TRAFFIC IMPACT REPORT

July 2, 2026

20265045.0001

151 JOHN JAMES AUDUBON PKWY RESIDENTIAL DEVELOPMENT

TOWN OF AMHERST, NY

PREPARED FOR:
Mr. Robert A. Savarino
RAS Development Company
4758 North French Road
East Amherst, NY 14051

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APPENDICES

1.0 EXECUTIVE SUMMARY

The purpose of this report is to evaluate the potential traffic impacts related to the proposed residential development located at 151 John James Audubon Parkway in the Town of Amherst, NY. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated. Mitigating measures are identified, if needed, to minimize operational concerns. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

Project Location and Description

The project site is located between John James Audubon Pkwy and North Forest Rd in the Town of Amherst, Erie County, NY. The project comprises the following aspects:

- **Site Status:** Currently, the site is occupied by a commercial building along the John James Audubon Pkwy frontage and single family homes along North Forest Rd.
- **Site Boundary:**
  - **North:** Office building and Parking lot.
  - **East:** Commercial properties.
  - **South:** North Forest Rd and Commercial development.
  - **West:** North Forest Rd and Commercial development.
- **Vicinity Land Uses:** There is a mix of land uses, including mostly commercial uses and some residential.

The proposed development consists of constructing two four-story apartment buildings containing a total of 144 units with a mix of studio (3 units), one-bedroom (72 units), one-bedroom plus den (24 units), two-bedroom (33 units), and three-bedroom (12 units). A dog park, garage parking for 55 vehicles, and 194 surface parking spaces are also provided for use by the residents. Access to the site will be provided via one driveway along John James Audubon Pkwy and two driveways along North Forest Rd. The Overall Site Plan is included at the end of this report.

Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the proposed site driveway intersections along both John James Audubon Pkwy and North Forest Rd. **Figure 1** illustrates the study area and project location.

Existing and Background Conditions

Traffic volume data collected by NYSDOT was used for analysis purposes in this report. Data was collected by NYSDOT on John James Audubon Pkwy between Monday, April 28, 2025 and Thursday May 1, 2025 and on North Forest Rd between Monday, May 19, 2025 and Thursday May 22, 2025. The peak hour traffic periods generally occurred between 7:45-8:45 AM for the AM peak hour and 4:30-5:30 PM for the PM peak hour on John James Audubon Pkwy, and between 8:00-9:00 AM for the AM peak hour and 4:45-5:45 PM for the PM peak hour on North Forest Rd; these time periods were used for analysis purposes in this study.

The weekday count data was collected on a typical weekday while local schools were in session. No adverse weather conditions impacted the traffic counts. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections. No seasonality adjustments are necessary. The actual differences in traffic volumes can be attributed to temporal variations in traffic volumes.

Construction of the proposed project is anticipated to reach full build-out in 2028. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipal personnel were contacted to discuss any specific projects that are currently approved or under construction that would generate additional traffic in the study area. The following developments were identified:

- A 108 unit apartment development located at 468-496 Dodge Rd is approved. Traffic generated by this development was included in the background growth rate due to its size and location.
- A four-story building containing 222 apartment units with 247 surface parking spaces and 53 garage spaces located at 2635-2655, 2675 & 2691 North Forest Rd is under construction. Traffic generated by this development was added to the existing traffic volumes on North Forest Rd given its proximity to the proposed site.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has decreased between 2017 and 2025. To account for normal increases in background traffic growth, including the developments noted above as well as any unforeseen developments in the study area, a growth rate of 0.5% was applied to the existing traffic volumes for the build out period (three years growth from 2025 to 2028).

The total anticipated parking demand based on ITE data is 138 spaces. Considering the total supply of 249 spaces, it is Passero's professional opinion that there is adequate on-site parking capacity to accommodate future needs.

Conclusions and Recommendations

This Traffic Impact Report identified and evaluated the potential traffic impacts that can be expected from the proposed Multifamily Development located at 151 John James Audubon Parkway in the Town of Amherst, NY. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections. Additionally, the proposed parking provided on-site is sufficient to accommodate the anticipated parking demands of the development. The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. The proposed project is expected to generate approximately 12 entering/41 exiting vehicle trips during the AM peak hour and 35 entering/20 exiting vehicle trips during the PM peak.

2. The alternative parking calculation provided in Section 6.5 indicates the need for 121 parking spaces based on the anticipated mix of units with one to three bedrooms. Considering the total supply of 249 spaces, it is Passero's professional opinion that there is adequate on-site parking capacity to accommodate future needs based on the alternate parking analysis.

3. All three proposed site driveways are expected to operate at LOS C or better on all approaches during both peak hours and no improvements are warranted nor recommended at any of the study intersection during either peak hour as a result of the proposed development.

4. Pursuant to the State Environmental Quality Review Act (SEQRA), this detailed analysis demonstrates that the proposed project does not result in any significant adverse traffic impacts even at full development.

2.0 INTRODUCTION

2.1 Study Purpose and Objectives

The purpose of this report is to evaluate the potential traffic impacts related to the proposed residential development located at 151 John James Audubon Parkway in the Town of Amherst, NY. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated. Mitigating measures are identified, if needed, to minimize operational concerns. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

2.2 Project Location

The project site is located between John James Audubon Pkwy and North Forest Rd in the Town of Amherst, Erie County, NY. The project comprises the following aspects:

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  - **West:** North Forest Rd and Commercial development.
- **Vicinity Land Uses:** There is a mix of land uses, including mostly commercial uses and some residential.

2.3 Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the proposed site driveway intersections along both John James Audubon Pkwy and North Forest Rd (CR-294). The project site location and study area are illustrated in **Figure 1** (all figures are included at the end of this report).

3.0 TRANSPORTATION SETTING

3.1 Description of Study Area Roadways

The information outlined in **Table 1** provides a description of the existing roadway network within the study area. **Figure 2** illustrates the lane geometry and traffic controls at each of the study intersections and the Annual Average Daily Traffic (AADT) volumes on the study roadways. The AADTs, in vehicles per day (vpd), reflect the most recently collected data obtained from the NYSDOT.

Functional classification of roadways is determined by the NYSDOT and the Federal Highway Administration (FHWA). Both the NYSDOT and FHWA groups roads, streets, and highways into different classes based on how they are used. This is called functional classification. Roads and streets do not work alone to move traffic. Instead, they form a network. Functional classification defines how each road or street fits into this network, how it provides access to nearby properties, and whether it is in an urban or rural area. In the study area, all the roadways are classified as urban.

The primary functional classification within the study area:

- Minor Arterial (Class 14)

Table 1: *Existing Highway System*

Roadway	Class[1]	Agency[2]	Speed	Typical Cross Section[3]	AADT
John James Audubon Pkwy	14	Town of Amherst	45 mph	4-lane divided	7,062 (NYSDOT 2025)
North Forest Rd (CR-294)	14	ECDPW	35 mph	2-lane undivided	2,989 (NYSDOT 2025)

1. Functional Classification.
2. Roadway ownership.
3. Excludes turning lanes at intersections.

3.2 Description of Multimodal Network

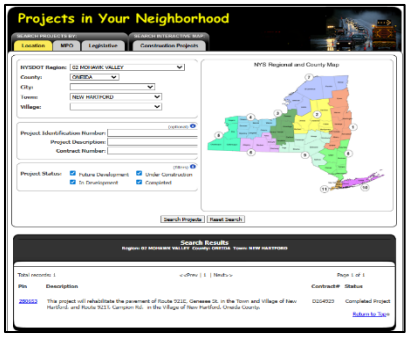
Table 2 summarizes the traffic controls, pedestrian, bicycle, and transit accommodations within the study area.

Table 2: *Multimodal Network*

Intersection	Traffic Control	Pedestrian			Bicycle		Transit
		Sidewalk	Crosswalk	Ped Signal	Lane	Other	
John James Audubon Parkway/Site Driveway	Sign	Some presence	Yes	Yes	No	In lane	No
North Forest Road/Site Driveways	Sign	No presence	No	No	No	In lane	No

3.3 Planned/Programmed Highway Improvements

The NYSDOT *Projects in Your Neighborhood* web portal was reviewed and it was determined that there are no planned or ongoing projects within the study area.



4.0 EXISTING CONDITIONS ANALYSIS

4.1 Peak Intervals for Analysis

Given the functional characteristics of the corridors, adjacent land uses, and the proposed land use for the project site, the peak hours selected for analysis are the weekday morning (AM) and afternoon (PM) peak periods. The combination of site traffic and adjacent street traffic produces the greatest demand during these time periods.

4.2 Existing Traffic Volume Data

Traffic volume data collected by NYSDOT was used for analysis purposes in this report. Data was collected by NYSDOT on John James Audubon Pkwy between Monday, April 28, 2025 and Thursday May 1, 2025 and on North Forest Rd between Monday, May 19, 2025 and Thursday May 22, 2025. The peak hour traffic periods generally occurred between 7:45-8:45 AM for the AM peak hour and 4:30-5:30 PM for the PM peak hour on John James Audubon Pkwy, and between 8:00-9:00 AM for the AM peak hour and 4:45-5:45 PM for the PM peak hour on North Forest Rd; these time periods were used for analysis purposes in this study.

The weekday count data was collected on a typical weekday while local schools were in session. No adverse weather conditions impacted the traffic counts. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections. No seasonality adjustments are necessary. The actual differences in traffic volumes can be attributed to temporal variations in traffic volumes. **Figures 3a and 3b** illustrate the 2025 existing conditions for the AM and PM peak hours, respectively.

5.0 BACKGROUND (NO BUILD) CONDITIONS

Construction of the proposed project is anticipated to reach full build-out in 2028. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipal personnel were contacted to discuss any specific projects that are currently approved or under construction that would generate additional traffic in the study area. The following developments were identified:

- A 108 unit apartment development located at 468-496 Dodge Rd is approved. Traffic generated by this development was included in the background growth rate due to its size and location.
- A four-story building containing 222 apartment units with 247 surface parking spaces and 53 garage spaces located at 2635-2655, 2675 & 2691 North Forest Rd is under construction. Traffic generated by this development was added to the existing traffic volumes on North Forest Rd given its proximity to the proposed site.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has decreased between 2017 and 2025. To account for normal increases in background traffic growth, including the developments noted above as well as any unforeseen developments in the study area, a growth rate of 0.5% was applied to the existing traffic volumes for the build out period (three years growth from 2025 to 2028). **Figures 4a & 4b** depict the 2028 peak hour background traffic volumes for the AM and PM peak hours, respectively.

6.0 PROPOSED DEVELOPMENT CONDITIONS

6.1 Project Description

The proposed development consists of constructing two four-story apartment buildings containing a total of 144 units with a mix of studio (3 units), one-bedroom (72 units), one-bedroom plus den (24 units), two-bedroom (33 units), and three-bedroom (12 units). A dog park, garage parking for 55 vehicles, and 194 surface parking spaces are also provided for use by the residents. Access to the site will be provided via one driveway along John James Audubon Pkwy and two driveways along North Forest Rd. The Overall Site Plan is included at the end of this report.

6.2 Proposed Traffic Generation

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. *Trip Generation Manual* (12th Edition) published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land uses, in this case, the weekday commuter AM and PM peak hours, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

Table 3 shows the total site generated trips for the weekday AM and PM peak hours for the proposed development. All trip generation information has been included in the Appendices.

Table 3: *Site Generated Trips*

Description	ITE Land Use Code	Size	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Multifamily Housing (Mid-Rise)	221	144 units	**12**	**41**	**35**	**20**

The proposed project is expected to generate approximately 12 entering/41 exiting vehicle trips during the AM peak hour and 35 entering/20 exiting vehicle trips during the PM peak.

6.3 Trip Distribution

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. The proposed arrival and departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Employment centers using US Census data.
- Commercial centers in the greater area.
- Surrounding roadway network.
- Site layout and access locations.
- Proximity and access to expressways and other main roadways
- Existing traffic patterns.
- Existing traffic conditions and controls.

Figure 5 shows the anticipated trip distribution pattern percentage for the project site. **Figures 6a and 6b** illustrate the peak hour project site-generated traffic during the AM and PM peak hours, respectively, based on the percentages in Figure 5.

6.4 Full Development Volumes

The proposed design hour traffic volumes are developed for the peak hours by combining the background traffic conditions (**Figures 4a and 4b**) and the new site-generated traffic volumes (**Figures 6a and 6b**) to yield the traffic volumes under full development conditions. **Figures 7a and 7b** illustrate the total peak hour volumes anticipated for the proposed project under full build-out conditions for the AM and PM peak hours, respectively.

6.5 Parking Demand Analysis

PARKING REQUIREMENTS PER ZONING CODE

The proposed project is currently located in the Office Building District (OB). A zone change is proposed for the site that would place it in the General Business (GB) District and the New Community District (NCD) overlay district. Section §7-1-6 A of the Zoning Code sets forth the off-street parking requirements for different land use categories. **Table 4** summarizes the parking requirements.

Table 4: *Site Generated Trips*

USE TYPE	PARKING SPACE REQUIREMENTS	SIZE	RESULT
Residential – Attached Dwelling	2 per unit	144 units	288

PARKING GENERATION

Section §7-1-7 of the Zoning Code sets forth conditions in which the off-street parking demand may be reduced. This section states that "An alternative parking standard may be approved by the Zoning Enforcement Officer for specific developments or uses that are deemed to require a different amount of parking than the standards shown in the Schedule of Parking Requirements. " Parking generation rates published by the latest ITE *Parking Generation (6th Edition)* and ULI *Shared Parking (3rd Edition)* are typically used as the standard methodology to estimate baseline parking generation. **Table 5** summarizes the calculations. Calculations are attached.

Table 5: *ITE Parking Generation*

USE TYPE	SIZE	RATE	PARKING DEMAND
Multifamily Housing (Mid-Rise) – Studio	3 units	0.68	2
Multifamily Housing (Mid-Rise) – 1 Bedroom	72 units	0.68	49
Multifamily Housing (Mid-Rise) – 1 Bedroom plus den	24 units	0.68	16
Multifamily Housing (Mid-Rise) – 2 Bedroom	33 units	1.23	39
Multifamily Housing (Mid-Rise) – 3 Bedroom	12 units	1.23	15
Total Parking Demand			121

The total anticipated parking demand based on ITE data is 121 spaces. Considering the total supply of 249 spaces, it is Passero's professional opinion that there is more than adequate on-site parking capacity to accommodate future needs.

7.0 TRAFFIC OPERATIONS AND ANALYSIS

7.1 Description of Capacity Analysis

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis focuses on intersections, as opposed to highway segments.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the *Highway Capacity Manual (HCM) 7th Edition* published by the Transportation Research Board (TRB). Traffic analysis software, Synchro 12, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a level of service based on the HCM as an indicator of how well intersections operate.

