

# **MEMORANDUM**

To: Justin Poulos, Streetworks Development (SWD)

From: Adam Gibson, P.E.

Lisa Juan, P.E. (MA)

Date: February 3, 2023

Updated February 23, 2023

Revised Preliminary Traffic Engineering Assessment

Subject: One Westfield Place Transit Oriented Development (TOD)

Town of Westfield

Union County, New Jersey

#### **EXECUTIVE SUMMARY**

This revised preliminary traffic study will be submitted for review to the Authorities Having Jurisdiction and may be subject to change based on comments from the same.

One Westfield Place is a proposed Transit Oriented Development (TOD) that will consist of a mix of retail/restaurant, residential, and office uses spread across three (3) general areas ("zones") in the vicinity of the Westfield Train Station. The zones are made up of the former Lord & Taylor property, along with parcels that the Town of Westfield (Town) determined would be beneficial to have redeveloped in June 2020. This proposed redevelopment, including elements of a new mobility hub within the North Zone and South Zone (immediately adjacent to the train station), will provide balanced transportation options and support a diverse, mixed-use downtown neighborhood. The three (3) zones are described below with the associated land use types (the "Project").

The One Westfield Place West Zone is comprised of multiple lots located along the north and south sides of North Avenue/CR 610, bounded to the east by Broad Street, to the west by Charles Street, and to the south by the railroad tracks. The West Zone will consist of approximately 13,300 square feet of commercial retail, 170 residential dwelling units (mix of townhomes, multi-family, and age restricted 55+), 40,000 square feet of general office space, 60,000 square feet of medical office space, and associated parking for each land use. The existing Lord & Taylor building will be repurposed (for the office and medical office uses) as part of the proposed development.

The North Zone is located along the south side of North Avenue/Route 28, bounded to the east by Central Avenue, to the west by Elm Street, and to the south by the railroad tracks, and where it is proposed to redevelop the Town's existing surface parking lots (Lot 2 and Lot 8). The existing commercial buildings and employee/customer parking will remain. The proposed redevelopment will include creating public open space (Town Square) opposite Elm Street on the south side of North Avenue. The North Zone will include a +/-352 space parking garage (317 public parking spaces and 35 private residential parking spaces) located adjacent to the proposed loft residential building (which



will contain 35 multi-family dwelling units and 2,110 square feet of commercial retail) and approximately 93 public surface lot parking spaces.

The South Zone is located along the north side of South Avenue/CR 610, bounded to the east by Central Avenue, to the west by Summit Avenue, and to the north by the railroad tracks, and where it is proposed to redevelop the Town's existing surface parking lots (Lot 3). The proposed redevelopment will include creating public open space (Town Green) opposite the intersection of Summit Avenue with South Avenue, and general office buildings (210,000 square feet) with retail (12,000 square feet) and associated garage parking. The South Zone will also include a +/-208 space public parking garage and up to 109 public surface lot parking spaces. The parking garages associated with the office/retail buildings will provide public parking on nights, weekends, and holidays.

Based on local and industry data, the proposed development, which will eliminate the as-of-right permitted retail use of the Lord & Taylor building, will generate a net increase of 282 vehicles during the busiest hour, PM peak hour¹. These additional new trips, which will be divided between the three zones, West Zone, North Zone, and South Zone, will not be added all at one location but will be dispersed throughout the study area roadways and intersections. Significant traffic control, safety, pedestrian, and bicycle improvements are proposed to offset the addition of this traffic to the surrounding roadways. The results of the detailed intersection analyses conducted for this study indicate that, with the proposed improvements and the additional Project traffic, the study intersections will generally operate at overall LOS D or better during both the weekday AM and PM peak hours and the Saturday Midday peak hour.

The unsignalized site access points to the West Zone, North Zone, and South Zone are expected to have adequate capacity to accommodate entering and exiting project traffic without interfering with passing traffic. The site access and internal circulation via the signalized intersections at the North Zone and South Zone will continue to be evaluated and refined, in coordination with the Applicant, Town, and other AHJs to provide efficient vehicular flows and sufficient space for all modes of transportation.

Signal timing modifications at several study intersections will generally improve the operating conditions but will not resolve all the operational issues. Additional capacity would be beneficial at select intersections to improve traffic flows through the area; however, the right-of-way is limited and the Town's desire to create a more pedestrian/bicycle-friendly downtown may make these types of improvements infeasible. Where physical improvements to an intersection may not be feasible, alternative analysis was performed with priority given to improving the pedestrian and bicycle infrastructure/safety.

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<sup>&</sup>lt;sup>1</sup> Area traffic volumes are greatest during the afternoon peak hour, resulting in the longest traffic delays during this hour, when the Project is expected to add 282 new trips to the surrounding roadway network. The Project is expected to add 310 new trips to the surrounding roadways during the weekday AM peak hour and to result in a net reduction of 82 trips during the Saturday Midday peak hour (when area traffic volumes are lower).



A summary of the recommended mitigations is provided below. Coordination with other stakeholders will be necessary to discuss the operating conditions of intersections that are maintained by either Union County or New Jersey Department of Transportation (NJDOT).

- Expanded Multi-Use Trail along Route 28
  - Proposed multi-use trail expansion from 8.0 feet to 14.0 feet.
  - Evaluate the need for additional pedestrian-friendly lighting beneath the overpass.
  - Provide connection from existing multi-use trail to future bicycle/pedestrian infrastructure along North Avenue and South Avenue.
  - Provide signing, marking, and intersection control at the connections to the existing multi-use trail.
- Intersection ID #1. Crossway Place/Scotch Plains Avenue & South Avenue
  - Modify signal timings.
- Intersection ID #4. Summit Avenue & South Avenue
  - o Replace the existing traffic signal with a new signal.
  - Reconfigure the intersection to a standard, 4-way intersection.
  - Modify signal phase for an exclusive eastbound and westbound left-turn phase. Convert the eastbound approach to consist of an exclusive eastbound left-turn lane and shared eastbound through/right-turn lane. Install an exclusive westbound left-turn lane. Remove the northbound and southbound split-phase operation.
  - Road diet along South Avenue from Westfield Avenue/roundabout to Central Avenue, which would reduce the number of westbound lanes from two (2) to one (1).
  - Implement a leading pedestrian interval (LPI), which gives pedestrians the opportunity to enter the crosswalk before vehicles.
- Intersection ID #5. South Avenue & Boulevard
  - o Road diet along South Avenue from traffic circle/roundabout to Central Avenue.
  - Reduce the number of traffic lanes and distance to be negotiated by pedestrians crossing South Avenue at this location.
- Intersection ID #6. South Avenue & Eastern Site Driveway
  - Install a new traffic signal.
  - Implement an LPI.
  - This intersection will include signal coordination with Intersection ID #4. South Avenue & Summit Avenue and Intersection ID #7 Ross Place & Central Avenue & South Avenue.
  - As part of the road diet, reduce the westbound through travel lanes from two to one, with the outside most travel lane used as a right-turn lane into the site.
- Intersection ID #7. Ross Place & Central Avenue & South Avenue
  - Modify signal timings.
  - Restrict westbound right-turn on red movement.
  - Add ergonomic crosswalks on the southbound and westbound approaches.
  - Construct curb extension at the corner of South Avenue & Ross Place to shorten the pedestrian crossing distance.
  - Adjust the pedestrian signal phasing so pedestrians cross Ross Place when South Avenue has a green light.
- Intersection ID #8. Crossway Place/Edgewood Avenue & North Avenue
  - Modify signal timings.



- Intersection ID #9. North Avenue & Clark Street
  - Construct curb extensions with ADA-compliant ramps at the northeast and northwest corners at Clark Street. This treatment will shorten the pedestrian crossing distance.
  - Install a new traffic signal.
  - This intersection will include signal coordination with Intersection ID#11. Route 28/Broad Street & North Avenue.
  - Restrict the westbound right-turn on red movement.
  - o Implement an LPI.
- Intersection ID #11. Route 28/Broad Street & North Avenue
  - Stripe the shoulders along the eastbound right-turn lane, slip ramp to narrow down the travel lane.
  - Use high visibility crosswalk markings.
  - Provide pedestrian crossing warning signs on both sides of the slip ramp. RRFBs could be provided to further enhance safety at the crossings.
  - Declutter and/or relocate existing signs as much as possible. For example, the yield sign at the southern end could be relocated further south such that it is placed adjacent to the yield markings.
  - Modify signal timings.
  - Install a no right turn for trucks sign at the northeast corner for westbound right-turn truck movements.
  - Additional bicycle and pedestrian improvements (wider sidewalk/multi-use trail, streetscape) will need to be further evaluated with the Town and NJDOT.
- Intersection ID #12. North Avenue & Elm Street
  - Replace the existing traffic signal with a new signal.
  - o Reconfigure the intersection to a standard, 4-way intersection.
  - Maintain existing intersection lane geometry; however, convert to a typical fourlegged intersection.
  - Modify signal timings.
  - Upgrade pedestrian crosswalk signals as part of traffic signal redesign.
  - o Implement an LPI.
- Intersection ID #13. Central Avenue & North Avenue
  - Install a new traffic signal. Add ADA curb ramps and pedestrian signals
  - Add ergonomic crosswalks on all approaches
  - Modify signal timings.
- Intersection ID #14. Prospect Street & Broad Street
  - Install a new traffic signal.
  - o Construct curb extensions on the east leg of the intersection (Prospect Street).
  - o Implement an LPI.
- Intersection ID #16. Central Avenue & Broad Street
  - Install a flashing yellow arrow (FYA) for westbound left-turn movements (Broad Street to Central Avenue).
- Intersection ID #17. Broad Street & Mountain Avenue
  - o Install a FYA for eastbound left-turn movements (Broad Street to Mountain Avenue).
- Intersection ID #23. North Avenue & Eastern North Zone Parking Site Driveway
  - New driveway for only right-turn in/right-turn out movements.



The Project is consistent with current State and County practices as indicated by New Jersey Future<sup>2</sup> in their January 30, 2023 press release where it is noted that compact, walkable, mixed-use centers produce a host of societal benefits. These include:

- Enabling people to take at least some of their trips on public transit, or by non-motorized means, shortening travel distances for those trips that are still taken by car;
- Reducing the state's greenhouse gas emissions;
- · Reducing traffic congestion;
- Improving pedestrian and bicyclist safety;
- Reducing the expenses involved in owning a vehicle (especially important for lower-income households);
- Allowing people to spend less time in the car commuting and running errands;
- Improving public health as a result of more people using more active modes of transportation;
   and
- Reducing per-capita infrastructure needs and the public expenditures they engender.

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<sup>&</sup>lt;sup>2</sup> A nonprofit, nonpartisan organization that promotes sensible and equitable growth, redevelopment, and infrastructure investment.



## INTRODUCTION

Kimley-Horn prepared this memorandum to detail the results of the Traffic Engineering Assessment for the proposed redevelopment (One Westfield Place) in the Town of Westfield (Town), Union County, New Jersey. One Westfield Place is a proposed Transit Oriented Development (TOD) that will consist of a mix of commercial, residential, and office uses spread across three (3) zones in the vicinity of the Westfield Train Station and the former Lord & Taylor department store building. The zones are made up of parcels that the Town of Westfield declared as an area in need of redevelopment in June 2020. This proposed redevelopment, including elements of a new mobility hub within the North Zone and South Zone, will provide balanced transportation options and support a diverse, mixed-use downtown neighborhood.

The scope of this *Revised Preliminary Traffic Engineering Assessment* was developed as part of ongoing coordination with the Town of Westfield's Traffic Engineering Professional (WSP).

#### PROJECT DESCRIPTION

The proposed redevelopment is a mix of commercial, residential, and office uses spread across three (3) zones in the vicinity of the Westfield Train Station and the former Lord & Taylor department store building. The three (3) zones are listed below with the associated land use types and shown in the concept plan in **Appendix A**.

- West Zone commercial retail (13.3 ksf), residential (170 dus), and office (40 ksf general and 60 ksf medical office)
- North Zone residential (35 dus) and commercial retail (2.1 ksf)
- South Zone commercial retail (12 ksf) and office (210 ksf general)

This proposed redevelopment is being planned to provide balanced transportation options, including elements of a new mobility hub within the North Zone and South Zone. Vehicle trips may shift to walking, cycling, or taking public transit especially because the downtown redevelopment key principles include the development of great streets and fostering a unique, organic, urban environment with an emphasis on green environments and state-of-the-art green technologies.

The Project is consistent with current State and County practices as indicated by New Jersey Future<sup>3</sup> in their January 30, 2023 press release where it is noted that compact, walkable, mixed-use centers produce a host of societal benefits. These include:

- Enabling people to take at least some of their trips on public transit, or by non-motorized means, shortening travel distances for those trips that are still taken by car;
- Reducing the state's greenhouse gas emissions;
- Reducing traffic congestion;
- Improving pedestrian and bicyclist safety;

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<sup>&</sup>lt;sup>3</sup> A nonprofit, nonpartisan organization that promotes sensible and equitable growth, redevelopment, and infrastructure investment.



- Reducing the expenses involved in owning a vehicle (especially important for lower-income households);
- Allowing people to spend less time in the car commuting and running errands;
- Improving public health as a result of more people using more active modes of transportation;
   and
- Reducing per-capita infrastructure needs and the public expenditures they engender.

## **EXISTING CONDITIONS**

### Study Area

The West Zone is comprised of multiple lots located along the north and south sides of North Avenue/CR 610, bounded to the east by Broad Street, to the west by Charles Street, and to the south by the railroad tracks. The West Zone will consist of approximately 13,300 square feet of commercial retail, 170 residential dwelling units (mix of townhomes, multi-family, and age restricted 55+), 40,000 square feet of general office space, 60,000 square feet of medical office space, and associated parking for each land use. Of the 170 residential dwelling units, 154 will be age restricted to 55+, and 27 will be affordable housing. The existing Lord & Taylor building will be repurposed (for the office and medical office uses) as part of the proposed development.

The North Zone is located along the south side of North Avenue/Route 28, bounded to the east by Central Avenue, to the west by Elm Street, and to the south by the railroad tracks and will redevelop the Town's existing surface parking lots (Lot 2 and Lot 8). The existing commercial buildings and employee/customer parking will remain. The proposed redevelopment will include creating public open space (Town Square) at the intersection with Elm Street. The loft residential (35 dwelling units), including six (6) affordable units, and retail are located at the southwest corner of North Avenue/Route 28 & Central Avenue. The North Zone will also include a +/-352 space parking garage (317 public parking spaces and 35 private residential parking spaces) located adjacent to the loft residential building and approximately 93 public surface lot parking spaces.

The South Zone is located along the north side of South Avenue/CR 610, bounded to the east by Central Avenue, to the west by Summit Avenue, and to the north by the railroad tracks, and where it is proposed to redevelop the Town's existing surface parking lots (Lot 3). The proposed redevelopment will include creating public open space (Town Green) opposite the intersection of Summit Avenue with South Avenue, and general office buildings (210,000 square feet) with retail (12,000 square feet) and associated garage parking. The South Zone will also include a +/-208 space public parking garage and up to 109 public surface lot parking spaces. The parking garages associated with the office/retail buildings will provide public parking on nights, weekends, and holidays.

The following 17 existing intersections were identified for study (existing intersection traffic control) based upon discussions and agreements with the Town:

- Intersection ID #1. Crossway Place/Scotch Plains Avenue & South Avenue (traffic signal)
- Intersection ID #2. Broad Street & South Avenue (traffic signal)
- Intersection ID #3. Route 28 & South Avenue (Yield control roundabout)



- Intersection ID #4. Summit Avenue & South Avenue (traffic signal)
- Intersection ID #5. South Avenue & Boulevard (STOP control)
- Intersection ID #6. South Avenue & Lot #3 East Driveway (STOP control)
- Intersection ID #7. Ross Place & Central Avenue & South Avenue (traffic signal)
- Intersection ID #8. Crossway Place/Edgewood Avenue & North Avenue (traffic signal)
- Intersection ID #9. North Avenue & Clark Street (STOP control)
- Intersection ID #10. Clark Street & Ferris Place (STOP control)
- Intersection ID #11. Route 28/Broad Street & North Avenue (traffic signal)
- Intersection ID #12. North Avenue & Elm Street (traffic signal)
- Intersection ID #13. Central Avenue & North Avenue (traffic signal)
- Intersection ID #14. Prospect Street & Broad Street (STOP control)
- Intersection ID #15. Elm Street & Broad Street (traffic signal)
- Intersection ID #16. Central Avenue & Broad Street (traffic signal)
- Intersection ID #17. Broad Street & Mountain Avenue (traffic signal)

Intersection capacity analyses were performed at study intersections for weekday AM and PM peak hours and Saturday Midday peak hour under existing, future no-build and future build-out conditions (the year 2027).

#### **Data Collection**

Traffic volumes used in this study included a combination of data provided from StreetLight Data (StreetLight) and collected turning movement counts (TMCs). The existing conditions analyses were based on the existing traffic volumes, existing lane uses, and existing traffic controls at the study area intersections.

Historical automated traffic recorder (ATR) data from NJDOT's Traffic Count Stations were reviewed to understand the peak characteristics during the weekday AM and PM peak hours. The historical counts identified that the typical commuter peak periods were within 7:00 – 9:00 AM and 4:00 – 6:00 PM as shown in **Appendix B**.

### Weekday

StreetLight is an online platform for transportation analytics and traffic counts based upon crowdsourced mobile device data. StreetLight samples from cell phone apps that use location-based services. Rather than collecting counts for a single day, StreetLight can aggregate and average data across several months. This analysis began during the COVID-19 pandemic. Therefore, StreetLight was queried for four (4) months in 2019 on a typical weekday (Tuesday, Wednesday, or Thursday) AM peak period (7:00– 8:00 AM and 8:00– 9:00 AM) and PM peak period (4:00– 5:00 PM and 5:00– 6:00 PM). Two (2) of the months queried were in the Spring (March and April) and the other two (2) months were in the Fall (September and October) while school was in session. Based upon the data queried, the network AM peak hour was identified as 7:00 – 8:00 AM and the PM peak hour was identified as 5:00 – 6:00 PM. Daily count data, such as 48-Hour Volume Counts from the NJDOT Traffic Count Stations and historical peak hour TMCs provided by the Town of Westfield in the study area were utilized as calibration data inputs in StreetLight. The daily count and historical peak hour TMC data was used by the StreetLight algorithm to calibrate volume estimates internally. After



obtaining the raw 2019 TMCs from StreetLight, post-processing outside of StreetLight was conducted to obtain (pre-COVID-19) 2021 TMCs. The following adjustments were made:

- The NJDOT Traffic Count Stations data provided sub-daily count data (provided in 1-hour bins for some or all locations); these hourly volumes were grown to the year 2021. These volumes were held fixed, if available for study area intersections, similarly to the historic TMCs.
- The remaining study area intersection volumes were derived by proportionally adjusting the 2019 StreetLight TMCs to balance with the fixed historic count data at all available locations.
   In this way, the StreetLight volumes were used as a "starting point" for traffic volumes but adjusted to align with known, historical volumes.
- If no historic TMC data was available, the StreetLight volumes were utilized at all
  intersections but balanced to be held fixed with the available midblock hourly data from
  NJDOT.

The traffic volume data at the following study intersections were based upon StreetLight.

- Intersection ID #1. Crossway Place/Scotch Plains Avenue & South Avenue (traffic signal)
- Intersection ID #2. Broad Street & South Avenue (traffic signal)
- Intersection ID #7. Ross Place & Central Avenue & South Avenue (traffic signal)
- Intersection ID #8. Crossway Place/Edgewood Avenue & North Avenue (traffic signal)
- Intersection ID #13. Central Avenue & North Avenue (traffic signal)
- Intersection ID #14. Prospect Street & Broad Street (STOP control)
- Intersection ID #15. Elm Street & Broad Street (traffic signal)
- Intersection ID #16. Central Avenue & Broad Street (traffic signal)
- Intersection ID #17. Broad Street & Mountain Avenue (traffic signal)

StreetLight provides hourly volume data thus, a peak-hour factor (PHF), which relies on a 15-minute breakdown of volumes, could not be calculated by StreetLight at the time this data was queried. Industry PHF defaults of 0.92 and 0.95 were used for the existing conditions and future conditions, respectively. StreetLight does not provide vehicle classifications; thus, heavy vehicle percentages (HV%) could not be calculated from the raw data. The HV% was calculated by averaging the HV% utilizing the existing traffic volumes based upon current TMCs – a 5 percent (5%) HV% was assumed for the AM peak hour and a 2 percent (2%) HV% was assumed for the PM peak hour.

Manual TMCs were conducted on Wednesday, November 17, 2021, between 7:00-9:00 AM and 4:00-6:00 PM at the following study intersections. The PHF and HV% were based on existing counts.

- Intersection ID #3. Route 28 & South Avenue (Yield control roundabout)
- Intersection ID #11. Route 28/Broad Street & North Avenue (traffic signal)

Manual TMCs were conducted on Tuesday, April 5, 2022, between 6:00 - 10:00 AM and 3:00 - 7:00 PM at the following study intersections. The PHF and HV% were based on existing counts.

Intersection ID #4. Summit Avenue & South Avenue (traffic signal)



- Intersection ID #5. South Avenue & Boulevard (STOP control)
- Intersection ID #6. South Avenue & Lot #3 East Driveway (STOP control)
- Intersection ID #12. North Avenue & Elm Street (traffic signal)

TMC data for the following intersections were based on the *Proposed Mixed-Use Development Traffic & Parking Assessment Report,* prepared by Stonefield Engineering (April 26, 2022). Traffic counts for these intersections were conducted on Thursday, October 21, 2021, from 7:00 – 9:00 AM and 4:00 – 7:00 PM.

- Intersection ID #9. North Avenue & Clark Street (STOP control)
- Intersection ID #10. Clark Street & Ferris Place (STOP control)

#### Saturday

Manual TMCs were conducted on Saturday, June 18, 2022, between 11:00 AM – 2:00 PM at the following study intersections. The PHF and HV% were based on existing counts. The traffic counts are included in **Appendix B**.

Additionally, the TMC data for one (1) intersection (North Avenue & Clark Street) was based upon data from the *Proposed Mixed-Use Development Traffic & Parking Assessment Report*, prepared by Stonefield Engineering (April 26, 2022). The traffic count for this intersection was conducted on Saturday, October 16, 2022, from 11:00 AM – 2:00 PM. **Figure 1** illustrates the study intersections.

- Intersection ID #1. Crossway Place/Scotch Plains Avenue & South Avenue (traffic signal)
- Intersection ID #2. Broad Street & South Avenue (traffic signal)
- Intersection ID #3. Route 28 & South Avenue (Yield control roundabout)
- Intersection ID #4. Summit Avenue & South Avenue (traffic signal)
- Intersection ID #5. South Avenue & Boulevard (STOP control)
- Intersection ID #6. South Avenue & Lot #3 East Driveway (STOP control)
- Intersection ID #7. Ross Place & Central Avenue & South Avenue (traffic signal)
- Intersection ID #8. Crossway Place/Edgewood Avenue & North Avenue (traffic signal)
- Intersection ID #9. North Avenue & Clark Street (STOP control) 4
- Intersection ID #10. Clark Street & Ferris Place (STOP control)
- Intersection ID #11. Route 28/Broad Street & North Avenue (traffic signal)
- Intersection ID #12. North Avenue & Elm Street (traffic signal)
- Intersection ID #13. Central Avenue & North Avenue (traffic signal)
- Intersection ID #14. Prospect Street & Broad Street (STOP control)
- Intersection ID #15. Elm Street & Broad Street (traffic signal)
- Intersection ID #16. Central Avenue & Broad Street (traffic signal)
- Intersection ID #17. Broad Street & Mountain Avenue (traffic signal)

<sup>&</sup>lt;sup>4</sup> Per the *Proposed Mixed-Use Development Traffic & Parking Assessment Report*, prepared by Stonefield Engineering, dated April 26, 2022



Additional data was collected at existing site driveways to the parcels where the proposed development will occur. These volumes were used to estimate the amount of traffic generated by the existing parcels.

- North Avenue & L&T Parking Lot (west of Clark Street) (STOP control)
- North Avenue & L&T Parking Lot (east of Charles Street) (STOP control)
- North Avenue & Columbia Bank Driveway (STOP control)
- North Avenue & Limani Seafood Grill Driveway (STOP control)
- North Avenue & Verizon Driveway (STOP control)
- South Avenue & Lot #3 Driveway west of Summit Avenue Driveway (STOP control)

Figure 2 presents the existing peak hour background traffic volumes during the weekday AM and PM peak hours and Figure 3 presents the existing Saturday Midday peak hour.

#### **FUTURE BACKGROUND TRAFFIC**

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2027 without the construction of the proposed redevelopment. Future background traffic volumes used in the analysis are the sum of the existing traffic, an additional amount of traffic generated by growth in the study area, and committed development traffic in the Town of Westfield. Additionally, since the Lord & Taylor building (~143,000 square feet) could be re-occupied with another department store as an "as-of-right" use, these trips were also included as background traffic and the analysis was used as the reference point for which the proposed redevelopment was compared. Figure 4 presents the 2027 peak hour background traffic volumes during the weekday AM and PM peak hours and Figure 5 presents the Saturday Midday peak hour.

#### **Background Area Growth**

A background growth rate was applied to existing traffic volumes to project traffic volumes in the year 2027. The growth rate was developed based on the sociodemographic projections from the North Jersey Transportation Planning Authority (NJTPA) for 2035 along with NJTPA's regional travel model (North Jersey Regional Transportation Model Enhanced) as documented in the *Town of Westfield Unified Land Use* + *Circulation Element (ULUC)*, June 2021. A compounded annual growth rate (CAGR) of 0.26 percent (0.26%) per year between 2021 and 2027 or 2022 and 2027 was applied to the existing traffic volumes.

#### **Committed Development**

The *Town of Westfield ULUC* (June 2021) created a Buildout Analysis, which was intended to show how development could affect the downtown as a whole and different areas of the downtown in particular. The following committed development projects were included in the analysis and can be found in **Appendix C**.

- The Parker (439 West Broad St)
  - 31-dwelling units
- The Bentley (501 South Ave West)
  - o 30-dwelling units and 7,055 sf of retail/restaurant
- 409 Westfield Avenue (adjacent to "Roots Building")



- 3-dwelling units and 2,100 sf of restaurant
- Former Jolly Trolley (411 North Ave West)
  - 20-dwelling units and 1,200 sf of restaurant
- Flatiron Building (44 Elm St)
  - o 2-dwelling units and 1,300 sf of retail/restaurant
- 226 North Avenue West
  - 4-dwelling units and 5,070 sf of retail/restaurant
- 333 Central Avenue
  - o 70-dwelling units
- Savannah Condos (111 Prospect St)
- 53-dwelling units
- The Sophia (located in the southwest corner of Prospect Street & Ferris Place, also designated as Block 2504, Lot 12, 13, and 13 as depicted on the Township of Westfield Tax Map)
  - 64-dwelling units and 500 square feet of first-floor retail space
- Westfield Crossing (located at South Avenue, Block 3307, Lots 1 and 2)
  - 193-dwelling units
- Adoni Property Group Development (located along the south side of North Avenue in the vicinity of Euclid Avenue)
  - o 30-dwelling units
- Needle Point Homes Development (located along the south side of North Avenue in the vicinity of Euclid Avenue)
  - o 15-dwelling units

## Lord & Taylor As-of-Right Use

Trip generation calculations for the Lord & Taylor as-of-right use were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition.* The trip generation for the department store as-of-right use was estimated using ITE Land Use Code (LUC) 875 (Department Store) for the weekday AM and PM peak hours and Saturday Midday peak hour. The trip generation for the as-of-right use was projected to be 64 new trips during the AM peak hour, 211 trips during the PM peak hour, and 378 trips during the Saturday Midday peak hour. The detailed worksheets are included in **Appendix E**.



## PROJECT TRAFFIC

Project traffic used in this analysis is defined as:

- the redistribution of vehicle trips associated with the commuter parking lots being redeveloped;
- vehicle trips expected to be generated by the project; and
- the distribution and assignment of that traffic over the study roadway network.

## **Public Parking Lots**

The proposed redevelopment will modify how the surface parking lots exist today, which will impact users such as Commuters, Employees, and Shoppers. It is anticipated that as part of this redevelopment, the Town will construct two (2) public garages; one (1) in the North Zone, located at the southwest corner of North Avenue/Route 28 & Central Avenue, and one (1) in the South Zone, located at the northwest corner of South Avenue & Summit Avenue.

#### Inventory and Access

The North Zone consists of Lot 2, which is Pay Station Parking: Maximum of 4 hours, and Lot 8, which is a combination of Permit Parking for Employees and Commuters, and Reserved Business Parking (for the existing businesses located in this area and their customers/Shoppers).

The South Zone consists of Lot 3, which is a combination of Permit Parking for Commuters and 12-Hour Parking: Numbered Spaces.

The number of existing parking spaces/supply has been compiled based on recent data collection efforts in April 2022 and the *Town of Westfield Public Parking Plan* (dated September 20, 2022, as developed by THA).

Parking will be modified for Lot 2 and Lot 8 in the North Zone and for Lot 3 in the South Zone. The Westfield Public Parking Plan includes both Primary and Contingency strategies to replace the parking spaces being displaced as part of the redevelopment. Per Town staff, it is intended that the number of commuter parking spaces in the North Zone and South Zone will be replaced one-for-one within the Town.

The redevelopment site access to the lots in the North Zone and South Zone is summarized below.

- North Zone: North Avenue & Elm Street existing signalized full-access driveway
- North Zone: North Avenue & Limani Seafood Grill Driveway existing ingress only driveway
- North Zone: North Avenue & Verizon Driveway existing full-access driveway
- North Zone: North Avenue & west of Central Avenue Driveway proposed right-in/right-out (RIRO) only driveway
- South Zone: South Avenue & Lot 3 East Driveway existing full-access driveway
- South Zone: South Avenue & Summit Avenue existing signalized full-access driveway

As part of the redevelopment, the current site plan (Appendix A) indicates the net change of commuter/public parking spaces/supply within the North Zone and South Zone. There are on-going discussions between the Town and the Applicant regarding the future number of commuter parking spaces in these areas.



The Town provided geodata to review the origin-destination (O-D) data for the commuter lot permits located at Lot 8, which is in the North Zone (south of North Avenue) and Lot 3, which is in the South Zone (north of South Avenue). The information was used to determine potential travel routes between those origins and the commuter lots. Based upon the geodata for Lot 8 (North Zone), approximately 57 percent (57%) of the trips are coming to/from the residential areas south of the tracks and 43 percent (43%) of the trips are coming to/from the residential areas north of the tracks. Based upon the geodata for Lot 3 (South Zone), approximately 10 percent (10%) of the trips are coming to/from the residential areas south of the tracks and 90 percent (90%) of the trips are coming to/from the residential areas north of the tracks. The distribution for commuter trips associated with Lot 8 (North Zone) and Lot 3 (South Zone) are illustrated in Figure 4 and Figure 5, respectively. The geodata was utilized to understand the routes commuters may travel between the train station and their home. The general distribution for Lot 8 (North Zone) and Lot 3 (South Zone) for commuter travel patterns is shown in Appendix D.

#### Weekday

A comparison of recent parking occupancy data and data collected previously on Tuesday, June 6, 2019, as part of the *Town of Westfield Master Plan Re-Examination Parking Planning Plan Element* (November 2019) was performed to understand the current trend in parking occupancy due to the ongoing effects of the COVID-19 pandemic. Recent parking occupancy data collected for Lot 2, Lot 3, and Lot 8 occurred on Tuesday, April 5, 2022, from 10:00 AM to 8:00 PM and was collected at 2-hour intervals to be consistent with the previous data collection efforts. Overall, the parking occupancy trended lower in April 2022 between 10:00 AM and 4:00 PM, while the parking occupancy at 6:00 PM was very similar to the previous data collected and the parking occupancy at 8:00 PM was higher. The data comparison for Lot 2, Lot 3, and Lot 8 is shown in **Appendix D**.

On the same day of the parking occupancy data collection efforts (Tuesday, April 5, 2022), TMCs were collected at the individual commuter parking lot driveways (Lot 2, Lot 3, and Lot 8) to understand the number of commuter and public trips being generated currently. The TMCs were collected from 6:00 AM – 10:00 AM and 3:00 PM – 7:00 PM. The data utilized in this study was 7:00 AM – 8:00 AM and 5:00 PM – 6:00 PM to be consistent with the analysis time period for other data collection efforts associated with this project. Since the parking occupancy trended lower when compared between post-pandemic (April 2022) and pre-pandemic (June 2019), the TMCs at the individual commuter parking lots were scaled by a factor of 1.11 for both AM and PM peak hours to adjust the volumes to pre-pandemic levels. This factor represented the average difference in parking occupancy among the data collection intervals between 10:00 AM and 6:00 PM.

To account for the redevelopment of public parking lot spaces, the TMCs at the individual commuter parking lot driveways were scaled accordingly. The additional trips associated with the increase in commuter parking spaces in the North Zone were evenly split between the residential areas located north and south of the railroad tracks as shown in **Figure 6** and **Figure 7**. The net change in trips associated with the decrease in commuter parking spaces in the South Zone were removed from the driveways and study area intersections based upon the geodata provided by the Town and the routes commuters may travel between the train station and their home as shown in **Figure 8**. The calculation of the TMCs at the individual commuter parking lot driveways with the factors described above is included in **Appendix D**.



### Saturday

Trips being generated to/from the commuter lots on a Saturday were assumed to remain unchanged in the build conditions since the number of available parking spaces in these lots will be similar to or greater than the existing conditions. Additionally, the user of these parking spaces on a weekend is associated more with public use versus commuter use. In the build conditions, the assignment of these trips may be redistributed to another site driveway due to the reconfiguration of the site driveways (e.g., North Avenue & Columbia Bank Driveway (right-out only driveway located east of North Avenue & Elm Street) trips were redistributed to North Avenue & Elm Street).

## **Project Access**

Based upon the concept plan provided in **Appendix A**, access to the proposed redevelopment (by zone) is listed below. Each of the site access points should be coordinated with the approving jurisdiction.

- West Zone Multifamily Residential: Access will be provided by one (1) left-in and left-outaccess driveway located along Ferris Place, east of Clark Street. Ferris Place is a one-way in the southbound direction.
- West Zone Office Building & Multifamily Residential: Access will be provided by two (2) fullaccess driveways along North Avenue/CR 610, west of Clark Street and east of Charles Street.
  - The existing Lord &Taylor driveway along North Avenue, immediately east of Charles Street, will be closed and the other two (2) existing accesses will remain.
- West Zone Townhouses: Access will be provided by one (1) full-access driveway located along Clark Street, north of North Avenue/CR 610.
- North Zone: Access will be provided by one (1) full-access driveway at the signalized intersection of North Avenue/Route 28 & Elm Street and one (1) RIRO only driveway proposed along North Avenue/Route 28, west of Central Avenue.
  - The intersection of North Avenue/Route 28 & Columbia Bank Driveway (right-out only driveway) will be closed and the other two (2) existing accesses along North Avenue/Route 28 near the Verizon store will remain.
- South Zone: Access will be provided by one (1) full-access driveway at the existing signalized intersection of South Avenue & Summit Avenue, one (1) right-out only driveway proposed along South Avenue, east of Summit Avenue, and one (1) existing full-access driveway that is proposed to be signalized along South Avenue, west of Central Avenue.
  - The existing site driveway at the intersection of South Avenue & Boulevard is anticipated for non-vehicular modes of travel (e.g., pedestrian, bicycle, scooter, etc.), emergency vehicles, and delivery vehicles during events at this plaza. This access is not intended to be primary access for passenger vehicles.
  - The existing site driveway at the intersection of South Avenue & Lot 3 East Driveway is proposed to be signalized to better facilitate vehicles associated with the office buildings to utilize this access over the access at Summit Avenue. Utilizing this additional access will improve the operational efficiency of vehicles accessing the public parking garage and for pick-up/drop-off of passengers at the train station.



The traffic circulation, pick-up/drop-off locations, parking garage access and operations, bicycle parking, etc. within the North Zone and South Zone are continuing to evolve in coordination with the Town.

## **Trip Generation**

Trip generation calculations for the proposed redevelopment were performed using the ITE *Trip Generation Manual, 11th Edition,* and NJDOT's Highway Access Permit System (HAPS) which is based upon the ITE's *Trip Generation Manual, 10th Edition.* The trip generation for the proposed redevelopment was estimated using ITE Land Use Code (LUC) 215 (Single-Family Attached Housing), 221 (Multifamily Housing Mid-Rise), 710 (General Office Building), 720 (Medical-Dental Office), 822 (Strip Retail Plaza <40ksf), and 931 (Fine Dining Restaurant)<sup>6</sup> for the weekday AM and PM peak hours and Saturday Midday peak hour. The multifamily residential units in the West Zone and North Zone include affordable housing and/or age restricted (55+) units. However, as a conservative approach, the residential trip generation rates for LUC 221 (Multifamily Housing Mid-Rise) were used since these rates are higher than the rates for LUC 223 (Affordable Housing) and LUC 252 (Senior Adult Housing – Multifamily).

For the commercial retail land uses within the redevelopment, the trip generation was based upon "Street Retail" (LUC 822) and Restaurant (LUC 931). These land uses were chosen to be consistent with the land use types identified in the *Shared Parking Analysis Technical Memorandum*, prepared by DESMAN (July 28, 2021). Street Retail was defined as traditional goods and services.

#### **Multimodal Reduction**

A multimodal (e.g., public transit, bicycle, pedestrian, worked at home, etc.) factor was identified based on US Census *Means of Transportation to Work* data for Census Tract 366 and *Transit Friendly Planning* – *A Guide for New Jersey Communities*. The Census Tract 366 data indicated approximately 2.2 percent (2.2%) walked and 6 percent (6%) worked at home for the 2019 5-Year Estimates. Per the *Transit Friendly Planning* – *A Guide for New Jersey Communities*, the percent reduction at a 'Town Center' for office use is 25 percent (25%), commercial use is 20 percent (20%), and residential use is 30 percent (30%).

It is projected that a portion of employees, residents, and visitors will choose to walk, bike, or take public transit to the proposed redevelopment due to the availability/planned availability of sidewalks and bicycle facilities, NJ TRANSIT bus routes (Route 59 and Route 113) in the vicinity, and the proximity of the Westfield Train Station (Raritan Valley Line). Per the NJ TRANSIT website, the Raritan Valley Line provides weekday service from High Bridge, Raritan, and Plainfield to Newark Penn Station, with trains extended to/from New York during midday and evening hours. On weekends and holidays, service operates between Raritan and Newark Penn Station, with connecting service to/from New York. Between 6:30 AM and 9:30 AM, there are seven (7) trains heading towards NYC which stop in Westfield and three (3) trains heading toward Raritan which stop in Westfield. Between 4:00 PM and 7:30 PM, there are five (5) trains heading toward NYC and six (6) trains heading toward

<sup>&</sup>lt;sup>6</sup> The ITE's *Trip Generation Manual*, 10<sup>th</sup> Edition, LUC 931 is Quality Restaurant.



Raritan. There are 13 stops between High Bridge and Westfield and seven (7) stops between Westfield and New York Penn Station. The municipalities located in New Jersey with a stop along the Raritan Valley Line (excluding Hoboken), west and east of Westfield, have a combined working age (18+) population of approximately 465,000 people (Source: US Census Bureau, Census 2020). This data supports the use of NJ TRANSIT train trips.

The general office (LUC 710) and residential (LUC 215 and LUC 221) land uses utilized the setting/location of "dense multi-use urban" and land use subcategory of "close to rail transit," if these variables were provided in the ITE *Trip Generation Manual, 11<sup>th</sup> Edition.* The trip generation rates provided by ITE when using these variables already considers the effect of non-vehicular modes of transportation; thus, a separate multimodal factor was not applied for these land uses. It should be noted that the trip generation for the North Zone Lofts Residential and Retail was based upon NJDOT's HAPS since this portion of the redevelopment will directly access a State roadway and will need to follow NJDOT methodology. The HAPS data does not provide the setting/location and land use subcategory variables; thus, the previously described multimodal factors were applied to the residential and retail uses in the North Zone. Additionally, ITE does not provide the setting/location and land use subcategory variables for the medical office (LUC 720) and commercial retail land uses (LUC 822 and LUC 931). Therefore, the general urban/suburban setting/location variable was utilized along with applying the previously described multimodal factors.

The ITE *Trip Generation Manual, 11<sup>th</sup> Edition*, LUC 215 (Single-Family Attached Housing) and LUC 221 (Multifamily Housing Mid-Rise) do not include trip rates for a Saturday time period with "dense multi-use urban" as the Setting/Location. Thus, the trip rate for the Saturday time period was proportioned by using the average trip rate of the weekday AM and PM peak hour of adjacent street with "dense/multi-use urban" over the trip rate of the weekday AM and PM peak hour of adjacent street with "general urban/suburban". Then, the calculated average trip rate for the AM and PM peak hour of adjacent street was multiplied by the Saturday average rate with "general urban/suburban" as the Setting/Location to determine the trip rate for the Saturday time period with "dense multi-use urban." The calculations for the Saturday trip rate under "dense multi-use urban" are included in **Appendix E**.

The following multimodal factors were applied to the different land uses based upon a combination of the sources identified above.

- Residential Multimodal Factor (for North Zone Lofts Residential only): 38.2 percent (38.2%)
   (combination of walking (2.2%), working at home (6%), and taking public transit (30%))
- Retail Multimodal Factor: 22.2 percent (22.2%) (combination of walking (2.2%) and taking public transit (20%))
- Medical Office Multimodal Factor: 33.2 percent (33.2%) (combination of walking (2.2%), working at home (6%), and taking public transit (25%))



## **Internal Capture and Community Capture**

A portion of the trips generated by the proposed redevelopment is expected to be captured internally within each zone. Internal capture trips for each zone were determined based upon the methodology contained in the ITE's, *Trip Generation Handbook*, *3<sup>rd</sup> Edition* for the weekday AM and PM peak periods. The Saturday Midday peak period was based upon the PM peak period rates and the three (3) time periods are summarized in **Table 1**.

Time Period	West Zone	North Zone	South Zone
AM Peak Hour	7.3%	13.3%	8.0%
PM Peak Hour	13.4%	18.2%	6.3%
Saturday Midday Peak Hour	16.5%	14.8%	16.3%

**Table 1. Internal Capture Rates** 

A community capture rate of 6.07 percent (6.07%) during the weekday AM peak hour and 7.37 percent (7.37%) during the weekday PM peak hour was applied to account for trips between the three (3) zones and the downtown area (residences, places of employment, and businesses). The Saturday Midday peak hour community capture rate was based upon an average of the weekday AM and PM peak hours, which is calculated to 6.72 percent (6.72%). The weekday AM and PM peak hours community capture rates were based upon the Mixed-Use Trip Generation Model ITE/EPA documented in the *Town of Westfield ULUC* (June 2021).

## **Pass-by Capture**

Pass-by trips represent site patrons who would already be traveling along study roadways whose primary destination is somewhere other than the site. The pass-by rates were applied only to the retail land uses and were based upon the NJDOT's approved passed-by rates, which are based upon the ITE's, *Trip Generation Handbook*, *3rd Edition*. The average pass-by rate for the retail land use is 34 percent (34%) and the restaurant land use is 44 percent (44%) during the weekday AM and PM peak hours and Saturday Midday peak hour. However, as a conservative analysis for the restaurant land use, the pass-by rate of 10 percent (10%) was utilized instead of the 44 percent (44%)

#### Net, New Project Trips

Net, new project trips are equal to the gross project trips minus the multimodal reduction factor, internal/community capture, and pass-by capture. The net, new project trips represent the additional vehicles on the roadway network. The project's trip generation for the entire redevelopment during the weekday AM and PM peak hours and Saturday Midday peak hour is shown in **Table 2**. As shown in **Table 2**, the proposed redevelopment is expected to generate 370 net, new trips during the weekday AM peak hour, 479 net, new trips during the weekday PM peak hour, and 271 net, new trips during the Saturday midday peak hour. The detailed worksheets are included in **Appendix E**.



**Table 2. Proposed Net, New Trip Generation** 

		A	M Peak Ho	ur	PN	Л Peak Hou	ır	Saturd	lay Midday Hour	Peak
Land Use (ITE Code)	Scale	Net External Trips	Entering Trips	Exiting Trips	Net External Trips	Entering Trips	Exiting Trips	Net External Trips	Entering Trips	Exiting Trips
			West Zo	one						
Single-Family Attached Housing (215) <sup>1</sup>	16 dus	6	2	4	3	2	1	4	2	2
Multifamily Housing (Mid-Rise) (221) <sup>2</sup>	138 dus	31	5	26	23	18	5	23	12	11
Single-Family Attached Housing (215) <sup>3</sup>	16 dus	6	2	4	3	2	1	4	2	2
General Office Building (710) <sup>4</sup>	40,000 sf	49	43	6	37	6	31	7	1	6
Medical-Dental Office Building (720) <sup>5</sup>	60,000 sf	92	73	19	144	42	102	109	62	47
Strip Retail Plaza (822) <sup>6</sup>	2,500 sf	3	2	1	8	4	4	3	2	1
Fine Dining Restaurant (931) <sup>7</sup>	10,800 sf	4	3	1	40	31	9	37	23	14
West Zone Net, New Pr	oject Trips	191	130	61	258	105	153	187	104	83
			North Z	one						
Multifamily Housing (Mid-Rise) (221) <sup>8</sup>	35 dus	6	2	4	6	4	2	7	4	3
Quality Restaurant (931) <sup>9</sup>	2,100 sf	5	3	2	9	6	3	14	9	5
North Zone Net, New Pr	oject Trips	11	5	6	15	10	5	21	13	8
			South Z	one						
General Office Building (710) <sup>10</sup>	210,000 sf	159	142	17	166	27	139	32	2	30
Strip Retail Plaza <40ksf (822) <sup>11</sup>	9,000 sf	8	5	3	29	14	15	23	11	12
Fine Dining Restaurant (931) <sup>12</sup>	3,000 sf	1	1	0	11	8	3	8	5	3
South Zone Net, New Pr	oject Trips	168	148	20	206	49	157	63	18	45
Total Net, New Pr	370	283	87	479	164	315	271	135	136	

<sup>&</sup>lt;sup>1</sup> Multimodal Factor – ITE *Trip Generation Manual, 11th Edition* Setting/Location of dense multi-use urban | Community Capture

<sup>&</sup>lt;sup>2</sup> Multimodal Factor – ITE Trip Generation Manual, 11th Edition Setting/Location of dense multi-use urban and land use subcategory of close to rail transit | Community Capture

<sup>&</sup>lt;sup>3</sup> Multimodal Factor – ITE Trip Generation Manual, 11th Edition Setting/Location of dense multi-use urban | Community Capture

<sup>&</sup>lt;sup>4</sup> Multimodal Factor – ITE *Trip Generation Manual, 11th Edition* Setting/Location of dense multi-use urban | Community Capture

<sup>&</sup>lt;sup>5</sup> Multimodal Factor - NJ TRANSIT and Means of Transportation to Work | Community Capture

<sup>&</sup>lt;sup>6</sup> Multimodal Factor – NJ TRANSIT and Means of Transportation to Work | Community Capture | Pass-By

Multimodal Factor – NJ TRANSIT and Means of Transportation to Work | Community Capture | Pass-By
 NJDOT's HAPS | Multimodal Factor – NJ TRANSIT and Means of Transportation to Work | Community Capture

<sup>9</sup> NJDOT's HAPS | Multimodal Factor - NJ TRANSIT and Means of Transportation to Work | Community Capture | Pass-By

<sup>&</sup>lt;sup>10</sup> Multimodal Factor – ITE *Trip Generation Manual*, 11<sup>th</sup> Edition Setting/Location of dense multi-use urban | Community Capture

<sup>&</sup>lt;sup>11</sup> Multimodal Factor – NJ TRANSIT and Means of Transportation to Work | Community Capture | Pass-By

<sup>&</sup>lt;sup>12</sup> Multimodal Factor – NJ TRANSIT and Means of Transportation to Work | Community Capture | Pass-By



For comparison purposes, **Table 3** summarizes the Project's trip generation projections versus the as-of-right Department Store use<sup>8</sup>. As shown in **Table 3**, the Project is expected to generate an additional 310 net, new trips during the weekday AM peak hour, an additional 282 net, new trips during the weekday PM peak hour, and a reduction of 82 net, new trips during the Saturday Midday peak hour compared to the trip generation potential if a new department store re-occupied the Lord & Taylor building.

