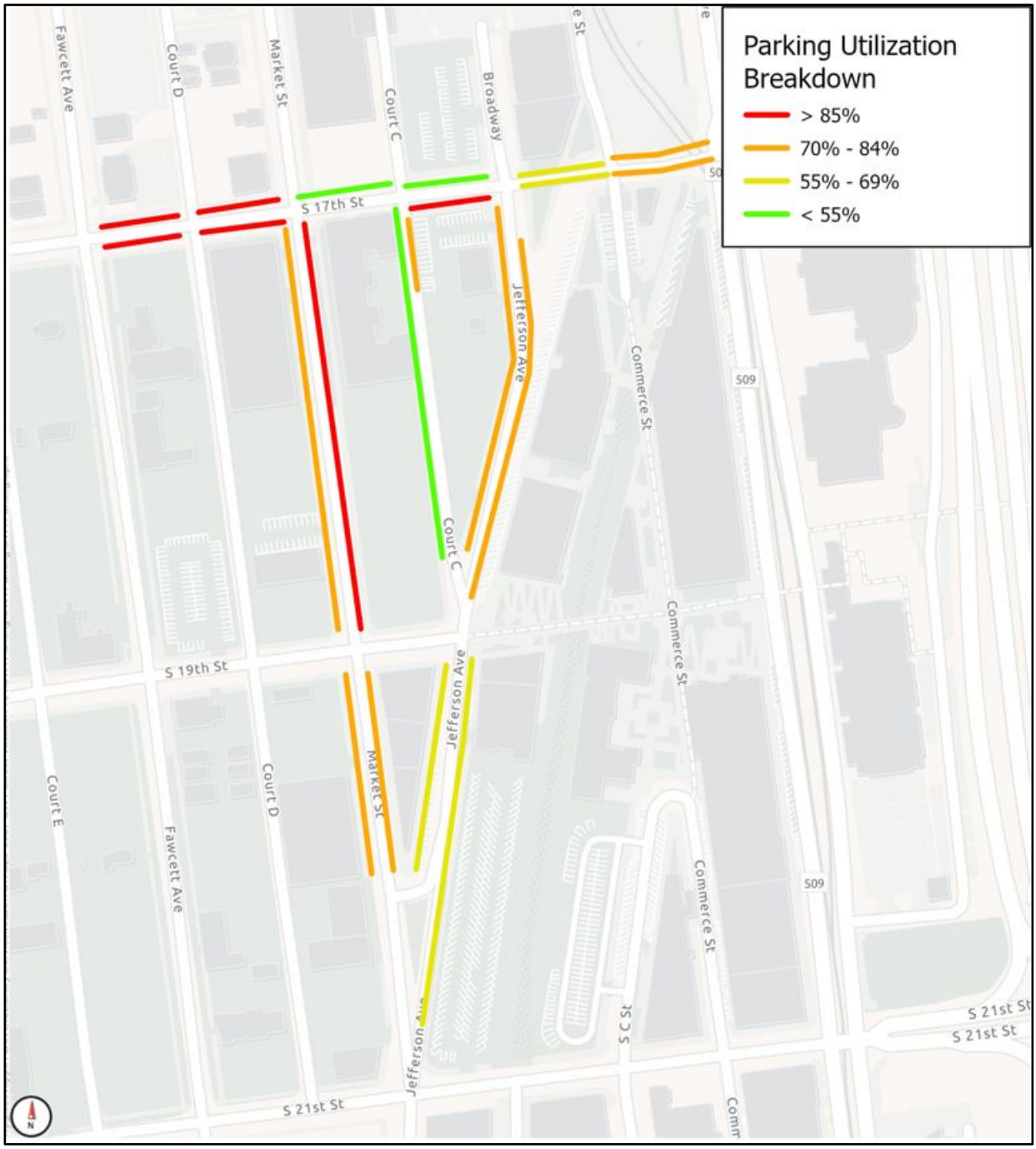


Figure 12: 2024 Parking Occupancy for Facilities Near UWT
Source: Fehr & Peers, 2024.

Conclusions

The proposed vacations of 19th street and Court C were analyzed, and the results indicated no change in LOS from Existing (2024) Conditions or Horizon (2030) No Action conditions for Scenario 1 or Scenario 2.

The proposed vacations will allow for the extension of the existing cross-campus pedestrian circulation and allow for UWT campus expansion. The vacations will reduce conflicts between pedestrians, cyclists and vehicles traveling north or south on Market Street and Jefferson Avenue. The 19th Street vacation will allow for further opportunities to improve pedestrian crossings with the available space from the no longer needed southbound left and eastbound through lanes at the intersection of 19th Street and Market Streets. The closure of Court C will eliminate the confusing intersection of Court C and Jefferson Avenue.

The proposed vacations would not have significant impacts to the operations of transit, or emergency response. One hydrant will need to be relocated with the vacation of 19th Street.

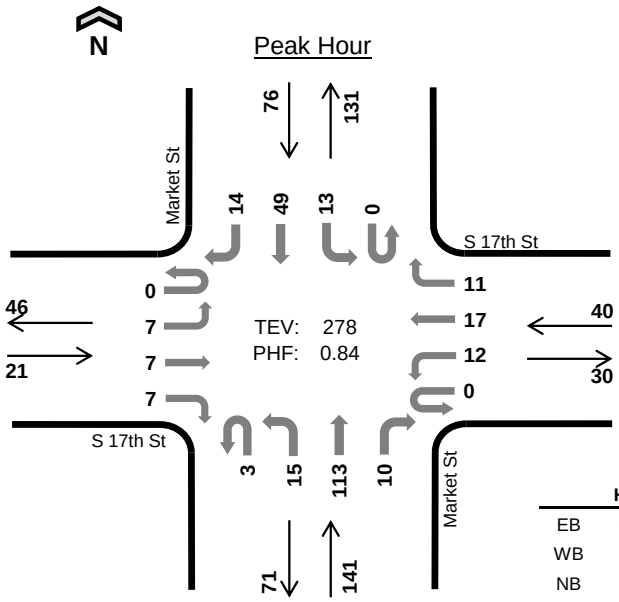
The vacation of 19th Street will result in an estimated net reduction of 5 on-street parking spaces. The vacation of Court C will result in an estimated net reduction of 9 on-street parking spaces, resulting in an overall net reduction of 14 on-street parking spaces with the vacation of both 19th Street and Court C. The on-street parking spaces that would be removed on 19th Street and Court C were observed to have lower demand compared to other locations in the study area. The observed existing parking capacity is reasonably able to accommodate estimated displaced vehicles resulting from the street vacations.

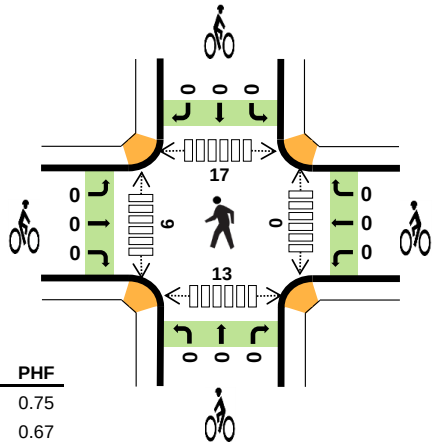
Appendix A – Traffic & Parking Counts

Intersection 1
AM

Market St
S 17th St

Date: 01/10/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	4.8%	0.75
WB	2.5%	0.67
NB	2.8%	0.80
SB	3.9%	0.70
TOTAL	3.2%	0.84

Two-Hour Count Summaries

Interval Start		S 17th St Eastbound				S 17th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	1	1	0	3	2	0	0	3	22	0	0	1	4	1	39	0
7:15 AM		0	0	1	2	0	2	5	2	1	1	24	1	0	0	13	3	55	0
7:30 AM		0	0	9	1	0	0	1	1	0	3	29	4	0	3	12	1	64	0
7:45 AM		**0**	**1**	**2**	**2**	**0**	**6**	**4**	**5**	**0**	**2**	**37**	**5**	**0**	**6**	**6**	**6**	**82**	240
8:00 AM		**0**	**1**	**3**	**1**	**0**	**3**	**3**	**1**	**2**	**5**	**29**	**2**	**0**	**4**	**9**	**3**	**66**	267
8:15 AM		**0**	**3**	**0**	**1**	**0**	**1**	**2**	**1**	**0**	**2**	**22**	**0**	**0**	**0**	**11**	**4**	**47**	259
8:30 AM		**0**	**2**	**2**	**3**	**0**	**2**	**8**	**4**	**1**	**6**	**25**	**3**	**0**	**3**	**23**	**1**	**83**	**278**
8:45 AM		0	0	7	5	0	4	6	1	0	0	19	5	0	1	14	5	67	263
Count Total		0	8	25	16	0	21	31	15	4	22	207	20	0	18	92	24	503	0
Peak Hour	**All**	**0**	**7**	**7**	**7**	**0**	**12**	**17**	**11**	**3**	**15**	**113**	**10**	**0**	**13**	**49**	**14**	**278**	**0**
	HV	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**3**	**0**	**9**	**0**
	HV%	**-**	**0%**	**14%**	**0%**	**-**	**8%**	**0%**	**0%**	**0%**	**0%**	**3%**	**10%**	**-**	**0%**	**6%**	**0%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
7:15 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	1	3	0	*4*
7:30 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	1	2	2	*5*
7:45 AM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**5**	*9*
8:00 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**6**	**3**	*10*
8:15 AM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**5**	**3**	*10*
8:30 AM	**1**	**1**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**2**	**2**	***7***
8:45 AM	0	0	1	0	*1*	0	0	0	1	*1*	0	1	3	4	*8*
Count Total	1	1	7	4	*13*	0	0	0	1	*1*	0	10	25	19	*54*
Peak Hour	**1**	**1**	**4**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**6**	**17**	**13**	***36***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 17th St Eastbound				S 17th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	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	2	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	5
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	6
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	6
8:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**4**	**9**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	8
Count Total	0	0	1	0	0	1	0	0	0	0	6	1	0	0	4	0	13	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**3**	**0**	**9**	**0**

Two-Hour Count Summaries - Bikes

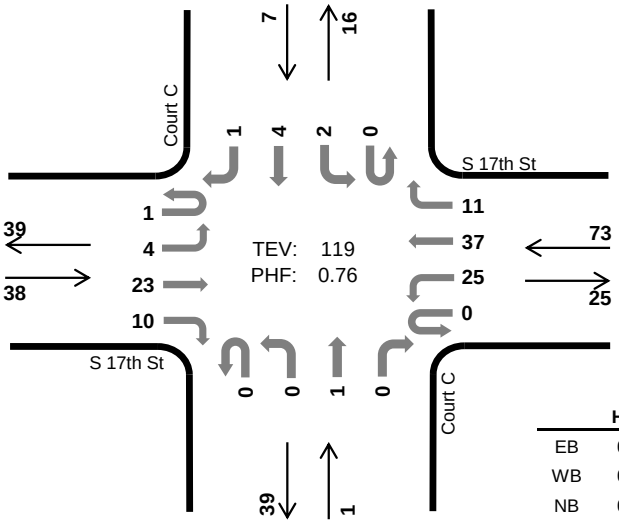
Interval Start	S 17th St Eastbound			S 17th St Westbound			Market St Northbound			Market St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**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	0	0	0	0	0	1	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

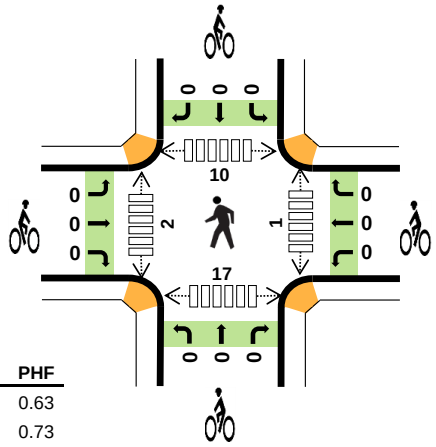
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Intersection 2
AM

Court C
S 17th St

Date: 01/10/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	0.0%	0.63
WB	0.0%	0.73
NB	0.0%	0.25
SB	0.0%	0.58
TOTAL	0.0%	0.76

Two-Hour Count Summaries

Interval Start		S 17th St Eastbound				S 17th St Westbound				Court C Northbound				Court C Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	1	0	0	4	1	0	0	0	0	0	0	0	0	6	0
7:15 AM		**0**	**0**	**2**	**0**	**0**	**3**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**18**	0
7:30 AM		**1**	**1**	**10**	**3**	**0**	**9**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**37**	0
7:45 AM		**0**	**2**	**5**	**4**	**0**	**11**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**39**	100
8:00 AM		**0**	**1**	**6**	**3**	**0**	**2**	**8**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**25**	**119**
8:15 AM		0	0	0	0	0	4	5	2	0	0	0	0	0	1	2	0	14	115
8:30 AM		0	1	6	2	0	5	13	0	0	0	0	0	0	0	2	0	29	107
8:45 AM		0	1	9	3	0	6	11	4	0	0	0	0	0	1	1	1	37	105
Count Total		1	6	38	16	0	40	70	18	0	0	1	0	0	4	9	2	205	0
Peak Hour	**All**	**1**	**4**	**23**	**10**	**0**	**25**	**37**	**11**	**0**	**0**	**1**	**0**	**0**	**2**	**4**	**1**	**119**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	HV%	**0%**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**0%**	**-**	**-**	**0%**	**0%**	**0%**	**0%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	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**	**3**	**1**	*4*
7:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**2**	**5**	*9*
7:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**8**	*11*
8:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**3**	***6***
8:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	5	4	*9*
8:30 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	1	0	2	*3*
8:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	2	3	*6*
Count Total	2	1	0	0	*3*	0	0	0	0	*0*	1	4	17	26	*48*
Peak Hour	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**10**	**17**	***30***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 17th St Eastbound				S 17th St Westbound				Court C Northbound				Court C Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	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**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**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**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**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	0	0	0	0
8:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Two-Hour Count Summaries - Bikes

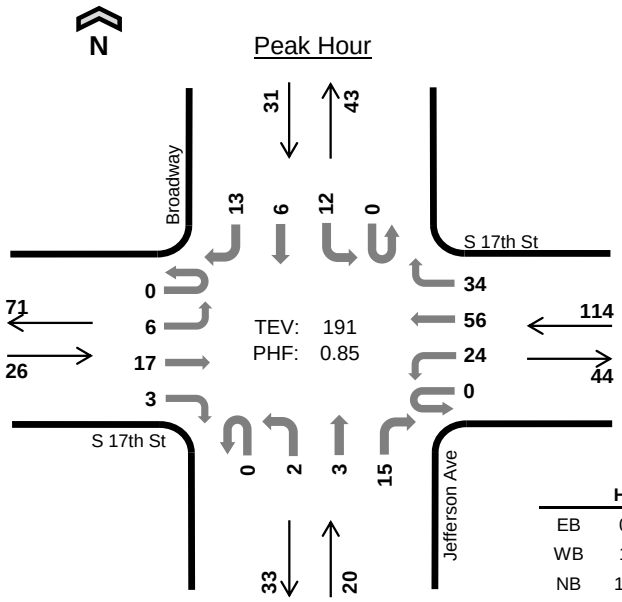
Interval Start	S 17th St Eastbound			S 17th St Westbound			Court C Northbound			Court C Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**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	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

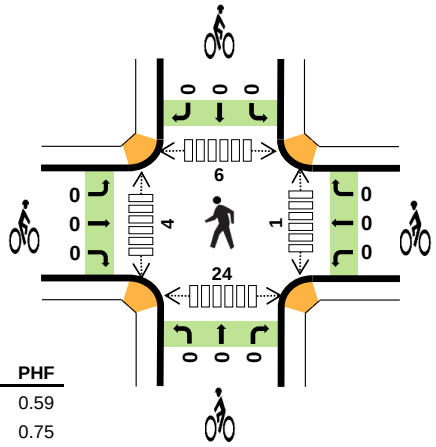
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Intersection 3
AM

Jefferson Ave
S 17th St

Date: 01/10/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	0.0%	0.59
WB	1.8%	0.75
NB	10.0%	0.56
SB	0.0%	0.65
TOTAL	2.1%	0.85

Two-Hour Count Summaries

Interval Start		S 17th St Eastbound				S 17th St Westbound				Jefferson Ave Northbound				Broadway Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	1	0	1	3	8	0	0	1	6	0	2	0	2	24	0
7:15 AM		**0**	**1**	**2**	**0**	**0**	**3**	**9**	**10**	**0**	**0**	**1**	**1**	**0**	**4**	**2**	**6**	**39**	0
7:30 AM		**0**	**2**	**8**	**1**	**0**	**4**	**19**	**15**	**0**	**0**	**0**	**3**	**0**	**3**	**1**	**0**	**56**	0
7:45 AM		**0**	**0**	**4**	**1**	**0**	**10**	**19**	**7**	**0**	**2**	**0**	**4**	**0**	**2**	**2**	**5**	**56**	175
8:00 AM		**0**	**3**	**3**	**1**	**0**	**7**	**9**	**2**	**0**	**0**	**2**	**7**	**0**	**3**	**1**	**2**	**40**	**191**
8:15 AM		0	0	0	1	0	4	8	1	0	1	0	1	0	0	0	2	18	170
8:30 AM		0	1	5	0	0	3	16	4	0	0	2	1	0	1	0	4	37	151
8:45 AM		0	1	9	0	0	4	14	5	0	1	1	6	0	5	3	3	52	147
Count Total		0	8	31	5	0	36	97	52	0	4	7	29	0	20	9	24	322	0
Peak Hour	**All**	**0**	**6**	**17**	**3**	**0**	**24**	**56**	**34**	**0**	**2**	**3**	**15**	**0**	**12**	**6**	**13**	**191**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**8%**	**0%**	**0%**	**-**	**0%**	**0%**	**13%**	**-**	**0%**	**0%**	**0%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	1	0	*2*
7:15 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**1**	*3*
7:30 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**6**	*8*
7:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**2**	**10**	*14*
8:00 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**7**	***10***
8:15 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	3	1	5	*9*
8:30 AM	2	1	1	0	*4*	0	0	0	0	*0*	0	1	0	4	*5*
8:45 AM	0	1	0	0	*1*	0	0	0	0	*0*	1	0	1	5	*7*
Count Total	2	5	4	0	*11*	0	0	0	0	*0*	3	8	9	38	*58*
Peak Hour	**0**	**2**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**6**	**24**	***35***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 17th St Eastbound				S 17th St Westbound				Jefferson Ave Northbound				Broadway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**4**
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
8:30 AM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	7
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
Count Total	0	0	2	0	0	4	1	0	0	0	0	4	0	0	0	0	11	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**0**

Two-Hour Count Summaries - Bikes

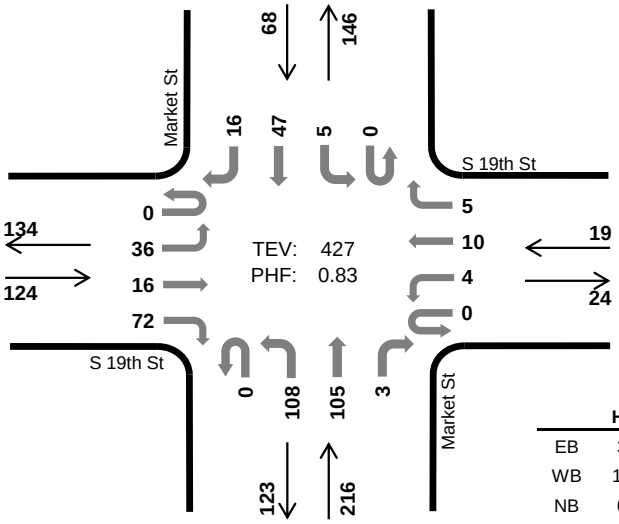
Interval Start	S 17th St Eastbound			S 17th St Westbound			Jefferson Ave Northbound			Broadway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
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	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

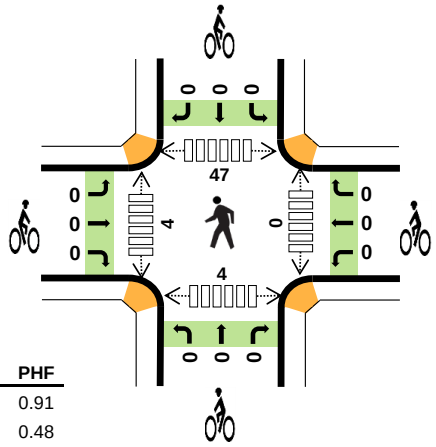
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Intersection 4
AM

Market St
S 19th St

Date: 01/10/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	3.2%	0.91
WB	15.8%	0.48
NB	0.9%	0.83
SB	5.9%	0.71
TOTAL	3.0%	0.83

Two-Hour Count Summaries

Interval Start		S 19th St Eastbound				S 19th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	8	2	9	0	0	1	0	0	16	19	0	0	0	7	4	66	0
7:15 AM		0	4	4	9	0	1	2	1	0	21	22	0	0	1	12	6	83	0
7:30 AM		0	8	5	23	0	1	1	1	0	23	32	0	0	0	10	3	107	0
7:45 AM		**0**	**9**	**9**	**15**	**0**	**2**	**4**	**4**	**0**	**22**	**29**	**0**	**0**	**1**	**8**	**4**	**107**	363
8:00 AM		**0**	**13**	**3**	**15**	**0**	**0**	**1**	**0**	**0**	**29**	**26**	**0**	**0**	**2**	**9**	**4**	**102**	399
8:15 AM		**0**	**3**	**2**	**21**	**0**	**2**	**1**	**0**	**0**	**23**	**22**	**0**	**0**	**0**	**12**	**4**	**90**	406
8:30 AM		**0**	**11**	**2**	**21**	**0**	**0**	**4**	**1**	**0**	**34**	**28**	**3**	**0**	**2**	**18**	**4**	**128**	**427**
8:45 AM		0	8	2	13	0	0	2	0	0	24	16	1	0	2	20	8	96	416
Count Total		0	64	29	126	0	6	16	7	0	192	194	4	0	8	96	37	779	0
Peak Hour	**All**	**0**	**36**	**16**	**72**	**0**	**4**	**10**	**5**	**0**	**108**	**105**	**3**	**0**	**5**	**47**	**16**	**427**	**0**
	HV	**0**	**3**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**2**	**13**	**0**
	HV%	**-**	**8%**	**0%**	**1%**	**-**	**50%**	**10%**	**0%**	**-**	**1%**	**0%**	**33%**	**-**	**0%**	**4%**	**13%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	2	1	0	*3*
7:15 AM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	3	2	*5*
7:30 AM	1	0	1	1	*3*	0	0	0	0	*0*	0	1	5	1	*7*
7:45 AM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**15**	**1**	*17*
8:00 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**13**	**2**	*16*
8:15 AM	**2**	**1**	**1**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**8**	**1**	*11*
8:30 AM	**1**	**1**	**1**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**11**	**0**	***11***
8:45 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	20	2	*22*
Count Total	7	4	4	6	*21*	0	0	0	0	*0*	0	7	76	9	*92*
Peak Hour	**4**	**3**	**2**	**4**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**47**	**4**	***55***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 19th St Eastbound				S 19th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
7:15 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	9
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	9
8:15 AM	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	11
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**5**	**13**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
Count Total	0	5	0	2	0	3	1	0	0	1	2	1	0	0	2	4	21	0
Peak Hour	**0**	**3**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**2**	**13**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	S 19th St Eastbound			S 19th St Westbound			Market St Northbound			Market St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
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	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

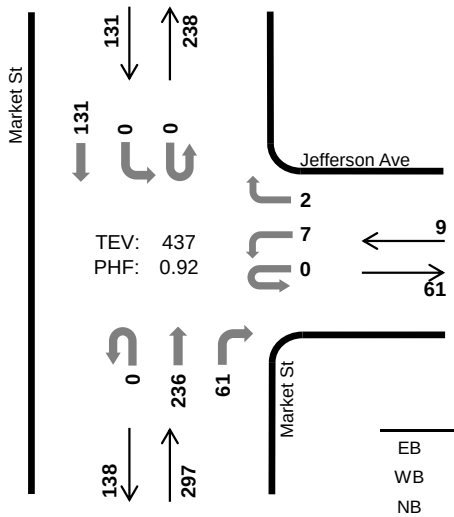
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Intersection 5
AM

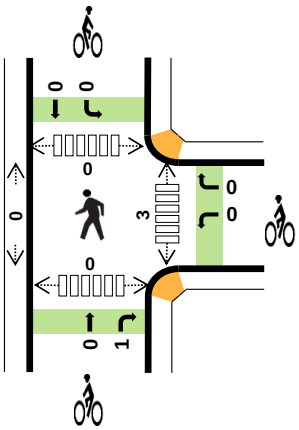
Market St
Jefferson Ave

Date: 01/10/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour



	HV %:	PHF
EB	-	-
WB	11.1%	0.56
NB	1.3%	0.93
SB	3.1%	0.80
TOTAL	2.1%	0.92



Two-Hour Count Summaries

Interval Start		0 Eastbound				Jefferson Ave Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	3	0	0	0	0	33	10	0	0	16	0	62	0
7:15 AM		0	0	0	0	0	4	0	2	0	0	44	8	0	0	20	0	78	0
7:30 AM		0	0	0	0	0	2	0	0	0	0	53	11	0	0	34	0	100	0
7:45 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**59**	**21**	**0**	**0**	**24**	**0**	**105**	345
8:00 AM		**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**58**	**21**	**0**	**0**	**28**	**0**	**111**	394
8:15 AM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**52**	**7**	**0**	**0**	**41**	**0**	**102**	418
8:30 AM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**67**	**12**	**0**	**0**	**38**	**0**	**119**	**437**
8:45 AM		0	0	0	0	0	6	0	0	0	0	45	17	0	0	35	0	103	435
Count Total		0	0	0	0	0	22	0	4	0	0	411	107	0	0	236	0	780	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**2**	**0**	**0**	**236**	**61**	**0**	**0**	**131**	**0**	**437**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**4**	**0**	**9**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**14%**	**-**	**0%**	**-**	**-**	**0%**	**5%**	**-**	**-**	**3%**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	1	1	*2*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	0	0	2	1	*3*	0	0	0	0	*0*	2	0	1	0	*3*
7:45 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:15 AM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:30 AM	**0**	**1**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:45 AM	0	1	0	1	*2*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	0	2	8	8	*18*	0	0	1	0	*1*	7	0	1	0	*8*
Peak Hr	**0**	**1**	**4**	**4**	***9***	**0**	**0**	**1**	**0**	***1***	**3**	**0**	**0**	**0**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Jefferson Ave				Market St				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	7
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**4**	9
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**9**
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	10
Count Total	0	0	0	0	0	2	0	0	0	0	3	5	0	0	8	0	18	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**4**	**0**	**9**	**0**

Two-Hour Count Summaries - Bikes

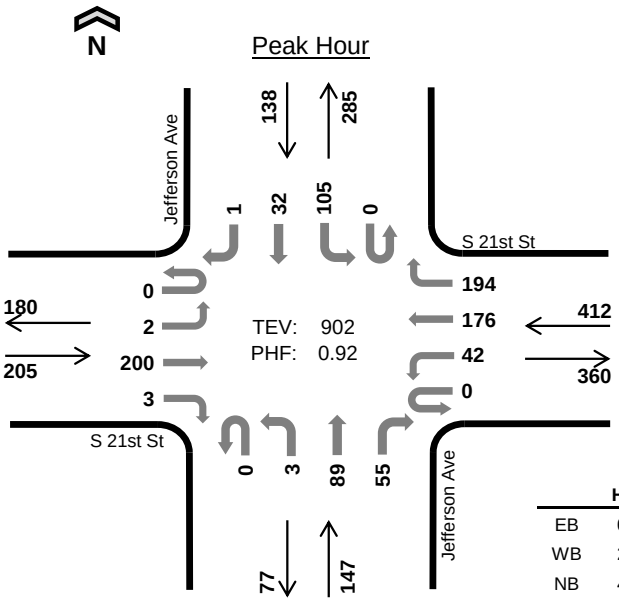
Interval Start	0			Jefferson Ave			Market St			Market St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

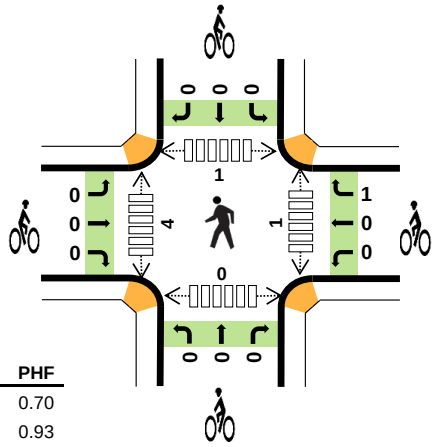
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Intersection 6 AM

Jefferson Ave
S 21st St

Date: 01/10/2024
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	0.5%	0.70
WB	2.4%	0.93
NB	4.1%	0.88
SB	3.6%	0.72
TOTAL	2.4%	0.92