Six levels of service are defined for analysis purposes. They are assigned letter designations, from A to F, with LOS A representing the conditions with little to no delay, and LOS F conditions with very long delays. Suggested ranges of service capacity and an explanation of levels of service are included in the Appendices. LOS C or better is desirable, but LOS D for signalized locations and LOS E for unsignalized locations are generally thresholds of acceptable operation during peak periods so long as the volume to capacity ratio (v/c) is below 1.0. **Table 6** depicts level of service criteria for both signalized and unsignalized intersections and associated delays per vehicle in seconds.

Table 6: *Level of Service Criteria*

Level of Service	Signalized Control	Unsignalized Control
A	< 10	< 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

Level of service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15-minute analysis period. Level of service for unsignalized intersections, however, are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available, and vehicles are not expected to experience significant queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur.

7.2 Capacity Analysis Results

The future traffic conditions generated by the project were analyzed to assess the operation of the study area intersections. Given that the site driveways do not currently exist, there are no existing or background conditions for comparison. Capacity results for full development conditions are listed in **Table 7**. The discussion following the table summarizes capacity conditions. The detailed Synchro capacity analysis worksheets are contained in the Appendices.

Table 7: *Capacity Analysis Results*

INTERSECTION	2028 FULL BUILD CONDITIONS					
	AM			PM		
	LOS	Delay	v/c	LOS	Delay	v/c
1. John James Audubon Pkwy at Proposed Site Driveway (U)						
EB - Proposed Site Driveway	A	9.4	0.03	B	13.3	0.03
NB Left - John James Audubon Pkwy	A	7.4	0.00	A	8.1	0.02
2. North Forest Rd at Proposed North Site Driveway (U)						
WB - North Site Driveway	A	9.6	0.02	B	10.1	0.01
SB Left - North Forest Rd	A	7.6	0.00	A	7.8	0.00
3. North Forest Rd at Proposed South Site Driveway (U)						
WB - South Site Driveway	B	14.1	0.03	C	15.9	0.02
SB Left - North Forest Rd	A	8.1	0.17	A	8.4	0.20
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound						
N/A = Approach does not exist and/or was not analyzed during this condition						

1. John James Audubon Pkwy/Proposed Site Driveway (Unsignalized)
All approaches are projected to operate at LOS B or better under full build conditions during both peak hours. No improvements are recommended at this location.

2. North Forest Rd/Proposed North Site Driveway (Unsignalized)
All approaches are projected to operate at LOS B or better under full build conditions during both peak hours. No improvements are recommended at this location.

3. North Forest Rd/Proposed South Site Driveway (Unsignalized)
All approaches are projected to operate at LOS C or better under full build conditions during both peak hours. No improvements are recommended at this location.

8.0 CONCLUSIONS AND RECOMMENDATIONS

This Traffic Impact Report identified and evaluated the potential traffic impacts that can be expected from the proposed Multifamily Development located at 151 John James Audubon Parkway in the Town of Amherst, NY. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections. Additionally, the proposed parking provided on-site is sufficient to accommodate the anticipated parking demands of the development. The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. The proposed project is expected to generate approximately 12 entering/41 exiting vehicle trips during the AM peak hour and 35 entering/20 exiting vehicle trips during the PM peak.

2. The alternative parking calculation provided in Section 6.5 indicates the need for 121 parking spaces based on the anticipated mix of units with one to three bedrooms. Considering the total supply of 249 spaces, it is Passero's professional opinion that there is more than adequate on-site parking capacity to accommodate future needs based on the alternate parking analysis.

3. All three proposed site driveways are expected to operate at LOS C or better on all approaches during both peak hours and no improvements are warranted nor recommended at any of the study intersection during either peak hour as a result of the proposed development.

4. Pursuant to the State Environmental Quality Review Act (SEQRA), this detailed analysis demonstrates that the proposed project does not result in any significant adverse traffic impacts even at full development.

9.0 REFERENCES

- Synchro 12 Software. Cubic ITS.
- Highway Capacity Manual (7th Edition). Transportation Research Board (TRB). Washington, DC. 2022.
- Trip Generation Manual (12th Edition). Institute of Transportation Engineers (ITE). Washington, DC. 2025.
- Traffic Data Viewer. New York State Department of Transportation (NYSDOT). 2026.
- Highway Functional Classification Concepts, Criteria, and Procedures. Federal Highway Administration (FHWA). 2023.

10.0 FIGURES

Figures 1 through 7b are included on the following pages.

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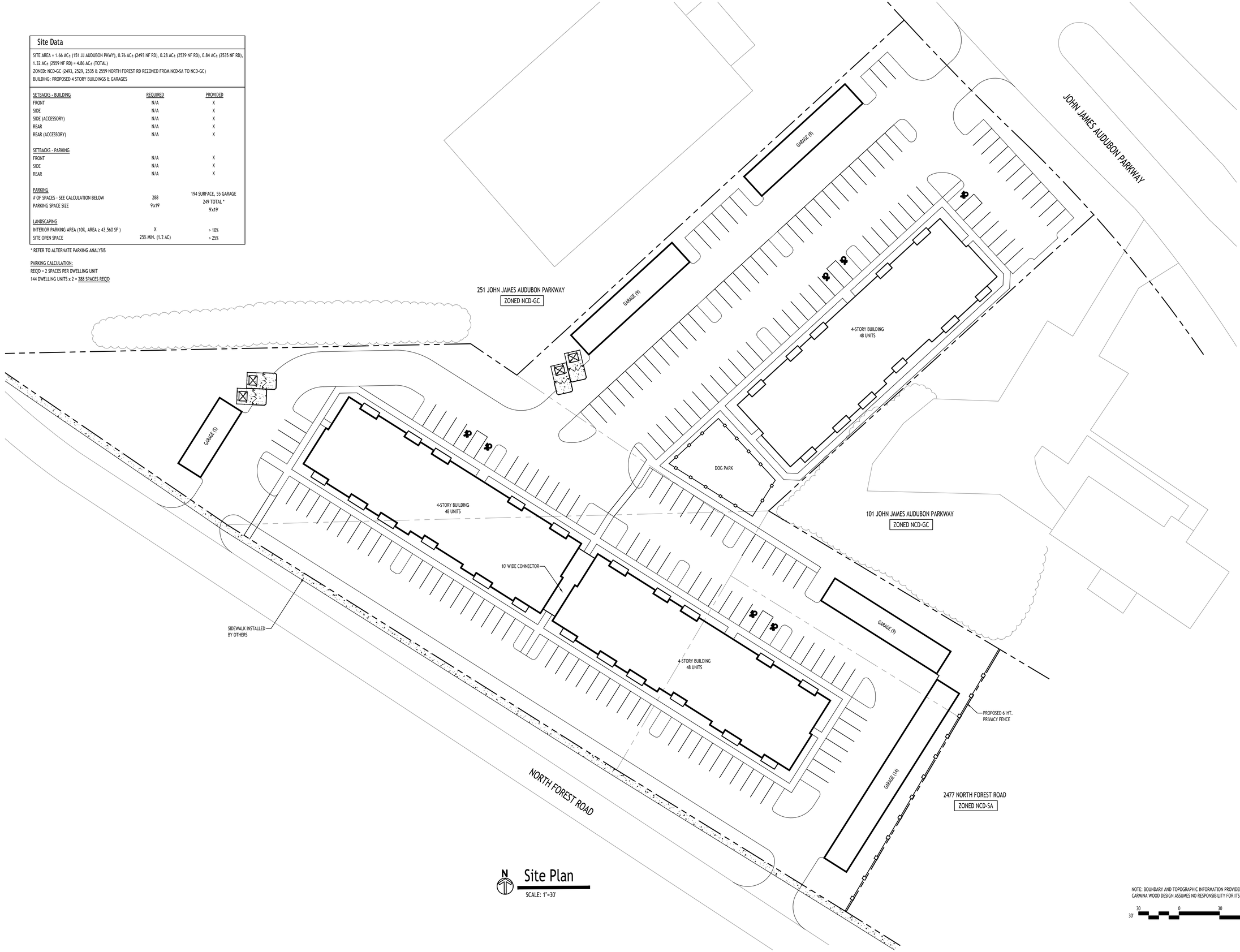
Site Data

SITE AREA = 1.66 AC± (151 JJ AUDUBON PKWY), 0.76 AC± (2493 NF RD), 0.28 AC± (2529 NF RD), 0.84 AC± (2535 NF RD), 1.32 AC± (2559 NF RD) = 4.86 AC± (TOTAL)
ZONED: NCD-GC (2493, 2529, 2535 & 2559 NORTH FOREST RD REZONED FROM NCD-SA TO NCD-GC)
BUILDING: PROPOSED 4 STORY BUILDINGS & GARAGES

SETBACKS - BUILDING	REQUIRED	PROVIDED
FRONT	N/A	X
SIDE	N/A	X
SIDE (ACCESSORY)	N/A	X
REAR	N/A	X
REAR (ACCESSORY)	N/A	X
SETBACKS - PARKING		
FRONT	N/A	X
SIDE	N/A	X
REAR	N/A	X
PARKING		
# OF SPACES - SEE CALCULATION BELOW	288	194 SURFACE, 55 GARAGE 249 TOTAL *
PARKING SPACE SIZE	9'x19'	9'x19'
LANDSCAPING		
INTERIOR PARKING AREA (10%, AREA ≥ 43,560 SF)	X	> 10%
SITE OPEN SPACE	25% MIN. (1.2 AC)	> 25%

* REFER TO ALTERNATE PARKING ANALYSIS

PARKING CALCULATION:
REQ'D = 2 SPACES PER DWELLING UNIT
144 DWELLING UNITS x 2 = 288 SPACES REQ'D



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Site Plan
SCALE: 1"=30'

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD DESIGN ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

30' 30 0 30 60Ft.

CARMINAWOOD
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Proposed Multi-Family

151 John James Audubon Pkwy, 2529, 2535 & 2559 North Forest Rd
Amherst, NY

REVISIONS:

No.	Description	Date

PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING NAME:
Site Plan
Concept

Date: 04.23.26
Drawn By: P. Sheedy
Scale: As Noted

DRAWING NO.
C-100

Project No: 26-4021

Legend

- Project Location
- # Intersection Point

Figure 1

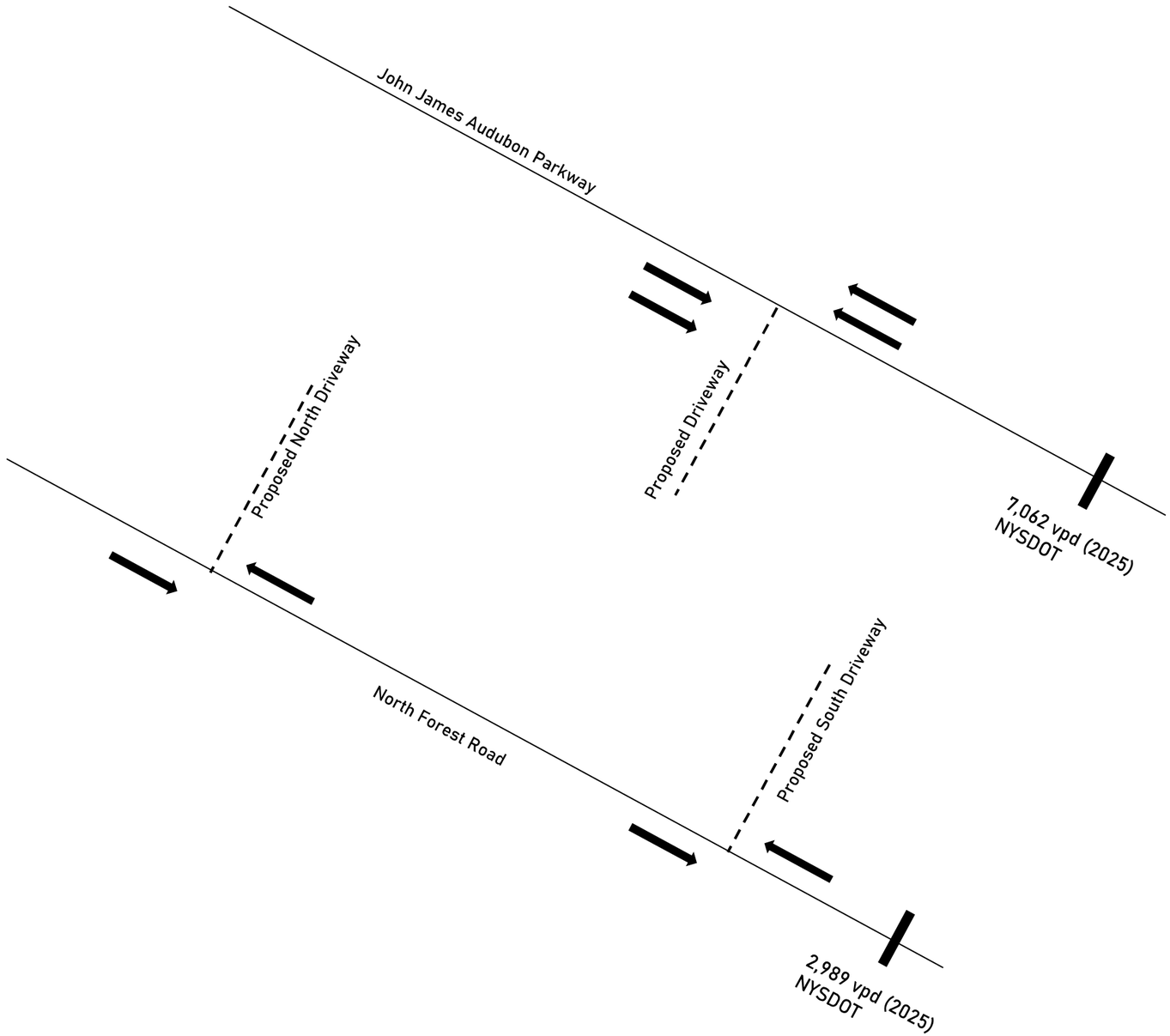
Site Location and Study Area

Maps created by: Passero Associates GIS, AV
CRS: NAD83 State Plane New York West
Municipality: Town Amherst
Source: Erie County GIS

PASSERO
architecture engineering

Proposed Multi-Family
Amherst, NY
Project Number:
20255262.0001

Date: 6/29/2026



PASSERO engineering architecture

242 West Main Street, Suite 100
Rochester, NY 14614

Lane Geometry and Average Daily Traffic

Proposed Multi-Family

Amherst, NY

Notes:

