

# Appendix G

## **Traffic Data Used in Noise Analysis**



**TABLE G-1 2024 MODIFIED PROJECT VARIANT TRAFFIC VOLUMES AND SPEEDS ASSUMED FOR OPERATIONAL IMPACT ASSESSMENT**

<i>Roadway Segment</i>	<i>Model Scenario</i>	<i>Total PM Peak Period Traffic Volume (vph)</i>	<i>Speed Limit (mph)<sup>a</sup></i>
Gilman Avenue east of 3rd Street	Existing	431	25
Paul Avenue west of 3rd Street	Existing	507	25
Arelious Walker Drive north of Gilman Avenue	Existing	98	25
Jamestown Ave north of Harney Way	Existing	204	30
Harney Way west of Jamestown Ave	Existing	146	30
Gilman Avenue east of 3rd Street	Existing + Project	2,148	25
Paul Avenue west of 3rd Street	Existing + Project	1,884	25
Arelious Walker Drive north of Gilman Avenue	Existing + Project	1,823	25
Jamestown Ave north of Harney Way	Existing + Project	809	30
Harney Way west of Jamestown Ave	Existing + Project	2,285	30
Gilman Avenue east of 3rd Street	Future Background	910	25
Paul Avenue west of 3rd Street	Future Background	1,210	25
Arelious Walker Drive north of Gilman Avenue	Future Background	590	25
Jamestown Ave north of Harney Way	Future Background	940	30
Harney Way west of Jamestown Ave	Future Background	1,930	30
Gilman Avenue east of 3rd Street	Project Only	1,717	25
Paul Avenue west of 3rd Street	Project Only	1,377	25
Arelious Walker Drive north of Gilman Avenue	Project Only	1,725	25
Jamestown Ave north of Harney Way	Project Only	605	30
Harney Way west of Jamestown Ave	Project Only	2,139	30
Gilman Avenue east of 3rd Street	Future Background + Project	2,113	25
Paul Avenue west of 3rd Street	Future Background + Project	2,142	25
Arelious Walker Drive north of Gilman Avenue	Future Background + Project	1,897	25
Jamestown Ave north of Harney Way	Future Background + Project	1,260	30
Harney Way west of Jamestown Ave	Future Background + Project	2,961	30

SOURCE: Total Existing and Future Background PM-peak period traffic volumes from 2010 FEIR. Total Project Only and Future Background + Project PM-peak period traffic volumes from 2024 Modified Project Variant Traffic Impact Analysis

NOTES:

Traffic composition assumes 97% light-duty vehicles (LDV), 2% medium duty vehicles (MDV), and 1% heavy duty vehicles (HDV).

a. Speed limits based on existing signage, assessed with Google Street View, April 2024.

**Appendix G: Traffic Data Used in Noise Analysis  
2024 Modified Project Variant**

**TABLE G-2 2010 FEIR TRAFFIC VOLUMES (PM) PROVIDED BY FEHR & PEERS**

<i>Roadway Intersections</i>	<i>Model Scenario</i>	<i>Turning Movement</i>											
		<i>EBL</i>	<i>EBT</i>	<i>EBR</i>	<i>WBL</i>	<i>WBT</i>	<i>WBR</i>	<i>NBL</i>	<i>NBT</i>	<i>NBR</i>	<i>SBL</i>	<i>SBT</i>	<i>SBR</i>
Third Street and Gilman Avenue	Existing	80	143	21	36	119	32	37	376	34	67	540	107
Harney Way and Jamestown/Arelious Walker	Existing	22	5	80	0	24	1	58	2	0	3	6	15
Arelious Walker Drive and Gilman Avenue	Existing	8	27			29	25				60		5
Harney Way and Executive Park Blvd	Existing	11	73			27	12				15		15
Third Street and Gilman Avenue	Background	120	440	130	40	270	50	40	1,130	40	70	1,610	210
Harney Way and Jamestown/Arelious Walker	Background	10	40	310	450	40	10	520	10	390	10	10	20
Arelious Walker Drive and Gilman Avenue	Background	190	260			330	50				160		190
Harney Way and Executive Park Blvd	Background	540	920			430	380				200		210
Third Street and Gilman Avenue	Project	42	520		20	382	162	46	212	21	193	261	31
Harney Way and Jamestown/Arelious Walker	Project	48		304				150	854			757	24
Arelious Walker Drive and Gilman Avenue	Project	273	122	333		20	53	338	397		49	527	182
Harney Way and Executive Park Blvd	Project		980			1,050							
Third Street and Gilman Avenue	Cumulative	160	960	130	60	650	210	80	1,260	60	260	1,750	220
Harney Way and Jamestown/Arelious Walker	Cumulative	90	0	530	0	0	0	420	960	0	0	970	60
Arelious Walker Drive and Gilman Avenue	Cumulative	430	140	520	10	30	80	520	540	10	110	640	200
Harney Way and Executive Park Blvd	Cumulative	540	1,560	0	0	1,200	380	0	0	0	200	0	210

**NOTES:**

Existing and Background traffic volumes are applied to both 2010 FEIR and 2024 Modified Project Variant traffic noise analyses

Roadway segments used in the traffic noise model analyses are based on highest intersection approach and departure volumes. Volumes are calculated using the above turning movements.

**TABLE G-3 2024 MODIFIED PROJECT VARIANT TRAFFIC VOLUMES (PM) PROVIDED BY FEHR & PEERS**

Roadway Segment	Model Scenario	Turning Movement											
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Gilman Avenue/Third Street	Project	87	1318	56	226	1762	225	167	845	128	61	690	235
Harney Way / Arelious Walker	Project	495	827	0	0	1024	60	90	0	615	0	0	0
Ingalls Street / Carroll Avenue	Project	20	181	20	647	164	10	10	348	20	51	386	493
Ingalls Street / Egbert Avenue	Project	10	191	51	20	215	10	10	20	30	21	10	20
Gilman Avenue / Arelious Walker	Project	368	528	10	210	583	215	175	416	337	10	232	186
Harney Way / Executive Park Boulevard	Project	0	0	0	200	0	210	540	1534	0	0	1397	380
Gilman Avenue/Third Street	Cumulative	98	196	18	222	195	21	30	625	9	25	594	233
Harney Way / Arelious Walker	Cumulative	225	717	0	0	817	0	0	0	380	0	0	0
Ingalls Street / Carroll Avenue	Cumulative	0	29	0	542	27	0	0	263	0	15	245	414
Ingalls Street / Egbert Avenue	Cumulative	0	29	43	0	42	0	0	0	0	13	0	0
Gilman Avenue / Arelious Walker	Cumulative	568	516	0	47	590	233	279	118	467	0	30	60
Harney Way / Executive Park Boulevard	Cumulative	0	0	0	0	0	0	0	598	0	0	244	0

NOTES:

Existing and Background traffic volumes are applied to both 2010 FEIR and 2024 Modified Project Variant traffic noise analyses

Roadway segments used in the traffic noise model analyses are based on highest intersection approach and departure volumes. Volumes are calculated using the above turning movements.

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