Two-Hour Count Summaries

Interval Start		S 21st St Eastbound				S 21st St Westbound				Jefferson Ave Northbound				Jefferson Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	37	2	0	1	30	27	0	0	14	13	0	8	8	1	143	0
7:15 AM		0	0	35	0	0	8	34	37	0	0	12	10	0	13	8	0	157	0
7:30 AM		**0**	**0**	**44**	**0**	**0**	**16**	**52**	**43**	**0**	**0**	**23**	**19**	**0**	**25**	**8**	**0**	**230**	0
7:45 AM		**0**	**0**	**72**	**1**	**0**	**6**	**48**	**54**	**0**	**0**	**22**	**14**	**0**	**20**	**8**	**1**	**246**	776
8:00 AM		**0**	**1**	**46**	**1**	**0**	**12**	**35**	**53**	**0**	**2**	**25**	**10**	**0**	**22**	**6**	**0**	**213**	846
8:15 AM		**0**	**1**	**38**	**1**	**0**	**8**	**41**	**44**	**0**	**1**	**19**	**12**	**0**	**38**	**10**	**0**	**213**	**902**
8:30 AM		0	1	31	0	0	8	45	56	0	2	16	14	0	25	14	3	215	887
8:45 AM		0	1	28	1	0	7	41	49	0	1	16	8	0	24	10	1	187	828
Count Total		0	6	331	6	0	66	326	363	0	6	147	100	0	175	72	6	1,604	0
Peak Hour	**All**	**0**	**2**	**200**	**3**	**0**	**42**	**176**	**194**	**0**	**3**	**89**	**55**	**0**	**105**	**32**	**1**	**902**	**0**
	HV	**0**	**0**	**1**	**0**	**0**	**1**	**6**	**3**	**0**	**1**	**2**	**3**	**0**	**2**	**3**	**0**	**22**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**-**	**2%**	**3%**	**2%**	**-**	**33%**	**2%**	**5%**	**-**	**2%**	**9%**	**0%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	1	2	0	*3*
7:15 AM	3	2	0	1	*6*	0	0	0	0	*0*	1	0	0	1	*2*
7:30 AM	**0**	**2**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
7:45 AM	**0**	**2**	**0**	**1**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	*1*
8:00 AM	**0**	**1**	**3**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:15 AM	**1**	**5**	**2**	**3**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***
8:30 AM	0	1	2	1	*4*	0	0	0	0	*0*	1	1	0	2	*4*
8:45 AM	1	1	0	2	*4*	0	0	0	0	*0*	0	0	3	1	*4*
Count Total	5	14	9	10	*38*	0	1	0	0	*1*	3	6	6	4	*19*
Peak Hour	**1**	**10**	**6**	**5**	***22***	**0**	**1**	**0**	**0**	***1***	**1**	**4**	**1**	**0**	***6***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 21st St Eastbound				S 21st St Westbound				Jefferson Ave Northbound				Jefferson Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:15 AM	0	0	3	0	0	1	0	1	0	0	0	0	0	0	1	0	6	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**4**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	15
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**4**	17
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**0**	**1**	**0**	**1**	**0**	**1**	**2**	**0**	**11**	**22**
8:30 AM	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	4	22
8:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	4	23
Count Total	0	0	5	0	0	2	7	5	0	1	4	4	0	3	7	0	38	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**1**	**6**	**3**	**0**	**1**	**2**	**3**	**0**	**2**	**3**	**0**	**22**	**0**

Two-Hour Count Summaries - Bikes

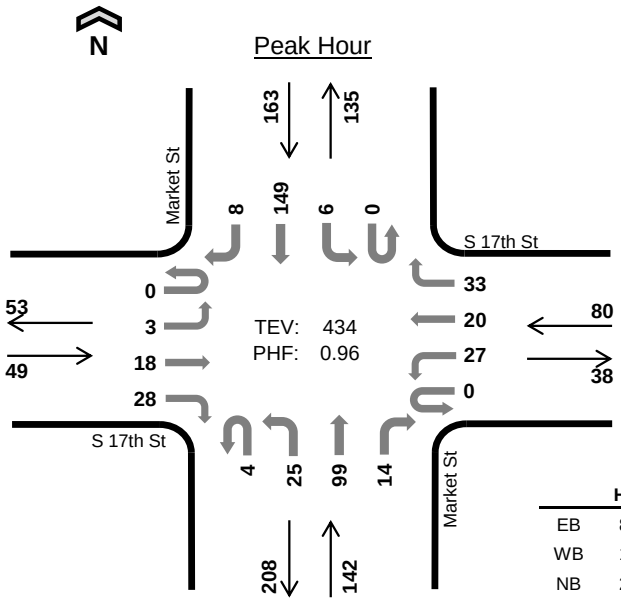
Interval Start	S 21st St Eastbound			S 21st St Westbound			Jefferson Ave Northbound			Jefferson Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

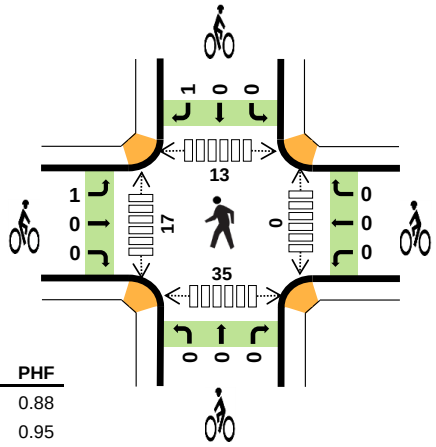
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Intersection 1
PM

Market St
S 17th St

Date: 01/10/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	8.2%	0.88
WB	1.3%	0.95
NB	2.1%	0.91
SB	2.5%	0.80
TOTAL	2.8%	0.96

Two-Hour Count Summaries

Interval Start		S 17th St Eastbound				S 17th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**0**	**6**	**6**	**0**	**5**	**7**	**8**	**2**	**3**	**20**	**4**	**0**	**2**	**47**	**2**	**112**	0
4:15 PM		**0**	**0**	**2**	**11**	**0**	**10**	**1**	**10**	**2**	**9**	**25**	**3**	**0**	**2**	**27**	**3**	**105**	0
4:30 PM		**0**	**1**	**4**	**5**	**0**	**6**	**10**	**5**	**0**	**6**	**26**	**3**	**0**	**0**	**38**	**0**	**104**	0
4:45 PM		**0**	**2**	**6**	**6**	**0**	**6**	**2**	**10**	**0**	**7**	**28**	**4**	**0**	**2**	**37**	**3**	**113**	**434**
5:00 PM		0	0	3	6	0	8	9	10	1	7	25	1	1	3	35	2	111	433
5:15 PM		0	1	5	6	0	6	7	7	1	5	17	1	0	0	19	3	78	406
5:30 PM		0	1	5	4	0	7	6	9	1	5	16	10	0	5	24	5	98	400
5:45 PM		0	0	4	6	0	12	6	11	2	5	22	8	0	1	21	0	98	385
Count Total		0	5	35	50	0	60	48	70	9	47	179	34	1	15	248	18	819	0
Peak Hour	**All**	**0**	**3**	**18**	**28**	**0**	**27**	**20**	**33**	**4**	**25**	**99**	**14**	**0**	**6**	**149**	**8**	**434**	**0**
	HV	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**3**	**0**	**12**	**0**
	HV%	**-**	**33%**	**6%**	**7%**	**-**	**0%**	**0%**	**3%**	**0%**	**0%**	**2%**	**7%**	**-**	**17%**	**2%**	**0%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**1**	**1**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**9**	**4**	**8**	*21*
4:15 PM	**2**	**0**	**0**	**2**	***4***	**1**	**0**	**0**	**1**	***2***	**0**	**4**	**2**	**23**	*29*
4:30 PM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**1**	**4**	*8*
4:45 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**6**	**0**	***7***
5:00 PM	0	1	0	1	*2*	0	0	0	0	*0*	0	7	3	2	*12*
5:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	4	4	7	*15*
5:30 PM	0	1	1	2	*4*	0	0	0	0	*0*	0	9	9	7	*25*
5:45 PM	0	1	1	1	*3*	0	0	0	0	*0*	0	4	4	22	*30*
Count Total	4	4	5	9	*22*	1	0	0	1	*2*	0	41	33	73	*147*
Peak Hour	**4**	**1**	**3**	**4**	***12***	**1**	**0**	**0**	**1**	***2***	**0**	**17**	**13**	**35**	***65***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 17th St Eastbound				S 17th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	0
4:15 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**4**	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**12**
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	11
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	4	10
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	10
Count Total	0	1	1	2	0	0	0	4	0	0	4	1	0	2	7	0	22	0
Peak Hour	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**3**	**0**	**12**	**0**

Two-Hour Count Summaries - Bikes

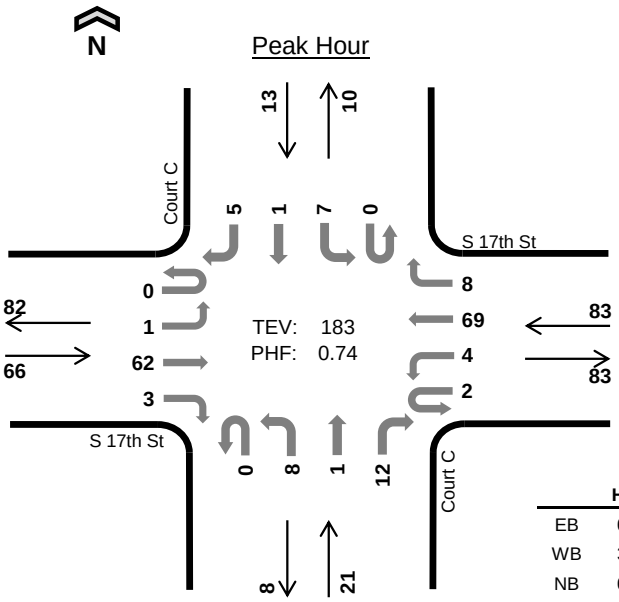
Interval Start	S 17th St Eastbound			S 17th St Westbound			Market St Northbound			Market St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	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**	**2**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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
Count Total	1	0	0	0	0	0	0	0	0	0	0	1	2	0
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**

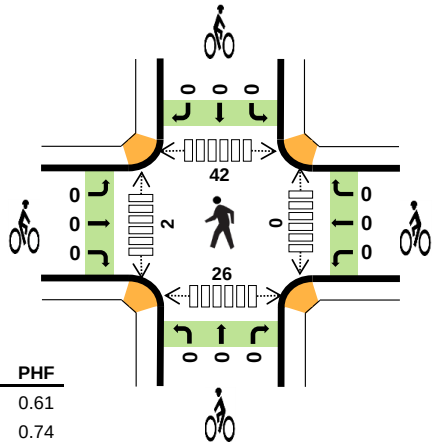
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Intersection 2
PM

Court C
S 17th St

Date: 01/10/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.0%	0.61
WB	3.6%	0.74
NB	0.0%	0.58
SB	7.7%	0.46
TOTAL	2.2%	0.74

Two-Hour Count Summaries

Interval Start		S 17th St Eastbound				S 17th St Westbound				Court C Northbound				Court C Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	2	11	0	0	0	11	3	0	2	0	3	0	1	0	5	38	0
4:15 PM		0	0	5	1	0	2	18	1	0	0	0	0	0	4	1	2	34	0
4:30 PM		0	2	8	2	0	3	14	2	0	1	0	0	0	4	1	3	40	0
4:45 PM		0	2	10	3	0	2	16	1	0	0	0	0	0	2	1	2	39	151
5:00 PM		**0**	**0**	**5**	**1**	**1**	**1**	**19**	**0**	**0**	**3**	**1**	**2**	**0**	**4**	**0**	**3**	**40**	153
5:15 PM		**0**	**1**	**6**	**1**	**0**	**1**	**13**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**27**	146
5:30 PM		**0**	**0**	**27**	**0**	**1**	**1**	**21**	**5**	**0**	**1**	**0**	**3**	**0**	**2**	**1**	**0**	**62**	168
5:45 PM		**0**	**0**	**24**	**1**	**0**	**1**	**16**	**2**	**0**	**3**	**0**	**6**	**0**	**0**	**0**	**1**	**54**	**183**
Count Total		0	7	96	9	2	11	128	15	0	11	1	15	0	18	4	17	334	0
Peak Hour	**All**	**0**	**1**	**62**	**3**	**2**	**4**	**69**	**8**	**0**	**8**	**1**	**12**	**0**	**7**	**1**	**5**	**183**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**4%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**14%**	**0%**	**0%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	1	*2*	0	0	0	0	*0*	1	2	1	9	*13*
4:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	23	11	*35*
4:30 PM	1	0	0	0	*1*	0	0	0	0	*0*	2	2	4	2	*10*
4:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	2	3	2	1	*8*
5:00 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**0**	*4*
5:15 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**6**	*8*
5:30 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**10**	**16**	*26*
5:45 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**26**	**4**	***32***
Count Total	4	3	0	2	*9*	0	0	0	0	*0*	6	9	72	49	*136*
Peak Hour	**0**	**3**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**42**	**26**	***70***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 17th St Eastbound				S 17th St Westbound				Court C Northbound				Court C Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	4
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
Count Total	0	3	1	0	0	0	3	0	0	0	0	0	0	1	0	1	9	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**

Two-Hour Count Summaries - Bikes

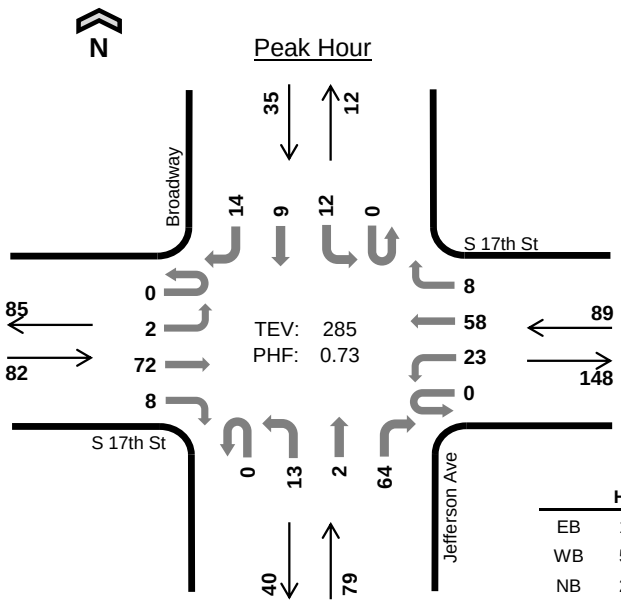
Interval Start	S 17th St Eastbound			S 17th St Westbound			Court C Northbound			Court C Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	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**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

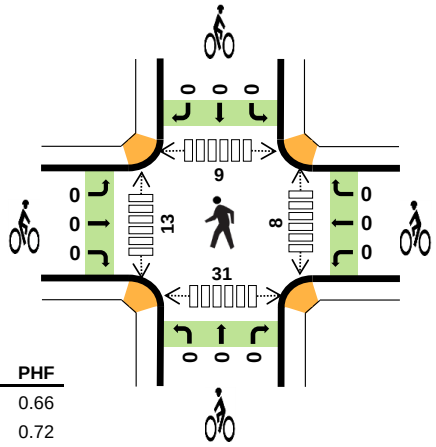
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Intersection 3
PM

Jefferson Ave
S 17th St

Date: 01/10/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	1.2%	0.66
WB	5.6%	0.72
NB	2.5%	0.82
SB	0.0%	0.73
TOTAL	2.8%	0.73

Two-Hour Count Summaries

Interval Start	S 17th St Eastbound				S 17th St Westbound				Jefferson Ave Northbound				Broadway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	14	0	0	3	8	4	0	2	0	9	0	9	2	4	56	0
4:15 PM	0	0	9	2	0	4	13	2	0	1	0	12	0	2	1	7	53	0
4:30 PM	0	1	10	1	0	11	12	6	0	5	3	11	0	5	2	3	70	0
4:45 PM	0	1	8	2	1	2	12	2	0	3	1	11	0	1	0	1	45	224
5:00 PM	**0**	**0**	**11**	**1**	**0**	**1**	**14**	**1**	**0**	**6**	**0**	**7**	**0**	**2**	**2**	**2**	**47**	215
5:15 PM	**0**	**0**	**8**	**0**	**0**	**7**	**14**	**1**	**0**	**1**	**2**	**16**	**0**	**1**	**4**	**1**	**55**	217
5:30 PM	**0**	**2**	**26**	**3**	**0**	**7**	**18**	**6**	**0**	**3**	**0**	**21**	**0**	**3**	**1**	**7**	**97**	244
5:45 PM	**0**	**0**	**27**	**4**	**0**	**8**	**12**	**0**	**0**	**3**	**0**	**20**	**0**	**6**	**2**	**4**	**86**	**285**
Count Total	0	5	113	13	1	43	103	22	0	24	6	107	0	29	14	29	509	0
Peak Hour All	**0**	**2**	**72**	**8**	**0**	**23**	**58**	**8**	**0**	**13**	**2**	**64**	**0**	**12**	**9**	**14**	**285**	**0**
Peak Hour HV	**0**	**0**	**1**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**0**
Peak Hour HV%	**-**	**0%**	**1%**	**0%**	**-**	**9%**	**5%**	**0%**	**-**	**0%**	**0%**	**3%**	**-**	**0%**	**0%**	**0%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	3	3	7	*13*
4:15 PM	1	0	1	0	*2*	0	0	0	0	*0*	1	17	4	8	*30*
4:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	3	2	1	7	*13*
4:45 PM	0	0	2	0	*2*	0	0	0	0	*0*	2	1	5	1	*9*
5:00 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**2**	**2**	*6*
5:15 PM	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**3**	**1**	**2**	**4**	*10*
5:30 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**6**	**3**	**15**	*26*
5:45 PM	**0**	**2**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**3**	**4**	**2**	**10**	***19***
Count Total	2	7	5	0	*14*	0	0	0	0	*0*	14	36	22	54	*126*
Peak Hour	**1**	**5**	**2**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**8**	**13**	**9**	**31**	***61***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 17th St Eastbound				S 17th St Westbound				Jefferson Ave Northbound				Broadway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:15 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	7
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**8**
Count Total	0	0	2	0	0	4	3	0	0	0	0	5	0	0	0	0	14	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**0**

Two-Hour Count Summaries - Bikes

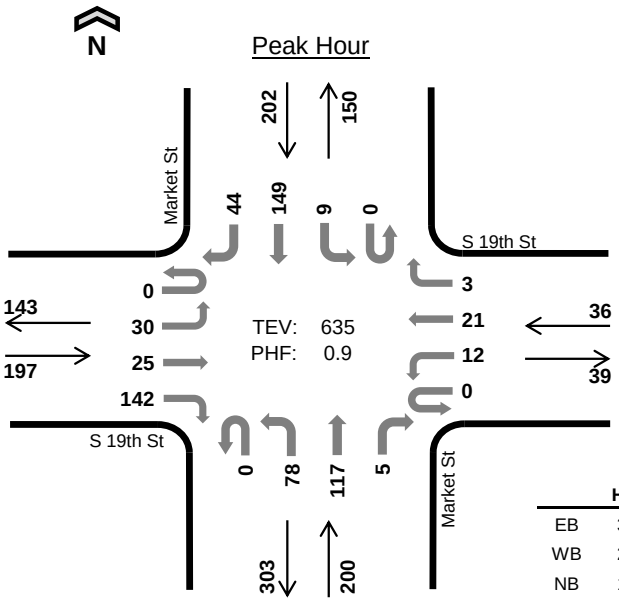
Interval Start	S 17th St Eastbound			S 17th St Westbound			Jefferson Ave Northbound			Broadway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	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**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

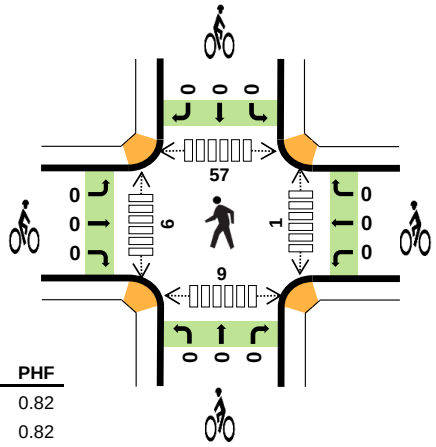
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Intersection 4
PM

Market St
S 19th St

Date: 01/10/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	3.6%	0.82
WB	2.8%	0.82
NB	1.0%	0.83
SB	2.0%	0.97
TOTAL	2.2%	0.90

Two-Hour Count Summaries

Interval Start		S 19th St Eastbound				S 19th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	9	4	28	0	2	2	0	0	28	24	1	0	1	46	14	159	0
4:15 PM		**0**	**7**	**6**	**30**	**0**	**3**	**5**	**0**	**0**	**9**	**29**	**2**	**0**	**4**	**33**	**10**	**138**	0
4:30 PM		**0**	**10**	**8**	**36**	**0**	**2**	**3**	**2**	**0**	**17**	**27**	**2**	**0**	**0**	**43**	**9**	**159**	0
4:45 PM		**0**	**9**	**5**	**26**	**0**	**3**	**8**	**0**	**0**	**27**	**33**	**0**	**0**	**4**	**34**	**13**	**162**	618
5:00 PM		**0**	**4**	**6**	**50**	**0**	**4**	**5**	**1**	**0**	**25**	**28**	**1**	**0**	**1**	**39**	**12**	**176**	**635**
5:15 PM		0	9	5	32	0	3	1	1	0	22	15	0	0	2	22	8	120	617
5:30 PM		0	5	6	33	0	6	9	2	0	30	20	1	0	1	16	17	146	604
5:45 PM		0	10	3	40	0	4	12	3	0	12	22	1	0	3	27	9	146	588
Count Total		0	63	43	275	0	27	45	9	0	170	198	8	0	16	260	92	1,206	0
Peak Hour	**All**	**0**	**30**	**25**	**142**	**0**	**12**	**21**	**3**	**0**	**78**	**117**	**5**	**0**	**9**	**149**	**44**	**635**	**0**
	HV	**0**	**3**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**14**	**0**
	HV%	**-**	**10%**	**0%**	**3%**	**-**	**8%**	**0%**	**0%**	**-**	**1%**	**1%**	**0%**	**-**	**0%**	**0%**	**9%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	1	1	*4*	0	0	0	0	*0*	0	1	11	0	*12*
4:15 PM	**1**	**0**	**0**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**18**	**1**	*23*
4:30 PM	**4**	**1**	**1**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**7**	**1**	*9*
4:45 PM	**1**	**0**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**11**	**6**	*18*
5:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**21**	**1**	***23***
5:15 PM	2	1	1	1	*5*	0	0	0	0	*0*	2	2	9	4	*17*
5:30 PM	0	0	1	1	*2*	0	0	0	0	*0*	3	0	24	5	*32*
5:45 PM	2	1	0	2	*5*	0	0	0	0	*0*	1	1	21	8	*31*
Count Total	12	4	5	9	*30*	0	0	0	0	*0*	7	10	122	26	*165*
Peak Hour	**7**	**1**	**2**	**4**	***14***	**0**	**0**	**0**	**0**	***0***	**1**	**6**	**57**	**9**	***73***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 19th St Eastbound				S 19th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	4	0
4:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	0
4:30 PM	**0**	**1**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	17
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**
5:15 PM	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	1	5	16
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	11
5:45 PM	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2	0	5	13
Count Total	0	5	0	7	0	4	0	0	0	4	1	0	0	0	4	5	30	0
Peak Hour	**0**	**3**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**14**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	S 19th St Eastbound			S 19th St Westbound			Market St Northbound			Market St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
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
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

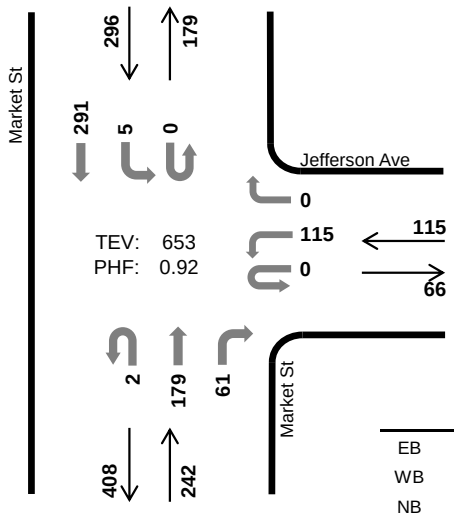
Intersection 5 PM

Market St
Jefferson Ave

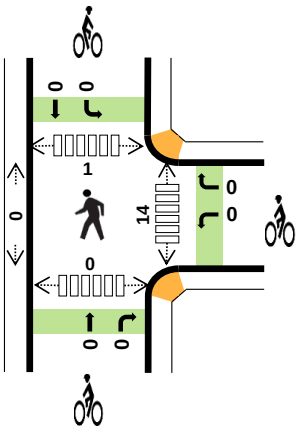
Date: 01/10/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	0.0%	0.64
NB	1.7%	0.80
SB	2.7%	0.76
TOTAL	1.8%	0.92



Two-Hour Count Summaries

Interval Start		0 Eastbound				Jefferson Ave Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	9	0	0	0	0	54	9	0	2	80	0	154	0
4:15 PM		0	0	0	0	0	12	0	1	1	0	38	12	0	0	68	0	132	0
4:30 PM		0	0	0	0	0	16	0	0	0	0	45	18	0	0	77	0	156	0
4:45 PM		0	0	0	0	0	12	0	2	0	0	62	10	1	1	64	0	152	594
5:00 PM		**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**52**	**11**	**0**	**1**	**97**	**0**	**170**	610
5:15 PM		**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**1**	**0**	**38**	**9**	**0**	**0**	**68**	**0**	**133**	611
5:30 PM		**0**	**0**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**54**	**22**	**0**	**2**	**50**	**0**	**173**	628
5:45 PM		**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**1**	**0**	**35**	**19**	**0**	**2**	**76**	**0**	**177**	**653**
Count Total		0	0	0	0	0	164	0	3	3	0	378	110	1	8	580	0	1,247	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**115**	**0**	**0**	**2**	**0**	**179**	**61**	**0**	**5**	**291**	**0**	**653**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**8**	**0**	**12**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**0%**	**-**	**1%**	**3%**	**-**	**0%**	**3%**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	3	*4*	0	0	0	0	*0*	2	0	0	0	*2*
4:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	2	0	0	1	*3*
4:30 PM	0	0	2	3	*5*	0	0	0	0	*0*	8	0	0	0	*8*
4:45 PM	0	0	2	1	*3*	0	0	0	0	*0*	1	0	1	0	*2*
5:00 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**5**	**0**	**0**	**0**	*5*
5:15 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**1**	**0**	*5*
5:30 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**0**	**0**	**1**	**4**	***5***	**0**	**0**	**0**	**0**	***0***	**5**	**0**	**0**	**0**	***5***
Count Total	0	0	10	15	*25*	0	0	0	0	*0*	27	0	2	1	*30*
Peak Hr	**0**	**0**	**4**	**8**	***12***	**0**	**0**	**0**	**0**	***0***	**14**	**0**	**1**	**0**	***15***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Jefferson Ave				Market St				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	13
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	10
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**4**	13
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	10
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**5**	**12**
Count Total	0	0	0	0	0	0	0	0	0	0	6	4	0	0	15	0	25	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**8**	**0**	**12**	**0**

Two-Hour Count Summaries - Bikes

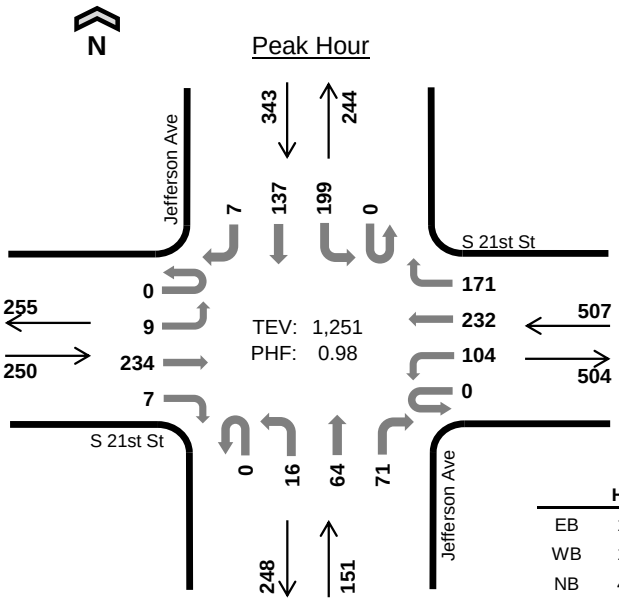
Interval Start	0			Jefferson Ave			Market St			Market St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	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**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

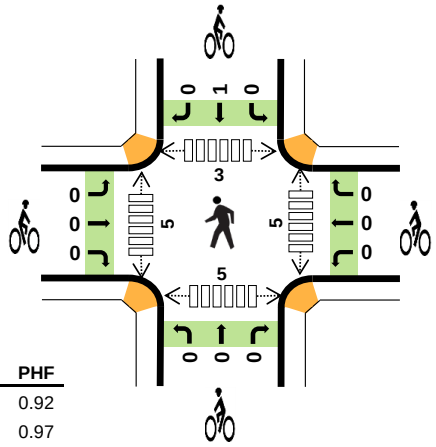
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Intersection 6 PM

Jefferson Ave
S 21st St

Date: 01/10/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	1.2%	0.92
WB	1.8%	0.97
NB	4.0%	0.90
SB	2.0%	0.99
TOTAL	2.0%	0.98