Figure 2

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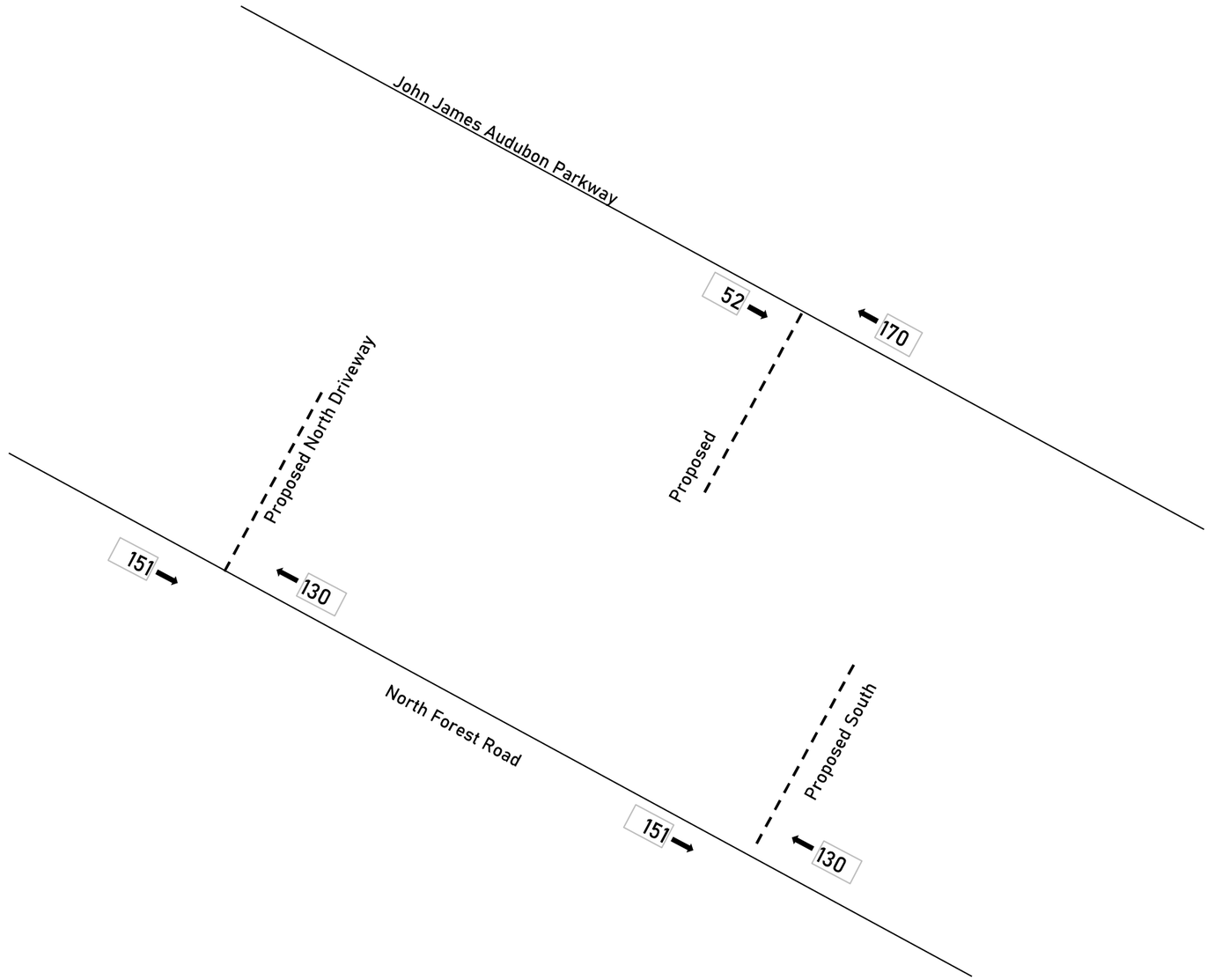

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2025 Existing Conditions - Weekday AM Peak Hour

Proposed Multi-Family

Amherst, NY

Notes:

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Figure 3a

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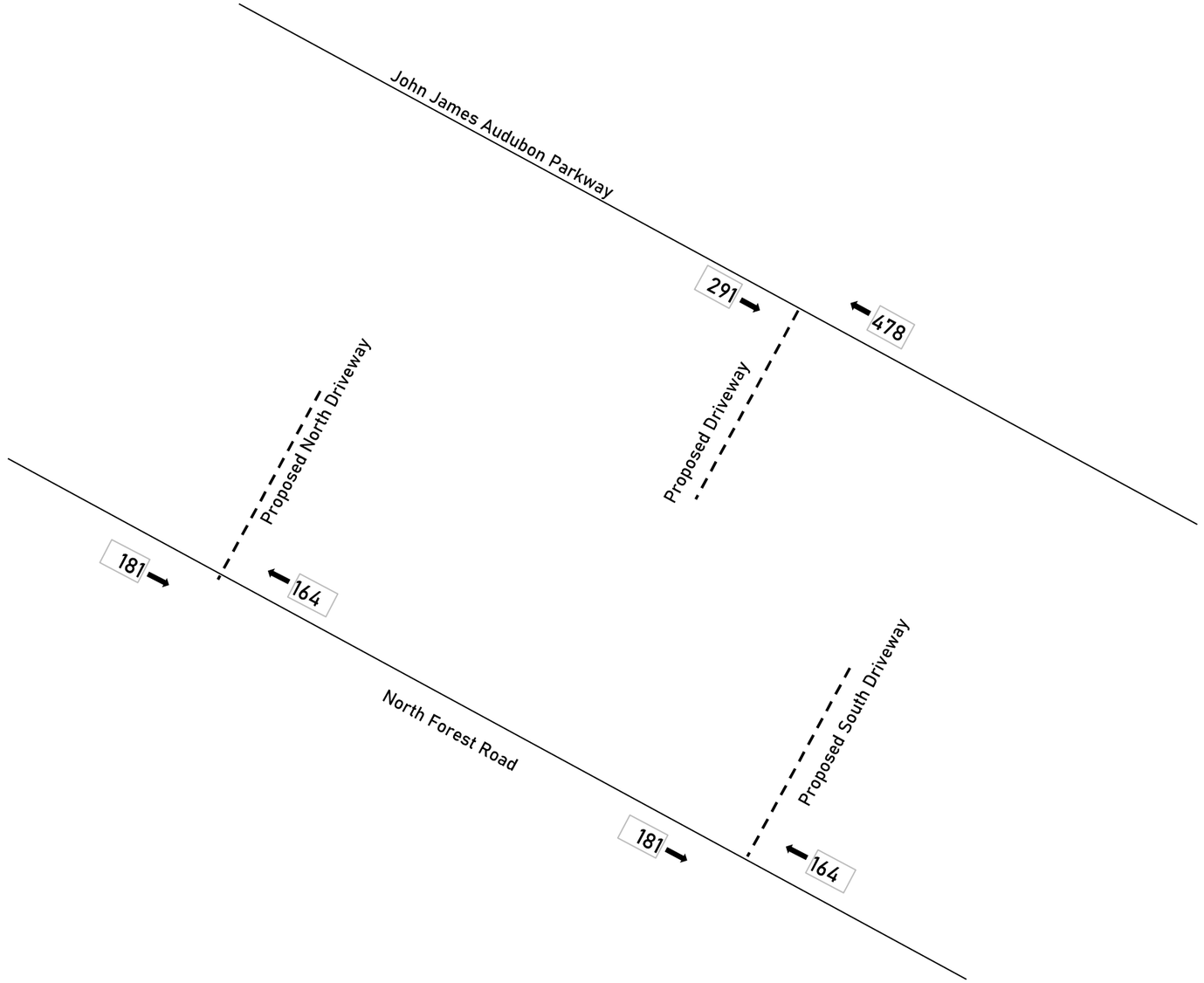

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2025 Existing Conditions - Weekday PM Peak Hour

Proposed Multi-Family

Amherst, NY

Notes:

Figure 3b

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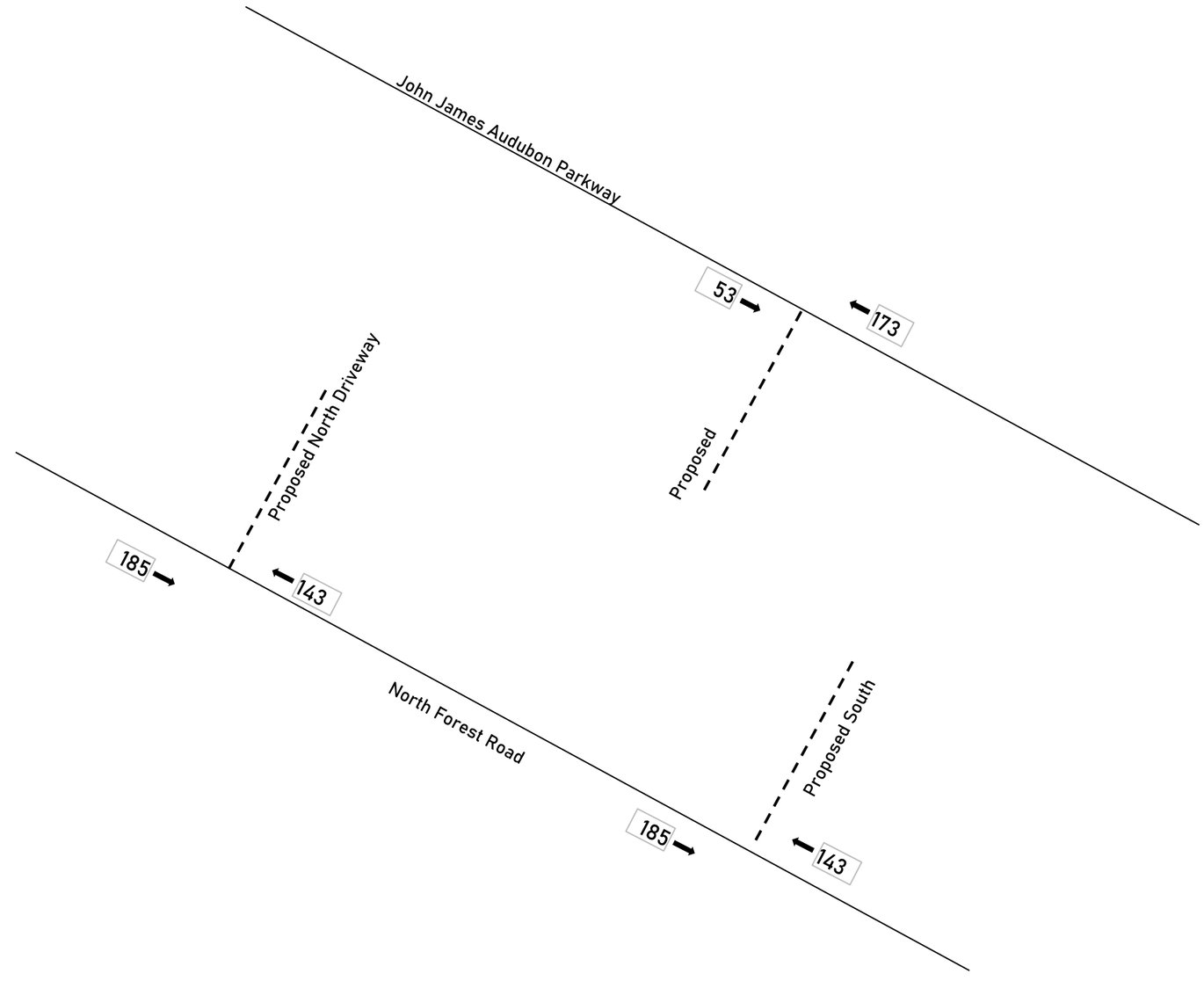

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2028 Background Conditions - Weekday AM Peak Hour

Proposed Multi-Family

Amherst, NY

Notes:

Figure 4a

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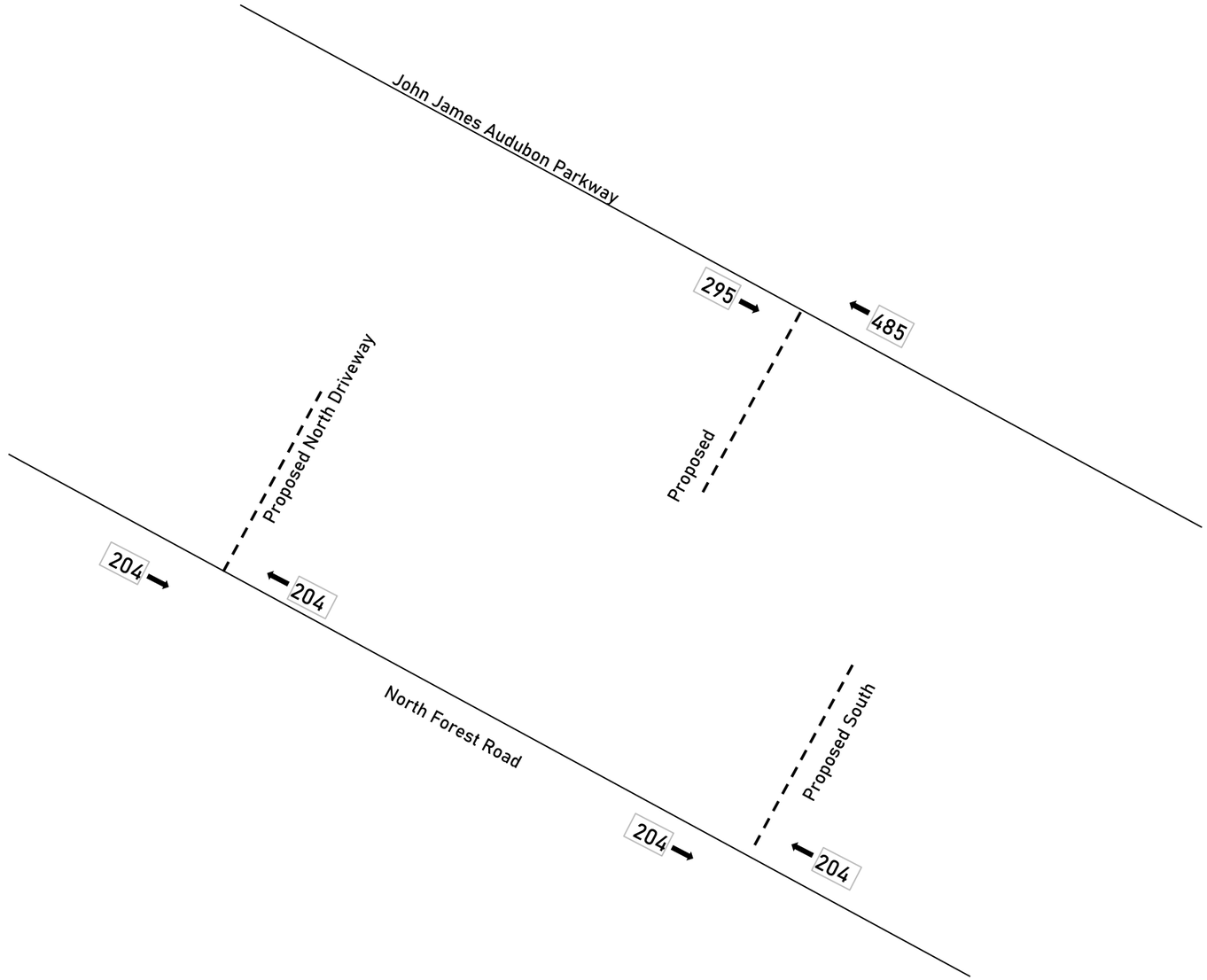

