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Mr. Lars Andersen
 Pacific Development Partners, LLC
 30220 Rancho Viejo Road, Suite B
 San Juan Capistrano, CA 92675

PERRIS & RAMONA WAREHOUSE FOCUSED TRAFFIC & VMT ASSESSMENT

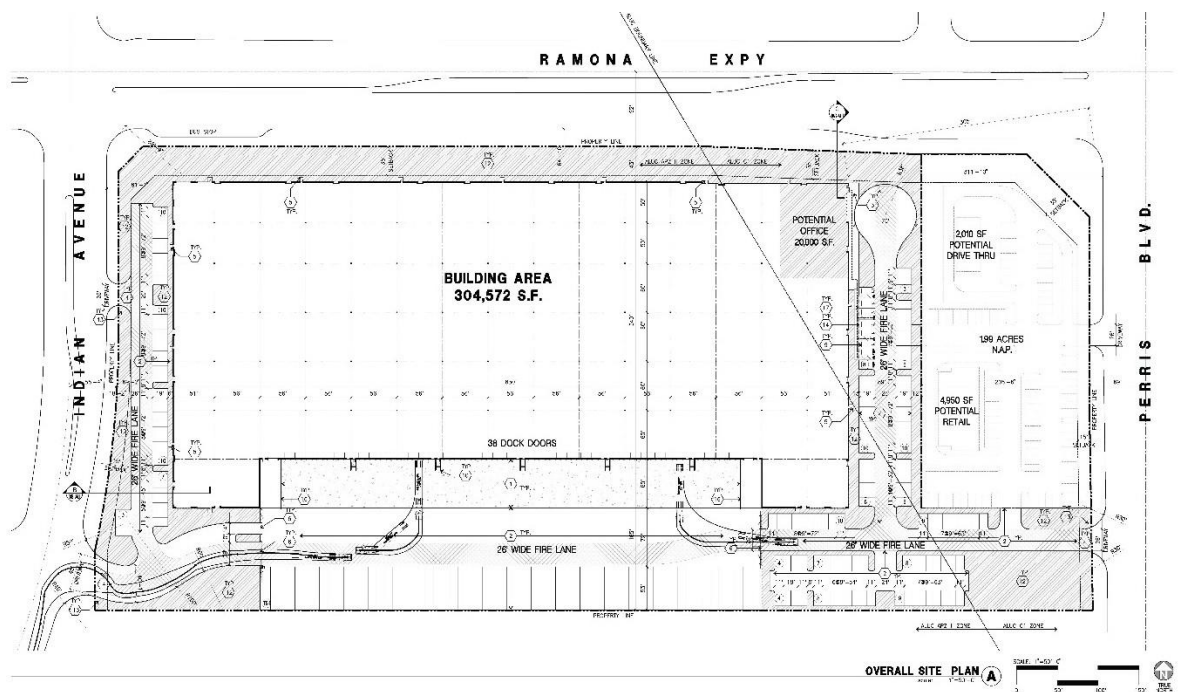
Mr. Lars Andersen,

Urban Crossroads, Inc. has prepared the following assessment for the proposed Perris & Ramona Warehouse development (**Project**). The Project is located south of Ramona Expressway between Indian Avenue and Perris Boulevard within the Perris Valley Commerce Center Specific Plan in the City of Perris. The following supplemental traffic and vehicle miles traveled (VMT) assessment has been prepared in support of the proposed Alternative 2 site plan which includes a retail component and reduced warehouse building.

PROJECT DESCRIPTION

Alternative 2 will evaluate a single 304,572 square foot warehouse building plus a 2,010 square foot fast-food restaurant with drive-through window and 4,950 square feet of retail space. Specifically, the following traffic assessment evaluates the peak hour operations and queues at the proposed right-in only driveway on Ramona Expressway that is proposed as part of Alternative 2. Exhibit 1 shows the proposed Alternative 2 site plan.

EXHIBIT 1: PRELIMINARY SITE PLAN



PROPOSED ANALYSIS SCENARIOS

Consistent with the [Perris and Ramona Warehouse \(DPR19-00012\) Traffic Analysis](#) (dated March 8, 2021), the proposed right-in only driveway on Ramona Expressway into the commercial retail component of Alternative 2 has been evaluated for the following analysis scenarios as part of this traffic assessment:

- Existing plus Project
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC)
- Horizon Year (2050) With Project

Assumptions to develop traffic volumes such as ambient background growth, cumulative projects, and post-processed long-range without project forecasts are also consistent with the 2021 Traffic Study. Only the proposed Project has been updated to evaluate the proposed driveway on Ramona Expressway.

TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) [Trip Generation Manual](#) (11th Edition, 2021) and empirical data were used to estimate the trip generation. The following trip generation rate and vehicle mix were utilized for calculating the trip generation for the proposed Project:

- ITE land use code 154 (High-Cube Transload and Short-Term Storage Warehouse) has been used to derive site specific trip generation estimates for up to 304,572 square feet. High-cube transload/short-term storage warehouse data regarding the truck percentage and vehicle mix has been obtained from the ITE's latest [Trip Generation Manual](#). The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 822 (Strip Retail) and ITE land use code 934 (Fast-Food Restaurant With Drive-Through Window) have been used to derive site specific trip generation estimates for up to 6,960 square feet of commercial retail use.