Two-Hour Count Summaries

Interval Start		S 21st St Eastbound				S 21st St Westbound				Jefferson Ave Northbound				Jefferson Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**3**	**55**	**3**	**0**	**31**	**50**	**50**	**0**	**6**	**10**	**18**	**0**	**47**	**37**	**2**	**312**	0
4:15 PM		**0**	**0**	**57**	**3**	**0**	**26**	**60**	**36**	**0**	**5**	**19**	**18**	**0**	**51**	**33**	**3**	**311**	0
4:30 PM		**0**	**2**	**65**	**1**	**0**	**22**	**60**	**41**	**0**	**1**	**18**	**15**	**0**	**49**	**35**	**1**	**310**	0
4:45 PM		**0**	**4**	**57**	**0**	**0**	**25**	**62**	**44**	**0**	**4**	**17**	**20**	**0**	**52**	**32**	**1**	**318**	**1,251**
5:00 PM		0	3	44	1	0	21	48	46	0	2	17	21	0	60	44	1	308	1,247
5:15 PM		0	0	48	0	0	34	48	34	0	6	16	13	0	68	21	1	289	1,225
5:30 PM		0	2	48	0	0	24	65	60	0	2	12	13	0	69	25	1	321	1,236
5:45 PM		0	3	31	0	0	16	49	42	0	3	14	15	0	83	30	1	287	1,205
Count Total		0	17	405	8	0	199	442	353	0	29	123	133	0	479	257	11	2,456	0
Peak Hour	**All**	**0**	**9**	**234**	**7**	**0**	**104**	**232**	**171**	**0**	**16**	**64**	**71**	**0**	**199**	**137**	**7**	**1,251**	**0**
	HV	**0**	**0**	**3**	**0**	**0**	**1**	**5**	**3**	**0**	**1**	**3**	**2**	**0**	**3**	**4**	**0**	**25**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**-**	**1%**	**2%**	**2%**	**-**	**6%**	**5%**	**3%**	**-**	**2%**	**3%**	**0%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**2**	**2**	**0**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**2**	**0**	*7*
4:15 PM	**0**	**3**	**4**	**1**	***8***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**1**	*4*
4:30 PM	**0**	**3**	**0**	**2**	***5***	**0**	**0**	**0**	**1**	***1***	**2**	**0**	**0**	**3**	*5*
4:45 PM	**1**	**1**	**2**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	***2***
5:00 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	1	1	0	*2*
5:15 PM	0	3	1	3	*7*	0	0	0	0	*0*	1	2	4	0	*7*
5:30 PM	0	3	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	1	1	3	*6*	0	0	0	0	*0*	0	4	5	0	*9*
Count Total	4	16	8	15	*43*	0	0	0	1	*1*	6	12	13	5	*36*
Peak Hour	**3**	**9**	**6**	**7**	***25***	**0**	**0**	**0**	**1**	***1***	**5**	**5**	**3**	**5**	***18***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 21st St Eastbound				S 21st St Westbound				Jefferson Ave Northbound				Jefferson Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**7**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**1**	**0**	**8**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**5**	**25**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	19
5:15 PM	0	0	0	0	0	1	1	1	0	0	1	0	0	2	1	0	7	18
5:30 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	4	17
5:45 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	1	1	1	6	18
Count Total	0	0	4	0	0	2	9	5	0	1	5	2	0	7	7	1	43	0
Peak Hour	**0**	**0**	**3**	**0**	**0**	**1**	**5**	**3**	**0**	**1**	**3**	**2**	**0**	**3**	**4**	**0**	**25**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	S 21st St Eastbound			S 21st St Westbound			Jefferson Ave Northbound			Jefferson Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
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**	**1**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

UWT Parking Counts Collected Jan 10, 2024

Segment IDs

UWT Parking Counts Collected Jan 10, 2024

ID	Street	Reference	Side	Total_Supply	3-Hr_Supply	2-Hr_Supply	90Min_Supply	Zipcar_Supply	Permit_Supply	ADA_Supply
1	Court C	Btwn Jefferson to Off-Street	E	0	0	0	0	0	0	0
2	Court C	Btwn S 17th St to Jefferson	W	24	0	24	0	0	0	0
3	Court C	(Off-Street)	E	10	0	0	0	0	8	2
4	Market St	Btwn Jefferson Ave to S 19th St	E	15	0	0	15	0	0	0
5	Market St	Btwn S 19th St to Jefferson Ave	W	9	0	0	9	0	0	0
6	Market St	Btwn S 19th St to S 17th St	E	15	0	0	15	0	0	0
7	Market St	Btwn S 17th St to S 19th St	W	28	0	0	28	0	0	0
8	S 17th St	Btwn Market St to Court C	S	0	0	0	0	0	0	0
9	S 17th St	Btwn Court C to Jefferson Ave	S	4	0	4	0	0	0	0
10	S 17th St	Btwn Jefferson Ave to Commerce St	S	3	0	0	3	0	0	0
11	S 17th St	Btwn Commerce St to Pacific Ave	S	2	0	0	0	2	0	0
12	S 17th St	Btwn Pacific Ave to Commerce St	N	3	0	0	3	0	0	0
13	S 17th St	Btwn Commerce St to Jefferson Avenue	N	3	0	0	3	0	0	0
14	S 17th St	Btwn Jefferson Ave to Court C	N	4	0	4	0	0	0	0
15	S 17th St	Btwn Court C to Market St	N	2	0	2	0	0	0	0
16	S 17th St	Btwn S Court D St to Market St	S	8	8	0	0	0	0	0
17	S 17th St	Btwn Market St to S Court D St	N	10	0	0	10	0	0	0
18	S 17th St	Btwn S Court D St to Fawcett Ave	N	6	0	0	6	0	0	0
19	S 17th St	Btwn Fawcett Ave to S Court D St	S	7	7	0	0	0	0	0
20	Jefferson Ave	Btwn Market St to S 19th St	E	30	0	30	0	0	0	0
21	Jefferson Ave	Btwn S 19th St to S 17th St	E	48	0	45	0	0	0	3
22	Jefferson Ave	Btwn S 17th St to Court C	W	13	0	13	0	0	0	0
23	Jefferson Ave	Btwn S 19th St to Market St	W	17	0	17	0	0	0	0
				261	15	139	92	2	8	5

UWT Parking Counts Collected Jan 10, 2024

ID	Street	Reference	10am_Total_Occ	10am_Total_Occ_Pc	10am_TimeLimited_Occ	10am_ADA	10am_Illegal_Occ
1	Court C	Btwn Jefferson to Off-Street	0	0.0%	0	0	0
2	Court C	Btwn S 17th St to Jefferson	5	20.8%	5	0	0
3	Court C	(Off-Street)	9	90.0%	7	2	0
4	Market St	Btwn Jefferson Ave to S 19th St	11	73.3%	11	0	0
5	Market St	Btwn S 19th St to Jefferson Ave	7	77.8%	7	0	0
6	Market St	Btwn S 19th St to S 17th St	13	86.7%	13	0	0
7	Market St	Btwn S 17th St to S 19th St	22	78.6%	22	0	0
8	S 17th St	Btwn Market St to Court C	0	0.0%	0	0	0
9	S 17th St	Btwn Court C to Jefferson Ave	3	75.0%	3	0	0
10	S 17th St	Btwn Jefferson Ave to Commerce St	2	66.7%	2	0	0
11	S 17th St	Btwn Commerce St to Pacific Ave	2	100.0%	0	0	2
12	S 17th St	Btwn Pacific Ave to Commerce St	2	66.7%	2	0	0
13	S 17th St	Btwn Commerce St to Jefferson Avenue	1	33.3%	1	0	0
14	S 17th St	Btwn Jefferson Ave to Court C	0	0.0%	0	0	0
15	S 17th St	Btwn Court C to Market St	0	0.0%	0	0	0
16	S 17th St	Btwn S Court D St to Market St	8	100.0%	8	0	0
17	S 17th St	Btwn Market St to S Court D St	10	100.0%	10	0	0
18	S 17th St	Btwn S Court D St to Fawcett Ave	8	133.3%	7	0	1
19	S 17th St	Btwn Fawcett Ave to S Court D St	7	100.0%	7	0	0
20	Jefferson Ave	Btwn Market St to S 19th St	17	56.7%	17	0	0
21	Jefferson Ave	Btwn S 19th St to S 17th St	37	77.1%	34	3	0
22	Jefferson Ave	Btwn S 17th St to Court C	11	84.6%	11	0	0
23	Jefferson Ave	Btwn S 19th St to Market St	6	35.3%	6	0	0
			181				

UWT Parking Counts Collected Jan 10, 2024

ID	Street	Reference	11am_Total_Occ	11am_Total_Occ_Pc	11am_TimeLimited_Occ	11am_ADA	11am_Illegal_Occ
1	Court C	Btwn Jefferson to Off-Street	0	0.0%	0	0	0
2	Court C	Btwn S 17th St to Jefferson	9	37.5%	9	0	0
3	Court C	(Off-Street)	9	90.0%	8	1	0
4	Market St	Btwn Jefferson Ave to S 19th St	12	80.0%	12	0	0
5	Market St	Btwn S 19th St to Jefferson Ave	7	77.8%	7	0	0
6	Market St	Btwn S 19th St to S 17th St	17	113.3%	16	0	1
7	Market St	Btwn S 17th St to S 19th St	22	78.6%	22	0	0
8	S 17th St	Btwn Market St to Court C	0	0.0%	0	0	0
9	S 17th St	Btwn Court C to Jefferson Ave	4	100.0%	4	0	0
10	S 17th St	Btwn Jefferson Ave to Commerce St	2	66.7%	2	0	0
11	S 17th St	Btwn Commerce St to Pacific Ave	4	200.0%	2	0	2
12	S 17th St	Btwn Pacific Ave to Commerce St	3	100.0%	3	0	0
13	S 17th St	Btwn Commerce St to Jefferson Avenue	2	66.7%	2	0	0
14	S 17th St	Btwn Jefferson Ave to Court C	1	25.0%	1	0	0
15	S 17th St	Btwn Court C to Market St	0	0.0%	0	0	0
16	S 17th St	Btwn S Court D St to Market St	8	100.0%	8	0	0
17	S 17th St	Btwn Market St to S Court D St	12	120.0%	11	0	1
18	S 17th St	Btwn S Court D St to Fawcett Ave	7	116.7%	6	0	1
19	S 17th St	Btwn Fawcett Ave to S Court D St	7	100.0%	7	0	0
20	Jefferson Ave	Btwn Market St to S 19th St	26	86.7%	26	0	0
21	Jefferson Ave	Btwn S 19th St to S 17th St	45	93.8%	42	3	0
22	Jefferson Ave	Btwn S 17th St to Court C	11	84.6%	11	0	0
23	Jefferson Ave	Btwn S 19th St to Market St	14	82.4%	14	0	0
			222				

UWT Parking Counts Collected Jan 10, 2024

ID	Street	Reference	12pm_Total_Occ	12pm_Total_Occ_Pc	12pm_TimeLimited_Occ	12pm_ADA	12pm_Illegal_Occ
1	Court C	Btwn Jefferson to Off-Street	0	0.0%	0	0	0
2	Court C	Btwn S 17th St to Jefferson	14	58.3%	14	0	0
3	Court C	(Off-Street)	8	80.0%	7	1	0
4	Market St	Btwn Jefferson Ave to S 19th St	12	80.0%	12	0	0
5	Market St	Btwn S 19th St to Jefferson Ave	7	77.8%	7	0	0
6	Market St	Btwn S 19th St to S 17th St	14	93.3%	14	0	0
7	Market St	Btwn S 17th St to S 19th St	22	78.6%	22	0	0
8	S 17th St	Btwn Market St to Court C	0	0.0%	0	0	0
9	S 17th St	Btwn Court C to Jefferson Ave	4	100.0%	4	0	0
10	S 17th St	Btwn Jefferson Ave to Commerce St	3	100.0%	3	0	0
11	S 17th St	Btwn Commerce St to Pacific Ave	0	0.0%	0	0	0
12	S 17th St	Btwn Pacific Ave to Commerce St	2	66.7%	2	0	0
13	S 17th St	Btwn Commerce St to Jefferson Avenue	3	100.0%	3	0	0
14	S 17th St	Btwn Jefferson Ave to Court C	4	100.0%	4	0	0
15	S 17th St	Btwn Court C to Market St	2	100.0%	2	0	0
16	S 17th St	Btwn S Court D St to Market St	8	100.0%	8	0	0
17	S 17th St	Btwn Market St to S Court D St	9	90.0%	8	0	1
18	S 17th St	Btwn S Court D St to Fawcett Ave	7	116.7%	6	0	1
19	S 17th St	Btwn Fawcett Ave to S Court D St	7	100.0%	7	0	0
20	Jefferson Ave	Btwn Market St to S 19th St	25	83.3%	25	0	0
21	Jefferson Ave	Btwn S 19th St to S 17th St	37	77.1%	34	3	0
22	Jefferson Ave	Btwn S 17th St to Court C	10	76.9%	10	0	0
23	Jefferson Ave	Btwn S 19th St to Market St	16	94.1%	16	0	0
			214				

UWT Parking Counts Collected Jan 10, 2024

ID	Street	Reference	1pm_Total_Occ	1pm_Total_Occ_Pc	1pm_TimeLimited_Occ	1pm_ADA	1pm_Illegal_Occ
1	Court C	Btwn Jefferson to Off-Street	0	0.0%	0	0	0
2	Court C	Btwn S 17th St to Jefferson	5	20.8%	5	0	0
3	Court C	(Off-Street)	3	30.0%	3	0	0
4	Market St	Btwn Jefferson Ave to S 19th St	12	80.0%	12	0	0
5	Market St	Btwn S 19th St to Jefferson Ave	6	66.7%	6	0	0
6	Market St	Btwn S 19th St to S 17th St	11	73.3%	11	0	0
7	Market St	Btwn S 17th St to S 19th St	19	67.9%	19	0	0
8	S 17th St	Btwn Market St to Court C	0	0.0%	0	0	0
9	S 17th St	Btwn Court C to Jefferson Ave	3	75.0%	3	0	0
10	S 17th St	Btwn Jefferson Ave to Commerce St	1	33.3%	1	0	0
11	S 17th St	Btwn Commerce St to Pacific Ave	0	0.0%	0	0	0
12	S 17th St	Btwn Pacific Ave to Commerce St	2	66.7%	2	0	0
13	S 17th St	Btwn Commerce St to Jefferson Avenue	2	66.7%	2	0	0
14	S 17th St	Btwn Jefferson Ave to Court C	1	25.0%	1	0	0
15	S 17th St	Btwn Court C to Market St	1	50.0%	1	0	0
16	S 17th St	Btwn S Court D St to Market St	8	100.0%	8	0	0
17	S 17th St	Btwn Market St to S Court D St	10	100.0%	9	1	0
18	S 17th St	Btwn S Court D St to Fawcett Ave	6	100.0%	5	1	0
19	S 17th St	Btwn Fawcett Ave to S Court D St	7	100.0%	7	0	0
20	Jefferson Ave	Btwn Market St to S 19th St	15	50.0%	15	0	0
21	Jefferson Ave	Btwn S 19th St to S 17th St	35	72.9%	32	3	0
22	Jefferson Ave	Btwn S 17th St to Court C	6	46.2%	6	0	0
23	Jefferson Ave	Btwn S 19th St to Market St	7	41.2%	7	0	0
			160				

Appendix B – LOS Calculations

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	7	7	12	17	11	15	113	10	13	49	14
Future Vol, veh/h	7	7	7	12	17	11	15	113	10	13	49	14
Conflicting Peds, #/hr	17	0	13	13	0	17	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	39	-	-	79	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	2	2	2	3	3	3	4	4	4
Mvmt Flow	8	8	8	14	20	13	18	135	12	15	58	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	314	286	86	295	288	158	81	0	0	147	0	0
Stage 1	103	103	-	177	177	-	-	-	-	-	-	-
Stage 2	211	183	-	118	111	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.12	6.52	6.22	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.518	4.018	3.318	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	633	618	964	657	622	887	1510	-	-	1423	-	-
Stage 1	896	804	-	825	753	-	-	-	-	-	-	-
Stage 2	784	743	-	887	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	584	600	947	625	604	873	1501	-	-	1423	-	-
Mov Cap-2 Maneuver	584	600	-	625	604	-	-	-	-	-	-	-
Stage 1	880	790	-	815	744	-	-	-	-	-	-	-
Stage 2	730	734	-	850	790	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	10.6	0.8	1.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1501	-	-	676	625	687	1423	-	-
HCM Lane V/C Ratio	0.012	-	-	0.037	0.023	0.049	0.011	-	-
HCM Control Delay (s)	7.4	-	-	10.5	10.9	10.5	7.6	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	23	10	25	37	11	0	1	0	2	4	1
Future Vol, veh/h	4	23	10	25	37	11	0	1	0	2	4	1
Conflicting Peds, #/hr	17	0	10	10	0	17	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	30	13	33	49	14	0	1	0	3	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	53	0	0	184	203	48	187	202	75
Stage 1	-	-	-	-	-	-	57	57	-	139	139	-
Stage 2	-	-	-	-	-	-	127	146	-	48	63	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1531	-	-	1566	-	-	781	697	1027	778	698	992
Stage 1	-	-	-	-	-	-	960	851	-	869	785	-
Stage 2	-	-	-	-	-	-	882	780	-	971	846	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1506	-	-	1551	-	-	752	662	1016	749	663	974
Mov Cap-2 Maneuver	-	-	-	-	-	-	752	662	-	749	663	-
Stage 1	-	-	-	-	-	-	948	840	-	852	755	-
Stage 2	-	-	-	-	-	-	854	750	-	966	835	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	2.5	10.4	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	1506	-	-	1551	-	-	719
HCM Lane V/C Ratio	0.002	0.003	-	-	0.021	-	-	0.013
HCM Control Delay (s)	10.4	7.4	0	-	7.4	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0

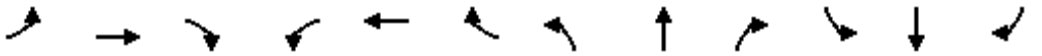
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	17	3	24	56	34	2	3	15	12	6	13
Future Vol, veh/h	6	17	3	24	56	34	2	3	15	12	6	13
Conflicting Peds, #/hr	6	0	24	24	0	6	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	78	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	2	2	2	10	10	10	0	0	0
Mvmt Flow	7	20	4	28	66	40	2	4	18	14	7	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	112	0	0	48	0	0	217	228	47	196	210	96
Stage 1	-	-	-	-	-	-	60	60	-	148	148	-
Stage 2	-	-	-	-	-	-	157	168	-	48	62	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.2	6.6	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.59	4.09	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	1490	-	-	1559	-	-	723	658	1000	767	691	966
Stage 1	-	-	-	-	-	-	932	829	-	859	779	-
Stage 2	-	-	-	-	-	-	827	745	-	971	847	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1481	-	-	1523	-	-	675	624	976	732	656	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	675	624	-	732	656	-
Stage 1	-	-	-	-	-	-	906	806	-	850	760	-
Stage 2	-	-	-	-	-	-	788	727	-	944	823	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	1.6	9.2	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	675	892	1481	-	-	1523	-	-	792
HCM Lane V/C Ratio	0.003	0.024	0.005	-	-	0.019	-	-	0.046
HCM Control Delay (s)	10.4	9.1	7.4	0	-	7.4	-	-	9.8
HCM Lane LOS	B	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.1	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	16	72	4	10	5	108	105	3	5	47	16
Future Volume (veh/h)	36	16	72	4	10	5	108	105	3	5	47	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.95	0.95		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1663	1663	1663	1885	1885	1885	1811	1811	1811
Adj Flow Rate, veh/h	43	19	29	5	12	2	130	127	3	6	57	7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	16	16	16	1	1	1	6	6	6
Cap, veh/h	662	835	671	583	1216	195	650	825	19	570	712	87
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1318	1856	1490	1149	2702	434	1345	1834	43	1218	1581	194
Grp Volume(v), veh/h	43	19	29	5	7	7	130	0	130	6	0	64
Grp Sat Flow(s),veh/h/ln	1318	1856	1490	1149	1580	1557	1345	0	1877	1218	0	1776
Q Serve(g_s), s	1.9	0.6	1.1	0.2	0.2	0.3	6.1	0.0	4.1	0.3	0.0	2.1
Cycle Q Clear(g_c), s	2.1	0.6	1.1	0.8	0.2	0.3	8.2	0.0	4.1	4.4	0.0	2.1
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.02	1.00		0.11
Lane Grp Cap(c), veh/h	662	835	671	583	711	700	650	0	845	570	0	799
V/C Ratio(X)	0.06	0.02	0.04	0.01	0.01	0.01	0.20	0.00	0.15	0.01	0.00	0.08
Avail Cap(c_a), veh/h	662	835	671	583	711	700	650	0	845	570	0	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	15.3	15.4	15.5	15.2	15.2	18.0	0.0	16.3	17.5	0.0	15.7
Incr Delay (d2), s/veh	0.2	0.1	0.1	0.0	0.0	0.0	0.7	0.0	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.4	0.1	0.1	0.1	2.0	0.0	1.8	0.1	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	15.3	15.5	15.5	15.2	15.2	18.7	0.0	16.6	17.6	0.0	15.9
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		91			19			260			70	
Approach Delay, s/veh		15.7			15.3			17.7			16.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		50.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		45.0		45.0		45.0				
Max Q Clear Time (g_c+I1), s		2.8		6.4		4.1		10.2				
Green Ext Time (p_c), s		0.1		0.3		0.3		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									

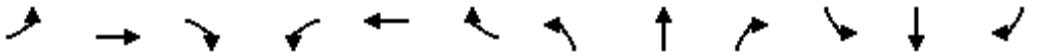
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	236	61	0	131
Future Vol, veh/h	7	2	236	61	0	131
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	87	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	1	1	3	3
Mvmt Flow	8	2	257	66	0	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	435	293	0	0	326	0
Stage 1	293	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.13	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.227	-
Pot Cap-1 Maneuver	562	725	-	-	1228	-
Stage 1	737	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	560	723	-	-	1224	-
Mov Cap-2 Maneuver	560	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	590	1224	-
HCM Lane V/C Ratio	-	-	0.017	-	-
HCM Control Delay (s)	-	-	11.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	200	3	42	176	194	3	89	55	105	32	1
Future Volume (veh/h)	2	200	3	42	176	194	3	89	55	105	32	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	2	217	3	46	191	128	3	97	1	114	35	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	2	2	4	4	4	4	4	4
Cap, veh/h	6	2400	33	70	1299	1100	175	159	132	169	326	0
Arrive On Green	0.00	0.66	0.66	0.04	0.69	0.69	0.09	0.09	0.09	0.05	0.18	0.00
Sat Flow, veh/h	1810	3646	50	1781	1870	1584	1334	1841	1538	3401	1841	0
Grp Volume(v), veh/h	2	107	113	46	191	128	3	97	1	114	35	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	1781	1870	1584	1334	1841	1538	1700	1841	0
Q Serve(g_s), s	0.1	2.6	2.6	3.1	4.2	3.2	0.2	6.1	0.1	4.0	1.9	0.0
Cycle Q Clear(g_c), s	0.1	2.6	2.6	3.1	4.2	3.2	0.2	6.1	0.1	4.0	1.9	0.0
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	6	1188	1245	70	1299	1100	175	159	132	169	326	0
V/C Ratio(X)	0.34	0.09	0.09	0.66	0.15	0.12	0.02	0.61	0.01	0.68	0.11	0.00
Avail Cap(c_a), veh/h	151	1188	1245	193	1299	1100	405	476	397	368	752	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.7	7.4	7.4	56.9	6.2	6.1	50.2	52.9	50.1	56.1	41.4	0.0
Incr Delay (d2), s/veh	23.9	0.2	0.1	7.6	0.2	0.2	0.0	2.8	0.0	3.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.1	1.5	1.7	1.1	0.1	3.0	0.0	1.8	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	7.6	7.6	64.5	6.5	6.3	50.3	55.7	50.2	59.6	41.5	0.0
LnGrp LOS	F	A	A	E	A	A	D	E	D	E	D	A
Approach Vol, veh/h		222			365			101			149	
Approach Delay, s/veh		8.3			13.7			55.5			55.3	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	84.0	10.9	15.3	5.4	88.3		26.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0	13.0	31.0	10.0	46.0		49.0				
Max Q Clear Time (g_c+I1), s	5.1	4.6	6.0	8.1	2.1	6.2		3.9				
Green Ext Time (p_c), s	0.0	1.1	0.1	0.4	0.0	1.3		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		24.7	
HCM 6th LOS		C	

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	8	7	19	0	0	10	39	0	0	0
Future Vol, veh/h	0	16	8	7	19	0	0	10	39	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	0	0	0	2	2	2	0	0	0
Mvmt Flow	0	17	8	7	20	0	0	11	41	0	0	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	7.2	7.3	6.8	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	27%	0%
Vol Thru, %	20%	100%	0%	73%	100%
Vol Right, %	80%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	16	8	26	0
LT Vol	0	0	0	7	0
Through Vol	10	16	0	19	0
RT Vol	39	0	8	0	0
Lane Flow Rate	52	17	8	27	0
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.051	0.022	0.009	0.032	0
Departure Headway (Hd)	3.544	4.656	3.955	4.164	4.028
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	1007	771	907	862	0
Service Time	1.577	2.371	1.67	2.181	2.065
HCM Lane V/C Ratio	0.052	0.022	0.009	0.031	0
HCM Control Delay	6.8	7.5	6.7	7.3	7.1
HCM Lane LOS	A	A	A	A	N
HCM 95th-tile Q	0.2	0.1	0	0.1	0

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	18	28	27	20	33	25	99	14	6	149	8
Future Vol, veh/h	3	18	28	27	20	33	25	99	14	6	149	8
Conflicting Peds, #/hr	13	0	35	35	0	13	17	0	0	0	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	39	-	-	79	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	8	8	1	1	1	2	2	2	2	2	2
Mvmt Flow	3	19	29	28	21	34	26	103	15	6	155	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	391	358	211	393	355	124	180	0	0	118	0	0
Stage 1	188	188	-	163	163	-	-	-	-	-	-	-
Stage 2	203	170	-	230	192	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	557	559	814	568	572	929	1396	-	-	1470	-	-
Stage 1	800	733	-	841	765	-	-	-	-	-	-	-
Stage 2	785	747	-	775	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	497	537	774	506	550	917	1373	-	-	1470	-	-
Mov Cap-2 Maneuver	497	537	-	506	550	-	-	-	-	-	-	-
Stage 1	772	718	-	825	750	-	-	-	-	-	-	-
Stage 2	712	733	-	699	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	11	1.4	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1373	-	-	647	506	733	1470	-	-
HCM Lane V/C Ratio	0.019	-	-	0.079	0.056	0.075	0.004	-	-
HCM Control Delay (s)	7.7	-	-	11	12.5	10.3	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	62	3	4	69	8	8	1	12	7	1	5
Future Vol, veh/h	1	62	3	4	69	8	8	1	12	7	1	5
Conflicting Peds, #/hr	42	0	26	26	0	42	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	4	4	4	0	0	0	8	8	8
Mvmt Flow	1	83	4	5	92	11	11	1	16	9	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	113	0	0	227	268	111	246	265	142
Stage 1	-	-	-	-	-	-	113	113	-	150	150	-
Stage 2	-	-	-	-	-	-	114	155	-	96	115	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.2	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.58	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.3	3.572	4.072	3.372
Pot Cap-1 Maneuver	1450	-	-	1464	-	-	733	641	948	695	630	890
Stage 1	-	-	-	-	-	-	897	806	-	838	762	-
Stage 2	-	-	-	-	-	-	896	773	-	896	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1428	-	-	704	597	925	652	587	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	704	597	-	652	587	-
Stage 1	-	-	-	-	-	-	874	785	-	804	728	-
Stage 2	-	-	-	-	-	-	882	739	-	878	768	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	9.6	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	807	1392	-	-	1428	-	-	710
HCM Lane V/C Ratio	0.035	0.001	-	-	0.004	-	-	0.024
HCM Control Delay (s)	9.6	7.6	0	-	7.5	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