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Rochester, NY 14614

2028 Background Conditions - Weekday PM Peak Hour

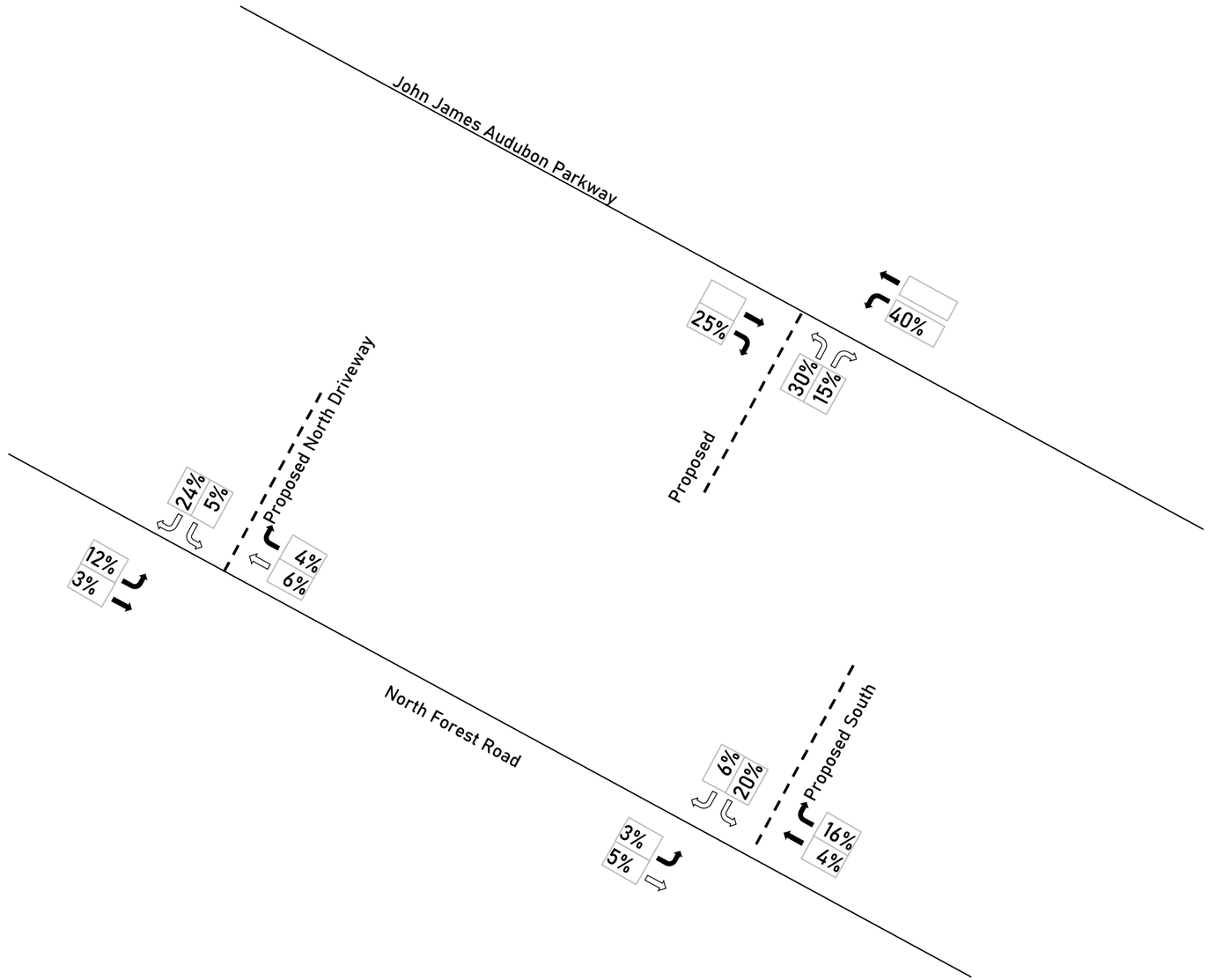
Proposed Multi-Family

Amherst, NY

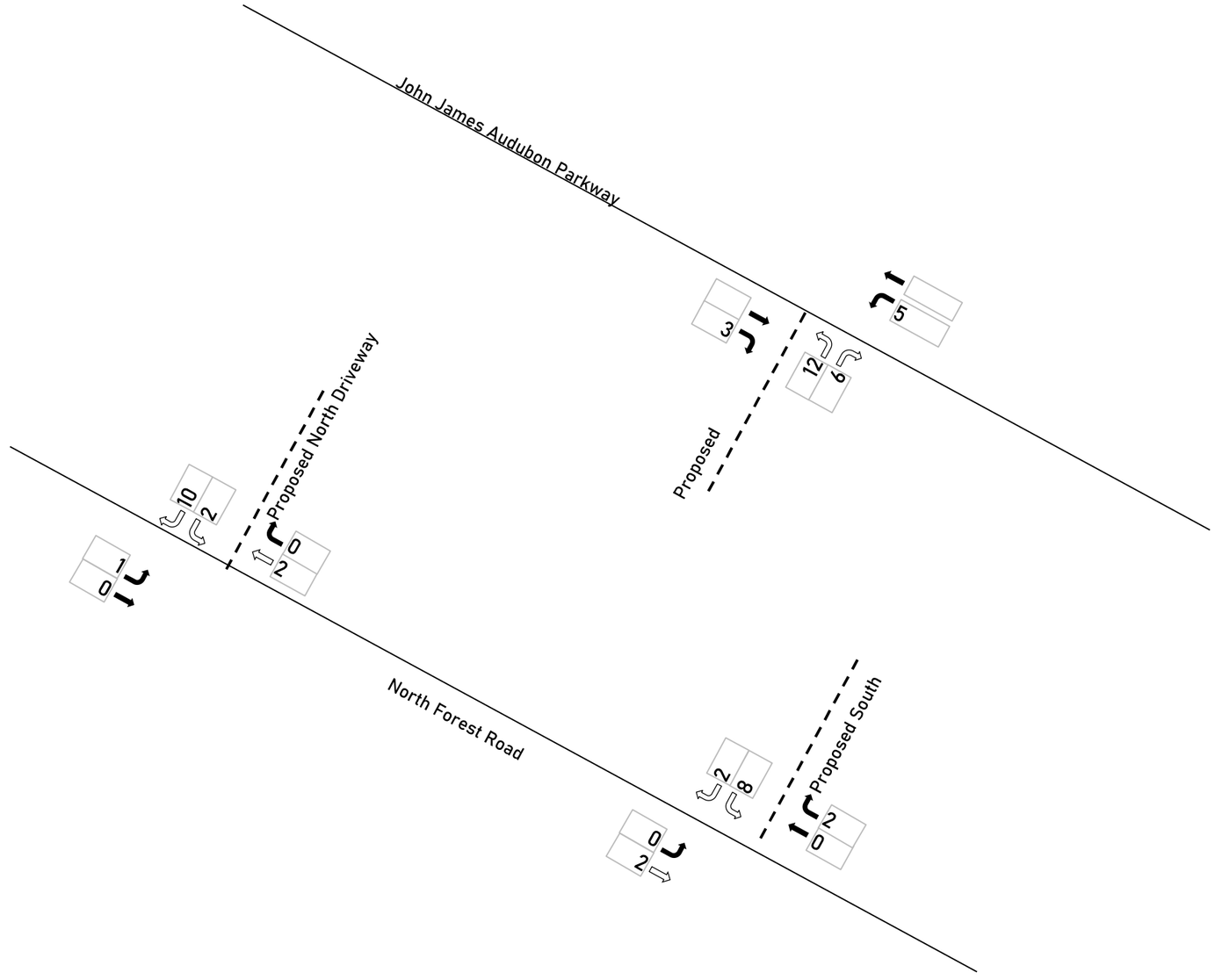
Notes:

Figure 4b

PN: 20265045.0001



PASSERO engineering architecture 242 West Main Street, Suite 100 Rochester, NY 14614	**Trip Distribution** **Proposed Multi-Family** Amherst, NY	Notes:	N **Figure 5** PN: 20265045.0001



PASSERO engineering architecture

242 West Main Street, Suite 100
Rochester, NY 14614

Total Site Trip Assignment - Weekday AM Peak Hour

Proposed Multi-Family

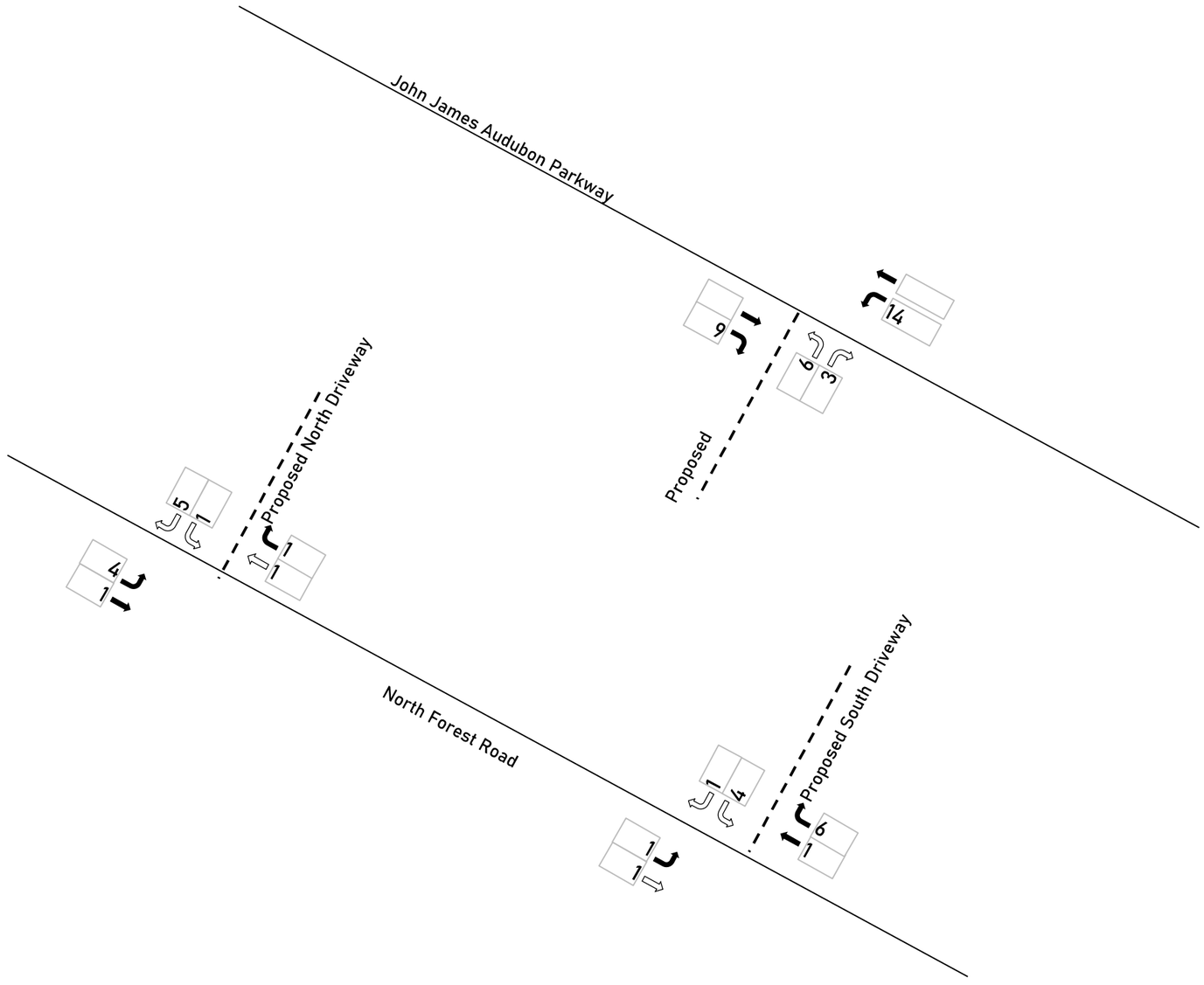
Amherst, NY

Notes:

N

Figure 6a

PN: 20265045.0001



PASSERO engineering architecture

242 West Main Street, Suite 100
Rochester, NY 14614

Total Site Trip Assignment - Weekday PM Peak Hour

Proposed Multi-Family

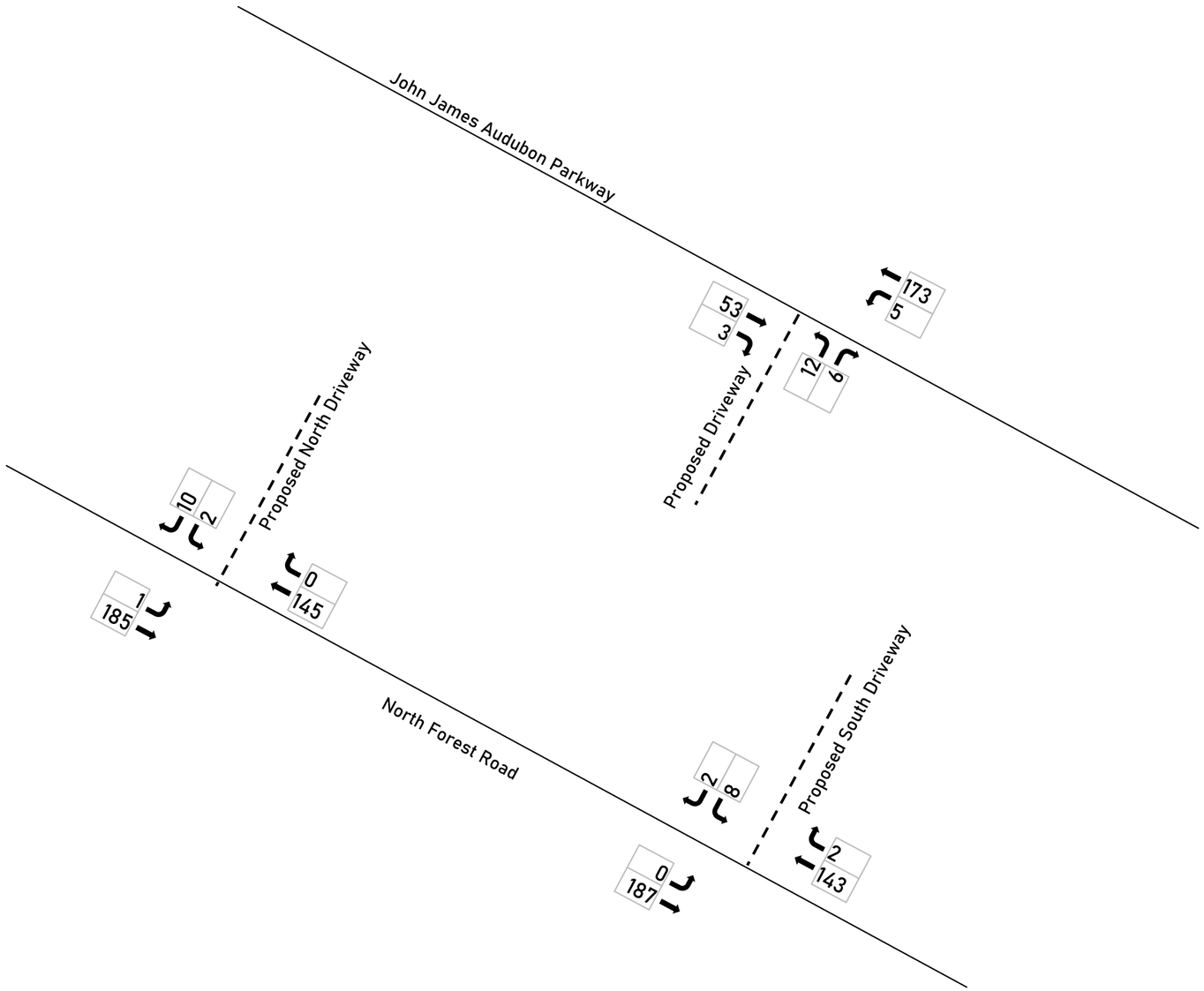
Amherst, NY

Notes:

N

Figure 6b

PN: 20265045.0001



PASSERO engineering architecture

242 West Main Street, Suite 100
Rochester, NY 14614

2028 Full Build Conditions - Weekday AM Peak Hour

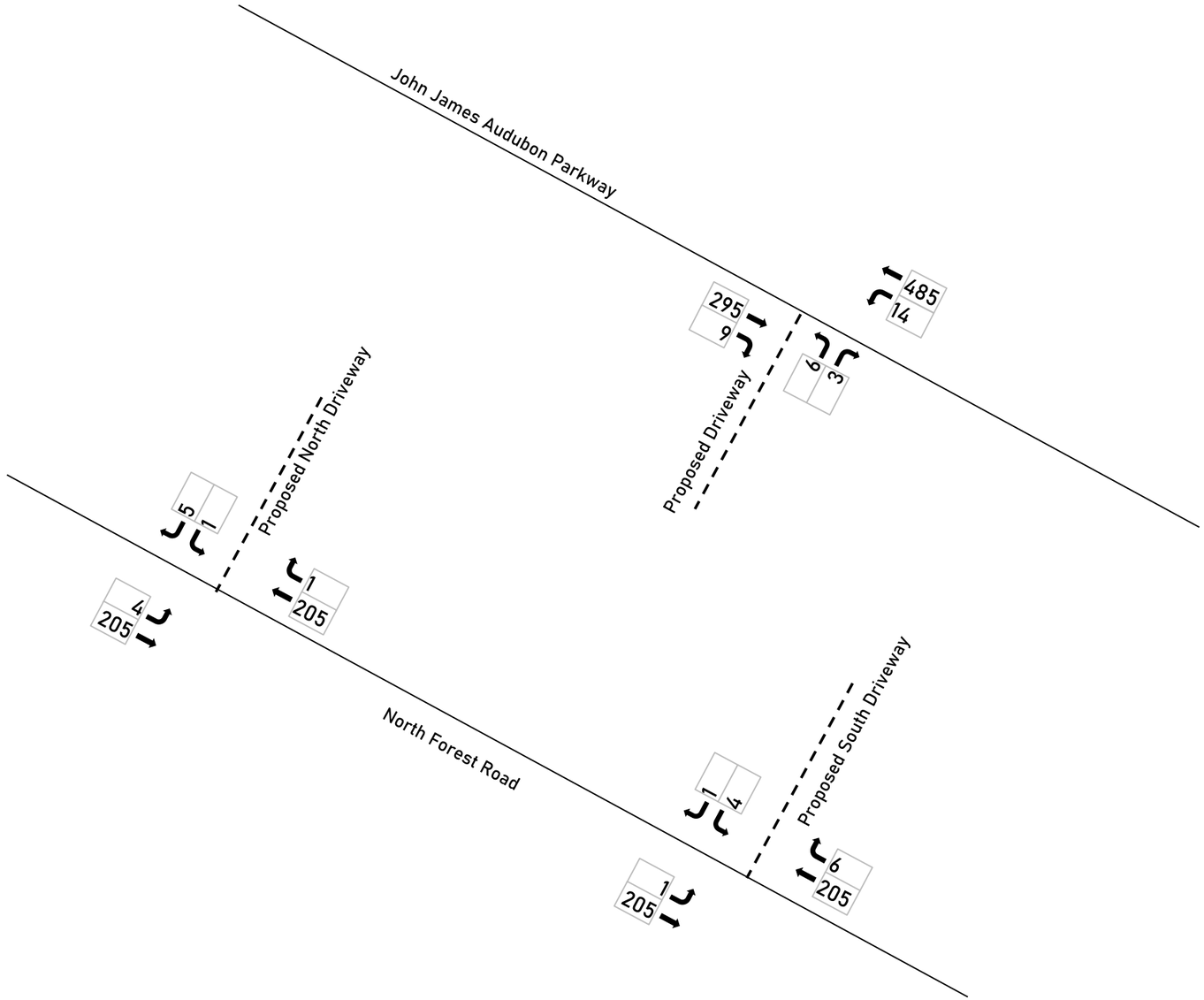
Proposed Multi-Family

Amherst, NY

Notes:

Figure 7a

PN: 20265045.0001



2028 Full Build Conditions - Weekday PM Peak Hour

Proposed Multi-Family

Amherst, NY

PASSERO engineering architecture

242 West Main Street, Suite 100
Rochester, NY 14614

Notes:

Figure 7b

PN: 20265045.0001

APPENDICES

APPENDIX A: EXISTING TRAFFIC COUNT DATA

Multi-Day Volume by Direction Report NYSDOT_SC 534036000000 Monday, April 28, 2025 to Thursday, May 1, 2025

Site Name: 534036, Site ID: 534036000000, Description: JOHN J AUDUBON from CR 294 N FOREST RD to CR 45 DODGE RD

Interval: 15 minutes, Exclude: Unchecked

		Directions			Lanes			
Date	Time	All	N	S	NB1	NB2	SB2	SB1
Monday 28 April 2025	00:00	-	-	-	-	-	-	-
	00:15	-	-	-	-	-	-	-
	00:30	-	-	-	-	-	-	-
	00:45	-	-	-	-	-	-	-
	01:00	-	-	-	-	-	-	-
	01:15	-	-	-	-	-	-	-
	01:30	-	-	-	-	-	-	-
	01:45	-	-	-	-	-	-	-
	02:00	-	-	-	-	-	-	-
	02:15	-	-	-	-	-	-	-
	02:30	-	-	-	-	-	-	-
	02:45	-	-	-	-	-	-	-
	03:00	-	-	-	-	-	-	-
	03:15	-	-	-	-	-	-	-
	03:30	-	-	-	-	-	-	-
	03:45	-	-	-	-	-	-	-
	04:00	-	-	-	-	-	-	-
	04:15	-	-	-	-	-	-	-
	04:30	-	-	-	-	-	-	-
	04:45	-	-	-	-	-	-	-
	05:00	-	-	-	-	-	-	-
	05:15	-	-	-	-	-	-	-
	05:30	-	-	-	-	-	-	-
	05:45	-	-	-	-	-	-	-
	06:00	-	-	-	-	-	-	-
	06:15	-	-	-	-	-	-	-
	06:30	-	-	-	-	-	-	-
	06:45	-	-	-	-	-	-	-
	07:00	-	-	-	-	-	-	-
	07:15	-	-	-	-	-	-	-
	07:30	-	-	-	-	-	-	-
	07:45	-	-	-	-	-	-	-
	08:00	-	-	-	-	-	-	-
	08:15	-	-	-	-	-	-	-
	08:30	-	-	-	-	-	-	-
	08:45	-	-	-	-	-	-	-
	09:00	-	-	-	-	-	-	-
	09:15	-	-	-	-	-	-	-
	09:30	-	-	-	-	-	-	-
	09:45	-	-	-	-	-	-	-
	10:00	-	-	-	-	-	-	-
	10:15	-	-	-	-	-	-	-
	10:30	-	-	-	-	-	-	-
	10:45	-	-	-	-	-	-	-
	11:00	-	-	-	-	-	-	-
	11:15	-	-	-	-	-	-	-
	11:30	-	-	-	-	-	-	-
	11:45	-	-	-	-	-	-	-
	12:00	-	-	-	-	-	-	-

		Directions			Lanes			
Date	Time	All	N	S	NB1	NB2	SB2	SB1
	12:15	-	-	-	-	-	-	-
	12:30	-	-	-	-	-	-	-
	12:45	-	-	-	-	-	-	-
	13:00	-	-	-	-	-	-	-
	13:15	-	-	-	-	-	-	-
	13:30	-	-	-	-	-	-	-
	13:45	-	-	-	-	-	-	-
	14:00	141	81	60	35	46	19	41
	14:15	131	65	66	25	40	26	40
	14:30	136	64	72	33	31	24	48
	14:45	147	86	61	34	52	19	42
	15:00	201	130	71	59	71	17	54
	15:15	145	85	60	33	52	19	41
	15:30	141	90	51	49	41	19	32
	15:45	165	93	72	36	57	28	44
	16:00	183	123	60	52	71	21	39
	16:15	140	84	56	28	56	18	38
	16:30	202	123	79	48	75	26	53
	16:45	166	98	68	43	55	25	43
	17:00	219	134	85	50	84	23	62
	17:15	157	77	80	31	46	22	58
	17:30	169	87	82	33	54	22	60
	17:45	131	59	72	26	33	25	47
	18:00	112	67	45	50	17	15	30
	18:15	109	72	37	44	28	6	31
	18:30	87	45	42	19	26	10	32
	18:45	108	63	45	29	34	18	27
	19:00	99	61	38	38	23	19	19
	19:15	67	33	34	12	21	12	22
	19:30	60	31	29	9	22	10	19
	19:45	66	33	33	18	15	14	19
	20:00	75	51	24	20	31	7	17
	20:15	44	24	20	10	14	10	10
	20:30	49	31	18	15	16	8	10
	20:45	50	28	22	10	18	5	17
	21:00	57	33	24	18	15	8	16
	21:15	38	18	20	3	15	8	12
	21:30	38	15	23	3	12	11	12
	21:45	44	26	18	6	20	6	12
	22:00	26	16	10	7	9	3	7
	22:15	20	8	12	4	4	4	8
	22:30	20	13	7	4	9	3	4
	22:45	25	15	10	8	7	3	7
	23:00	24	16	8	6	10	1	7
	23:15	13	5	8	3	2	3	5
	23:30	20	12	8	5	7	2	6
	23:45	9	6	3	2	4	0	3
	Total	3834	2201	1633	958	1243	539	1094
Tuesday 29 April 2025	00:00	9	6	3	2	4	3	0
	00:15	10	7	3	5	2	2	1
	00:30	5	4	1	1	3	0	1
	00:45	4	2	2	0	2	1	1
	01:00	4	2	2	2	0	2	0
	01:15	3	0	3	0	0	0	3
	01:30	4	2	2	1	1	1	1
	01:45	3	2	1	1	1	0	1
	02:00	4	3	1	2	1	1	0

		Directions			Lanes			
Date	Time	All	N	S	NB1	NB2	SB2	SB1
	02:15	3	2	1	1	1	0	1
	02:30	3	2	1	1	1	1	0
	02:45	0	0	0	0	0	0	0
	03:00	2	1	1	0	1	0	1
	03:15	2	1	1	0	1	0	1
	03:30	1	1	0	0	1	0	0
	03:45	2	1	1	0	1	0	1
	04:00	1	0	1	0	0	0	1
	04:15	2	2	0	0	2	0	0
	04:30	4	1	3	0	1	0	3
	04:45	5	4	1	2	2	0	1
	05:00	8	1	7	1	0	2	5
	05:15	4	1	3	0	1	1	2
	05:30	13	3	10	0	3	4	6
	05:45	28	4	24	1	3	6	18
	06:00	22	9	13	3	6	3	10
	06:15	26	7	19	1	6	6	13
	06:30	52	19	33	5	14	8	25
	06:45	67	25	42	5	20	14	28
	07:00	67	18	49	7	11	15	34
	07:15	100	23	77	9	14	16	61
	07:30	130	37	93	14	23	26	67
	07:45	198	46	152	9	37	44	108
	08:00	164	46	118	17	29	41	77
	08:15	190	47	143	11	36	31	112
	08:30	139	34	105	13	21	40	65
	08:45	159	44	115	20	24	37	78
	09:00	117	31	86	11	20	26	60
	09:15	128	35	93	13	22	28	65
	09:30	114	38	76	18	20	19	57
	09:45	111	43	68	15	28	15	53
	10:00	97	47	50	19	28	12	38
	10:15	96	38	58	13	25	11	47
	10:30	107	46	61	22	24	14	47
	10:45	169	63	106	28	35	39	67
	11:00	107	58	49	22	36	15	34
	11:15	110	60	50	27	33	12	38
	11:30	133	68	65	31	37	27	38
	11:45	142	67	75	30	37	20	55
	12:00	170	89	81	39	50	24	57
	12:15	150	66	84	25	41	29	55
	12:30	158	82	76	32	50	28	48
	12:45	129	62	67	18	44	17	50
	13:00	128	77	51	45	32	17	34
	13:15	118	65	53	23	42	12	41
	13:30	139	69	70	24	45	16	54
	13:45	143	72	71	24	48	26	45
	14:00	150	78	72	31	47	26	46
	14:15	110	57	53	15	42	19	34
	14:30	128	69	59	21	48	17	42
	14:45	148	72	76	37	35	21	55
	15:00	177	94	83	42	52	29	54
	15:15	135	71	64	31	40	23	41
	15:30	194	111	83	45	66	31	52
	15:45	145	79	66	36	43	19	47
	16:00	196	127	69	54	73	20	49
	16:15	138	88	50	29	59	17	33