A passenger-car equivalent (PCE) of 1.5, 2.0, and 3.0 have been applied to 2-axle, 3-axle, and 4+-axle vehicles, consistent with the City's Guidelines. PCE rates were calculated by taking the actual vehicle trip generation rates and applying the PCE factors shown in Table 1. PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The trip generation rates used for the Project are summarized on Table 1.

TABLE 1: TRIP GENERATION RATES

Land Use ¹	ITE Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
High-Cube Transload/Short-Term Storage Warehouse ³	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars:			0.052	0.008	0.060	0.023	0.067	0.090	1.180
2-Axle Trucks:			0.002	0.001	0.003	0.001	0.001	0.002	0.037
3-Axle Trucks:			0.002	0.002	0.004	0.001	0.001	0.002	0.046
4+-Axle Trucks:			0.006	0.007	0.013	0.003	0.003	0.006	0.138
Strip Retail (<40,000 SF)	822	TSF	1.42	0.94	2.36	3.30	3.29	6.59	54.45
Fast-Food Restaurant with Drive-Through Window	934	TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Passenger Car Equivalent (PCE) Trip Generation Rates									
High-Cube Transload/Short-Term Storage Warehouse ³	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars:			0.052	0.008	0.060	0.023	0.067	0.090	1.180
2-Axle Trucks:			0.003	0.002	0.005	0.002	0.001	0.003	0.055
3-Axle Trucks:			0.004	0.004	0.008	0.002	0.002	0.004	0.091
4+-Axle Trucks:			0.018	0.020	0.038	0.009	0.010	0.019	0.413

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
 Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

As the Project is proposed to include retail and restaurant uses, pass-by percentages have been obtained from the ITE Trip Generation Manual. Pass-by trips account for trips that are currently on the existing roadway network that would stop by uses within the proposed Project on their way to their ultimate destination.

The Project trip generation summary is shown on Table 2. The proposed Project is anticipated to generate a total of 1,012 two-way trips per day with 83 AM peak hour trips and 86 PM peak hour trips (actual vehicles). Per the City's Guidelines, any operations analysis is to utilize the PCE trip generation. As shown on Table 2, the Project is anticipated to generate a total of 1,116 two-way PCE trips per day with 93 AM PCE peak hour trips and 90 PM PCE peak hour trips.

TABLE 2: PROJECT TRIP GENERATION SUMMARY

Alternative 2 Land Uses	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles								
High-Cube Transload/Short-term Storage Warehouse	304.572 TSF							
Passenger Cars:		16	3	19	8	21	29	360
2-Axle Trucks:		1	1	2	1	1	2	12
3-Axle Trucks:		1	1	2	1	1	2	14
4+-Axle Trucks:		2	2	4	1	1	2	42
Total Trucks:		4	4	8	3	3	6	68
High-Cube Warehouse Subtotal (Actual Vehicles)		20	7	27	11	24	35	428
Strip Retail	4.950 TSF	7	5	12	16	16	33	270
Pass-By (40% PM/Daily):		0	0	0	-6	-6	-12	-108
Retail Subtotal:		7	5	12	10	10	20	162
Fast-Food Restaurant with Drive-Through Window	2.010 TSF	46	44	90	35	32	67	940
Pass-By (50% AM; 55% PM/Daily):		-23	-23	-46	-18	-18	-36	-518
Restaurant Subtotal:		23	21	44	17	14	31	422
Alternative 2 Total (Actual Vehicles):		50	33	83	38	48	86	1,012
Passenger Car Equivalent (PCE)								
High-Cube Transload/Short-term Storage Warehouse	304.572 TSF							
Passenger Cars:		16	3	19	8	21	29	360
2-Axle Trucks:		1	1	2	1	1	2	18
3-Axle Trucks:		2	2	4	1	1	2	28
4+-Axle Trucks:		6	6	12	3	3	6	126
Total Trucks (PCE):		9	9	18	5	5	10	172
High-Cube Warehouse Subtotal (PCE)		25	12	37	13	26	39	532
Alternative 2 Total (PCE):		55	38	93	40	50	90	1,116

¹ TSF = Thousand Square Feet

INTERSECTION OPERATIONS & QUEUING ANALYSIS

The intersection operations analysis for the right-in only driveway on Ramona Expressway (Driveway 5) are anticipated to have no delays since there is no conflict with the inbound traffic (no outbound traffic proposed). As such, the driveway is anticipated to operate at an acceptable LOS for all analysis scenarios. Attachment A includes the analysis worksheets.

The peak hour queuing analysis at Driveway 5 indicates that a minimum turn pocket length of 235-feet should be accommodated on Ramona Expressway. Driveway 5 should be designed to prohibit outbound access, limiting to right-in access only from Ramona Expressway.