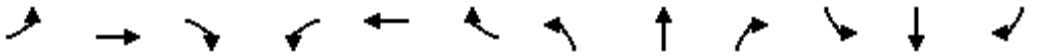
Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	72	8	23	58	8	13	2	64	12	9	14
Future Vol, veh/h	2	72	8	23	58	8	13	2	64	12	9	14
Conflicting Peds, #/hr	9	0	31	31	0	9	13	0	8	8	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	78	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	1	1	1	6	6	6	2	2	2	0	0	0
Mvmt Flow	3	96	11	31	77	11	17	3	85	16	12	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	138	0	0	312	298	141	314	298	105
Stage 1	-	-	-	-	-	-	139	139	-	154	154	-
Stage 2	-	-	-	-	-	-	173	159	-	160	144	-
Critical Hdwy	4.11	-	-	4.16	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.254	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1503	-	-	1421	-	-	641	614	907	643	617	955
Stage 1	-	-	-	-	-	-	864	782	-	853	774	-
Stage 2	-	-	-	-	-	-	829	766	-	847	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1490	-	-	1379	-	-	581	576	874	558	579	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	581	576	-	558	579	-
Stage 1	-	-	-	-	-	-	837	757	-	844	750	-
Stage 2	-	-	-	-	-	-	772	742	-	754	757	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2	10	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	581	861	1490	-	-	1379	-	-	673
HCM Lane V/C Ratio	0.03	0.102	0.002	-	-	0.022	-	-	0.069
HCM Control Delay (s)	11.4	9.7	7.4	0	-	7.7	-	-	10.7
HCM Lane LOS	B	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.3	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	25	142	12	21	3	78	117	5	9	149	44
Future Volume (veh/h)	30	25	142	12	21	3	78	117	5	9	149	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.94	0.95		0.94	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	33	28	61	13	23	1	87	130	4	10	166	38
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	3	3	3	1	1	1	2	2	2
Cap, veh/h	645	828	658	614	1544	66	522	818	25	582	662	152
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1283	1841	1461	1228	3432	148	1184	1819	56	1252	1471	337
Grp Volume(v), veh/h	33	28	61	13	12	12	87	0	134	10	0	204
Grp Sat Flow(s),veh/h/ln	1283	1841	1461	1228	1763	1817	1184	0	1875	1252	0	1808
Q Serve(g_s), s	1.5	0.8	2.4	0.6	0.4	0.4	4.9	0.0	4.2	0.5	0.0	7.0
Cycle Q Clear(g_c), s	1.8	0.8	2.4	1.4	0.4	0.4	11.9	0.0	4.2	4.7	0.0	7.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.03	1.00		0.19
Lane Grp Cap(c), veh/h	645	828	658	614	793	818	522	0	844	582	0	814
V/C Ratio(X)	0.05	0.03	0.09	0.02	0.01	0.02	0.17	0.00	0.16	0.02	0.00	0.25
Avail Cap(c_a), veh/h	645	828	658	614	793	818	522	0	844	582	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	15.4	15.8	15.8	15.2	15.2	20.7	0.0	16.3	17.7	0.0	17.0
Incr Delay (d2), s/veh	0.2	0.1	0.3	0.1	0.0	0.0	0.7	0.0	0.4	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.9	0.2	0.2	0.2	1.5	0.0	1.9	0.1	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	15.4	16.1	15.8	15.3	15.3	21.4	0.0	16.7	17.7	0.0	17.8
LnGrp LOS	B	B	B	B	B	B	C	A	B	B	A	B
Approach Vol, veh/h		122			37			221			214	
Approach Delay, s/veh		15.9			15.5			18.6			17.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		50.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		45.0		45.0		45.0				
Max Q Clear Time (g_c+I1), s		3.4		9.0		4.4		13.9				
Green Ext Time (p_c), s		0.1		1.1		0.4		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

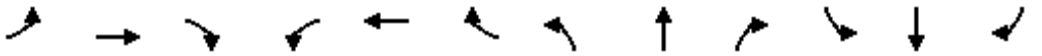
Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	115	0	179	61	5	291
Future Vol, veh/h	115	0	179	61	5	291
Conflicting Peds, #/hr	0	1	0	14	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	87	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	125	0	195	66	5	316

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	568	243	0	0	275	0
Stage 1	242	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	488	801	-	-	1282	-
Stage 1	803	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	480	790	-	-	1265	-
Mov Cap-2 Maneuver	480	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	480	1265	-
HCM Lane V/C Ratio	-	-	0.26	0.004	-
HCM Control Delay (s)	-	-	15.1	7.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	234	7	104	232	171	16	64	71	199	137	7
Future Volume (veh/h)	9	234	7	104	232	171	16	64	71	199	137	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	9	239	6	106	237	110	16	65	5	203	140	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	2	2	2	4	4	4	2	2	2
Cap, veh/h	23	2134	53	131	1232	1042	163	158	131	262	365	13
Arrive On Green	0.01	0.60	0.60	0.07	0.66	0.66	0.09	0.09	0.09	0.08	0.20	0.20
Sat Flow, veh/h	1795	3568	89	1781	1870	1581	1206	1841	1533	3456	1794	64
Grp Volume(v), veh/h	9	120	125	106	237	110	16	65	5	203	0	145
Grp Sat Flow(s),veh/h/ln	1795	1791	1866	1781	1870	1581	1206	1841	1533	1728	0	1858
Q Serve(g_s), s	0.6	3.5	3.5	7.0	5.9	3.1	1.5	4.0	0.4	6.9	0.0	8.1
Cycle Q Clear(g_c), s	0.6	3.5	3.5	7.0	5.9	3.1	1.5	4.0	0.4	6.9	0.0	8.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	23	1071	1116	131	1232	1042	163	158	131	262	0	378
V/C Ratio(X)	0.39	0.11	0.11	0.81	0.19	0.11	0.10	0.41	0.04	0.77	0.00	0.38
Avail Cap(c_a), veh/h	150	1071	1116	193	1232	1042	372	476	396	374	0	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.7	10.4	10.4	54.8	8.0	7.5	50.8	52.0	50.3	54.4	0.0	41.3
Incr Delay (d2), s/veh	7.6	0.2	0.2	12.4	0.3	0.2	0.2	1.3	0.1	5.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.4	1.5	3.6	2.5	1.1	0.5	1.9	0.1	3.2	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	10.6	10.6	67.1	8.3	7.7	51.0	53.3	50.4	59.6	0.0	41.8
LnGrp LOS	E	B	B	E	A	A	D	D	D	E	A	D
Approach Vol, veh/h		254			453			86			348	
Approach Delay, s/veh		12.6			21.9			52.7			52.2	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	76.8	14.1	15.3	6.6	84.1		29.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0	13.0	31.0	10.0	46.0		49.0				
Max Q Clear Time (g_c+I1), s	9.0	5.5	8.9	6.0	2.6	7.9		10.1				
Green Ext Time (p_c), s	0.1	1.3	0.2	0.3	0.0	1.5		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	26	13	52	21	0	10	0	52	0	25	5
Future Vol, veh/h	0	26	13	52	21	0	10	0	52	0	25	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	4	4	4	0	0	0	3	3	3	8	8	8
Mvmt Flow	0	27	14	55	22	0	11	0	55	0	26	5
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	7.4	7.8	7.1	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	16%	0%	0%	71%	0%
Vol Thru, %	0%	100%	0%	29%	83%
Vol Right, %	84%	0%	100%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	26	13	73	30
LT Vol	10	0	0	52	0
Through Vol	0	26	0	21	25
RT Vol	52	0	13	0	5
Lane Flow Rate	65	27	14	77	32
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.067	0.036	0.015	0.093	0.037
Departure Headway (Hd)	3.703	4.777	4.076	4.342	4.186
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	952	746	873	821	843
Service Time	1.787	2.529	1.827	2.39	2.271
HCM Lane V/C Ratio	0.068	0.036	0.016	0.094	0.038
HCM Control Delay	7.1	7.7	6.9	7.8	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0	0.3	0.1

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	10	10	15	20	15	15	120	10	15	50	15
Future Vol, veh/h	10	10	10	15	20	15	15	120	10	15	50	15
Conflicting Peds, #/hr	17	0	13	13	0	17	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	39	-	-	79	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	2	2	2	3	3	3	4	4	4
Mvmt Flow	11	11	11	16	21	16	16	126	11	16	53	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	298	268	80	281	271	149	75	0	0	137	0	0
Stage 1	99	99	-	164	164	-	-	-	-	-	-	-
Stage 2	199	169	-	117	107	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.12	6.52	6.22	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.518	4.018	3.318	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	648	633	972	671	636	898	1518	-	-	1435	-	-
Stage 1	900	807	-	838	762	-	-	-	-	-	-	-
Stage 2	796	753	-	888	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	596	615	954	636	618	883	1509	-	-	1435	-	-
Mov Cap-2 Maneuver	596	615	-	636	618	-	-	-	-	-	-	-
Stage 1	886	793	-	829	754	-	-	-	-	-	-	-
Stage 2	740	745	-	846	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	10.5	0.8	1.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	689	636	709	1435	-	-
HCM Lane V/C Ratio	0.01	-	-	0.046	0.025	0.052	0.011	-	-
HCM Control Delay (s)	7.4	-	-	10.5	10.8	10.4	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	25	10	25	40	15	0	5	0	5	5	5
Future Vol, veh/h	5	25	10	25	40	15	0	5	0	5	5	5
Conflicting Peds, #/hr	17	0	10	10	0	17	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	26	11	26	42	16	0	5	0	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	47	0	0	161	179	43	164	176	69
Stage 1	-	-	-	-	-	-	52	52	-	119	119	-
Stage 2	-	-	-	-	-	-	109	127	-	45	57	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1537	-	-	1573	-	-	809	718	1033	805	721	1000
Stage 1	-	-	-	-	-	-	966	856	-	890	801	-
Stage 2	-	-	-	-	-	-	901	795	-	974	851	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1512	-	-	1558	-	-	779	686	1022	774	689	982
Mov Cap-2 Maneuver	-	-	-	-	-	-	779	686	-	774	689	-
Stage 1	-	-	-	-	-	-	954	845	-	873	775	-
Stage 2	-	-	-	-	-	-	873	769	-	964	840	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	2.3	10.3	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	686	1512	-	-	1558	-	-	798
HCM Lane V/C Ratio	0.008	0.003	-	-	0.017	-	-	0.02
HCM Control Delay (s)	10.3	7.4	0	-	7.3	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0.1

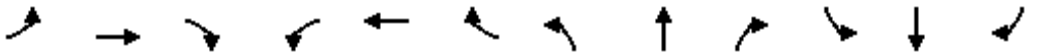
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	20	5	25	60	35	5	5	15	15	10	15
Future Vol, veh/h	10	20	5	25	60	35	5	5	15	15	10	15
Conflicting Peds, #/hr	6	0	24	24	0	6	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	78	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	2	10	10	10	0	0	0
Mvmt Flow	11	21	5	26	63	37	5	5	16	16	11	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	50	0	0	221	228	49	197	212	92
Stage 1	-	-	-	-	-	-	70	70	-	140	140	-
Stage 2	-	-	-	-	-	-	151	158	-	57	72	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.2	6.6	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.59	4.09	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	1498	-	-	1557	-	-	718	658	997	766	689	971
Stage 1	-	-	-	-	-	-	920	821	-	868	785	-
Stage 2	-	-	-	-	-	-	833	752	-	960	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1521	-	-	666	623	973	729	652	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	666	623	-	729	652	-
Stage 1	-	-	-	-	-	-	891	796	-	856	767	-
Stage 2	-	-	-	-	-	-	791	735	-	930	813	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	1.5	9.5	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	666	853	1489	-	-	1521	-	-	777
HCM Lane V/C Ratio	0.008	0.025	0.007	-	-	0.017	-	-	0.054
HCM Control Delay (s)	10.4	9.3	7.4	0	-	7.4	-	-	9.9
HCM Lane LOS	B	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	75	5	10	5	115	110	5	5	50	20
Future Volume (veh/h)	40	20	75	5	10	5	115	110	5	5	50	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.95	0.95		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1663	1663	1663	1885	1885	1885	1811	1811	1811
Adj Flow Rate, veh/h	42	21	26	5	11	2	121	116	3	5	53	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	16	16	16	1	1	1	6	6	6
Cap, veh/h	663	835	671	583	1199	209	654	823	21	580	705	93
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1319	1856	1490	1151	2664	465	1350	1829	47	1230	1566	207
Grp Volume(v), veh/h	42	21	26	5	6	7	121	0	119	5	0	60
Grp Sat Flow(s),veh/h/ln	1319	1856	1490	1151	1580	1549	1350	0	1877	1230	0	1773
Q Serve(g_s), s	1.8	0.6	1.0	0.2	0.2	0.2	5.6	0.0	3.7	0.2	0.0	1.9
Cycle Q Clear(g_c), s	2.1	0.6	1.0	0.9	0.2	0.2	7.5	0.0	3.7	4.0	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.03	1.00		0.12
Lane Grp Cap(c), veh/h	663	835	671	583	711	697	654	0	844	580	0	798
V/C Ratio(X)	0.06	0.03	0.04	0.01	0.01	0.01	0.19	0.00	0.14	0.01	0.00	0.08
Avail Cap(c_a), veh/h	663	835	671	583	711	697	654	0	844	580	0	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	15.3	15.4	15.5	15.2	15.2	17.8	0.0	16.1	17.3	0.0	15.7
Incr Delay (d2), s/veh	0.2	0.1	0.1	0.0	0.0	0.0	0.6	0.0	0.3	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.4	0.1	0.1	0.1	1.9	0.0	1.7	0.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	15.4	15.5	15.6	15.2	15.2	18.4	0.0	16.5	17.3	0.0	15.8
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		89			18			240			65	
Approach Delay, s/veh		15.7			15.3			17.5			16.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		50.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		45.0		45.0		45.0				
Max Q Clear Time (g_c+I1), s		2.9		6.0		4.1		9.5				
Green Ext Time (p_c), s		0.0		0.3		0.2		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			16.7									
HCM 6th LOS			B									

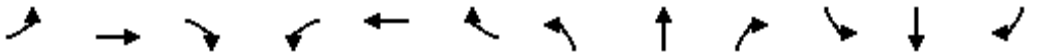
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	5	250	65	0	140
Future Vol, veh/h	10	5	250	65	0	140
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	87	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	11	11	1	1	3	3
Mvmt Flow	11	5	263	68	0	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	447	300	0	0	334	0
Stage 1	300	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.13	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.227	-
Pot Cap-1 Maneuver	553	719	-	-	1220	-
Stage 1	731	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	551	717	-	-	1217	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	597	1217	-
HCM Lane V/C Ratio	-	-	0.026	-	-
HCM Control Delay (s)	-	-	11.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	210	5	45	185	205	5	95	60	110	35	5
Future Volume (veh/h)	5	210	5	45	185	205	5	95	60	110	35	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	5	221	4	47	195	131	5	100	2	116	37	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	2	2	2	4	4	4	4	4	4
Cap, veh/h	14	2383	43	70	1288	1091	175	159	133	171	318	9
Arrive On Green	0.01	0.66	0.66	0.04	0.69	0.69	0.09	0.09	0.09	0.05	0.18	0.18
Sat Flow, veh/h	1810	3628	66	1781	1870	1584	1330	1841	1538	3401	1783	48
Grp Volume(v), veh/h	5	110	115	47	195	131	5	100	2	116	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1888	1781	1870	1584	1330	1841	1538	1700	0	1831
Q Serve(g_s), s	0.3	2.7	2.7	3.1	4.3	3.4	0.4	6.3	0.1	4.0	0.0	2.1
Cycle Q Clear(g_c), s	0.3	2.7	2.7	3.1	4.3	3.4	0.4	6.3	0.1	4.0	0.0	2.1
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	14	1186	1240	70	1288	1091	175	159	133	171	0	327
V/C Ratio(X)	0.36	0.09	0.09	0.67	0.15	0.12	0.03	0.63	0.02	0.68	0.00	0.12
Avail Cap(c_a), veh/h	151	1186	1240	193	1288	1091	404	476	397	368	0	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.2	7.5	7.5	56.8	6.5	6.3	50.2	52.9	50.1	56.0	0.0	41.4
Incr Delay (d2), s/veh	11.2	0.2	0.1	7.8	0.2	0.2	0.0	3.0	0.0	3.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	1.1	1.6	1.8	1.2	0.1	3.1	0.1	1.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	7.7	7.7	64.6	6.7	6.6	50.3	55.9	50.2	59.5	0.0	41.5
LnGrp LOS	E	A	A	E	A	A	D	E	D	E	A	D
Approach Vol, veh/h		230			373			107			154	
Approach Delay, s/veh		9.0			14.0			55.6			55.1	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	83.8	11.0	15.4	5.9	87.7		26.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0	13.0	31.0	10.0	46.0		49.0				
Max Q Clear Time (g_c+I1), s	5.1	4.7	6.0	8.3	2.3	6.3		4.1				
Green Ext Time (p_c), s	0.0	1.2	0.1	0.4	0.0	1.3		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			25.1									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	20	10	10	20	0	0	10	40	0	0	0
Future Vol, veh/h	0	20	10	10	20	0	0	10	40	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	0	0	0	2	2	2	0	0	0
Mvmt Flow	0	21	11	11	21	0	0	11	42	0	0	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	7.2	7.4	6.8	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	33%	0%
Vol Thru, %	20%	100%	0%	67%	100%
Vol Right, %	80%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	20	10	30	0
LT Vol	0	0	0	10	0
Through Vol	10	20	0	20	0
RT Vol	40	0	10	0	0
Lane Flow Rate	53	21	11	32	0
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.052	0.027	0.012	0.037	0
Departure Headway (Hd)	3.561	4.66	3.959	4.184	4.048
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	1001	770	906	857	0
Service Time	1.599	2.376	1.675	2.203	2.091
HCM Lane V/C Ratio	0.053	0.027	0.012	0.037	0
HCM Control Delay	6.8	7.5	6.7	7.4	7.1
HCM Lane LOS	A	A	A	A	N
HCM 95th-tile Q	0.2	0.1	0	0.1	0

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	20	30	30	20	35	25	105	15	10	160	10
Future Vol, veh/h	5	20	30	30	20	35	25	105	15	10	160	10
Conflicting Peds, #/hr	13	0	35	35	0	13	17	0	0	0	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	39	-	-	79	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	8	8	1	1	1	2	2	2	2	2	2
Mvmt Flow	5	21	31	31	21	36	26	109	16	10	167	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	420	386	224	422	383	130	194	0	0	125	0	0
Stage 1	209	209	-	169	169	-	-	-	-	-	-	-
Stage 2	211	177	-	253	214	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	533	539	801	544	552	922	1379	-	-	1462	-	-
Stage 1	780	718	-	835	761	-	-	-	-	-	-	-
Stage 2	778	741	-	754	727	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	473	517	762	479	529	911	1357	-	-	1462	-	-
Mov Cap-2 Maneuver	473	517	-	479	529	-	-	-	-	-	-	-
Stage 1	753	701	-	819	747	-	-	-	-	-	-	-
Stage 2	703	727	-	674	710	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	11.3	1.3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	621	479	722	1462	-	-
HCM Lane V/C Ratio	0.019	-	-	0.092	0.065	0.079	0.007	-	-
HCM Control Delay (s)	7.7	-	-	11.4	13	10.4	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	65	5	5	75	10	10	5	15	10	5	5
Future Vol, veh/h	5	65	5	5	75	10	10	5	15	10	5	5
Conflicting Peds, #/hr	42	0	26	26	0	42	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	4	0	0	0	8	8	8
Mvmt Flow	5	68	5	5	79	11	11	5	16	11	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	132	0	0	99	0	0	209	249	97	228	246	129
Stage 1	-	-	-	-	-	-	107	107	-	137	137	-
Stage 2	-	-	-	-	-	-	102	142	-	91	109	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.2	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.58	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.3	3.572	4.072	3.372
Pot Cap-1 Maneuver	1466	-	-	1481	-	-	753	657	965	715	646	905
Stage 1	-	-	-	-	-	-	903	811	-	852	772	-
Stage 2	-	-	-	-	-	-	909	783	-	902	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1407	-	-	1444	-	-	719	610	941	666	600	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	610	-	666	600	-
Stage 1	-	-	-	-	-	-	877	787	-	815	738	-
Stage 2	-	-	-	-	-	-	892	749	-	877	771	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	9.8	10.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	789	1407	-	-	1444	-	-	687
HCM Lane V/C Ratio	0.04	0.004	-	-	0.004	-	-	0.031
HCM Control Delay (s)	9.8	7.6	0	-	7.5	0	-	10.4
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

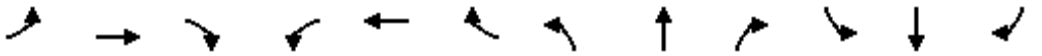
Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	75	10	25	60	10	15	5	70	15	10	15
Future Vol, veh/h	5	75	10	25	60	10	15	5	70	15	10	15
Conflicting Peds, #/hr	9	0	31	31	0	9	13	0	8	8	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	78	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	6	6	6	2	2	2	0	0	0
Mvmt Flow	5	79	11	26	63	11	16	5	74	16	11	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	121	0	0	273	261	124	272	261	91
Stage 1	-	-	-	-	-	-	126	126	-	130	130	-
Stage 2	-	-	-	-	-	-	147	135	-	142	131	-
Critical Hdwy	4.11	-	-	4.16	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.254	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1520	-	-	1442	-	-	679	644	927	685	647	972
Stage 1	-	-	-	-	-	-	878	792	-	878	792	-
Stage 2	-	-	-	-	-	-	856	785	-	866	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1507	-	-	1399	-	-	621	605	893	604	608	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	621	605	-	604	608	-
Stage 1	-	-	-	-	-	-	850	766	-	867	770	-
Stage 2	-	-	-	-	-	-	805	763	-	781	766	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	2	9.8	10.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	621	866	1507	-	-	1399	-	-	701
HCM Lane V/C Ratio	0.025	0.091	0.003	-	-	0.019	-	-	0.06
HCM Control Delay (s)	10.9	9.6	7.4	0	-	7.6	-	-	10.5
HCM Lane LOS	B	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.3	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	25	150	15	25	5	85	125	5	10	160	45
Future Volume (veh/h)	30	25	150	15	25	5	85	125	5	10	160	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.94	0.95		0.94	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	32	26	61	16	26	2	89	132	3	11	168	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	3	3	3	1	1	1	2	2	2
Cap, veh/h	642	828	658	616	1487	112	522	826	19	581	671	144
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1279	1841	1461	1230	3304	250	1184	1836	42	1251	1492	320
Grp Volume(v), veh/h	32	26	61	16	14	14	89	0	135	11	0	204
Grp Sat Flow(s),veh/h/ln	1279	1841	1461	1230	1763	1791	1184	0	1877	1251	0	1811
Q Serve(g_s), s	1.4	0.8	2.4	0.7	0.4	0.4	5.0	0.0	4.3	0.5	0.0	7.0
Cycle Q Clear(g_c), s	1.9	0.8	2.4	1.5	0.4	0.4	12.0	0.0	4.3	4.8	0.0	7.0
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.02	1.00		0.18
Lane Grp Cap(c), veh/h	642	828	658	616	793	806	522	0	845	581	0	815
V/C Ratio(X)	0.05	0.03	0.09	0.03	0.02	0.02	0.17	0.00	0.16	0.02	0.00	0.25
Avail Cap(c_a), veh/h	642	828	658	616	793	806	522	0	845	581	0	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	15.3	15.8	15.8	15.2	15.2	20.8	0.0	16.3	17.7	0.0	17.0
Incr Delay (d2), s/veh	0.1	0.1	0.3	0.1	0.0	0.0	0.7	0.0	0.4	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.9	0.2	0.2	0.2	1.5	0.0	1.9	0.2	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	15.4	16.1	15.8	15.3	15.3	21.5	0.0	16.7	17.8	0.0	17.8
LnGrp LOS	B	B	B	B	B	B	C	A	B	B	A	B
Approach Vol, veh/h		119			44			224			215	
Approach Delay, s/veh		15.9			15.5			18.6			17.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		50.0		50.0		50.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		45.0		45.0		45.0				
Max Q Clear Time (g_c+I1), s		3.5		9.0		4.4		14.0				
Green Ext Time (p_c), s		0.1		1.1		0.4		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

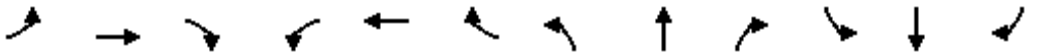
Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	120	0	190	65	5	310
Future Vol, veh/h	120	0	190	65	5	310
Conflicting Peds, #/hr	0	1	0	14	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	87	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	126	0	200	68	5	326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	584	249	0	0	282	0
Stage 1	248	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	477	795	-	-	1275	-
Stage 1	798	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	469	784	-	-	1258	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	469	1258	-
HCM Lane V/C Ratio	-	-	0.269	0.004	-
HCM Control Delay (s)	-	-	15.5	7.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	250	10	110	245	180	20	70	75	210	145	10
Future Volume (veh/h)	10	250	10	110	245	180	20	70	75	210	145	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	10	255	8	112	250	114	20	71	7	214	148	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	2	2	2	4	4	4	2	2	2
Cap, veh/h	25	2090	65	137	1221	1033	164	161	134	273	365	20
Arrive On Green	0.01	0.59	0.59	0.08	0.65	0.65	0.09	0.09	0.09	0.08	0.21	0.21
Sat Flow, veh/h	1795	3542	111	1781	1870	1581	1194	1841	1533	3456	1757	95
Grp Volume(v), veh/h	10	129	134	112	250	114	20	71	7	214	0	156
Grp Sat Flow(s),veh/h/ln	1795	1791	1862	1781	1870	1581	1194	1841	1533	1728	0	1852
Q Serve(g_s), s	0.7	3.8	3.8	7.4	6.4	3.2	1.9	4.4	0.5	7.3	0.0	8.7
Cycle Q Clear(g_c), s	0.7	3.8	3.8	7.4	6.4	3.2	1.9	4.4	0.5	7.3	0.0	8.7
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	25	1057	1098	137	1221	1033	164	161	134	273	0	385
V/C Ratio(X)	0.39	0.12	0.12	0.81	0.20	0.11	0.12	0.44	0.05	0.78	0.00	0.41
Avail Cap(c_a), veh/h	150	1057	1098	193	1221	1033	369	476	396	374	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	10.9	10.9	54.5	8.3	7.8	50.8	52.0	50.2	54.3	0.0	41.1
Incr Delay (d2), s/veh	7.2	0.2	0.2	14.5	0.4	0.2	0.2	1.4	0.1	6.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	1.7	3.9	2.7	1.2	0.6	2.1	0.2	3.4	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	11.1	11.1	69.0	8.7	8.0	51.1	53.4	50.3	60.6	0.0	41.6
LnGrp LOS	E	B	B	E	A	A	D	D	D	E	A	D
Approach Vol, veh/h		273			476			98			370	
Approach Delay, s/veh		13.1			22.7			52.7			52.6	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	75.8	14.5	15.5	6.7	83.4		29.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0	13.0	31.0	10.0	46.0		49.0				
Max Q Clear Time (g_c+I1), s	9.4	5.8	9.3	6.4	2.7	8.4		10.7				
Green Ext Time (p_c), s	0.1	1.4	0.2	0.3	0.0	1.6		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			32.1									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	30	15	55	25	0	10	0	55	0	25	5
Future Vol, veh/h	0	30	15	55	25	0	10	0	55	0	25	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	4	4	4	0	0	0	3	3	3	8	8	8
Mvmt Flow	0	32	16	58	26	0	11	0	58	0	26	5
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	7.5	7.9	7.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	15%	0%	0%	69%	0%
Vol Thru, %	0%	100%	0%	31%	83%
Vol Right, %	85%	0%	100%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	30	15	80	30
LT Vol	10	0	0	55	0
Through Vol	0	30	0	25	25
RT Vol	55	0	15	0	5
Lane Flow Rate	68	32	16	84	32
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.071	0.042	0.018	0.102	0.037
Departure Headway (Hd)	3.722	4.788	4.086	4.348	4.214
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	945	744	870	819	836
Service Time	1.815	2.542	1.84	2.401	2.309
HCM Lane V/C Ratio	0.072	0.043	0.018	0.103	0.038
HCM Control Delay	7.1	7.8	6.9	7.9	7.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.3	0.1

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	22	10	28	20	15	15	120	20	18	50	15
Future Vol, veh/h	10	22	10	28	20	15	15	120	20	18	50	15
Conflicting Peds, #/hr	17	0	13	13	0	17	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	39	-	-	79	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	2	2	2	3	3	3	4	4	4
Mvmt Flow	11	23	11	29	21	16	16	126	21	19	53	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	309	284	80	298	282	154	75	0	0	147	0	0
Stage 1	105	105	-	169	169	-	-	-	-	-	-	-
Stage 2	204	179	-	129	113	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.12	6.52	6.22	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.518	4.018	3.318	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	638	620	972	654	627	892	1518	-	-	1423	-	-
Stage 1	893	803	-	833	759	-	-	-	-	-	-	-
Stage 2	791	746	-	875	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	586	601	954	609	608	878	1509	-	-	1423	-	-
Mov Cap-2 Maneuver	586	601	-	609	608	-	-	-	-	-	-	-
Stage 1	879	788	-	824	751	-	-	-	-	-	-	-
Stage 2	735	738	-	818	787	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	10.8	0.7	1.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	655	609	700	1423	-	-
HCM Lane V/C Ratio	0.01	-	-	0.067	0.048	0.053	0.013	-	-
HCM Control Delay (s)	7.4	-	-	10.9	11.2	10.4	7.6	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	37	23	25	53	15	0	5	0	5	5	5
Future Vol, veh/h	5	37	23	25	53	15	0	5	0	5	5	5
Conflicting Peds, #/hr	17	0	10	10	0	17	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	39	24	26	56	16	0	5	0	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	73	0	0	194	212	62	198	216	83
Stage 1	-	-	-	-	-	-	71	71	-	133	133	-
Stage 2	-	-	-	-	-	-	123	141	-	65	83	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1519	-	-	1540	-	-	770	689	1009	765	685	982
Stage 1	-	-	-	-	-	-	944	840	-	875	790	-
Stage 2	-	-	-	-	-	-	886	784	-	951	830	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1494	-	-	1525	-	-	741	657	998	735	653	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	741	657	-	735	653	-
Stage 1	-	-	-	-	-	-	933	829	-	858	763	-
Stage 2	-	-	-	-	-	-	858	757	-	941	819	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	2	10.5	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	657	1494	-	-	1525	-	-	763
HCM Lane V/C Ratio	0.008	0.004	-	-	0.017	-	-	0.021
HCM Control Delay (s)	10.5	7.4	0	-	7.4	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0.1