Table 3. Proposed Net, New Project Trips for Lord & Taylor

		All	/I Peak Hou	ır	PI	ฟ Peak Hoเ	ır	Saturday	Midday Pe	eak Hour				
Land Use (ITE Code)	se (ITE Code) Scale		Entering Trips	Exiting Trips	Net External Trips	Entering Trips	Exiting Trips	Net External Trips	Entering Trips	Exiting Trips				
Previously Approved Development														
Department Store (875) <sup>1</sup>	143,836 sf	60	38	22	197	99	98	353	187	166				
			Propo	osed Deve	elopment									
Proposed Development <sup>2</sup>		370	283	87	479	164	315	271	135	136				
Total Net, New Pr	roject Trips	+310	+245	+65	+282	+65	+217	-82	-52	-30				

<sup>&</sup>lt;sup>1</sup> Multimodal Factor - NJ TRANSIT and Means of Transportation to Work | Community Capture

existing building was based on the lower, department-store rates.

<sup>&</sup>lt;sup>2</sup> Total Net, New Project Trips of the Proposed Development as shown in **Table 2**.

<sup>&</sup>lt;sup>8</sup> Retail, as defined in the Town Code, is a permitted use for the existing 143,836 sf building. ITE data indicates that general retail space generates traffic at a higher rate than department store space. Even though the existing building could be legally reoccupied for general retail businesses (which would generate more traffic), to provide a conservative analysis, the trip generation potential for the



## **Trip Distribution and Assignment**

Site generated trips were assigned to the study area intersections based upon the existing roadway network surrounding the site, proposed site access, and a review of the nearby municipal populations. Primary trip distribution percentages were calculated using a gravity model, dividing each surrounding municipality's population (US Census Bureau, Census 2010) by the squared distance from the center of the municipality to the proposed site. Google Maps was used to identify routes vehicles may take to and from the project site. Reviewing aerial views of the surrounding municipalities revealed areas of high concentrations of housing units. Routes were traced from those areas to the project site with an emphasis on minimizing distance, travel time, and delays due to potential traffic congestion or traffic control.

The distribution of pass-by trips and subsequent assignment to the road network was based upon the existing directional distribution of trips on study roadways during each period of study. The distributions are summarized in **Table 4**.

Directions (To/From)	Primary Trip Percentage	Pass-By Trip Percentage
North via Mountain Avenue	10%	
North via Broad Street	10%	
South via Scotch Plains Avenue	10%	
South via Summit Avenue	5%	
South via Central Avenue	25%	
East via North Avenue	15%	50%¹
East via South Avenue	10%	
West via North Avenue	10%	50%¹
West via South Avenue	5%	

**Table 4. Distribution Percentages** 

The project's net, new trip distribution and trip assignment during the weekday AM and PM peak hours and Saturday Midday peak hour for each zone/redevelopment area are presented in the following figures:

- Figure 16 to Figure 18: West Zone Residential (Int. ID# 21)
- Figure 19 to Figure 21: West Zone Office, Residential, and Retail (Int. ID# 19 & 20)
- Figure 22 to Figure 24: West Zone Townhouses (Int. ID# 22)
- Figure 25 to Figure 27: North Zone Residential Lofts and Retail (Int. ID# 12 & 23)

<sup>&</sup>lt;sup>1</sup> The pass-by trip distribution for the West Zone and South Zone To/From the West is 50% and To/From the East is 50%.



- Figure 28 to Figure 30: South Zone Office and Retail (Int. ID# 4, 5, 6 & 18)
- Figure 31 to Figure 32: Site Generated

**Figure 33** and **Figure 34** present the total traffic conditions, which is defined as the expected traffic conditions in the year 2027 after the opening of the project for the weekday AM and PM peak hours and Saturday Midday peak hour, respectively.

#### CAPACITY ANALYSIS

Capacity analyses were performed for the AM and PM peak hours at the study intersections to determine the operating characteristics at the signalized and unsignalized intersections of the adjacent street network and to evaluate the impacts of the proposed redevelopment. These analyses were performed according to the methodologies contained in the *Highway Capacity Manual* (HCM), 6th Edition, using Synchro Version 11 software. HCM 6th Edition Two-Way Stop Controlled (TWSC) procedures were used to analyze the operations at the unsignalized intersections. The Synchro program was used to analyze the operations at the signalized intersections. SIDRA roundabout analysis software was used to evaluate the operating conditions of the roundabout at Route 28 & South Avenue. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment, or through a particular intersection, within a specified period of time under prevailing operational, geometric, and controlling conditions within a set time duration.

The HCM defines Level of Service (LOS) as a "quantitative stratification of a performance measure or measures representing the quality of service" and is used to "translate complex numerical performance results into a simple A-F system representative of travelers' perceptions of the quality of service provided by a facility or service". The HCM defines six levels of service, LOS A through LOS F, with A having the best operating conditions from the traveler's perspective and F having the worst. However, it must be understood that "the LOS letter result hides much of the complexity of facility performance", and that "the appropriate LOS for a given system element in the community is a decision for local policy makers". According to the HCM, "for cost, environmental impact, and other reasons, roadways are typically designed not to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers' desires against society's desires and financial resources. Nevertheless, during low-volume periods of the day, a system element may operate at LOS A."

LOS for a two-way stop-controlled (TWSC) intersection is determined by the control delay at the side-street approaches. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. With respect to field measurements, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. It is typical for stop sign-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. The majority of the traffic moving through the intersection on the major street experiences little or no delay. The LOS thresholds for unsignalized intersections are summarized in **Table 5**.

LOS for signalized intersections is reported for the intersection as a whole and for the individual movements and approaches. One or more movements at an intersection may experience a low level-



of-service, while the intersection as a whole may operate acceptably. The LOS thresholds for signalized intersections are summarized in **Table 6**.

Table 5. Level of Service Control Delay Thresholds for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (sec/veh)									
Α	≤ 10									
В	> 10 – 15	Short Delays								
С	> 15 – 25									
D	> 25 – 35	Moderate Delays								
Е	> 35 – 50	Moderate Delays								
F	> 50	Long Delays								

Table 6. Level-of-Service Control Delay Thresholds for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (sec/veh)
Α	≤ 10
В	> 10 – 20
С	> 20 – 35
D	> 35 – 55
Е	> 55 – 80
F	> 80

Capacity analyses were performed for the following traffic condition scenarios:

- Existing Traffic Conditions
- 2027 No-Build Conditions (Build-out year without proposed development but with occupied Lord & Taylor with as-of-right Department Store use)
- 2027 Build Conditions (Build-out year with proposed development)
- 2027 Build Conditions + Mitigation (Build-out year with proposed development)

Traffic signal timing information and data were obtained from multiple sources for the signalized intersections, which were used in the development of the no-build and build-out conditions Synchro network. Capacity analysis reports generated by Synchro Version 11 software are included in **Appendix F** for Existing Conditions, 2027 No-Build Conditions, 2027 Build Conditions, and 2027 Build + Mitigation Conditions.



Per the *New Jersey Administrative Code 16:47, Appendix F*, movements at signalized intersections accessing a State Highway (e.g., Route 28) that operate at LOS E or better in the No-Build condition may experience an increase in delay of up to 25 percent (25%) of the difference between the No-Build delay and maximum delay considered LOS E (80 seconds for signalized and 50 seconds for unsignalized). No increase in volume-to-capacity (v/c) ratio is permitted for movements operating at LOS F under the no-build conditions.

According to the Land Development Standards of <u>Union County</u>, the County references the ITE's *Traffic Access and Impact Studies for Site Development* resource, which indicates that the intersection LOS should be LOS D and that any intersection which currently operates worse than LOS D should require mitigation back to the non-project operating conditions.

Per the *Town of Westfield ULUC* (June 2021), *Appendix A*, "an intersection with an overall LOS D or lower is generally considered as operating acceptably, while LOS E and F indicate conditions that are at or above capacity and experience excessive delays. However, it is critical to understand the limitations of using LOS as a performance metric. As an auto-oriented metric, LOS does not fully describe the value and function of a street or intersection that needs to serve multiple users – including pedestrians, bicyclists, and transit users – and is often at odds with community goals related to walkability, place-making, and urban design. Even the Highway Capacity Manual emphasizes that LOS is a part of a bigger picture and neither LOS nor any other single performance measure tells the full story of roadway performance. Furthermore, there is growing recognition that a certain level of congestion is acceptable, particularly in vibrant transit-friendly communities, and that congestion mitigation must be balanced with Westfield's other multimodal travel and community goals."

The 95<sup>th</sup> percentile queue length, provided via Synchro, is defined as the queue length that has only a 5 percent (5%) probability of being exceeded during the analysis time period. The mean queue length is a more accurate characterization of what the average driver would experience.



## **Existing Conditions**

The existing conditions analyses were based on the existing traffic volumes with existing lane use and traffic controls at the study area intersections. The PHF for the existing conditions was 0.92 for the AM and PM peak hours. The PHF for the Saturday Midday peak hour was based upon the TMC data collected. The results of the existing intersection capacity analyses are summarized in **Table 7** for Existing AM peak hour, **Table 8** for Existing PM peak hour, and **Table 9** for Existing Saturday Midday peak hour attached to this memorandum. Analysis results show the level of service and delay information for each movement, approach, and overall intersection. **Appendix F** includes the intersection capacity analysis worksheets.

For the intersection of North Avenue & Clark Street, field data collected and utilized as part of the intersection analysis for The Sophia project was incorporated into the analysis for this project. In addition to the TMC data collected, vehicular gap acceptance observations and data were collected during the AM, PM, and Saturday peak periods to determine local operator characteristics at this intersection. This information was utilized to determine the critical gap, which is the minimum timegap in traffic that a motorist will accept to complete a turning movement. The gap acceptance analysis indicated that left-turning vehicles require a critical gap of 4.4 seconds and right-turning vehicles require a critical gap of 4.3 seconds. These values were utilized in the unsignalized intersection capacity analyses for this intersection.

During the weekday AM and PM peak hours and Saturday Midday peak hour, the signalized intersections in the study area study intersections operate at an overall intersection LOS C or better. However, there are individual movements that perform at LOS E or LOS F at the following intersections.

- Intersection ID #1. Crossway Place/Scotch Plains Avenue & South Avenue
  - Southbound left-turn movement during the AM peak hour
- Intersection ID #3. Route 28 & South Avenue
  - Eastbound approach during the AM peak hour
- Intersection ID #4. Summit Avenue & South Avenue
  - Northbound left-turn movement and approach during the AM peak hour
- Intersection ID #9. North Avenue & Clark Street
  - Southbound left-turn movement during the PM peak hour
- Intersection ID #14. Prospect Street & Broad Street
  - Northbound approach during the AM and PM peak hours and Saturday Midday peak hour
  - Southbound approach during the PM peak hour
- Intersection ID #17. Broad Street & Mountain Avenue
  - Eastbound left-turn movement during the AM peak hour
  - Westbound approach during the PM peak hour



#### 2027 No-Build Conditions

The 2027 no-build conditions analyses were based on the future no-build traffic volumes with occupied Lord & Taylor with as of-right Department Store use with existing lane use and traffic controls at the study area intersections. The PHF for the 2027 no-build conditions was 0.95 for the AM and PM peak hours. The PHF for the Saturday Midday peak hour was based upon the TMC data collected. The results of the 2027 no-build intersection capacity analyses are summarized in **Table 7** for No-Build AM peak hour, **Table 8** for No-Build PM peak hour, and **Table 9** for No-Build Saturday Midday peak hour attached to this memorandum. Analysis results show the level of service and delay information for each movement, approach, and overall intersection. **Appendix F** includes the intersection capacity analysis worksheets.

During the weekday AM and PM peak hours and Saturday Midday peak hour, the study intersections operate at an overall intersection LOS D or better, with the exception of the roundabout at Route 28 & South Avenue during the AM and PM peak hours. However, there are individual movements that perform at LOS E or LOS F at the following intersections.

- Intersection ID #1. Crossway Place/Scotch Plains Avenue & South Avenue
  - Southbound left-turn movement during the AM peak hour
- Intersection ID #3. Route 28 & South Avenue
  - Eastbound approach during the AM peak hour
- Intersection ID #4. Summit Avenue & South Avenue
  - Northbound left-turn movement and approach during the AM peak hour
- Intersection ID #7. Ross Place & Central Avenue & South Avenue
  - Northbound left-turn movement during the PM peak hour
  - o Southbound left-turn movement during the Saturday Midday peak hour
- Intersection ID #9. North Avenue & Clark Street
  - Southbound left-turn movement and approach during the PM peak hour
- Intersection ID #11. Route 28/Broad Street & North Avenue
  - Northbound left-turn movement during the PM peak hour
- Intersection ID #13. Central Avenue & North Avenue
  - Northbound and westbound approaches during the PM peak hour
- Intersection ID #14. Prospect Street & Broad Street
  - Northbound approach during the AM and PM peak hours and Saturday Midday peak hour
  - Southbound approach during the PM peak hour
- Intersection ID #17. Broad Street & Mountain Avenue
  - Eastbound left-turn movement during the AM and PM peak hours
  - Westbound approach during the PM peak hour



#### 2027 Build Conditions

Intersection capacity analyses were conducted for future build traffic volumes for the study area intersections in the year 2027. The future build conditions analyses were based on the future build traffic volumes with existing lane uses and traffic controls at the study area intersections. Peak hour factors and heavy vehicle percentages were the same as those used in the future no-build analyses.

The results of the 2027 build intersection capacity analyses are summarized in **Table 7** for Build AM peak hour, **Table 8** for Build PM peak hour, and **Table 9** for Build Saturday Midday peak hour attached to this memorandum. Analysis results show the level of service and delay information for each movement, approach, and overall intersection. **Appendix F** includes the intersection capacity analysis worksheets.

Under build-out conditions, the study intersections operate at an overall intersection LOS D or better, with the exception of the roundabout at Route 28 & South Avenue during the AM peak hour. The individual movements that perform at a LOS E or LOS F, a volume-to-capacity (v/c) greater than 1.0, or exceed *New Jersey Administrative Code 16:47, Appendix F*, operating thresholds at the intersections along a state highway are identified below.

- Intersection ID #1. Crossway Place/Scotch Plains Avenue & South Avenue
  - Southbound left-turn movement during the AM peak hour
- Intersection ID #3. Route 28 & South Avenue
  - Eastbound approach during the AM peak hour
- Intersection ID #4. Summit Avenue & South Avenue
  - Northbound left-turn movement and approach during the AM peak hour
- Intersection ID #6: South Avenue & Eastern South Site Driveway
  - Southbound left-turn movement and approach during the PM peak hour
- Intersection ID #7. Ross Place & Central Avenue & South Avenue
  - Northbound left-turn movement and approach during the AM peak hour
  - Southbound left-turn during the PM peak hour and Saturday Midday peak hour
- Intersection ID #9. North Avenue & Clark Street
  - Southbound left-turn movement and approach during the AM and PM peak hours
- Intersection ID #11. Route 28/Broad Street & North Avenue
  - Northbound left-turn movement during the AM and PM peak hour
- Intersection ID #13. Central Avenue & North Avenue
  - Northbound and westbound approaches during the PM peak hour
- Intersection ID #14. Prospect Street & Broad Street
  - Northbound approach during the AM and PM peak hours and Saturday Midday peak hour
  - Southbound approach during the PM peak hour
- Intersection ID #16. Central Avenue & Broad Street
  - Eastbound through movement and approach during the PM peak hour
- Intersection ID #17. Broad Street & Mountain Avenue
  - Eastbound left-turn during the AM and PM peak hours
  - Westbound approach during the PM peak hour



## 2027 Build Mitigated Conditions

Based upon the results of the Build Conditions analysis, various alternatives were evaluated to determine their effectiveness and the mitigation measures listed below are recommended at the study intersections to improve the intersection operations, site access and circulation, and user experience. The results of the 2027 build mitigated intersection capacity analyses are summarized in **Table 7** for Build Mitigated AM peak hour, **Table 8** for Build Mitigated PM peak hour, and **Table 9** for Build Mitigated Saturday Midday peak hour attached to this memorandum. **Appendix F** includes the intersection capacity analysis worksheets. **Appendix G** includes the traffic improvements by zones and the intersection concepts.

Analysis results show the level of service and delay information for each movement, approach, and overall intersection. Additionally, multimodal streets help to make municipalities more efficient because repurposing street space increases the total street capacity for travel modes while reducing dependency on personal automobile usage. The Town prepared the following documents to promote alternative modes of transportation.

- Bicycle and Pedestrian Plan (November 2019): A framework for planning and implementing both short-term and long-term bicycle and pedestrian improvements to make bicycling and walking more comfortable, accessible, and safer for residents and visitors alike.
- Town of Westfield ULUC (June 2021): Holistic approach to planning that elevates the focus
  from singular parcels and intersections to a system of relationships between the use of land
  and space and the ability to create places and neighborhoods that are enjoyable and
  enhance the human experience.

Staff at the Alan M. Voorhees Transportation Center (VTC) at Rutgers prepared the following document and it was reviewed by Sustainable Jersey and the North Jersey Transportation Planning Authority (NJTPA).

 North Avenue Walkable Community Workshop (2019) Report: Recommendations to promote walking as a means of travel and to improve walkability along North Avenue.



- Expanded Multi-Use Trail along Route 28
  - Proposed multi-use trail expansion from 8.0 feet to 14.0 feet.
  - Evaluate the need for additional pedestrian-friendly lighting beneath the overpass.
  - Provide connection from existing multi-use trail to future bicycle/pedestrian infrastructure along North Avenue and South Avenue.
  - Provide signing, marking, and intersection control at the connections to the existing multi-use trail.
- Intersection ID #1. Crossway Place/Scotch Plains Avenue & South Avenue
  - Modify signal timings.
- Intersection ID #4. Summit Avenue & South Avenue
  - Replace the existing traffic signal with a new signal.
  - Reconfigure the intersection to a standard, 4-way intersection.
  - Modify signal phase for an exclusive eastbound and westbound left-turn phase. Convert the eastbound approach to consist of an exclusive eastbound left-turn lane and shared eastbound through/right-turn lane. Install an exclusive westbound left-turn lane. Remove the northbound and southbound split-phase operation.
  - Road diet along South Avenue from Westfield Avenue/roundabout to Central Avenue, which would reduce the number of westbound lanes from two (2) to one (1).
  - Implement a leading pedestrian interval (LPI), which gives pedestrians the opportunity to enter the crosswalk before vehicles.
- Intersection ID #5. South Avenue & Boulevard
  - Road diet along South Avenue from traffic circle/roundabout to Central Avenue.
  - Reduce the number of traffic lanes and distance to be negotiated by pedestrians crossing South Avenue at this location.
- Intersection ID #6. South Avenue & Eastern Site Driveway
  - Install a new traffic signal.
  - Implement an LPI.
  - This intersection will include signal coordination with Intersection ID #4. South Avenue & Summit Avenue and Intersection ID #7 Ross Place & Central Avenue & South Avenue.
  - As part of the road diet, reduce the westbound through travel lanes from two to one, with the outside most travel lane used as a right-turn lane into the site.
- Intersection ID #7. Ross Place & Central Avenue & South Avenue
  - Modify signal timings.
  - Restrict westbound right-turn on red movement.
  - Add ergonomic crosswalks on the southbound and westbound approaches.
  - Construct curb extension at the corner of South Avenue & Ross Place to shorten the pedestrian crossing distance.
  - Adjust the pedestrian signal phasing so pedestrians cross Ross Place when South Avenue has a green light.
- Intersection ID #8. Crossway Place/Edgewood Avenue & North Avenue
  - Modify signal timings.
- Intersection ID #9. North Avenue & Clark Street
  - Construct curb extensions with ADA-compliant ramps at the northeast and northwest corners at Clark Street. This treatment will shorten the pedestrian crossing distance.
  - Install a new traffic signal.



- This intersection will include signal coordination with Intersection ID#11. Route 28/Broad Street & North Avenue.
- Restrict the westbound right-turn on red movement.
- Implement an LPI.
- Intersection ID #11. Route 28/Broad Street & North Avenue
  - Stripe the shoulders along the eastbound right-turn lane, slip ramp to narrow down the travel lane.
  - Use high visibility crosswalk markings.
  - Provide pedestrian crossing warning signs on both sides of the slip ramp. RRFBs could be provided to further enhance safety at the crossings.
  - Declutter and/or relocate existing signs as much as possible. For example, the yield sign at the southern end could be relocated further south such that it is placed adjacent to the yield markings.
  - Modify signal timings.
  - Install a no right turn for trucks sign at the northeast corner for westbound right-turn truck movements.
  - Additional bicycle and pedestrian improvements (wider sidewalk/multi-use trail, streetscape) will need to be further evaluated with the Town and NJDOT.
- Intersection ID #12. North Avenue & Elm Street
  - Replace the existing traffic signal with a new signal.
  - Reconfigure the intersection to a standard, 4-way intersection.
  - Maintain existing intersection lane geometry; however, convert to a typical fourlegged intersection.
  - Modify signal timings.
  - Upgrade pedestrian crosswalk signals as part of traffic signal redesign.
  - Implement an LPI.
- Intersection ID #13. Central Avenue & North Avenue
  - o Install a new traffic signal.
  - Add ADA curb ramps and pedestrian signals
  - o Add ergonomic crosswalks on all approaches
  - Modify signal timings.
- Intersection ID #14. Prospect Street & Broad Street
  - Install a new traffic signal.
  - o Construct curb extensions on the east leg of the intersection (Prospect Street).
  - Implement an LPI.
- Intersection ID #16. Central Avenue & Broad Street
  - Install a flashing yellow arrow (FYA) for westbound left-turn movements (Broad Street to Central Avenue).
- Intersection ID #17. Broad Street & Mountain Avenue
  - o Install a FYA for eastbound left-turn movements (Broad Street to Mountain Avenue).
- Intersection ID #23. North Avenue & Eastern North Zone Parking Site Driveway
  - New driveway for only right-turn in/right-turn out movements.



Coordination with other stakeholders will be necessary to discuss the operating conditions of intersections that are maintained by either Union County or New Jersey Department of Transportation (NJDOT). For example, the proposed traffic signal at the intersections of Intersection ID #9. North Avenue & Clark Street and Intersection ID #14. Prospect Street & Broad Street will need to be coordinated with Union County and the roundabout at Intersection ID #3. Route 28 & South Avenue will need to be coordinated with NJDOT.

Signal timing modifications at several study intersections will generally improve the operating conditions but may not resolve all the operational issues. Additional capacity could be desirable at select intersections to improve vehicular traffic flows through the area; however, the right-of-way is limited and the Town's desire to create a more pedestrian/bicycle-friendly downtown may make these types of improvements infeasible. The extension of turn lane lengths would be beneficial, but the feasibility needs to be further evaluated based upon available right-of-way. Where physical improvements to an intersection may not be feasible, alternative analysis was performed with priority given to improving the pedestrian and bicycle infrastructure/safety.

Under the Build Mitigated conditions, the study intersections are expected to operate at an overall intersection LOS D or better, with the exception of the roundabout at Route 28 & South Avenue during the AM peak hour, when the eastbound Route 28 approach is projected to operate at LOS F (no change from the No-Build condition with delay increased by only 5.5 seconds). All other movements at this intersection will experience LOS C or better conditions during all peak hours.

Under build-out, with-mitigation conditions, the following individual movements are projected to perform at a LOS E or LOS F, a volume-to-capacity (v/c) greater than 1.0, or exceed *New Jersey Administrative Code 16:47, Appendix F*, operating thresholds at the intersections along a state highway:

- Intersection ID #3. Route 28 & South Avenue
  - Eastbound Approach During the AM peak hour the delay on the eastbound approach is projected to increase from 70.8 to 76.3 seconds, the v/c will increase from 1.108 to 1.126 and the Level of service will remain unchanged at F. The Applicant has committed to review this condition with NJDOT to determine what measures, if any, could be implemented to restore delays to the No-Build condition.
- Intersection ID #5. South Avenue & Boulevard
  - Northbound Approach During the AM peak hour the delay on the northbound approach is projected to increase from 26.1 to 36.5 seconds. This increase is due, largely, to the elimination of the second westbound through movement on South Avenue. The elimination of that lane will slow traffic, shorten the crossing distance on South Avenue for pedestrians, eliminate the condition where two vehicles are approaching the intersection on westbound South Avenue and one stops for pedestrians while the second doesn't. It is the applicant's opinion that the all-day safety benefits for pedestrians at this location outweigh the modest increase in delay during this peak one-hour period.



## **CONCLUSIONS AND RECOMMENDATIONS**

The results of the analysis with the mitigations identified and the recommended improvements indicate during the weekday AM and PM peak hours and Saturday Midday peak hours, the study intersections are expected to operate at an overall intersection LOS D or better with the proposed redevelopment, except on two intersection approaches during one peak hour. This condition, which is the result of the considerable financial investment in the numerous mitigation measures identified herein, represents a considerable improvement over the No-Build condition, where 14 movements or approaches operated at suboptimal levels. In general, the unsignalized site access points to the West Zone, North Zone, and South Zone will be adequate and operate as expected given the minor street (site driveway) stop-controlled intersection control. The egress movements at the site access locations may experience moderate to long delays due to the level of traffic volumes along the major street approaches. The site access and circulation via the signalized intersections at the North Zone and South Zone will continue to be evaluated and refined, in coordination with the Applicant and Town, to provide efficient vehicular flows and sufficient space for all modes of transportation.

The Applicant will continue to coordinate with other stakeholders as necessary to discuss the operating conditions of intersections that are maintained by either Union County or New Jersey Department of Transportation (NJDOT). The traffic study will be revised, where necessary, should significant comments or changes be recommended by the Agencies Having Jurisdiction..



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# Kimley » Horn

**TABLES** 

		Existing				No-Build (Lord & Taylor)				Build (Proposed Development)				Build Mitigated (Proposed Development)			
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 1: Crossway Place/Scotch Plains Avenue & South Avenue															Modify sig	nal timings	
Overall Intersection		1340	C (24.6)		-	1402	C (24.3)		-	1455	C (24.6)		-	1455	C (22.5)		-
	EBL	280	S	s	S	287	S	S	s	291	S	s	S	291	S	S	S
Footbarred (Courth Arrange)	EBT	170	B (16.8)	0.55	295	199	B (16.9)	0.56	307	211	B (17.8)	0.59	318	211	B (19.9)	0.61	337
Eastbound (South Avenue)	EBR	45	A (4.7)	0.04	m12	46	A (4.5)	0.04	m11	46	A (4.5)	0.04	m11	46	A (5.8)	0.04	m15
	EB Approach	495	B (15.7)	-	-	532	B (15.8)	-	-	548	B (16.7)	-	-	548	B (18.7)	-	-
	WBL	0	A (0.0)	0	0	0	S	S	s	2	S	S	S	2	S	S	s
Weeth and (Oasth Assess)	WBT	155	A (5.1)	0.17	57	159	A (5.1)	0.17	57	165	A (5.3)	0.17	59	165	A (6.5)	0.18	75
Westbound (South Avenue)	WBR	40	A (0.0)	0	0	41	A (0.0)	0	0	40	A (0.0)	0	0	40	A (0.0)	0	0
	WB Approach	195	A (5.1)	-	-	200	A (5.1)	-	-	207	A (5.3)	-	-	207	A (6.5)	-	-
	NBL	45	C (25.0)	0.27	44	46	C (24.9)	0.26	43	46	C (24.5)	0.26	43	46	C (21.3)	0.22	37
Northbound (Crossway	NBT	285	C (33.6)	0.71	196	294	C (33.4)	0.71	195	304	C (34.5)	0.74	212	304	C (29.8)	0.69	186
Place/Scotch Plains Avenue)	NBR	10	A (0.0)	0	0	10	A (0.0)	0	0	25	A (0.0)	0	0	25	A (0.0)	0	0
	NB Approach	340	C (32.4)	-	-	350	C (32.3)	-	-	375	C (33.3)	-	-	375	C (28.8)	-	-
	SBL	90	F (82.2)	0.86	#115	92	F (80.1)	0.85	#113	90	E (77.3)	0.83	#112	90	D (54.0)	0.73	#91
Southbound (Crossway	SBT	180	C (26.1)	0.53	141	186	C (26.1)	0.53	141	191	C (25.8)	0.53	145	191	C (22.9)	0.49	127
Place/Scotch Plains Avenue)	SBR	40	A (0.0)	0	0	42	A (0.0)	0	0	44	A (0.0)	0	0	44	A (0.0)	0	0
	SB Approach	310	D (42.4)	-	-	320	D (41.6)	-	-	325	D (40.1)	-	-	325	C (31.6)	-	-
Intersection 2: Broad Street &																	
South Avenue																	
Overall Intersection		1770	B (12.3)		-	1884	B (12.6)		-	1904	B (12.7)		-	1904	B (12.7)		-
	EBL	0				0				0				0			
F	EBT	340	B (13.2)	0.45	231	372	B (14.0)	0.47	248	391	B (14.2)	0.49	262	391	B (14.2)	0.49	262
Eastbound (Broad Street)	EBR	90	S	s	s	92	S	S	s	92	S	S	s	92	S	s	S
	EB Approach	430	B (13.2)	-	-	464	B (14.0)	-	-	483	B (14.2)	-	-	483	B (14.2)	-	-
	WBL	725	S	s	S	761	S	S	s	760	S	S	S	760	s	S	S
Weath and (Based Otre at)	WBT	180	A (4.9)	1.08dl	109	192	A (4.9)	1.12dl	111	196	A (4.9)	1.15dl	112	196	A (4.9)	1.15dl	112
Westbound (Broad Street)	WBR	0				0				0				0			
	WB Approach	905	A (4.9)	-	-	953	A (4.9)	-	-	956	A (4.9)	-	-	956	A (4.9)	-	-
	NBL	90	C (33.8)	0.42	79	92	C (33.7)	0.42	78	92	C (33.7)	0.42	78	92	C (33.7)	0.42	78
	NBT	0				0				0				0			
Northbound (South Avenue)	NBR	345	C (25.1)	0.66	183	375	C (25.2)	0.68	191	373	C (25.2)	0.68	190	373	C (25.2)	0.68	190
	NB Approach	435	A (0.0)	-	-	467	A (0.0)	-	-	465	A (0.0)	-	-	465	A (0.0)	-	-
Intersection 3: Route 28 & South																	
Avenue																	
Overall Intersection		2766	C (23.0)		-	2773	E (35.3)	0	0	2807	E (37.2)		-	2807	E (37.2)		-
Eastbound (South Avenue (traffic	EB Approach	995	E (42.0)	0.91	844.3	1083	F (70.8)	1.108	1399	1081	F (76.3)	1.126	1464.8	1081	F (76.3)	1.126	1464.8
Westbound (South Avenue (traffic	WB Approach	630	B (12.4)	0.71	132	663	B (14.1)	0.66	157.2	676	B (14.4)	0.671	164.8	676	B (14.4)	0.671	164.8
Southbound (Route 28)	SB Approach	975	B (10.4)	0.6	146.1	1027	B (11.5)	0.641	183.3	1050	B (11.6)	0.648	191.9	1050	B (11.6)	0.648	191.9

		Exis	ting			No-Build (Lo	rd & Taylor)		Build (Proposed Development)				Build Mitigated (Proposed Development)					
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	
Intersection 4: Summit Avenue & South Avenue														_	Modify signal phase, no split-phase operation Add LPI. Exclusive EBL & WBL. Road diet. Coordinated signal.			
Overall Intersection		1424	B (15.6)		-	1580	B (19.8)		-	1716	C (21.1)		-	1716	C (27.9)		-	
	EBL	24	A (0.0)	0	0	25	A (0.0)	0	0	56	A (0.0)	0	0	56	A (9.9)	0.14	30	
Factbook (October Assess)	EBT	613	A (9.0)	0.5	295	627	B (12.8)	0.56	335	657	B (15.3)	0.65	410	657	C (27.6)	0.71	506	
Eastbound (South Avenue)	EBR	38	A (0.6)	0.03	5	44	A (0.8)	0.03	6	46	A (0.9)	0.03	7	46	S	s	S	
	EB Approach	675	A (8.6)	-	-	696	B (12.1)	-	-	759	B (14.4)	-	-	759	C (26.3)	-	-	
	WBL	10	A (0.0)	0	0	11	A (0.0)	0	0	11	A (0.0)	0	0	11	A (6.5)	0.04	m5	
W 11 1/0 11 4 X	WBT	472	A (5.6)	0.21	85	487	A (7.9)	0.25	101	509	A (8.0)	0.28	110	509	C (22.4)	0.58	455	
Westbound (South Avenue)	WBR	12	A (0.0)	0	0	48	A (0.0)	0	0	74	A (0.0)	0	0	74	A (0.0)	0	0	
	WB Approach	494	A (5.6)	-	-	546	A (7.9)	-	-	594	A (8.0)	-	-	594	C (22.1)	-	-	
	NBL	169	E (68.9)	0.82	#208	180	E (75.7)	0.87	#226	185	E (79.6)	0.89	#233	185	D (54.0)	0.72	187	
	NBT	25	C (21.9)	0.27	51	37	C (24.6)	0.32	63	45	C (26.9)	0.35	70	45	C (21.6)	0.23	67	
Northbound (Summit Avenue)	NBR	37	A (0.0)	0	0	39	A (0.0)	0	0	39	A (0.0)	0	0	39	A (0.0)	0	0	
	NB Approach	231	E (56.2)	-	-	256	E (60.4)	-	-	269	E (63.1)	-	-	269	D (43.9)	-	-	
	SBL	5	D (38.8)	0.03	13	58	D (42.8)	0.33	70	66	D (43.6)	0.37	78	66	D (37.2)	0.27	76	
	SBT	5	C (23.6)	0.12	25	5	C (20.4)	0.13	26	5	B (19.2)	0.15	28	5	B (15.4)	0.08	26	
Southbound (Summit Avenue)	SBR	14	A (0.0)	0	0	19	A (0.0)	0	0	23	A (0.0)	0	0	23	A (0.0)	0	0	
	SB Approach	24	C (26.7)	-	-	82	D (36.2)	-	-	94	D (36.4)	-	-	94	C (30.8)	-	-	
Intersection 5: South Avenue & Boulevard																		
Overall Intersection		1317	- (-)		-	1349	- (-)		-	1408	- (-)		-	1408	- (-)		-	
	EBL										, ,				, ,			
/2	EBT	607		-		620		-		657		-		657		-		
Eastbound (South Avenue)	EBR	52	S	S	S	53	S	s	S	53	S	S	S	53	S	S	S	
	EB Approach	659	A (0.0)	-	-	673	A (0.0)	-	-	710	A (0.0)	-	-	710	A (0.0)	-	-	
	WBL	19	S	S	S	19	S	s	S	19	S	S	S	19	S	S	S	
	WBT	440	A (0.1)	-	-	455	A (0.1)	-	-	477	A (0.1)	-	-	477	A (0.0)	-	-	
Westbound (South Avenue)	WBR		` '				<u> </u>				, ,				` ′			
	WB Approach	459	A (0.5)	-	-	474	A (0.5)	-	-	496	A (0.5)	-	-	496	A (0.4)	-	-	
	NBL	47	C (24.7)	0.543	77.5	48	D (26.1)	0.566	85	48	D (29.1)	0.6	92.5	48	E (36.5)	0.672	115	
Northbound (Middle South Site	NBT		<u> </u>				<u> </u>				, ,				<u> </u>			
Driveway)	NBR	152	S	s	S	154	S	s	s	154	S	S	S	154	S	S	S	
	NB Approach	199	C (24.7)	-	-	202	D (26.1)	-	-	202	D (29.1)	-	-	202	E (36.5)	-	-	

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	nt)	Build Miti	gated (Prop	osed Develo	pment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 6: South Avenue & Eastern South Site Driveway														Install a		ıl. Add LPI. Ro ted signal.	ad diet.
Overall Intersection		1254	- (-)		0	1283	- (-)		-	1431	- (-)		-	1431	A (9.3)		-
	EBL	23	S	S	S	23	S	S	S	47	S	s	S	47	s	S	s
Eastbound (South Avenue)	EBT	736	A (0.0)	-	-	750	A (0.0)	-	-	757	A (0.0)	-	-	757	B (10.4)	0.68	315
Eastbound (South Avenue)	EBR													0			
	EB Approach	759	A (0.3)	-	-	773	A (0.3)	-	-	804	A (0.5)	-	-	804	B (10.4)	-	-
	WBL													0			
Westbound (South Avenue)	WBT	438		-		453		ı		492		-		492	A (7.6)	0.39	m178
Westboulld (South Aveilde)	WBR	23	S	S	S	23	S	s	S	91	S	S	s	91	A (1.6)	0.08	m8
	WB Approach	461	A (0.0)	-	·	476	A (0.0)	-	-	583	A (0.0)	-	-	583	A (6.7)	-	-
	SBL	13	C (18.1)	0.117	10	13	C (18.7)	0.121	10	19	D (25.6)	0.212	20	19		-	,
Southbound (Eastern South Site	SBT													0			,
Driveway)	SBR	21	S	S	S	21	S	S	S	25	S	S	S	25	A (0.0)	0	0
	SB Approach	34	C (18.1)	-	-	34	C (18.7)	-	-	44	D (25.6)	-	-	44	C (22.5)	-	-
Intersection 7: Ross Place & Central Avenue & South Avenue																Restrict the Wordinated sign	
Overall Intersection		2353	C (28.7)		-	2717	C (33.6)		-	2817	D (39.6)		-	2817	C (32.8)		-
	EBL	210	C (22.2)	0.51	134	214	C (22.9)	0.53	132	207	C (23.4)	0.54	128	207	B (13.9)	0.56	m92
Eastbound (South Avenue (5	EBT	350	C (25.4)	0.44	187	394	C (26.2)	0.48	205	398	C (26.5)	0.49	210	398	B (18.8)	0.48	181
legged))	EBR	145	S	S	S	164	S	S	S	171	S	S	S	171	S	S	S
	EB Approach	705	C (24.4)	-	-	772	C (25.3)	-	-	776	C (25.6)	-	-	776	B (17.5)	-	-
	WBL	15	B (15.3)	0.09	30	15	B (15.4)	0.1	30	15	B (15.4)	0.1	30	15	B (16.8)	0.11	32
Westbound (South Avenue (5	WBT	275	C (29.4)	0.5	223	295	C (30.1)	0.52	232	314	C (31.0)	0.56	248	314	C (32.4)	0.53	262
legged))	WBR	95	A (3.7)	0.17	25	109	A (4.7)	0.19	33	114	A (5.1)	0.2	35	114	C (27.1)	0.23	102
	WB Approach	385	C (22.1)	-	-	419	C (22.6)	-	-	443	C (23.4)	-	-	443	C (29.9)	-	-
	NBL	140	B (17.6)	0.42	91	171	D (54.9)	0.87	#165	213	F (117.7)	1.11	#234	213	D (45.3)	0.84	#214
Northbound (Central Avenue)	NBT	585	D (48.1)	0.92	#595	615	D (47.3)	0.91	#611	632	D (50.4)	0.93	#635	632	D (45.1)	0.89	#632
Horainodana (ochtaar/Wonac)	NBR	10	S	S	S	11	S	S	S	11	S	S	S	11	S	S	S
	NB Approach	735	D (41.9)	-	-	797	D (49.0)	-	-	856	E (67.8)	-	-	856	D (45.1)	-	-
	SBL	80	B (19.0)	0.41	53	89	C (20.2)	0.45	57	92	C (20.6)	0.47	58	92	C (25.2)	0.52	m61
Southbound (Central Avenue)	SBT	368	C (29.2)	0.6	290	560	D (42.4)	0.86	#512	570	D (43.6)	0.87	#526	570	D (49.3)	0.95	#559
	SBR	80	B (12.5)	0.37	107	80	B (12.5)	0.37	109	80	B (13.0)	0.38	116	80	A (7.1)	0.39	m68
	SB Approach	528	C (22.5)	-	-	729	C (32.3)	-	-	742	C (33.1)	-	-	742	D (35.6)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	nt)	Build Miti	gated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 8: Crossway Place/Edgewood Avenue & North Avenue															Modify sig	nal timings	
Overall Intersection		1830	C (20.0)		-	1937	C (21.0)		-	1988	C (21.6)		-	1988	C (22.8)		-
	EBL	5	B (12.2)	0.01	7	5	B (12.2)	0.01	7	5	B (12.4)	0.01	7	5	B (14.2)	0.01	8
Footbassed (North Assesse)	EBT	595	C (21.5)	0.68	426	666	C (23.4)	0.73	480	691	C (24.8)	0.76	#514	691	C (30.3)	0.82	#603
Eastbound (North Avenue)	EBR	25	A (0.0)	0	0	26	A (0.0)	0	0	26	A (0.0)	0	0	26	A (0.0)	0	0
	EB Approach	625	C (21.4)	-	-	697	C (23.4)	-	-	722	C (24.8)	-	-	722	C (30.2)	-	-
	WBL	115	A (7.8)	0.31	43	121	A (8.6)	0.36	43	128	A (9.4)	0.4	45	128	B (12.8)	0.47	55
Markhamad (Namkh Arrama)	WBT	325	A (8.5)	0.28	128	334	A (8.5)	0.28	127	342	A (8.6)	0.29	130	342	B (10.2)	0.31	144
Westbound (North Avenue)	WBR	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0
	WB Approach	440	A (8.4)	-	-	455	A (8.5)	-	-	470	A (8.8)	-	-	470	B (10.9)	-	-
	NBL	130	A (0.0)	0	0	132	A (0.0)	0	0	132	A (0.0)	0	0	132	A (0.0)	0	0
Northbound (Crossway	NBT	55	D (43.7)	0.68	#198	56	D (42.7)	0.67	#193	55	D (42.2)	0.66	#191	55	C (34.5)	0.56	167
Place/Edgewood Avenue)	NBR	390	B (14.2)	0.54	179	403	B (15.8)	0.55	193	417	B (17.0)	0.57	208	417	B (15.8)	0.54	204
	NB Approach	575	C (23.7)	-	-	591	C (24.3)	-	-	604	C (24.8)	-	-	604	C (21.6)	-	-
	SBL	25	A (0.0)	0	0	26	A (0.0)	0	0	26	A (0.0)	0	0	26	A (0.0)	0	0
Southbound (Crossway	SBT	160	C (31.2)	0.43	163	163	C (31.1)	0.42	162	161	C (31.0)	0.42	159	161	C (27.8)	0.37	151
Place/Edgewood Avenue)	SBR	5	A (0.0)	0	0	5	A (0.0)	0	0	5	A (0.0)	0	0	5	A (0.0)	0	0
	SB Approach	190	C (31.2)	-	-	194	C (31.1)	-	-	192	C (31.0)	-	-	192	C (27.8)	-	-
Intersection 9: North Avenue &														Modify sign	al timings. A	dd LPI. Restr	ict the WBR
Clark Street																Coordinated	
Overall Intersection		1560	- (-)		-	1597	- (-)		-	1611	- (-)		-	1611	B (16.5)		-
	EBL	7	A (9.0)	0.008	0	7	A (9.1)	0.008	0	8	A (9.1)	0.009	0	8	A (0.0)	0	0
E	EBT	676	A (0.0)	-	-	687	A (0.0)	-	-	690	A (0.0)	-	-	690	B (11.5)	0.55	342
Eastbound (North Avenue)	EBR													0			
	EB Approach	683	A (0.1)	-	-	694	A (0.1)	-	-	698	A (0.1)	-	-	698	B (11.5)	-	-
	WBL													0			
	WBT	529		-		540		-		544		-		544	B (13.6)	0.56	321
Westbound (North Avenue)	WBR	152	S	S	S	154	S	S	S	153	s	S	S	153	S	S	S
	WB Approach	681	A (0.0)	-	-	694	A (0.0)	-	-	697	A (0.0)	-	-	697	B (13.6)	-	-
	SBL	185	D (27.3)	0.552	80	197	D (30.1)	0.6	92.5	202	D (31.5)	0.621	97.5	202	D (42.9)	0.55	202
	SBT													0	1		
Southbound (Clark Street)	SBR	11	B (10.4)	0.017	2.5	12	B (10.5)	0.019	2.5	14	B (10.5)	0.022	2.5	14	C (23.1)	0.04	21
	SB Approach	196	D (26.4)	-	-	209	D (29.0)	-	-	216	D (30.1)	-	-	216	D (41.6)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	nt)	Build Miti	gated (Prop	osed Develo	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 10: Clark Street & Ferris Place																	
Overall Intersection		424	- (-)		-	442	- (-)		-	445	- (-)		-	445	- (-)		-
	EBL	0		-		0		-		0		-		0		-	
Eastbound (Clark Street)	EBT	164		-		177		-		176		-		176		-	
Eastboulld (Glark Street)	EBR																
	EB Approach	164	A (0.0)	-	-	177	A (0.0)	-	-	176	A (0.0)	-	-	176	A (0.0)	-	1
	WBL																
Westbound (Clark Street)	WBT	176		-		179		-		179		-		179		-	
Westbouria (Clark Street)	WBR	0		-		0		-		0		-		0		-	
	WB Approach	176	A (0.0)	-	-	179	A (0.0)	-	-	179	A (0.0)	-	-	179	A (0.0)	-	-
	SBL	41	B (11.8)	0.183	17.5	42	B (12.0)	0.191	17.5	46	B (12.2)	0.202	20	46	B (12.2)	0.202	20
Southbound (Ferris Place)	SBT																
Southbould (Lettis Liace)	SBR	43	S	S	S	44	S	S	S	44	S	S	s	44	S	S	S
	SB Approach	84	B (11.8)	-	-	86	B (12.0)	-	-	90	B (12.2)	-	-	90	B (12.2)	-	-
Intersection 11: Route 28/Broad Street & North Avenue														Modify s	signal timings	s. Coordinate	d signal.
Overall Intersection		2848	C (24.4)		-	3112	C (26.6)		-	3239	C (29.4)		-	3239	C (29.3)		-
	EBL	170	B (13.5)	0.45	76	186	B (16.6)	0.56	82	195	B (19.6)	0.62	#96	195	C (24.4)	0.64	#140
Eastbound (North Avenue)	EBT	348	B (17.4)	0.54	196	398	B (19.8)	0.62	235	412	C (20.5)	0.65	247	412	C (24.6)	0.63	360
Lastboulla (North Avellae)	EBR	320	A (3.7)	0.36	54	341	A (4.4)	0.39	63	350	A (4.7)	0.41	68	350	A (4.6)	0.39	57
	EB Approach	838	B (11.4)	-	-	925	B (13.5)	-	-	957	B (14.6)	-	-	957	B (17.3)	-	1
	WBL	197	A (0.0)	0	0	219	A (0.0)	0	0	223	A (0.0)	0	0	223	A (0.0)	0	0
Westbound (North Avenue)	WBT	409	C (28.9)	0.7	212	445	C (31.2)	0.79	#250	474	C (32.8)	0.84	#271	474	C (32.3)	0.77	305
Westboulla (North Avenue)	WBR	5	A (0.0)	0	0	5	A (0.0)	0	0	7	A (0.0)	0	0	7	A (0.0)	0	0
	WB Approach	611	C (28.9)	-	-	669	C (31.2)	-	-	704	C (32.8)	-	-	704	C (32.3)	-	-
	NBL	210	C (32.9)	0.75	#133	224	D (38.6)	0.81	#155	247	E (59.2)	0.93	#192	247	C (31.6)	0.73	165
Northbound (Route 28/East Broad	NBT	543	C (32.9)	0.84	#376	573	C (34.9)	0.86	#409	574	C (34.6)	0.86	#411	574	C (33.2)	0.77	452
Street)	NBR	111	B (16.5)	0.21	69	161	B (17.4)	0.29	96	167	B (17.5)	0.3	99	167	C (20.9)	0.27	121
	NB Approach	864	C (30.8)	-	-	958	C (32.8)	-	-	988	D (37.8)	-	-	988	C (30.7)	-	-
	SBL	6	A (0.0)	0	0	11	A (0.0)	0	0	13	A (0.0)	0	0	13	A (0.0)	0	0
Southbound (Route 28/East Broad	SBT	456	C (29.2)	0.72	164	465	C (32.1)	0.79	176	475	D (35.0)	0.84	#206	475	D (42.7)	0.79	252
Street)	SBR	73	A (0.0)	0	0	84	A (0.0)	0	0	102	A (0.0)	0	0	102	A (0.0)	0	0
	SB Approach	535	C (29.2)	-	-	560	C (32.1)	-	-	590	D (35.0)	-	-	590	D (42.7)	-	-