VMT SCREENING EVALUATION

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This Statewide mandate took effect July 1, 2020. The Governor's Office of Planning and Research (OPR) released a [Technical Advisory on Evaluating Transportation Impacts in CEQA](#) (December of 2018) and based on OPR's guidance, it is our understanding that the City of Perris has released its [Transportation Impact Analysis Guidelines for CEQA \(City Guidelines\)](#). The following screening evaluation follows the VMT analysis methodology and recommended thresholds identified in the City Guidelines.

The City Guidelines provide details on appropriate screening criteria that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed analysis. As stated by the City Guidelines, mixed use land use projects should be evaluated by their individual land use components, these land use components need only meet one of the below screening criteria to result in a less than significant impact:

- Affordable Housing Screening
- Qualifying Transit Screening
- **Local Serving Land Use Screening**
- Low VMT Area Screening
- **Daily Trip Screening**

LOCAL SERVING LAND USE SCREENING FOR THE RETAIL COMPONENT

As identified in the City Guidelines, local serving land uses provide more opportunities for residents and employees to shop, dine, and obtain services closer to home and work. Local serving uses can also include community resources that may otherwise be located outside of the city or local area. By improving destination proximity, local serving uses lead to shortened trip lengths and reduced VMT. The City Guidelines provides a list of applicable local serving retail categories below 50,000 square feet. Included in the list is the Project's intended uses of restaurant and gas station with convenience store, which is consistent with the intended uses proposed by the Project's retail component.

DAILY TRIP SCREENING FOR THE INDUSTRIAL COMPONENT

As noted in the City Guidelines, "projects that generate less than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT."¹ As mentioned previously and as noted in Table 2, the proposed Project is anticipated to generate 428 trip-ends per day, which is below the 500 ADT threshold established by the City for the industrial component. Therefore, the Project in its entirety meets the Daily Trip Screening criteria and is presumed to have a less than

¹ City Guidelines; Page 5

significant VMT impact; no further VMT analysis required. Since the Project meets the Daily Trip Screening criteria, the Project is presumed to have a less than significant VMT impact. As such, additional VMT analysis is not required for this Project based on the City's traffic study guidelines.

If you have any questions or comments, I can be reached at cs@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So
Charlene So, PE
Principal



URBAN CROSSROADS

ATTACHMENT A: ANALYSIS WORKSHEETS

E+P TRAFFIC CONDITIONS

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗		↑↑↑		↗
Traffic Vol, veh/h	1040	20	0	1613	0	0
Future Vol, veh/h	1040	20	0	1613	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1130	22	0	1753	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	565
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	405
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	405
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗		↑↑↑		↗
Traffic Vol, veh/h	1604	19	0	1154	0	0
Future Vol, veh/h	1604	19	0	1154	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1743	21	0	1254	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	872
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	256
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	256
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

EAPC TRAFFIC CONDITIONS

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	1450	20	0	2695	0	0
Future Vol, veh/h	1450	20	0	2695	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1576	22	0	2929	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	788
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	0	290
Stage 1	-	-	0	0	-
Stage 2	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	290
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗		↑↑↑		↗
Traffic Vol, veh/h	2863	19	0	1957	0	0
Future Vol, veh/h	2863	19	0	1957	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3112	21	0	2127	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1556
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	7.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.9
Pot Cap-1 Maneuver	-	0	89
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	89
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

HORIZON YEAR (2040) WITH PROJECT TRAFFIC CONDITIONS

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2315	19	0	1518	0	0
Future Vol, veh/h	2315	19	0	1518	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2516	21	0	1650	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1258
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.1
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.9
Pot Cap-1 Maneuver	-	-	0 - 0 141
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 141
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑↑		↑
Traffic Vol, veh/h	2315	19	0	1518	0	0
Future Vol, veh/h	2315	19	0	1518	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2516	21	0	1650	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1258
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.1
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.9
Pot Cap-1 Maneuver	-	-	0 - 0 141
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 141
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

**ATTACHMENT B: QUEUING ANALYSIS WORKSHEETS FOR HORIZON YEAR
(2040) CONDITIONS**

Queuing and Blocking Report
Horizon Year (2040) With Project - AM Peak Hour

10/21/2022

Intersection: 7: Driveway 5 & Ramona Exwy.

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	288	219	210	13	9
Average Queue (ft)	131	82	61	0	0
95th Queue (ft)	264	192	169	8	6
Link Distance (ft)	986	986	986	137	137
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report
 Horizon Year (2040) With Project - PM Peak Hour

10/21/2022

Intersection: 7: Driveway 5 & Ramona Exwy.

Movement	EB	EB	EB	EB	WB	WB
Directions Served	T	T	T	R	T	T
Maximum Queue (ft)	1004	1012	1013	350	36	30
Average Queue (ft)	934	934	943	44	1	1
95th Queue (ft)	1049	1055	1055	234	23	19
Link Distance (ft)	986	986	986		137	137
Upstream Blk Time (%)	4	2	4		0	0
Queuing Penalty (veh)	28	15	34		0	0
Storage Bay Dist (ft)				300		
Storage Blk Time (%)			66			
Queuing Penalty (veh)			13			

Zone Summary

Zone wide Queuing Penalty: 89