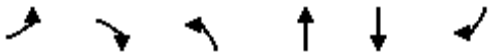
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	20	17	25	60	35	12	5	15	15	4	21
Future Vol, veh/h	10	20	17	25	60	35	12	5	15	15	4	21
Conflicting Peds, #/hr	6	0	24	24	0	6	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	78	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	2	10	10	10	0	0	0
Mvmt Flow	11	21	18	26	63	37	13	5	16	16	4	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	63	0	0	227	234	55	204	225	92
Stage 1	-	-	-	-	-	-	76	76	-	140	140	-
Stage 2	-	-	-	-	-	-	151	158	-	64	85	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.2	6.6	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.59	4.09	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	1498	-	-	1540	-	-	712	653	990	758	678	971
Stage 1	-	-	-	-	-	-	914	816	-	868	785	-
Stage 2	-	-	-	-	-	-	833	752	-	952	828	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1505	-	-	661	618	966	722	642	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	618	-	722	642	-
Stage 1	-	-	-	-	-	-	886	791	-	856	767	-
Stage 2	-	-	-	-	-	-	792	735	-	922	802	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	1.5	9.8	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	847	1489	-	-	1505	-	-	819
HCM Lane V/C Ratio	0.019	0.025	0.007	-	-	0.017	-	-	0.051
HCM Control Delay (s)	10.6	9.4	7.4	0	-	7.4	-	-	9.6
HCM Lane LOS	B	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0.2



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	75	122	110	50	33
Future Volume (veh/h)	50	75	122	110	50	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1885	1885	1811	1811
Adj Flow Rate, veh/h	53	31	128	116	53	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	1	1	6	6
Cap, veh/h	783	697	645	835	601	170
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1767	1572	1338	1885	1356	384
Grp Volume(v), veh/h	53	31	128	116	0	68
Grp Sat Flow(s),veh/h/ln	1767	1572	1338	1885	0	1740
Q Serve(g_s), s	1.5	1.0	5.4	3.2	0.0	2.0
Cycle Q Clear(g_c), s	1.5	1.0	7.4	3.2	0.0	2.0
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	783	697	645	835	0	771
V/C Ratio(X)	0.07	0.04	0.20	0.14	0.00	0.09
Avail Cap(c_a), veh/h	783	697	645	835	0	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	13.9	16.3	14.5	0.0	14.2
Incr Delay (d2), s/veh	0.2	0.1	0.7	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	1.7	1.4	0.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	14.0	17.0	14.9	0.0	14.4
LnGrp LOS	B	B	B	B	A	B
Approach Vol, veh/h	84			244	68	
Approach Delay, s/veh	14.2			16.0	14.4	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		44.0		44.0		44.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		39.0		39.0		39.0
Max Q Clear Time (g_c+I1), s		9.4		3.5		4.0
Green Ext Time (p_c), s		0.8		0.2		0.3

Intersection Summary		
HCM 6th Ctrl Delay		15.3
HCM 6th LOS		B

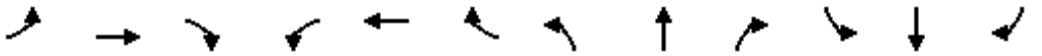
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	12	245	70	0	140
Future Vol, veh/h	10	12	245	70	0	140
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	87	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	11	11	1	1	3	3
Mvmt Flow	11	13	258	74	0	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	445	298	0	0	335	0
Stage 1	298	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.13	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.227	-
Pot Cap-1 Maneuver	554	721	-	-	1219	-
Stage 1	733	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	552	719	-	-	1216	-
Mov Cap-2 Maneuver	552	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	632	1216	-
HCM Lane V/C Ratio	-	-	0.037	-	-
HCM Control Delay (s)	-	-	10.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	210	5	45	185	205	5	95	60	110	35	5
Future Volume (veh/h)	5	210	5	45	185	205	5	95	60	110	35	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	5	221	4	47	195	134	5	100	4	116	37	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	2	2	2	4	4	4	4	4	4
Cap, veh/h	14	2383	43	70	1288	1091	175	160	133	171	318	9
Arrive On Green	0.01	0.66	0.66	0.04	0.69	0.69	0.09	0.09	0.09	0.05	0.18	0.18
Sat Flow, veh/h	1810	3628	66	1781	1870	1584	1330	1841	1538	3401	1783	48
Grp Volume(v), veh/h	5	110	115	47	195	134	5	100	4	116	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1888	1781	1870	1584	1330	1841	1538	1700	0	1831
Q Serve(g_s), s	0.3	2.7	2.7	3.1	4.3	3.5	0.4	6.3	0.3	4.0	0.0	2.1
Cycle Q Clear(g_c), s	0.3	2.7	2.7	3.1	4.3	3.5	0.4	6.3	0.3	4.0	0.0	2.1
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	14	1186	1240	70	1288	1091	175	160	133	171	0	327
V/C Ratio(X)	0.36	0.09	0.09	0.67	0.15	0.12	0.03	0.63	0.03	0.68	0.00	0.12
Avail Cap(c_a), veh/h	151	1186	1240	193	1288	1091	404	476	397	368	0	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.2	7.5	7.5	56.8	6.5	6.4	50.2	52.9	50.2	56.0	0.0	41.3
Incr Delay (d2), s/veh	11.2	0.2	0.1	7.8	0.2	0.2	0.0	3.0	0.1	3.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	1.1	1.6	1.8	1.2	0.1	3.1	0.1	1.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	7.7	7.7	64.6	6.7	6.6	50.3	55.9	50.2	59.5	0.0	41.5
LnGrp LOS	E	A	A	E	A	A	D	E	D	E	A	D
Approach Vol, veh/h		230			376			109			154	
Approach Delay, s/veh		9.0			13.9			55.4			55.1	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	83.8	11.0	15.4	5.9	87.6		26.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0	13.0	31.0	10.0	46.0		49.0				
Max Q Clear Time (g_c+I1), s	5.1	4.7	6.0	8.3	2.3	6.3		4.1				
Green Ext Time (p_c), s	0.0	1.2	0.1	0.4	0.0	1.4		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		25.1	
HCM 6th LOS		C	

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	0	10	40	0	0
Future Vol, veh/h	17	0	10	40	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	18	0	11	42	0	0
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.3	6.7	0
HCM LOS	A	A	-

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%
Vol Thru, %	20%	0%	100%
Vol Right, %	80%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	50	17	0
LT Vol	0	17	0
Through Vol	10	0	0
RT Vol	40	0	0
Lane Flow Rate	53	18	0
Geometry Grp	1	1	1
Degree of Util (X)	0.051	0.021	0
Departure Headway (Hd)	3.485	4.193	3.971
Convergence, Y/N	Yes	Yes	Yes
Cap	1031	857	0
Service Time	1.495	2.2	1.984
HCM Lane V/C Ratio	0.051	0.021	0
HCM Control Delay	6.7	7.3	7
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0.2	0.1	0

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	36	30	58	20	35	25	105	28	16	160	10
Future Vol, veh/h	5	36	30	58	20	35	25	105	28	16	160	10
Conflicting Peds, #/hr	13	0	35	35	0	13	17	0	0	0	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	39	-	-	79	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	8	8	1	1	1	2	2	2	2	2	2
Mvmt Flow	5	38	31	60	21	36	26	109	29	17	167	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	440	413	224	452	404	137	194	0	0	138	0	0
Stage 1	223	223	-	176	176	-	-	-	-	-	-	-
Stage 2	217	190	-	276	228	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	517	520	801	520	537	914	1379	-	-	1446	-	-
Stage 1	766	708	-	828	755	-	-	-	-	-	-	-
Stage 2	772	732	-	732	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	456	496	762	444	512	903	1357	-	-	1446	-	-
Mov Cap-2 Maneuver	456	496	-	444	512	-	-	-	-	-	-	-
Stage 1	739	688	-	812	741	-	-	-	-	-	-	-
Stage 2	697	718	-	634	697	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	12.5	1.2	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	578	444	707	1446	-	-
HCM Lane V/C Ratio	0.019	-	-	0.128	0.136	0.081	0.012	-	-
HCM Control Delay (s)	7.7	-	-	12.1	14.4	10.5	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.5	0.3	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	84	21	5	98	10	15	5	15	10	5	5
Future Vol, veh/h	5	84	21	5	98	10	15	5	15	10	5	5
Conflicting Peds, #/hr	42	0	26	26	0	42	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	4	0	0	0	8	8	8
Mvmt Flow	5	88	22	5	103	11	16	5	16	11	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	136	0	0	261	301	125	281	307	153
Stage 1	-	-	-	-	-	-	135	135	-	161	161	-
Stage 2	-	-	-	-	-	-	126	166	-	120	146	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.2	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.58	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.3	3.572	4.072	3.372
Pot Cap-1 Maneuver	1436	-	-	1436	-	-	696	615	931	659	597	878
Stage 1	-	-	-	-	-	-	873	789	-	827	753	-
Stage 2	-	-	-	-	-	-	883	765	-	870	765	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1379	-	-	1400	-	-	664	571	908	614	555	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	664	571	-	614	555	-
Stage 1	-	-	-	-	-	-	848	766	-	791	720	-
Stage 2	-	-	-	-	-	-	866	731	-	846	743	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	10.2	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	731	1379	-	-	1400	-	-	640
HCM Lane V/C Ratio	0.05	0.004	-	-	0.004	-	-	0.033
HCM Control Delay (s)	10.2	7.6	0	-	7.6	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

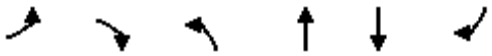
Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	75	29	25	60	10	36	5	70	15	8	17
Future Vol, veh/h	5	75	29	25	60	10	36	5	70	15	8	17
Conflicting Peds, #/hr	9	0	31	31	0	9	13	0	8	8	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	78	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	6	6	6	2	2	2	0	0	0
Mvmt Flow	5	79	31	26	63	11	38	5	74	16	8	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	141	0	0	283	271	134	282	281	91
Stage 1	-	-	-	-	-	-	136	136	-	130	130	-
Stage 2	-	-	-	-	-	-	147	135	-	152	151	-
Critical Hdwy	4.11	-	-	4.16	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.254	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1520	-	-	1418	-	-	669	636	915	674	631	972
Stage 1	-	-	-	-	-	-	867	784	-	878	792	-
Stage 2	-	-	-	-	-	-	856	785	-	855	776	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1507	-	-	1376	-	-	611	597	881	593	593	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	611	597	-	593	593	-
Stage 1	-	-	-	-	-	-	838	757	-	867	770	-
Stage 2	-	-	-	-	-	-	805	763	-	769	750	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	2	10.2	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	611	854	1507	-	-	1376	-	-	706
HCM Lane V/C Ratio	0.062	0.092	0.003	-	-	0.019	-	-	0.06
HCM Control Delay (s)	11.3	9.6	7.4	0	-	7.7	-	-	10.4
HCM Lane LOS	B	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.3	0	-	-	0.1	-	-	0.2



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	150	97	125	160	73
Future Volume (veh/h)	43	150	97	125	160	73
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1885	1885	1870	1870
Adj Flow Rate, veh/h	45	61	102	132	168	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	1	1	2	2
Cap, veh/h	777	691	504	835	594	198
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1753	1560	1161	1885	1340	447
Grp Volume(v), veh/h	45	61	102	132	0	224
Grp Sat Flow(s),veh/h/ln	1753	1560	1161	1885	0	1786
Q Serve(g_s), s	1.3	2.0	5.4	3.7	0.0	7.0
Cycle Q Clear(g_c), s	1.3	2.0	12.4	3.7	0.0	7.0
Prop In Lane	1.00	1.00	1.00			0.25
Lane Grp Cap(c), veh/h	777	691	504	835	0	792
V/C Ratio(X)	0.06	0.09	0.20	0.16	0.00	0.28
Avail Cap(c_a), veh/h	777	691	504	835	0	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	14.2	19.6	14.7	0.0	15.6
Incr Delay (d2), s/veh	0.1	0.3	0.9	0.4	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	1.6	1.6	0.0	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	14.4	20.5	15.1	0.0	16.5
LnGrp LOS	B	B	C	B	A	B
Approach Vol, veh/h	106			234	224	
Approach Delay, s/veh	14.3			17.4	16.5	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		44.0		44.0		44.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		39.0		39.0		39.0
Max Q Clear Time (g_c+I1), s		14.4		4.0		9.0
Green Ext Time (p_c), s		0.9		0.2		1.2

Intersection Summary		
HCM 6th Ctrl Delay		16.5
HCM 6th LOS		B

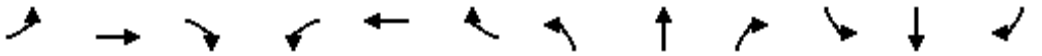
Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	120	12	185	70	5	310
Future Vol, veh/h	120	12	185	70	5	310
Conflicting Peds, #/hr	0	1	0	14	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	87	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	126	13	195	74	5	326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	582	247	0	0	283	0
Stage 1	246	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	479	797	-	-	1274	-
Stage 1	800	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	471	786	-	-	1257	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	1257	-
HCM Lane V/C Ratio	-	-	0.284	0.004	-
HCM Control Delay (s)	-	-	15.3	7.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	250	10	110	245	180	20	70	75	210	145	10
Future Volume (veh/h)	10	250	10	110	245	180	20	70	75	210	145	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	10	255	8	112	250	114	20	71	7	214	148	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	2	2	2	4	4	4	2	2	2
Cap, veh/h	25	2090	65	137	1221	1033	164	161	134	273	365	20
Arrive On Green	0.01	0.59	0.59	0.08	0.65	0.65	0.09	0.09	0.09	0.08	0.21	0.21
Sat Flow, veh/h	1795	3542	111	1781	1870	1581	1194	1841	1533	3456	1757	95
Grp Volume(v), veh/h	10	129	134	112	250	114	20	71	7	214	0	156
Grp Sat Flow(s),veh/h/ln	1795	1791	1862	1781	1870	1581	1194	1841	1533	1728	0	1852
Q Serve(g_s), s	0.7	3.8	3.8	7.4	6.4	3.2	1.9	4.4	0.5	7.3	0.0	8.7
Cycle Q Clear(g_c), s	0.7	3.8	3.8	7.4	6.4	3.2	1.9	4.4	0.5	7.3	0.0	8.7
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	25	1057	1098	137	1221	1033	164	161	134	273	0	385
V/C Ratio(X)	0.39	0.12	0.12	0.81	0.20	0.11	0.12	0.44	0.05	0.78	0.00	0.41
Avail Cap(c_a), veh/h	150	1057	1098	193	1221	1033	369	476	396	374	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	10.9	10.9	54.5	8.3	7.8	50.8	52.0	50.2	54.3	0.0	41.1
Incr Delay (d2), s/veh	7.2	0.2	0.2	14.5	0.4	0.2	0.2	1.4	0.1	6.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	1.7	3.9	2.7	1.2	0.6	2.1	0.2	3.4	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	11.1	11.1	69.0	8.7	8.0	51.1	53.4	50.3	60.6	0.0	41.6
LnGrp LOS	E	B	B	E	A	A	D	D	D	E	A	D
Approach Vol, veh/h		273			476			98			370	
Approach Delay, s/veh		13.1			22.7			52.7			52.6	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	75.8	14.5	15.5	6.7	83.4		29.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0	13.0	31.0	10.0	46.0		49.0				
Max Q Clear Time (g_c+I1), s	9.4	5.8	9.3	6.4	2.7	8.4		10.7				
Green Ext Time (p_c), s	0.1	1.4	0.2	0.3	0.0	1.6		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		32.1	
HCM 6th LOS		C	

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	0	0	55	0	25
Future Vol, veh/h	67	0	0	55	0	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	3	3	8	8
Mvmt Flow	71	0	0	58	0	26
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.7	6.8	7.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	100%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	55	67	25
LT Vol	0	67	0
Through Vol	0	0	25
RT Vol	55	0	0
Lane Flow Rate	58	71	26
Geometry Grp	1	1	1
Degree of Util (X)	0.056	0.083	0.031
Departure Headway (Hd)	3.494	4.244	4.204
Convergence, Y/N	Yes	Yes	Yes
Cap	1018	844	848
Service Time	1.541	2.269	2.249
HCM Lane V/C Ratio	0.057	0.084	0.031
HCM Control Delay	6.8	7.7	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	22	10	28	20	15	15	120	30	18	50	15
Future Vol, veh/h	10	22	10	28	20	15	15	120	30	18	50	15
Conflicting Peds, #/hr	17	0	13	13	0	17	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	39	-	-	79	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	2	2	2	3	3	3	4	4	4
Mvmt Flow	11	23	11	29	21	16	16	126	32	19	53	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	315	295	80	303	287	159	75	0	0	158	0	0
Stage 1	105	105	-	174	174	-	-	-	-	-	-	-
Stage 2	210	190	-	129	113	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.12	6.52	6.22	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.518	4.018	3.318	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	632	611	972	649	623	886	1518	-	-	1409	-	-
Stage 1	893	803	-	828	755	-	-	-	-	-	-	-
Stage 2	785	737	-	875	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	580	593	954	604	604	872	1509	-	-	1409	-	-
Mov Cap-2 Maneuver	580	593	-	604	604	-	-	-	-	-	-	-
Stage 1	879	788	-	819	747	-	-	-	-	-	-	-
Stage 2	729	729	-	818	787	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	10.9	0.7	1.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	648	604	696	1409	-	-
HCM Lane V/C Ratio	0.01	-	-	0.068	0.049	0.053	0.013	-	-
HCM Control Delay (s)	7.4	-	-	11	11.3	10.5	7.6	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	37	33	25	53	15	0	5	0	5	5	5
Future Vol, veh/h	5	37	33	25	53	15	0	5	0	5	5	5
Conflicting Peds, #/hr	17	0	10	10	0	17	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	39	35	26	56	16	0	5	0	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	84	0	0	200	218	68	203	227	83
Stage 1	-	-	-	-	-	-	77	77	-	133	133	-
Stage 2	-	-	-	-	-	-	123	141	-	70	94	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1519	-	-	1526	-	-	763	684	1001	759	676	982
Stage 1	-	-	-	-	-	-	937	835	-	875	790	-
Stage 2	-	-	-	-	-	-	886	784	-	945	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1494	-	-	1511	-	-	733	652	991	729	644	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	733	652	-	729	644	-
Stage 1	-	-	-	-	-	-	925	823	-	858	763	-
Stage 2	-	-	-	-	-	-	858	757	-	934	810	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	2	10.6	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	652	1494	-	-	1511	-	-	757
HCM Lane V/C Ratio	0.008	0.004	-	-	0.017	-	-	0.021
HCM Control Delay (s)	10.6	7.4	0	-	7.4	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0.1

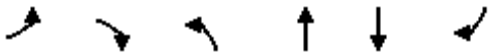
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	20	17	25	60	35	12	5	15	15	4	21
Future Vol, veh/h	10	20	17	25	60	35	12	5	15	15	4	21
Conflicting Peds, #/hr	6	0	24	24	0	6	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	78	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	2	2	10	10	10	0	0	0
Mvmt Flow	11	21	18	26	63	37	13	5	16	16	4	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	63	0	0	227	234	55	204	225	92
Stage 1	-	-	-	-	-	-	76	76	-	140	140	-
Stage 2	-	-	-	-	-	-	151	158	-	64	85	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.2	6.6	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.59	4.09	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	1498	-	-	1540	-	-	712	653	990	758	678	971
Stage 1	-	-	-	-	-	-	914	816	-	868	785	-
Stage 2	-	-	-	-	-	-	833	752	-	952	828	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1505	-	-	661	618	966	722	642	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	618	-	722	642	-
Stage 1	-	-	-	-	-	-	886	791	-	856	767	-
Stage 2	-	-	-	-	-	-	792	735	-	922	802	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	1.5	9.8	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	847	1489	-	-	1505	-	-	819
HCM Lane V/C Ratio	0.019	0.025	0.007	-	-	0.017	-	-	0.051
HCM Control Delay (s)	10.6	9.4	7.4	0	-	7.4	-	-	9.6
HCM Lane LOS	B	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0.2



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	75	122	120	50	33
Future Volume (veh/h)	50	75	122	120	50	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1885	1885	1811	1811
Adj Flow Rate, veh/h	53	31	128	126	53	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	1	1	6	6
Cap, veh/h	783	697	645	835	601	170
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1767	1572	1338	1885	1356	384
Grp Volume(v), veh/h	53	31	128	126	0	68
Grp Sat Flow(s),veh/h/ln	1767	1572	1338	1885	0	1740
Q Serve(g_s), s	1.5	1.0	5.4	3.5	0.0	2.0
Cycle Q Clear(g_c), s	1.5	1.0	7.4	3.5	0.0	2.0
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	783	697	645	835	0	771
V/C Ratio(X)	0.07	0.04	0.20	0.15	0.00	0.09
Avail Cap(c_a), veh/h	783	697	645	835	0	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	13.9	16.3	14.6	0.0	14.2
Incr Delay (d2), s/veh	0.2	0.1	0.7	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	1.7	1.6	0.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	14.0	17.0	15.0	0.0	14.4
LnGrp LOS	B	B	B	B	A	B
Approach Vol, veh/h	84			254	68	
Approach Delay, s/veh	14.2			16.0	14.4	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		44.0		44.0		44.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		39.0		39.0		39.0
Max Q Clear Time (g_c+I1), s		9.4		3.5		4.0
Green Ext Time (p_c), s		0.9		0.2		0.3

Intersection Summary		
HCM 6th Ctrl Delay		15.4
HCM 6th LOS		B

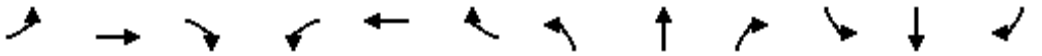
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	12	255	60	0	140
Future Vol, veh/h	10	12	255	60	0	140
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	87	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	11	11	1	1	3	3
Mvmt Flow	11	13	268	63	0	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	450	303	0	0	334	0
Stage 1	303	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.13	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.227	-
Pot Cap-1 Maneuver	550	716	-	-	1220	-
Stage 1	729	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	548	714	-	-	1217	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	628	1217	-
HCM Lane V/C Ratio	-	-	0.037	-	-
HCM Control Delay (s)	-	-	11	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	210	5	45	185	205	5	95	60	110	35	5
Future Volume (veh/h)	5	210	5	45	185	205	5	95	60	110	35	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	5	221	4	47	195	134	5	100	4	116	37	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	2	2	2	4	4	4	4	4	4
Cap, veh/h	14	2383	43	70	1288	1091	175	160	133	171	318	9
Arrive On Green	0.01	0.66	0.66	0.04	0.69	0.69	0.09	0.09	0.09	0.05	0.18	0.18
Sat Flow, veh/h	1810	3628	66	1781	1870	1584	1330	1841	1538	3401	1783	48
Grp Volume(v), veh/h	5	110	115	47	195	134	5	100	4	116	0	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1888	1781	1870	1584	1330	1841	1538	1700	0	1831
Q Serve(g_s), s	0.3	2.7	2.7	3.1	4.3	3.5	0.4	6.3	0.3	4.0	0.0	2.1
Cycle Q Clear(g_c), s	0.3	2.7	2.7	3.1	4.3	3.5	0.4	6.3	0.3	4.0	0.0	2.1
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	14	1186	1240	70	1288	1091	175	160	133	171	0	327
V/C Ratio(X)	0.36	0.09	0.09	0.67	0.15	0.12	0.03	0.63	0.03	0.68	0.00	0.12
Avail Cap(c_a), veh/h	151	1186	1240	193	1288	1091	404	476	397	368	0	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.2	7.5	7.5	56.8	6.5	6.4	50.2	52.9	50.2	56.0	0.0	41.3
Incr Delay (d2), s/veh	11.2	0.2	0.1	7.8	0.2	0.2	0.0	3.0	0.1	3.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	1.1	1.6	1.8	1.2	0.1	3.1	0.1	1.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	7.7	7.7	64.6	6.7	6.6	50.3	55.9	50.2	59.5	0.0	41.5
LnGrp LOS	E	A	A	E	A	A	D	E	D	E	A	D
Approach Vol, veh/h		230			376			109			154	
Approach Delay, s/veh		9.0			13.9			55.4			55.1	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	83.8	11.0	15.4	5.9	87.6		26.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0	13.0	31.0	10.0	46.0		49.0				
Max Q Clear Time (g_c+I1), s	5.1	4.7	6.0	8.3	2.3	6.3		4.1				
Green Ext Time (p_c), s	0.0	1.2	0.1	0.4	0.0	1.4		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			25.1									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	0	0	40	0	0
Future Vol, veh/h	17	0	0	40	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	18	0	0	42	0	0
Number of Lanes	1	0	1	0	0	0

Approach	WB	NB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	NB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		WB
Conflicting Lanes Right	0	1
HCM Control Delay	7.3	6.5
HCM LOS	A	A

Lane	NBLn1	WBLn1
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	40	17
LT Vol	0	17
Through Vol	0	0
RT Vol	40	0
Lane Flow Rate	42	18
Geometry Grp	1	1
Degree of Util (X)	0.039	0.021
Departure Headway (Hd)	3.365	4.173
Convergence, Y/N	Yes	Yes
Cap	1067	862
Service Time	1.375	2.177
HCM Lane V/C Ratio	0.039	0.021
HCM Control Delay	6.5	7.3
HCM Lane LOS	A	A
HCM 95th-tile Q	0.1	0.1

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	36	30	70	20	35	25	105	28	16	160	10
Future Vol, veh/h	5	36	30	70	20	35	25	105	28	16	160	10
Conflicting Peds, #/hr	13	0	35	35	0	13	17	0	0	0	0	17
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	39	-	-	79	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	8	8	1	1	1	2	2	2	2	2	2
Mvmt Flow	5	38	31	73	21	36	26	109	29	17	167	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	440	413	224	452	404	137	194	0	0	138	0	0
Stage 1	223	223	-	176	176	-	-	-	-	-	-	-
Stage 2	217	190	-	276	228	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	517	520	801	520	537	914	1379	-	-	1446	-	-
Stage 1	766	708	-	828	755	-	-	-	-	-	-	-
Stage 2	772	732	-	732	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	456	496	762	444	512	903	1357	-	-	1446	-	-
Mov Cap-2 Maneuver	456	496	-	444	512	-	-	-	-	-	-	-
Stage 1	739	688	-	812	741	-	-	-	-	-	-	-
Stage 2	697	718	-	634	697	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	12.9	1.2	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	578	444	707	1446	-	-
HCM Lane V/C Ratio	0.019	-	-	0.128	0.164	0.081	0.012	-	-
HCM Control Delay (s)	7.7	-	-	12.1	14.7	10.5	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.6	0.3	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	84	21	5	98	10	27	5	28	10	5	5
Future Vol, veh/h	5	84	21	5	98	10	27	5	28	10	5	5
Conflicting Peds, #/hr	42	0	26	26	0	42	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	4	0	0	0	8	8	8
Mvmt Flow	5	88	22	5	103	11	28	5	29	11	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	136	0	0	261	301	125	287	307	153
Stage 1	-	-	-	-	-	-	135	135	-	161	161	-
Stage 2	-	-	-	-	-	-	126	166	-	126	146	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.2	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.58	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.3	3.572	4.072	3.372
Pot Cap-1 Maneuver	1436	-	-	1436	-	-	696	615	931	653	597	878
Stage 1	-	-	-	-	-	-	873	789	-	827	753	-
Stage 2	-	-	-	-	-	-	883	765	-	864	765	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1379	-	-	1400	-	-	664	571	908	599	555	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	664	571	-	599	555	-
Stage 1	-	-	-	-	-	-	848	766	-	791	720	-
Stage 2	-	-	-	-	-	-	866	731	-	827	743	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	10.3	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	748	1379	-	-	1400	-	-	632
HCM Lane V/C Ratio	0.084	0.004	-	-	0.004	-	-	0.033
HCM Control Delay (s)	10.3	7.6	0	-	7.6	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

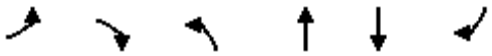
Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	75	42	25	60	10	36	5	70	15	8	17
Future Vol, veh/h	5	75	42	25	60	10	36	5	70	15	8	17
Conflicting Peds, #/hr	9	0	31	31	0	9	13	0	8	8	0	13
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	78	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	6	6	6	2	2	2	0	0	0
Mvmt Flow	5	79	44	26	63	11	38	5	74	16	8	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	154	0	0	289	277	140	289	294	91
Stage 1	-	-	-	-	-	-	142	142	-	130	130	-
Stage 2	-	-	-	-	-	-	147	135	-	159	164	-
Critical Hdwy	4.11	-	-	4.16	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.254	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1520	-	-	1402	-	-	663	631	908	667	620	972
Stage 1	-	-	-	-	-	-	861	779	-	878	792	-
Stage 2	-	-	-	-	-	-	856	785	-	848	766	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1507	-	-	1361	-	-	606	593	874	586	582	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	606	593	-	586	582	-
Stage 1	-	-	-	-	-	-	833	753	-	867	770	-
Stage 2	-	-	-	-	-	-	805	763	-	762	740	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	2	10.2	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	606	847	1507	-	-	1361	-	-	699
HCM Lane V/C Ratio	0.063	0.093	0.003	-	-	0.019	-	-	0.06
HCM Control Delay (s)	11.3	9.7	7.4	0	-	7.7	-	-	10.5
HCM Lane LOS	B	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.3	0	-	-	0.1	-	-	0.2