			Exist	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	ent)	Build Miti	igated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 12: North Avenue &														Convert :		Intersection	. Add LPI.
Elm Street															Coordina	ted signal.	
Overall Intersection		1342	A (8.5)		-	1578	B (10.3)		-	1664	B (11.0)		-	1664	B (12.1)		-
	EBL	23	A (0.0)	0	0	69	A (0.0)	0	0	69	A (0.0)	0	0	69	A (0.0)	0	0
Eastbound (North Avenue)	EBT	480	A (7.4)	0.24	101	538	A (9.6)	0.38	164	550	B (10.2)	0.4	m172	550	A (9.2)	0.41	156
Lastbouria (North Avenue)	EBR	22	A (0.0)	0	0	22	A (0.0)	0	0	32	A (0.0)	0	0	32	A (0.0)	0	0
	EB Approach	525	A (7.4)	-	-	629	A (9.6)	-	-	651	B (10.2)	-	-	651	A (9.2)	-	-
	WBL	4	A (0.0)	0	0	4	A (0.0)	0	0	18	A (0.0)	0	0	18	A (0.0)	0	0
Masthaumal (Namth August)	WBT	609	A (5.7)	0.3	m106	632	A (7.1)	0.38	m132	659	A (7.8)	0.41	m146	659	A (8.1)	0.42	m173
Westbound (North Avenue)	WBR	84	A (0.0)	0	0	150	A (0.0)	0	0	150	A (0.0)	0	0	150	A (0.0)	0	0
	WB Approach	697	A (5.7)	-	-	786	A (7.1)	-	-	827	A (7.8)	-	-	827	A (8.1)	-	-
	NBL	2	A (0.0)	0	0	2	A (0.0)	0	0	10	A (0.0)	0	0	10	A (0.0)	0	0
	NBT	9	C (23.6)	0.05	17	9	C (22.2)	0.04	16	14	C (22.8)	0.09	28	14	D (35.0)	0.09	37
Northbound (Elm Street)	NBR	0	A (0.0)	0	0	0	A (0.0)	0	0	3	A (0.0)	0.01	0	3	A (0.0)	0.01	0
	NB Approach	11	C (23.6)	-	-	11	C (22.2)	-	_	27	C (20.5)	-	-	27	C (31.5)	-	-
	SBL	73	A (0.0)	0	0	83	A (0.0)	0	0	83	A (0.0)	0	0	83	A (0.0)	0	0
	SBT	13	C (30.9)	0.54	86	13	C (29.1)	0.62	103	20	C (29.8)	0.63	108	20	D (41.7)	0.62	149
Southbound (Elm Street)	SBR	23	A (0.0)	0	0	56	A (0.0)	0	0	56	A (0.0)	0	0	56	A (0.0)	0	0
	SB Approach	109	C (30.9)	-	-	152	C (29.1)	-	-	159	C (29.8)	-	-	159	D (41.7)	-	-
Intersection 13: Central Avenue & North Avenue															Coordina	ted signal.	
Overall Intersection		2445	C (23.3)		-	2677	C (24.8)		-	2744	C (26.1)		-	2744	C (29.7)		-
	EBL	10	A (0.0)	0	0	17	A (0.0)	0	0	19	A (0.0)	0	0	19	A (0.0)	0	0
Footbound (North Avenue)	EBT	375	B (18.5)	0.47	65	437	B (16.5)	0.54	65	445	B (16.6)	0.57	68	445	C (30.5)	0.6	243
Eastbound (North Avenue)	EBR	100	A (0.0)	0	0	106	A (0.0)	0	0	119	A (0.0)	0	0	119	A (0.0)	0	0
	EB Approach	485	B (18.5)	-	-	560	B (16.5)	-	-	583	B (16.6)	-	-	583	C (30.5)	-	-
	WBL	150	A (0.0)	0	0	153	A (0.0)	0	0	175	A (0.0)	0	0	175	A (0.0)	0	0
Westbound (North Avenue)	WBT	465	B (18.5)	0.63	147	522	C (20.6)	0.7	160	538	C (23.2)	0.77	170	538	C (25.8)	0.71	238
Westboulla (North Aveilue)	WBR	15	A (0.0)	0	0	27	A (0.0)	0	0	27	A (0.0)	0	0	27	A (0.0)	0	0
	WB Approach	630	B (18.5)	-	-	702	C (20.6)	-	-	740	C (23.2)	-	-	740	C (25.8)	-	-
	NBL	185	A (0.0)	0	0	218	A (0.0)	0	0	240	A (0.0)	0	0	240	A (0.0)	0	0
Northbound (Central Avenue)	NBT	585	C (30.7)	0.89	#253	595	D (35.0)	0.93	#280	585	D (36.7)	0.94	#294	585	C (34.2)	0.88	m300
Northboaria (central Avenue)	NBR	120	A (0.0)	0	0	125	A (0.0)	0	0	128	A (0.0)	0	0	128	A (0.0)	0	0
	NB Approach	890	C (30.7)	-	-	938	D (35.0)	-	-	953	D (36.7)	-	-	953	C (34.2)	-	-
	SBL	15	A (0.0)	0	0	15	A (0.0)	0	0	15	A (0.0)	0	0	15	A (0.0)	0	0
Southbound (Central Avenue)	SBT	415	C (20.8)	0.45	124	452	C (20.9)	0.47	131	439	C (20.6)	0.45	128	439	C (25.8)	0.42	165
Southboard (Schilar Avenue)	SBR	10	A (0.0)	0	0	10	A (0.0)	0	0	14	A (0.0)	0	0	14	A (0.0)	0	0
	SB Approach	440	C (20.8)	-	-	477	C (20.9)	-	-	468	C (20.6)	-	-	468	C (25.8)	-	-

Provided Name				Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	nt)	Build Miti	igated (Prop	osed Develo	pment)
Intersection	Approach	Movement	Volume	LOS (Delay)	VC Ratio		Volume	LOS (Delay)	VC Ratio		Volume	LOS (Delay)	VC Ratio		Volume		VC Ratio	
Filt   490   0.0662   5   61   A(9.1)   0.067   5   62   A(9.2)   0.071   5   62   A(3.6)   0.11   17	Intersection 14: Prospect Street & Broad Street																affic signal	
Eastbound (Broad Street)  Eastbound (Broad Street)  EBT 490	Overall Intersection		1270	- (-)		-	1352	- (-)		-	1394	- (-)		-	1394	A (4.2)		-
EBR   0		EBL	55		0.062	5	61		0.067	5	62		0.071	5	62	` ′	0.11	17
EBR   0		EBT	490	, ,	-		532	, ,	-		542	, ,	-		542	, ,	-	
BB Agrouch   S45	Eastbound (Broad Street)	EBR			-				-		0		-		0	A (0.0)	0	0
Westbound (Broad Street)		EB Approach		A (0.9)	-	-	593	A (0.9)	-	-	604	A (0.9)	-	-	604	` '	_	-
Westbound (Groad Street)		• • • • • • • • • • • • • • • • • • • •		()	_		<b>.</b>	(,	-			()	-			` ′	0	0
Westbound (Froat Street)					_				-		579		-		579		0.43	
Northbound (Prospect Street)  Next	Westbound (Broad Street)			S	s	s		S	S	S		S	S	S		<del>                                     </del>	+	
Northbound (Prospect Street)  Northbound (Prospect Street)  NBL 5 E(37.2) 0.352 37.5 5 E(40.4) 0.371 40 5 E(44.2) 0.396 42.5 5 0					_	-	1		-	-			-	-		_	_	-
Northbound (Prospect Street) NBT			-	` ′	0.352	37.5		<u>``</u>	0.371	40	1	` '	0.396	42.5		(=,	_	
Northbound (Prospect Street)  NBR 10 8 8 8 10 8 8 8 10 8 8 8 10 8 8 8 10 8 8 8 10 8 8 8 8				_ (0::=)	-	0.10		_ ( . • )	-			_ ( : ::=)	-			C (22.9)	0.26	44
NB Approach   55   E (37.2)   -   -   56   E (40.4)   -   -   56   E (40.4)   -   -   56   E (40.2)   -   -   56   C (22.9)   -   -   -   56   SBL   0   -   -   0   0   -   -   0   0   -   -	Northbound (Prospect Street)			S	9	S		S	S	9		S	S	S		` '		
Self					-	_		-	-	-		_	-	-		_	-	
Set   Set			-	L (37.2)	_		<b>.</b>	L (40.4)	_		<u> </u>	L (++.2)	_		<b>-</b>	0 (22.5)	_	
Suthbound (Prospect Street)  SBR 115 B (14.5) 0.249 25 121 B (14.7) 0.255 25 118 C (15.2) 0.26 25 118 s s s s s s SB Approach 115 B (14.5) 121 B (14.7) 118 C (15.2) 1118 S (15.2) 1118 S (15.2) 118 S (15.2)								1	_				_			Δ (1.8)		
SB Approach 115 B (14.5) - 121 B (14.7) - 118 C (15.2) - 118 A (1.8)	Southbound (Prospect Street)			P (1/15)	0.249	25		P (1/1-7)	0.255	25		C (15.2)	0.26	25		` '		
Suthbound (Elm Street)   Sum Street & Broad Street   St				` ′	0.249			` /				` ′	0.20			_	-	
EBL   20   A(4.5)   0.04   9   22   A(4.6)   0.04   10   22   A(4.6)   0.04   10   22   A(3.6)   0.04   m5	Intersection 15: Elm Street & Broad Street	ов прргосоп	110	B (11.0)			121	<i>B</i> (1111)			110	0 (10.2)			110	71(2.0)		
EBL   20   A(4.5)   0.04   9   22   A(4.6)   0.04   10   22   A(4.6)   0.04   10   22   A(3.6)   0.04   m5	Overall Intersection		1320	A (8.4)		-	1457	A (8.6)		-	1513	A (8.6)		-	1513	A (7.9)		-
EBT   475   A(5.4)   0.35   134   497   A(5.8)   0.38   150   507   A(5.8)   0.39   155   507   A(3.9)   0.39   71		EBL	20	` ′	0.04	9	22	· ' '	0.04	10	22	` '	0.04	10	22		0.04	m5
EBR   5   A (0.0)   0   0   24   A (0.0)   0   0   24   A (0.0)   0   0   24   A (0.0)   0   0   0   24   A (0.0)   0   0   0   0   0   0   0   0   0						134						` ′						
BE Approach   500   A (5.4)   -   -   543   A (5.7)   -   -   553   A (5.8)   -   -   553   A (3.9)   -   -   -	Eastbound (Broad Street)																+	
Westbound (Broad Street)         WBL         20         A(3.5)         0.03         m8         49         A(4.0)         0.08         19         55         A(4.1)         0.09         21         55         A(4.1)         0.09         21           WBT         490         A(6.7)         0.42         227         508         A(6.8)         0.44         227         541         A(6.9)         0.46         239         A(6.6)         -         -         637         A(6.7)         -         -         677         A(6.7)         -         -         677         A(6.7)         -         -         677         A(6.7)         -         -         677         A(6.7)		EB Approach		` '	_	-			-	-		<u> </u>	-	-			_	
Westbound (Broad Street)         WBT         490         A (6.7)         0.42         227         508         A (6.8)         0.44         227         541         A (6.9)         0.46         239         541         A (6.9)         0.46         239           WBR         80         A (0.0)         0         0         81         A (0.0)         0         0         0         81         A (0.0)         0 <td></td> <td></td> <td></td> <td></td> <td>0.03</td> <td>m8</td> <td>49</td> <td></td> <td>0.08</td> <td>19</td> <td></td> <td></td> <td>0.09</td> <td>21</td> <td></td> <td></td> <td>0.09</td> <td>21</td>					0.03	m8	49		0.08	19			0.09	21			0.09	21
Westbound (Broad Street)         WBR         80         A (0.0)         0         81         A (0.0)         0         0         0         0         81         A (0.0)         0         0         0         0         0         81         A (0.0)         0						227	508	<u>``</u>				<u> </u>				` '		
Northbound (Elm Street)   NBApproach   590   A (6.6)   -   -   638   A (6.6)   -   -   677   A (6.7)   -   -   -   -   677   A (6.7)   -   -   -   -   677   A (6.7)   -   -   -   -   -   -   677   A (6.7)   -   -   -   -   -   -   -   -   -	Westbound (Broad Street)			` '				` '				` '				` '	1	
Northbound (Elm Street)  NBL 5 C (20.2) 0.02 9 11 C (20.7) 0.06 15 15 15 15 15 15 15 15 15 15 15 15 15					_			_	-									
Northbound (Elm Street)         NBT         20         B (16.5)         0.11         25         27         B (14.5)         0.18         33         28         B (14.0)         0.19         34         28         B (14.0)         0.19         34           NBR         10         A (0.0)         0         0         25         A (0.0)         0         0         29         A (0.0)         0         29         A (0.0)         0         29         A (0.0)         0         29         A (0.0)         0         0         29         A (0.0)         0					0.02	9			0.06	15			0.06	15			0.06	15
Northbound (Elm Street)  NBR  10  A (0.0)  0  0  25  A (0.0)  0  0  29  A (0.0)  0  0  0  29  A (0.0)  0  0  0  0  0  0  0  0  0  0  0  0				<u> </u>														
NB Approach   35   B (17.0)   -   -     63   B (15.7)   -   -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     -     68   B (15.1)   -     68   B (15.1	Northbound (Elm Street)																	
Southbound (Elm Street)  SBL 80 C (27.1) 0.38 60 81 C (27.1) 0.38 60 81 C (27.1) 0.38 60 81 C (27.2) 0.38 60 81 C (27.2) 0.38 60  SBT 50 B (14.4) 0.36 53 64 B (15.4) 0.4 60 66 B (15.6) 0.41 61 66 B (15.6) 0.41 61  SBR 65 A (0.0) 0 0 68 A (0.0) 0 0 0 68 A (0.0) 0 0 0				<u> </u>														
Southbound (Elm Street)  SBT 50 B (14.4) 0.36 53 64 B (15.4) 0.4 60 66 B (15.6) 0.41 61 66 B (15.6) 0.41 61  SBR 65 A (0.0) 0 0 68 A (0.0) 0 0 0 68 A (0.0) 0 0		• • • • • • • • • • • • • • • • • • • •						1 1										
Southbound (Elm Street)  SBR 65 A (0.0) 0 0 68 A (0.0) 0 0 68 A (0.0) 0 0 0 68 A (0.0) 0 0				<u> </u>			<u> </u>											
	Southbound (Elm Street)																	
		SB Approach	195	B (19.6)		-	213	B (19.9)		-	215	C (20.0)		-	215	C (20.0)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	nt)	Build Miti	gated (Prop	osed Develo	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 16: Central Avenue & Broad Street														I	nstall flashin	g yellow arrov	W
Overall Intersection		1970	B (18.5)		-	2116	C (20.4)		-	2151	C (22.0)		-	2151	A (9.0)		-
	EBL	0				0				0				0			
Facthering (Broad Street)	EBT	505	D (37.9)	0.65	270	542	D (43.1)	0.68	275	556	D (51.2)	0.69	280	556	B (14.9)	0.34	135
Eastbound (Broad Street)	EBR	55	A (8.5)	0.08	29	56	A (8.2)	0.08	29	56	A (8.2)	0.08	29	56	A (6.9)	0.07	29
	EB Approach	560	D (35.0)	-	-	598	D (39.8)	-	-	612	D (47.2)	-	-	612	B (14.1)	-	-
	WBL	345	C (25.5)	0.48	206	381	C (27.2)	0.51	217	372	C (25.7)	0.5	198	372	A (3.3)	0.36	28
Weethound (Breed Ctreet)	WBT	545	A (0.7)	0.3	9	593	A (0.6)	0.31	7	631	A (0.7)	0.33	8	631	A (0.7)	0.33	8
Westbound (Broad Street)	WBR	0				0				0				0			
	WB Approach	890	B (10.3)	-	-	974	B (11.0)	-	-	1003	B (10.0)	-	-	1003	A (1.7)	-	-
	NBL	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0
Northbound (Central Avenue)	NBT	0				0				0				0			
Northboulld (Celtifal Aveilde)	NBR	520	B (14.8)	0.68	202	544	B (15.8)	0.7	212	536	B (15.7)	0.69	210	536	B (16.7)	0.73	210
	NB Approach	520	A (0.0)	-	-	544	A (0.0)	-	-	536	A (0.0)	-	-	536	A (0.0)	-	-
Intersection 17: Broad Street & Mountain Avenue														li	nstall flashin	g yellow arro	W
Overall Intersection		1940	C (30.6)		-	2048	C (30.2)		-	2084	C (30.0)		-	2084	A (7.5)		-
	EBL	640	E (79.9)	0.89	#417	655	E (79.2)	0.88	#411	660	E (79.4)	0.89	#417	660	A (9.7)	0.64	121
Footbound (Broad Stroot)	EBT	390	A (0.2)	0.21	0	399	A (0.2)	0.21	m0	400	A (0.2)	0.21	m0	400	A (0.2)	0.21	m0
Eastbound (Broad Street)	EBR	0				0				0				0			
	EB Approach	1030	D (49.7)	-	-	1054	D (49.3)	-	-	1060	D (49.5)	-	-	1060	A (6.1)	-	-
	WBL	0				0				0				0			
Westbound (Broad Street)	WBT	490	B (13.4)	0.35	101	542	B (14.1)	0.37	108	550	B (13.6)	0.38	110	550	B (12.1)	0.35	110
Westboulld (Bload Street)	WBR	20	s	S	S	21	S	S	S	21	s	S	S	21	S	S	S
	WB Approach	510	B (13.4)	-	-	563	B (14.1)	-	-	571	B (13.6)	-	-	571	B (12.1)	-	-
	SBL	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0
Southbound (Mountain Avenue)	SBT	0				0				0				0			
	SBR	400	A (3.3)	0.3	34	431	A (4.4)	0.32	43	453	A (5.0)	0.34	48	453	A (5.0)	0.35	48
	SB Approach	400	A (0.0)	-	-	431	A (0.0)	-	-	453	A (0.0)	-	-	453	A (0.0)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	nt)	Build Miti	gated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 18: South Avenue & South Zone Exit Out																	
Overall Intersection										1225	- (-)		-	1225	- (-)		-
	EBL									0		-		0		-	
Foothermal (Ossella Assesse)	EBT									695		-		695		-	
Eastbound (South Avenue)	EBR																
	EB Approach									695	A (0.0)	-	-	695	A (0.0)	-	-
	WBL																
Westbound (South Avenue)	WBT									512		-		512		-	
westbound (South Avenue)	WBR									0		-		0		-	
	WB Approach									512	A (0.0)	-	-	512	A (0.0)	-	-
	SBL									0		-		0		-	
Southbound (South Zone Exit Out)	SBT																
Southbound (South Zone Exit Out)	SBR									18	B (10.1)	0.026	2.5	18	B (11.9)	0.035	2.5
	SB Approach									18	B (10.1)	-	-	18	B (11.9)	-	-
Intersection 19: West Boomer Western Site Driveway/Townhouses Driveway & North Avenue																	
Overall Intersection						1436	- (-)		-	1528	- (-)		-	1528	- (-)		-
	EBL					0	A (0.0)	-	0	0	A (0.0)	-	0				
Eastbound (North Avenue)	EBT					700	(-)	-	-	731	(-)	-	-	731	(-)	-	-
Lastbouria (North Averiae)	EBR					4	S	S	S	13	S	S	S	13	S	S	S
	EB Approach					704	A (0.0)	-	-	744	A (0.0)	-	-	744	A (0.0)	-	-
	WBL					13	A (9.3)	0.016	0	44	A (9.6)	0.056	5	44	A (9.6)	0.056	5
Westbound (North Avenue)	WBT					709	A (0.0)	-	-	716	A (0.0)	-	-	716	A (0.0)	-	-
( to tall the orall	WBR					0		-		0		-					
	WB Approach					722	A (0.2)	-	-	760	A (0.6)	-	-	760	A (0.6)	-	-
Northbound (West Boomer Western	NBL					2	C (20.2)	0.043	2.5	5	C (24.6)	0.121	10	5	C (21.5)	0.104	7.5
Site Driveway/West Resi Site	NBT					0	_	-	_	0	_	-	_	10	_	_	_
Driveway)	NBR					8	S	S	S	19	S 0 (04.6)	S	S	19	S (24.5)	S	S
	NB Approach					10	C (20.2)	-	-	24	C (24.6)	-	ı	24	C (21.5)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	nt)	Build Miti	gated (Prop	osed Develo	pment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 20: West Boomer Eastern Site Driveway & North Avenue																	
Overall Intersection						1454	- (-)		-	1571	- (-)		-	1571	- (-)		-
	EBL																
Eastbound (North Avenue)	EBT					702		-		715		-		715		-	
Eastbourid (North Averlue)	EBR					6	S	S	S	20	S	S	S	20	S	S	S
	EB Approach					708	A (0.0)	-	-	735	A (0.0)	-	-	735	A (0.0)	-	-
	WBL					15	A (9.3)	0.019	2.5	51	A (9.6)	0.065	5	51	A (9.6)	0.065	5
Woothound (North Avenue)	WBT					719	A (0.0)	-	-	755	A (0.0)	-	-	755	A (0.0)	-	-
Westbound (North Avenue)	WBR																
	WB Approach					734	A (0.2)	-	-	806	A (0.6)	-	-	806	A (0.6)	-	-
	NBL					3	C (19.6)	0.049	5	8	D (25.0)	0.15	12.5	8	D (25.0)	0.15	12.5
Northbound (West Boomer Eastern	NBT																
Site Driveway)	NBR					9	S	S	s	22	S	S	S	22	S	S	S
	NB Approach					12	C (19.6)	-	-	30	D (25.0)	-	-	30	D (25.0)	-	-
Intersection 21: Ferris Place & Townhomes Driveway																	
Overall Intersection										91	- (-)		-	91	- (-)		-
	EBL											-				-	
Eastbound (North Avenue)	EBT																
Lastboaria (North Averlae)	EBR																
	EB Approach											-	-			-	-
	WBL									4		-		4		-	
Westbound (North Avenue)	WBT																
(1001204114 (11014111111140)	WBR									0		-		0		-	
	WB Approach									4	A (9.0)	-	-	4	A (9.0)	-	-
	SBL									2	S	S	S	2	S	S	S
Southbound (Multifamily Housing)	SBT									85		-		85		-	
- Touching Housing	SBR																
	SB Approach									87	A (0.0)	-	-	87	A (0.0)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	nt)	Build Miti	gated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 22: West Townhouses Driveway & Clark Street																	
Overall Intersection										364	- (-)		-	364	- (-)		-
	EBL																
Eastbound (Clark Street)	EBT									198		-		198		-	
Eastbourid (Clark Street)	EBR									0		-		0		-	
	EB Approach									198	A (0.0)	-	-	198	A (0.0)	-	-
	WBL									2	A (7.7)	0.002	0	2	A (7.7)	0.002	0
Weethound (Clark Street)	WBT									160	A (0.0)	-	-	160	A (0.0)	-	-
Westbound (Clark Street)	WBR																
	WB Approach									162	A (0.1)	-	-	162	A (0.1)	-	-
	NBL									0	A (9.4)	0.005	0	0	A (9.4)	0.005	0
Northbound (West Resi Site	NBT																
Driveway)	NBR									4	S	S	S	4	S	S	S
	NB Approach									4	A (9.4)	-	-	4	A (9.4)	-	-
Intersection 23: Eastern North Zone Parking Site Driveway & North Avenue																	
Overall Intersection										1317	- (-)		-	1317	- (-)		-
	EBL																
Eastbound (North Avenue)	EBT									583		-		583		-	
Eastboulla (North Averlue)	EBR									0		-		0		-	
	EB Approach									583	A (0.0)	-	-	583	A (0.0)	-	-
	WBL									0		-		0		-	
Westbound (North Avenue)	WBT									726		-		726		-	
Westbound (North Aveilde)	WBR																
	WB Approach									726	A (0.0)	-	1	726	A (0.0)	-	-
	NBL									0		-		0		-	
Northbound (Eastern North Zone	NBT																
Parking Site Driveway)	NBR									8	B (10.4)	0.013	0	8	B (10.4)	0.013	0
	NB Approach									8	B (10.4)	-	-	8	B (10.4)	-	-

Approach  Intersection 1: Crossway Place/Scotch Plains Avenue & South Avenue Overall Intersection	Movement  EBL	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOC (Dalay)		Ougue				Ougue		LOS		Ougus
Place/Scotch Plains Avenue & South Avenue	EBL	1370					LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	(Delay)	VC Ratio	Queue Length
Overall Intersection	EBL	1370													Modify sign	nal timings	
	EBL		B (18.5)		-	1471	B (18.6)		-	1544	C (22.8)		-	1544	B (11.2)		-
		75	S	S	S	81	S	S	S	81	S	S	S	81	S	S	S
Faathaund (Cauth Avanua)	EBT	255	B (11.0)	0.32	187	282	B (11.5)	0.35	201	291	B (11.8)	0.36	206	291	A (9.6)	0.46	112
Eastbound (South Avenue)	EBR	55	A (4.6)	0.05	m16	56	A (4.6)	0.05	m15	56	A (4.6)	0.05	m15	56	A (2.7)	0.07	12
EF	B Approach	385	B (10.1)	-	-	419	B (10.6)	-	-	428	B (10.9)	-	-	428	A (8.7)	-	-
	WBL	15	S	S	S	15	S	S	S	31	S	S	S	31	S	s	S
Weether ad (October Access)	WBT	240	A (6.2)	0.3	103	267	A (6.5)	0.31	110	302	A (7.2)	0.37	132	302	A (8.5)	0.46	112
Westbound (South Avenue)	WBR	90	A (0.0)	0	0	92	A (0.0)	0	0	91	A (0.0)	0	0	91	A (0.0)	0	0
W!	/B Approach	345	A (6.2)	-	-	374	A (6.5)	-	-	424	A (7.2)	-	-	424	A (8.5)	-	-
	NBL	35	C (29.3)	0.32	39	36	C (29.1)	0.32	39	36	C (29.1)	0.32	39	36	B (12.4)	0.19	21
Northbound (Crossway	NBT	195	C (25.4)	0.47	134	210	C (25.3)	0.47	140	211	C (25.2)	0.48	143	211	B (13.0)	0.42	77
Place/Scotch Plains Avenue)	NBR	10	A (0.0)	0.435	0	10	A (0.0)	0	0	15	A (0.0)	0.435	0	15	A (0.0)	0	0
	IB Approach	240	C (25.9)	-	-	256	C (25.8)	-	-	262	C (25.8)	-	-	262	B (12.9)	-	-
	SBL	50	C (24.0)	0.25	46	51	C (23.8)	0.25	46	50	C (23.7)	0.25	46	50	B (11.5)	0.17	25
Southbound (Crossway	SBT	215	C (34.1)	0.79	218	229	C (34.1)	0.79	#226	235	C (34.8)	0.8	#241	235	B (15.7)	0.67	116
Place/Scotch Plains Avenue)	SBR	135	A (0.0)	0	0	142	A (0.0)	0	0	145	A (0.0)	0	0	145	A (0.0)	0	0
	B Approach	400	C (32.8)	-	-	422	C (32.8)	-	_	430	C (33.5)	-	-	430	B (15.2)	-	-
Intersection 2: Broad Street &																	
South Avenue		10-0	- (1 4 - 1)			0.10=	7 (17 2)			2122	- (1 - 2)			2122	- (1 - 0)		
Overall Intersection		1970	B (14.5)		-	2125	B (15.0)		-	2169	B (15.2)		-	2169	B (15.2)		-
	EBL	0	- (10.0)	2.11		0	- (1.4.5)			0				0			
Eastbound (Broad Street)	EBT	250	B (13.9)	0.41	188	277	B (14.2)	0.42	201	290	B (14.4)	0.44	209	290	B (14.4)	0.44	209
	EBR	110	S	S	S	112	S	S	S	112	S	S	S	112	S	S	S
EF	B Approach	360	B (13.9)	-	-	389	B (14.2)	-	-	402	B (14.4)	-	-	402	B (14.4)	-	
	WBL	645	S	S	S	695	S	S	S	694	S	\$	S	694	S	S	S
Westbound (Broad Street)	WBT	405	A (8.6)	0.99dl	170	433	A (9.1)	1.06dl	179	466	A (9.6)	1.08dl	186	466	A (9.6)	1.08dl	186
	WBR	0				0				0				0			
WF	/B Approach	1050	A (8.6)	-	-	1128	A (9.1)	-	-	1160	A (9.6)	-	-	1160	A (9.6)	-	-
	NBL	190	D (35.5)	0.63	136	195	D (35.5)	0.63	135	195	D (35.5)	0.63	135	195	D (35.5)	0.63	135
Northbound (South Avenue)	NBT	0				0				0				0			<u> </u>
`	NBR	370	C (21.1)	0.6	195	413	C (22.3)	0.65	210	412	C (22.2)	0.65	209	412	C (22.2)	0.65	209
	IB Approach	560	A (0.0)	-	-	608	A (0.0)	-	-	607	A (0.0)	-	-	607	A (0.0)	-	-
Intersection 3: Route 28 & South Avenue																	
Overall Intersection		2534	B (14.4)		-	2779	C (22.9)			2534	B (14.4)		-	2534	B (14.4)		-
	B Approach	869	C (23.9)	0.855	466.7	965	E (44.8)	0.99	893.4	869	C (23.9)	0.855	466.7	869	C (23.9)	0.855	466.7
	/B Approach	704	A (8.9)	0.454	70.3	770	B (10.9)	0.537	101	704	A (8.9)	0.454	70	704	A (8.9)	0.454	70
	B Approach	961	A (9.8)	0.539	106.8	1044	B (11.5)	0.603	144.4	961	A (9.8)	0.539	107	961	A (9.8)	0.539	107

			Exis	ting			No-Build (Lo	rd & Taylor)		Ви	ıild (Proposed	Developme	ent)	Build Mit	igated (Pro	posed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 4: Summit Avenue & South Avenue															. Exclusive E	o split-phase BL & WBL. Ro ted signal.	
Overall Intersection		1478	B (12.4)		-	1694	B (14.2)		-	1847	B (16.6)		-	1847	C (23.7)		-
	EBL	21	A (0.0)	0	0	21	A (0.0)	0	0	34	A (0.0)	0	0	34	A (8.0)	0.1	18
Footh and (Conth Array)	EBT	588	B (10.2)	0.46	288	617	B (11.4)	0.49	314	636	B (13.4)	0.57	346	636	C (21.8)	0.63	433
Eastbound (South Avenue)	EBR	30	A (0.8)	0.02	5	53	A (0.7)	0.04	6	55	A (0.7)	0.04	7	55	S	s	S
	EB Approach	639	A (9.8)	-	-	691	B (10.6)	-	-	725	B (12.5)	-	-	725	C (21.2)	-	-
	WBL	25	A (0.0)	0	0	28	A (0.0)	0	0	28	A (0.0)	0	0	28	A (7.6)	0.08	m15
	WBT	573	A (7.4)	0.26	116	602	A (8.1)	0.29	131	627	A (8.9)	0.33	138	627	C (20.6)	0.63	362
Westbound (South Avenue)	WBR	13	A (0.0)	0	0	48	A (0.0)	0	0	57	A (0.0)	0	0	57	A (0.0)	0	0
	WB Approach	611	A (7.4)	-	-	678	A (8.1)	-	-	712	A (8.9)	-	-	712	C (20.1)	-	-
	NBL	90	D (46.7)	0.48	99	101	D (48.3)	0.53	109	101	D (48.3)	0.53	109	101	D (48.1)	0.51	114
	NBT	13	B (19.0)	0.25	42	21	C (20.7)	0.29	50	23	C (21.1)	0.3	51	23	B (18.2)	0.21	51
Northbound (Summit Avenue)	NBR	41	A (0.0)	0	0	43	A (0.0)	0	0	43	A (0.0)	0	0	43	A (0.0)	0	0
	NB Approach	144	D (36.3)	-	-	165	D (37.6)	_	-	167	D (37.6)	-	-	167	D (36.2)	-	-
	SBL	25	D (39.8)	0.15	38	76	D (44.5)	0.41	86	131	D (53.9)	0.65	#144	131	D (50.3)	0.59	141
	SBT	21	C (23.3)	0.32	49	21	B (19.1)	0.37	55	21	B (16.9)	0.43	61	21	B (13.7)	0.33	60
Southbound (Summit Avenue)	SBR	38	A (0.0)	0	0	63	A (0.0)	0	0	91	A (0.0)	0	0	91	A (0.0)	0	0
	SB Approach	84	C (28.2)	-	-	160	C (31.1)	-	-	243	D (36.8)	-	-	243	C (33.4)	-	-
Intersection 5: South Avenue & Boulevard																	
Overall Intersection		1343	- (-)		-	1402	- (-)		-	1501	- (-)		-	1501	- (-)		-
	EBL						( )				( )				( )		
	EBT	613		_		642		_		716		-		716		_	
Eastbound (South Avenue)	EBR	46	s	S	S	47	S	s	S	47	S	S	S	47	S	S	S
	EB Approach	659	A (0.0)	_	_	689	A (0.0)	_	_	763	A (0.0)	-	_	763	A (0.0)	_	_
	WBL	29	s	s	S	29	S	s	S	29	s	S	s	29	S	s	S
	WBT	532	A (0.2)	_	_	560	A (0.2)	_	_	585	A (0.2)	-	_	585	A (0.0)	_	_
Westbound (South Avenue)	WBR	1	(312)				(/			1 1 1	(/				()		
	WB Approach	561	A (0.7)	-	_	589	A (0.6)	_	_	614	A (0.6)	-	-	614	A (0.4)	_	_
	NBL	35	C (18.8)	0.324	35	35	C (20.0)	0.344	37.5	35	C (22.8)	0.384	45	35	D (28.4)	0.454	55
Northbound (Middle South Site	NBT	1	- ()				- ( )			1	- ( )				()		
Driveway)	NBR	88	s	s	S	89	S	s	s	89	s	s	S	89	S	s	S
,	NB Approach	123	C (18.8)	-	_	124	C (20.0)	-	-	124	C (22.8)	-	-	124	D (28.4)		-
	.15/15/104011		1 0 (±0.0)				0 (20.0)				1 0 (22.0)				1 2 (20.1)		

