

Submitted Pursuant to
Article 80 of the
Boston Zoning Code

Prudential Center Redevelopment Exeter Residences & 888 Boylston Phases 6 & 4a Boston, MA



Submitted to:
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Submitted by:
Boston Properties, Inc.
800 Boylston Street
Boston, MA 02199

Prepared by:
Vanasse Hangen Brustlin, Inc.
99 High Street, 10th Floor
Boston, MA 02110

In association with:
Goulston & Storrs
Boston, MA

CBT
Boston, MA

Elkus/Manfredi Architects
Boston, MA

AvalonBay Communities, Inc.
Boston, MA

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Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

A - BOSTON REDEVELOPMENT AUTHORITY SCOPING DETERMINATION (DATED FEBRUARY 15, 2008)

Boston Redevelopment Authority

Boston's Planning & Economic
Development Office

Thomas M. Menino, *Mayor*
Clarence J. Jones, *Chairman*
Mark Maloney, *Director*

Boston Marine Industrial Park
22 Drydock Avenue
Boston, MA 02210
Tel 617-722-4300
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February 15, 2008

Mr. Michael Cantalupa
Senior Vice President of Development
Boston Properties, Inc.
800 Boylston Street
Boston, MA 02199

RE: SCOPING DETERMINATION - PRUDENTIAL CENTER REDEVELOPMENT
888 BOYLSTON STREET/EXETER STREET RESIDENCES

As Director of the Boston Redevelopment Authority (the "Authority or BRA"), I am issuing this Scoping Determination (as defined below) pursuant to Section 80B-5 of the Boston Zoning Code (the "Code"), in response to a Project Notification Form/Notice of Project Change ("PNF/NPC") which Boston Properties, Inc. (the "Proponent") filed on August 31, 2007 for the land situated at the Prudential Center – 800 Boylston Street, including a proposed addition to the previously approved 888 Boylston Street office building and the Exeter Street Residences, a proposed 200 unit residential project (the "Proposed Project"). A full project overview and project description is contained in the subject PNF/NPC. Notice of receipt by the Authority of the PNF/NPC submission was subsequently published in the Boston Herald on September 5, 2007, which initiated a thirty (30) day public comment period.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on September 19, 2007 with BRA staff and the Public Agencies of the City where the Proposed Project was reviewed and discussed. The Notice and the PNF/NPC were sent to the Public Agencies of the City and to each member of the Prudential Project Advisory Committee ("PruPAC") pursuant Section 80A-2 of the Code. At PruPAC's request, the Proponent allowed for the public comment period to be extended from the original due date of October 5, 2007 to November 5, 2007. The Proponent made presentations to the full PruPAC membership on September 5, 2007, and October 10th and at a public meeting hosted by the Authority on October 3, 2007 at the Boston Public Library. In addition to these presentations, the Proponent and its consultants, architects and engineers participated in a thorough review by PruPAC, including its Transportation Access & Mitigation Subcommittee (September 18, September 25, October 2, October 16, and January 7, 2008) and its Design Subcommittee on September 20, September 27, October 4, October 9, October 18, October 29, November 8, November 20, and January 8, 2008). Following this series of Subcommittee meetings, the full PruPAC membership met again on November 28, 2007, January 14, 2008 and January 23, 2008 to review and discuss the final subcommittee reports (the "Subcommittee Reports") and to formulate its written comment letter. PruPAC's written comment letter and accompanying Subcommittee Reports are included as **Attachment "A"**, which are incorporated herein and made a part hereof.

This Scoping Determination approves the Proponent's presumptive scoping document that was contained in the PNF/NPC, which is incorporated herein by reference and made a part hereof, subject to the modifications and additions set forth in this letter (collectively, the "Scoping Determination"). While this scope and the associated documentation provided in the PNF/NPC are generally found to adequately describe the potential impacts of the proposed project, the Proponent is advised, hereby, to augment such documentation by preparing a Draft Project Impact Report ("DPIR") that is guided by this Scoping Determination, and which is responsive to the comments, instructions and additional requirements of BRA staff and the Public Agencies of the City that have reviewed and commented on the PNF/NPC. Written comments provided BRA staff, and those submitted by Public Agencies of the City are included in **Attachment "B"**, which are incorporated herein and made a part hereof. Where conflict or disagreement occur between this Scoping Determination and any written comments provided by PruPAC or Public Agencies of the City, then this Scoping Determination shall govern.