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	150	97	125	172	73
Future Volume (veh/h)	43	150	97	125	172	73
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1885	1885	1870	1870
Adj Flow Rate, veh/h	45	61	102	132	181	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	1	1	2	2
Cap, veh/h	777	691	493	835	606	188
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1753	1560	1147	1885	1368	423
Grp Volume(v), veh/h	45	61	102	132	0	237
Grp Sat Flow(s),veh/h/ln	1753	1560	1147	1885	0	1791
Q Serve(g_s), s	1.3	2.0	5.5	3.7	0.0	7.5
Cycle Q Clear(g_c), s	1.3	2.0	13.0	3.7	0.0	7.5
Prop In Lane	1.00	1.00	1.00			0.24
Lane Grp Cap(c), veh/h	777	691	493	835	0	794
V/C Ratio(X)	0.06	0.09	0.21	0.16	0.00	0.30
Avail Cap(c_a), veh/h	777	691	493	835	0	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	14.2	19.9	14.7	0.0	15.7
Incr Delay (d2), s/veh	0.1	0.3	1.0	0.4	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	1.6	1.6	0.0	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	14.4	20.8	15.1	0.0	16.7
LnGrp LOS	B	B	C	B	A	B
Approach Vol, veh/h	106			234	237	
Approach Delay, s/veh	14.3			17.6	16.7	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		44.0		44.0		44.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		39.0		39.0		39.0
Max Q Clear Time (g_c+I1), s		15.0		4.0		9.5
Green Ext Time (p_c), s		0.9		0.2		1.3

Intersection Summary		
HCM 6th Ctrl Delay		16.6
HCM 6th LOS		B

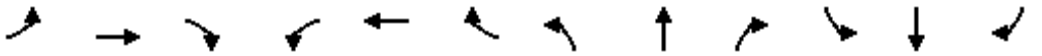
Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	120	12	185	70	5	310
Future Vol, veh/h	120	12	185	70	5	310
Conflicting Peds, #/hr	0	1	0	14	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	87	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	126	13	195	74	5	326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	582	247	0	0	283	0
Stage 1	246	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	479	797	-	-	1274	-
Stage 1	800	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	471	786	-	-	1257	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	1257	-
HCM Lane V/C Ratio	-	-	0.284	0.004	-
HCM Control Delay (s)	-	-	15.3	7.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	250	10	110	245	180	20	70	75	210	145	10
Future Volume (veh/h)	10	250	10	110	245	180	20	70	75	210	145	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	10	255	8	112	250	114	20	71	7	214	148	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	2	2	2	4	4	4	2	2	2
Cap, veh/h	25	2090	65	137	1221	1033	164	161	134	273	365	20
Arrive On Green	0.01	0.59	0.59	0.08	0.65	0.65	0.09	0.09	0.09	0.08	0.21	0.21
Sat Flow, veh/h	1795	3542	111	1781	1870	1581	1194	1841	1533	3456	1757	95
Grp Volume(v), veh/h	10	129	134	112	250	114	20	71	7	214	0	156
Grp Sat Flow(s),veh/h/ln	1795	1791	1862	1781	1870	1581	1194	1841	1533	1728	0	1852
Q Serve(g_s), s	0.7	3.8	3.8	7.4	6.4	3.2	1.9	4.4	0.5	7.3	0.0	8.7
Cycle Q Clear(g_c), s	0.7	3.8	3.8	7.4	6.4	3.2	1.9	4.4	0.5	7.3	0.0	8.7
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	25	1057	1098	137	1221	1033	164	161	134	273	0	385
V/C Ratio(X)	0.39	0.12	0.12	0.81	0.20	0.11	0.12	0.44	0.05	0.78	0.00	0.41
Avail Cap(c_a), veh/h	150	1057	1098	193	1221	1033	369	476	396	374	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	10.9	10.9	54.5	8.3	7.8	50.8	52.0	50.2	54.3	0.0	41.1
Incr Delay (d2), s/veh	7.2	0.2	0.2	14.5	0.4	0.2	0.2	1.4	0.1	6.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	1.7	3.9	2.7	1.2	0.6	2.1	0.2	3.4	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	11.1	11.1	69.0	8.7	8.0	51.1	53.4	50.3	60.6	0.0	41.6
LnGrp LOS	E	B	B	E	A	A	D	D	D	E	A	D
Approach Vol, veh/h		273			476			98			370	
Approach Delay, s/veh		13.1			22.7			52.7			52.6	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	75.8	14.5	15.5	6.7	83.4		29.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	43.0	13.0	31.0	10.0	46.0		49.0				
Max Q Clear Time (g_c+I1), s	9.4	5.8	9.3	6.4	2.7	8.4		10.7				
Green Ext Time (p_c), s	0.1	1.4	0.2	0.3	0.0	1.6		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			32.1									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	80	0	0	55	0	0
Future Vol, veh/h	80	0	0	55	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	3	3	8	8
Mvmt Flow	84	0	0	58	0	0
Number of Lanes	1	0	1	0	0	0

Approach	WB	NB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	NB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		WB
Conflicting Lanes Right	0	1
HCM Control Delay	7.7	6.8
HCM LOS	A	A

Lane	NBLn1	WBLn1
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	55	80
LT Vol	0	80
Through Vol	0	0
RT Vol	55	0
Lane Flow Rate	58	84
Geometry Grp	1	1
Degree of Util (X)	0.056	0.098
Departure Headway (Hd)	3.498	4.2
Convergence, Y/N	Yes	Yes
Cap	1017	856
Service Time	1.543	2.21
HCM Lane V/C Ratio	0.057	0.098
HCM Control Delay	6.8	7.7
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.3

Appendix C – Additional References

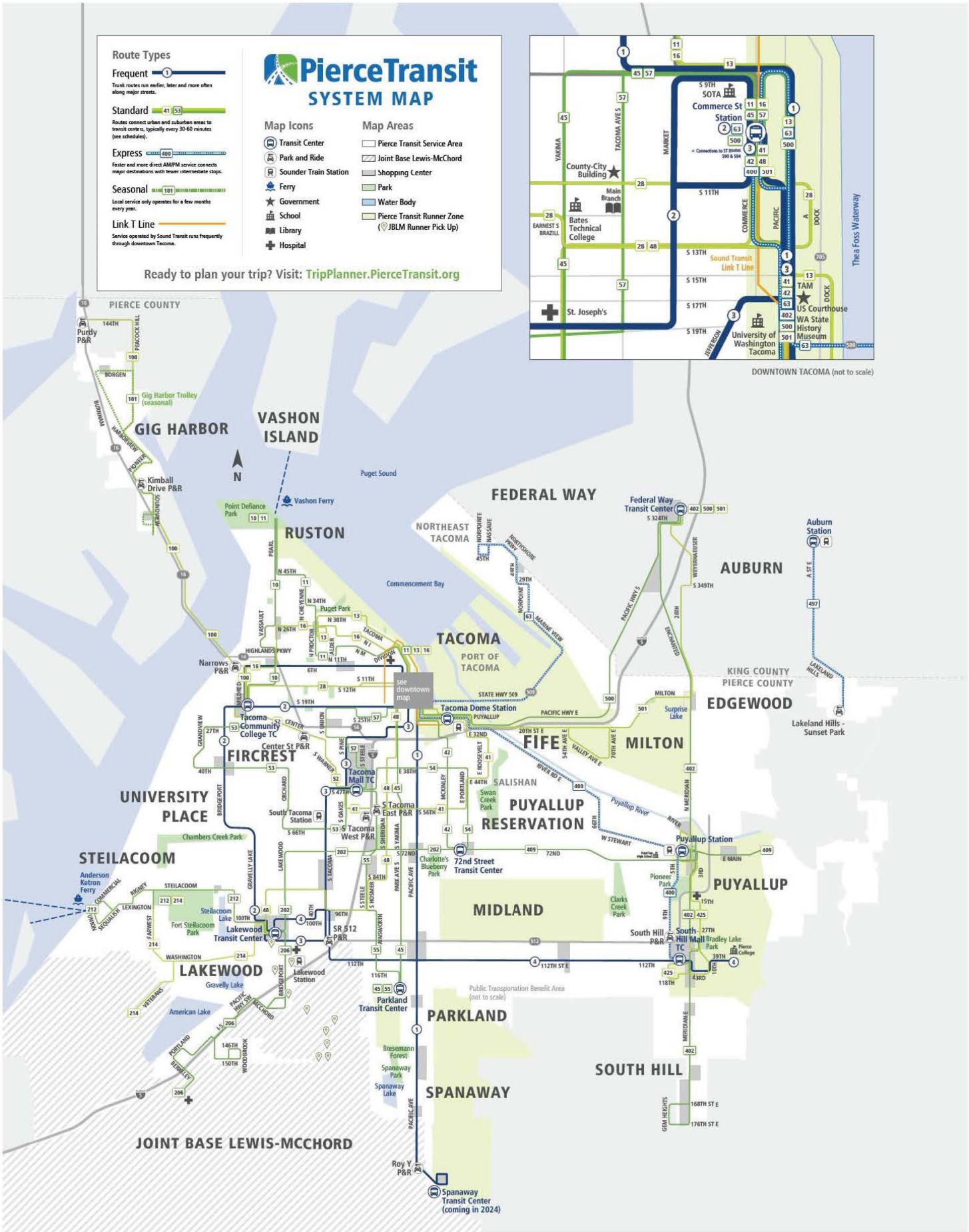

Route Types
Frequent
Trunk routes run earlier, later and more often along major streets.
Standard
41 53
Routes connect urban and suburban areas to transit centers, typically every 30-60 minutes (see schedules).
Express
409
Faster and more direct AM/PM service connects major destinations with fewer intermediate stops.
Seasonal
101
Local service only operates for a few months every year.
Link T Line
Service operated by Sound Transit runs frequently through downtown Tacoma.
PierceTransit
SYSTEM MAP
Map Icons
Transit Center
Park and Ride
Sounder Train Station
Ferry
Government
School
Library
Hospital
Map Areas
Pierce Transit Service Area
Joint Base Lewis-McChord
Shopping Center
Park
Water Body
Pierce Transit Runner Zone
(JBLM Runner Pick Up)
Ready to plan your trip? Visit: TripPlanner.PierceTransit.org
DOWNTOWN TACOMA (not to scale)
S 9TH SOTA
Commerce St Station
County-City Building
Main Branch
Bates Technical College
St. Joseph's
S 11TH
S 13TH
S 15TH
S 17TH
S 19TH
Sound Transit Link T Line
TAM
US Courthouse
WA State History Museum
University of Washington Tacoma
Thea Foss Waterway
PIERCE COUNTY
Purdy P&R
Gig Harbor Trolley (seasonal)
GIG HARBOR
VASHON ISLAND
Kimball Drive P&R
Vashon Ferry
Point Defiance Park
Puget Sound
RUSTON
FEDERAL WAY
Federal Way Transit Center
NORTHEAST TACOMA
AUBURN
Auburn Station
Commencement Bay
TACOMA
PORT OF TACOMA
Narrows P&R
see downtown map
Tacoma Dome Station
KING COUNTY
PIERCE COUNTY
EDGEWOOD
Lakeland Hills - Sunset Park
Surprise Lake
MILTON
FIFE
FIRCREST
Tacoma Community College TC
Center St P&R
Tacoma Mall TC
UNIVERSITY PLACE
SALISHAN
PUYALLUP RESERVATION
Swan Creek Park
S Tacoma East P&R
S Tacoma West P&R
South Tacoma Station
Puyallup River
Puyallup Station
Chambers Creek Park
STEILACOOM
Anderson Ketron Ferry
Charlotte's Blueberry Park
72nd Street Transit Center
PUYALLUP
Pioneer Park
MIDLAND
Clarks Creek Park
Steilacoom Lake
Fort Steilacoom Park
Lakewood Transit Center
SR 512 P&R
South Hill P&R
South Hill Mall TC
Bradley Lake Park
Pierce College
LAKEWOOD
Gravelly Lake
Lakewood Station
Public Transportation Benefit Area (not to scale)
Parkland Transit Center
PARKLAND
American Lake
Bresemann Forest
Spanaway Park
Spanaway Lake
SPANAWAY
SOUTH HILL
JOINT BASE LEWIS-MCCHORD
Roy Y P&R
Spanaway Transit Center (coming in 2024)

EXHIBIT C-7

RECEIVED
JULY 3, 2025
HEARING EXAMINER

Stevens, Troy

From: Kammerzell, Jennifer
Sent: Tuesday, July 1, 2025 3:36 PM
To: Stevens, Troy
Cc: Rogers, Susie; Marsten, Vicki; Kidd, Brennan; Huseby, Eric; Himes, Gail
Subject: RE: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C - Additional Review Request
Attachments: Court C - UWT SV 124_1458 - PW Traffic Revisions 7.1.25.pdf

The following is Transportation's comments for Court C vacation request.

- Easement required for City to maintain existing streetlight infrastructure and equipment. Any existing streetlight crossing that can be abandoned does not require an easement. See exhibit for easement location.
- Traffic signs and parking kiosks shall be returned to the City and/or coordinated for removal and return of equipment. See exhibit for example signs.
- Permanent signage, channelization and signal equipment changes that are located in the right-of-way or in a public easement and are inspected and approved by the City for acceptance of operations and maintenance will be incorporated into the City's pavement, signage and signal inventory. Temporary measures such as the traffic barriers will not be maintained, nor the responsibility of the City. If the permanent sidewalk configuration is installed to close S 19th St along Market and Jefferson is completed then those sidewalks would be incorporated into the City's pavement inventory.
- All costs of the proposed changes from the City for the acceptance of this street vacation shall be at the University's expense. This will include an engineer if needed to draw up their plans, the permit process for construction, and hiring of a contractor.

Jennifer Kammerzell
Interim Transportation Division Manager
City of Tacoma - Public Works Dept.
jkammerzell@tacoma.gov
(253) 591-5511
Pronouns: she/her

Traffic Plan Review is currently experiencing a staffing shortage. We appreciate your patience and apologize in advance for delays in response times.

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Wednesday, February 26, 2025 3:48 PM
To: Pierce Transit - Planning (Planning@PierceTransit.org) <Planning@PierceTransit.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Frantz, Shanta <sfrantz@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Dressler, Teresa <TDressle@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>; Rogers, Susie <srogers@cityoftacoma.org>
Subject: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C - Additional Review Request

Dear Agency Reviews with specific comments, reservations, or concerns, regarding the **UWT Court C** street vacation petition (SV124.1458),

Please review the attached UWT response to your Agency Comments and provide feedback on their response.
If you would, please provide the comments no later than March 7, 2025.

Once the deadline has past, I will provide UWT with your response to their comments.

Respectfully,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Nicole Kerr <nlkerr@uw.edu>
Sent: Friday, February 21, 2025 1:10 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hello Troy –

Attached is UWT's response to agency comments for Court C. Please note a recommendation for a stormwater easement for Engineering and question to Tacoma Power on future utilities.

S 19th St to follow in a separate email. Please let me know if you have any questions.

Thank you,
~Nicole

Nicole Kerr
Real Estate Manager, UW Real Estate
UW Facilities

New Address as of 2/1/24
UW Real Estate, Box 359450
UW Tower
4333 Brooklyn Ave NE, T13
Seattle, WA 98195
Office 206.616.3400 | Direct: 206-221-6798
nlkerr@uw.edu https://facilities.uw.edu/unit/real-estate

UNIVERSITY of WASHINGTON

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Monday, February 3, 2025 8:08 AM
To: Nicole Kerr <nlkerr@uw.edu>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

fyi

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Bair, Rob <Rob.Bair@lumen.com>
Sent: Friday, January 31, 2025 6:19 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Hoopes, Tom <Tom.Hoopes@lumen.com>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hello Troy,
I have to apologize that I somehow mistakenly reported no issues when actually we do have a vault and conduit system along the west side of Court C that serve the building 1717 Market St and 1708 Broadway. There is also a UW own Utilidor system that extends east west from Jefferson westward to Market St for the UW/YMCA. I've added our Real Estate contact Tom Hoopes for awareness of my goof.

Apologies,

LUMEN®
Robert Bair
SR Network Implementation Engineer
7850B S Trafton St Bldg B
Tacoma,WA 98409
tel: 253-393-5384 | cell: 253-831-2059
rob.bair@lumen.com

From: Bair, Rob
Sent: Tuesday, January 07, 2025 5:31 PM
To: 'Stevens, Troy' <tstevens@cityoftacoma.org>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hi Troy,
Just fyi I have reviewed this one and do not see any issues with the vacate as we are not within the area. I will let our NRE team formally respond.

Best Regards,

LUMEN®
Robert Bair
SR Network Implementation Engineer
7850B S Trafton St Bldg B
Tacoma,WA 98409
tel: 253-393-5384 | cell: 253-831-2059
rob.bair@lumen.com

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 07, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; Easement, Nre

<Nre.Easement@lumen.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Bair, Rob <Rob.Bair@lumen.com>; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Agency Reviewer,

Please review the attached request for proposed Street Vacation Petition 124.1458, as requested by the University of Washington and provide comment for your respective utility/agency **on or before January 24, 2025**. Responses received later than January 24, 2025 risk NOT being incorporated into the vacation action.

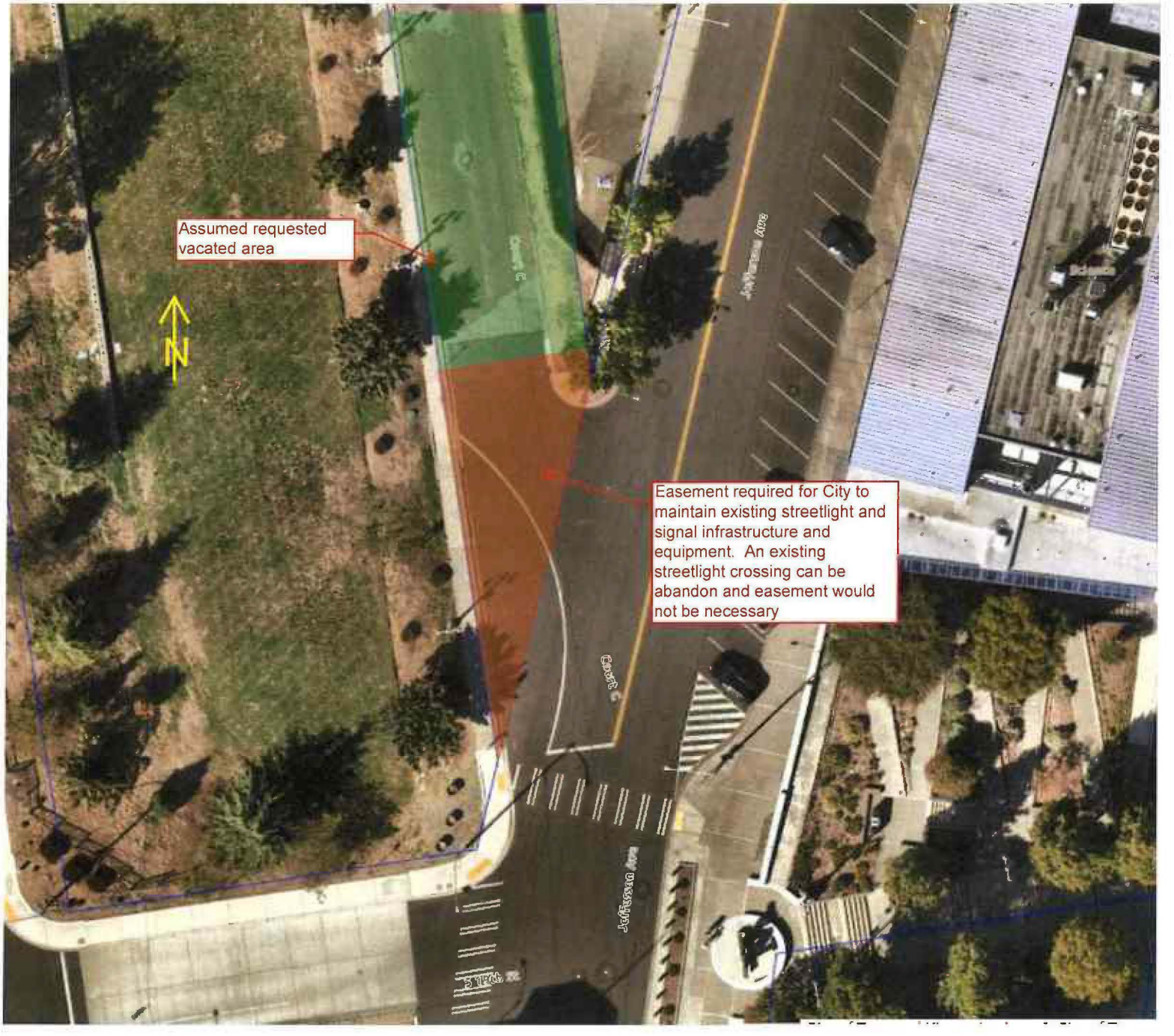
Note: the South 19th Street vacation petition (SV124.1459) will be sent out separately.

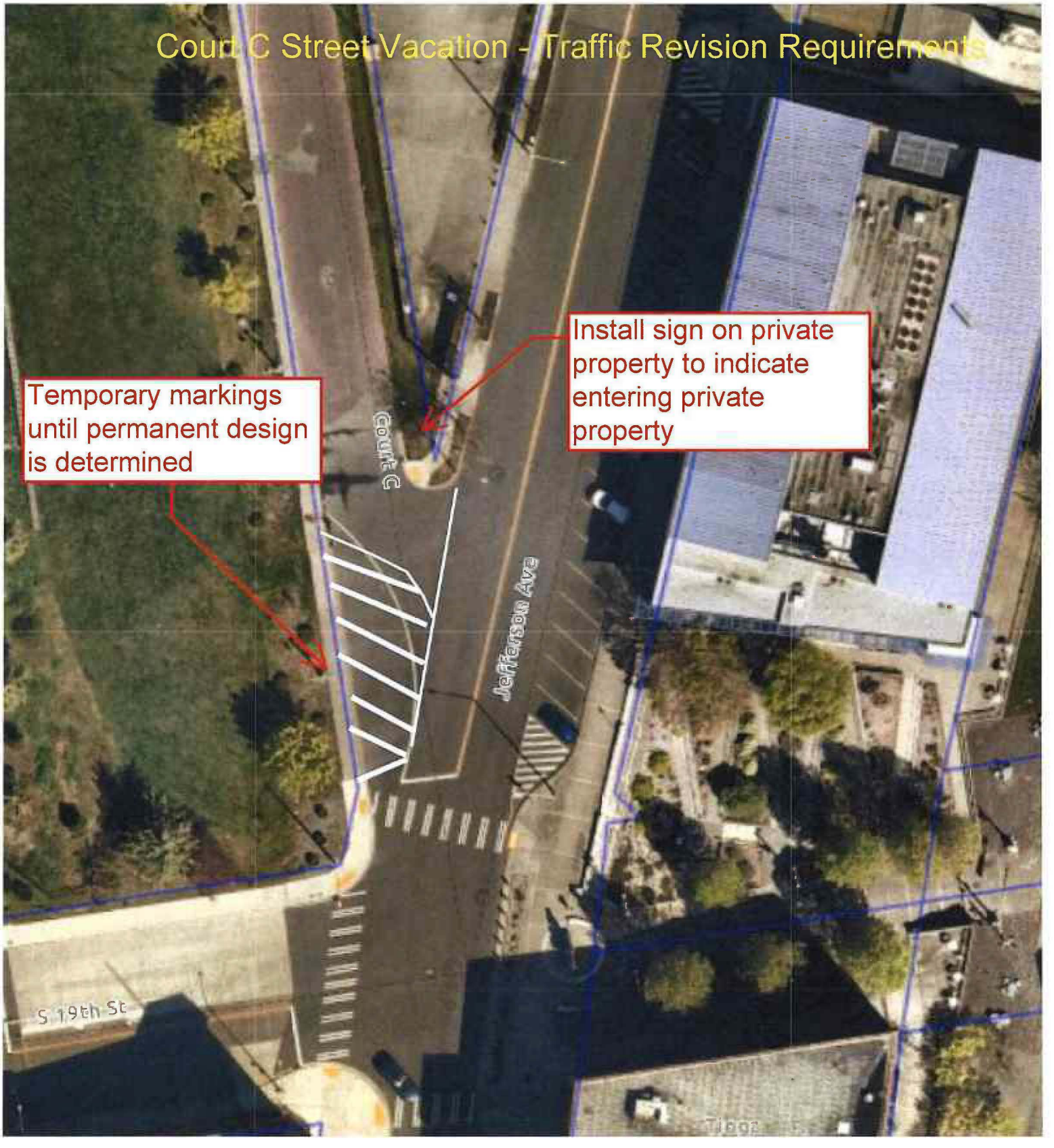
Please email me with any questions you may have.

Please note: In the event that conditions do not comport to ***RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area,*** a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

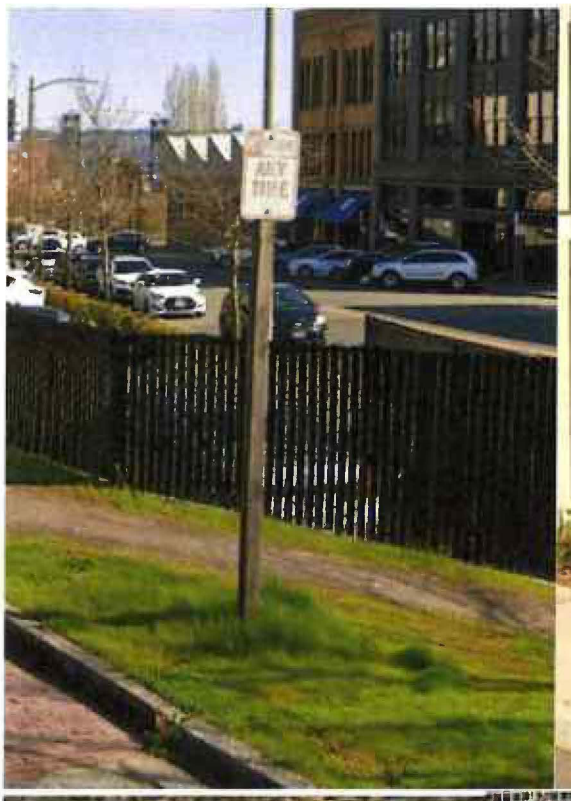
Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

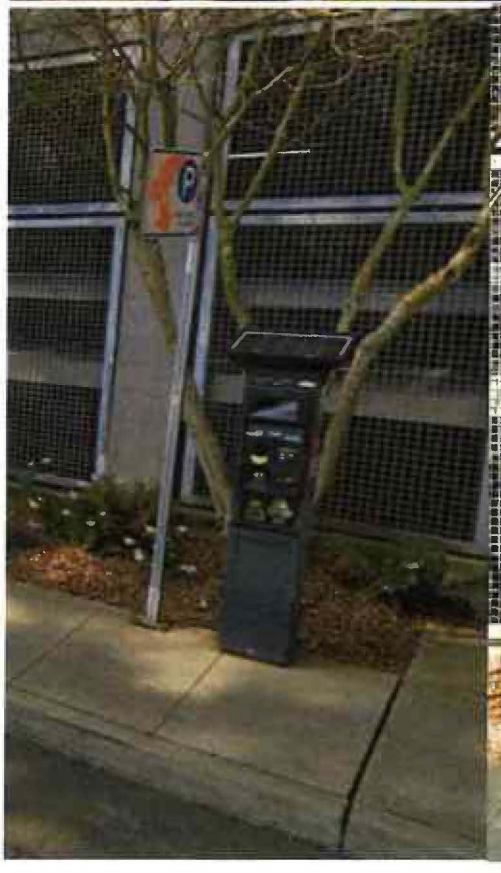

Assumed requested vacated area
N
Easement required for City to maintain existing streetlight and signal infrastructure and equipment. An existing streetlight crossing can be abandon and easement would not be necessary


Court C Street Vacation - Traffic Revision Requirements
Temporary markings until permanent design is determined
Install sign on private property to indicate entering private property
Court C
Jefferson Ave
S 19th St


N
Court
Sign indicating entering private property
Keep pedestrian crossing open to public in access easement. Easement to be removed at time of curb ramp reconstruction parallel to Jefferson Ave


Install sign
indicating entering
private property





Pay kiosk to be coordinated with the City and performed by City contractor and UWT expense. Signs to be removed and returned to City by UWT.

Signs to be removed and returned to City by UWT.