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	ent)	Build Mit	igated (Pro	posed Devel	lopment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 6: South Avenue & Eastern South Site Driveway														Install a		al. Add LPI. Ro ted signal.	oad diet.
Overall Intersection		1290	- (-)		-	1348	- (-)		-	1469	- (-)		-	1469	A (7.9)		-
	EBL	5	S	S	s	5	S	S	S	17	S	S	S	17	s	s	S
Factbound (South Avenue)	EBT	693	A (0.0)	-	-	723	A (0.0)	-	-	731	A (0.0)	-	-	731	A (5.7)	0.58	149
Eastbound (South Avenue)	EBR													0			
	EB Approach	698	A (0.1)	-	-	728	A (0.1)	-	-	748	A (0.2)	-	-	748	A (5.7)	-	-
	WBL													0			
Washamad (Osash Assaus)	WBT	532		-		560		-		564		-		564	A (6.7)	0.43	m143
Westbound (South Avenue)	WBR	14	s	s	s	14	S	S	S	40	s	S	S	40	A (1.6)	0.03	m2
	WB Approach	546	A (0.0)	-	-	574	A (0.0)	-	-	604	A (0.0)	-	-	604	A (6.4)	-	-
	SBL	18	C (18.2)	0.149	12.5	18	C (19.4)	0.159	15	61	E (37.2)	0.529	70	61		-	
Southbound (Eastern South Site	SBT		, ,				, ,				, ,			0			
Driveway)	SBR	28	S	S	s	28	S	S	S	56	s	S	S	56	A (0.0)	0	0
• /	SB Approach	46	C (18.2)	-	-	46	C (19.4)	-	-	117	E (37.2)	-	-	117	C (29.4)	-	-
Intersection 7: Ross Place & Central Avenue & South Avenue																Restrict the Vordinated sign	
Overall Intersection		2888	C (34.0)		-	3163	D (37.8)		-	3310	D (40.3)		-	3310	D (39.6)		-
	EBL	168	C (23.3)	0.54	108	172	C (25.1)	0.58	107	204	C (33.7)	0.72	#146	204	D (36.0)	0.78	#146
Eastbound (South Avenue (5	EBT	440	C (27.7)	0.53	230	475	C (28.9)	0.59	254	494	C (30.4)	0.65	282	494	C (28.1)	0.66	255
legged))	EBR	165	S	S	s	209	S	S	S	253	S	S	S	253	s	S	s
<b></b>	EB Approach	773	C (26.8)	-	-	856	C (28.1)	-	-	951	C (31.1)	-	-	951	C (29.8)	-	-
	WBL	30	B (16.9)	0.25	57	30	B (17.3)	0.27	56	30	B (18.0)	0.31	56	30	C (20.6)	0.33	62
Westbound (South Avenue (5	WBT	390	C (33.7)	0.67	323	425	D (35.3)	0.7	343	430	D (36.1)	0.72	349	430	D (39.7)	0.73	374
legged))	WBR	170	A (9.2)	0.29	70	190	B (10.0)	0.31	78	191	B (10.2)	0.32	79	191	C (30.3)	0.38	165
	WB Approach	590	C (25.1)	-	-	645	C (26.3)	-	-	651	C (26.9)	-	-	651	C (34.9)	-	-
	NBL	150	D (44.0)	0.79	#133	181	E (66.8)	0.93	#173	193	F (84.4)	1	#209	193	D (45.0)	0.83	#187
N 111 1/0	NBT	530	D (44.5)	0.88	#528	575	D (48.8)	0.92	#571	586	D (49.1)	0.92	#586	586	D (51.7)	0.92	#608
Northbound (Central Avenue)	NBR	30	s	S	S	32	S	S	S	32	S	S	S	32	S	S	S
	NB Approach	710	D (44.4)	-	-	788	D (53.0)	-	-	811	E (57.6)	-	-	811	D (50.1)	-	-
	SBL	155	D (44.0)	0.79	#133	173	D (54.1)	0.86	#154	176	E (59.0)	0.89	#172	176	D (37.1)	0.74	m107
Country of (Country of Assessment	SBT	575	D (46.7)	0.9	#547	616	D (50.0)	0.92	#578	636	D (52.3)	0.94	#608	636	D (53.9)	0.94	m#573
Southbound (Central Avenue)	SBR	85	B (13.8)	0.39	124	85	B (13.8)	0.39	124	85	B (14.3)	0.4	131	85	C (22.2)	0.4	m135
	SB Approach	815	D (38.0)	1	i	874	D (41.9)			897	D (44.1)			897	D (43.4)	1	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Ви	ild (Proposed	Developme	ent)	Build Mit	igated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 8: Crossway Place/Edgewood Avenue & North Avenue															Modify sig	nal timings	
Overall Intersection		1895	B (15.8)		-	2093	B (19.5)		-	2134	C (21.0)		-	2134	B (18.8)		-
	EBL	5	B (10.0)	0.01	6	5	B (10.2)	0.01	7	5	B (10.2)	0.01	7	5	B (10.2)	0.01	7
	EBT	510	B (16.1)	0.55	304	587	B (17.3)	0.61	351	595	B (17.5)	0.61	357	595	B (17.5)	0.61	357
Eastbound (North Avenue)	EBR	40	A (0.0)	0	0	41	A (0.0)	0	0	41	A (0.0)	0	0	41	A (0.0)	0	0
	EB Approach	555	B (16.0)	-	-	633	B (17.3)	-	-	641	B (17.4)	-	-	641	B (17.4)	-	-
	WBL	335	C (23.1)	0.79	#150	356	D (42.4)	0.93	#200	365	D (50.3)	0.96	#216	365	D (38.5)	0.91	#196
Martha ad Marth A acces	WBT	585	B (11.0)	0.5	262	660	B (11.7)	0.55	298	684	B (12.1)	0.57	314	684	B (11.4)	0.56	302
Westbound (North Avenue)	WBR	5	S	S	S	5	S	S	S	5	S	S	S	5	S	S	S
	WB Approach	925	B (15.4)	-	-	1021	C (22.4)	-	-	1054	C (25.3)	-	-	1054	C (20.8)	-	-
	NBL	90	A (0.0)	0	0	92	A (0.0)	0	0	92	A (0.0)	0	0	92	A (0.0)	0	0
Northbound (Crossway	NBT	60	C (31.1)	0.39	135	61	C (31.1)	0.39	134	60	C (31.1)	0.39	133	60	C (32.1)	0.4	135
Place/Edgewood Avenue)	NBR	205	A (3.9)	0.29	44	225	A (3.8)	0.3	46	227	A (4.0)	0.3	47	227	A (4.0)	0.3	47
	NB Approach	355	B (15.4)	-	-	378	B (14.9)	-	-	379	B (14.9)	-	-	379	B (15.3)	-	-
	SBL	10	A (0.0)	0	0	10	A (0.0)	0	0	10	A (0.0)	0	0	10	A (0.0)	0	0
Southbound (Crossway	SBT	35	C (21.5)	0.13	53	36	C (21.5)	0.13	53	35	C (21.4)	0.13	52	35	C (22.1)	0.14	53
Place/Edgewood Avenue)	SBR	15	A (0.0)	0	0	15	A (0.0)	0	0	15	A (0.0)	0	0	15	A (0.0)	0	0
	SB Approach	60	C (21.5)	-	-	61	C (21.5)	-	-	60	C (21.4)	-	-	60	C (22.1)	-	-
Intersection 9: North Avenue &														Install traffic	c signal. Add	LPI. Restrict	the WBR on
Clark Street														red r	novement. C	oordinated si	gnal.
Overall Intersection		1591	- (-)		-	1626	- (-)		-	1649	- (-)		-	1649	B (17.2)		-
	EBL	5	A (9.7)	0.007	0	5	A (9.7)	0.007	0	6	A (9.8)	0.009	0	6	A (0.0)	0	0
Footh and (North Assesse)	EBT	533	A (0.0)	-	-	544	A (0.0)	-	-	548	A (0.0)	-	-	548	A (9.9)	0.45	258
Eastbound (North Avenue)	EBR													0			
	EB Approach	538	A (0.1)	-	-	549	A (0.1)	-	-	554	A (0.1)	-	-	554	A (9.9)	-	-
	WBL													0			
	WBT	651		-		663		-		681		-		681	B (13.8)	0.68	329
Westbound (North Avenue)	WBR	146	S	S	S	148	S	S	S	147	s	S	S	147	S	S	S
	WB Approach	797	A (0.0)	-	-	811	A (0.0)	-	-	828	A (0.0)	-	-	828	B (13.8)	-	-
	SBL	221	E (36.7)	0.7	125	230	E (41.5)	0.746	142.5	231	E (45.0)	0.77	152.5	231	D (46.3)	0.65	#260
Countly be a send (Olamba Olamba)	SBT													0			
Southbound (Clark Street)	SBR	35	B (11.5)	0.064	5	36	B (11.5)	0.066	5	36	B (11.6)	0.067	5	36	C (21.8)	0.11	39
	SB Approach	256	D (33.3)	-	-	266	E (37.4)	-	-	267	E (40.5)	-	-	267	D (43.0)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	ent)	Build Mit	igated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 10: Clark Street & Ferris Place																	
Overall Intersection		474	- (-)		-	482	- (-)		-	481	- (-)		-	481	- (-)		-
	EBL	0		-		0		-		0		-		0		-	
Eastbound (Clark Street)	EBT	188		-		191		-		190		-		190		-	
Eastbouriu (Clark Street)	EBR																
	EB Approach	188	A (0.0)	-	-	191	A (0.0)	-	-	190	A (0.0)	-	-	190	A (0.0)	-	-
	WBL																
Westbound (Clark Street)	WBT	197		-		200		-		199		1		199		-	
Westboulld (Clark Street)	WBR	0		-		0		-		0		ı		0		-	
	WB Approach	197	A (0.0)	-	-	200	A (0.0)	-	-	199	A (0.0)	ı	-	199	A (0.0)	-	-
	SBL	51	B (11.6)	0.164	15	52	B (11.7)	0.168	15	53	B (11.7)	0.17	15	53	B (11.7)	0.17	15
Southbound (Ferris Place)	SBT																
Southboulid (Ferris Flace)	SBR	38	S	S	S	39	S	S	S	39	S	s	S	39	S	S	S
	SB Approach	89	B (11.6)	-	-	91	B (11.7)	-	-	92	B (11.7)	-	-	92	B (11.7)	-	-
Intersection 11: Route 28/Broad Street & North Avenue														Modify	signal timings	s. Coordinate	d signal.
Overall Intersection		2764	C (21.3)		-	3186	C (25.8)		-	3295	C (28.2)		-	3295	C (26.0)		-
	EBL	122	B (10.8)	0.29	54	153	B (13.5)	0.44	65	165	B (14.9)	0.5	70	165	B (17.7)	0.5	m88
Eastbound (North Avenue)	EBT	299	B (15.3)	0.43	154	374	B (17.7)	0.55	202	393	B (18.4)	0.58	216	393	C (22.5)	0.55	325
Eastbouria (North Averlue)	EBR	339	A (3.2)	0.35	49	380	A (4.3)	0.4	66	393	A (4.7)	0.42	72	393	A (4.2)	0.39	54
	EB Approach	760	A (9.2)	-	-	907	B (11.4)	-	-	951	B (12.2)	ı	-	951	B (14.1)	-	-
	WBL	199	A (0.0)	0	0	228	A (0.0)	0	0	240	A (0.0)	0	0	240	A (0.0)	0	0
Westbound (North Avenue)	WBT	436	C (21.8)	0.62	215	523	C (27.3)	0.82	#275	528	C (29.2)	0.85	#289	528	C (22.5)	0.78	#173
Westboulla (North Aveilae)	WBR	6	A (0.0)	0	0	6	A (0.0)	0	0	10	A (0.0)	0	0	10	A (0.0)	0	0
	WB Approach	641	C (21.8)	-	-	757	C (27.3)	-	-	778	C (29.2)	ı	-	778	C (22.5)	-	-
	NBL	236	D (39.6)	0.82	#155	265	E (65.1)	0.96	#200	281	F (80.9)	1.02	#222	281	D (42.4)	0.83	#216
Northbound (Route 28/East Broad	NBT	448	C (24.4)	0.66	251	492	C (25.7)	0.71	281	506	C (26.1)	0.72	291	506	C (29.0)	0.66	359
Street)	NBR	123	B (16.6)	0.21	71	162	B (17.1)	0.27	92	169	B (17.2)	0.28	95	169	C (20.9)	0.25	116
	NB Approach	807	C (27.6)	-	-	919	D (35.5)	-	-	956	D (40.6)	-	-	956	C (31.5)	-	-
	SBL	26	A (0.0)	0	0	33	A (0.0)	0	0	35	A (0.0)	0	0	35	A (0.0)	0	0
Southbound (Route 28/East Broad	SBT	422	C (28.2)	0.71	159	435	C (30.8)	0.79	175	439	C (32.6)	0.82	#182	439	D (40.3)	0.77	240
Street)	SBR	108	A (0.0)	0	0	135	A (0.0)	0	0	136	A (0.0)	0	0	136	A (0.0)	0	0
	SB Approach	556	C (28.2)	-	-	603	C (30.8)	-	-	610	C (32.6)	ı	-	610	D (40.3)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	ent)	Build Mit	igated (Prop	osed Deve	lopment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 12: North Avenue & Elm Street														Convert	to a 4-legged Coordinat		. Add LPI.
Overall Intersection		1525	B (13.2)		-	1817	B (14.4)		-	1914	B (14.9)		-	1914	B (18.9)		-
	EBL	29	A (0.0)	0	0	66	A (0.0)	0	0	66	A (0.0)	0	0	66	A (0.0)	0	0
Eastbound (North Avenue)	EBT	402	A (9.9)	0.27	101	480	B (12.7)	0.41	139	497	B (13.3)	0.43	m97	497	A (9.8)	0.38	138
Lastbouria (North Averlae)	EBR	21	A (0.0)	0	0	21	A (0.0)	0	0	33	A (0.0)	0	0	33	A (0.0)	0	0
	EB Approach	452	A (9.9)	-	-	567	B (12.7)	-	-	596	B (13.3)	-	-	596	A (9.8)	-	-
	WBL	21	A (0.0)	0	0	21	A (0.0)	0	0	40	A (0.0)	0	0	40	A (0.0)	0	0
Mosthaural (North Avenus)	WBT	670	B (13.4)	0.45	m136	727	B (14.0)	0.52	m132	730	B (14.1)	0.55	m130	730	B (16.8)	0.49	m287
Westbound (North Avenue)	WBR	104	A (0.0)	0	0	163	A (0.0)	0	0	163	A (0.0)	0	0	163	A (0.0)	0	0
	WB Approach	795	B (13.4)	-	-	911	B (14.0)	-	-	933	B (14.1)	-	-	933	B (16.8)	-	-
	NBL	16	A (0.0)	0	0	16	A (0.0)	0	0	35	A (0.0)	0	0	35	A (0.0)	0	0
North Lorend (Flor Otros et)	NBT	16	B (18.2)	0.07	30	16	B (18.2)	0.07	31	28	B (19.1)	0.15	50	28	C (32.1)	0.22	65
Northbound (Elm Street)	NBR	9	A (0.0)	0.02	0	9	A (0.0)	0.02	0	17	A (0.1)	0.03	0	17	A (0.2)	0.04	0
	NB Approach	41	B (14.4)	-	-	41	B (14.4)	-	-	80	B (15.0)	-	-	80	C (25.2)	-	-
	SBL	103	A (0.0)	0	0	105	A (0.0)	0	0	105	A (0.0)	0	0	105	A (0.0)	0	0
	SBT	19	B (18.5)	0.5	132	19	B (19.2)	0.6	158	26	C (20.4)	0.62	167	26	D (41.7)	0.78	225
Southbound (Elm Street)	SBR	115	A (0.0)	0	0	174	A (0.0)	0	0	174	A (0.0)	0	0	174	A (0.0)	0	0
	SB Approach	237	B (18.5)	-	-	298	B (19.2)	-	-	305	C (20.4)	-	-	305	D (41.7)	-	-
Intersection 13: Central Avenue & North Avenue															Coordinat	ed signal.	
Overall Intersection		3005	C (27.9)		-	3293	D (42.7)		-	3396	D (51.8)		-	3396	D (44.0)		-
	EBL	25	A (0.0)	0	0	32	A (0.0)	0	0	38	A (0.0)	0	0	38	A (0.0)	0	0
Eastbound (North Avenue)	EBT	420	B (18.4)	0.57	96	482	B (18.5)	0.68	99	494	B (19.8)	0.74	106	494	D (36.5)	0.74	307
Lastboaria (North Avenae)	EBR	140	A (0.0)	0	0	158	A (0.0)	0	0	180	A (0.0)	0	0	180	A (0.0)	0	0
	EB Approach	585	B (18.4)	-	-	672	B (18.5)	-	-	712	B (19.8)	-	-	712	D (36.5)	-	-
	WBL	210	A (0.0)	0	0	214	A (0.0)	0	0	221	A (0.0)	0	0	221	A (0.0)	0	0
Westbound (North Avenue)	WBT	610	C (28.8)	0.87	#241	672	D (54.7)	1.02	#321	677	E (67.4)	1.06	#341	677	D (54.7)	1	#412
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	WBR	45	A (0.0)	0	0	62	A (0.0)	0	0	62	A (0.0)	0	0	62	A (0.0)	0	0
	WB Approach	865	C (28.8)	-	-	948	D (54.7)	-	-	960	E (67.4)	-	-	960	D (54.7)	-	-
	NBL	150	A (0.0)	0	0	200	A (0.0)	0	0	213	A (0.0)	0	0	213	A (0.0)	0	0
Northbound (Central Avenue)	NBT	525	C (34.2)	0.92	#243	534	E (57.8)	1.03	#314	542	E (74.4)	1.08	#349	542	D (45.6)	0.99	m#338
	NBR	190	A (0.0)	0	0	200	A (0.0)	0	0	223	A (0.0)	0	0	223	A (0.0)	0	0
	NB Approach	865	C (34.2)	-	-	934	E (57.8)	-	-	978	E (74.4)	-	-	978	D (45.6)	-	
	SBL	55	A (0.0)	0	0	57	A (0.0)	0	0 #040	57	A (0.0)	0	0 #050	57	A (0.0)	0	0
Southbound (Central Avenue)	SBT	625	C (27.1)	0.75	205	666	C (30.2)	0.81	#248	668	C (32.5)	0.84	#259	668	D (35.1)	0.77	307
	SBR	10	A (0.0)	0	0	16	A (0.0)	0	0	21	A (0.0)	0	0	21	A (0.0)	0	0
	SB Approach	690	C (27.1)	-	-	739	C (30.2)	-	-	746	C (32.5)	-	-	746	D (35.1)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	ent)	Build Mit	igated (Pro	posed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 14: Prospect Street &															Inctall a ti	raffic signal	
Broad Street															iiistaii a ti	anic Signai	
Overall Intersection		1380	- (-)		-	1523	- (-)		-	1560	- (-)		-	1560	A (5.5)		-
	EBL	115	A (9.0)	0.119	10	125	A (9.2)	0.134	12.5	128	A (9.3)	0.138	12.5	128	A (4.7)	0.22	38
Eastbound (Broad Street)	EBT	560		-		634		1		660		-		660		-	
Lastbouria (Broad Street)	EBR	0		-		0		ı		0		-		0	A (0.0)	0	0
	EB Approach	675	A (1.5)	-	-	759	A (1.5)	-	-	788	A (1.5)	-	-	788	A (5.5)	-	-
	WBL	0		-		0		-		0		-		0	A (0.0)	0	0
Westhound (Breed Street)	WBT	485		-		513		-		519		-		519	A (3.6)	0.39	115
Westbound (Broad Street)	WBR	45	S	S	S	55	S	S	S	56	S	S	S	56	S	S	S
	WB Approach	530	A (0.0)	-	-	568	A (0.0)	-	-	575	A (0.0)	-	-	575	A (3.6)	-	-
	NBL	10	F (55.0)	0.499	57.5	26	F (147.8)	0.91	130	26	F (170.8)	0.971	140	26		-	
North bound (Duran and Other at)	NBT	40		-		42		-		42		-		42	C (23.9)	0.37	56
Northbound (Prospect Street)	NBR	15	S	s	S	15	S	S	S	15	S	S	S	15	S	s	s
	NB Approach	65	F (55.0)	-	-	83	F (147.8)	-	-	83	F (170.8)	-	-	83	C (23.9)	-	-
	SBL	0	, ,	-		0	, ,	-		0	,	-		0	,	-	
	SBT	0		-		0		-		0		-		0	A (1.2)	0.25	0
Southbound (Prospect Street)	SBR	110	B (13.4)	0.212	20	113	B (13.9)	0.228	22.5	114	B (14.1)	0.232	22.5	114	S	S	S
	SB Approach	110	B (13.4)	-	-	113	B (13.9)	-	-	114	B (14.1)	-	-	114	A (1.2)	-	-
Intersection 15: Elm Street & Broad Street																	
Overall Intersection		1545	B (11.6)		-	1730	B (11.9)		-	1782	B (12.0)		-	1782	B (10.7)		-
	EBL	60	A (7.1)	0.12	29	62	A (7.7)	0.13	31	62	A (7.8)	0.13	31	62	A (5.2)	0.13	m14
Forther and (Board Store)	EBT	485	A (8.6)	0.44	194	528	A (9.8)	0.51	237	554	B (10.2)	0.53	254	554	A (6.4)	0.53	81
Eastbound (Broad Street)	EBR	35	A (0.0)	0	0	65	A (0.0)	0	0	65	A (0.0)	0	0	65	A (0.0)	0	0
	EB Approach	580	A (8.4)	-	-	655	A (9.6)	-	-	681	B (10.0)	-	-	681	A (6.3)	-	-
	WBL	40	A (6.9)	0.08	26	61	A (7.9)	0.15	36	67	A (8.4)	0.18	40	67	A (8.4)	0.18	40
Wastlessed (Burst Obser)	WBT	420	A (9.5)	0.42	206	452	A (9.9)	0.46	215	458	A (9.9)	0.46	217	458	B (10.1)	0.46	217
Westbound (Broad Street)	WBR	75	A (0.0)	0	0	76	A (0.0)	0	0	76	A (0.0)	0	0	76	A (0.0)	0	0
	WB Approach	535	A (9.3)	-	-	589	A (9.7)	-	-	601	A (9.7)	-	-	601	A (9.9)	-	-
	NBL	25	B (17.7)	0.09	22	28	B (17.4)	0.11	23	28	B (17.3)	0.11	23	28	B (17.3)	0.11	23
No. (III)	NBT	60	B (15.2)	0.2	43	69	B (12.8)	0.27	51	72	B (12.3)	0.29	53	72	B (12.2)	0.29	53
Northbound (Elm Street)	NBR	20	A (0.0)	0	0	47	A (0.0)	0	0	56	A (0.0)	0	0	56	A (0.0)	0	0
	NB Approach	105	B (15.8)	-	-	144	B (13.7)	-	-	156	B (13.1)	-	-	156	B (13.1)	-	-
	SBL	160	C (27.9)	0.56	94	163	C (27.6)	0.57	95	163	C (27.7)	0.57	95	163	C (27.7)	0.57	95
0	SBT	80	B (12.1)	0.37	61	90	B (12.0)	0.39	65	92	B (12.2)	0.39	66	92	B (12.2)	0.39	66
Southbound (Elm Street)	SBR	85	A (0.0)	0	0	89	A (0.0)	0	0	89	A (0.0)	0	0	89	A (0.0)	0	0
	SB Approach	325	B (19.8)	-	-	342	B (19.4)	-	-	344	B (19.6)	-	-	344	B (19.5)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	ent)	Build Mit	igated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 16: Central Avenue & Broad Street														li	nstall flashin	g yellow arrov	N
Overall Intersection		2055	B (19.6)		-	2248	C (28.1)		-	2318	D (36.0)		-	2318	A (8.8)		-
	EBL	0				0				0				0			
Eastbound (Broad Street)	EBT	580	C (23.4)	0.67	269	651	D (42.6)	0.76	#378	687	E (66.9)	0.81	#414	687	B (13.0)	0.4	153
Eastbourid (Broad Street)	EBR	85	A (5.8)	0.11	34	87	A (5.1)	0.11	m27	87	A (4.9)	0.11	m24	87	A (4.6)	0.11	m24
	EB Approach	665	C (21.2)	-	-	738	D (38.2)	-	-	774	E (59.9)	-	-	774	B (12.0)	-	-
	WBL	515	D (42.6)	0.71	290	561	D (52.6)	0.76	316	568	D (54.6)	0.76	#322	568	A (8.4)	0.57	109
Westbound (Broad Street)	WBT	485	A (0.3)	0.25	0	538	A (0.3)	0.27	0	551	A (0.3)	0.28	0	551	A (0.3)	0.28	0
westbound (Broad Street)	WBR	0				0				0				0			
	WB Approach	1000	C (22.1)	-	-	1099	C (27.0)	-	-	1119	C (27.9)	-	-	1119	A (4.4)	-	-
	NBL	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0
Northbound (Central Avenue)	NBT	0				0				0				0			
Northbound (Central Avenue)	NBR	390	B (10.6)	0.52	125	411	B (12.6)	0.55	149	425	B (13.7)	0.57	162	425	B (14.5)	0.61	161
	NB Approach	390	A (0.0)	-	-	411	A (0.0)	-	-	425	A (0.0)	-	-	425	A (0.0)	-	-
Intersection 17: Broad Street & Mountain Avenue														li	nstall flashin	g yellow arro	N
Overall Intersection		1990	C (28.8)		-	2182	D (35.6)		-	2249	D (37.4)		-	2249	A (6.6)		-
	EBL	460	D (39.4)	0.62	230	500	E (65.7)	0.66	m234	522	E (73.4)	0.69	m234	522	A (6.7)	0.5	93
Footh and (Buond Otupot)	EBT	505	A (0.2)	0.26	0	557	A (0.3)	0.28	m0	584	A (0.3)	0.3	m0	584	A (0.3)	0.3	0
Eastbound (Broad Street)	EBR	0				0				0				0			
	EB Approach	965	B (18.9)	-	-	1057	C (31.2)	-	-	1106	C (34.8)	-	-	1106	A (3.4)	-	-
	WBL	0				0				0				0			
Weethering (Breed Street)	WBT	525	E (66.9)	0.34	104	583	E (67.7)	0.38	116	593	E (68.1)	0.39	118	593	B (12.0)	0.37	118
Westbound (Broad Street)	WBR	25	S	S	S	26	S	S	S	26	S	S	S	26	S	S	S
	WB Approach	550	E (66.9)	-	-	609	E (67.7)	-	-	619	E (68.1)	-	-	619	B (12.0)	-	-
	SBL	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0
Southhound (Mountain Avenue)	SBT	0				0				0				0			
Southbound (Mountain Avenue)	SBR	475	A (4.6)	0.35	47	516	A (6.6)	0.38	64	524	A (6.9)	0.39	67	524	A (7.0)	0.41	67
	SB Approach	475	A (0.0)	-	-	516	A (0.0)	-	-	524	A (0.0)	-	-	524	A (0.0)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	ent)	Build Mit	igated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 18: South Avenue & South Zone Exit Out																	
Overall Intersection										1478	- (-)		-	1478	- (-)		-
	EBL									0		-		0		-	
Facthering (Osith Assesse)	EBT									750		-		750		-	
Eastbound (South Avenue)	EBR																
	EB Approach									750	A (0.0)	-	-	750	A (0.0)	-	-
	WBL																
Martha ad (Oa tha Assas)	WBT									669		-		669		-	
Westbound (South Avenue)	WBR									0		-		0		-	
	WB Approach									669	A (0.0)	-	-	669	A (0.0)	-	-
	SBL									0		-		0		-	
0	SBT																
Southbound (South Zone Exit Out)	SBR									59	B (11.2)	0.096	7.5	59	B (14.6)	0.142	12.5
	SB Approach									59	B (11.2)	-	-	59	B (14.6)	-	-
Intersection 19: West Boomer Western Site Driveway/Townhouses Driveway & North Avenue																	
Overall Intersection						1461	- (-)		-	1506	- (-)		-	1506	- (-)		-
	EBL					0	A (0.0)	-	0	0	A (0.0)	ı	0				
Eastbound (North Avenue)	EBT					564	(-)	-	•	573	(-)	ı	-	573	(-)	-	1
Lastbouria (North Averlue)	EBR					10	S	S	S	10	s	S	s	10	s	S	s
	EB Approach					574	A (0.0)	-	ı	583	A (0.0)	-	-	583	A (0.0)	-	1
	WBL					35	A (8.8)	0.038	2.5	36	A (8.9)	0.039	2.5	36	A (8.9)	0.039	2.5
Westbound (North Avenue)	WBT					808	A (0.0)	-	-	819	A (0.0)	-	-	819	A (0.0)	-	-
Westboaria (North Avenue)	WBR					0		-		0		-					
	WB Approach					843	A (0.4)	-	-	855	A (0.4)	-	-	855	A (0.4)	-	-
Northbound (West Boomer Western	NBL					10	C (22.8)	0.187	17.5	15	D (25.6)	0.292	30	15	C (21.6)	0.249	25
Site Driveway/West Resi Site	NBT					0		-		0		-					
Driveway)	NBR					34	S	S	S	53	S	S	S	53	S	S	S
- Bliveway)	NB Approach					44	C (22.8)	-	ı	68	D (25.6)	-	-	68	C (21.6)	-	1

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	ent)	Build Mit	igated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 20: West Boomer Eastern Site Driveway & North Avenue																	
Overall Intersection										1595	- (-)		-	1595	- (-)		-
	EBL																
Footbarred (North Arrange)	EBT									603		-		603		-	
Eastbound (North Avenue)	EBR									18	S	S	S	18	s	s	S
	EB Approach									621	A (0.0)	-	-	621	A (0.0)	-	-
	WBL									43	A (9.1)	0.049	5	43	A (9.1)	0.049	5
Month arm of (North Arrange)	WBT									846	A (0.0)	-	-	846	A (0.0)	-	-
Westbound (North Avenue)	WBR																
	WB Approach									889	A (0.4)	-	-	889	A (0.4)	-	-
	NBL									24	D (29.9)	0.386	42.5	24	D (29.9)	0.386	42.5
Northbound (West Boomer Eastern	NBT																
Site Driveway)	NBR									61	S	S	S	61	S	s	S
	NB Approach									85	D (29.9)	-	-	85	D (29.9)	-	-
Intersection 21: Ferris Place &																	
Townhomes Driveway																	
Overall Intersection										93	- (-)		-	93	- (-)		-
	EBL											-				-	
Eastbound (North Avenue)	EBT																
Eastboulld (North Averlue)	EBR																
	EB Approach											-	-			-	-
	WBL									1		-		1		-	
Westbound (North Avenue)	WBT																
westbound (North Avenue)	WBR									0		-		0		-	
	WB Approach									1	A (9.0)	-	-	1	A (9.0)	-	-
	SBL									2	S	S	S	2	S	S	S
Southbound (Multifamily Housing)	SBT									90		-		90		-	
Southbound (Multilathing Housing)	SBR																
	SB Approach									92	A (0.0)	-	-	92	A (0.0)	-	ı

			Exis	ting			No-Build (Lo	rd & Taylor)		Bu	ild (Proposed	Developme	ent)	Build Mit	igated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 22: West Townhouses Driveway & Clark Street																	
Overall Intersection										414	- (-)		-	414	- (-)		-
	EBL																
Footh aread (Olouk Ctus at)	EBT									259		-		259		-	
Eastbound (Clark Street)	EBR									0		-		0		-	
	EB Approach									259	A (0.0)	-	-	259	A (0.0)	-	-
	WBL									2	A (7.8)	0.002	0	2	A (7.8)	0.002	0
Washamad (Olaska Otasat)	WBT									152	A (0.0)	-	-	152	A (0.0)	-	-
Westbound (Clark Street)	WBR																
	WB Approach									154	A (0.1)	-	-	154	A (0.1)	-	-
	NBL									0	A (9.8)	0.001	0	0	A (9.8)	0.001	0
Northbound (West Resi Site	NBT																
Driveway)	NBR									1	S	S	S	1	S	s	S
	NB Approach									1	A (9.8)	-	-	1	A (9.8)	-	-
Intersection 23: Eastern North Zone Parking Site Driveway & North Avenue																	
Overall Intersection										1428	- (-)		-	1428	- (-)		-
	EBL																
Eastbound (North Avenue)	EBT									578		-		578		-	
Lastbourid (North Averlue)	EBR									0		-		0		-	
	EB Approach									578	A (0.0)	-	-	578	A (0.0)	-	-
	WBL									0		-		0		-	
Westbound (North Avenue)	WBT									834		-		834		-	
Westbodild (North Avenue)	WBR																
	WB Approach									834	A (0.0)	-	-	834	A (0.0)	-	-
	NBL									0		-		0		-	
Northbound (Eastern North Zone	NBT																
Parking Site Driveway)	NBR									16	B (10.4)	0.026	2.5	16	B (10.4)	0.026	2.5
	NB Approach									16	B (10.4)	-	-	16	B (10.4)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Build (	Updated Deve	elopment Pr	ogram)	Build Miti	igated (Prop	osed Develo	pment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 1: Crossway Place/Scotch Plains Avenue & South Avenue																	
Overall Intersection		1506	B (15.3)		-	1626	B (16.9)		-	1618	B (16.5)		-	1618	B (16.5)		-
	EBL	145	S	s	S	156	S	S	S	152	S	s	s	152	S	S	S
Facthering (Carith Avenue)	EBT	360	B (11.5)	0.48	264	373	B (13.4)	0.53	281	374	B (13.1)	0.52	279	374	B (13.1)	0.52	279
Eastbound (South Avenue)	EBR	44	A (4.4)	0.04	22	45	A (4.7)	0.04	m21	45	A (4.7)	0.04	m22	45	A (4.7)	0.04	m22
	EB Approach	549	B (10.9)	-	-	574	B (12.8)	-	-	571	B (12.5)	-	-	571	B (12.5)	-	-
	WBL	25	S	s	S	25	S	S	S	30	S	S	S	30	S	S	S
Wash and (Oash Assess)	WBT	336	A (5.6)	0.33	132	348	A (6.4)	0.35	141	355	A (6.3)	0.36	146	355	A (6.3)	0.36	146
Westbound (South Avenue)	WBR	73	A (0.0)	0	0	74	A (0.0)	0	0	74	A (0.0)	0	0	74	A (0.0)	0	0
	WB Approach	434	A (5.6)	-	-	447	A (6.4)	-	-	459	A (6.3)	-	-	459	A (6.3)	-	-
	NBL	42	C (32.4)	0.37	42	43	C (31.9)	0.38	43	43	C (31.9)	0.38	43	43	C (31.9)	0.38	43
Northbound (Crossway	NBT	154	C (27.7)	0.48	109	191	C (27.6)	0.52	132	184	C (27.8)	0.52	128	184	C (27.8)	0.52	128
Place/Scotch Plains Avenue)	NBR	19	A (0.0)	0	0	19	A (0.0)	0	0	21	A (0.0)	0	0	21	A (0.0)	0	0
	NB Approach	215	C (28.6)	-	-	253	C (28.4)	-	-	248	C (28.5)	-	-	248	C (28.5)	-	-
	SBL	61	C (29.3)	0.36	52	62	C (28.7)	0.37	54	62	C (29.2)	0.38	54	62	C (29.2)	0.38	54
Southbound (Crossway	SBT	132	C (26.8)	0.64	133	165	C (28.7)	0.68	161	157	C (28.2)	0.67	154	157	C (28.2)	0.67	154
Place/Scotch Plains Avenue)	SBR	115	A (0.0)	0	0	125	A (0.0)	0	0	121	A (0.0)	0	0	121	A (0.0)	0	0
	SB Approach	308	C (27.3)	-	-	352	C (28.7)	-	-	340	C (28.4)	-	-	340	C (28.4)	-	-
Intersection 2: Broad Street &																	
South Avenue																	
Overall Intersection		1669	B (11.5)		-	1705	B (11.6)		-	1716	B (11.5)		-	1716	B (11.5)		-
	EBL	0				0				0				0			1
F111/D1011)	EBT	388	B (11.2)	0.41	198	401	B (11.4)	0.42	206	404	B (11.4)	0.43	207	404	B (11.4)	0.43	207
Eastbound (Broad Street)	EBR	72	S	s	S	73	S	S	S	73	S	s	S	73	S	S	S
	EB Approach	460	B (11.2)	-	-	474	B (11.4)	-	-	477	B (11.4)	-	-	477	B (11.4)	-	-
	WBL	401	S	s	S	406	S	S	S	406	S	s	S	406	S	S	S
Waathaaad (Daaad Otaaat)	WBT	400	A (4.1)	0.42	85	412	A (4.2)	0.44	88	420	A (4.2)	0.44	89	420	A (4.2)	0.44	89
Westbound (Broad Street)	WBR	0				0				0				0			
	WB Approach	801	A (4.1)	-	-	818	A (4.2)	-	-	826	A (4.2)	-	-	826	A (4.2)	-	-
	NBL	107	C (33.8)	0.44	85	108	C (33.8)	0.45	86	108	C (33.8)	0.45	86	108	C (33.8)	0.45	86
	NBT	0				0				0				0			·
Northbound (South Avenue)	NBR	301	C (23.6)	0.56	163	305	C (23.7)	0.57	164	305	C (23.7)	0.57	164	305	C (23.7)	0.57	164
	NB Approach	408	A (0.0)	-	-	413	A (0.0)	-	-	413	A (0.0)	-	-	413	A (0.0)	-	-
Intersection 3: Route 28 & South																	
Avenue																	
Overall Intersection		2212	B (10.8)			2345	B (12.4)			2324	B (12.1)			2324	B (12.1)		
Eastbound (South Avenue (traffic	EB Approach	849	B (13.4)	0.717	268.2	868	B (15.7)	0.78	319.1	871	C (15.1)	0.755	312	871	C (15.1)	0.755	312
Westbound (South Avenue (traffic	WB Approach	674	B (11.2)	0.598	134.7	737	B (12.9)	0.663	178.7	732	B (12.7)	0.657	174	732	B (12.7)	0.657	174
Southbound (Route 28)	SB Approach	689	A (7.4)	0.415	52.5	740	A (8.0)	0.454	65.7	721	A (7.9)	0.443	63	721	A (7.9)	0.443	63

			Exis	ting			No-Build (Lo	rd & Taylor)		Build (	Updated Deve	elopment Pr	ogram)	Build Miti	gated (Prop	osed Develo	pment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 4: Summit Avenue & South Avenue															. Exclusive E	o split-phase BL & WBL. Ro ted signal.	
Overall Intersection		1355	B (10.6)		-	1491	B (10.9)		-	1508	B (12.4)		-	1508	C (21.0)		-
	EBL	9	A (0.0)	0	0	9	A (0.0)	0	0	17	A (0.0)	0	0	17	A (5.5)	0.04	10
	EBT	582	A (8.3)	0.41	249	631	A (8.7)	0.44	278	618	B (10.2)	0.46	296	618	B (18.5)	0.58	379
Eastbound (South Avenue)	EBR	38	A (0.6)	0.03	4	47	A (0.6)	0.03	5	43	A (0.7)	0.03	6	43	S	S	S
	EB Approach	629	A (7.8)	-	-	687	A (8.2)	-	_	678	A (9.6)	-	-	678	B (18.1)	-	-
	WBL	20	A (0.0)	0	0	27	A (0.0)	0	0	28	A (0.0)	0	0	28	A (5.0)	0.07	m9
	WBT	528	A (6.1)	0.22	96	580	A (6.3)	0.24	108	560	A (7.3)	0.25	112	560	C (20.6)	0.5	364
Westbound (South Avenue)	WBR	11	A (0.0)	0	0	11	A (0.0)	0	0	15	A (0.0)	0	0	15	A (0.0)	0	0
	WB Approach	559	A (6.1)	-	-	618	A (6.3)	-	-	603	A (7.3)	-	-	603	B (19.9)	-	-
	NBL	91	D (46.4)	0.48	99	102	D (47.9)	0.52	109	97	D (47.2)	0.51	105	97	D (46.5)	0.46	110
	NBT	13	C (20.5)	0.22	39	13	B (19.1)	0.25	42	14	B (19.2)	0.26	43	14	B (17.7)	0.19	44
Northbound (Summit Avenue)	NBR	32	A (0.0)	0	0	40	A (0.0)	0	0	41	A (0.0)	0	0	41	A (0.0)	0	0
	NB Approach	136	D (37.8)	-	-	155	D (38.0)	-	-	152	D (37.0)	-	-	152	D (36.0)	-	-
	SBL	12	D (39.8)	0.08	25	12	D (39.8)	0.08	25	34	D (41.1)	0.21	47	34	D (39.3)	0.16	48
	SBT	2	C (20.7)	0.13	23	2	C (20.7)	0.13	23	3	B (16.9)	0.23	32	3	B (14.3)	0.15	32
Southbound (Summit Avenue)	SBR	17	A (0.0)	0	0	17	A (0.0)	0	0	38	A (0.0)	0	0	38	A (0.0)	0	0
	SB Approach	31	C (28.2)	-	-	31	C (28.2)	-	-	75	C (27.7)	-	-	75	C (25.5)	-	-
Intersection 5: South Avenue & Boulevard																	
Overall Intersection		1314	- (-)		-	1432	- (-)		-	1426	- (-)		-	1426	- (-)		-
	EBL																
Facthering (Courth Avenue)	EBT	590		-		647		-		650		-		650		-	
Eastbound (South Avenue)	EBR	42	S	S	S	43	S	S	S	43	S	S	s	43	S	S	S
	EB Approach	632	A (0.0)	-	-	690	A (0.0)	-	-	693	A (0.0)	-	-	693	A (0.0)	-	-
	WBL	32	S	s	S	32	S	S	S	32	S	S	s	32	S	S	S
Month arms (Courth Arramis)	WBT	504	A (0.2)	-	-	562	A (0.2)	-	-	553	A (0.2)	-	-	553	A (0.0)	-	-
Westbound (South Avenue)	WBR																
	WB Approach	536	A (0.7)	-	-	594	A (0.7)	-	-	585	A (0.7)	-	-	585	A (0.5)	-	-
	NBL	42	C (19.7)	0.38	42.5	43	C (22.4)	0.425	52.5	43	C (22.5)	0.427	52.5	43	D (28.3)	0.5	65
Northbound (Middle South Site	NBT																
Driveway)	NBR	104	S	s	S	105	S	S	S	105	S	S	S	105	S	S	S
	NB Approach	146	C (19.7)	-	-	148	C (22.4)	-	-	148	C (22.5)	-	-	148	D (28.3)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Build (	Updated Deve	elopment Pro	ogram)	Build Miti	gated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 6: South Avenue & Eastern South Site Driveway														Install a		ıl. Add LPI. Ro ted signal.	oad diet.
Overall Intersection		1289	- (-)		-	1406	- (-)		-	2351	- (-)		-	1426	A (8.7)		-
	EBL	21	0	0	0	21	S	S	S	28	S	S	S	28	S	S	S
Footborned (Courth Avenue)	EBT	655	0	0	0	713	A (0.0)	-	-	694	A (0.0)	-	-	694	A (7.6)	0.58	180
Eastbound (South Avenue)	EBR		0	0	0									0			
	EB Approach	868	B (15.9)	0	321	734	A (0.3)	-	-	868	A (0.3)	-	-	722	A (7.6)	-	-
	WBL		0	0	0									0			
Washamal (Osath Assess)	WBT	542	0	0	0	601		-		584		-		584	A (8.7)	0.45	233
Westbound (South Avenue)	WBR	16	0	0	0	16	S	S	S	28	S	S	S	28	A (2.8)	0.03	m4
	WB Approach	740	B (13.0)	0	181	617	A (0.0)	-	-	740	A (0.0)	-	-	612	A (8.4)	-	-
	SBL	18	0	0	0	18	C (21.6)	0.214	20	33	D (26.3)	0.372	40	33		-	
Southbound (Eastern South Site	SBT		0	0	0									0			
Driveway)	SBR	37	0	0	0	37	S	S	S	59	S	S	S	59	S	s	S
	SB Approach	743	A (8.0)	0	67	55	C (21.6)	-	-	743	D (26.3)	-	-	92	B (18.7)	-	-
Intersection 7: Ross Place & Central Avenue & South Avenue														_		Restrict the V ordinated sign	
Overall Intersection		2640	C (26.7)		-	2813	D (35.2)		-	2795	C (33.8)		-	2795	C (29.3)		-
	EBL	119	B (15.4)	0.26	76	122	B (17.0)	0.31	78	134	B (17.3)	0.34	85	134	A (9.8)	0.38	60
Eastbound (South Avenue (5	EBT	370	C (24.1)	0.43	197	398	C (26.9)	0.51	217	398	C (26.8)	0.51	217	398	B (18.2)	0.55	166
legged))	EBR	181	s	S	S	197	s	S	S	196	s	S	S	196	S	S	S
	EB Approach	670	C (22.6)	-	-	717	C (25.2)	-	-	728	C (25.0)	-	-	728	B (16.7)	-	-
	WBL	86	B (14.8)	0.2	58	26	B (17.3)	0.33	77	26	B (17.2)	0.33	77	26	C (20.1)	0.35	84
Westbound (South Avenue (5	WBT	353	C (26.6)	0.5	273	380	C (29.9)	0.57	297	378	C (29.7)	0.57	295	378	C (34.2)	0.6	316
legged))	WBR	190	A (6.9)	0.27	62	256	A (8.0)	0.37	83	253	A (7.9)	0.36	82	253	C (31.8)	0.48	217
	WB Approach	629	B (19.1)	-	-	662	C (20.5)	-	-	657	C (20.4)	-	-	657	C (31.1)	-	-
	NBL	134	B (18.0)	0.4	79	160	C (20.0)	0.49	95	152	B (19.2)	0.46	90	152	B (16.7)	0.39	89
Northbound (Central Avenue)	NBT	443	D (39.9)	0.82	363	471	D (44.1)	0.87	#441	466	D (43.7)	0.87	#430	466	D (54.8)	0.91	#522
Northbound (Central Avenue)	NBR	28	S	S	S	65	S	S	S	65	S	S	S	65	S	S	S
	NB Approach	605	D (35.1)	-	-	696	D (38.5)	-	-	683	D (38.2)	-	-	683	D (46.2)	-	-
	SBL	168	C (29.2)	0.67	#101	239	F (127.4)	1.14	#239	235	F (114.6)	1.11	#231	235	D (41.0)	0.76	m#199
Southbound (Control Avenue)	SBT	385	C (32.5)	0.67	288	410	C (32.0)	0.66	308	403	C (31.8)	0.65	303	403	C (24.0)	0.61	m245
Southbound (Central Avenue)	SBR	183	C (26.1)	0.37	139	89	B (10.0)	0.3	76	89	B (10.4)	0.31	80	89	A (7.2)	0.3	m68
	SB Approach	736	C (30.2)	I	-	738	D (54.3)	_	_	727	D (50.3)		_	727	C (24.9)	_	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Build (	Updated Deve	elopment Pr	ogram)	Build Miti	gated (Prop	osed Develo	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 8: Crossway Place/Edgewood Avenue & North Avenue																	
Overall Intersection		1706	B (12.3)		-	1879	B (13.0)		-	1847	B (12.8)		-	1847	B (12.8)		-
	EBL	6	B (10.0)	0.01	7	6	B (10.0)	0.01	7	6	B (10.0)	0.01	7	6	B (10.0)	0.01	7
Eastbound (North Avenue)	EBT	446	B (14.9)	0.49	260	487	B (15.6)	0.53	288	481	B (15.5)	0.52	285	481	B (15.5)	0.52	285
Lastbouria (North Averlae)	EBR	49	A (0.0)	0	0	50	A (0.0)	0	0	50	A (0.0)	0	0	50	A (0.0)	0	0
	EB Approach	501	B (14.8)	-	-	543	B (15.5)	-	-	537	B (15.4)	-	ı	537	B (15.4)	-	-
	WBL	224	A (9.1)	0.46	77	266	B (12.0)	0.59	91	255	B (11.2)	0.56	87	255	B (11.2)	0.56	87
Westbound (North Avenue)	WBT	497	B (10.0)	0.43	213	535	B (10.5)	0.46	234	531	B (10.4)	0.46	232	531	B (10.4)	0.46	232
Westboulld (North Aveilde)	WBR	17	S	S	S	17	S	S	S	17	S	S	s	17	S	S	S
	WB Approach	738	A (9.7)	-	-	818	B (11.0)	-	-	803	B (10.7)	-	•	803	B (10.7)	-	-
	NBL	66	A (0.0)	0	0	67	A (0.0)	0	0	67	A (0.0)	0	0	67	A (0.0)	0	0
Northbound (Crossway	NBT	57	C (29.5)	0.31	111	58	C (29.5)	0.31	112	58	C (29.5)	0.31	112	58	C (29.5)	0.31	112
Place/Edgewood Avenue)	NBR	269	A (3.8)	0.35	50	317	A (5.2)	0.41	69	306	A (4.6)	0.39	61	306	A (4.6)	0.39	61
	NB Approach	392	B (11.8)	-	-	442	B (12.1)	-	-	431	B (11.8)	-	-	431	B (11.8)	-	-
	SBL	5	A (0.0)	0	0	5	A (0.0)	0	0	5	A (0.0)	0	0	5	A (0.0)	0	0
Southbound (Crossway	SBT	57	C (23.5)	0.15	66	58	C (23.6)	0.15	67	58	C (23.6)	0.15	67	58	C (23.6)	0.15	67
Place/Edgewood Avenue)	SBR	13	A (0.0)	0	0	13	A (0.0)	0	0	13	A (0.0)	0	0	13	A (0.0)	0	0
	SB Approach	75	C (23.5)	-	-	76	C (23.6)	-	-	76	C (23.6)	-	-	76	C (23.6)	-	-
Intersection 9: North Avenue &														Install traffi	c signal. Add	LPI. Restrict	the WBR on
Clark Street														red r	novement. C	oordinated s	gnal.
Overall Intersection		1354	- (-)		-	1439	- (-)		-	1453	- (-)		-	1453	B (15.1)		-
	EBL	13	A (8.9)	0.014	0	13	A (9.0)	0.015	0	14	A (9.0)	0.016	0	14	A (0.0)	0	0
Eastbound (North Avenue)	EBT	527	A (0.0)	-	-	566	A (0.0)	-	-	569	A (0.0)	-	-	569	B (10.9)	0.46	272
Eastboulld (North Aveilde)	EBR													0			
	EB Approach	540	A (0.2)	-	-	579	A (0.2)	-	-	583	A (0.2)	-	-	583	B (10.9)	-	-
	WBL													0			
Westbound (North Avenue)	WBT	483		-		518		-		524		-		524	B (13.4)	0.53	297
westbound (North Avenue)	WBR	146	S	s	S	148	S	S	S	148	S	S	S	148	S	S	S
	WB Approach	629	A (0.0)	-	-	666	A (0.0)	-	-	672	A (0.0)	-	-	672	B (13.4)	-	-
	SBL	151	C (18.9)	0.377	42.5	160	C (21.0)	0.426	52.5	163	C (21.6)	0.44	55	163	D (37.1)	0.39	159
Southbound (Clark Street)	SBT													0			
Southbound (Clark Street)	SBR	34	B (10.4)	0.05	5	34	B (10.5)	0.051	5	35	B (10.6)	0.053	5	35	B (15.3)	0.09	31
	SB Approach	185	C (17.3)	-	-	194	C (19.2)	-	-	198	C (19.7)	-	-	198	C (33.2)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Build (	Updated Deve	elopment Pr	ogram)	Build Miti	gated (Prop	osed Develo	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 10: Clark Street & Ferris Place																	
Overall Intersection		377	- (-)		-	395	- (-)		-	399	- (-)		-	399	- (-)		-
	EBL	0		-		0		-		0		-		0		-	
Eastbound (Clark Street)	EBT	165		-		167		-		168		-		168		-	
Eastboullu (Glark Street)	EBR																
	EB Approach	165	A (0.0)	-	-	167	A (0.0)	-	-	168	A (0.0)	-	-	168	A (0.0)	-	-
	WBL																
Westbound (Clark Street)	WBT	160		-		162		-		163		-		163		-	
Westboulla (Clark Street)	WBR	0		-		0		-		0		-		0		-	
	WB Approach	160	A (0.0)	-	-	162	A (0.0)	-	-	163	A (0.0)	-	•	163	A (0.0)	-	-
	SBL	41	B (10.8)	0.085	7.5	49	B (10.9)	0.107	10	51	B (10.9)	0.111	10	51	B (10.9)	0.111	10
Southbound (Ferris Place)	SBT																
Southbouliu (i eitis i lace)	SBR	11	S	S	S	17	S	S	S	17	S	S	S	17	S	S	S
	SB Approach	52	B (10.8)	-	-	66	B (10.9)	-	-	68	B (10.9)	-	-	68	B (10.9)	-	-
Intersection 11: Route 28/Broad Street & North Avenue														Modify s	signal timings	s. Coordinate	d signal.
Overall Intersection		2548	B (19.1)		-	2916	C (20.9)		-	2797	C (20.0)		-	2797	C (24.2)		-
	EBL	108	B (10.0)	0.23	48	143	B (11.3)	0.34	61	126	B (10.7)	0.29	55	126	B (10.2)	0.28	55
Eastbound (North Avenue)	EBT	268	B (13.9)	0.36	133	361	B (16.1)	0.49	187	331	B (15.4)	0.45	168	331	B (15.3)	0.41	241
Eastboulld (North Aveilde)	EBR	313	A (2.6)	0.32	40	359	A (2.9)	0.36	47	338	A (2.6)	0.34	41	338	A (2.7)	0.32	25
	EB Approach	689	A (8.1)	-	-	863	A (9.8)	-	-	795	A (9.2)	-	-	795	A (9.2)	-	-
	WBL	187	A (0.0)	0	0	189	A (0.0)	0	0	189	A (0.0)	0	0	189	A (0.0)	0	0
Westbound (North Avenue)	WBT	381	B (19.6)	0.54	157	471	C (20.3)	0.65	220	447	B (19.8)	0.62	181	447	C (20.3)	0.56	125
Westboulla (North Avellae)	WBR	12	A (0.0)	0	0	12	A (0.0)	0	0	12	A (0.0)	0	0	12	A (0.0)	0	0
	WB Approach	580	B (19.6)	-	-	672	C (20.3)	-	-	648	B (19.8)	-	-	648	C (20.3)	-	-
	NBL	211	C (25.9)	0.66	#104	261	D (44.3)	0.86	#173	244	D (35.7)	0.79	#149	244	D (38.3)	0.76	#167
Northbound (Route 28/East Broad	NBT	407	C (23.0)	0.6	220	412	C (22.6)	0.59	222	417	C (22.8)	0.6	226	417	C (29.9)	0.59	295
Street)	NBR	158	B (17.7)	0.27	89	160	B (17.4)	0.27	90	160	B (17.5)	0.27	90	160	C (23.8)	0.27	116
	NB Approach	776	C (22.7)	-	-	833	C (28.4)	-	-	821	C (25.6)	-	-	821	C (31.2)	-	-
	SBL	46	A (0.0)	0	0	47	A (0.0)	0	0	47	A (0.0)	0	0	47	A (0.0)	0	0
Southbound (Route 28/East Broad	SBT	371	C (28.1)	0.68	143	376	C (27.7)	0.71	152	378	C (27.9)	0.7	150	378	D (40.6)	0.74	207
Street)	SBR	86	A (0.0)	0	0	125	A (0.0)	0	0	108	A (0.0)	0	0	108	A (0.0)	0	0
	SB Approach	503	C (28.1)	-	-	548	C (27.7)	-	-	533	C (27.9)	-	•	533	D (40.6)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Build (	Updated Deve	elopment Pr	ogram)	Build Mit	igated (Prop	osed Develo	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 12: North Avenue &														Convert	to a 4-legged	intersection	Add LPI.
Elm Street															Coordinat	ted signal.	
Overall Intersection		1459	B (11.2)		-	1651	B (12.7)		-	1682	B (12.1)		-	1682	B (13.7)		-
	EBL	24	A (0.0)	0	0	24	A (0.0)	0	0	24	A (0.0)	0	0	24	A (0.0)	0	0
Eastbound (North Avenue)	EBT	417	A (7.7)	0.27	52	511	B (10.4)	0.32	121	480	A (9.4)	0.31	106	480	A (7.8)	0.26	100
Lastbouria (North Averlae)	EBR	45	A (0.0)	0	0	46	A (0.0)	0	0	48	A (0.0)	0	0	48	A (0.0)	0	0
	EB Approach	486	A (7.7)	-	-	581	B (10.4)	-	-	552	A (9.4)	-	-	552	A (7.8)	-	-
	WBL	36	A (0.0)	0	0	36	A (0.0)	0	0	46	A (0.0)	0	0	46	A (0.0)	0	0
Mostbound (North Avenue)	WBT	564	B (10.4)	0.4	131	656	B (11.9)	0.45	m144	632	B (11.8)	0.45	m144	632	A (8.6)	0.4	156
Westbound (North Avenue)	WBR	130	A (0.0)	0	0	132	A (0.0)	0	0	132	A (0.0)	0	0	132	A (0.0)	0	0
	WB Approach	730	B (10.4)	-	-	824	B (11.9)	-	-	810	B (11.8)	-	-	810	A (8.6)	-	-
	NBL	0	A (0.0)	0	0	0	A (0.0)	0	0	2	A (0.0)	0	0	2	A (0.0)	0	0
North cod (Flor Charl)	NBT	0	A (0.0)	0	0	0	A (0.0)	0	0	2	B (17.2)	0.01	8	2	C (29.2)	0.01	10
Northbound (Elm Street)	NBR	0	A (0.0)	0	0	0	A (0.0)	0	0	68	A (4.9)	0.12	22	68	A (8.5)	0.17	33
	NB Approach	0	A (0.0)	-	-	0	A (0.0)	-	-	72	A (5.6)	-	-	72	A (9.7)	-	-
	SBL	126	A (0.0)	0	0	128	A (0.0)	0	0	128	A (0.0)	0	0	128	A (0.0)	0	0
2	SBT	26	C (20.8)	0.51	142	26	C (21.0)	0.51	145	28	C (21.1)	0.52	146	28	D (44.5)	0.72	199
Southbound (Elm Street)	SBR	91	A (0.0)	0	0	92	A (0.0)	0	0	92	A (0.0)	0	0	92	A (0.0)	0	0
	SB Approach	243	C (20.8)	-	-	246	C (21.0)	-	-	248	C (21.1)	-	-	248	D (44.5)	-	-
Intersection 13: Central Avenue & North Avenue															Coordinat	ted signal.	
Overall Intersection		2653	C (21.0)		-	2930	C (24.8)		-	2905	C (24.5)		-	2905	C (32.1)		-
	EBL	70	A (0.0)	0	0	76	A (0.0)	0	0	76	A (0.0)	0	0	76	A (0.0)	0	0
Eastbound (North Avenue)	EBT	367	B (17.5)	0.57	99	406	C (22.0)	0.75	#105	388	C (21.8)	0.72	111	388	C (29.2)	0.76	258
Eastboulla (North Avenue)	EBR	162	A (0.0)	0	0	220	A (0.0)	0	0	211	A (0.0)	0	0	211	A (0.0)	0	0
	EB Approach	599	B (17.5)	-	-	702	C (22.0)	-	-	675	C (21.8)	-	-	675	C (29.2)	-	-
	WBL	198	A (0.0)	0	0	215	A (0.0)	0	0	218	A (0.0)	0	0	218	A (0.0)	0	0
Westbound (North Avenue)	WBT	510	B (18.0)	0.66	167	547	C (25.1)	0.81	#206	537	C (24.2)	0.8	#198	537	C (23.0)	0.69	242
Westboulla (North Aveilae)	WBR	58	A (0.0)	0	0	59	A (0.0)	0	0	59	A (0.0)	0	0	59	A (0.0)	0	0
	WB Approach	766	B (18.0)	-	-	821	C (25.1)	-	-	814	C (24.2)	-	-	814	C (23.0)	-	-
	NBL	169	A (0.0)	0	0	226	A (0.0)	0	0	219	A (0.0)	0	0	219	A (0.0)	0	0
Northbound (Central Avenue)	NBT	470	C (24.5)	0.8	166	489	C (27.8)	0.86	#207	494	C (27.9)	0.86	#208	494	D (43.6)	0.84	m338
(John all World)	NBR	143	A (0.0)	0	0	164	A (0.0)	0	0	171	A (0.0)	0	0	171	A (0.0)	0	0
	NB Approach	782	C (24.5)	-	-	879	C (27.8)	-	-	884	C (27.9)	-	-	884	D (43.6)	-	-
	SBL	42	A (0.0)	0	0	44	A (0.0)	0	0	44	A (0.0)	0	0	44	A (0.0)	0	0
Southbound (Central Avenue)	SBT	435	C (24.2)	0.58	137	455	C (22.7)	0.56	144	457	C (22.8)	0.56	145	457	C (30.3)	0.55	194
	SBR	29	A (0.0)	0	0	29	A (0.0)	0	0	31	A (0.0)	0	0	31	A (0.0)	0	0
	SB Approach	506	C (24.2)	-	-	528	C (22.7)	-	-	532	C (22.8)	-	-	532	C (30.3)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Build (	Updated Deve	elopment Pr	ogram)	Build Miti	gated (Prop	osed Develo	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 14: Prospect Street & Broad Street															Install a ti	affic signal	
Overall Intersection		1271	- (-)		-	1371	- (-)		-	1345	- (-)		-	1345	A (4.9)		-
	EBL	134	A (8.6)	0.127	10	142	A (8.9)	0.141	12.5	143	A (8.8)	0.14	12.5	143	A (4.7)	0.22	43
- 11 L/D LOV D	EBT	426		-		465		-		453		-		453		-	
Eastbound (Broad Street)	EBR	1	S	s	s	1	s	S	S	1	s	S	S	1	S	s	s
	EB Approach	561	A (2.1)	-	-	608	A (2.1)	-	-	597	A (2.1)	-	-	597	A (4.7)	-	-
	WBL	0	, ,	-		0	, ,	-		0	, ,	-		0	A (0.0)	0	0
	WBT	343		-		385		-		370		-		370	A (2.4)	0.33	33
Westbound (Broad Street)	WBR	66	S	S	S	72	S	S	S	72	S	S	S	72	S	S	S
	WB Approach	409	A (0.0)	-	-	457	A (0.0)	-	-	442	A (0.0)	-	-	442	A (2.4)	-	-
	NBL	17	E (40.3)	0.606	90	17	F (58.9)	0.731	120	17	F (53.4)	0.7	112.5	17	, ,	_	
	NBT	45	, ,	-		47	,	-		47	,	-		47	B (17.6)	0.5	65
Northbound (Prospect Street)	NBR	75	S	S	S	76	S	S	S	76	S	S	S	76	S	S	S
	NB Approach	137	E (40.3)	_	-	140	F (58.9)	-	-	140	F (53.4)	-	-	140	B (17.6)	-	-
	SBL	0	_ ( ( ) ( ) ( )	_		0	(0010)	-		0	(0011)	-		0	= (=::=)	_	
	SBT	0		_		0		-		0		-		0	A (1.4)	0.31	0
Southbound (Prospect Street)	SBR	164	B (12.6)	0.272	27.5	166	B (13.3)	0.293	30	166	B (13.1)	0.287	30	166	S	S	S
	SB Approach	164	B (12.6)	-	-	166	B (13.3)	-	-	166	B (13.1)	-	-	166	A (1.4)	-	
Intersection 15: Elm Street & Broad Street							( = -1										
Overall Intersection		1466	B (13.5)		-	1556	B (13.4)		-	1532	B (13.5)		-	1532	B (12.9)		-
	EBL	74	A (6.5)	0.11	31	75	A (6.7)	0.12	33	75	A (6.7)	0.12	33	75	A (4.9)	0.12	21
	EBT	337	A (6.9)	0.33	133	375	A (7.3)	0.37	151	362	A (7.2)	0.36	146	362	A (5.0)	0.36	77
Eastbound (Broad Street)	EBR	72	A (0.0)	0	0	73	A (0.0)	0	0	73	A (0.0)	0	0	73	A (0.0)	0	0
	EB Approach	483	A (6.8)	-	-	523	A (7.2)	-	-	510	A (7.1)	-	-	510	A (5.0)	-	-
	WBL	31	A (6.7)	0.05	21	31	A (6.7)	0.05	21	33	A (6.7)	0.05	22	33	A (7.0)	0.05	22
	WBT	277	A (7.9)	0.29	144	318	A (8.3)	0.33	160	303	A (8.2)	0.31	154	303	A (8.6)	0.31	154
Westbound (Broad Street)	WBR	78	A (0.0)	0	0	79	A (0.0)	0	0	79	A (0.0)	0	0	79	A (0.0)	0	0
	WB Approach	386	A (7.8)	-	-	428	A (8.2)	-	-	415	A (8.1)	-	-	415	A (8.4)	-	-
	NBL	50	C (20.6)	0.22	37	51	C (20.6)	0.22	37	51	C (20.5)	0.22	37	51	C (20.5)	0.22	37
	NBT	147	C (20.8)	0.56	105	149	C (20.8)	0.56	106	149	C (20.6)	0.56	106	149	C (20.6)	0.56	106
Northbound (Elm Street)	NBR	84	A (0.0)	0	0	85	A (0.0)	0	0	87	A (0.0)	0	0	87	A (0.0)	0	0
	NB Approach	281	C (20.8)	-	-	285	C (20.8)	-	-	287	C (20.6)	-	-	287	C (20.6)	-	-
	SBL	122	D (35.9)	0.64	81	124	D (36.3)	0.65	82	124	D (36.4)	0.65	82	124	D (36.4)	0.65	82
	SBT	114	B (16.6)	0.46	82	115	B (16.5)	0.46	83	115	B (16.5)	0.46	82	115	B (16.5)	0.46	82
Southbound (Elm Street)	SBR	80	A (0.0)	0	0	81	A (0.0)	0	0	81	A (0.0)	0	0	81	A (0.0)	0	0
	SB Approach	316	C (24.1)	_	-	320	C (24.2)	-	-	320	C (24.2)	_	-	320	C (24.2)	_	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Build (	Updated Deve	elopment Pr	ogram)	Build Miti	gated (Prop	osed Develo	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 16: Central Avenue & Broad Street														lı	nstall flashin	g yellow arrov	N
Overall Intersection		1764	B (15.0)		-	1888	B (15.0)		-	1872	B (15.2)		-	1872	A (4.9)		-
	EBL	0				0				0				0			
Fasthaund (Brand Streat)	EBT	401	B (13.9)	0.43	172	439	B (15.2)	0.48	196	429	B (14.7)	0.46	188	429	A (9.7)	0.21	89
Eastbound (Broad Street)	EBR	157	A (4.5)	0.18	38	159	A (4.7)	0.18	41	159	A (4.6)	0.18	40	159	A (4.2)	0.16	41
	EB Approach	558	B (11.3)	-	-	598	B (12.4)	-	-	588	B (12.0)	-	-	588	A (8.2)	-	-
	WBL	455	D (40.5)	0.64	245	477	D (38.4)	0.66	258	480	D (40.0)	0.67	260	480	A (3.0)	0.43	22
Westbound (Broad Street)	WBT	392	A (0.2)	0.19	0	435	A (0.2)	0.22	0	421	A (0.2)	0.21	0	421	A (0.2)	0.21	0
Westboulla (Bload Street)	WBR	0				0				0				0			
	WB Approach	847	C (21.9)	-	•	912	C (20.2)	-	-	901	C (21.4)	-	•	901	A (1.7)	-	-
	NBL	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0
Northbound (Central Avenue)	NBT	0				0				0				0			
Northboulld (Cellual Aveilde)	NBR	359	A (4.9)	0.44	61	378	A (6.4)	0.47	79	383	A (6.3)	0.47	79	383	A (7.4)	0.54	79
	NB Approach	359	A (0.0)	-	-	378	A (6.4)	-	-	383	A (6.3)	-	-	383	A (7.4)	-	-
Intersection 17: Broad Street & Mountain Avenue														li	nstall flashin	g yellow arrov	N
Overall Intersection		1647	B (10.6)		-	1769	B (12.2)		-	1753	B (11.9)		-	1753	A (3.9)		-
	EBL	391	C (28.4)	0.54	185	427	C (31.3)	0.57	203	424	C (30.3)	0.57	199	424	A (2.3)	0.38	11
Eastbound (Broad Street)	EBT	368	A (0.2)	0.18	0	389	A (0.2)	0.19	0	386	A (0.2)	0.19	0	386	A (0.2)	0.19	0
Eastbouria (Broad Street)	EBR	0				0				0				0			
	EB Approach	759	B (14.7)	-	-	816	B (16.5)	-	-	810	B (15.9)	-	-	810	A (1.3)	-	-
	WBL	0				0				0				0			
Westbound (Broad Street)	WBT	439	B (11.9)	0.27	86	463	B (13.9)	0.29	92	458	B (13.7)	0.28	91	458	A (9.3)	0.25	91
Westboulld (bload Street)	WBR	39	s	S	s	40	S	S	S	40	S	S	s	40	s	S	S
	WB Approach	478	B (11.9)	-	-	503	B (13.9)	-	-	498	B (13.7)	-	-	498	A (9.3)	-	-
	SBL	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0	0	A (0.0)	0	0
Southbound (Mountain Avenue)	SBT	0				0				0				0			
Southbould (Mountain Avenue)	SBR	410	A (1.6)	0.29	17	450	A (2.5)	0.31	28	445	A (2.3)	0.31	26	445	A (2.5)	0.36	26
	SB Approach	410	A (0.0)	-	-	450	A (0.0)	-	-	445	A (0.0)	-	-	445	A (0.0)	-	-