		Directions			Lanes			
Date	Time	All	N	S	NB1	NB2	SB2	SB1
	16:30	190	128	62	43	85	18	44
	16:45	181	112	69	40	72	17	52
	17:00	200	139	61	47	92	26	35
	17:15	161	91	70	37	54	21	49
	17:30	121	65	56	33	32	16	40
	17:45	127	76	51	36	40	15	36
	18:00	133	78	55	38	40	18	37
	18:15	126	79	47	39	40	15	32
	18:30	97	65	32	26	39	6	26
	18:45	83	58	25	30	28	8	17
	19:00	77	43	34	26	17	10	24
	19:15	72	41	31	13	28	10	21
	19:30	77	45	32	12	33	12	20
	19:45	70	45	25	19	26	6	19
	20:00	56	36	20	12	24	8	12
	20:15	50	33	17	13	20	6	11
	20:30	35	19	16	2	17	6	10
	20:45	42	25	17	12	13	6	11
	21:00	57	29	28	12	17	4	24
	21:15	32	19	13	6	13	4	9
	21:30	30	13	17	5	8	8	9
	21:45	24	17	7	9	8	2	5
	22:00	18	9	9	4	5	2	7
	22:15	22	8	14	2	6	0	14
	22:30	12	9	3	2	7	1	2
	22:45	25	16	9	7	9	2	7
	23:00	21	13	8	4	9	3	5
	23:15	14	6	8	3	3	3	5
	23:30	16	7	9	2	5	5	4
	23:45	19	14	5	5	9	0	5
	Total	7713	3767	3946	1493	2274	1192	2754
Wednesday 30 April 2025	00:00	9	7	2	7	0	1	1
	00:15	11	6	5	6	0	2	3
	00:30	11	6	5	6	0	4	1
	00:45	10	6	4	6	0	0	4
	01:00	2	1	1	1	0	0	1
	01:15	3	2	1	2	0	0	1
	01:30	2	2	0	2	0	0	0
	01:45	8	6	2	6	0	2	0
	02:00	7	5	2	5	0	2	0
	02:15	3	2	1	2	0	1	0
	02:30	3	1	2	1	0	2	0
	02:45	3	1	2	1	0	0	2
	03:00	0	0	0	0	0	0	0
	03:15	2	0	2	0	0	0	2
	03:30	0	0	0	0	0	0	0
	03:45	3	0	3	0	0	0	3
	04:00	2	1	1	1	0	0	1
	04:15	0	0	0	0	0	0	0
	04:30	2	0	2	0	0	0	2
	04:45	5	3	2	2	1	0	2
	05:00	5	2	3	2	0	1	2
	05:15	6	1	5	1	0	2	3
	05:30	12	2	10	0	2	3	7
	05:45	18	3	15	1	2	5	10
	06:00	17	9	8	2	7	2	6
	06:15	35	10	25	2	8	7	18

		Directions			Lanes			
Date	Time	All	N	S	NB1	NB2	SB2	SB1
	06:30	35	10	25	4	6	3	22
	06:45	74	26	48	6	20	17	31
	07:00	63	24	39	12	12	10	29
	07:15	75	24	51	9	15	13	38
	07:30	113	40	73	15	25	27	46
	07:45	200	44	156	8	36	56	100
	08:00	145	35	110	8	27	26	84
	08:15	166	49	117	15	34	31	86
	08:30	180	43	137	7	36	41	96
	08:45	212	42	170	13	29	41	129
	09:00	130	38	92	15	23	27	65
	09:15	116	48	68	13	35	22	46
	09:30	115	36	79	14	22	25	54
	09:45	174	64	110	20	44	36	74
	10:00	140	75	65	31	44	20	45
	10:15	126	56	70	22	34	17	53
	10:30	149	63	86	22	41	22	64
	10:45	161	74	87	24	50	39	48
	11:00	141	83	58	35	48	14	44
	11:15	102	44	58	18	26	18	40
	11:30	130	56	74	19	37	23	51
	11:45	183	76	107	26	50	38	69
	12:00	165	88	77	43	45	31	46
	12:15	142	70	72	19	51	25	47
	12:30	158	74	84	32	42	26	58
	12:45	149	71	78	25	46	25	53
	13:00	166	86	80	30	56	19	61
	13:15	123	66	57	32	34	19	38
	13:30	131	55	76	16	39	25	51
	13:45	144	63	81	25	38	31	50
	14:00	173	105	68	45	60	22	46
	14:15	150	77	73	40	37	25	48
	14:30	133	69	64	27	42	20	44
	14:45	154	82	72	38	44	30	42
	15:00	157	76	81	32	44	26	55
	15:15	150	83	67	44	39	26	41
	15:30	159	90	69	38	52	25	44
	15:45	175	100	75	38	62	25	50
	16:00	179	113	66	42	71	30	36
	16:15	162	95	67	41	54	23	44
	16:30	231	163	68	60	103	19	49
	16:45	190	108	82	39	69	28	54
	17:00	234	162	72	67	95	29	43
	17:15	176	98	78	36	62	32	46
	17:30	145	85	60	41	44	13	47
	17:45	138	65	73	32	33	17	56
	18:00	120	65	55	25	40	14	41
	18:15	123	60	63	24	36	21	42
	18:30	95	52	43	23	29	10	33
	18:45	105	55	50	21	34	14	36
	19:00	85	50	35	21	29	12	23
	19:15	68	41	27	18	23	13	14
	19:30	82	42	40	20	22	10	30
	19:45	71	42	29	21	21	13	16
	20:00	67	36	31	11	25	10	21
	20:15	72	42	30	22	20	9	21
	20:30	47	30	17	12	18	6	11

		Directions			Lanes			
Date	Time	All	N	S	NB1	NB2	SB2	SB1
	20:45	55	33	22	16	17	8	14
	21:00	52	29	23	13	16	9	14
	21:15	39	25	14	7	18	5	9
	21:30	47	28	19	12	16	7	12
	21:45	34	25	9	10	15	2	7
	22:00	32	19	13	7	12	4	9
	22:15	29	10	19	4	6	5	14
	22:30	20	11	9	3	8	2	7
	22:45	22	14	8	6	8	3	5
	23:00	18	12	6	4	8	1	5
	23:15	19	11	8	3	8	3	5
	23:30	20	12	8	5	7	5	3
	23:45	17	13	4	7	6	2	2
	Total	8332	4027	4305	1609	2418	1379	2926
Thursday 1 May 2025	00:00	17	9	8	2	7	4	4
	00:15	7	3	4	1	2	2	2
	00:30	8	6	2	0	6	0	2
	00:45	7	7	0	3	4	0	0
	01:00	3	2	1	0	2	0	1
	01:15	2	0	2	0	0	0	2
	01:30	5	3	2	2	1	0	2
	01:45	4	1	3	0	1	1	2
	02:00	6	2	4	2	0	3	1
	02:15	0	0	0	0	0	0	0
	02:30	5	4	1	4	0	1	0
	02:45	3	1	2	1	0	1	1
	03:00	2	1	1	0	1	0	1
	03:15	1	0	1	0	0	0	1
	03:30	1	0	1	0	0	0	1
	03:45	4	4	0	2	2	0	0
	04:00	2	1	1	0	1	1	0
	04:15	3	1	2	1	0	0	2
	04:30	0	0	0	0	0	0	0
	04:45	7	3	4	2	1	1	3
	05:00	4	1	3	1	0	1	2
	05:15	6	2	4	0	2	2	2
	05:30	16	5	11	0	5	1	10
	05:45	25	3	22	2	1	6	16
	06:00	20	7	13	0	7	3	10
	06:15	31	11	20	3	8	5	15
	06:30	49	15	34	4	11	5	29
	06:45	60	23	37	6	17	9	28
	07:00	64	24	40	7	17	9	31
	07:15	81	28	53	9	19	16	37
	07:30	135	31	104	8	23	36	68
	07:45	198	36	162	7	29	52	110
	08:00	143	37	106	6	31	28	78
	08:15	168	47	121	12	35	39	82
	08:30	169	47	122	11	36	41	81
	08:45	181	58	123	23	35	38	85
	09:00	149	31	118	9	22	36	82
	09:15	128	42	86	15	27	31	55
	09:30	97	33	64	8	25	18	46
	09:45	127	62	65	27	35	19	46
	10:00	107	53	54	18	35	25	29
	10:15	103	47	56	21	26	19	37
	10:30	137	52	85	18	34	25	60

		Directions			Lanes			
Date	Time	All	N	S	NB1	NB2	SB2	SB1
	10:45	133	58	75	25	33	30	45
	11:00	143	65	78	31	34	27	51
	11:15	110	57	53	23	34	15	38
	11:30	114	60	54	26	34	8	46
	11:45	126	62	64	27	35	20	44
	12:00	142	57	85	27	30	28	57
	12:15	158	84	74	37	47	23	51
	12:30	143	76	67	36	40	23	44
	12:45	156	84	72	38	46	22	50
	13:00	127	70	57	29	41	17	40
	13:15	140	72	68	24	48	21	47
	13:30	140	69	71	26	43	23	48
	13:45	156	58	98	18	40	29	69
	14:00	-	-	-	-	-	-	-
	14:15	-	-	-	-	-	-	-
	14:30	-	-	-	-	-	-	-
	14:45	-	-	-	-	-	-	-
	15:00	-	-	-	-	-	-	-
	15:15	-	-	-	-	-	-	-
	15:30	-	-	-	-	-	-	-
	15:45	-	-	-	-	-	-	-
	16:00	-	-	-	-	-	-	-
	16:15	-	-	-	-	-	-	-
	16:30	-	-	-	-	-	-	-
	16:45	-	-	-	-	-	-	-
	17:00	-	-	-	-	-	-	-
	17:15	-	-	-	-	-	-	-
	17:30	-	-	-	-	-	-	-
	17:45	-	-	-	-	-	-	-
	18:00	-	-	-	-	-	-	-
	18:15	-	-	-	-	-	-	-
	18:30	-	-	-	-	-	-	-
	18:45	-	-	-	-	-	-	-
	19:00	-	-	-	-	-	-	-
	19:15	-	-	-	-	-	-	-
	19:30	-	-	-	-	-	-	-
	19:45	-	-	-	-	-	-	-
	20:00	-	-	-	-	-	-	-
	20:15	-	-	-	-	-	-	-
	20:30	-	-	-	-	-	-	-
	20:45	-	-	-	-	-	-	-
	21:00	-	-	-	-	-	-	-
	21:15	-	-	-	-	-	-	-
	21:30	-	-	-	-	-	-	-
	21:45	-	-	-	-	-	-	-
	22:00	-	-	-	-	-	-	-
	22:15	-	-	-	-	-	-	-
	22:30	-	-	-	-	-	-	-
	22:45	-	-	-	-	-	-	-
	23:00	-	-	-	-	-	-	-
	23:15	-	-	-	-	-	-	-
	23:30	-	-	-	-	-	-	-
	23:45	-	-	-	-	-	-	-
	Total	4073	1615	2458	602	1013	764	1694

Events

No events

Multi-Day Volume by Direction Report NYSDOT_SC 534622000000 Monday, May 19, 2025 to Thursday, May 22, 2025

Site Name: 534622, Site ID: 534622000000, Description: CR294 NORTH FOREST RD from JJ AUDUBON PKWY to TURTLE CREEK APPTS DRIVEWAY

Interval: 15 minutes, Exclude: Unchecked

		Directions			Lanes	
Date	Time	All	N	S	NB	SB
Monday 19 May 2025	00:00	-	-	-	-	-
	00:15	-	-	-	-	-
	00:30	-	-	-	-	-
	00:45	-	-	-	-	-
	01:00	-	-	-	-	-
	01:15	-	-	-	-	-
	01:30	-	-	-	-	-
	01:45	-	-	-	-	-
	02:00	-	-	-	-	-
	02:15	-	-	-	-	-
	02:30	-	-	-	-	-
	02:45	-	-	-	-	-
	03:00	-	-	-	-	-
	03:15	-	-	-	-	-
	03:30	-	-	-	-	-
	03:45	-	-	-	-	-
	04:00	-	-	-	-	-
	04:15	-	-	-	-	-
	04:30	-	-	-	-	-
	04:45	-	-	-	-	-
	05:00	-	-	-	-	-
	05:15	-	-	-	-	-
	05:30	-	-	-	-	-
	05:45	-	-	-	-	-
	06:00	-	-	-	-	-
	06:15	-	-	-	-	-
	06:30	-	-	-	-	-
	06:45	-	-	-	-	-
	07:00	-	-	-	-	-
	07:15	-	-	-	-	-
	07:30	-	-	-	-	-
	07:45	-	-	-	-	-
	08:00	-	-	-	-	-
	08:15	-	-	-	-	-
	08:30	-	-	-	-	-
	08:45	-	-	-	-	-
	09:00	-	-	-	-	-
	09:15	-	-	-	-	-
	09:30	-	-	-	-	-
	09:45	-	-	-	-	-
	10:00	42	17	25	17	25
	10:15	57	26	31	26	31
	10:30	43	24	19	24	19
	10:45	59	31	28	31	28
	11:00	49	25	24	25	24
	11:15	40	21	19	21	19
	11:30	60	37	23	37	23
	11:45	81	39	42	39	42
	12:00	73	47	26	47	26

		Directions			Lanes	
Date	Time	All	N	S	NB	SB
	12:15	58	30	28	30	28
	12:30	41	18	23	18	23
	12:45	59	26	33	26	33
	13:00	53	24	29	24	29
	13:15	70	41	29	41	29
	13:30	56	31	25	31	25
	13:45	55	29	26	29	26
	14:00	67	33	34	33	34
	14:15	64	35	29	35	29
	14:30	51	34	17	34	17
	14:45	60	34	26	34	26
	15:00	53	28	25	28	25
	15:15	64	31	33	31	33
	15:30	69	25	44	25	44
	15:45	71	38	33	38	33
	16:00	61	32	29	32	29
	16:15	70	33	37	33	37
	16:30	65	33	32	33	32
	16:45	73	29	44	29	44
	17:00	94	41	53	41	53
	17:15	88	50	38	50	38
	17:30	93	46	47	46	47
	17:45	69	36	33	36	33
	18:00	67	34	33	34	33
	18:15	49	31	18	31	18
	18:30	48	23	25	23	25
	18:45	44	24	20	24	20
	19:00	48	22	26	22	26
	19:15	43	26	17	26	17
	19:30	42	23	19	23	19
	19:45	34	18	16	18	16
	20:00	28	11	17	11	17
	20:15	34	13	21	13	21
	20:30	18	11	7	11	7
	20:45	30	18	12	18	12
	21:00	32	23	9	23	9
	21:15	18	10	8	10	8
	21:30	9	4	5	4	5
	21:45	11	3	8	3	8
	22:00	6	3	3	3	3
	22:15	4	0	4	0	4
	22:30	4	4	0	4	0
	22:45	1	0	1	0	1
	23:00	5	2	3	2	3
	23:15	4	2	2	2	2
	23:30	3	0	3	0	3
	23:45	7	2	5	2	5
	Total	2597	1331	1266	1331	1266
Tuesday 20 May 2025	00:00	3	1	2	1	2
	00:15	5	1	4	1	4
	00:30	1	0	1	0	1
	00:45	1	0	1	0	1
	01:00	1	0	1	0	1
	01:15	2	2	0	2	0
	01:30	0	0	0	0	0
	01:45	1	0	1	0	1
	02:00	6	1	5	1	5