EXHIBIT C-8

RECEIVED
JULY 3, 2025
OFFICE OF THE TACOMA CITY
HEARING EXAMINER

Stevens, Troy

From: Dressler, Teresa
Sent: Tuesday, January 28, 2025 3:52 PM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

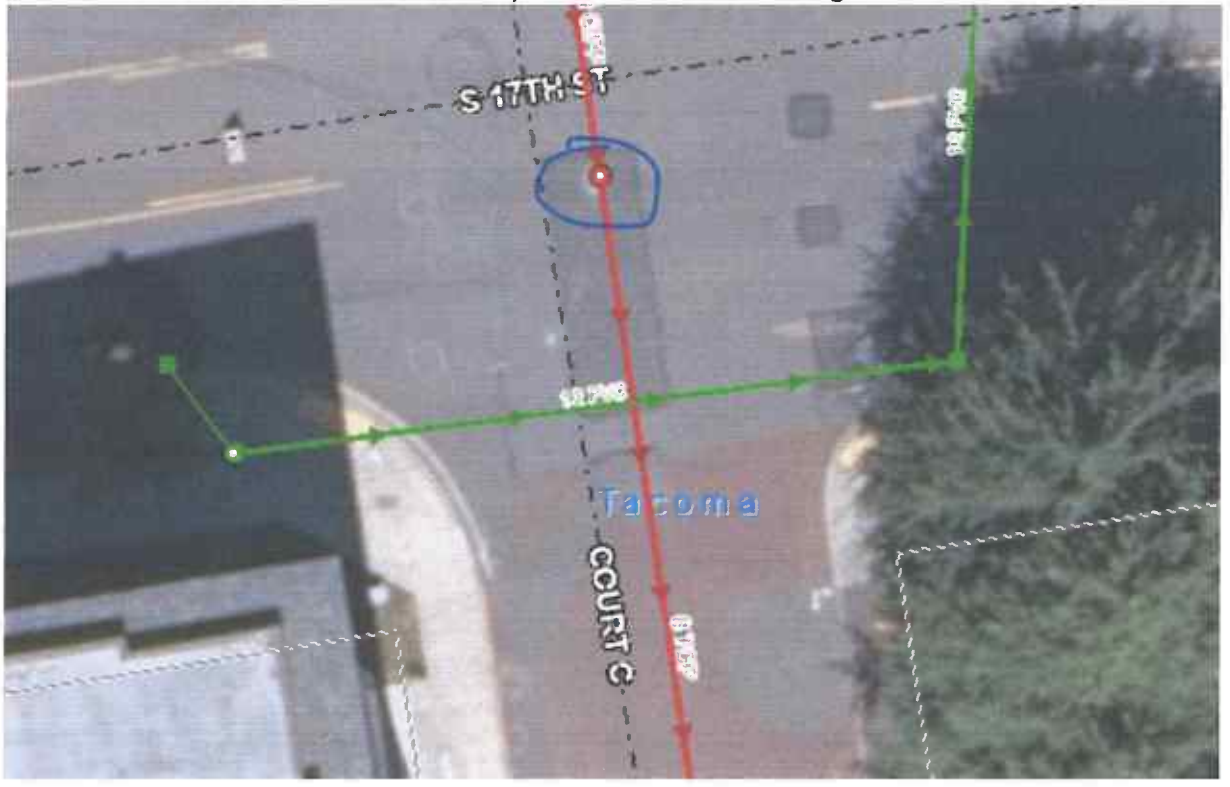
Troy,

I'm so sorry—I must have totally missed this email. Yes, ES has comments 😊

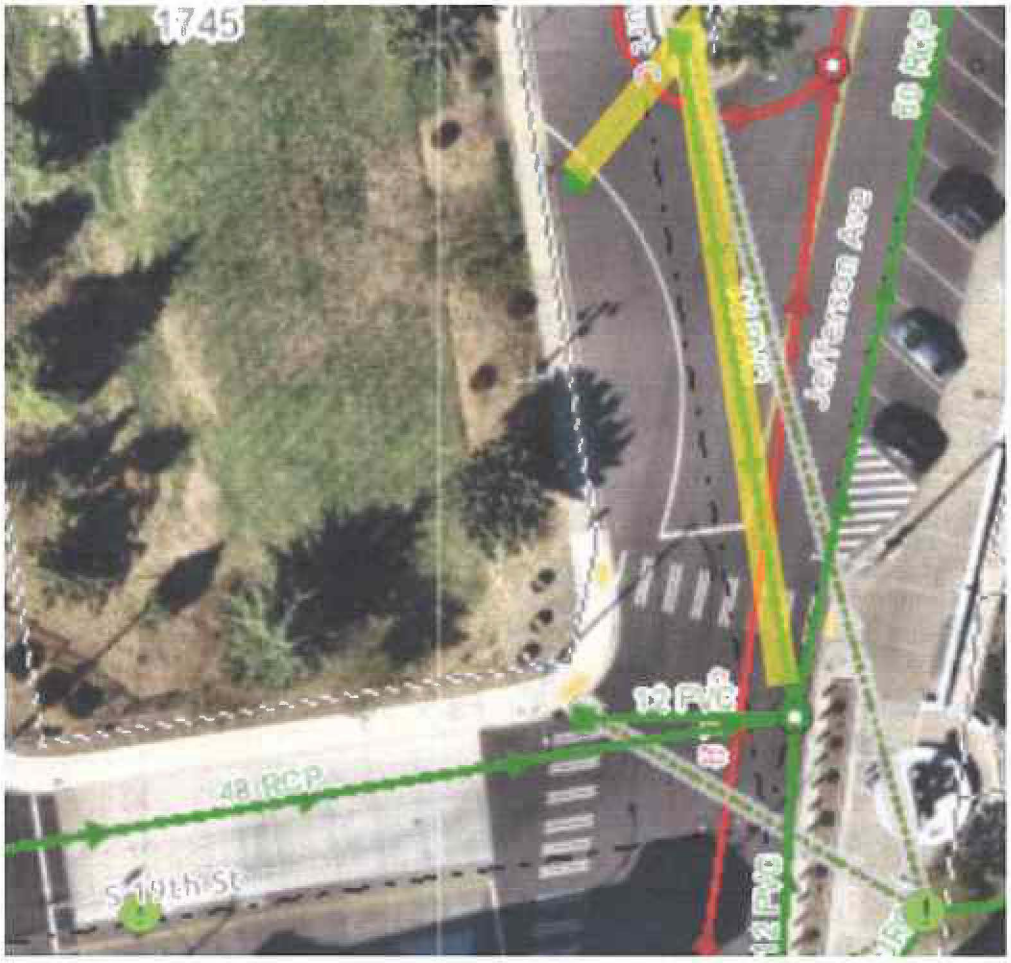
Wastewater:
The applicant would need to either

- grant ES a 20-ft easement over our wastewater main (normal language with no structures) or
- reroute the main down 17th, abandoned or take ownership of the mains in the alley and make sure all the properties abutting the alley have wastewater service.

The alignment of the wastewater pipe on drawing 1 of 2 doesn't look correct, this is not a survey or they didn't pick up the MH in 17th St. It is centered in the alley not offset like the drawing shows.



Stormwater:
The applicant would need to take ownership of the storm system (highlighted in yellow below) collecting drainage from the alley at the south end of the alley.



Thank you,
Teresa Dressler

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 28, 2025 2:12 PM
To: Dressler, Teresa <TDressle@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hi Teresa,

Please let me know if you have any comments.

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 7, 2025 2:33 PM

To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

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Please email me with any questions you may have.

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Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

Stevens, Troy

From: Dressler, Teresa
Sent: Monday, May 12, 2025 3:49 PM
To: Stevens, Troy
Subject: RE: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - Report Out - UWT - Court C - City Response to Response

Storm is okay to be private with no easement but wastewater will need the easement

Thank you,
Teresa Dressler

From: Stevens, Troy <tstevens@tacoma.gov>
Sent: Monday, May 12, 2025 1:57 PM
To: Dressler, Teresa <TDressle@tacoma.gov>
Subject: RE: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - Report Out - UWT - Court C - City Response to Response

Interesting. Ok. So you're ok with it being private and no easement retained.

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@tacoma.gov

From: Dressler, Teresa <TDressle@tacoma.gov>
Sent: Monday, May 12, 2025 1:49 PM
To: Stevens, Troy <tstevens@tacoma.gov>
Subject: RE: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - Report Out - UWT - Court C - City Response to Response

Troy,

This happen all over the City, there is rarely a structure at the property line. It would be private based on what it is collecting not it's location. It would be private until it connects to the MH in Jefferson because there is no public stormwater collected until that point.

Thank you,
Teresa Dressler

From: Stevens, Troy <tstevens@tacoma.gov>
Sent: Monday, May 12, 2025 1:41 PM
To: Dressler, Teresa <TDressle@tacoma.gov>

Subject: RE: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - Report Out - UWT - Court C - City Response to Response

Hi Teresa,

I appreciate that.
I think were it gets complicated is that half the main shown below (yellow) is in the proposed vacated ROW and half would remain in the ROW. That creates a problem.
They would need to get a ROCC permit to have a private storm in the ROW, and they may not want to do that.
I'm also thinking that if it was to be part public and part private, it would need some kind of break/manhole where it switched from private to public.

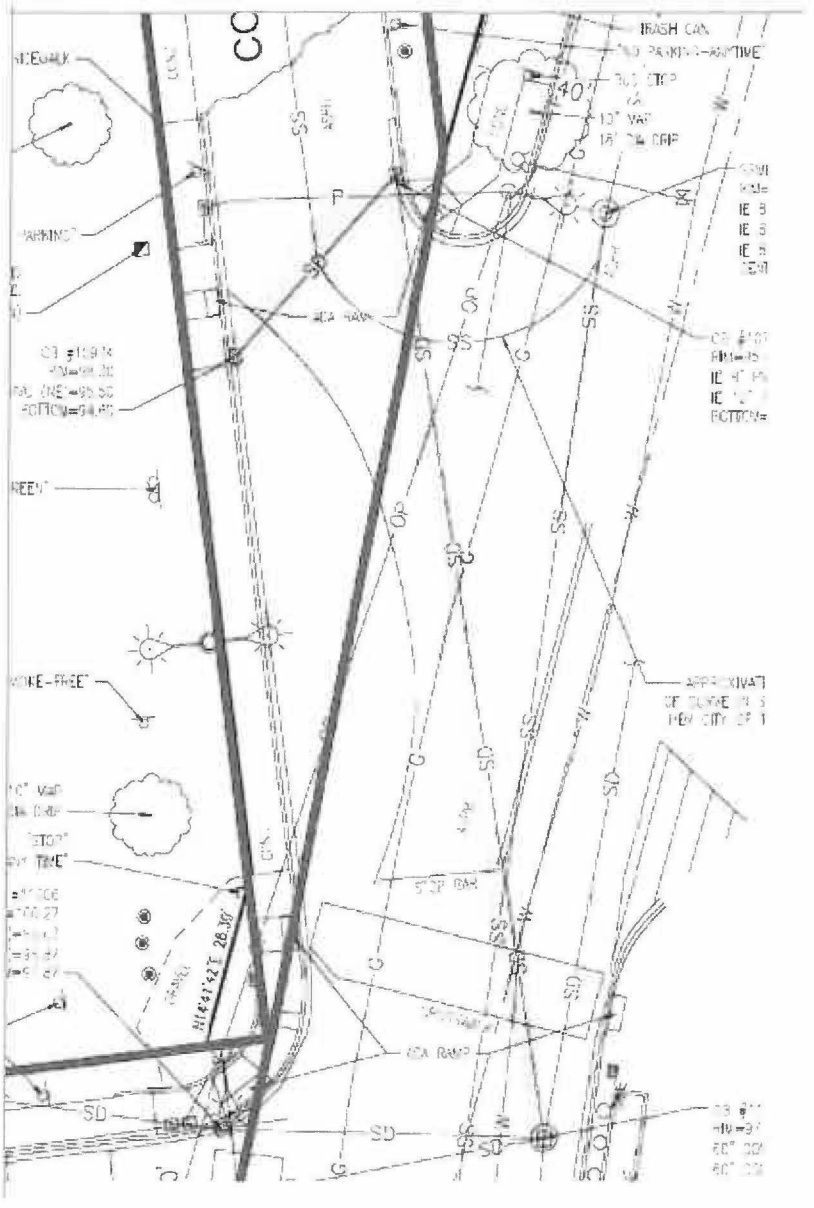
Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@tacoma.gov

From: Dressler, Teresa <TDressle@tacoma.gov>
Sent: Monday, May 12, 2025 7:11 AM
To: Stevens, Troy <tstevens@tacoma.gov>
Subject: RE: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - Report Out - UWT - Court C - City Response to Response

Troy,

I'm not totally clean on your question.

If they are talking ownership of the two mains highlighted in yellow below I'm good with it. Is there another storm main you are asking about?



Thank you,
Teresa Dressler

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, May 8, 2025 1:24 PM
To: Nicole Kerr <nlkerr@uw.edu>; Dressler, Teresa <TDressle@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Cc: Ben D Mauk <bmauk@uw.edu>; jblakesl@uw.edu; Stevens, Troy <tstevens@cityoftacoma.org>; Rogers, Susie <srogers@cityoftacoma.org>; Palmerton, Sara <SPalmerton@cityoftacoma.org>
Subject: FW: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - Report Out - UWT - Court C - City Response to Response

Nicole,

For **Court C**, just want to confirm that I think we're good to go based on the attached. I will get us scheduled up for Council and the HEX.

1) PW/Traffic questions - Thanks for letting us know that an easement will be ok for street lighting and signal infrastructure; but, also letting us know that you don't think there is any; and
2) ES/Engineering/Storm – that UW is ok with converting the public storm to private; but, that they see/show that a public line runs southerly out from the vacate area.

Teresa, does this work for you?

Thanks everyone,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@cityoftacoma.org

From: Nicole Kerr <nlkerr@uw.edu>
Sent: Thursday, May 1, 2025 5:13 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Rogers, Susie <srogers@cityoftacoma.org>; Ben D Mauk <bmauk@uw.edu>; Julie Blakeslee <jblakesl@uw.edu>
Subject: RE: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - Report Out - UWT - Court C - City Response to Response

Hello Troy –

Attached are responses to the second round of agency comments for Court C.

Pending no further comments, would the next step be Hearing Examiner preparation? If so, what would be the estimated timeline?

S 19th Street to follow in a separate email.

Thank you,
~Nicole

Nicole Kerr
Real Estate Manager, UW Real Estate
UW Facilities

New Address as of 2/1/24
UW Real Estate, Box 359450
UW Tower
4333 Brooklyn Ave NE, T13
Seattle, WA 98195
Office 206.616.3400 | Direct: 206-221-6798
nlkerr@uw.edu https://facilities.uw.edu/unit/real-estate

UNIVERSITY of WASHINGTON

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, April 1, 2025 11:01 AM
To: Nicole Kerr <nlkerr@uw.edu>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>; Rogers, Susie <srogers@cityoftacoma.org>
Subject: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - Report Out - UWT - Court C - City Response to Response

Hi Nicole,

Please see the attached City "Response to Response" to the Report Out on UW's Court C Street vacation petition (SV124.1458).

We heard back from:

- PW/Traffic (these comments affect both Court C and South 19th Street)
- ES/Engineering
- ES/Solid Waste (Note: They are ok with the proposed language.)
- Tacoma Public Utilities
- PDS/Historic Preservation
- PW/Parking/Transportation
- PDS/Land Use/Zoning

Please review and let me know how UW wants proceed.

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, February 27, 2025 9:27 AM
To: Nicole Kerr <nlkerr@uw.edu>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: FW: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C - Additional Review Request

Nicole,

Would you mind sending over a separate/stand-alone Exhibit A, Item 2 that you reference?

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535

tstevens@ci.tacoma.wa.us

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Wednesday, February 26, 2025 3:48 PM
To: Pierce Transit - Planning (Planning@PierceTransit.org) <Planning@PierceTransit.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Frantz, Shanta <sfrantz@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Dressler, Teresa <TDressle@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>; Rogers, Susie <srogers@cityoftacoma.org>
Subject: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C - Additional Review Request

Dear Agency Reviews with specific comments, reservations, or concerns, regarding the **UWT Court C** street vacation petition (SV124.1458),

Please review the attached UWT response to your Agency Comments and provide feedback on their response.
If you would, please provide the comments no later than March 7, 2025.

Once the deadline has past, I will provide UWT with your response to their comments.

Respectfully,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Nicole Kerr <nlkerr@uw.edu>
Sent: Friday, February 21, 2025 1:10 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hello Troy –

Attached is UWT's response to agency comments for Court C. Please note a recommendation for a stormwater easement for Engineering and question to Tacoma Power on future utilities.

S 19th St to follow in a separate email. Please let me know if you have any questions.

Thank you,
~Nicole

Nicole Kerr
Real Estate Manager, UW Real Estate
UW Facilities

New Address as of 2/1/24
UW Real Estate, Box 359450

UW Tower
4333 Brooklyn Ave NE, T13
Seattle, WA 98195
Office 206.616.3400 | Direct: 206-221-6798
nlkerr@uw.edu https://facilities.uw.edu/unit/real-estate

W UNIVERSITY of WASHINGTON

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Monday, February 3, 2025 8:08 AM
To: Nicole Kerr <nlkerr@uw.edu>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

fyi

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Bair, Rob <Rob.Bair@lumen.com>
Sent: Friday, January 31, 2025 6:19 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Hoopes, Tom <Tom.Hoopes@lumen.com>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hello Troy,
I have to apologize that I somehow mistakenly reported no issues when actually we do have a vault and conduit system along the west side of Court C that serve the building 1717 Market St and 1708 Broadway. There is also a UW own Utilidor system that extends east west from Jefferson westward to Market St for the UW/YMCA. I've added our Real Estate contact Tom Hoopes for awareness of my goof.

Apologies,

LUMEN®

Robert Bair
SR Network Implementation Engineer
7850B S Trafton St Bldg B
Tacoma,WA 98409
tel: 253-393-5384 | cell: 253-831-2059
rob.bair@lumen.com

From: Bair, Rob
Sent: Tuesday, January 07, 2025 5:31 PM
To: 'Stevens, Troy' <tstevens@cityoftacoma.org>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

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Best Regards,

Robert Bair
SR Network Implementation Engineer
7850B S Trafton St Bldg B
Tacoma,WA 98409
tel: 253-393-5384 | cell: 253-831-2059
rob.bair@lumen.com

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Sent: Tuesday, January 07, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; Easement, Nre <Nre.Easement@lumen.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <REricksо@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Bair, Rob <Rob.Bair@lumen.com>; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

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Thank you,

Troy Stevens, MSML

Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

EXHIBIT C-9

Stevens, Troy

From: Muller, Gregory
Sent: Friday, January 24, 2025 11:25 AM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C
Attachments: 2024, 11 19 - Street Vacation ion - City of Tacoma (Court C) 9.pdf

Good morning, Troy.

Tacoma Power requests an easement reservation over the west 12' of the north 310' of the area proposed for vacation within Court C. See exhibit attached.

No other TPU Division has an objection or requests an easement reservation for this proposed street vacation.

Thank you!

Greg Muller, Senior Real Property Officer
Tacoma Public Utilities
253.337.3164

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 7, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Agency Reviewer,

Please review the attached request for proposed Street Vacation Petition 124.1458, as requested by the University of Washington and provide comment for your respective utility/agency **on or before January 24, 2025**. Responses received later than January 24, 2025 risk NOT being incorporated into the vacation action.

Note: the South 19th Street vacation petition (SV124.1459) will be sent out separately.

Please email me with any questions you may have.

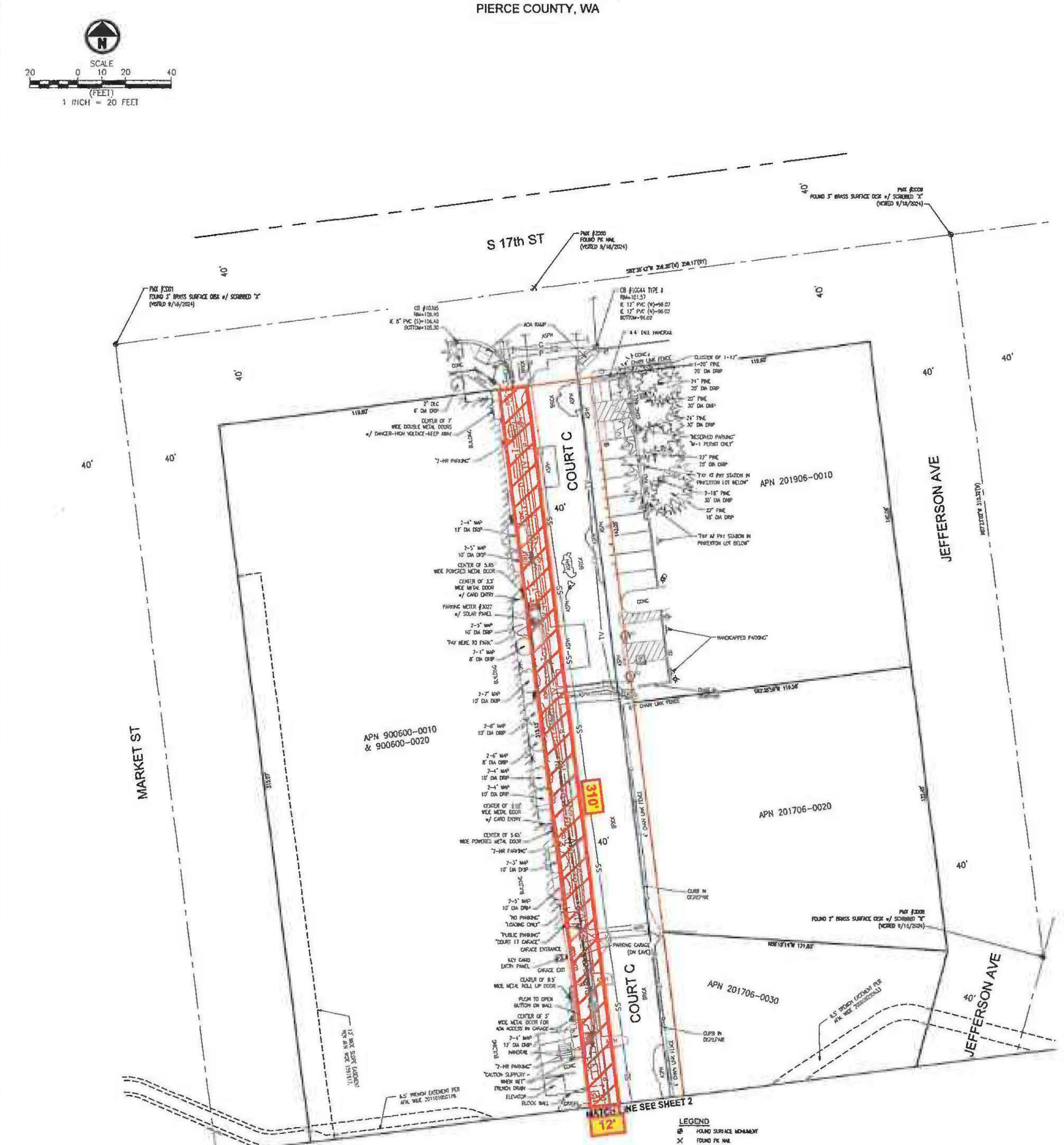
Please note: In the event that conditions do not comport to ***RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area,*** a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

TOPOGRAPHIC SURVEY

SW 1/4 SECTION 4, T. 20 N., R. 3 E., W.M.
PIERCE COUNTY, WA



HORIZONTAL DATUM.

HORIZONTAL DATUM FOR THIS SURVEY IS NAD 1983(91), WASHINGTON PLANE SOUTH ZONE COORDINATE SYSTEM, U.S. SURVEY FEET. THE HORIZONTAL DATUM IS BASED ON PUBLISHED INFORMATION FROM CITY OF TACOMA SURVEY MONUMENTS, POINT DESIGNATIONS COT #98 (PMX #1007) AND COT #175 (PMX #1008).

POINT DESIGNATION: COT #98 (PMX #1007)
NORTHING: 700007.221
EASTING: 1160073.018

POINT DESIGNATION: COT #175 (PMX #1008)
NORTHING: 700792.298
EASTING: 1158342.147

VERTICAL DATUM.

VERTICAL DATUM IS NGVD29 BASED ON PUBLISHED INFORMATION FROM CITY OF TACOMA SURVEY BENCH MARKS, POINT DESIGNATION COT #301 (PMX #1002)

POINT DESIGNATION: COT #301 (PMX #2006)
ELEVATION: 121.863

SURVEY NOTES:

1. THIS MAP CORRECTLY REPRESENTS CONDITIONS AND FEATURES EXISTING AT THE TIME OF THIS SURVEY IN SEPTEMBER, 2024.

2. CONVENTIONAL AND GPS SURVEY EQUIPMENT WAS USED IN THE PERFORMANCE OF THIS SURVEY. ALL EQUIPMENT IS MAINTAINED IN CONFORMANCE WITH CURRENT STATE STATUTE.

3. THIS SURVEY WAS PREPARED BY FIELD TRAVERSE AS PER WAC 332-130-090, PART C. RELATIVE ACCURACY EXCEEDS 1 FOOT IN TEN THOUSAND.

4. ALL SURFACE FEATURES AND INVERT STRUCTURE ELEVATION SHOWN HEREON WERE FIELD LOCATED AND MEASURED BY PARAMETRIX FOR THIS SURVEY. UNDERGROUND UTILITY LINES ARE BASED UPON A COMBINATION OF SURFACE FEATURE MEASUREMENTS AND ONSITE UNDERGROUND UTILITY MARKINGS PERFORMED BY OTHERS.

5. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

6. BOUNDARY INFORMATION SHOWN HEREON IS BASED ON PUBLIC INFORMATION PROVIDED BY THE PIERCE COUNTY ASSESSOR'S OFFICE. BOUNDARY LINES SHOWN ARE ACCURATE AND CAN BE USED FOR DESIGN ACTIVITIES.

7. THIS SURVEY WAS PERFORMED WITH THE BENEFIT OF A TITLE REPORT AND ALL PLOTTABLE EASEMENTS ARE SHOWN HEREON.

8. ALL DISTANCES TO FENCES AND STRUCTURES ARE MEASURED AT RIGHT ANGLES TO THE PROPERTY LINES.

9. NO CONTOURS ARE SHOWN

10. STATE INTENDED PURPOSE OF SURVEY, SUCH AS THE INTENDED PURPOSE OF THIS SURVEY IS TO CREATE A PLANIMETRIC SURVEY DETAILING UTILITIES TO BE USED IN DETERMINING THE LOCATIONS RIGHT OF WAY VACATIONS.

11. THE APPROXIMATE LOCATION OF THE CURVED SANITARY SEWER LINE IS BASED ON FIELD LOCATIONS OF STRUCTURES AND CITY OF TACOMA GIS MAP.

11. REFERENCE SURVEYS:

-ALTA	AFN 201307315002
-ROS	AFN [illegible]
-ROS	AFN [illegible]
-ROS	AFN [illegible]
-ROS	AFN [illegible]
-ROS	AFN [illegible]

LEGEND

FOUND SURFACE MONUMENT
FOUND PK NAIL
SET MAG NAIL
SET REBAR WITH CAP
LEFT TURN ARROW
HANDICAP
DOOR
SIGN
GAS VALVE
DECIDUOUS TREE (AS LABELED)
PINE TREE
CATCH BASIN
CATCH BASIN ROUND
ROOF DRAIN
MANHOLE STORM
MANHOLE SEWER
SEWER CLEAN OUT
POWER JUNCTION BOX
POWER METER
POWER TRANSFORMER
POWER VAULT
POWER RISER
TELEPHONE RISER
TELEPHONE HAND HOLE
TELEPHONE MANHOLE
TELEPHONE VAULT
GATE POST
MONITORING WELL
IRRIGATION VALVE
SPRINKLER HEAD
FIRE HYDRANT
WATER METER
WATER VALVE
STREET LIGHT
CABLE TV RISER
CABLE TV JUNCTION BOX
POST/BOLLARD
TV — CABLE TV LOCATES
T — COMMUNICATION LOCATES
FO — FIBER OPTIC LOCATES
G — GAS LOCATES
SD — STORM LOCATES
SS — SEWER LOCATES
OP — OVERHEAD POWER LINE
P — POWER LOCATES
W — WATER LOCATES
FENCE (AS NOTED)
CHAIN LINK FENCE
BUILDING
CENTERLINE
LOT LINE
RIGHT OF WAY LINE
ASPH — ASPHALT
CB — CATCH BASIN
CONC — CONCRETE
CPP — CORRUGATED PLASTIC PIPE (ADS)
DIA — DIAMETER

10/03/2024

JUSTIN SCOTT EMERY — STATE OF WASHINGTON — PROFESSIONAL LAND SURVEYOR

Parametrix
1019 39th Avenue SE, Suite 100 • Puyallup, WA 98374
Ph: 253.604.6800

SURVEYED	TDO
DRAWN	ENS
CHECKED	JSE
APPROVED	JSE

ONE INCH AT FULL SCALE. IF NOT, SCALE ACCORDINGLY
FILE NAME: 247-1824-031-SV-BASE
JOB No. 247-1824-031
DATE 10/2024

UW RW VACATION
UNIVERSITY OF WASHINGTON
TACOMA, WA

DRAWING NO. 1 OF 2

EXHIBIT C-10

Stevens, Troy

From: Cruzan, Matthew <matthew_cruzan@comcast.com>
Sent: Tuesday, January 28, 2025 2:46 PM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Sir,

Yes, this is correct. I'm willing to work with the city and UW to figure out how we can support them in their project.

Thanks,

Matt Cruzan
Network Project Manager
253-256-8408

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 28, 2025 2:44 PM
To: Cruzan, Matthew <matthew_cruzan@comcast.com>
Subject: [EXTERNAL] RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Ok, Matt. I understand.
I will assume that you don't object to the vacation, but that Comcast just needs its facilities protected, likely through an easement with UWT.
That is what happens in situations like this.

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Cruzan, Matthew <matthew_cruzan@comcast.com>
Sent: Tuesday, January 28, 2025 2:42 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

I'm letting you know we have equipment in the area that services these buildings.

I am not authorized to support a vacation on behalf of Comcast, I will forward this on to my supervisor and our legal team though.

Thanks,

Matt Cruzan

Network Project Manager
253-256-8408

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 28, 2025 2:40 PM
To: Cruzan, Matthew <matthew_cruzan@comcast.com>
Subject: [EXTERNAL] RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Thank you for letting me know!