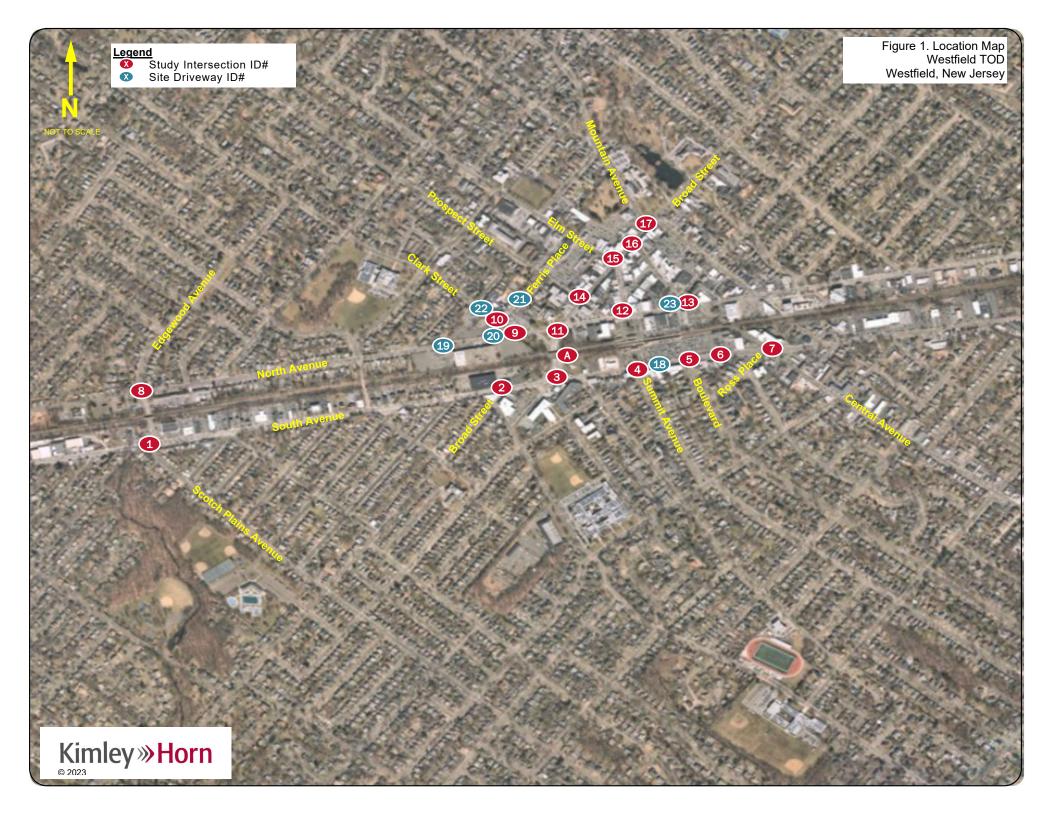
			Exis	ting			No-Build (Lo	rd & Taylor)		Build (	Updated Deve	elopment Pr	ogram)	Build Miti	gated (Prop	osed Develo	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 18: South Avenue & South Zone Exit Out																	
Overall Intersection										1287	- (-)		-	1287	- (-)		-
	EBL									0		-		0		-	
Fasthamad (Canth Amana)	EBT									670		-		670		-	
Eastbound (South Avenue)	EBR																
	EB Approach									670	A (0.0)	-	-	670	A (0.0)	-	-
	WBL																
Weethound (South Avenue)	WBT									605		-		605		-	
Westbound (South Avenue)	WBR									0		-		0		-	
	WB Approach									605	A (0.0)	-	-	605	A (0.0)	-	-
	SBL									0		-		0		-	
Courth housed (Courth Zong Evit Out)	SBT																
Southbound (South Zone Exit Out)	SBR									12	B (10.3)	0.018	2.5	12	B (12.5)	0.025	2.5
	SB Approach									12	B (10.3)	-	-	12	B (12.5)	-	-
Intersection 19: West Boomer Western Site Driveway/Townhouses Driveway & North Avenue																	
Overall Intersection						1337	- (-)		-	1239	- (-)		-	1239	- (-)		-
	EBL					0	A (0.0)	-	0	0	A (0.0)	-	0				
Eastbound (North Avenue)	EBT					566	(-)	-	-	558	(-)	-	•	558	(-)	-	-
Lastbouria (North Averlue)	EBR					19	S	S	S	10	S	S	s	10	s	S	s
	EB Approach					585	A (0.0)	-	-	568	A (0.0)	-	-	568	A (0.0)	-	-
	WBL					65	A (8.9)	0.068	5	35	A (8.7)	0.036	2.5	35	A (8.7)	0.036	2.5
Westbound (North Avenue)	WBT					612	A (0.0)	-	-	600	A (0.0)	-	-	600	A (0.0)	-	-
Westboaria (North Averlac)	WBR					0		-		0		-					
	WB Approach					677	A (0.9)	-	-	635	A (0.5)	-	-	635	A (0.5)	-	-
Northbound (West Boomer Western	NBL NBT					17 0	C (21.9)	0.268	27.5	8	C (17.5)	0.115	10	8	C (16.0)	0.102	7.5
Site Driveway/West Resi Site	NBR					58	s	S	S	28	s	S	S	28	S	S	S
Driveway)	NB Approach					75	C (21.9)	-	-	36	C (17.5)	-	-	36	C (16.0)	-	-

			Exis	ting			No-Build (Lo	rd & Taylor)		Build (I	Jpdated Deve	elopment Pr	ogram)	Build Miti	gated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 20: West Boomer Eastern Site Driveway & North Avenue																	
Overall Intersection						1438	- (-)		-	1295	- (-)		-	1295	- (-)		-
	EBL																
Footbassed (North Assesse)	EBT					595		-		567		-		567		-	
Eastbound (North Avenue)	EBR					28	S	S	S	16	S	S	S	16	S	S	S
	EB Approach					623	A (0.0)	-	-	583	A (0.0)	-	-	583	A (0.0)	-	-
	WBL					75	A (9.1)	0.08	7.5	41	A (8.8)	0.042	2.5	41	A (8.8)	0.042	2.5
Marthaus (Nasta Assassa)	WBT					649	A (0.0)	-	-	625	A (0.0)	-	-	625	A (0.0)	-	-
Westbound (North Avenue)	WBR																
	WB Approach					724	A (0.9)	-	-	666	A (0.5)	-	-	666	A (0.5)	-	-
	NBL					25		-		13	C (18.1)	0.146	12.5	13	C (18.1)	0.146	12.5
Northbound (West Boomer Eastern	NBT																
Site Driveway)	NBR					66	S	S	S	33	S	S	S	33	S	S	S
	NB Approach					91	C (24.4)	-	-	46	C (18.1)	1	-	46	C (18.1)	-	-
Intersection 21: Ferris Place & Townhomes Driveway																	
Overall Intersection										57	- (-)		ı	57	- (-)		-
	EBL											1				-	
Eastbound (North Avenue)	EBT																
Lastbouria (North Averlue)	EBR																
	EB Approach											ı	•			-	-
	WBL									2		1		2		-	
Westbound (North Avenue)	WBT																
Westboard (North Avenue)	WBR									0		-		0		-	
	WB Approach									2	A (8.8)	1	-	2	A (8.8)	-	-
	SBL									2	S	S	S	2	S	S	S
Southbound (Multifamily Housing)	SBT									53		1		53		-	
Southbound (Multifallily Housing)	SBR																
	SB Approach									55	A (0.0)	-	-	55	A (0.0)	-	-

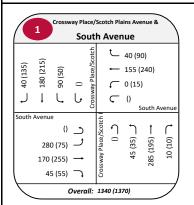
			Exis	ting			No-Build (Lo	rd & Taylor)		Build (	Updated Deve	elopment Pr	ogram)	Build Miti	gated (Prop	osed Devel	opment)
Approach	Movement	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length	Volume	LOS (Delay)	VC Ratio	Queue Length
Intersection 22: West Townhouses Driveway & Clark Street																	
Overall Intersection										339	- (-)		-	339	- (-)		-
	EBL																
Eastbound (Clark Street)	EBT									167		-		167		-	
Eastbourid (Clark Street)	EBR									0		-		0		-	
	EB Approach									167	A (0.0)	-	-	167	A (0.0)	-	-
	WBL									2	A (7.6)	0.002	0	2	A (7.6)	0.002	0
Westhound (Clark Street)	WBT									168	A (0.0)	-	-	168	A (0.0)	-	-
Westbound (Clark Street)	WBR																
	WB Approach									170	A (0.1)	-	-	170	A (0.1)	-	-
	NBL									0	A (9.2)	0.003	0	0	A (9.2)	0.003	0
Northbound (West Resi Site	NBT																
Driveway)	NBR									2	S	S	S	2	S	S	S
	NB Approach									2	A (9.2)	-	-	2	A (9.2)	-	-
Intersection 23: Eastern North Zone Parking Site Driveway & North Avenue																	
Overall Intersection										1420	- (-)		-	1420	- (-)		-
	EBL																
Eastbound (North Avenue)	EBT									613		-		613		-	
Eastboulid (North Aveilue)	EBR									0		-		0		-	
	EB Approach									613	A (0.0)	-	-	613	A (0.0)	-	-
	WBL									0		-		0		-	
Westbound (North Avenue)	WBT									803		-		803		-	
Westbodha (North Avenue)	WBR																
	WB Approach									803	A (0.0)	-	-	803	A (0.0)	-	-
	NBL									0		-		0		-	
Northbound (Eastern North Zone	NBT																
Parking Site Driveway)	NBR									4	B (10.3)	0.006	0	4	B (10.3)	0.006	0
	NB Approach									4	B (10.3)	-	-	4	B (10.3)	-	-



**FIGURES** 



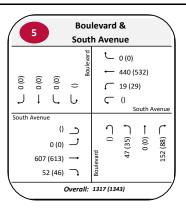


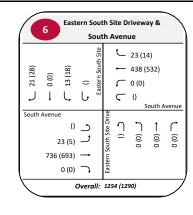


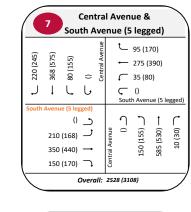
2	Sout	h Av				
1 1	(i) (i) (ii) (ii) (ii) (ii) (ii) (ii) (	South Avenue	<u>+</u>	0 (0) 180 ( 725 ( ()	645)	Street
340 (2 90 (2		South Avenue	ĵ	90 (190)	1 (0) 0	345 (370)
	Overal	l: 177	0 (19	70)		$\mathcal{I}$

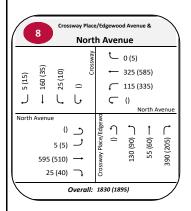
	3	Sout	-			28 (tra	& ffic ci	rcle)	
492 (521)	(0) 0 +	(7 483 (440)	င	Route 28	Sc	<del>ر</del> ر	311 ( 301 ( 0 (0) 18 (1 venue	382)	circle)
South	554	e (traff 2 (2) (476) (391) 0 (0)		le)	Route 28	<b>1</b> 0	) (o) o		_
		(	Overd	ıll:	260	00 (25	34)		$\mathcal{I}$

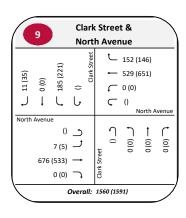
	4	) !	Sum So			lven lver		&	
				nue		℄	12 (:	13)	
_				Summit Avenue					
14 (38)	5 (21)	5 (25)		mit		_		(573)	
14	2 (	2 (	0	Sun		$\subset$	10 (2	25)	
٦	1	Ļ	J			$\subset$	()		
								South A	Avenue
South	Avenu	e							
		()	ے			1	٦	1	$\cap$
	2.	4 (21)	_		Summit Avenue	$\circ$	. (06) 691	25 (13) -	37 (41)
					Ave		66		37 (-
	613	(588)	<b>→</b>		Ĭ.		1		.,,
	3	8 (30)	$\neg$		Sum				
abla		-	Overd	ıll:	142	24 (14	78)		

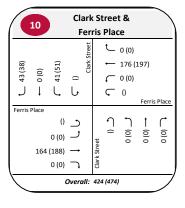


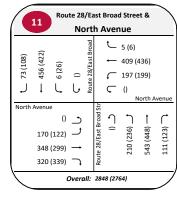


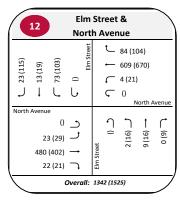


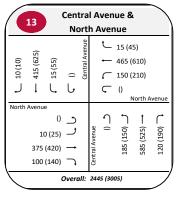


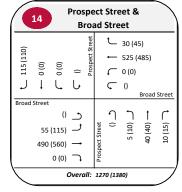




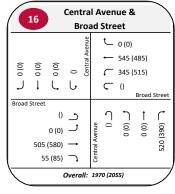








	15	)				reet Stre			
(58)	← 50 (80)	(160)	ေ	Elm Street		<u>ل</u> لـ لـ	80 (7 490 ( 20 (4 ()	420) 0)	Street
Broad	20 475	() 0 (60) (485) 5 (35)	J + C		Elm Street	<u>ე</u>	5 (25) 🜙	20 (60) →	10 (20)
eg		(	Overd	ıll:	132	0 (15	45)		$\supset$



	17	N				Ave Stre	nue et	&	
				une		℄	20 (2	:5)	
475)				n Ave		-	490 (		
400 (475)	0) 0	0 (0)	0	Mountain Avenue		$\overline{}$	0 (0)		
j	Ţ	Ĺ.	J	Š		_	()		
								Broad	Street
Broad	Street								
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	640	(460)	J		Mountain Avenue	0	(0) 0	- (o) o	(0)
					in A		0	0	0
	390	(505)	_		m të				
		0 (0)	$\supset$		δ				
$\overline{}$		(	Overd	ıll:	194	0 (19	90)		

	18	So				Exi Ver	t Ou nue	t &	
()	(0) 0 →	(0) 0 (	о <b>ს</b>	South Zone Exit Out		<u>ل</u>	0 (0) 502 0 (0) ()		Avenue
South	Avenu 655	e () 0 (0) (654) 0 (0)	J + C		South Zone Exit Out	<b>1</b> 0	Ĵ (0) o	† (o) 0	C (0) 0
eg		(	Overd	ıll:	115	7 (12	71)		

	19		wav/\	West Boomer Western Site Drivewav/West Resi Site Drivewav & North Avenue									
(°(°)	(0) 0 +	(0) 0 (	င	West Boomer Western		<u>+</u> ← ←	0 (0) 692 ( 0 (0) ()		venue				
North .	Avenu	0 (0) (538) 0 (0)	J + C		West Boomer Western \$	<b>1</b> 0	<b>1</b> (0) 0	↑ (o) o	(0) 0				
$\overline{}$		(	Overd	ıll:	137	5 (13	18)		$\overline{\mathcal{I}}$				

West Boomer Eastern Site Driveway & North Avenue									
683 (	() () () ()	West Boomer Eastern Si	t つ。	7		(0) 0			
$\overline{}$	0 (0) ↓   ≥ Overall: 1375 (1318)								

$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	21	Ferris Place & West Affordable Housing Driveway								
	1 1	L, L	А	← ← Ç	0 (0) 0 (0)	ing Dri	vew			
		()		1 c	0 (0) 0	† (o) o	(000			

22 W	est Resi Cla	Site [ rk St		ay &	
(0) (0) (0)	() West Resi Site	'	- 0 (0) - 159 ( - 0 (0) - ()		: Street
Clark Street 0 (0 196 (256 0 (0	·) →	West Resi Site Driveway	) j ()	↑ (o) o	C (0) 0
	Overall:	355 (4	07)		$\mathcal{I}$

	23	Eas		Dr	ivev	one Pa vav & <b>\ver</b>	irking s	Site	
(0)0	(0) 0 →	(0) 0 (	o ပ	Eastern North Zone		<u>←</u> ← ←	0 (0) 660 ( 0 (0) ()	,	wenue
North		e () 0 (0) (514) 0 (0)	J + C		Eastern North Zone Park	<b>1</b> 0	0)0	↑ (o) o	C (0) 0
$\angle$		(	Overa	ıll:	121	3 (12	84)		フ

23	Eas		Dr	ivev	one Pa vav & <b>\ver</b>	rking S	Site	
( 0 (0)	(0) 0 (	о С	Eastern North Zone		<u>ل</u>	0 (0) 660 (1 0 (0)		venue
North Avenu	0 (0) (514) 0 (0)	J + C		Eastern North Zone Park	<b>1</b> 0	0)0	1 (0) 0	C (0) 0
	(	Overd	ıll:	121	3 (12	84)		フ

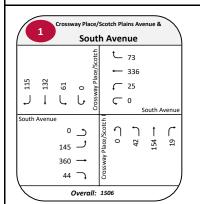
**LEGEND** 



Intersection ID

XX (XX) AM (PM) Peak Hour Volumes

## Figure 3. Existing 2021/2022 (Saturday Midday)

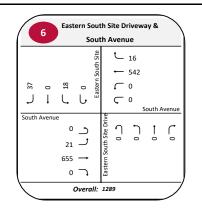


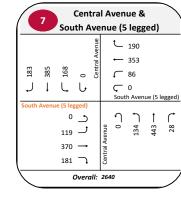
2		uth Broa			ıe &		
0 0	° °	South Avenue		<u> </u>	0 400 401 0		
Broad Street	0 <u>-</u> 0 — 388 —	) ;	South Avenue	<u>ำ</u>	J07_	Broad ↑	301
		t rall:		9			$\overline{}$

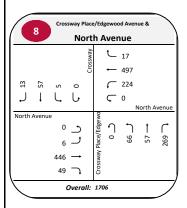
Route 28 & South Avenue (traffic circle)									
	7 338 C 0 Route 28	U 331							
South Avenu	0 → 476 → 373 → 0 →	South Avenue (train; circle)							
	Overall:	2198							

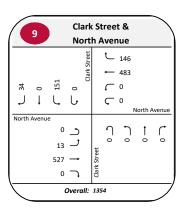
4		it Avenue &
	one	₾ 11
	12 0 Summit Avenue	← 528
17	12 0 Sumn	<b>←</b> 20
J	し	<b>←</b> 0
South Avenu	IP.	South Avenue
	۰ و	1 1 1 1 7
	<del>ر</del> و	Summit Avenue 0 0 91 13 32
	582 →	mit Av
	38 🔒	Sum
$\overline{}$	Overall:	1355

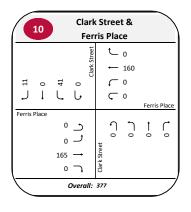
5	Boulevard & South Avenue							
	Boulevard	€	0					
	Boule	-	504					
0 0 0	0	<u></u>	32					
1 1 (	. l	C						
South Avenue			Sc	outh A	venue			
	د ٥	า	7	†	$\cap$			
	ر ٥	0	42	0	€ 104			
5	90 →	Boulevard						
	42 7	Boule						
Overall: 1314								

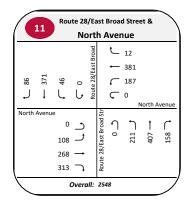


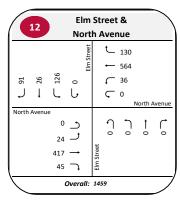


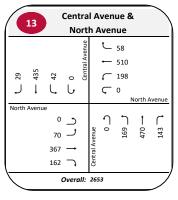






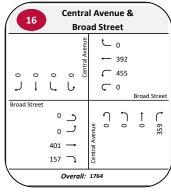


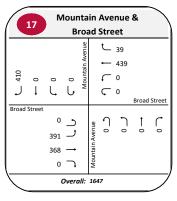




14	4		Prospect Street &  Broad Street								
				Prospect Street		€	66				
				sect S		-	343				
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Broad St	reet			_	_			Broad	Stree		
Droug St		0	ے			1	٦	1	$\cap$		
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		1	$\neg$		Pros						
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			Elm S		-	277		
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	337	$\rightarrow$		Elm Street				
	72	$\neg$		Elm				
	(	Overa	II:	146	6			$\overline{}$





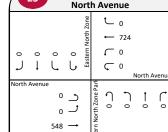
18	South So		e Exit		. &	
South Avenue	°°,	South Zone Exit Out	<u> </u>	0 569 0 0	outh A	venue
	0 0 626 → 0 ¬	+ O tive condition		٥	10	C
	Over	all: 1	195			$\overline{\mathcal{I}}$

19		wav/W	est R		ern Site Drive		
			stern	₾	0		
			West Boomer Western	-	551		
0 0	0	0	Soome	$\subset$	0		
J	Ļ	J	Vest E	$\subset$	0		
North Ave	nue				P	North A	venue
Northine	0	ے	West Boomer Western	1	7	1	Ç
	0	ر	ner	0	0	0	^
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	0	$\neg$	Wes				
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22	West	Resi :				y &	
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Clark Street	0 - 0 - 165 - 0 -	٠ ١٠	West Resi Site Driveway	า °	ů	† 0	Ç
	Ov	erall:	325				_/

23	Eastern f	Dr	ivev	ne Pa /ay &		Site	
اْ لْـ	ůů	Eastern North Zone		<u>+</u>	0 724 0 0	North A	venue
North Avenue	0 → 0 → 548 → 0 →		Eastern North Zone Park	၅ °	ů	10	٠.
	Over	all:	127	2			$\mathcal{I}$

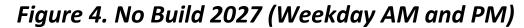


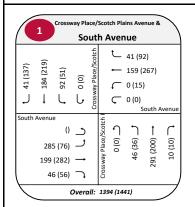
**LEGEND** 



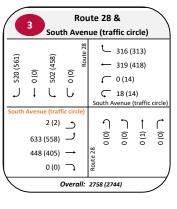
Intersection ID

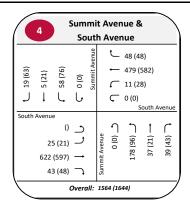
XX (XX) Saturday Midday Peak Hour Volumes

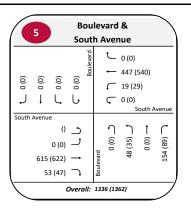


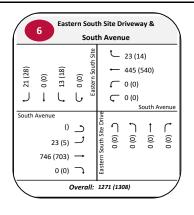


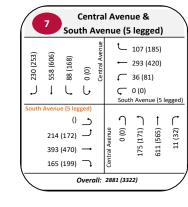
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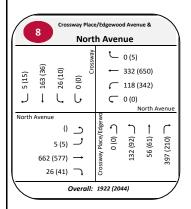


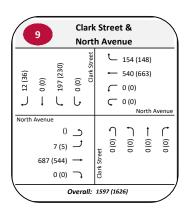


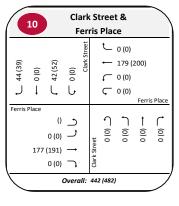


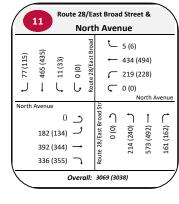


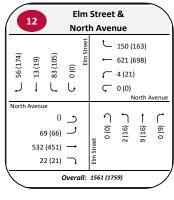


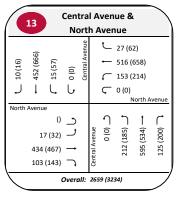


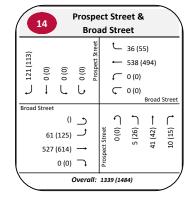




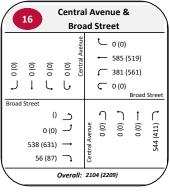








	15	)	Elm Street & Broad Street								
(68) 89	64 (90)	81 (163)	(0) 0	Elm Street		<u> </u>	81 (7) 501 (4)	433)			
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	493	() 2 (62) (508) 4 (65)	J + C		Elm Street	<b>(</b> 0) 0	11 (28) 🤳	27 (69) —	25 (47)		
$\overline{}$		(	Overd	ıll:	144	6 (16	91)		$\supset$		



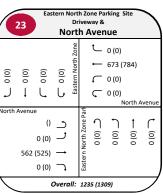
Mountain Avenue & Broad Street										
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	397	(547)	<b>→</b>		ntain					
		0 (0)	$\supset$		Mor					
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			30	-	n <i>F</i>	ver	iue		
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٦	1	Ļ	ŀ	Sou		$\subset$	0 (0)		
South A	venu	2					S	outh A	venue
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·			Overd						

West Boomer Western Site Driveway/West Resi Site Driveway & North Avenue										
() () ()	(0) 0 +	(0) 0 (	<sup>(0)</sup> 0 ل	West Boomer Western		<u>+</u> ← ←	0 (0) 706 (7 0 (0) 0 (0)		wenue	
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West Boomer Eastern Site Drivewav & North Avenue									
(O) O	Avenu	(0) (0) (0) (0) (549)	(i) 0 0 1 1 1	West Boomer Eastern	West Boomer Eastern Si	- - - -	0 (0) 706 (7 0 (0) 0 (0) N	orth A	(0) 0
	093	0 (0)	<u>_</u>		West B				
Overall: 1401 (1343)									

West Resi Site Driveway & Clark Street										
(0)0)	(0) 0 (	(0) 0	West Resi Site		つ 1 1 「	0 (0) 161 (3 0 (0) 0 (0)	,	Street		
Clark Street	() 0 (0) 0 (260) 0 (0)	J + C		West Resi Site Driveway	€ (0) 0	0)0	↑ (o) o	(0) 0		
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1 1 4 6

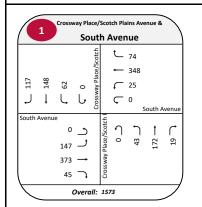
**LEGEND** 



Intersection ID

XX (XX) AM (PM) Peak Hour Volumes

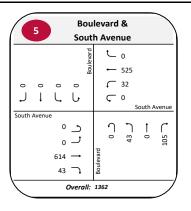


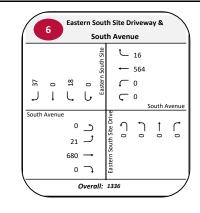


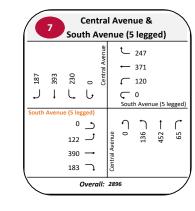
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J	Ļ	J			$\subset$	0		
Broad Stree				_			Broad	Street
BIOAU Stree	0	٦		nue	°	108	† 0	305
	401	<b>→</b>		South Avenue				
	73	$\supset$		South				
Overall: 1705								

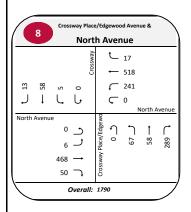
3	)	ute 28 & nue (traffic circle)
t 356 → 0	7 342 C 0 Route 28	C 0 ← 14
South Avenue	0 → 482 → 386 → 0 →	South Avenue (traffic circle)
	Overall:	2256

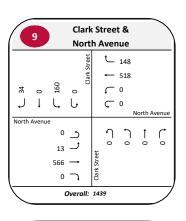
4		Sum So			ver		&	
	← 12	°	Summit Avenue		<u>ل</u>	11 542 27 0	South	Avenue
South Avenue	0 9 598 38	1 1 1 €		Summit Avenue	<b>1</b> °	92	13 +	← 04
	•	Overd	ıll:	140	)1			$\overline{\hspace{1em}}$

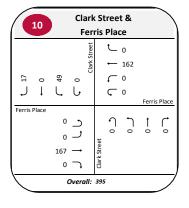


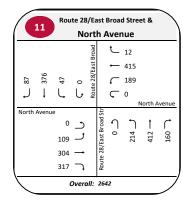


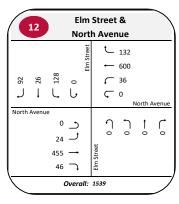


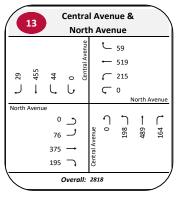


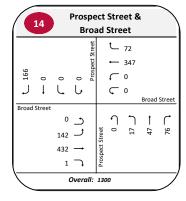


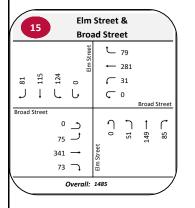


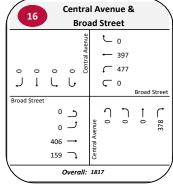


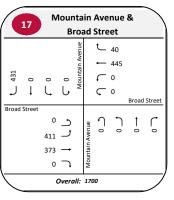












18		ne Exit Out &
، ا ل	South Zone Exit Out	<ul> <li>         ∪ 0         <ul> <li>576</li> <li>               ∪ 0               <ul> <li>South Avenue</li> </ul> </li> </ul> </li> </ul>
South Avenue	0 → 0 → 634 → 0 →	South Zone Exit Out  0 0
	Overall:	1211

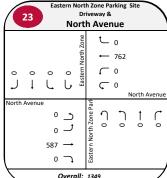
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				r We		-	587		
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		0	ر		mer \	0	0	0	0
		538	$\rightarrow$		t Boo				
		0	$\supset$		Wes				
Overall: 1125									

•	20	West Boomer Eastern Site Drivewav & North Avenue							
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		0	$\neg$		West				
Overall: 1121									

	21	Wes				lace	<b>&amp;</b>	eway	\
				Ferris Place		₾	0		
				Ferris		-	0		
0	53	0	0			$\subset$	0		
٦	ļ	Ļ	J			$\subset$	0		
West A	fforda	ble Ho	using		ATTC	ordab	le Hous	ing Dr	vew
		0	ے			1	٦	†	
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		0	$\rightarrow$		Ferris Place				
		0	$\supset$		Ferri				
abla		(	Overd	all:	53				

Signal   Signal	22	)	esi Site Driveway & Clark Street
Clark Street	١٠	ůů	Ç 0
	Clark Street	0 → 167 →	West Resi Site Driveway

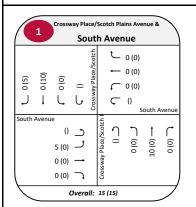
	23	Eas		Dr	ivev	one Pa vay & <b>\ve</b> r		Site	
0	0	0	0	Eastern North Zone		<u> </u>	0 762 0		
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North .	Avenu	0 0 587 0	ر ا ا		Eastern North Zone Park	<b>1</b> °	,	† 0	Ç
abla		(	Overd	ıll:	134	19			フ





Intersection ID

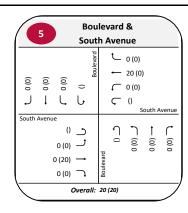
#### Figure 6. Lord & Taylor Trip Distribution (Int. ID #19 & 20)

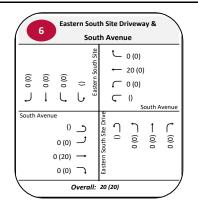


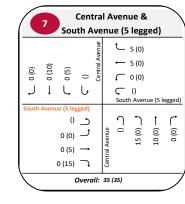
	2	)				eni Stre	ue & et		
				enne		₾	0 (0)		
_	_	_		South Avenue		-	0 (0)		
0 (0)	0 (0)	0 (0)	$\circ$	Sou		$\subset$	0 (0)		
٦	ļ	Ļ	J			$\subset$	()	D	Street
Broad	Street						ыоаи	Street	
		()	ے			1	٦	1	ightharpoons
		0 (0)	ر		anua	0	0)0	- (0) 0	(o) o
		0 (0)	<b>→</b>		South Avenue				
		0 (0)	$\rightarrow$		Sou				
Overall: 0 (0)									

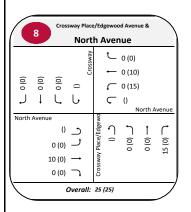
3	Sout		ute 28 & nue (traffic circle)
(0) (0)	0 (25)	() () Route 28	
South Ave	() () () (0) (0) (0) (0)	ic circle)	Route 28 ()
	C	Overall:	25 (25)

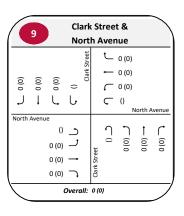
4	it Avenue &						
(c) (d) (d) (d) (d) (d) (d) (d) (d) (d) (d	C 0 (0)  C 0 (0)  C 0 (0)  C 0 (0)  South Avenue						
South Avenue  ()	Summit Avenue (1 ) 5 (0) ↑ (0 ) ↑ (0 (0) ↑						
Overall: 25 (25)							