Written comments provided by BRA Staff and Public Agencies of the City:

- David Carlson, Boston Redevelopment Authority
- Marybeth Pyles, Boston Redevelopment Authority
- Kathleen Pedersen, Boston Redevelopment Authority
- Sheila Dillon, Boston Redevelopment Authority
- Paul Christner, Boston Transportation Department
- Brian Glascock, Boston Environment Department
- Bob Giers, Boston Public Works Department
- Elliot Laffer, Boston Groundwater Trust
- George L. Wyman, Boston Fire Department
- John P. Sullivan, Boston Water and Sewer Commission

The DPIR shall also be responsive to the PruPAC Subcommittee Reports referred to above which also outline issues requiring further study and/or the submission of additional information for consideration and review. Additionally, written comments received by the Authority regarding the Proposed Project are included as **Attachment "C"**. The Proponent is required to respond to all substantive comments contained therein and shall dedicate a section of the DPIR to such responses.

REGULATORY FRAMEWORK

The Proposed Project is subject to review pursuant to Article 80, Development Review and Approval, which sets forth citywide regulations for development review by the Authority and its staff. These development review requirements provide consistent procedures for development review while recognizing appropriate differences between the Downtown, the Harborpark, and the Neighborhoods, between large and small projects, and between individual projects and comprehensive development programs (PDA's). Because the Proposed Project would erect, enlarge or extend a structure in excess of 50,000 gross square feet, and because the Proposed Project is located within an approved Planned Development Area (PDA No. 37), the Proposed Project is be subject to review under both Article 80B – Large Project Review, and Article 80C - Planned Development Area Review.

Article 80B – Large Project Review

Article 80B provides a procedure for the comprehensive review of large development projects before and during the schematic design stage, and affords the public the opportunity for review and comment. The purpose of this review is to assess a project's impacts on its surroundings and on City resources, and to identify necessary mitigation measures. All Proposed Projects that are subject to Large Project Review shall satisfy the requirements of a Scoping Determination issued by the Authority. The components of Large Project Review are: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, if any, and Development Impact Project.

Although the PNF/NPC included information relating to each applicable component, the Proponent, as noted above, is required to augment such documentation by preparing and submitting a DPIR that is guided by this Scoping Determination, and which is responsive to the comments, instructions and additional requirements set forth by BRA staff, Public Agencies of the City, and those set forth by the PruPAC Subcommittee Reports. With respect to additional shadow, wind and daylight analysis, the DPIR shall study the following three building height scenarios:

- 1) No Build
- 2) 155 Feet
- 3) Proposed Project Heights

DPIR studies shall show the shadow and daylight effects on the existing Avalon buildings in plan view as well as interior courtyards and pedestrian ways. The wind studies provided in the PNF/NPC already include these areas.

The DPIR shall detail the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The PNF/NPC, along with the requisite DPIR submission shall contain the information necessary to meet the specifications outlined in Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by this Scoping Determination.

Following the end of the sixty (60) day public comment period for the DPIR, the Authority will issue a Preliminary Adequacy Determination ("PAD") that indicates the additional steps that may be necessary for the Proponent to satisfy the requirements of this Scoping Determination. Before the Commissioner of the Inspectional Services Department can issue any building permit for the Proposed Project, Section 80B-6 requires that the Director of the Authority make certain findings and issue a Certificate of Compliance indicating the successful completion of the Article 80 development review process

The DPIR will be reviewed by BRA staff, Public Agencies of the City, the Boston Civic Design Commission ("BCDC"), and PRUPAC. The Authority understands that the Proponent has conferred with staff of MEPA and intends to file a Notice of Project Change with MEPA after conclusion of the Article 80 process, similar to the procedure followed in connection with

the Boylston Street Mixed Use Project. Upon receipt of the DPIR, the Authority shall publish notice of the receipt of such document in a newspaper of general circulation in the City in accordance with Section 80A-2(3). Copies of the DPIR should be provided to BRA staff, Public Agencies of the City, BCDC Members, PruPAC Members, and to the Back Bay Branch of the Boston Public Library. Additional copies of the DPIR should also be provided to the Executive Secretary of the Authority for public distribution upon request.