		Directions			Lanes	
Date	Time	All	N	S	NB	SB
	02:15	1	0	1	0	1
	02:30	3	2	1	2	1
	02:45	2	1	1	1	1
	03:00	0	0	0	0	0
	03:15	0	0	0	0	0
	03:30	0	0	0	0	0
	03:45	0	0	0	0	0
	04:00	1	1	0	1	0
	04:15	3	2	1	2	1
	04:30	1	0	1	0	1
	04:45	0	0	0	0	0
	05:00	8	2	6	2	6
	05:15	8	0	8	0	8
	05:30	7	2	5	2	5
	05:45	11	2	9	2	9
	06:00	14	3	11	3	11
	06:15	23	7	16	7	16
	06:30	37	14	23	14	23
	06:45	35	11	24	11	24
	07:00	32	16	16	16	16
	07:15	38	22	16	22	16
	07:30	53	26	27	26	27
	07:45	54	28	26	28	26
	08:00	59	25	34	25	34
	08:15	83	36	47	36	47
	08:30	61	32	29	32	29
	08:45	74	39	35	39	35
	09:00	61	24	37	24	37
	09:15	58	31	27	31	27
	09:30	43	15	28	15	28
	09:45	37	17	20	17	20
	10:00	61	37	24	37	24
	10:15	44	18	26	18	26
	10:30	65	31	34	31	34
	10:45	37	18	19	18	19
	11:00	40	25	15	25	15
	11:15	49	26	23	26	23
	11:30	51	26	25	26	25
	11:45	54	30	24	30	24
	12:00	53	33	20	33	20
	12:15	41	18	23	18	23
	12:30	48	26	22	26	22
	12:45	56	27	29	27	29
	13:00	48	29	19	29	19
	13:15	53	23	30	23	30
	13:30	58	30	28	30	28
	13:45	51	29	22	29	22
	14:00	61	29	32	29	32
	14:15	51	27	24	27	24
	14:30	59	30	29	30	29
	14:45	47	19	28	19	28
	15:00	47	22	25	22	25
	15:15	48	29	19	29	19
	15:30	65	34	31	34	31
	15:45	61	38	23	38	23
	16:00	58	27	31	27	31
	16:15	43	20	23	20	23

		Directions			Lanes	
Date	Time	All	N	S	NB	SB
	16:30	68	37	31	37	31
	16:45	77	22	55	22	55
	17:00	107	52	55	52	55
	17:15	95	47	48	47	48
	17:30	67	32	35	32	35
	17:45	68	34	34	34	34
	18:00	57	37	20	37	20
	18:15	36	21	15	21	15
	18:30	48	29	19	29	19
	18:45	31	18	13	18	13
	19:00	29	14	15	14	15
	19:15	29	17	12	17	12
	19:30	36	16	20	16	20
	19:45	21	10	11	10	11
	20:00	22	10	12	10	12
	20:15	15	8	7	8	7
	20:30	17	12	5	12	5
	20:45	19	12	7	12	7
	21:00	23	18	5	18	5
	21:15	17	12	5	12	5
	21:30	21	9	12	9	12
	21:45	7	3	4	3	4
	22:00	12	4	8	4	8
	22:15	6	1	5	1	5
	22:30	1	0	1	0	1
	22:45	3	1	2	1	2
	23:00	8	2	6	2	6
	23:15	8	4	4	4	4
	23:30	6	2	4	2	4
	23:45	3	1	2	1	2
	Total	3133	1549	1584	1549	1584
Wednesday 21 May 2025	00:00	2	2	0	2	0
	00:15	1	1	0	1	0
	00:30	3	2	1	2	1
	00:45	1	0	1	0	1
	01:00	3	2	1	2	1
	01:15	1	1	0	1	0
	01:30	1	1	0	1	0
	01:45	2	2	0	2	0
	02:00	1	0	1	0	1
	02:15	1	0	1	0	1
	02:30	1	1	0	1	0
	02:45	1	1	0	1	0
	03:00	2	1	1	1	1
	03:15	0	0	0	0	0
	03:30	1	0	1	0	1
	03:45	0	0	0	0	0
	04:00	1	0	1	0	1
	04:15	1	1	0	1	0
	04:30	0	0	0	0	0
	04:45	6	3	3	3	3
	05:00	6	1	5	1	5
	05:15	11	3	8	3	8
	05:30	6	0	6	0	6
	05:45	8	3	5	3	5
	06:00	11	4	7	4	7
	06:15	25	6	19	6	19

		Directions			Lanes	
Date	Time	All	N	S	NB	SB
	06:30	25	8	17	8	17
	06:45	30	9	21	9	21
	07:00	30	14	16	14	16
	07:15	31	15	16	15	16
	07:30	57	31	26	31	26
	07:45	59	30	29	30	29
	08:00	67	31	36	31	36
	08:15	81	35	46	35	46
	08:30	61	30	31	30	31
	08:45	79	34	45	34	45
	09:00	78	36	42	36	42
	09:15	48	17	31	17	31
	09:30	50	22	28	22	28
	09:45	48	15	33	15	33
	10:00	47	27	20	27	20
	10:15	58	30	28	30	28
	10:30	49	25	24	25	24
	10:45	59	38	21	38	21
	11:00	52	33	19	33	19
	11:15	44	25	19	25	19
	11:30	65	39	26	39	26
	11:45	46	22	24	22	24
	12:00	64	32	32	32	32
	12:15	42	19	23	19	23
	12:30	57	31	26	31	26
	12:45	49	26	23	26	23
	13:00	64	41	23	41	23
	13:15	48	28	20	28	20
	13:30	59	27	32	27	32
	13:45	48	27	21	27	21
	14:00	48	21	27	21	27
	14:15	57	28	29	28	29
	14:30	72	44	28	44	28
	14:45	55	29	26	29	26
	15:00	54	28	26	28	26
	15:15	63	31	32	31	32
	15:30	55	26	29	26	29
	15:45	65	27	38	27	38
	16:00	77	38	39	38	39
	16:15	75	28	47	28	47
	16:30	69	31	38	31	38
	16:45	79	38	41	38	41
	17:00	99	43	56	43	56
	17:15	84	45	39	45	39
	17:30	77	42	35	42	35
	17:45	56	29	27	29	27
	18:00	57	37	20	37	20
	18:15	42	24	18	24	18
	18:30	37	19	18	19	18
	18:45	31	13	18	13	18
	19:00	32	15	17	15	17
	19:15	35	18	17	18	17
	19:30	27	18	9	18	9
	19:45	20	15	5	15	5
	20:00	42	29	13	29	13
	20:15	29	17	12	17	12
	20:30	15	4	11	4	11

		Directions			Lanes	
Date	Time	All	N	S	NB	SB
	20:45	18	7	11	7	11
	21:00	23	16	7	16	7
	21:15	10	7	3	7	3
	21:30	5	3	2	3	2
	21:45	9	5	4	5	4
	22:00	11	3	8	3	8
	22:15	11	3	8	3	8
	22:30	7	4	3	4	3
	22:45	6	4	2	4	2
	23:00	6	2	4	2	4
	23:15	4	1	3	1	3
	23:30	8	3	5	3	5
	23:45	0	0	0	0	0
	Total	3261	1627	1634	1627	1634
Thursday 22 May 2025	00:00	7	3	4	3	4
	00:15	7	5	2	5	2
	00:30	1	0	1	0	1
	00:45	0	0	0	0	0
	01:00	1	1	0	1	0
	01:15	2	1	1	1	1
	01:30	1	0	1	0	1
	01:45	0	0	0	0	0
	02:00	0	0	0	0	0
	02:15	0	0	0	0	0
	02:30	0	0	0	0	0
	02:45	5	3	2	3	2
	03:00	1	0	1	0	1
	03:15	0	0	0	0	0
	03:30	1	1	0	1	0
	03:45	2	1	1	1	1
	04:00	1	0	1	0	1
	04:15	2	2	0	2	0
	04:30	2	0	2	0	2
	04:45	3	1	2	1	2
	05:00	5	1	4	1	4
	05:15	8	1	7	1	7
	05:30	12	2	10	2	10
	05:45	12	0	12	0	12
	06:00	15	6	9	6	9
	06:15	24	5	19	5	19
	06:30	25	9	16	9	16
	06:45	29	16	13	16	13
	07:00	40	19	21	19	21
	07:15	44	25	19	25	19
	07:30	46	23	23	23	23
	07:45	55	26	29	26	29
	08:00	71	30	41	30	41
	08:15	66	32	34	32	34
	08:30	73	40	33	40	33
	08:45	69	26	43	26	43
	09:00	82	34	48	34	48
	09:15	44	24	20	24	20
	09:30	65	31	34	31	34
	09:45	48	26	22	26	22
	10:00	-	-	-	-	-
	10:15	-	-	-	-	-
	10:30	-	-	-	-	-

		Directions			Lanes	
Date	Time	All	N	S	NB	SB
	10:45	-	-	-	-	-
	11:00	-	-	-	-	-
	11:15	-	-	-	-	-
	11:30	-	-	-	-	-
	11:45	-	-	-	-	-
	12:00	-	-	-	-	-
	12:15	-	-	-	-	-
	12:30	-	-	-	-	-
	12:45	-	-	-	-	-
	13:00	-	-	-	-	-
	13:15	-	-	-	-	-
	13:30	-	-	-	-	-
	13:45	-	-	-	-	-
	14:00	-	-	-	-	-
	14:15	-	-	-	-	-
	14:30	-	-	-	-	-
	14:45	-	-	-	-	-
	15:00	-	-	-	-	-
	15:15	-	-	-	-	-
	15:30	-	-	-	-	-
	15:45	-	-	-	-	-
	16:00	-	-	-	-	-
	16:15	-	-	-	-	-
	16:30	-	-	-	-	-
	16:45	-	-	-	-	-
	17:00	-	-	-	-	-
	17:15	-	-	-	-	-
	17:30	-	-	-	-	-
	17:45	-	-	-	-	-
	18:00	-	-	-	-	-
	18:15	-	-	-	-	-
	18:30	-	-	-	-	-
	18:45	-	-	-	-	-
	19:00	-	-	-	-	-
	19:15	-	-	-	-	-
	19:30	-	-	-	-	-
	19:45	-	-	-	-	-
	20:00	-	-	-	-	-
	20:15	-	-	-	-	-
	20:30	-	-	-	-	-
	20:45	-	-	-	-	-
	21:00	-	-	-	-	-
	21:15	-	-	-	-	-
	21:30	-	-	-	-	-
	21:45	-	-	-	-	-
	22:00	-	-	-	-	-
	22:15	-	-	-	-	-
	22:30	-	-	-	-	-
	22:45	-	-	-	-	-
	23:00	-	-	-	-	-
	23:15	-	-	-	-	-
	23:30	-	-	-	-	-
	23:45	-	-	-	-	-
	Total	869	394	475	394	475

Events

No events

APPENDIX B: MISCELLANEOUS CALCULATIONS

PASSERO
engineering architecture

Multi-Family Development, Amherst, NY

Documentation of Ambient Traffic Volume Growth

Roadway	Segment starts at	Segment end at	2015	2017	2018	2019	2020	2022	2023	2025	Annual Growth
John James Audubon Pkwy	North Forest Rd	Dodge Rd		7,115		7,271		5,106		7,062	-0.09%
North Forest Rd	John James Audubon Pkwy	Turtle Creek Apts Driveway		4,379			1,726			2,989	-4.66%
										AVERAGE	**-2.38%**

PROJECT DETAILS

Project Name:	RAS N Forest Apartments	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	3/6/2026	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	2
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak Hour	1	1	0		12	41	53
Scenario - 1	PM Peak Hour	1	1	0		35	20	55

Scenario - 1

Scenario Name: AM Peak Hour
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221 - Multifamily Housing (Mid-Rise) - Not	General	Dwelling Units	144	Weekday, Peak Hour of	Best Fit (LIN)	12	41	53
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.42(X) - 7.77	23%	77%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	100	100	1	1	23	77

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	12	41	0	0	12	41
	53		0		53	

Scenario - 2

Scenario Name: PM Peak Hour
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221 - Multifamily Housing (Mid-Rise) - Not	General	Dwelling Units	144	Weekday, Peak Hour of	Best Fit (LIN)	35	20	55
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.36(X) + 3.07	64%	36%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	100	100	1	1	64	36

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	35	20	0	0	35	20
	55		0		55	

Project: **Proposed Multi-Family**
Location: **Amherst, NY**
Peak Hour: **Weekday AM**
Condition: **Proposed Action**

Figure: **3a** **4a** **5** **6a** **7a**

Location Number	Intersection	2025 Collected Volumes	# of Years: 3 No-Build Volumes 0.50%	2028 No Build Volumes	Trip Generation and Distribution Enter Dist. %	Exit Dist. %	Trips IN 12	Trips OUT 41	Total Site Trips	Full Build Volumes
1	John James Audubon Pkwy/ Proposed Driveway									
	SR		0	0	25%		3		3	3
	ST	52	53	53					0	53
	SL		0	0					0	0
	WR		0	0					0	0
	WT		0	0					0	0
	WL		0	0					0	0
	NR		0	0					0	0
	NT	170	173	173					0	173
	NL		0	0	40%		5		5	5
	ER		0	0		15%		6	6	6
	ET		0	0					0	0
	EL		0	0		30%		12	12	12
2	North Forest Rd/ Proposed North Driveway									
	SR		0	0					0	0
	ST	151	153	153	3%		0		0	153
	SL		0	0	12%		1		1	1
	WR		0	0		24%		10	10	10
	WT		0	0					0	0
	WL		0	0		5%		2	2	2
	NR		0	0	4%		0		0	0
	NT	130	132	132		6%		2	2	134
	NL		0	0					0	0
	ER		0	0					0	0
	ET		0	0					0	0
	EL		0	0					0	0
3	North Forest Rd/ Proposed South Driveway									
	SR		0	0					0	0
	ST	151	153	153		5%		2	2	155
	SL		0	0	3%		0		0	0
	WR		0	0		6%		2	2	2
	WT		0	0					0	0
	WL		0	0		20%		8	8	8
	NR		0	0	16%		2		2	2
	NT	130	132	132	4%		0		0	132
	NL		0	0					0	0
	ER		0	0					0	0
	ET		0	0					0	0
	EL		0	0					0	0

Project: **Proposed Multi-Family**
Location: **Amherst, NY**
Peak Hour: **Weekday PM**
Condition: **Proposed Action**