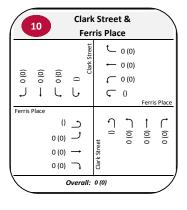


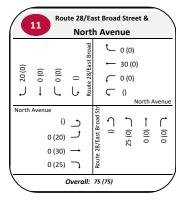


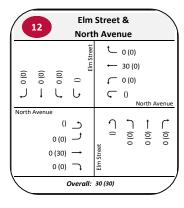


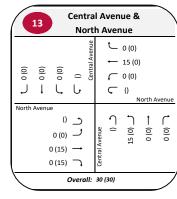


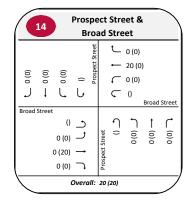




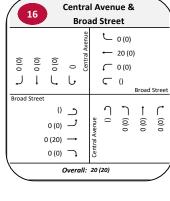








15				reet Stre			
)   	Ļ	() U		<u>+</u>	0 (0) 20 (0 0 (0) ()		Street
Broad Stre	0 (0) 0 (20) 0 (0)	ر بابا ب	Elm Street	<u>0</u>	) (o) o	† (o) o	C (0) 0
	(	Overall:	20	(20)			$\supset$



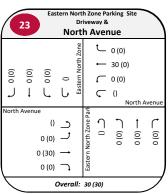
•	7		В	roa	ad	Stre	et		
				enne		℄	0 (0)		
<u>(</u>	_	_		in Av		-	10 (0	)	
10 (0)	0)0	0) 0	0	Mountain Avenue		$\subset$	0 (0)		
ل	1	Ļ	J	Σ		$\subset$	()		
Broad S	Street							Broad	Stree
Di Odd i	J., CC.	()	2		a	า	٦	t	$\rightarrow$
		0 (10)	$\exists$		Mountain Avenue	0	0)0	- (0) 0	(0)
		0 (10)	_		ain A		0	0	0
			_		ount				
		0 (0)	1		Σ				
		(	Overd	ıll:	20	(20)			

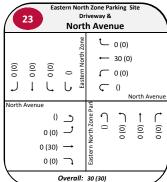
18		Zone Exi uth Aver		3
© © ↓ ↓	© 0 L L	South Zone Exit Out	0 (0) 0 (0) 0 (0) () So	uth Avenue
South Avenu	() → 0 (0) → 0 (0) → 0 (0) →	South Zone Exit Out	0 (0) 0	↑ (o) o
	Overa	II: 0 (0)		

1	19		wav/V	Ves	t Re		ern Site Drivev 1UC		
				stern		₾	0 (0)		
_	_	_		r We		-	0 (15)		
0 (0)	0 (0)	0 (0)	$\overline{}$	oome		$\subset$	35 (0)		
٦	1	Ļ	J	West Boomer Western		$\subset$	()		
North /	Avenu	e		_	o,		N	orth A	venue
		()	ے		ester	1	٦	1	ightharpoons
		0 (0)	₾		ner W	0	0 (10)	- (0) 0	0 (35)
		15 (0)	<b>-</b>		West Boomer Western		0	_	0
		10 (0)	$\neg$		Wesi				
$\overline{}$		(	Overd	II:	60	(60)			$\overline{}$

•	West Boomer Eastern Site Drivewav & North Avenue									
ل	(0) 0	(0) 0 (	င	West Boomer Eastern	10	← ← ←	0 (0) 35 (0) 40 (0) ()	orth A	venue	
North A		() 0 (0) 0 (35) 15 (0)	J + L		West Boomer Eastern Si	ĵ	0 (15)	† (o) o	0 (40)	
$\overline{}$		-	Overd	ıll:	90	(90)				

22	We				Dri Stre	vewa et	y &	
(0)0)	(0) 0 (	о С	West Resi Site		<u>+</u>	0 (0) 0 (0) 0 (0) ()	Clark	Street
Clark Street	() 0 (0) 0 (0) 0 (0)	J → L		West Resi Site Driveway	<b>1</b> 0	0)0	↑ (o) o	C(0) 0
$\overline{}$	-	Overa	II: C	) (0	)			$\neg$





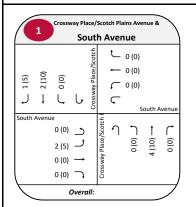
**LEGEND** 



Intersection ID

XX (XX) In (Out) Distribution Percentage

# Figure 7. Lord & Taylor Trip Assignment (Int. ID #19 & 20) (Weekday AM and PM)



(0)	(0) ↓ ↓	South Avenue		<b>←</b>	0 (0) 0 (0) 0 (0)		
•	<b>→</b> ∪			$\overline{}$			
	د (۵) د		ne	ำ	Ĵ (0) 0		Street (0) 0
0	0 (0) → 0 (0) ¬		South Avenue		0	0	°

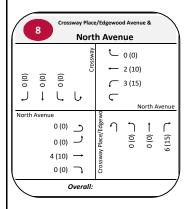
3		ute 28 & uue (traffic circle)
	6 (25)	10 (25)  ← 0 (0)  ← 0 (0)  ←  South Avenue (traffic circle)
	0 (0) → 0 (0) → 0 (0) →	Route 28 0 (0)  0 (0)
	Overall:	

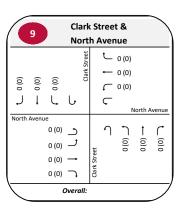
4			mit . uth .		nue & nue		
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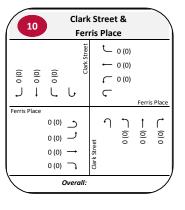
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			Boul		-	8 (20)		
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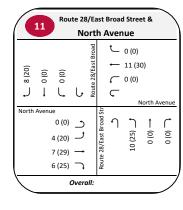
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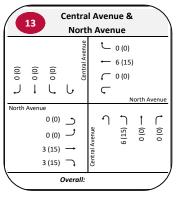






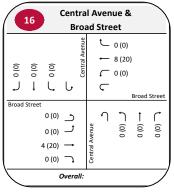


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14			•		Stre	eet & eet		
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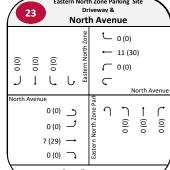
	19		wav/V	Ves	t Re		ern Site Drivev		
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vest A	iiorua	0 (0) 0 (0) 0 (0) 0 (0)		Driv	Ferris Place	1	0 00	† (o) o	(0) 0
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Clark S	treet				эх			Clark	Street	
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**LEGEND** 

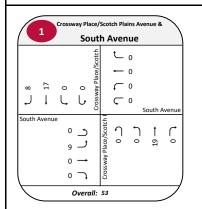


Intersection ID

XX (XX) AM (PM) Trip Assignment Volumes

Westfield Transit Oriented Development (TOD)

# Figure 8. Lord & Taylor Trip Assignment (Int. ID #19 & 20) (Saturday Midday)



2	ı				veni Stre	ue &		
0 0	0	0	South Avenue		<u> </u>	0 0		
J J Broad Street	Ĺ	<u>ن</u>			<u></u>	0	Broad	Street
Sidd Street	0	٦		enne.	<u>°</u>	٥	†	°
	0	→ ⊃ Overo	all:	o South Avenue				

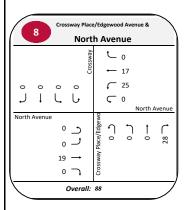
Route 28 & South Avenue (traffic circle)										
	Route 28									
)   <u> </u>	Ĉ	0     C    0 South Avenue (traffic circle								
	offic circle)  O   O   O   O   O   O   O   O   O   O	Route 28								
	Overall:	88								

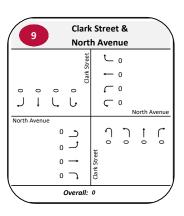
4		Avenue & Avenue	\
ا ا	Summit Avenue	<ul> <li>0</li> <li>→ 37</li> <li>← 0</li> <li>← 0</li> </ul>	
South Avenue	Summit Avenue	South Aver	_
	Overall: 88		/

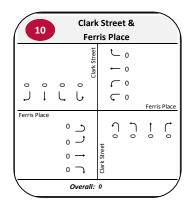
	BC	oule	vard	&		`	
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		Boule	<b>—</b>	37			
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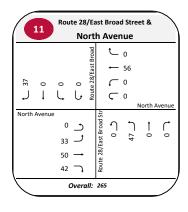
	6 Eastern South Site Driveway & South Avenue								
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				Eastern South Site		-	37		
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٦	1	Ļ	J	Ea		$\subset$	0		
South	Δvenu	P		_	Je /			South.	Aven
South		0	ے		Eastern South Site Drive	1	7	†	
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		)					ue &		
				enne		₾	9		
				Central Avenue		-	9		
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South A	venu	e (5 leg	ged)						-00
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		0	ر		Central Avenue	0	28	19	0
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		25	$\supset$		Cent				
$\overline{\ }$		(	Overd	ıll:	124				

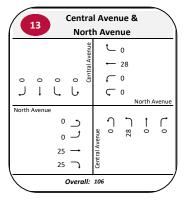








12	Elm Street & North Avenue						
بُ ا لُـ	O Elm Street	<ul><li>0</li><li>56</li><li>0</li><li>0</li></ul>	North Avenue				
North Avenue		1 0 0	† (				
	Overall: 1	106					



14	Prospect Street & Broad Street							
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Broad Street							Broad	Street
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	0	J		treet	0	0	0	0
	33	$\rightarrow$		Prospect Street				
	0	$\supset$		Pros				
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	15	)	Elm Street & Broad Street						
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	33	$\rightarrow$		ral A				
	0	$\supset$		Cent				
	(	Overd	ıll:	71				
								/

17	Mountain Avenue & Broad Street									
↑ 19 ↑ 0	O O O Mountain Avenue		eet							
Broad Street	$ \begin{array}{ccc} 0 & \rightarrow \\ 17 & \rightarrow \\ 17 & \rightarrow \\ 0 & \rightarrow \end{array} $	Mountain Avenue	<b>+</b>							
	Overall:	71	$\mathcal{I}$							

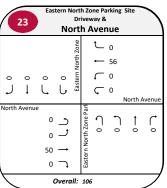
18		one Exit Out &	\
South Avenue	South Zone Exit Out		nue
	° → ° →	South Zone Exit Out  0   0   0	0
	Overall:	0	$\overline{/}$

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20		Driv	ner East rewav & Aver		e	
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	0 → 58 → 28 →		west Boomer Eastern SI			
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21	West Afford	dable Housing Driveway
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		Perris Place 0 → 0
0 0	0 0	_ 0
1	<b>L</b> <i>b</i>	Ç 0
West Afford	able Housing D	Affordable Housing Drivew
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	ر ہ	0 0 0 0
	0 →	Ferris Place
	0 →	Fer
eg	Overal	II: 0

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**LEGEND** 

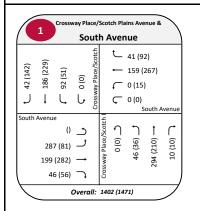


Intersection ID

XX (XX) Saturday Midday Trip Assignment Volumes

Westfield Transit Oriented Development (TOD)

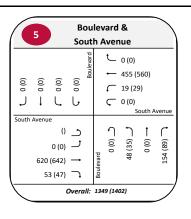


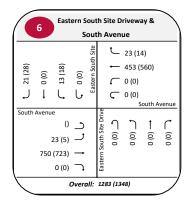


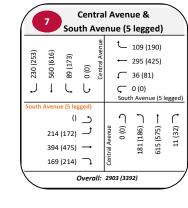
	2	)				enu Stre	ie & et		
ل	1	(0) 0 (	0)0 ل	South Avenue		<u>+</u>	0 (0) 192 (4 761 (6 0 (0)	695)	Street
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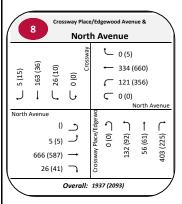
	3	Sout				28 (tra	& ffic ci	rcle)	
		300				رداد	326 (		
520 (561)		507 (483)		Route 28		-	319 (4		
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South	Avenu	ie (traff	fic circ	le)		, , , , , ,	· · · · · · · · ·	crame	circicy
		2 (2)	ے			1	7	1	$\cap$
	633	(558)	♪			0(0)	0)0	(0) 0	(0) 0
	448	(405)	<b>-</b>		e 28				
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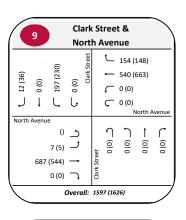
4 S		t Avenue &
<ul><li></li></ul>	O (0) Summit Avenue	t 48 (48)  ← 487 (602)  f 11 (28)  c 0 (0)  South Avenue
South Avenue () 25 (21) 627 (617) 44 (53)	ب ب ئ	Summit Avenue 0 (0)
0	verall:	1580 (1694)

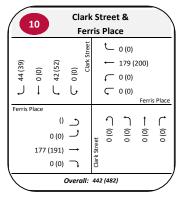


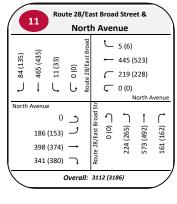


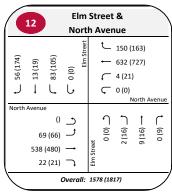


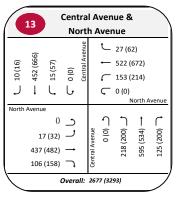


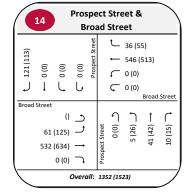




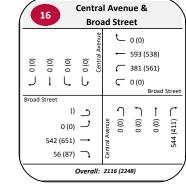








	15	)				reet Stre			
(68) 89	← 64 (90)	(163)	© 0 U	Elm Street		<u>ل</u>	81 (7) 508 (4 49 (6) 0 (0)	152) 1)	Street
Broad	2: 497	() 2 (62) (528) 4 (65)	J + C		Elm Street	<b>↑</b> (o) o	11 (28) 🤳	27 (69) —	25 (47)
eg		(	Overd	ıll:	145	7 (17	30)		$\supset$



1	Mountain Avenue &  Broad Street									
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Broad St	treet				_			Broad	Street	
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	655	(500)	J		Mountain Avenue	(o) c	000	(o) c	C (0) o	
	399	(557)	<b>→</b>		ntain		_		-	
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$\overline{}$		(	Overd	ıll:	204	8 (21	82)		$\overline{\mathcal{I}}$	

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				Ont		₾	0 (0)		
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Į	1	Ļ	J	Sout		C	0 (0)		
South	Avenu	e			_		S	outh A	venue
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	665	(664)	<b>→</b>		th Zo				
		0 (0)	J		Sou				
$\overline{\ }$		(	overd	ıll:	117	5 (12	91)		$\overline{}$

	19		wav/V	Ves	t Re		ern Site Drivew		
(0)0)	(0) 0 →	(0) 0 (	© 0 U	West Boomer Western		<u>ل</u>	0 (0) 709 (8 13 (35 0 (0)	5)	venue
North		0 (0) (564) 4 (10)	J + C		West Boomer Western 9	∩ (o) o	2 (10)		8 (34)
		(	Overd	ıll:	143	6 (14	61)		$\overline{}$

	West Boomer Eastern Site Drivewav & North Avenue									
ر.	1	(0) 0 (	(O) 0 U	West Boomer Eastern	Si	t ← C	0 (0) 719 (8 15 (40 0 (0)	0)	venue	
North .	702	e () 0 (0) (583) 6 (15)	J + C		West Boomer Eastern Si	<b>↑</b> (o) o	3 (15)	† (0) 0	6 (38)	
			) Overd	ıll:	_	4 (15	20)			

West Affordable Housing Driv	21	)	rris Place &
	1 1	(0) 0 U	8
	west Afforda	() (0) 0 (0) 0 →	1 1 1 6

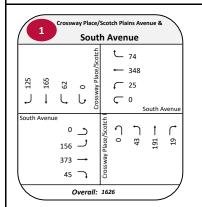
2:	2	We				e Dri Stre	vewa et	y &	
() 0 (o)	(0) 0 →	(0) 0 (	(O) O U	West Resi Site		<u>+</u> ← ←	0 (0) 161 (3 0 (0) 0 (0)		Street
Clark Str		() 0 (0) (260) 0 (0)	J + L		West Resi Site Driveway	<b>€</b> (0) 0	<b>(0)</b> 0	↑ (o) o	C (0) 0
$\overline{}$		(	Overd	ıll:	360	(413	)		フ

	23	Eas		Dr	ivev	ne Pa vav &	rking S	iite	
(0)0	(0) 0 →	(0) 0 (	(o) o U	Eastern North Zone		<u>+</u>	0 (0) 684 (8 0 (0) 0 (0)	ŕ	wenue
North		e () 0 (0) (554) 0 (0)	J + L		Eastern North Zone Park	↑ (o) o	<b>)</b> (0) 0	↑ (0) 0	C (0) 0
eg		(	Overa	ıll:	125	3 (13	67)		フ



Intersection ID

## Figure 10. No Build + Lord & Taylor 2027 (Saturday Midday)

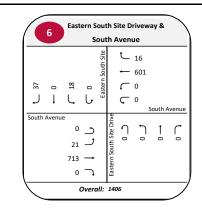


2		Avenue &	
اً لِ	0 U South Avenue	<ul> <li>← 412</li> <li>← 406</li> <li>← 0</li> </ul>	Broad Street
Broad Street	0 → 0 → 401 → 73 →	South Avenue 0 🗅 108 🗂	305
	Overall:	1705	

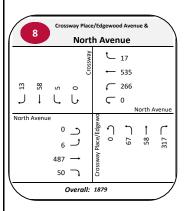
3 South	Route 28 & South Avenue (traffic circle)									
356 0 384	Route 28	<u> </u>	382 341 0							
South Avenue (traffic	ه المادة	South A	14	traffic	circle)					
0 482 -	ئ ا	า	٦	10	°					
386 -	→ verall:	Route 28			_/					

4	5	Sum So			lver lver		&	
			enne		℄	11		
			Summit Avenue		-	580		
17	12	0	Sumn		$\subset$	27		
1	Ļ	J			$\subset$	0		
							South	Avenue
South Avenue	0 9 631	ر ا ا		Summit Avenue	<b>1</b> °	102	13	40
	47	Overd	ıll:		91			

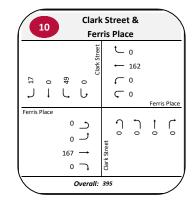
5	Boulevard & South Avenue						
	vard	€	0				
	Boulevard	-	562				
0 0 0	0	ŗ	32				
J   L	ŀ	Ç	0				
South Avenue			S	outh A	venue		
	د ه	า	٦	1	$\bigcap$		
	ر ه	0	43	0	€ 201		
64	7 →	Boulevard					
4	3 7	Boul					
	Overall:	1432			$\overline{}$		

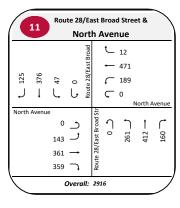


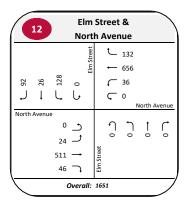
	7						ue 8		
		Sou	th A	_	nu	ie (5	legg	ged)	
				Central Avenue		_	256		
7	0	6		ıtral /		-	380		
187	410	239	0	ē		$\subset$	120		
٦	ļ	Ļ	J			C	0 :h Aven	uo (E I	0000
South	Avenu	e (5 leg	ged)			3001	.II AVEI	ue (5 i	egget
		0	ے			1	1	1	$\cap$
		122	ر		Central Avenue	0	164	471	65
		398	<b>→</b>		ral A				
		208	$\supset$		Cent				
$\overline{\ }$		(	Overd	ıll:	302	20			
_								_	_

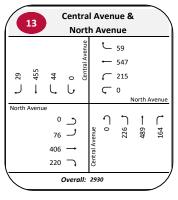






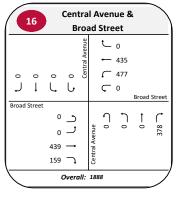






14		Prospect Street & Broad Street								
			reet	₾	72					
			Prospect Street	-	385					
166		0	Prosp	$\overline{}$	0					
J.	ļĻ	J		$\subset$	0					
Broad Str	eet		+			Broad	Street			
		د ه		า	٦	t	$\leftarrow$			
	14	ر ،		o o	17	47	92			
	46	5 →		Prospect Street						
		1 7	-	Pros						
$\overline{}$		Over	all: 1	1371						

15	Elm Street & Broad Street							
		Flm Street		℄	79			
		8		-	318			
81 115	124	0		$\subset$	31			
1	Ļ	J		$\subset$	0			
Broad Street			$\vdash$			Broad	Street	
	0	ے		1	٦	1	$\cap$	
	75	ب	l	0	51	149	82	
	375	$\rightarrow$	Elm Street					
	73	$\neg$	ᇤ					
$\overline{}$	(	Overall:	155	6			-/	



17	Mountain Avenue & Broad Street									
↓	ů, l	Mountain Avenue		ر د د	40 463 0 0	Broad	Street			
Broad Street	0		Mountain Avenue	ĵ°	0	† 0	Ç			
	Ove	rall:	176	9			$\overline{\mathcal{I}}$			

18		one Exit Out a	&
اْ لِ	-	0 ← 576	uth Avenue
South Avenu	0 → 0 → 634 → 0 →	South Zone Exit Out  0	† (
	Overal	: 1211	

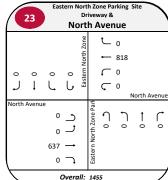
19	Drivewa		t Re	si Site			
North Avenue	0 - 0 - 566 -	West Boomer Western	West Boomer Western 5	し し し つ 。	0 612 65 0	North A	Avenue 85
	19 <b>O</b> ve	erall:	_	17			$\neg$

•	20	West Boomer Eastern Site Drivewav & North Avenue										
				tern		٦	0					
				West Boomer Eastern		<b>—</b>	649					
0	0	0	0	Boom		$\subset$	75					
J	1	Ļ	J	West		C	0		_			
North	Avenue	a .			is			North	Avenue			
	· · · · · · · · · · · · · · · · · · ·	0	ے		West Boomer Eastern Si	1	٦	1	$\cap$			
		0	J		nerE	0	25	0	_ 99			
		595	$\rightarrow$		Boor							
		28	$\neg$		West							
$\overline{\ }$		(	Overd	ıll:	143	18						

	21	<u> </u>	Fe	erri	s P	lace	&		
•		Wes	t Affo	rdab	le H	lousin	g Drive	eway	
				Place		Ĺ	0		
				Ferris Place		-	0		
0	53	0	0	٦		$\subset$	0		
٦	1	Ļ	J			-	0		
West A	ffords	hlo Ho	ucina		Affo	ordabl	e Hous	ing Dri	iveway
WEST F	iiioiua	0	واالدت	DIIV		1	٦	†	$\Gamma$
		0	ナ		e	0	0	0	0
		0	<b>→</b>		Ferris Place				
		0	$\supset$		Ferr				
abla		- (	Over	all:	53				$\overline{\mathcal{I}}$

22	)	Site Driveway & rk Street
١٠٠	O O West Resi Site	<ul> <li>0</li> <li>168</li> <li>0</li> <li>□ 0</li> </ul> Clark Stree
Clark Street	0 → 0 → 167 → 0 ¬	West Resi Site Driveway
	Overall:	335

	23	Eas		Dr	ivev	one Pa vay & <b>\ver</b>	rking nue	Site	
٦٠	0	٥٫	°	Eastern North Zone			0 818 0 0	North	Avenue
North	Avenu	0 0 637 0	ر ا ا		Eastern North Zone Park	<b>1</b> °	ؠٞ	†	C
abla		(	Overa	ıll:	145	5			フ

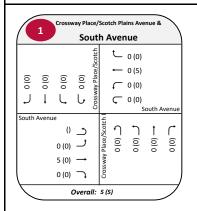


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Intersection ID

#### Figure 11. Commuter Lot North Zone Current Trip Distribution

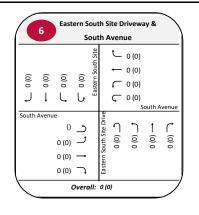


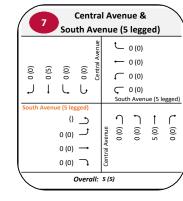
	South Avenue & Broad Street									
				enne		℄	0 (0)			
_	_	_	_	South Avenue		-	0 (5)			
0) 0	0 (0)	0 (0)	0) 0	Sou		$\subset$	0 (0)			
٦	1	Ļ	J			$\subset$	0 (0)	D		
Broad S	Street							Broad	Street	
		()	ے			1	٦	1	$\cap$	
		0 (0)	ب		anua	<b>↑</b> (0) 0	0 (0)	0 (0)	(o) o	
		5 (0)	<b>→</b>		South Avenue					
		0 (0)	J		Sou					
eg		(	Overd	ıll:	5 (5	;)			$\supset$	

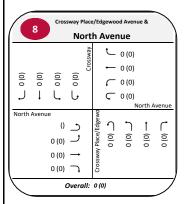
	3	Sout				28 (tra	& ffic ci	rcle)	
(5) O (5)	(0) 0 →	(0) 0 (	(O) O U	Route 28	Sc	<del>ر</del> ر	0 (0) 0 (0) 0 (0) 0 (0)	(traffic	circle)
South	Avenu	5 (0) 0 (0) 0 (0)		le)	Route 28	ำ	<b>1</b> (0) 0	1	(0)0
		(	Overa	ıll:	5 (5	5)			$\mathcal{I}$

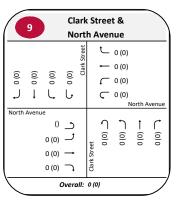
4	9				ver ver	ue 8 ue		
(0) (0) (1)	(0) 0 (	(0) 0 (	Summit Avenue		<u>ل</u>	0 (0) 0 (0) 0 (0) 0 (0)	outh A	lvenue
South Avenu	() 0 (0) 0 (0) 0 (0)	ر ا ا		Summit Avenue	1 (o) o	) (o) o		_
	(	Overd	ıll:	0 (0	)			$\mathcal{I}$

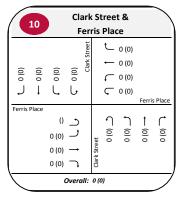
	5	)	Boulevard & South Avenue								
				Boulevard		₾	0 (0)				
			_	Boule		-	0 (0)				
0) 0	0 (0)	0) 0	0) 0			$\subset$	0 (0)				
J	1	Ļ	J			$\subset$	0 (0)				
South	Avenu	e					S	outh A	venue		
		()	ے			1	7	1	$\bigcap$		
		0 (0)	ر		L	1 (o) 0	0 (0)	0)0	(O) 0		
		0 (0)	$\rightarrow$		Boulevard						
		0 (0)	$\supset$		Bou						
$\overline{\ }$		(	Overd	ıll:	0 (0	)			$\overline{}$		

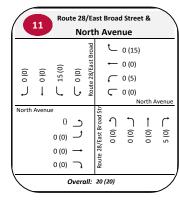


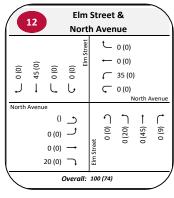


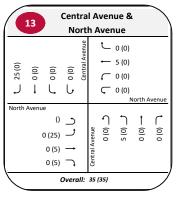






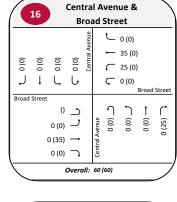






	14	)		•		Stre	eet &		
				reet		℄	0 (0)		
=				Prospect Street		-	0 (0)		
15 (0)	0) 0	0 (0)	0 (0)	Prosp		$\overline{}$	0 (0)		
ل	1	Ļ	J			$\subset$	0 (0)		
Broad	Street				H			Broad	Street
		()	ے			า	٦	1	
	(	0 (15)	_		treet	(0)	) (o) o	0)0	<b>C</b> (0)0
		0 (0)	<b>→</b>		Prospect Street	Ü	J	J	U
		0 (0)	$\supset$		Prosp				
eg		-	Overd	ıll:	15	(15)			

15	)		Street & ad Street
- 0(0)	(0) 0	0 (0) Elm Street	35 (0)
Broad Street	()	<u>ل</u>	Broad Street
	0 (0)	ן →	0 (0) 0 0 (10) 0 0 (35)
	0 (0)	Overall:	45 (45)



	17	M				Ave Stre	nue e	&	
				nue		t	0 (0)		
_				Mountain Avenue		_	50 (0)	,	
10 (0)	0	0 (0)	0	ıntair		_	0 (0)	'	
1	0	ı	Ι.	Mo		<u>,</u>	0 (0)		
7	+	Ç	J			¢		Broad	Stre
Broad :	Street								
		()	ے		an	1	1	1	1
		0 (10)	ر		Aver	0)0	) (o) o	0) 0	
		0 (5)	$\rightarrow$		Mountain Avenue			_	
		0 (0)	$\neg$		Mou				
abla		(	Overd	ıll:	60	(15)			_

	18	So				Exi Aver	t Out nue	&	
				Out		℄	0 (0)		
				e Exit		-	0 (0)		
0) 0	0) 0	0) 0	0) 0	South Zone Exit Out		$\subset$	0 (0)		
٢	1	Ļ	J	Sout		$\subset$	0 (0)		
South	Avenu	e					S	outh A	venue
		()	ے		Out	1	1	1	$\cap$
		0 (0)	ر		e Exit	0 (0)	(0) 0	0)0	(0) 0
		0 (0)	$\rightarrow$		South Zone Exit Out				
		0 (0)	$\supset$		Sout				
eg		(	Overd	ıll:	0 (0	))			_

	19		wav/V	Ves	t Re		ern Site Drivev		
(0)0	(0) 0 →	(0) 0 🔾	(o) o U	West Boomer Western		<u>ل</u>	0 (0) 0 (0) 0 (0) 0 (0)	Iorth A	venue
North	Avenu	e () 0 (0) 0 (0) 0 (0)	J + C		West Boomer Western \$	<b>↑</b> (0) 0	٦	+	C (0) 0
abla		C	Overa	ıll:	0 (0	))			$\mathcal{I}$

	20	V		Dr	ivev	East vav &		e	
(° (°)	(0) 0 →	(0) 0 (	(O) 0 (J	West Boomer Eastern		t - C C	0 (0) 0 (0) 0 (0)	lorth A	venue
North	Avenu	e () 0 (0) 0 (0) 0 (0)	J + C		West Boomer Eastern Si	<b>1</b> (0) 0	T (0) 0	† (o) o	(O) o
$\overline{}$		(	Overd	ıll:	0 (0	)			$\overline{}$

West Affordable Housing Driv	21		is Place & ble Housing Driveway
	J	)  -  -	← 0 (0) ← 0 (0) Affordable Housing Drivewa
	West Affor	() → 0 (0) →	

22	Wes			te Dri Stre	vewa et	y &	
(0) 0 ← 0 (0) ← 0 (0)	(0) 0 (	(O) 0 U	West Resi Site		0 (0) 0 (0) 0 (0) 0 (0)	Clark	Street
Clark Street	() 0 (0) 0 (0) 0 (0)	ר לו → ר	Weet Beci Site Driveway	€ (0) 0	0 (0) 0	↑ (0) 0	C(0) 0
	0	vera	II: O	(0)			フ

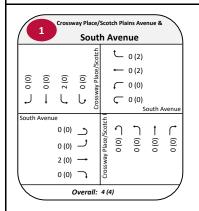
2	3	East		Dr	ivev	ne Pa vay &	rking S	ite	
(0)0)	(0) 0 →	(0) 0 🔾	ر <sub>0</sub> ) و ال	Eastern North Zone		<u>↓</u>	0 (0) 35 (0) 0 (0) 0 (0)		
North Av	venu	() 0 (0) 0 (9) 0 (0)	ر ا ا		Eastern North Zone Park	<b>↑</b> (o) o	) (o) 0	(O) O	0 (26)
		(	Overa	ıII:	35 (	(35)			フ

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Intersection ID

XX (XX) In (Out) Distribution Percentage

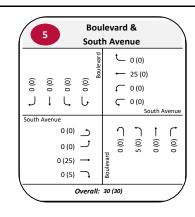
#### Figure 12. Commuter Lot South Zone Current Trip Distribution

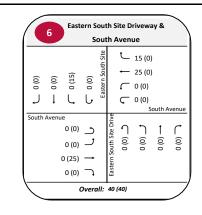


	2	)				eni Stre	ue & et		
				enne		℄	0 (0)		
				South Avenue		-	0 (9)		
0 (0)	0 (0)	0 (0)	0) 0	Sou		$\subset$	0 (2)		
J	ļ	Ļ	J			$\subset$	0 (0)		
Broad	Street							Broad	Street
		0 (0)	ے			1	٦	1	$\bigcap$
		0 (0)	ر		une	<b>↑</b> (0) 0	0 (0)	0)0	2 (0) 2
		9 (0)	<b>-</b>		South Avenue				
		0 (0)	$\supset$		Sou				
abla		(	Overd	ıll:	11 (	(11)			$\supset$

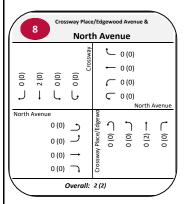
	3	)				28			
_		Sout	h Αι	/en	ue	(tra	ffic cir	cle)	
				Route 28		℄	0 (6)		
				Ron		<b>-</b>	0 (34)		
0 (0)	0) 0	(0) 9				$\subset$	0 (0)		
٦	1	Ļ	ŀ			Ç.	0 (0)		
South A	lvenu	e (traff	ic circ	le)	50	outn A	venue (	tramic	circie)
		0 (0)	ے			1	٦	†	$\vec{\ }$
		0 (0)	٢			0 (0)	000	(0) 0	(0) 0
	3	34 (0)	$\rightarrow$		e 28				
		0 (0)	$\neg$		Route 28				,
eg		(	Overd	ıll:	40	(40)			フ
_								_	

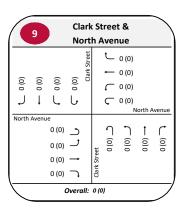
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4	it Avenue & h Avenue
0(0) 5   1 7 7 1 7	1110	Ç 0 (0)
	0 (0) → 40 (0) → 0 (0) →	Summit Avenue 0 (0) U 0 (0) U 15 (0) U

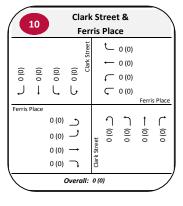


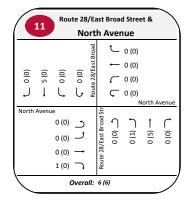


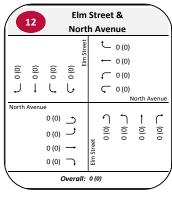
	7						ue &		
<u> </u>				Central Avenue		€ -	0 (0)		
- 30 (0)	(0) 0 –	(0) 0	(o) 0   •	Centr		<u>_</u>	0 (0)		
South A	Avenu	e (5 leg					0 (0) th Aven	ue (5 le	egged
	,	0 (0) 0 (30)	٦		nne	↑ (o) o	10 (0)	† ©	(o) o
	,	0 (0)	<b>-</b>		Central Avenue	0	10	0	0
$\overline{}$	-	0 (10)	Overd	ıll:		(40)			
`								_	_

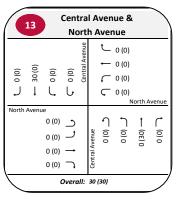






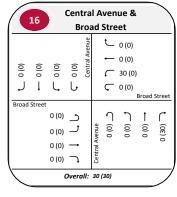






14		•	t Stre	eet & eet	ı	
		treet	_	0 (0)		
		Prospect Street	-	0 (0)		
5 (0)	0 (0)	Prosp	$\subset$	0 (0)		
J	しし		$\subset$	0 (0)		
Broad Stree	t	+			Broad	Street
	0 (0)		1	٦	1	$\cap$
	0 (0)	troot	0(0)	) (0) (0)	0(5)	(o) o
	0 (0) -	Drocpart Street			_	
	0 (0)	.	3			
$\overline{}$	Over	all: 5	(5)			

15		Street 8 ad Stree		
	treet	₾ 0	(0)	
	) Elm Street	<b>←</b> 0	(0)	
(0) 0	(0)	<b>←</b> 0	(0)	
$\downarrow \downarrow \downarrow$	. l	<b>Ç</b> 0	(0)	
Broad Street			Broad	Street
0 (	د (٥	1	1	$\bigcap$
0 (	0) _	ر 0 (ق) 0	(0) 0	C(0) 0
0 (	0) →	Elm Street		
0 (	0)	픕		
	Overall:	0 (0)		$\overline{}$



17	N				Ave Stre	nue et	&	
			enne		₾	0 (0)		
		_	Mountain Avenue		-	25 (0	)	
5 (0)	0 (0)	0) 0	ount		$\subset$	0 (0)		
J	Ļ	J	Σ		$\subset$	0 (0)		
Broad Stre	et			_			Broad	Street
	0 (0)	ے		a	1	٦	†	$\cap$
	0 (5)	ر		Aven	(o) c	000	(o) c	(O) o
	0 (25)	$\rightarrow$		Mountain Avenue	_	_	_	_
	0 (0)	$\neg$		Mou				
	(	Overd	II:	30	(30)			$\overline{}$

18		Zone Exit Out	&
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South Avenu	() → 0 (0) → 0 (0) →	South Zone Exit Out 0 (0)  0 (0)	1 (0) 0
	Overa	II: 0 (0)	

19	Drivewav/\		esi Site				1		20	)	Λ.
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(	0(0) → 0(0) → 0(0) →	West Boomer Western 5	€ (0) 0	) (o) 0	↑ (o) o	(0)0		North	Avenu	e 0 (0) 0 (0) 0 (0) 0 (0)	
	Overd	all: 0 (	'o)			$\mathcal{I}$	•				0

West Boomer Eastern Site Drivewav & North Avenue	Ferris Place &  West Affordable Housing Driveway
	© © © © O O O Affordable Housing Dr
West Boomer Eastern Si  (0)	West Affordable Housing Driv  0 (0) → 0 (0) → 0 (0) → 0 (0) → 0 (0) → 0 (0) → 0 (0) → 0 (0) ←
Overall: 0 (0)	Overall: 0 (0)

22	We				Dri Stre	vewa et	y &	
© © O O O O O O O O O O O O O O O O O O	0(0)	ر (©) الم	West Resi Site	e Driveway	し ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・	0 (0) 0 (0) 0 (0) 0 (0)	t	Street (0) 0
	0 (0) 0 (0) 0 (0)	→ ¬ ¬	ıll:	West Re		0)0	0)0	

	23	Eas		Dr	ivev	ne Pa vav & <b>\ve</b> r	rking S	iite	
				Eastern North Zone		₾	0 (0)		
-	_	_	_	North		<b>←</b>	0 (0)		
0 (0)	0 (0)	0 (0)	0 (0)	stern		$\subset$	0 (0)		
٦	ļ	Ļ	J	Eas		$\subset$	0 (0)		
North	Avenu	e			Ē		N	lorth A	venue
		0 (0)	ے		Eastern North Zone Park	1	٦	†	ightharpoons
		0 (0)	ڑ		orth 2	1 (o) o	0 (0)	0 (0)	ر (٥) ٥
		0 (0)	<b>→</b>		ern N				
(		0 (0)	$\supset$		East				
abla		(	Overa	ıll:	0 (0	)			フ

**LEGEND** 

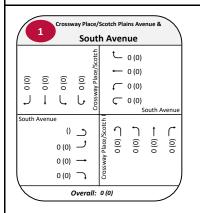


Intersection ID

XX (XX) In (Out) Distribution Percentage

Westfield Transit Oriented Development (TOD)



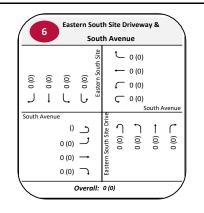


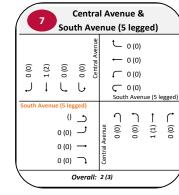
	2	)				eni Stre	ue &		
٦	(0) 0 →	Ļ	(O) O U	South Avenue		<u>+</u> ← ←	0 (0) 0 (0) 0 (0) 0 (0)	Broad	Street
Broad	Street	() 0 (0) 0 (0) 0 (0)	ر ا ال		South Avenue	<b>↑</b> (0) 0	000	↑ (o) o	C (0) 0
eg		(	Overd	ıll:	0 (0	)			$\mathcal{I}$

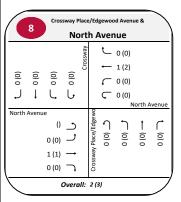
3	ute 28 &
(0) (0) (0) (0) (0) (0) (0) (0) (0) (0)	
0 (0) → 0 (0) → 0 (0) → 0 (0) →	Route 28 0 (0) ∪ 0 (0) ∪ 0 (0) ∪ 0 (0) ∪
Overall:	0 (0)

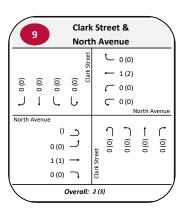
4	Summit Av	
(0) (0) (0) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	Summit Avenue	0 (0) 0 (0) 0 (0) 0 (0) 5 outh Avenue
South Avenue ( 0 (0 0 (0 0 (0	l E	
	Overall: 0 (0)	

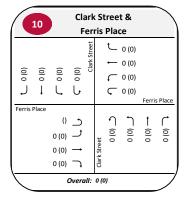
5				evar Ave			
			Boulevard	t	0 (0)		
			Boule	-	0 (0)		
(0) 0	(0) 0			$\mathcal{C}$	0 (0)		
٦	ļ Ļ	J		$\subset$	0 (0)		
South Ave	enue		+		S	outh A	venue
		0 _		1	1	1	$\bigcap$
	0 (0	D)		(0)	000	0)0	(O) 0
	0 (0	D) -		Boulevard			
	0 (0	D) 7		Roon			
$\overline{}$		Overd	ıll: 0	(0)			$\overline{}$

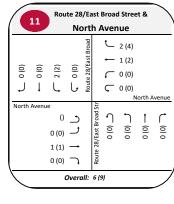


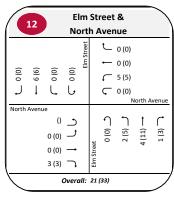


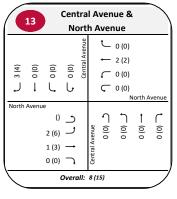






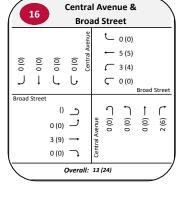






14		pect St oad St		i.	
		tree t	- 0 (0)		
		Prospect Street	- 0 (0)		
2 (2)	0 (0)	Frost C	0 (0)		
J ↓	<b>L b</b>	Ç	0 (0)		
Broad Street	:			Broad	Street
	()	-	7	†	$\cap$
	2 (4)	Prospect Street	0(0)	0 (0)	C(0)0
	0 (0) -	pect			
	0 (0) )	Pros			
$\overline{}$	Overa	II: 4 (6)			

15	)		Street & ad Street
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Broad Street	() 0 (0) 0 (0) 0 (0)	ر ا ۲ د	Elm Street 0 (0)  0 (0)  1 (3)  3 (8)  1
	(	Overall:	11 (18)



O (0)   O (

18	Sou			Exi Ave	t Out	&	
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South Avenu	() 0 (0) 0 (0) 0 (0)	ן יוי	South Zone Exit Out	↑ (0) 0	f (0) 0	↑ (o) o	C (0) 0
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	19		wav/V	Ves	t Re		ern Site Drivev		
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$\overline{\ }$		(	Overd	ıll:	2 (3	3)			$\supset$

	West Boomer Eastern Site Drivewav & North Avenue									
000	(0) 0 →	(0) 0 (	000	West Boomer Eastern		t	0 (0) 1 (2) 0 (0) 0 (0)	Jorth A	venue	
North	Avenu	e () 0 (0) 1 (1) 0 (0)	J + L		West Boomer Eastern Si	∩ (o) o	) (o) o		^	
$\overline{}$		(	Overd	ıll:	2 (3	3)				

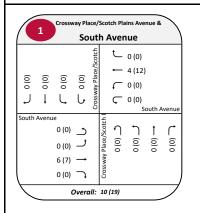
	22	We				e Dri Stre	vewa et	y &	
				West Resi Site		₾	0 (0)		
<u></u>	=	<u> </u>	=	st Re		-	0 (0)		
0) 0	0 (0)	0 (0)	(0) 0	š		$\subset$	0 (0)		
لہ	ļ	Ļ	J			$\subset$	0 (0)		
Clark S	*****				>			Clark	Street
Clark 3	treet	()	٦		West Resi Site Driveway	€ (0) 0	٦	<u>†</u>	0 (0)
		0 (0)	_		Site	0	0 (0)	0 (0)	0)
		0 (0)	<b>→</b>		st Re				
		0 (0)	J		We				
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	23	East		Dr	ivev	ne Pa vay & <b>\ver</b>	rking :	Site	
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North .	• Avenu				e Park	_		North A	venue
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abla		(	Overa	ıll:	8 (1	4)			フ



Intersection ID





	2	)				eni Stre	ue &		
ل	(0) 0 →	Ļ	(O) O (J	South Avenue		<u>←</u> ← ←	0 (0) 4 (12) 0 (0) 0 (0)		Street
Broad	Street	0 (0) 0 (0) 6 (7) 0 (0)	ر ا ل ل		South Avenue	<b>↑</b> (0) 0	0)0	↑ (o) 0	C (0) 0
eg		(	Overd	ıll:	10	19)			$\mathcal{I}$

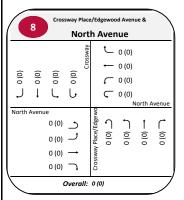
3	ute 28 & uue (traffic circle)
Sonth Washing (12)  Route 28	
0 (0) 6 (7) → 0 (0) → 0 (0) →	Route 28 0 (0) U 0 (0) U 0 (0) U
Overall:	10 (19)

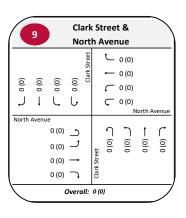
Summit Avenue & South Avenue											
			enne	℄	0 (0)						
			Summit Avenue	-	0 (0)						
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South Ave	nue		+		S	outh A	venue				
	0 (0)	ے		1	٦	†	$\cap$				
	0 (0)	٢	Summit Avenue	0) 0	000	- (0) 0	(ق) ہ				
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	0 (0)	$\neg$	Sum								
$\overline{}$		Overal	1: 0 (0	))							

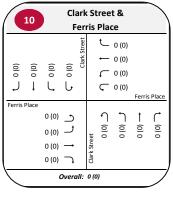
	5	)	Boulevard & South Avenue							
				Boulevard		₾	0 (0)			
	_			Boule		-	0 (0)			
0) 0	0 (0)	0) 0	0) 0			$\subset$	0 (0)			
٦	1	Ļ	J			$\subset$	0 (0)			
South A	venu	e					S	outh A	venue	
		0 (0)	ے			1	٦	1	$\bigcap$	
		0 (0)	ب		L	0 (0)	<b>1</b> (0) 0	0 (0)	(O) 0	
		0 (0)	<b>-</b>		Boulevard					
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$\overline{}$		(	Overd	ıll:	0 (0	)			$\overline{}$	