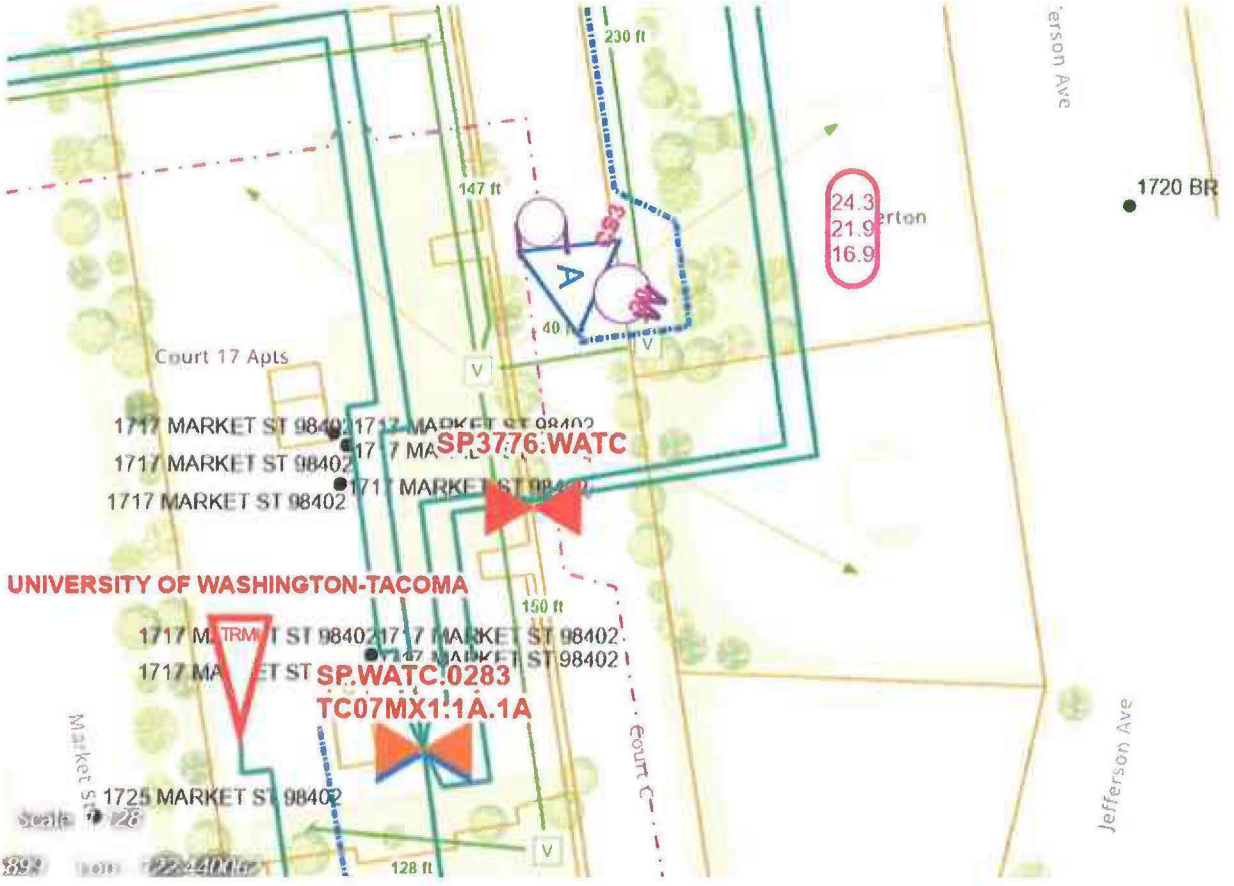
Does that mean that you support the street vacation, but that Comcast will need to negotiate an easement with UWT for your facilities?

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Cruzan, Matthew <matthew_cruzan@comcast.com>
Sent: Tuesday, January 28, 2025 2:34 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hi Troy,

We have underground coax and fiber along this section of court C on both sides of the street.



Thanks,

Matt Cruzan
Network Project Manager
253-256-8408

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 28, 2025 2:28 PM
To: Cruzan, Matthew <matthew_cruzan@comcast.com>
Subject: [EXTERNAL] RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

No worries. Thanks!

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Cruzan, Matthew <matthew_cruzan@comcast.com>
Sent: Tuesday, January 28, 2025 2:21 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Good Afternoon Troy,

It looks like I am on the to list, I will review this right now and let you know what I see. My apologies.

Thanks,

Matt Cruzan
Network Project Manager
253-256-8408

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 28, 2025 2:15 PM
To: Cruzan, Matthew <matthew_cruzan@comcast.com>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: [EXTERNAL] FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hi Matt,

Was this sent to you? Do you have comments for me?

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 7, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
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Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

EXHIBIT C-11

Stevens, Troy

From: Bair, Rob <Rob.Bair@lumen.com>
Sent: Friday, January 31, 2025 6:19 PM
To: Stevens, Troy
Cc: Hoopes, Tom
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hello Troy,
I have to apologize that I somehow mistakenly reported no issues when actually we do have a vault and conduit system along the west side of Court C that serve the building 1717 Market St and 1708 Broadway. There is also a UW own Utilidor system that extends east west from Jefferson westward to Market St for the UW/YMCA. I've added our Real Estate contact Tom Hoopes for awareness of my goof.

Apologies,

LUMEN®
Robert Bair
SR Network Implementation Engineer
7850B S Trafton St Bldg B
Tacoma,WA 98409
tel: 253-393-5384 | cell: 253-831-2059
rob.bair@lumen.com

From: Bair, Rob
Sent: Tuesday, January 07, 2025 5:31 PM
To: 'Stevens, Troy' <tstevens@cityoftacoma.org>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hi Troy,
Just fyi I have reviewed this one and do not see any issues with the vacate as we are not within the area. I will let our NRE team formally respond.

Best Regards,

LUMEN®
Robert Bair
SR Network Implementation Engineer
7850B S Trafton St Bldg B
Tacoma,WA 98409
tel: 253-393-5384 | cell: 253-831-2059
rob.bair@lumen.com

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 07, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; Easement, Nre <Nre.Easement@lumen.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle

<lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Bair, Rob <Rob.Bair@lumen.com>; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
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Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

EXHIBIT C-12

Stevens, Troy

From: Stevens, Troy
Sent: Monday, June 9, 2025 2:27 PM
To: Stevens, Troy
Subject: FW: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C - Additional Review Request

From: Hauenstein, Lyle
Sent: Monday, March 3, 2025 11:00 AM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: RE: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C - Additional Review Request

Troy,
Solid Waste is ok approving with the following comments, *"a turn-around and turning exhibit must be provided for City of Tacoma solid waste trucks if through access is ever closed off".*

Lyle S. Hauenstein
City of Tacoma
Collections Supervisor Solid Waste Management
(253)594-7843

City of Tacoma | Environmental Services|Solid Waste Management | 3510 South Mullen Street, Tacoma, WA 98409-2200

Please consider the environment before printing this email.

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Wednesday, February 26, 2025 3:48 PM
To: Pierce Transit - Planning (Planning@PierceTransit.org) <Planning@PierceTransit.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Frantz, Shanta <sfrantz@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Dressler, Teresa <TDressle@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>; Rogers, Susie <srogers@cityoftacoma.org>

Subject: IMPORTANT - FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C - Additional Review Request

Dear Agency Reviews with specific comments, reservations, or concerns, regarding the **UWT Court C** street vacation petition (SV124.1458),

Please review the attached UWT response to your Agency Comments and provide feedback on their response.
If you would, please provide the comments no later than March 7, 2025.

Once the deadline has past, I will provide UWT with your response to their comments.

Respectfully,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Nicole Kerr <nlkerr@uw.edu>
Sent: Friday, February 21, 2025 1:10 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hello Troy –

Attached is UWT's response to agency comments for Court C. Please note a recommendation for a stormwater easement for Engineering and question to Tacoma Power on future utilities.

S 19th St to follow in a separate email. Please let me know if you have any questions.

Thank you,
~Nicole

Nicole Kerr
Real Estate Manager, UW Real Estate
UW Facilities

New Address as of 2/1/24
UW Real Estate, Box 359450
UW Tower
4333 Brooklyn Ave NE, T13
Seattle, WA 98195
Office 206.616.3400 | **Direct: 206-221-6798**
nlkerr@uw.edu https://facilities.uw.edu/unit/real-estate

UNIVERSITY of WASHINGTON

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Monday, February 3, 2025 8:08 AM
To: Nicole Kerr <nlkerr@uw.edu>

Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

fyi

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Bair, Rob <Rob.Bair@lumen.com>
Sent: Friday, January 31, 2025 6:19 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Hoopes, Tom <Tom.Hoopes@lumen.com>
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hello Troy,
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Best Regards,

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From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 07, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; Easement, Nre <Nre.Easement@lumen.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Bair, Rob <Rob.Bair@lumen.com>; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Agency Reviewer,

Please review the attached request for proposed Street Vacation Petition 124.1458, as requested by the University of Washington and provide comment for your respective utility/agency **on or before January 24, 2025**. Responses received later than January 24, 2025 risk NOT being incorporated into the vacation action.

Note: the South 19th Street vacation petition (SV124.1459) will be sent out separately.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to ***RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area,*** a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

EXHIBIT C-13

Stevens, Troy

From: Zoning
Sent: Friday, January 10, 2025 11:30 AM
To: Stevens, Troy
Cc: Kammerzell, Jennifer; Zoning
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C
Attachments: 2024, 11 19 - Street Vacation Petition - City of Tacoma (Court C).pdf; 250107 - Agency Comments - UWT_Court C.doc; SV124.1458 - UWT - Court C - Map 1.pdf; SV124.1458 - UWT - Court C - Map 2.pdf; Traffic Impact Analysis.pdf

Thank you for the opportunity to comment on this vacation request. Please note that the proposed vacation(s) will create a large, super block. The City will continue to review future development permit applications using the City's South Downtown Subarea Plan and the Pedestrian and Bicycle Support Standards under TMC 13.06.090.F. (or as amended) to provide safe, efficient alternative modes of travel (e.g., pedestrian, bicycles, etc.) through the UWT campus and around the Downtown Tacoma neighborhood.

Sincerely,

Shanta Frantz, AICP
Land Use and Zoning
Planning and Development Services
(253) 591-5388 – Desk Line | (253) 260-0769 – Work Cell
sfrantz@cityoftacoma.org | www.tacomapermits.org

We work with the community to plan and permit a safe, sustainable, livable city.
Please take our Customer Survey: https://www.surveymonkey.com/r/JVK8QYC

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 7, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Agency Reviewer,

Please review the attached request for proposed Street Vacation Petition 124.1458, as requested by the University of Washington and provide comment for your respective utility/agency **on or before January 24, 2025**. Responses received later than January 24, 2025 risk NOT being incorporated into the vacation action.

Note: the South 19th Street vacation petition (SV124.1459) will be sent out separately.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to ***RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area,*** a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

EXHIBIT C-14

Stevens, Troy

From: McKnight, Reuben
Sent: Thursday, March 20, 2025 10:15 AM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hi Troy:

Thanks for including me. I don't have any objections with the vacation of Court C but I do have a couple of things to point out (also please see Union Depot Historic District design guidelines, linked below):

https://cms.cityoftacoma.org/Planning/Historic-Preservation/Districts/union-depot-guidelines-2018.pdf

1. The existing brick street surface should be preserved.
2. Alterations of historic street configuration should be avoided if possible. It sounds like the proposal would just close the southern portion to vehicular traffic but not alter the grid.

Changes either to the street pattern or surface needs to be reviewed by Landmarks Commission.

Thanks,
Reuben

Reuben M McKnight, MUP
(he/him/his)
Historic Preservation Officer/Principal Planner
City of Tacoma Planning and Development Services Department
747 Market Street Room 345
Tacoma, WA 98402

v. 253-591-5220
m. 253-686-8468
www.cityoftacoma.org/historicpreservation

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, March 20, 2025 9:58 AM
To: McKnight, Reuben <RMCKNIGH@cityoftacoma.org>

Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Reuben,

Would you please confirm you don't have any concerns or issues about the brick/cobble road surface in Court C?

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 7, 2025 2:37 PM
To: Nicole Kerr <nlkerr@uw.edu>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

fyi

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 7, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

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Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

EXHIBIT C-15

Stevens, Troy

From: Brown, Azure
Sent: Tuesday, January 7, 2025 2:51 PM
To: Stevens, Troy
Cc: Brown, Azure
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hello,

Thank you for your email.
There is no outstanding IN-LIEU sewer assessments owed for these properties.

Thank You,

Azure Brown
Real Estate Specialist
Public Works| Facilities Mngmt.| Real Property Services
abrown2@cityoftacoma.org
(253) 591-5186

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 7, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

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Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

EXHIBIT C-16

RECEIVED
JULY 3, 2025
OFFICE OF THE TACOMA CITY HEARING EXAMINER

Stevens, Troy

From: Gust, Derek
Sent: Tuesday, January 7, 2025 5:04 PM
To: Stevens, Troy
Cc: Erickson, Ryan
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hello Troy,

The Tacoma Fire Department has no objection to street vacation 124.1458.

Thanks!

Regards,
DEREK GUST, P.E.
Engineer / Plan Review
Tacoma Fire Department | Prevention Division
901 Fawcett Avenue | Tacoma, WA 98402
253.317.0698| dgust@cityoftacoma.org

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 7, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Agency Reviewer,

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Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

Stevens, Troy

From: Tuche, Megan <Megan.Tuche@pse.com>
Sent: Thursday, January 9, 2025 3:48 PM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hi Troy,

PSE does not maintain any gas facilities within the proposed vacate area. All PSE gas facilities are located within Jefferson Avenue.
Let me know if you have additional questions.

Thanks!

Megan Tuche SR/WA
Sr. Real Estate Representative
Puget Sound Energy, Inc.
253-495-1427

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 07, 2025 2:33 PM
To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Tuche, Megan <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Agency Reviewer,

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Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

EXHIBIT C-18

RECEIVED
JULY 3, 2025
OFFICE OF THE TACOMA CITY
HEARING EXAMINER

Stevens, Troy

From: Tina Vaslet <tvaslet@piercetransit.org>
Sent: Tuesday, January 28, 2025 5:44 PM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Hi Troy,

Again, thanks for rattling my cage on this one. As mentioned in the email I just sent you regarding the 19th St vacation, the land use review process changed on our end, and I overlooked this email. Sorry!

As for this Court C vacation, I don't see an issue for transit here, if this does not affect our ability to use 19th St, between Market & Jefferson, for the southbound direction of Route 3.

Thank You,
Tina Vaslet
Planner – Bus Stops
P: 253.983.2706 | C: 253.255.8521
3701 96th St. SW, Lakewood, WA 98499

Pierce Transit | 45 YEARS OF LOCAL TRANSIT. 1980-2025

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 28, 2025 2:37 PM
To: Tina Vaslet <tvaslet@piercetransit.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: FW: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

Tina,

Does PT have anything for me on this one?

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, January 7, 2025 2:33 PM

To: Allen, Gary <gallen@cityoftacoma.org>; Bogart, Regan <RBogart@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandi <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Brown, Azure <ABrown2@cityoftacoma.org>; Bruner, Carleen <CBruner@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Dressler, Teresa <TDressle@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Gust, Derek <DGust@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Niehuser, Jack <JNiehuser@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Romero, Joseph <JRomero@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1458 - Request for Comments - DUE January 24, 2025 - UWT - Court C

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Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

EXHIBIT C-19

PRELIMINARY REPORT
CITY EXHIBIT C-1 – ERRATA SHEET
SV124.1458 (UWT – Court C

PREPARED FOR THE HEARING EXAMINER
BY REAL PROPERTY SERVICES

The Hearing was Held
Thursday, July 24, 2025 at 9:00 AM

CORRECTIONS

Page	Line/Section	Correction/Request
Exhibit C-1, Page 4	Line 3	The vacation is a public benefit because it facilitates the growth and development of the UWT campus, a public educational institution, and reduces maintenance costs.
Exhibit C-1, Page 6-7	Sections J & K	Please move K.1 - **Environmental Services (Solid Waste)** comments to Section J and make it item J.7. Doing so will require renumbering Section K from Items 1-4, to Items 1-3. The J.7 ES comment must also be modified to read: At this time, an easement will be required for ES/Solid Waste vehicles. In the future, if the Petitioner chooses to close off the street, or a portion of the street to Solid Waste or vehicular traffic, a turn around may be required or an alternative pick up location may be required. If a turnaround is required, ES/Solid Waste must review and approve the turn around for its Solid Waste vehicles.

PETITIONER WITNESS LIST

HEARING DATE: Thursday, July 24, 2025 at 9:00 a.m.
FILE NUMBER: HEX2025-068 (SV 124.1458)
FILE NAME: Board of Regents of the University of Washington, Petitioner

WITNESS NAME	E	F	SUMMARY OF TESTIMONY
Sylvia James Vice Chancellor, UW Tacoma	**X**	**X**	Vacation of this section of Court C is anticipated to allow for the following public benefits and purposes: the growth and development of the UWT campus in a manner that enhances the pedestrian experience and ties lower and upper elevations of the campus; elimination of the awkward and unsafe angled intersection of Court C and Jefferson Street for pedestrians, bicyclists, and motorists; and increased public benefit of aesthetic, accessibility, and safety improvements. Future development in this area would improve pedestrian lighting and sidewalks/pathways.
Joe Lawless Chief Strategy Officer, UW Tacoma	**X**		Supplemental testimony of how the vacation request complies with the 2008 and 2025 Campus Master Plans. Provide formal request of fee waiver.
Jessica Brackin Senior Transportation Planner/Engineer Josh Hartley Transportation Engineer Fehr and Peers	**X**	**X**	Verify Transportation Impact Analysis report findings of no adverse impact to street pattern or circulation of the community and how a portion of Court C would remain available to Court 17 residents and emergency/utility vehicle access.

E=EXPERT WITNESS; F=FACT WITNESS

PETITIONER EXHIBIT LIST

HEARING DATE: Thursday, July 24, 2025 at 9:00 a.m.
FILE NUMBER: HEX2025-068 (SV 124.1458)
FILE NAME: Board of Regents of the University of Washington (BRUW), Petitioner

EXHIBIT NUMBER	EXHIBIT DESCRIPTION	SUBMITTED BY	A	E	W	COMMENT
EX. P-1	Court C Intersection	Petitioner BRUW	X			Graphics of present safety and navigation challenges,
EX. P-2	2008 and 2025 Campus Master Plans	Petitioner BRUW	X			Figures from each Master Plan showing planned vacation area.
EX. P-3	Fee Waiver Letter	Petitioner BRUW	X			Formal request of fee waiver.
EX. P-4		Petitioner BRUW				
EX. P-5		Petitioner BRUW				
EX. P-6		Petitioner BRUW				
EX. P-7		Petitioner BRUW				
EX. P-8		Petitioner BRUW				
EX. P-9		Petitioner BRUW				

KEY
A = Admitted **E = Excluded** **W = Withdrawn**

EXHIBIT P-1

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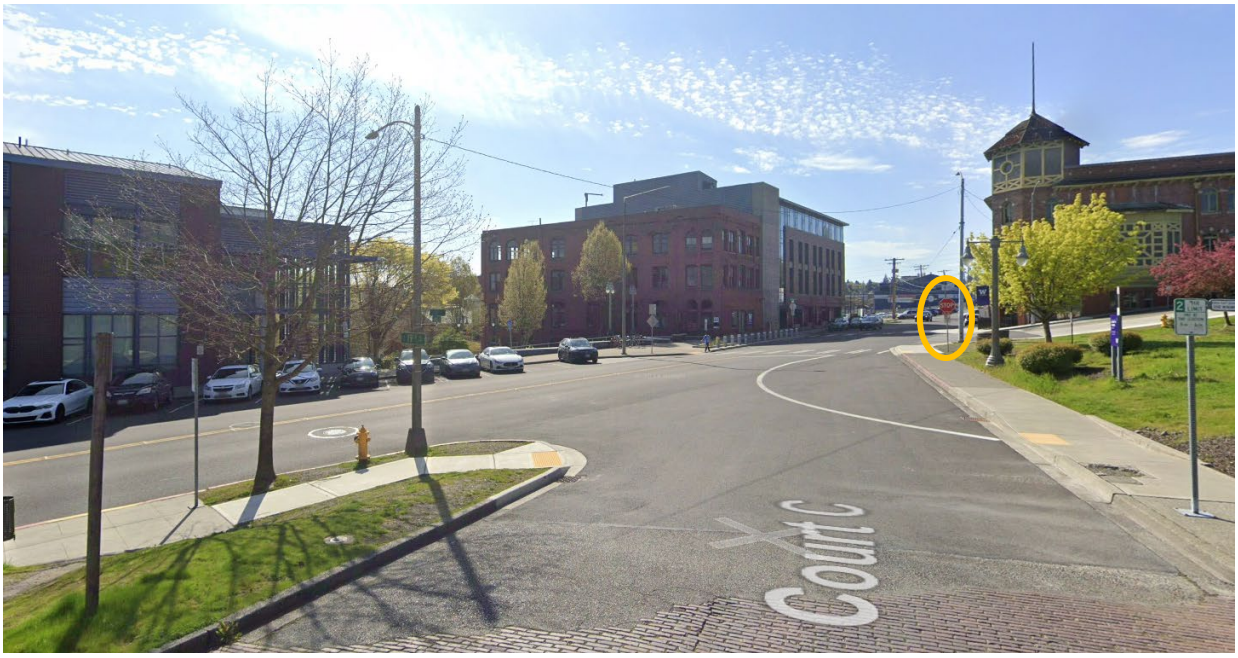
By LLegg at 11:54 am, Jul 24, 2025

Exhibit P-1

Court C Intersection

Court C at the intersection of Jefferson Avenue regularly creates confusion for drivers with near accident misses with pedestrians and other vehicles.

Distant stop sign creates additional confusion. No yield sign is present where Court C merges with Jefferson Avenue.



Drivers on Jefferson frequently cross the double lines to enter Court C.

EXHIBIT P-2

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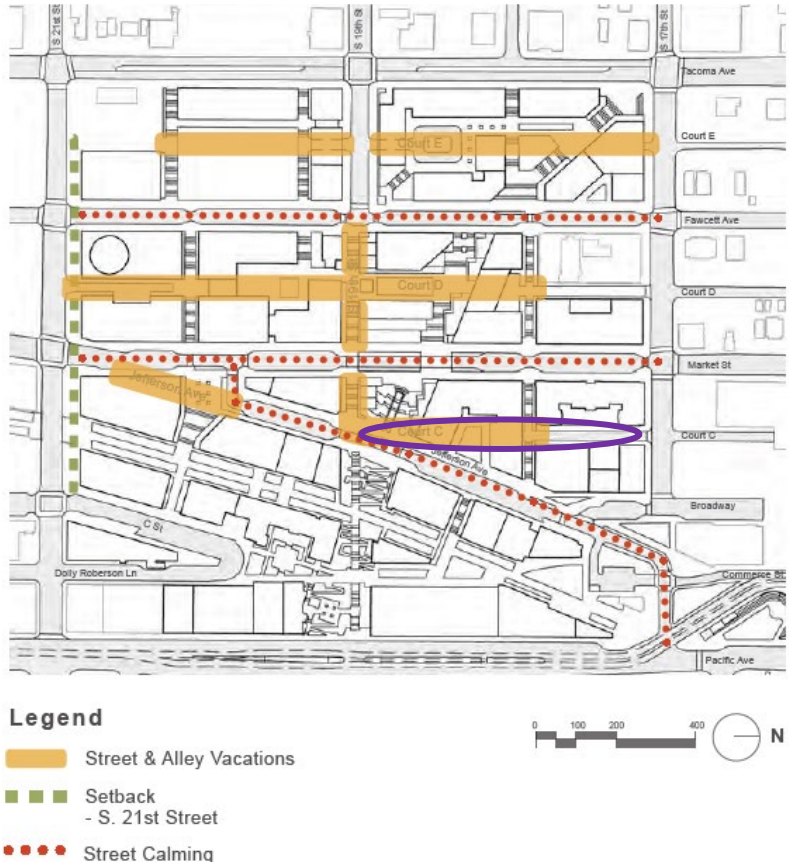
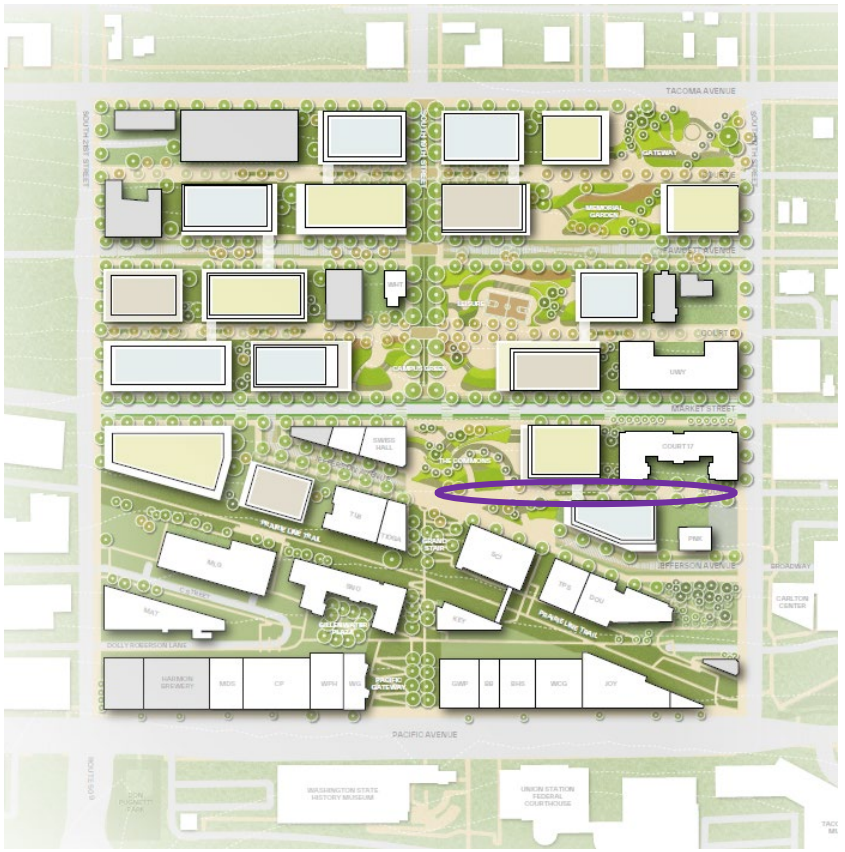
Exhibit P-2

2008 and 2025 Campus Master Plan Vacation Figures



Street & Alley Vacations figure from 2008 UW Tacoma Campus Master Plan



Illustrative Site Plan figure from the 2025 UW Tacoma Campus Master Plan

EXHIBIT P-3

RECEIVED
By LLegg at 11:54 am, Jul 24, 2025

OFFICE OF THE CHANCELLOR
UNIVERSITY of WASHINGTON | TACOMA

July 16, 2025

Jeff Capell
Office of the Hearing Examiner
City of Tacoma
747 Market Street, Room 220
Tacoma, WA 98402

Subject: Request to Waive Compensation for Vacation of Portions of Court C and South 19th Street

Dear Mr. Capell,

The University of Washington Tacoma, respectfully request that the City of Tacoma waive compensation associated with the proposed vacation of portions of Court C and South 19th Street located within the UW Tacoma campus.

In light of the public benefits of the project and the direct alignment with shared City-University goals, we respectfully request that the City of Tacoma waive the standard compensation typically required for right-of-way vacations per its discretion or interests as provided in TMC 9.22.020.

This request is rooted in the substantial and long-lasting public benefits the vacation will generate—specifically, the elimination of known life and safety hazards, the creation of downtown Tacoma's largest publicly accessible green space, and the continued development of UW Tacoma as outlined in the **2025 UW Tacoma Campus Master Plan**.

The segment of **South 19th Street** poses serious and ongoing life/safety risks to the campus and community. The street runs steeply downhill, terminating in the center of campus in an area with high volumes of daily pedestrian traffic. Since the campus opening in 1995, there have been multiple vehicle incidents in which cars have left that roadway, damaging City and campus property and even entering the campus proper. We have been fortunate to date that there have been no injuries or other significant impacts on the campus community or general public (though drivers have suffered injuries and sadly one fatality in 2014), but we cannot continue to depend on good luck. The section of South 19th Street presents unacceptable risks to UW Tacoma students, faculty, staff, and visitors, as well as the broader public that regularly moves through this part of downtown.

Vacating this segment of South 19th Street and the adjacent portion of **Court C** would allow the University not only to enhance public safety, but also contribute to the transformation of the surrounding area into a **safe, inviting, and** pu**blicly accessible "campus heart"** to include new student housing and dining facilities. The area will in turn anchor a signature, publicly accessible green space stretching northwest to the intersection of S. 17th Street and Tacoma Avenue—**the largest green space in downtown Tacoma**. This vision is a central element of the University's

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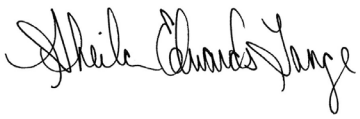
updated campus master plan and reflects longstanding City and community goals for a more walkable, livable downtown core. The resulting green space will serve not only the campus community but also downtown workers, residents, and visitors, offering environmental, health, and recreational benefits that extend well beyond the campus footprint.

As an urban serving public institution, the University of Washington Tacoma is committed to inclusive access, public safety and the creation of vibrant communities. The proposed vacation supports all of these goals and is not intended for private development or restricted use. Rather, this is an opportunity to convert outdated, dangerous infrastructure into a multi-functional, civic-oriented open space that benefits the entire Tacoma community and positions the campus to continue pursuing its mission to expand access to higher education, foster novel solutions to challenging problems, catalyze economic and social vitality, and collaborate for the public good.

We thank you for your consideration and for your continued partnership in shaping a safer, greener, and more connected downtown Tacoma.

Sincerely,



Sheila Edwards Lange Ph.D.
Chancellor