Figure: **3b** **4b** **5** **6** **7**

Location Number	Intersection	2025 Collected Volumes	# of Years 3 No-Build Volumes 0.50%	2028 No Build Volumes	Trip Generation and Distribution Enter Dist. %	Exit Dist. %	Trips IN 35	Trips OUT 20	Total Site Trips	Full Build Volumes
1	John James Audubon Pkwy/ Proposed Driveway									
	SR		0	0	25%		9		9	9
	ST	291	295	295					0	295
	SL		0	0					0	0
	WR		0	0					0	0
	WT		0	0					0	0
	WL		0	0					0	0
	NR		0	0					0	0
	NT	478	485	485					0	485
	NL		0	0	40%		14		14	14
	ER		0	0		15%		3	3	3
	ET		0	0					0	0
	EL		0	0		30%		6	6	6
2	North Forest Rd/ Proposed North Driveway									
	SR		0	0					0	0
	ST	181	184	184	3%		1		1	185
	SL		0	0	12%		4		4	4
	WR		0	0		24%		5	5	5
	WT		0	0					0	0
	WL		0	0		5%		1	1	1
	NR		0	0	4%		1		1	1
	NT	164	166	166		6%		1	1	167
	NL		0	0					0	0
	ER		0	0					0	0
	ET		0	0					0	0
	EL		0	0					0	0
3	North Forest Rd/ Proposed South Driveway									
	SR		0	0					0	0
	ST	181	184	184		5%		1	1	185
	SL		0	0	3%		1		1	1
	WR		0	0		6%		1	1	1
	WT		0	0					0	0
	WL		0	0		20%		4	4	4
	NR		0	0	16%		6		6	6
	NT	164	166	166	4%		1		1	167
	NL		0	0					0	0
	ER		0	0					0	0
	ET		0	0					0	0
	EL		0	0					0	0

Multifamily Housing - 1 BR (Mid-Rise) - Not Close to Rail Transit
(218)

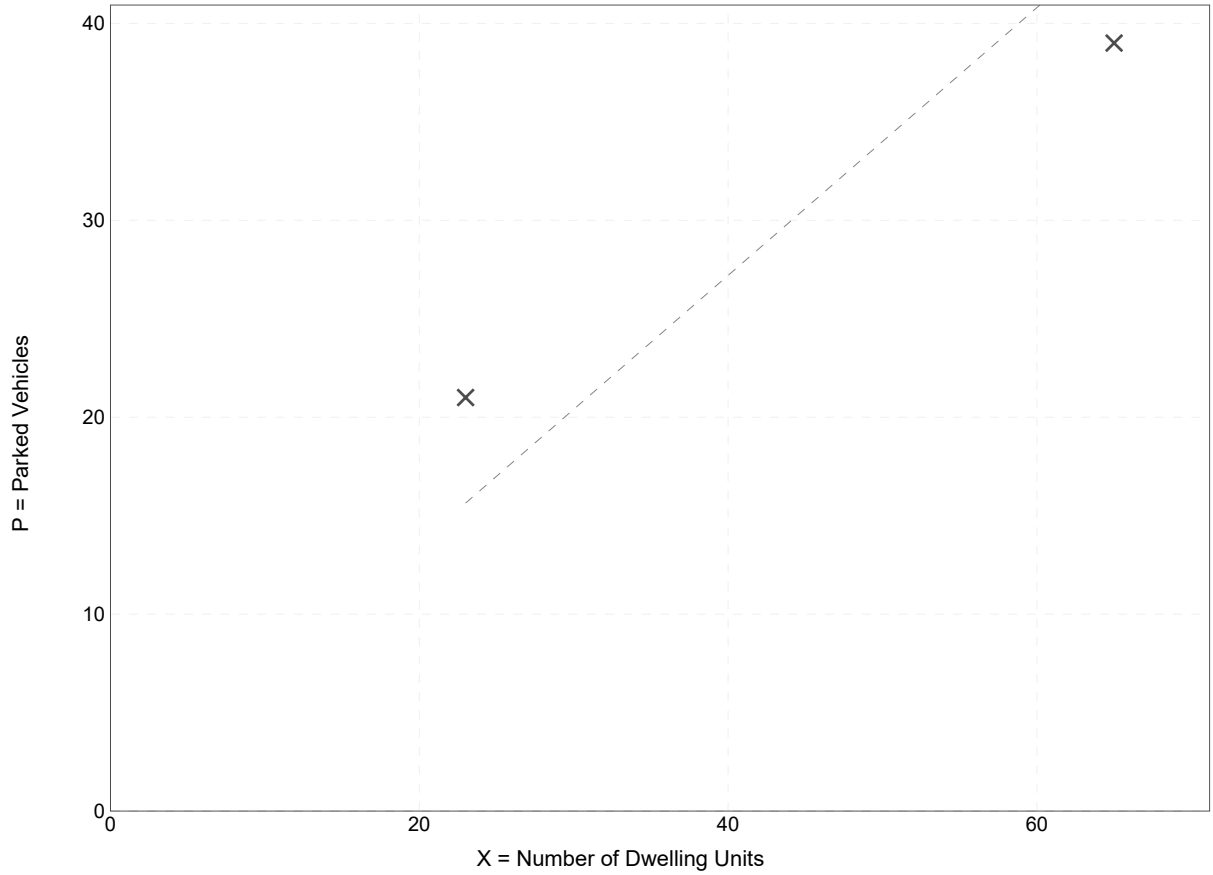
Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Dwelling Units: 44

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.60 - 0.91	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: ***

R^2= ***

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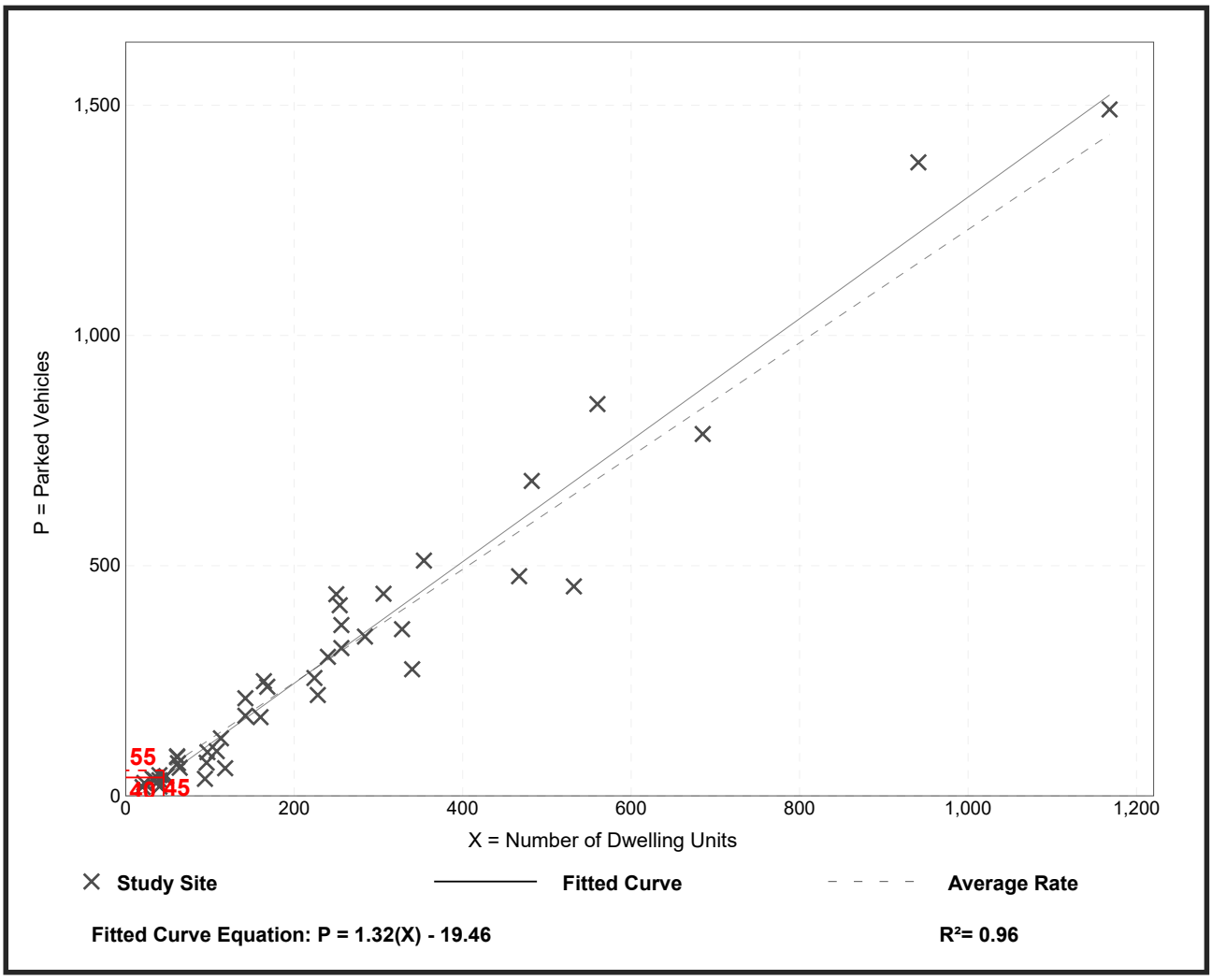
Multifamily Housing - 2+ BR (Mid-Rise) - Not Close to Rail Transit
(221)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. Num. of Dwelling Units: 231

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.23	0.39 - 1.75	0.98 / 1.45	1.15 - 1.31	0.27 (22%)

Data Plot and Equation



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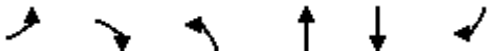
APPENDIX C: LOS CALCULATIONS – FULL DEVELOPMENT CONDITIONS



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	6	5	173	53	3
Future Volume (vph)	12	6	5	173	53	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.953				0.991	
Flt Protected	0.968			0.999		
Satd. Flow (prot)	1718	0	0	3536	3507	0
Flt Permitted	0.968			0.999		
Satd. Flow (perm)	1718	0	0	3536	3507	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	214			496	304	
Travel Time (s)	4.9			11.3	6.9	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	15	8	6	216	66	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	222	70	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			34	34	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	6	5	173	53	3
Future Vol, veh/h	12	6	5	173	53	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	8	6	216	66	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	189	35	70	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	782	1030	1529	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	779	1030	1529	-	-	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.36	0.24	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	101	-	848	-	-
HCM Lane V/C Ratio	0.004	-	0.027	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	10	145	0	1	185
Future Volume (vph)	2	10	145	0	1	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890					
Flt Protected	0.991					
Satd. Flow (prot)	1643	0	1863	0	0	1863
Flt Permitted	0.991					
Satd. Flow (perm)	1643	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	168		549			145
Travel Time (s)	3.8		12.5			3.3
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	3	13	181	0	1	231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	181	0	0	232
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	10	145	0	1	185
Future Vol, veh/h	2	10	145	0	1	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	181	0	1	231

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	415	181	0	0	181	0
Stage 1	181	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	594	861	-	-	1394	-
Stage 1	850	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	593	861	-	-	1394	-
Mov Cap-2 Maneuver	593	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.58	0	0.04
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	801	10	-
HCM Lane V/C Ratio	-	-	0.019	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.6	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	2	143	2	187	0
Future Volume (vph)	8	2	143	2	187	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.969		0.998			
Flt Protected	0.963					0.950
Satd. Flow (prot)	1738	0	1859	0	0	1770
Flt Permitted	0.963					0.950
Satd. Flow (perm)	1738	0	1859	0	0	1770
Link Speed (mph)	30		30			30
Link Distance (ft)	185		519			549
Travel Time (s)	4.2		11.8			12.5
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	10	3	179	3	234	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	182	0	0	234
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.3%		ICU Level of Service A	
Analysis Period (min) 15			

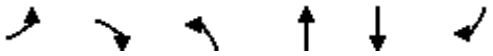
Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	2	143	2	187	0
Future Vol, veh/h	8	2	143	2	187	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	3	179	3	234	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	648	180	0	0	181	0
Stage 1	180	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	435	863	-	-	1394	-
Stage 1	851	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	362	863	-	-	1394	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.06	0	8.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	410	1394	-
HCM Lane V/C Ratio	-	-	0.031	0.168	-
HCM Ctrl Dly (s/v)	-	-	14.1	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.6	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	14	485	295	9
Future Volume (vph)	6	3	14	485	295	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.955				0.996	
Flt Protected	0.968			0.999		
Satd. Flow (prot)	1722	0	0	3536	3525	0
Flt Permitted	0.968			0.999		
Satd. Flow (perm)	1722	0	0	3536	3525	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	214			496	304	
Travel Time (s)	4.9			11.3	6.9	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	8	4	18	606	369	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	624	380	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			34	34	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.5%		ICU Level of Service A	
Analysis Period (min) 15			

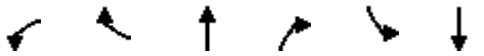
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	14	485	295	9
Future Vol, veh/h	6	3	14	485	295	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	4	18	606	369	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	713	190	380	0	-	0
Stage 1	374	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	367	820	1175	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	360	820	1175	-	-	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.34	0.36	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	101	-	443	-	-
HCM Lane V/C Ratio	0.015	-	0.025	-	-
HCM Ctrl Dly (s/v)	8.1	0.1	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	5	205	1	4	205
Future Volume (vph)	1	5	205	1	4	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.999			
Flt Protected	0.993					0.999
Satd. Flow (prot)	1635	0	1861	0	0	1861
Flt Permitted	0.993					0.999
Satd. Flow (perm)	1635	0	1861	0	0	1861
Link Speed (mph)	30		30			30
Link Distance (ft)	168		549			145
Travel Time (s)	3.8		12.5			3.3
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	1	6	256	1	5	256
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	257	0	0	261
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.0%		ICU Level of Service A	
Analysis Period (min) 15			

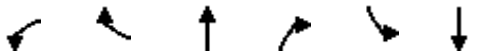
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	205	1	4	205
Future Vol, veh/h	1	5	205	1	4	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	6	256	1	5	256

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	523	257	0	0	258	0
Stage 1	257	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	514	782	-	-	1307	-
Stage 1	786	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	512	782	-	-	1307	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.06	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	719	34	-
HCM Lane V/C Ratio	-	-	0.01	0.004	-
HCM Ctrl Dly (s/v)	-	-	10.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	1	205	6	205	1
Future Volume (vph)	4	1	205	6	205	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977		0.996			
Flt Protected	0.960					0.953
Satd. Flow (prot)	1747	0	1855	0	0	1775
Flt Permitted	0.960					0.953
Satd. Flow (perm)	1747	0	1855	0	0	1775
Link Speed (mph)	30		30			30
Link Distance (ft)	185		519			549
Travel Time (s)	4.2		11.8			12.5
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	5	1	256	8	256	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	264	0	0	257
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	1	205	6	205	1
Future Vol, veh/h	4	1	205	6	205	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	256	8	256	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	774	260	0	0	264	0
Stage 1	260	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	367	779	-	-	1300	-
Stage 1	783	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	295	779	-	-	1300	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.9	0	8.41
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	336	1299	-
HCM Lane V/C Ratio	-	-	0.019	0.197	-
HCM Ctrl Dly (s/v)	-	-	15.9	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.7	-