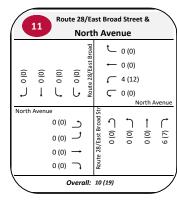
	6		S	out	h A	ven	ue		
				Site		€	0 (0)		
				Eastern South Site		-	0 (0)		
0 (0)	0 0	0) 0	0) 0	stern		$\subset$	0 (0)		
٦	1	Ļ	J	Ea		$\subset$	0 (0)		
South /	Augni	10			e.		S	outh A	venue
30utii /	avenu	0 (0)	د		Eastern South Site Drive	1	7	†	$\cap$
		0 (0)	ر		outh S	0 (0)	0)0	0 (0)	(o) o
		0 (0)	<b>→</b>		ern Sc				
		0 (0)	$\neg$		East				

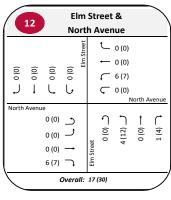
7						ue &		
← 0 (0) ← 4 (12)	(0) 0	(o) o U	Central Avenue		<del>ر</del> ر	0 (0) 0 (0) 0 (0) 0 (0) th Aven	ue (5 li	egge
South Aver	0 (0) 0 (0) 0 (0) 0 (0) 0 (0)	ged)		Central Avenue	า	T (0) 0	1	
	C	Overd	ıll:	10	(19)			

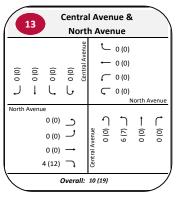






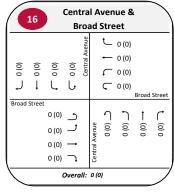






14		ospe Broa			eet & eet	ı	
		treet		_	0 (0)		
		o (o) Prospect Street		-	0 (0)		
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J	L L	,		$\subset$	0 (0)		
Broad Stree	t					Broad	Street
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	0 (0) —	+	Prospect Street				
	0 (0)	Ĵ	Pros				
	Ove	rall:	0 (0	)			

15	)	Im Street & road Street
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17	N				Ave Stre	nue et	&	
			Mountain Avenue		₾	0 (0)		
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Broad Stre	et							
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18	South So	Zon			&	
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South Avenu	0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 0 (0)	South Zone Exit Out	€ (0) 0	0 (0)	↑ (o) o	C (0) 0
	Overd	all: 0	(0)			$\overline{\mathcal{I}}$

19	Drivewav/\	Vest		Site			
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West Boomer Eastern Site Drivewav & North Avenue											
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٦	1	Ļ	J	West		$\subset$	0 (0)				
				_			N	Iorth A	venue		
North.	Avenu	o (0)	•		West Boomer Eastern Si	n	5	t	<b>~</b>		
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		0 (0)	ر		mer	0) 0	000	0 (0)	0)0		
		0 (0)	$\rightarrow$		B00						
		0 (0)	$\neg$		West						
$\overline{}$		(	Overd	ıll:	0 (0	))					

West Affordable Housing Driv	21		is Place &
	(°) (°) (°) (°) (°) (°) (°) (°) (°) (°)	0 0	← 0 (0)
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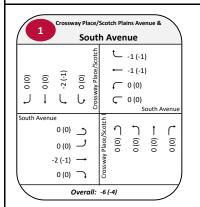
22	We				e Dri Stre	vewa et	y &	
0(0)	(0) 0 (	(o) o U	West Resi Site		<u>+</u>	0 (0) 0 (0) 0 (0) 0 (0)	Clark	Street
Clark Street	0 (0) 0 (0) 0 (0) 0 (0)	ا ا ل ل		West Resi Site Driveway	↑ (0) 0	0)0	↑ (o) o	C (0) 0
	-	Overa	ıll:	0 (0	D)			$\overline{}$

	23	East		Dr	ivev	ne Pa vay & <b>Ver</b>	rking S	Site	
				Eastern North Zone		℄	0 (0)		
(	_	_	_	Jorth		-	6 (7)		
0 (0)	0)0	0 (0)	0)0	tern N		$\subset$	0 (0)		
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		0 (0)	$\neg$		East				
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Intersection ID

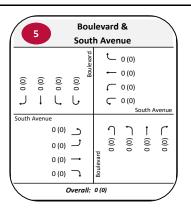


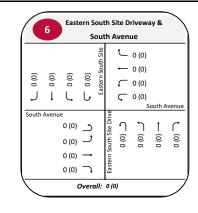


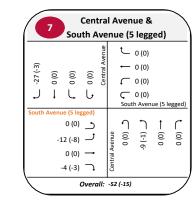
	2	)				/enu Stre	ıe &		
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Broad		0 (0) 0 (0) 9 (-1) 0 (0)	ן דר		South Avenue	<b>↑</b> (o) o	<b>)</b> (0) 0	1 (0) 0	-2 (-1) ¬
		(	Overd	ıll:	-16	(-6)			$\mathcal{I}$

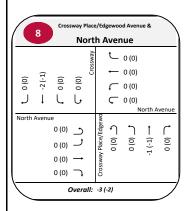
	3	Sout				28 (tra	& ffic ci	rcle)	
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South		e (traff 0 (0) 0 (0) 1 (-3) 0 (0)		le)	Route 28	า	000	†	(0) 0
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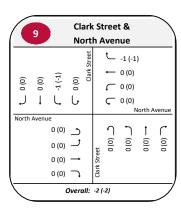
4	•				ver lver	ue & ue	ı	
			anue		℄	0 (0)		
			Summit Avenue		-	0 (0)		
(0) 0	0 (0)	0 (0)	nmms		$\overline{}$	0 (0)		
ا ل		J	٠,		$\subset$	0 (0)		
						S	outh A	venue
South Ave					_	•		<b>→</b>
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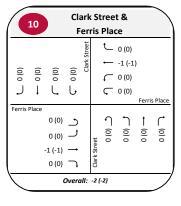


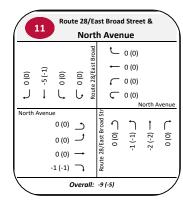


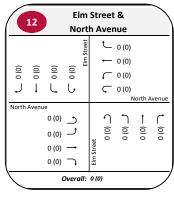


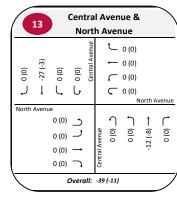






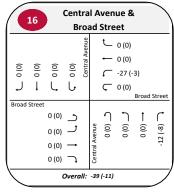






Prospect Street & Broad Street										
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eg		-	Overd	ıll:	-7 (	-3)				

15	)	Elm Street & Broad Street									
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	Mountain Avenue &  Broad Street									
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	-	2 (-2)	ر		Mountain Avenue	0) 0	) (0) 0	0 (0)	(0) 0	
	-1	0 (-7)	$\rightarrow$		untair					
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4	18	)	So	ut	h A	ver	nue		
				Out		t	0 (0)		
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٦	1	Ļ	J	Sout		$\subset$	0 (0)		
South	Δvenu	e		_	H			South A	venue
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		0 (0)	$\exists$		South Zone Exit Out	0	<u> </u>	(0) 0	(0) 0
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	-	0 (0)	$\neg$		outh				
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North .	Avenu	0 (0) 0 (0) 0 (0) 0 (0)	J + C		West Boomer Western 9	∩ (o) o	<b>1</b> (0) 0	1	(0) 0
		(	Overd	ıll:	0 (0	))			$\mathcal{I}$

West Boomer Eastern Site Drivewav & North Avenue										
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North Avenue    North Avenue   North Avenue										
Overall: 0 (0)										

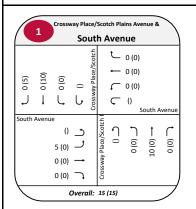
	Ferris Place & West Affordable Housing Driveway											
() ()	1	(0) 0	(O) O U	Ferris Place		← ← Ç	0 (0) 0 (0) 0 (0) 0 (0) le Hous	ing Dri	vewa			
west A	ATTOPO	0 (0) 0 (0) 0 (0) 0 (0) 0 (0)		Driv	Ferris Place	<b>↑</b> (0) 0	0 (0)	† (0) o	(0) 0			
abla		(	Overd	ıll:	0 (0	))			/			

22	West Re	si Site lark S			y &	
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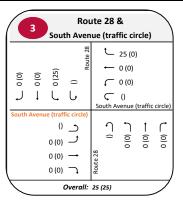
	23	Eas		Dr	ivev	ne Pa vay &	rking S	iite	
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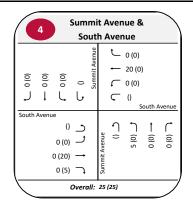
# Intersection ID

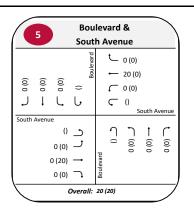
#### Figure 16. West Affordable Distribution (Int. ID #21)

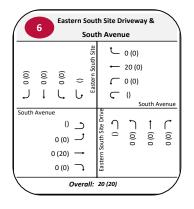


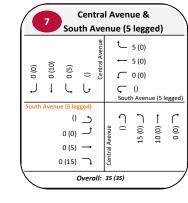
	South Avenue & Broad Street										
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eg		(	Overd	ıll:	0 (0	)			$\mathcal{I}$		

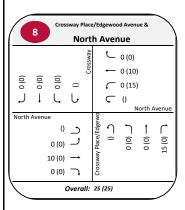


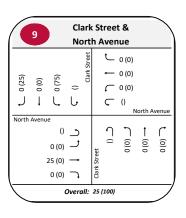


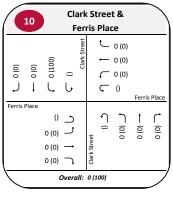


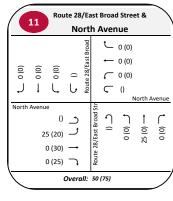


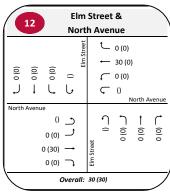


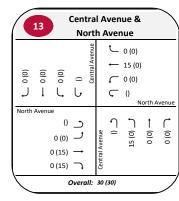


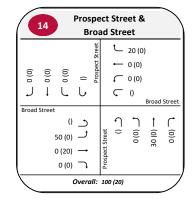




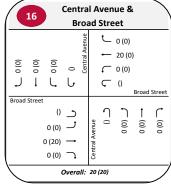


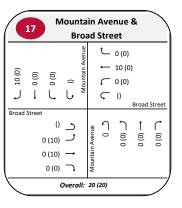






	15					reet Stre			
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Journ		() 0 (0) 0 (20) 0 (0)	J → L		South Zone Exit Out	<u> </u>	) (o) o	(0) 0	(o) o
abla		(	Overd	ıll:	20	(20)			

	19		wav/V	Ves	t Re		ern Site Drivev		
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	West Boomer Eastern Site Drivewav & North Avenue									
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		() 0 (0) 25 (0) 0 (0)	J + C		West Boomer Eastern Si	၁	<b>1</b> (0) 0	↑ (0) 0	(0) 0	
Overall: 25 (25)										

21		is Place & ble Housing Driveway
© 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100 (0)  100 (0)  100 (0)  100 (0)	
	() (0) 0 (0) 0 (0) 0 (0) 0	Ferris Place () ∪ (0) ∪ (0) ∪ (0) ∪ (0) ∪
	Overall:	100 (100)

22	We				e Dri Stre	vewa et	y &	
(0)0) + 0(0)	(0) 0 (	о С	West Resi Site		<u>+</u>	0 (0) 0 (0) 0 (0) ()	Clark	Street
Clark Street	() 0 (0) 0 (0) 0 (0)	7 - 6		West Resi Site Driveway	<b>1</b> 0	0)0	1 (0) 0	C (0) 0
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North		() 0 (0) 0 (30) 0 (0)	J + C		Eastern North Zone Park	<b>1</b>	) (o) o	↑ (o) o	C (0) 0
abla		(	Overa	ıll:	30 (	(30)			フ

**LEGEND** 

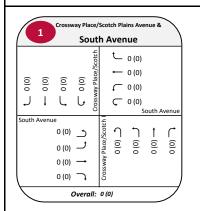


Intersection ID

XX (XX) In (Out) Distribution Percentage

Westfield Transit Oriented Development (TOD)

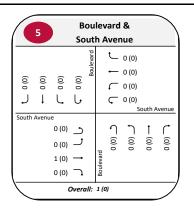


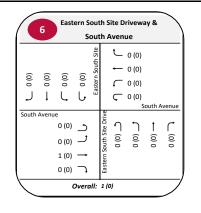


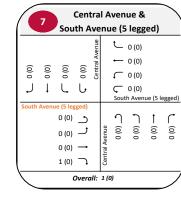
	2	)				eni Stre	ue &		
(0)0	(0) 0 -	(0) 0 (	(0) 0 U	South Avenue		← ← ←	0 (0) 0 (0) 0 (0) 0 (0)	Broad	Street
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$\angle$		(	Overd	ıll:	0 (0	)			$\mathcal{I}$

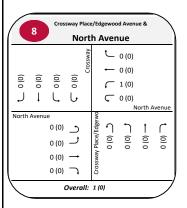
	3	Sout				28 (tra	& ffic ci	rcle)	
				Route 28		₾	1 (1)		
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South	Avenu	e (traff	ic circ	le)	30	utii A	venue	tranic	circie
		0 (0)	ے			1	7	1	$\cap$
		0 (0)	ر			0)0	000	0) 0	(0) 0
		0 (0)	<b>→</b>		Route 28				
		0 (0)	J		Rout				
eg		(	Overd	ıll:	2 (1	:)			フ

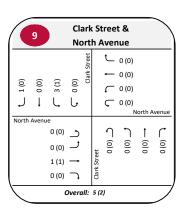
4	9				ver	ue & ue		
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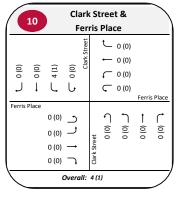


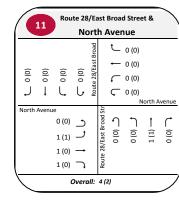


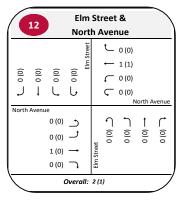


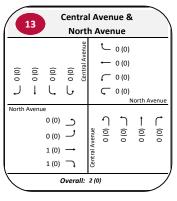






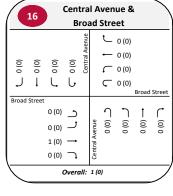


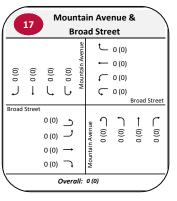




1	Prospect Street & Broad Street										
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18		Zone Exi		
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C   O   O   O   O   O   O   O   O   O	West Boomer Eastern Site Drivewav & North Avenue											
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	21	West				lace	<b>e &amp;</b> ng Drive	way	\
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West A	fforda	0 (0) 0 (0) 0 (0) 0 (0) 0 (0)	using	Driv	Ferris Place	1 (o) o	0 00	↑ (o) o	(0) 0
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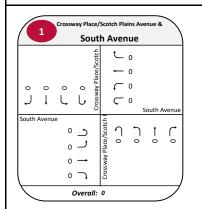
22	West R	esi Sit Clark			y &	
(0) 0 <del> </del>	(0) 0 L	West Resi Site	ر ⊢ ر ر	0 (0) 0 (0) 0 (0) 0 (0)	Clark	Street
Clark Street	0 (0) 0 (0) 0 (0) 0 (0) 0 (0)	West Resi Site Driveway	€ (0) 0	0)0	↑ (o) o	C (0) 0
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North .	Avenu	0 (0) 0 (0) 1 (0) 0 (0)	J + C		Eastern North Zone Park	↑ (o) o	ĵ (o) o	↑ (o) o	(o) o
eg		C	Overa	ıll:	2 (1	)			フ



Intersection ID

# Figure 18. West Affordable Trip Assignment (Int. ID #21) (Saturday Midday)



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	0	7		Sout				
	-	Overd	ıll:	0				$\overline{}$

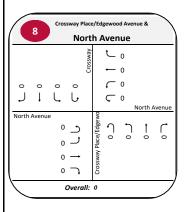
South Avenue (traffic circle)	/
Route 28	
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J J G South Avenue (traffic circ	le)
South Avenue (traffic circle)	,
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Overall: 2	7

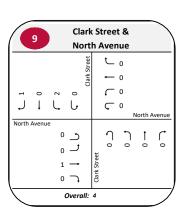
4		t Avenue & h Avenue
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	0 →	nit A
	0 →	Summit Avenue 0.0.0.
	Overall:	•

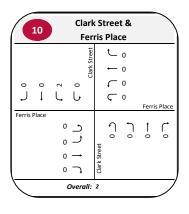
5						ard Ver			
				Boulevard		₾	0		
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0 0	>	0	0			$\subset$	0		
J	ļ	Ļ	J			$\subset$	0		
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		0	ナ			0	0	0	0
		0	<b>-</b>		Boulevard				
		0	$\neg$		Bou				
$\overline{}$		-	Overd	ıll:	0				-/

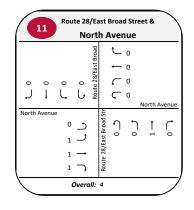
	6	Lust				ven	rivew ue	ay ox	
				Site		t	0		
				Eastern South Site		<b>—</b>	0		
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South	Avenu	e			ve			South A	Aveni
		0	ے		te Dri	1	٦	1	۲
		0	ر		Eastern South Site Drive	0	0	0	C
		0	$\rightarrow$		ern So				
		0	$\supset$		East				
$\overline{}$		-	Overd	ıll:	0				

	7	)					ue 8	•	
		Sou	th A		nu	ie (5	o legg	ged)	
0	0	0	0	Central Avenue		<u>_</u>	0		
South A	Avenu	e (5 le	ged)			Sout	0 th Aven	iue (5 l	egge
		0	٦		enue	<u></u> 0	٥	† 0	
		0	$\overrightarrow{\neg}$		Central Avenue				
			Overd	ılı:	_				

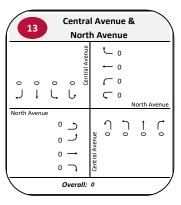






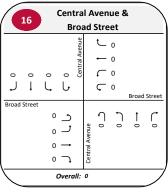


	12		E	m Si	reet	&		
		'	No	orth	Avei	nue		
				reet	℄	0		
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0	_	_	_	۳	_	0		
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North A	Avenue				_	-		<b>→</b>
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		0		1				
		1	$\rightarrow$	Elm Street				
		0	$\rightarrow$	ᇤ				
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				Prospect Street		-	0		
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٦	1	Ļ	J			$\subset$	0		
Broad S	treet			_	_			Broad	Street
		0	ے			า	٦	†	Ç
		1	ر		treet	0	0	1	0
		0	<b>-</b>		Prospect Street				
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	.5	)			reet			
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Broad S	Street	0 0 0	J 1 L	Elm Street	1°	ĵ	10	Ç
		(	Overa	II: 0				$\mathcal{I}$



17	Moun Br		in Ave		&	
اْ لْـ	ů L	Mountain Avenue	ر ب ب	0 0 0 0	Broad	Street
Broad Street	° → ° → ° →		Mountain Avenue	ĵ	† 0	Ċ
	Overa	II: (	0			$\mathcal{I}$

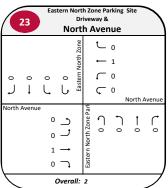
18	South 2	Zone E uth Av		t &	
		t g	<b>–</b> 0		
		e E	<b>–</b> 0		
0 0	0 0	South Zone Exit Out	- <sub>0</sub>		
J	し	S C	<del>-</del> 0	c	
South Avenu	e			South A	venue
	د ٥	to t	7	1	$\bigcap$
	ر ₀	e Exi	0	0	0
	0 -	South Zone Exit Out			
	0 →	Sou			
	Overa	II: 1			

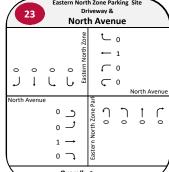
	19		wav/\	Ves	t Re		ern Sit Drive		\
				West Boomer Western		₾	0		
				er W		-	1		
0	0	0	0	300 m		$\subset$	0		
J	ļ	Ļ	J	/est E		$\subset$	0		
North	A			>	07			North A	Avenu
NOILII	Avenu	0	ے		West Boomer Western	1	j	<u>†</u>	_
		0	ر		ner \	0	0	0	0
		1	$\rightarrow$		Boo				
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abla		(	Overd	ıll:	2				

	20	V		Dr	ivev	East vav 8		ite	
° J	0 	o l	°	West Boomer Eastern		<u>ر</u> ر ر	0 1 0		
North	Avenue	0 0 1	<u> </u>	M	West Boomer Eastern Si	<u></u>	Ĵ	North 0	Avenue
$\overline{}$			Overd	ıll:	Ľ				

	21	<u> </u>	Fe	erri	s P	lace	&		
•		Wes	t Affo	rdat	ole F	lousin	g Drive	way	
				Jace		℄	0		
				Ferris Place		-	0		
0	0	2	0			$\subset$	2		
٦	1	Ļ	J			$\subset$	0		
West A	ffords	bla Ha		Deir		ordabl	e Hous	ing Dri	iveway
west <i>e</i>	MIOIUa	0	using 	DIIV		1	٦	†	$\cap$
		0	٢		e	0	0	0	0
		0	<b>→</b>		Ferris Place				
		0	$\supset$		Ferr				
abla		-	Over	all:	4				$\supset$

22	)	Site Drivewa	y &
, † , •	0		Clark Street
Clark Street	° → • →	West Resi Site Driveway	1 (
	Overall:	. 0	



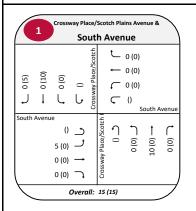


**LEGEND** 



Intersection ID

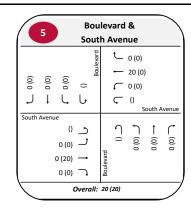


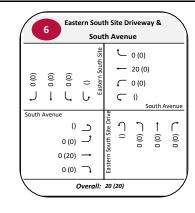


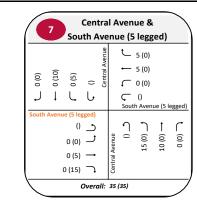
2			l Stre			
۱ ل	(0) o C	South Avenue	<u>ل</u> + ۲	0 (0) 0 (0) 0 (0) ()	Broad	Street
Broad Stree	() () () () () () () () () ()	South Avenue	<b>1</b> 0	<b>1</b> (0) 0	1 (0) 0	C (0) 0
	Over	all: 0	(0)			$\mathcal{I}$

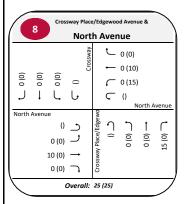
3	ute 28 & ue (traffic circle)
South Avenue (traffic circle)  (○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	25 (0)  ← 0 (0)  ← 0 (0)  ← 0 (0)  South Avenue (traffic circle)  ○ ○ ○ ○ ○ ○
0 (0) \( \bigcap \)  Overall:	25 (25)

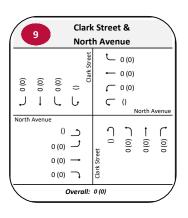
	4	) 5				lven lver	ue 8 ue	à.	
(0) 0	(0) 0 —	(0) 0	0	Summit Avenue		<u>ا</u> ار ر	0 (0) 20 (0 0 (0) ()	)	
South		e () 0 (0) 0 (20) 0 (5)	<u> </u>		Summit Avenue	<u>1</u>			Avenue (0) 0
			Overa	ıll:	_	(25)			

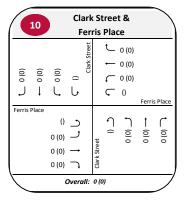


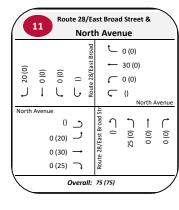


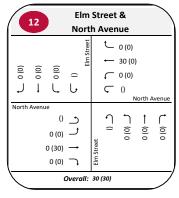


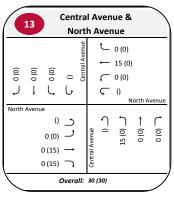


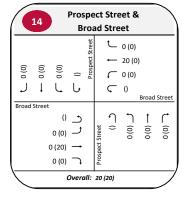




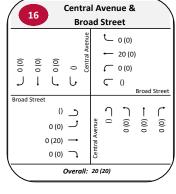








	15					reet Stre			
(0)0)	(0) 0 →	(0) 0 (	င	Elm Street		してて	0 (0) 20 (0 0 (0) ()		Street
Broad	Stree	0 (0) 0 (20) 0 (0)	J + C		Elm Street	<b>1</b> 0	) (o) o	↑ (o) o	C (0) 0
eg		(	Overd	ıll:	20	(20)			$\supset$



17	N				Ave Stre	nue et	&	
			anne		₾	0 (0)		
<u> </u>	_		Mountain Avenue		-	10 (0	)	
10 (0)	0) 0	0	ounta		$\subset$	0 (0)		
1	Ļ	J	Σ		$\subset$	()		
Broad Street	t			_			Broad	Street
	()	ے		en	1	٦	1	$\bigcap$
	0 (10)	J		Aven	0	0) 0	- (0) 0	(o) o
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	(	Overa	III:	20	(20)			$\overline{}$

	18	So				Exi ver	t Ou nue	t &	
0) 0	0) 0	0) 0	0	South Zone Exit Out		<u> </u>	0 (0) 20 (0 0 (0)	)	
South	Avenu	<u></u>	<u></u>	Sout		Ç	()	South A	Avenue
Journ		() 0 (0) 0 (20) 0 (0)	J → L		South Zone Exit Out	<u> </u>	) (o) o	(0) 0	(o) o
abla		(	Overd	ıll:	20	(20)			

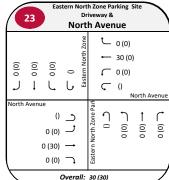
19 0	riveway/V		esi Site		av &					
North Avenue	(0) (0) (0) (0) (0) (0) (0)	West Boomer Western \$	ر د د د د د	0 (10) 0 (15) 35 (0) () N	orth A (0) 0	venue (3E) 0				
10 (0)										

	20	West Boomer Eastern Site Drivewav & North Avenue								
ل	(0) 0	(0) 0 (	င	West Boomer Eastern		t ← ←	0 (0) 35 (0) 40 (0) ()	orth A	venue	
North .		() 0 (0) 0 (35) 15 (0)	J + L		West Boomer Eastern Si	) C	0 (15)	† (o) o	0 (40)	
Overall: 90 (90)										

21	West				lace	& ng Drive	way	
			Place		€	0 (0)		
			Ferris Place		-	0 (0)		
0 (0)	0 (0)	0	ш		$\overline{}$	0 (0)		
J	Ļ	J			$\subset$	()		
				Aff	ordab	le Hous	ing Dri	vewa
West Affor	dable Ho	using	Driv	ı				
	()	ے			1	٦	1	$\cap$
	0 (0)	ر		e	0	(0) 0	- (0) 0	(0) 0
	0 (0)	<b>→</b>		Plac				
	0 (0)	$\neg$		Ferris Place				
	(	Overd	ıll:	0 (0	)			

22	We				e Dri Stre	vewa et	y &	
(0) 0 →	(0) 0 (	о С	West Resi Site		<u>+</u>	0 (0) 0 (0) 0 (0) ()	Clark	Street
Clark Street	() 0 (0) 0 (0) 0 (0)	J + L		West Resi Site Driveway	<b>1</b> 0	<b>(0)</b> 0	↑ (o) o	C (0) 0
	(	Overa	ıll:	0 (0	)			$\neg$

	23	East		Dr	ivev	ne Pa vay &	rking S	iite	
(0) 0 7	(0) 0 →	(0) 0	င ပ	Eastern North Zone		₩ ₩ ₩	0 (0) 30 (0) 0 (0) ()		venue
North A	Aveni	() 0 (0) 0 (30) 0 (0)	ا ا ل		Eastern North Zone Park	<u>ე</u>	<b>1</b> (0) 0	↑ (o) o	C (0) 0
		(	Overa	ıll:	30	(30)			フ



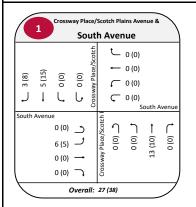


Intersection ID

XX (XX) In (Out) Distribution Percentage

Westfield Transit Oriented Development (TOD)

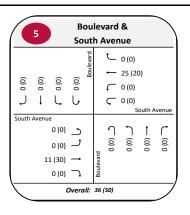
# Figure 20. West Office Trip Assignment (Int ID. #19 & 20) (Weekday AM and PM)

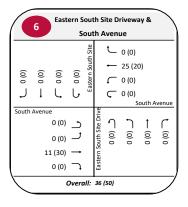


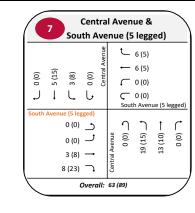
	2	)				eni Stre	ue & et		
				enne		₾	0 (0)		
_	_	_	_	South Avenue		<b>-</b>	0 (0)		
0 (0)	0 (0)	0 (0)	0) 0	Sou		$\subset$	0 (0)		
٦	ļ	Ļ	J			$\subset$	0 (0)	D	<b></b>
Broad	Street				-			Broad	Street
		0 (0)	ے			1	٦	1	$\bigcap$
		0 (0)	ر		une	<b>↑</b> (0) 0	0)0	0 (0)	(0)
		0 (0)	<b>-</b>		South Avenue				
		0 (0)	$\supset$		Sou				
eg		(	Overd	ıll:	0 (0	))			$\overline{}$

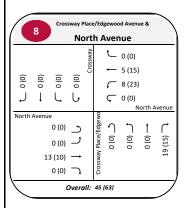
		Sout				28 (tra	& ffic ci	rcle)	
(0)0)	(o) o <b>→</b>	(38)	رن ان 0 (0)	Route 28		<del>ر</del> ر	31 (29 0 (0) 0 (0) 0 (0)		
South A	venu	e (traff 0 (0) 0 (0) 0 (0) 0 (0)	ic circ	le)	Route 28	ำ	(0) 0	1	(0) o
		C	Overd	ıll:	44	(63)		_	$\supset$

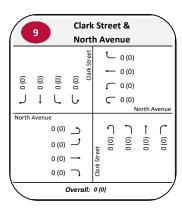
4		mmi Sout			ue &		
(0)0)	000	Summit Avenue		<b>←</b> ← ←	0 (0) 25 (20 0 (0) 0 (0) Si		venue
11	0 (0) 0 (0) — (30) — 3 (8) —	٠ ۲	Summit Avenue	1 (o) o	6 (5)	↑ (o) o	C (0) 0
	Ove	erall:	45	(63)			

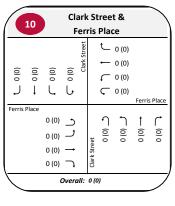


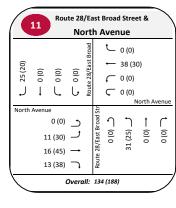


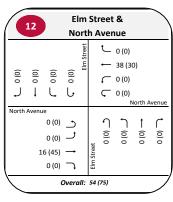


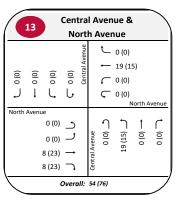


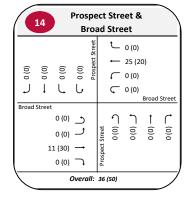




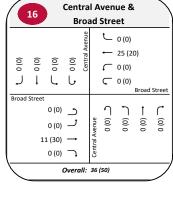


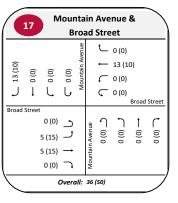






15	Elm Street & Broad Street									
(0) (0) (0) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	C 0 (0)									
0 (0 0 (0 11 (30 0 (0		Elm Street 0 (0)  0 (0								
	Overall:	36 (50)								





18	Soi				Exi Ver	t Out	&	
000 +	L,	(O) O (J	South Zone Exit Out		<u> </u>	0 (0) 25 (2 0 (0) 0 (0)		venue
South Avenu	0 (0) 0 (0) 1 (30) 0 (0)	ا با ب		South Zone Exit Out	<u>(0)</u> 0	<b>)</b> (0) 0	↑ (o) o	C (0) 0
	C	Overd	ıll:	36	(51)			$\overline{\mathcal{I}}$

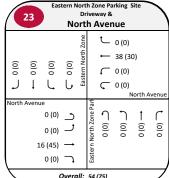
	19		wav/V	Ves	t Re		ern Site Drivev		
() ()	(0) 0 →	(0) 0 (	(O) 0 U	West Boomer Western		<u>+</u> + + + + + + + + + + + + + + + + + +	0 (0) 8 (23) 44 (30 0 (0)	5)	wenue
North .	1	e 0 (0) 0 (0) 9 (15) 3 (10)	J + L6		West Boomer Western 5	<b>(</b> 0) 0	5 (15)	↑ (o) o	19 (53) 7
		(	Overd	ıll:	108	(152	)		$\overline{}$

West Boomer Eastern Site Drivewav & North Avenue											
ل	1	(0) 0 (	© 0 U	West Boomer Eastern	130	ر ب ب	0 (0) 43 (33 51 (43 0 (0)	3)	venue		
North .	1	e 0 (0) 0 (0) 8 (50) 0 (18)	J + C		West Boomer Eastern Si	<b>↑</b> (0) 0	8 (24)	↑ (o) o	22 (61)		
$\overline{}$			Overd	ıll:	_	(229	)				

	21	West				lace	e &	way	
(o) (o)	1	(0) 0	(O) O U	Ferris Place		← ← Ç	0 (0) 0 (0) 0 (0) 0 (0) le Hous	ing Dri	vewa
west A	ATTOPO	0 (0) 0 (0) 0 (0) 0 (0) 0 (0)		Driv	Ferris Place	<b>↑</b> (0) 0	0 (0)	† (0) o	(0) 0
abla		(	Overd	ıll:	0 (0	))			/

22	West Resi Site Driveway & Clark Street											
(0)0)	(0) 0 (	West Resi Site		₩ ₩	0 (0) 0 (0) 0 (0) 0 (0)	Clark	Street					
Clark Street	0 (0) - 0 (0) - 0 (0) -	ر ب د د	West Resi Site Driveway	€ (0) 0	0)0	↑ (o) o	C (0) 0					
$\overline{}$	Ov	erall:	0 (0	)			フ					

	23	Eas		Dr	ivev	one Pa vay & <b>\ver</b>		Site	
(0) o		(0) 0 e 0 (0) 0 (0) 6 (45)	(©) 0 J →	Eastern North Zone	Eastern North Zone Park	し	0 (0) 38 (30 0 (0) 0 (0) 0 (0)	Iorth A	venue (0) 0
$\overline{}$		0 (0)	Overa	ıII:	_	(75)			$\mathcal{J}$

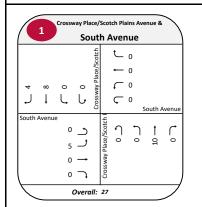


**LEGEND** 



Intersection ID

## Figure 21. West Office Trip Assignment (Int. ID #19 & 20) (Saturday Midday)



2	South Avenue & Broad Street											
۰۰۰	0 C		Broad Street									
Broad Street	° → ° → ° →	South Avenue	† (									
	Overall:	0										

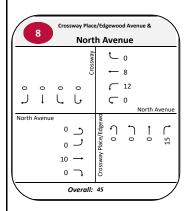
3 Sou		ute 28 & nue (traffic circle)
	Route 28	t_ 25
	80	<b>—</b> 0
0 0	0	<b>←</b> 0
7 1 1	J	<b>←</b> 0
South Avenue (tra	ffic circle)	South Avenue (traffic circle)
C		1 1 1 1
C	<i>-</i>	0 0 0 0
C	<b>→</b>	Route 28
C	$\overline{}$	Rout
	Overall:	45

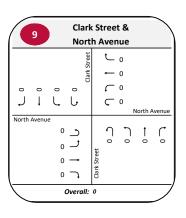
4		mit Avenue & uth Avenue
	9	€ 0
	÷	₹ ← 20
0 0	0 0	Summit Avenue 0  0  0
ا ل ل	الم	Ç 0 South Avenue
outh Avenue		South Avenue
	د ٥	1 1 1 1 1
	ر ٥	o 0 0
	16 →	Summit Avenue 0 5
	4 🔿	Sumr
	Overall	II: 45

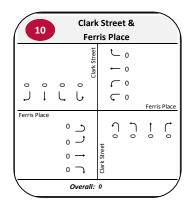
	Boulevard & South Avenue											
			So	ut	h A	lver	nue					
				Boulevard		℄	0					
				Boul		-	20					
0	0	0	0			$\subset$	0					
ل	1	Ļ	J			$\subset$	0					
South	Avenu	ρ						South	Avenu			
		0	2			า	٦	1	$\rightarrow$			
		0	$\exists$			0	0	0	6			
		16	_		vard							
		0	$\neg$		Boulevard							
ackslash			Overd	-11-	_							
			overc	<i></i> :	30							

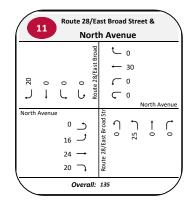
	Eastern South Site Driveway & South Avenue										
				Site		t	0				
				Eastern South Site		<b>—</b>	20				
0	0	0	0	stern		$\subset$	0				
٦	ļ	Ļ	J	E		$\subset$	0				
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		0	$\supset$		East						
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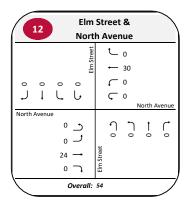
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		4	<b>→</b>		Central Avenue				
		12	$\neg$		Cent				
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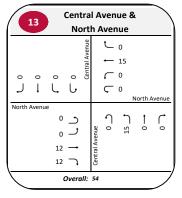






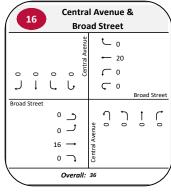


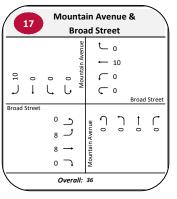




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				Eastern North Zone		-	30		
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abla		(	Overd	ıll:	54				$\supset$

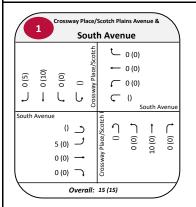
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Intersection ID

# Figure 22. West Townhouses Distribution (Int. ID #22)

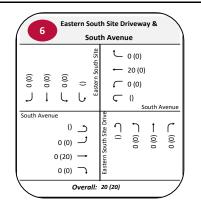


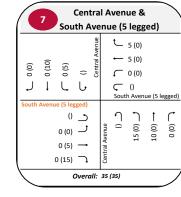
	2	)				eni Stre	ue &		
ل	(0) 0 →	Ļ	ေ	South Avenue		<u>+</u> ← ←	0 (0) 0 (0) 0 (0) ()	Broad	Street
Broad	Street	() 0 (0) 0 (0) 0 (0)	ر ا ا		South Avenue	) c	<b>1</b> (0) 0	↑ (0) 0	C (0) 0
eg		(	Overd	ıll:	0 (0	)			$\mathcal{I}$

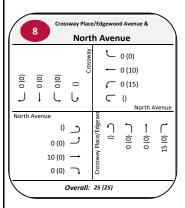
	3	Sout				28 (tra	& ffic ci	rcle)	
ل	1	(SZ) 0 (V) (O) (O) (O) (O)	ic circ	(a) Route 28	Route 28	<del>ر</del> ر	25 (0 0 (0) 0 (0) () venue		(0) 0
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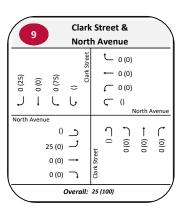
4		t Avenue & h Avenue
© © O O O O O O O O O O O O O O O O O O	L, L, "	Commit Avenue  0 (0)  20 (0)  0 (0)  0 (0)  0 (0)  0 (0)  0 (0)  0 (0)  0 (0)  0 (0)  0 (0)  0 (0)
	Overall:	25 (25)

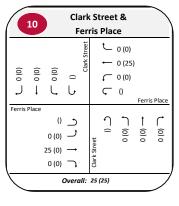
	5	)	Boulevard & South Avenue							
				Boulevard		₾	0 (0)			
	_			Boule		-	20 (0)			
0 (0)	0 (0)	0 (0)	0			$\subset$	0 (0)			
Į	ļ	Ļ	J			$\subset$	()			
South	Avenu	e					5	outh A	venue	
		()	ے			J	7	1	$\bigcap$	
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		0 (20)	$\rightarrow$		Boulevard					
		0 (0)	$\supset$		Bou					
Overall: 20 (20)										

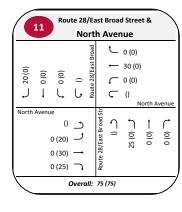


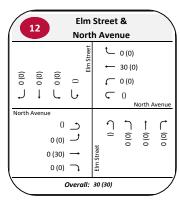


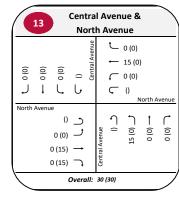


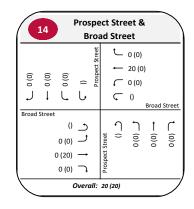




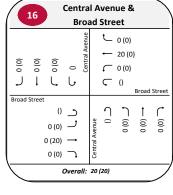


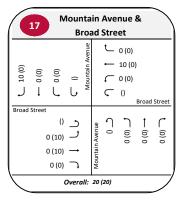






15	Elm Street & Broad Street									
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19		wav/V	Ves	t Re		ern Site Drivev		
© © O O O O O O O O O O O O O O O O O O	iue	င ပ	West Boomer Western	em s	<u>+</u>	0 (0) 0 (25) 0 (0) ()		venue
	() 0 (0) 25 (0) 0 (0)	J J C		West Boomer Western	<u>1</u> 0	<b>1</b> (0) 0	↑ (0) 0	<u></u> (0) 0
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Clark Street	() 0 (0) 0 (0) 0 (0)	J + C	West Resi Site Driveway	<b>1</b> 0	ĵ (o) o	1 (0) 0	0 (100)
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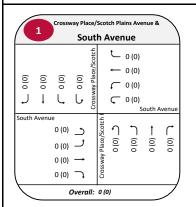
	23	Eastern North Zone Parking Site Driveway & North Avenue									
(0)0)	(0) 0 +	(0) 0 (	0 	Eastern North Zone		<u>+</u>	0 (0) 20 (0) 0 (0) ()		wenue		
North		e () 0 (0) 0 (20) 0 (0)	ا ا ل		Eastern North Zone Park	<b>1</b> 0	ĵ (o) o	↑ (o) o	0)0		
eg		(	Overa	ıll:	20	(20)			フ		

LEGEND

# Intersection ID

XX (XX) In (Out) Distribution Percentage

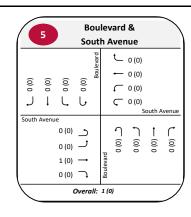
#### Figure 23. West Townhouses Trip Assignment (Int. ID #22) (Weekday AM and PM)

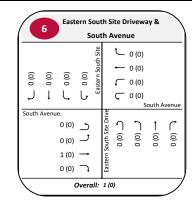


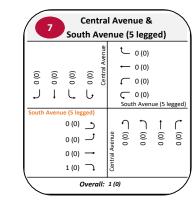
	2	)				eni Stre	ue &		
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eg		(	Overd	ıll:	0 (0	)			$\mathcal{I}$

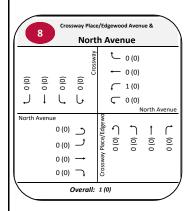
3	Route 28 & venue (traffic circle)
(0) (0) (0) (0) (0) (0) (0) (0) (0) (0)	0(0) 0(0) 0(0) 0(0) 0(0)
South Avenue (traffic circ 0 (0)	South Avenue (traffic circle)  Cle)
0 (0) → 0 (0) ¬	all: 2(1)

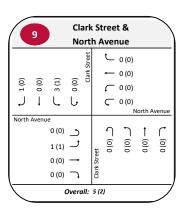
Summit Avenue & South Avenue									
	une	₾ 0(0)							
	it Ave	← 0 (0)							
0 (0)	0 (0) 0 (0) Summit Avenue	0 (0)							
J l	'' با با	Ç 0 (0)							
		South Avenue							
South Aven									
	0 (0)	[ 1 1 T T T							
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	1(0) -	nit A							
	0 (0) )	Sumi							
$\overline{}$	Overall:	1 (0)							

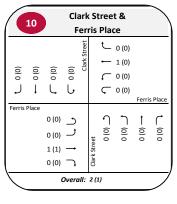


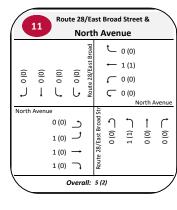


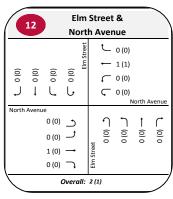


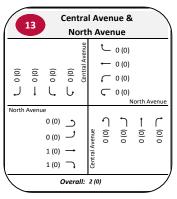


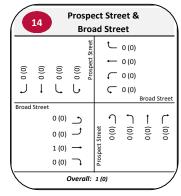




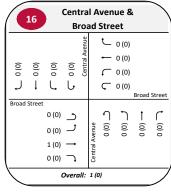


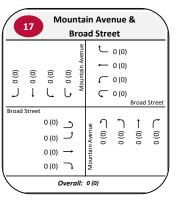






15	Elm Street & Broad Street									
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	Over	all: i	1 (1)			

	19		wav/V	Ves	t Re		ern Site Drivew		
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$\overline{\ }$		C	Overd	ıll:	2 (1	!)			$\mathcal{I}$

West Boomer Eastern Site Drivewav & North Avenue									
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		0 (0) 0 (0) 1 (1) 0 (0)	J → L		West Boomer Eastern Si	↑ (o) o	000	↑ (o) o	(0) 0
eg		(	Overd	ıll:	2 (1	!)			

22	We				e Dri Stre	vewa et	y &	
(0) 0 →	(0) 0 (	0)0	West Resi Site		<u>+</u>	0 (0) 0 (0) 2 (2) 0 (0)	Clark	Street
Clark Street	0 (0) 0 (0) 0 (0) 0 (0)	J + C		West Resi Site Driveway	↑ (o) o	<b>↑</b> (0) 0	↑ (o) o	4 (1) 7
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	23	East		Dr	ivev	ne Pa vay &	rking S	iite	
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North	Avenu	0 (0) 0 (0) 1 (0) 0 (0)	ر باب ل		Eastern North Zone Park	∩ (o) o	ĵ (o) o	↑ (o) o	C (0) 0
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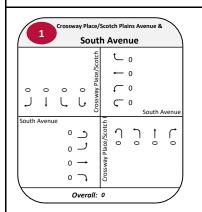
23	Eas		Dr	ivev	ne Pa vav & <b>\ver</b>	irking S	iite	
(°) (°) (°) (°) (°) (°) (°) (°) (°) (°)	(0) 0 (	(0) 0 (	Eastern North Zone		<u>←</u> ← ←	0 (0) 0 (0) 0 (0) 0 (0)	lorth A	venue
North Avenu	0 (0) 0 (0) 1 (0) 0 (0)	J + C		Eastern North Zone Park	€ (0) 0	ĵ (o) o	↑ (o) o	₾(0)0
	(	Overa	ıll:	1 (0	)			7

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Intersection ID

# Figure 24. West Townhouses Trip Assignment (Int. ID #22) (Saturday Midday)



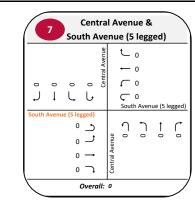
2		Avenue & ad Street
اْ لْـ	O O South Avenue	<ul> <li>0</li> <li>0</li> <li>0</li> <li>0</li> <li>Broad Street</li> </ul>
Broad Street	° → ° →	South Avenue
	Overall:	•

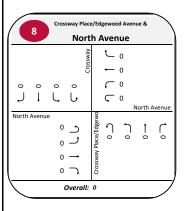
3	ute 28 &
Route 28	<u></u>
ů , i , o	0 C 0 South Avenue (traffic circle)
South Avenue (traffic circle)	1 1 C
0 → 0 →	Route 28 C
0 ¬	/

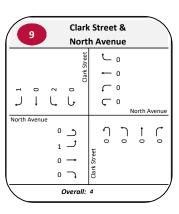
4		t Avenue & h Avenue
	0 0 Summit Avenue	₾ 0
	nit Av	← 0
0 0	0 O Numn	<b>←</b> 0
J	L. 6	<b>Ç</b> 0
		South Avenue
South Avenue	0 5	0 5 1 6
	ٽ ٽ	9 0 0 0
	ر ہ	veni
	0 →	nit A
	0 →	Summit Avenue 0.0.0.
	Overall:	•

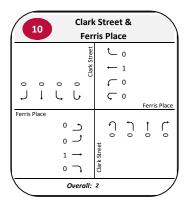
5	)	Boulevard & South Avenue						
			Boulevard		℄	0		
			Boule		-	0		
0 0	0	0			$\subset$	0		
J	Ļ	J			C	0		
South Aven	ue		$\dashv$			S	outh A	venue
	0	ے			1	٦	1	Ç
	0	ب			0	0	0	0
	0	<b>-</b>		Boulevard				
	0	$\neg$		Bou				
$\overline{}$	-	Overd	ıll:	0				$\overline{}$

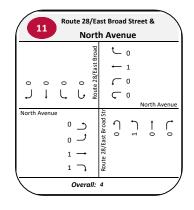
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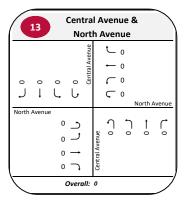






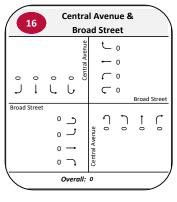


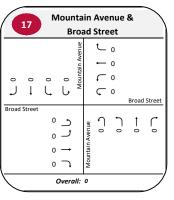
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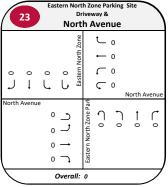
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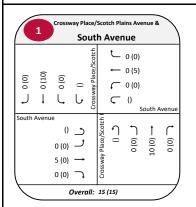
23	Eastern N	North Zo Drive Orth /	way &	-	Site	
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**LEGEND** 



Intersection ID

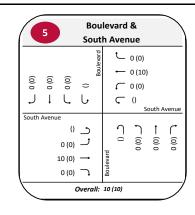
#### Figure 25. North Loft Trip Distribution (Int. ID #12 & 23)

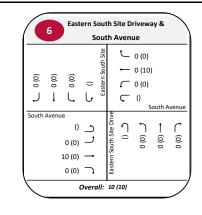


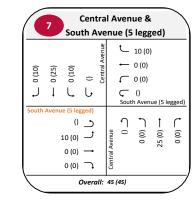
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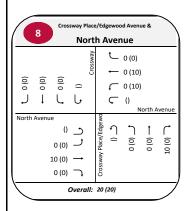
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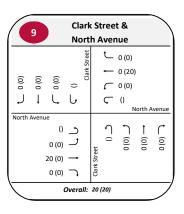
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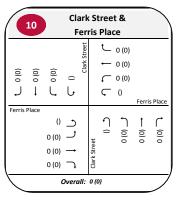


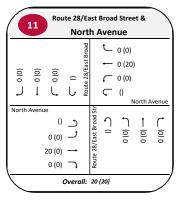


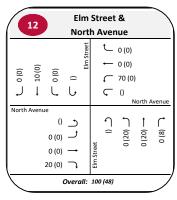


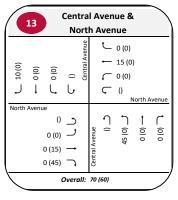






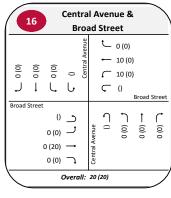


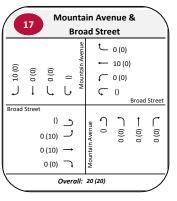




	14	)		•		Stre Stre	eet & eet	ı	
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	21	West	Ferris Place & West Affordable Housing Driveway									
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abla		(	Overd	ıll:	0 (0	)			/			

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				West Resi Site		<u> </u>	0 (0)		
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ر Clark Stre	1	Ç	U		>	Ç	()	Clark	Street
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	23	Eas		Dr	ivev	one Pa vav & <b>\ver</b>	irking S	ite	
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eg		(	Overa	ıll:	70	(60)			フ

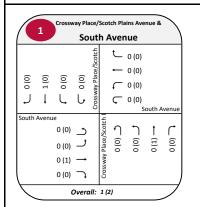
**LEGEND** 



Intersection ID

XX (XX) In (Out) Distribution Percentage

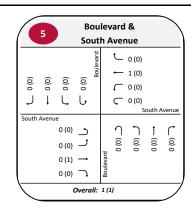


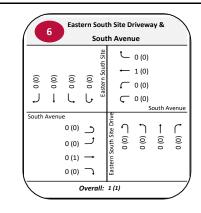


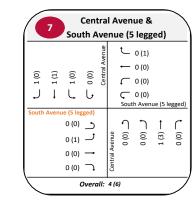
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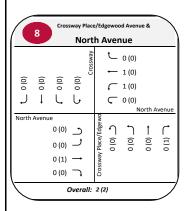
		Sout		oute		& ffic ci	rcle)	
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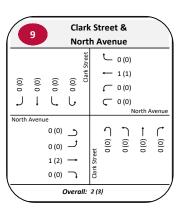
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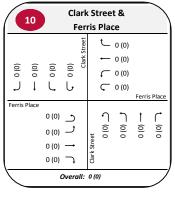


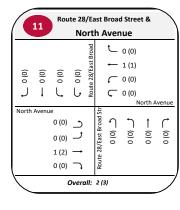


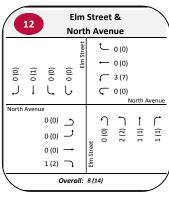


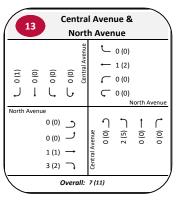


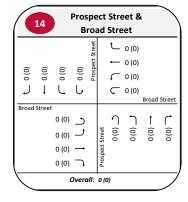




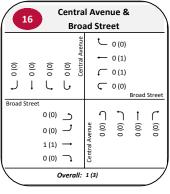


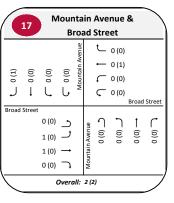






15	Elm Street & Broad Street											
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	Over	all: 1 (	2)			

West Boomer Western Site Driveway/West Resi Site Driveway & North Avenue										
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Overall: 1 (2)										

West Boomer Eastern Site Drivewav & North Avenue										
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North Avenue    North Avenue   North Avenue   North Avenue										
Overall: 2 (3)										

	21	Ferris Place & West Affordable Housing Driveway									
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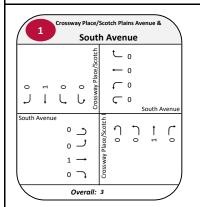
West Resi Site Driveway & Clark Street										
(0) 0 → 0 (0)	(0) 0 (	0)0 6	West Resi Site		<u>+</u>	0 (0) 0 (0) 0 (0) 0 (0)	Clark	Street		
Clark Street	0 (0) 0 (0) 0 (0) 0 (0)	J + L		West Resi Site Driveway	<b>↑</b> (o) o	<b>(0)</b> 0	↑ (o) o	(o) 0		
Overall: 0 (0)										

	23	East		Dr	ivev	ne Pa vav & <b>\ver</b>	irking S	Site	
				Eastern North Zone		₾	0 (0)		
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		0 (0)	$\neg$		East				
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Intersection ID

# Figure 27. North Loft Trip Assignment (Int. ID #12 & 23) (Saturday Midday)

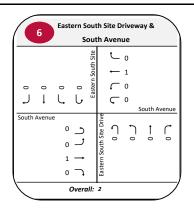


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Bload Street	0 0 1 0	J + L		South Avenue	<u></u> °	ĵ	† 0	Ç
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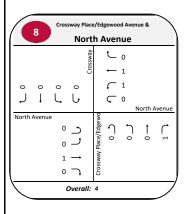
	3	Sou				28 (tra	& ffic ci	rcle)	
° ل	0	٥	ە ل	Route 28		<u> </u>	0 0 0		
South	Avenu	e (trafi 0 0 1	fic circ	le)	Route 28	oth A	o venue	traffic	circle)
		0	Overd	all:				_	$\supset$

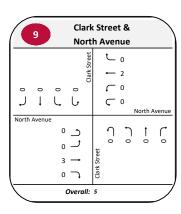
Summit Avenue & South Avenue										
٠٠	← 0 ← 0 Summit Avenue	0000								
South Avenue	0	Summit Avenue  0	t C							
	Overall:	2								

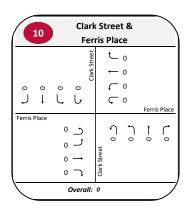
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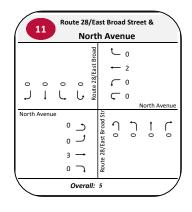


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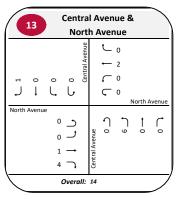






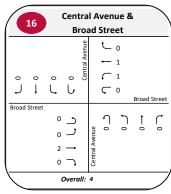


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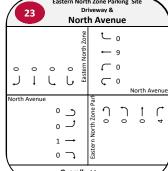
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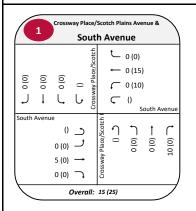


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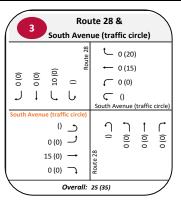


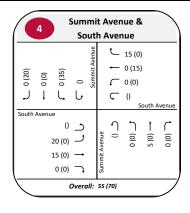
Intersection ID

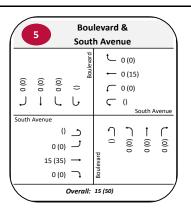
## Figure 28. South Office/Retail Trip Distribution (Int. ID #4, 5, 6, & 18)

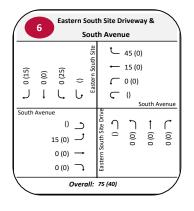


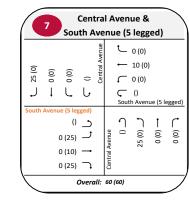
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	Overall: 15	(15)	

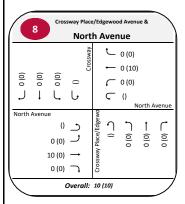


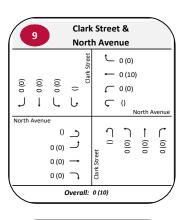


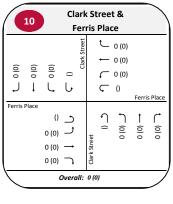


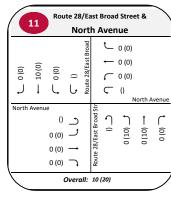


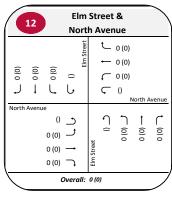


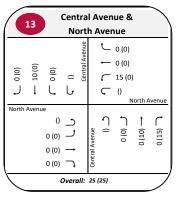






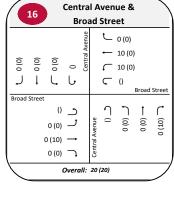






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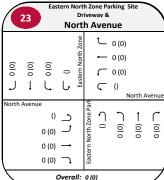
1	.9		wav/V	Ves	t Re		ern Site Drivev		
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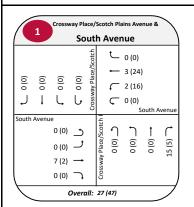
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Intersection ID

XX (XX) In (Out) Distribution Percentage

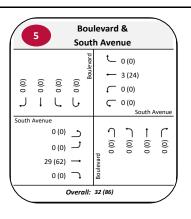
# Figure 29. South Office/Retail Trip Assignment (Int. ID #4, 5, 6, & 18) (Weekday AM and PM)

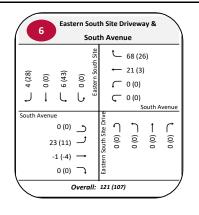


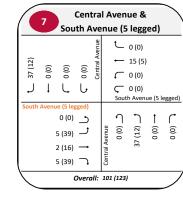
2					eni Stre	ue &		
(0) (0)	(o) o L	(0) 0 J	South Avenue		<u>+</u>	0 (0) 3 (24) 0 (0) 0 (0)		Street
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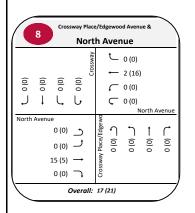
	3	Sout				28 (tra	& ffic cir	cle)	
				Route 28		₾	4 (31)		
-	-	(2)	_	Ro		-	3 (24)		
0) 0	0)0	15 (5)	0 (0)			$\subset$	0 (0)		
Į	1	Ļ	J		Soi	C uth A	0 (0) venue (	traffic	circle)
South	Avenu	e (traff	ic circ	le)			,		,
		0 (0)	ے			1	7	1	$\bigcap$
		0 (0)	J			0 (0)	(0) 0	0) 0	(0) 0
	:	22 (7)	<b>→</b>		Route 28				
		0 (0)	$\neg$		Rout				,
$\overline{}$		(	Overd	ıll:	44 (	67)			フ

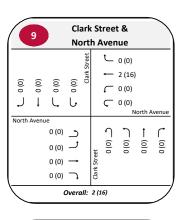
	4	) 5				lver lver	iue & iue		
2 (15)	(0) 0 →	7 (55)	(O) 0 U	Summit Avenue		<u> </u>	22 (7) 3 (24) 0 (0) 0 (0)	outh A	venue
South A	30	0 (0) 0 (10) 22 (7) 0 (0)	J + L		Summit Avenue	<b>↑</b> (0) 0	ĵ (o) o	7 (2) →	C (0) 0
eg		(	Overd	ıll:	93	(120)			

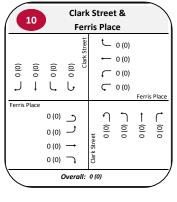


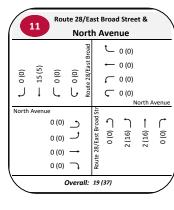


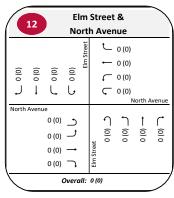


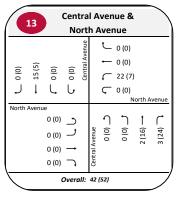






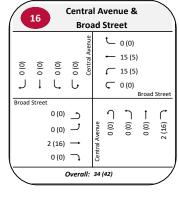


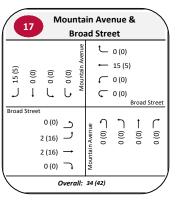




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		_	Prospect Street		-	15 (5)	)	
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	0	verall:	17 (21)								





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				Out		₾	0 (0)		
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Į	1	Ļ	J	Sou		$\subset$	0 (0)		
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		0 (0)	ڑ		e Exi	0 (0)	<b>1</b> (0) 0	0 (0)	C (0) 0
	2	9 (62)	$\rightarrow$		South Zone Exit Out				
		0 (0)	$\supset$		Sout				
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		0 (0)	$\neg$		West				
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	21	West				lace	e &	way	
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west A	ATTOPO	0 (0) 0 (0) 0 (0) 0 (0) 0 (0)		Driv	Ferris Place	<b>↑</b> (0) 0	0 (0)	† (0) o	(0) 0
abla		(	Overd	ıll:	0 (0	))			/

22	We				e Dri Stre	vewa et	y &	
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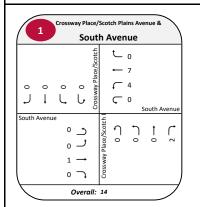
	23	Eas		Dr	ivev	ne Pa vay & <b>\ver</b>	rking :	Site	
				th Zone		<u> </u>	0 (0)		
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ل	1	Ļ,	<del>ل</del>	Ea	Ļ	$\subset$	(0) 0	North A	venue
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$\angle$		(	Overa	ıll:	0 (0	)			ノ

**LEGEND** 



Intersection ID

# Figure 30. South Office/Retail Trip Assignment (Int. ID #4, 5, 6, & 18) (Saturday Midday)



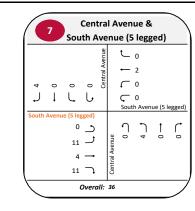
2	ı				eni Stre	ue &		
،	° L	° ပ	South Avenue		<u>+</u>	0 7 0 0	Broad	Street
Broad Street	0 0 3 0	ا ا ل		South Avenue	<u>၅</u> °	Ĵ	ţ	Ç
	C	verd	ıll:	10				$\mathcal{I}$

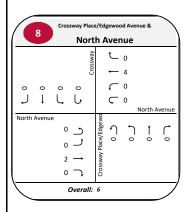
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	Rou	-	7		
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J   L	. b	$\subset$			
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	0 7	Rout			,
	Overall: 2	21			フ

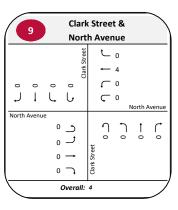
4 S		t Avenue & h Avenue
	enne	<u></u> 3
	it Av	<b>←</b> 7
0 0 16	0 Summit Avenue	<b>←</b> 0
1   (	ر ا	C 0 South Avenue
South Avenue		
0	٦	Summit Avenue  0  1  1
3	<b>→</b>	nit Av
0	7	Sumi
	verall:	38

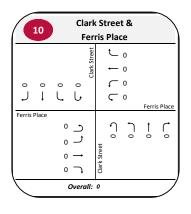
	5	)				/ard \ver			
				vard		℄	0		
				Boulevard		-	7		
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ل	ļ	Ļ	J			$\subset$	0		
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		0	ر			0	0	0	0
		18	$\rightarrow$		Boulevard				
		0	$\neg$		Boult				
$\overline{}$			Over	ılı:	25				

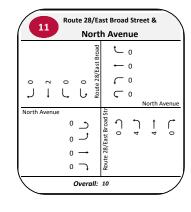
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				Site (		₾	12		
				Eastern South Site		<b>—</b>	-1		
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		6	ڑ		outh 9	0	0	0	0
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		0	$\supset$		East				
eg		-	Overd	ıll:	37				$\overline{}$



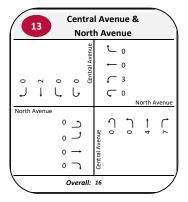






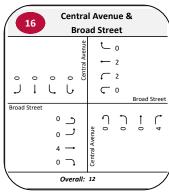


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	0	$\neg$	ElmS				
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17		ain Avenue ad Street	&
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	Overall	12	

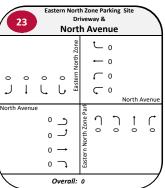
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South Avenue	0 → 0 → 18 → 0 →	South Zone Exit Out	<b>1</b> °	ņ	† 0	Ĉ
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		2	$\rightarrow$		Boor				
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		0	<b>→</b>		Boor				
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			Fe	erri	s P	lace	e &		\
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				Ferris Place		-	0		
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West A	fforda	ble Ho	using	Driv		ordabi	e Hous	ing Dr	vew
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		0	ر		e.	0	0	0	
		0	<b>→</b>		Ferris Place				
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	و ₀	) Site (	0 0
	0 -	t Res	
	0 →	Wes	,
	Overall:	0	



**LEGEND** 

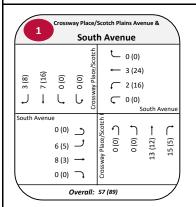


Intersection ID

XX (XX) Saturday Midday Peak Hour Volumes

Westfield Transit Oriented Development (TOD)

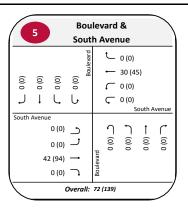


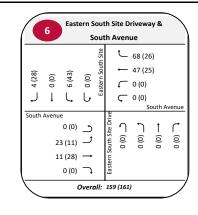


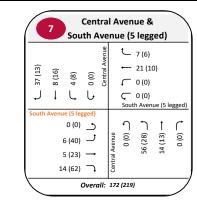
	2	)				eni Stre	ue &		
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abla		(	Overd	ıll:	25	(32)			$\mathcal{I}$

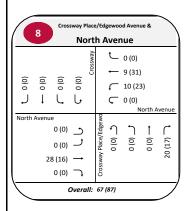
3	oute 28 & nue (traffic circle)
(0) (0) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	36 (58)
South Avenue (traffic circle)  0 (0)   0 (0)   22 (8)   0 (0)   0 (0)   10	Route 28 0 (0) → 0 (0) → 0 (0) →
Overall	: 91 (133)

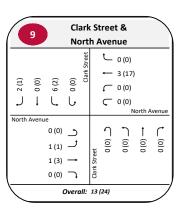
	4	)				ver	iue & iue		`
				Summit Avenue		t	22 (7)		
<u> </u>	_	<u></u>	_	Ιŧ		-	29 (45	5)	
4 (31)	0 (0)	7 (55)	0 (0)	Sumn		$\overline{}$	0 (0)		
ل	1	Ļ	J	-,		$\subset$	0 (0)		
							S	outh A	venue
South	Avenu					_	_		_
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	3	0 (10)	ڑ		Summit Avenue	↑ (o) o	6 (5)	7 (2)	0 (1)
	3	5 (38)	$\rightarrow$		nit A				
		3 (8)	$\neg$		Sum				
eg		(	Overd	ıll:	143	(202	)		

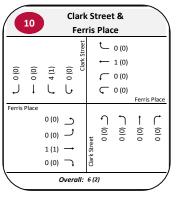


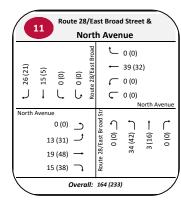


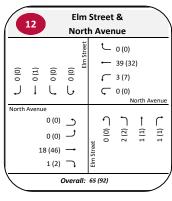


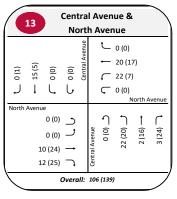


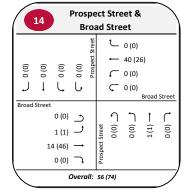












	15	)				reet Stre			
(0) 0 →	(0) 0 →	(0) 0 🔾	0)0	Elm Street		し し し	0 (0) 41 (2) 0 (1) 0 (0)	6) Broad	Street
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eg		(	Overd	ıll:	56	(74)			$\supset$

16	Centra	l Aver	ue &		
10	Broa	ad Stre	et		
	0 (0) Central Avenue	t	0 (0)		
	ral Av	-	41 (27	7)	
0 (0) 0	0 (0) Centra	ŗ	15 (6)		
J   L	ŀ	Ç	0 (0)		
Broad Street				Broad	Stree
0 (0	ر (ا	า	7	†	$\cap$
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15 (47	') <b>→</b>	Central Avenue 0 (0)			2
0 (0	) ¬	Cent			
	Overall:	73 (96)			_

	7	M				Ave Stre	nue et	&	
				Mountain Avenue		₾	0 (0)		
16)	_	_		ain Av		<b>←</b>	28 (1	6)	
28 (16)	0 (0)	(0) 0 _	(O) 0 (J)	ount		$\subset$	0 (0)		
٦	ļ	Ļ	Ŀ	Σ		$\subset$	0 (0)		
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		9 (31)	ر		Mountain Avenue	(0)	000	(0) 0	(0) 0
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$\overline{}$		(	Overd	ıll:	74	(94)			$\overline{}$

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	0	vera	II:	71 (	(139)			

	9		wav/V	Ves	t Re		ern Site Drivev		
J	1	(0) 0	(o) o U	West Boomer Western	0,	← ← ←	0 (0) 10 (2: 44 (3) 0 (0)	5)	venue
North A	36	0 (0) 0 (0) 0 (23) 3 (10)	ر ا ل ل		West Boomer Western	<b>↑</b> (0) 0	5 (15)	† (o) o	19 (53)
		(	Overd	ıII:	127	(160	)		$\mathcal{I}$

West Boomer Eastern Site Drivewav & North Avenue											
(0) 0 J	ļ	(0) 0	(O) 0 U	West Boomer Eastern	Si	t - ← ←	0 (0) 48 (50 51 (43 0 (0) N	3)	venue		
NOITHA	20	0 (0) 0 (0) 0 (53) 0 (18)	J + C		West Boomer Eastern Si	<b>↑</b> (o) o	8 (24)	† (o) o	22 (61)		
$\overline{}$		(	Overd	ıll:	169	(249	)				

22	Clark Street												
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Clark Street	0 (0) 0 (0) 0 (0) 0 (0)	J + C		West Resi Site Driveway	€ (0) 0	0)0	↑ (o) o	4 (1)					
	-	verd	ıll:	6 (3	3)			フ					

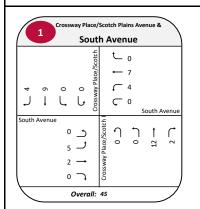
	23	East		Dr	ivev	ne Pa vay & <b>\ver</b>	irking S	iite	
(0)0)	(0) 0 →	(0) 0	(0) 0	Eastern North Zone		<del>ل                                    </del>	0 (0) 42 (39 0 (0) 0 (0)	•	venue
North .		0 (0) 0 (0) 8 (46) 0 (0)	J + C		Eastern North Zone Park	↑ (o) o	ĵ (o) o	↑ (o) o	3(2)
eg		(	Overa	ıll:	63	(87)			フ

	23 E	D	h Zone Parkir iveway & h Avenue	,
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(0) O (0) D	0 (0 0 (0 18 (46	D) →	Eastern North Zone Park	3(2) (3)



Intersection ID

## Figure 32. Site Generated Trip Assignment (Saturday Midday)

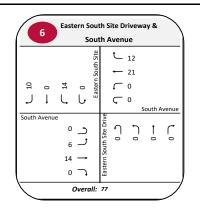


	2	)				eni Stre	ue &		
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Broad S	treet	Ļ	J			Ç	0	Broad	Street
bioad 3	u cet	0 0 3 0	ال ال		South Avenue	<b>1</b> °	ĵ	† 0	Ç
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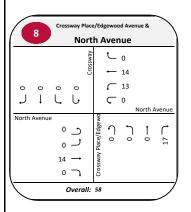
3	oute 28 &
	87 91 92 135 15 16 17 17 17 17 17 17 17 17 17 17
South Avenue (traffic circle  0	
Overall	1: 67

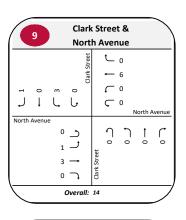
	4	) '	Sum So			ver Ver		&	
				enne		℄	3		
				Summit Avenue		-	28		
6	0	16	0	Sumn		$\subset$	0		
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South	Avenu	P			-			South	Avenue
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		4	ز		venu	Ü	u,		
		20	$\rightarrow$		Summit Avenue				
		4	$\supset$		Sum				
eg		•	Overd	ıll:	91				$\overline{}$
_									

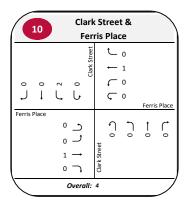
	5		В	ou	le۱	/ard	&		
	<u> </u>		So	ut	h A	۱ver	nue		
				Boulevard		℄	0		
				Boule		-	28		
0	0	0	0			$\subset$	0		
ل	1	Ļ	J			$\subset$	0		
South	Avenu	e						South A	Avenu
		0	ے			1	٦	†	Ç
		0	J			0	0	0	0
		36	$\rightarrow$		Boulevard				
		0	$\neg$		Boult				
$\overline{}$			Overd	ıll:	64				

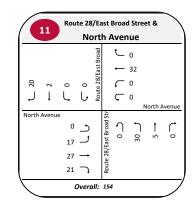


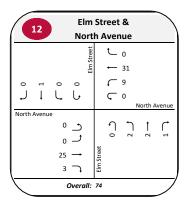
	7						ue 8 legg		
				enne		€	7		
				Central Avenue		-	7		
2	10	2	0	Cent		$\subset$	0		
J	1	Ļ	ŀ			Ç Sout	0 th Aven	ue (5 l	egge
South	Avenu	ie (5 leg	ged)						-00-
		0	ے			1	7	1	$\Gamma$
		12	بر		Central Avenue	0	20	14	0
		9	$\rightarrow$		ralA				
		24	$\supset$		Cent				
abla		(	Overd	ıll:	113	3			

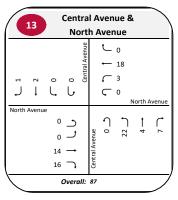






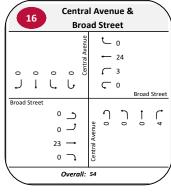


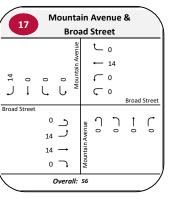




14		ospect Broad			k	
		reet	₾	0		
		ect St	-	22		
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					Broad	Stree
Broad Street						
	0 _		1	7	1	ŗ
	1 —	t la	0	0	$\vdash$	0
	1 —	Str				
	21 —	<b>→</b>   ta				
	0 -	Prospect Street				
	Ove	rall: 45				

15		Elm Street & Broad Street									
		reet	tiget								
		Elm Street	E ← 23								
0 0	0	0	<b>←</b> 1								
1 1	Ļ	J	C 0 Broad Street								
Broad Street			Broad Street								
	0	ن	1 1 1 7								
	0	_	#								
	21	$\rightarrow$	Elm Street								
	0	$\supset$	E								
$\overline{}$	(	Overall:	1: 47								



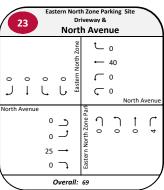


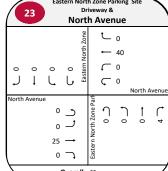
18	Soutl S	h Zo out				t &	
		t Out		₾	0		
		he Exi		-	28		
0 0	0 0	South Zone Exit Out		$\subset$	0		
J	L L	, son		$\subset$	0	c	
South Avenue	!					South A	venue
	0 _	)	t Out	1	1	1	Ç
	0 —	t	Je Exi	0	0	0	0
	36 —	•	South Zone Exit Out				
	0 -	j	Sou				
	Ove	rall:	65				

19 Driveway/	t Boomer Western Site /West Resi Site Driveway & lorth Avenue
ئا اً الْ	Western
0 → 0 → 20 → 10 → 10 → 10 → 10 → 10 → 10	West Boomer Western's 0
Over	rall: 114

	20	V		Dr	ivev	East vav &		te	
				stern		€	0		
				er Ea		-	41		
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Į	1	Ļ	J	West Boomer Eastern		C	0	North A	Avenue
North	Avenue				is u.			14011117	wende
		0	ے		aster	1	٦	1	$\cap$
		0	J		ner	0	13	0	33
		30	<b>-</b>		West Boomer Eastern Si				
		16	$\neg$		West				
eg		(	Overd	ıll:	174				$\overline{}$

22		Site Driveway & rk Street
١٠	O O West Resi Site	
Clark Street	° ¬ , , , , , , , , , , , , , , , , , ,	West Resi Site Driveway  0   0   1   0   1   1   2   1   1   1   1   1   1   1





**LEGEND** 

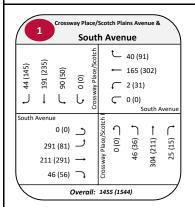


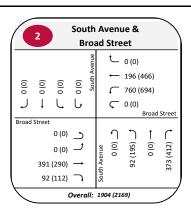
Intersection ID

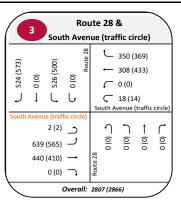
XX (XX) Saturday Midday Peak Hour Volumes

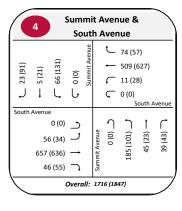
Westfield Transit Oriented Development (TOD)

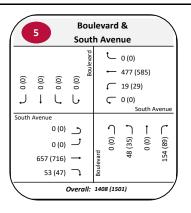
#### Figure 33. Build 2027 (Weekday AM and PM)

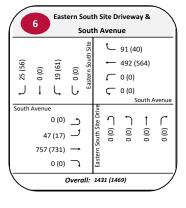


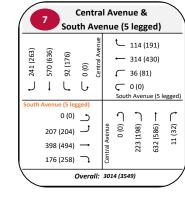


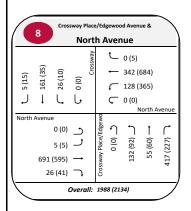


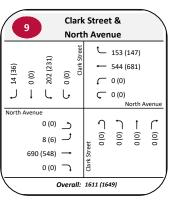


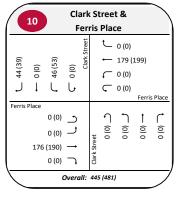


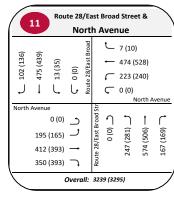


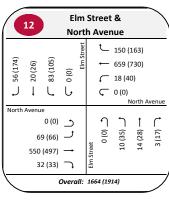


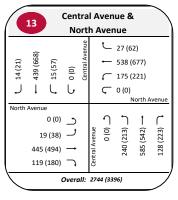


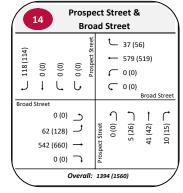




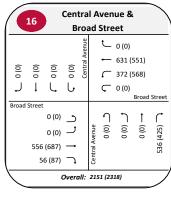








	15	)			Street & ad Street				
(68) 89 —	— 66 (92)	81 (163)	(o) o	Elm Street		<u> </u>	81 (76 541 (6 55 (6 0 (0)	458)	
Broad	22 507	0 (0) 2 (62) (554) 4 (65)	0 1 1 C		Elm Street	<u> </u>	11 (28) 👤	t	Street
			Overa	ıll:	_	3 (17	82)		$\overline{}$



	17	)				Stre	nue et	_	
				enne		t	21 (2	6)	
453 (524)	_	_	_	Mountain Avenue		-	550 (	593)	
453	0) 0	(0) 0 (	0) 0	ounta		$\subset$	0 (0)		
J	1	Ļ	ŀ	Σ		$\subset$	0 (0)		
Broad	Street							Broad	Stree
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	660	(522)	٢		Mountain Avenue	0 (0)	000	0 (0)	(0) 0
	400	(584)	$\rightarrow$		ıntain				
		0 (0)	$\supset$		Moc				
$\overline{}$		(	Overd	ıll:	208	34 (22	49)		

_	18		So	ut	h /	۱ver	nue		
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18 (59)	0) 0	0) 0	0) 0	th Zor		$\subset$	0 (0)		
٦	1	Ļ	J	Sout		$\subset$	0 (0)		
South	Avonu	0			L			South A	venue
South	Avenu	0 (0)	ح		Out	า	٦	1	$\overline{}$
		0 (0)	ر		South Zone Exit Out	(0)	(0)	(0) 0	(o) o
	695	(750)	<b>-</b>		h Zon	Ū	Ŭ	Ū	Ū
		0 (0)	$\neg$		Sout				
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	19		wav/V	Ves	t Re		ern Site Drivev		
(°(°)	(0) 0 <del> </del>	(0) 0 (	© 0 U	West Boomer Western		<u>+</u> ← ←	0 (0) 716 (8 44 (30 0 (0)	5)	venue
North .		0 (0) 0 (0) (573) 3 (10)	J + C		West Boomer Western \$	<b>1</b> (0) 0	5 (15)	† (o) o	19 (53) 🕇
$\overline{}$		(	Overd	ıll:	152	8 (15	06)		$\overline{\mathcal{I}}$

	West Boomer Eastern Site Drivewav & North Avenue									
O O O	Avenu	e 0 (0) 0 (0) (603) 0 (18)	(i) 0) 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	West Boomer Eastern	West Boomer Eastern Si	<u>し                                    </u>	0 (0) 755 (8 51 (43 0 (0) N	B)	22 (61) Tannan	
$\overline{\ }$		(	Overd	ıll:	157	1 (15	95)			

21					lace			
	Wes	t Affo	rdat	ole H	ousin	g Drive	eway	
			Ferris Place		₾	0 (0)		
(06		_	erris		-	0 (0)		
0 (0)	2 (2)	0 (0)	_		$\overline{}$	4 (1)		
J	Ļ	Ū			$\subset$	0 (0)		
A/ A 55	-61-11-		D '-	Affo	rdabl	e Hous	ing Dri	vewa
West Afford		using	Driv		_			
	0 (0)	ے			1	٦	Ť	$\Gamma$
	0 (0)	ب		e	0) 0	0 (0)	0 (0)	000
	0 (0)	$\rightarrow$		- Pla				
	0 (0)	$\neg$		Ferris Place				
$\overline{}$	(	Overd	ıll:	91 (	93)			/

	22	We				e Dri Stre	vewa et	y &	
(0) 0	(0) 0 →	(0) 0 (	(0) 0 (	West Resi Site			0 (0) 160 (2 2 (2) 0 (0)		Street
Clark S		0 (0) 0 (0) (259) 0 (0)	ر ا ا		West Resi Site Driveway	€ (0) 0	ĵ (o) o	1	^
abla		-	Overd	ıll:	364	(414	)		$\neg$

	23	East		Dr	ivev	ne Pa vay &		ite	
				Eastern North Zone		℄	0 (0)		
	_		_	lorth		<b>-</b>	726 (8	34)	
0) 0	0 (0)	0 (0)	0 (0)	tern N		$\subset$	0 (0)		
J	1	Ļ	J	Eas		$\subset$	0 (0)		
					Ļ		N	orth A	venue
North .	Avenu	e 0 (0) 0 (0)	٦		Eastern North Zone Parł	<b>↑</b> (o) o	0(0)	↑ (o) o	8 (16)
	583	(578)	<b>-</b>		tern N				20
		0 (0)	J		Eas				
	_	(	Overa	ıll:	131	7 (14	28)		フ

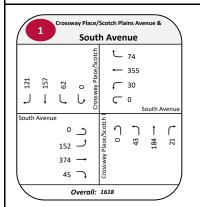
C   O (0)   O (0)	23	East		Dr	ivev	one Pa vav & <b>\ver</b>	rking :	Site	
North Avenue  0 (0)	(0)0 → 0(0)	(0) 0 (	(O) O U	Eastern North Zone		<b>←</b> ← ←	726 (7 0 (0) 0 (0)	,	Avenue
		0 (0) 0 (0) (578)	7 - 66		Eastern North Zone Park	<b>(0) 0</b>	0 (0) 0	0 (0)	8 (16)

**LEGEND** 



Intersection ID

# Figure 34. Build 2027 (Saturday Midday)

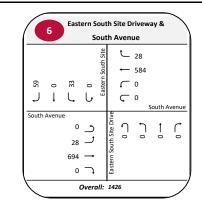


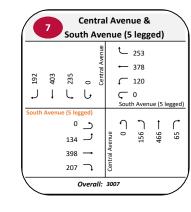
2		Avenue & ad Street
	South Avenue	₾ 0
	ŧ.	← 420
0 0	0 0	<b>←</b> 406
1	し	<b>←</b> 0
Broad Street		Broad Street
	د ٥	1 7 1 7
	ر ہ	108 U U U U U U U U U U U U U U U U U U U
	404 →	Aver
	73 🔒	South Avenue ( 108 305
$\overline{}$	Overall:	1716

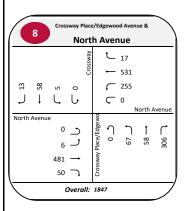
	3	Sout				28 (tra	& ffic ci	rcle)	
				Route 28		℄	370		
				Rout		-	348		
356	0	365	0			$\subset$	0		
٢	ļ	Ļ	J			-	14		
South	Avenu	e (trafi	fic circ	le)	So	uth A	venue	(traffic	circle)
		0	ے			1	٦	1	Ç
		482	ر			0	0	0	0
		389	$\rightarrow$		Route 28				
		0	$\rightarrow$		Rou				
eg		(	Overd	ıll:	232	4			フ
\	_		overd	ııı:	232	:4		_	/

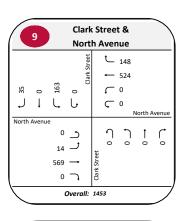
4		Sum So			ver ver		&	
			enne		€	15		
			Summit Avenue		-	560		
3 38	34	0	Sumn		$\subset$	28		
1 1	Ļ	J			$\subset$	0		
South Avenue			_	_			South	Avenue
30util Avenue	0	ے			า	٦	1	$\overline{}$
	17	$\overline{}$		Summit Avenue	0	97	14	41
	618	<b>-</b>		nit Av				
	43	$\neg$		Sumi				
	(	Overd	ıll:	150	8			

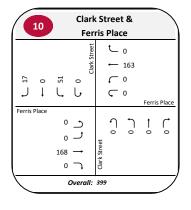
5	ı		ulev ith <i>A</i>				
			vard	℄	0		
			Boulevard	-	553		
0 0	0	0		$\subset$	32		
J ↓	Ļ	J		$\subset$	0		
South Avenue			+		S	outh A	venue
	0	ر		<u></u> °	₹3	† 0	105
	650	<b>—</b>	Boulevard				
	43	7	Boulk				
$\overline{}$	0	veral	l: 142	16			$\overline{}$

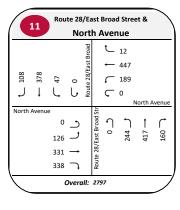




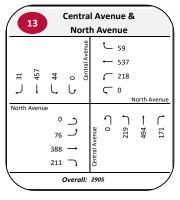






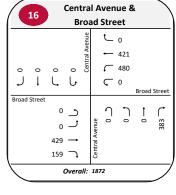


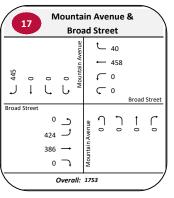
12			m Sti rth <i>A</i>				
, 2 ↑ ↑	7 128	° U	Elm Street	<u>ل</u> + ۲	132 632 46 0	Iorth A	wenue
North Ave	0 24 480 48	J 1 L	Elm Street	<b>1</b> °	2 _	5	€89
		Overal	II: 168	2			



14	1	ı		•		Stre Stre	et 8 et	k	
				treet		₾	72		
				Prospect Street		-	370		
166	0	0	0	Pros		$\subset$	0		
٦	1	Ļ	J			$\subset$	0		
Broad Str	reet				_			Broad	Street
		0	ے			1	٦	1	$\cap$
		143	_		Prospect Street	0	17	47	_ 9/
		453	$\rightarrow$		sect S				
		1	$\neg$		Pros				
$\overline{}$		-	Overa	ıll:	134	15			

15	)	Street & ad Street
	Elm Street	<sup>1</sup> 79 → 202
81	124	← 303       ← 33       ← 303
<u> </u>	L, U	C 0 Broad Street
Broad Street	0 75	0 51 149 → C7
	362 → 73 →	Elm Street
	Overall:	1532





18		one Exit Out &
↑ 12 ↑ 0	O O South Zone Exit Out	0 ← 605  0 0  South Avenue
South Avenue	0 → 0 → 670 → 0 →	South Zone Exit Out  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	Overall:	1287

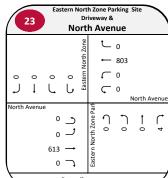
West Boomer Wes	West Boomer Western Site  19 Drivewav/West Resi Site Drivewav & North Avenue									
West Boomer We 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Avenue	0 0	West Boomer Western	stem \$	<del>ل - د د</del>	600 35 0	North A	Avenue		
Overall: 1239										

West Boomer Eastern Site Driveway & North Avenue									
				stern		t	0		
				er Ea		-	625		
0	0	0	0	Boom		$\subset$	41		
J	1	Ļ	Ŀ	West Boomer Eastern		$\subset$	0		
North Avenue									
NOILII	Avenue	0	ے		West Boomer Eastern Si	1	٦	†	ightharpoons
		0	J		nerE	0	13	0	33
		567	<b>-</b>		Boor				
		16	$\neg$		West				
Overall: 1295									

Ferris Place &									
4		Wes	t Affo	rdab	le H	lousin	g Drive	way	
				Place		<u>_</u>	0		
				Ferris Place		-	0		
0	53	2	0	ш.		$\subset$	2		
٦	ļ	Ļ	J			$\subset$	0		
147 1	cc	ble Ho		D '-	Affo	ordabl	e Hous	ing Dri	veway
west A	тогаа	o (	using	Driv		า	٦	†	
		0	٢		e	0	0	0	0
		0	<b>→</b>		Ferris Place				
		0	$\supset$		Ferr				
abla		- (	Over	all:	57				$\supset$

West Resi Site Driveway & Clark Street									
١٠	0 0	0 ← 168 ← 2 ← 0 Clark Street							
Clark Street	0 → 0 → 167 → 0 →	West Resi Site Driveway  0   0   0   1   0   2   2   2							
$\overline{}$	Overall	: 339							

Eastern North Zone Parking Site Driveway & North Avenue									
اْ لْـ	°°, °	Eastern North Zone		€ - C C	0 803 0 0	North A	wenue		
North Avenue	0 → 0 → 613 → 0 →		Eastern North Zone Park	<u></u> °	٥	10	4 →		
	Overd	ıll:	142	0			フ		



**LEGEND** 



Intersection ID