Article 80C – Planned Development Area Review

The purpose of Planned Development Area Review is to establish uniform procedures for the administration of the requirements of Section 3-1A.a of the Code, which provides for the establishment of Planned Development Area (PDA) Special Purpose Overlay Districts and requires the review and adoption of Development Plans for such districts.

A PDA Development Plan sets forth the proposed location and appearance of structures, open spaces and landscaping, proposed uses of the area, densities, proposed traffic circulation, parking and loading facilities, and access to public transportation, and proposed dimensions of structures. A PDA Development Plan also may include proposed building elevations, schematic layout drawings and exterior building materials, and such other matters as the Authority deems appropriate to its consideration of the proposed development of the area.

While PruPAC and other commenters have requested that the Proposed Project be “separated”, we do not support such a request, as these types of multi-structure projects or comprehensive development programs are commonly reviewed under Article 80C and its predecessor Article 31. We note that the Code recognizes this and expressly uses plural terms in describing the content of PDA Development Plans, i.e.; structure(s), open space(s), densitie(s), parking and loading facilitie(s). I am confident that BRA staff, Public Agencies of the City, and PruPAC members possess the requisite ability to review the Proposed Project in the manner in which such projects are commonly submitted throughout the City. As Director, my confidence is supported by PruPAC’s long history with the Prudential Center Redevelopment and its proven ability to comprehensively review and consider the originally contemplated and subsequently approved redevelopment project that contained five (5) buildings, designed and arranged along the perimeter of this 25.6 acre parcel.

Section 80C-8 requires that the Director of the Authority make certain findings and issue a Certificate of Consistency indicating that the Proposed Project is consistent with an approved Development Plan, before the Commissioner of the Inspectional Services Department can issue any building permit for the Proposed Project. In this case, the Boston Zoning Commission has approved three (3) Amendments to the Development Plan, as more fully described in the PNF/NPC. A fourth amendment to the Development Plan is contemplated to effectuate the Proposed Project.

The DPIR shall provide detail regarding square footage built to date, existing Floor Area Ratio (“FAR”) calculations and future FAR calculations, when factoring the square footage contemplated by the Proposed Project against the Prudential Center site area.

Article 41 – Huntington Avenue/Prudential Center District

In concert with the review and approval requirements of Article 80C, the Proposed Project is also governed by Article 41 which was adopted in March 1990, establishing the Huntington Avenue/Prudential Center District and areas within which Planned Development Areas may be permitted (Section 41-11). In addition to the provisions of Article 80C and Subsection 3-1A.a of the Code, the Proposed Project is subject to the provisions of Sections 41-12 through 41-16 which set forth the standards and review criteria that the Authority and Public Agencies of the City will apply to its ongoing review. Specifically, the Authority must determine that the Proposed Project, and associated Development Plan, propose a plan to meet or exceed the Public Benefit Criteria (Section 41-14) as well as evidencing compliance with the additional standards for the District, namely the General Design and Environmental Impact Standards (Section 41-16).

Additionally, it is unclear from the PNF/NPC and the Design Subcommittee discussions to date, whether the Exeter Street Residences will comply with the specific design requirements contained in Section 41-18. The DPIR shall provide details relating to the ways in which the design for the Exeter Residences and 888 Boylston will address these requirements.

Additional Comments

In addition to responding to the submission requirements contained in the PruPAC Subcommittee Reports, and those required by BRA staff and Public Agencies of the City, the DPIR shall also address the additional comments and concerns, as noted below.

We note that the Public Improvements Commission (“PIC”) is generally concerned with the type of earth retention system(s) proposed for project components which abut City streets. The earth retention system should be adequately described and should contain reference to the location, quantity, and depth of tie-backs. PIC will also want to know if the tiebacks will be temporary or permanent, as any permanent tiebacks will require PIC action and a title opinion.

In a related matter, the DPIR shall contain a description of construction methodologies, and an analysis of existing sub-soil conditions at the project site, groundwater levels, potential for ground movement and settlement during any excavation, foundation construction or pile installations.

Such analysis shall consider and mitigate any potential impact on adjacent buildings, utility lines, and abutting roadways. Measures to ensure that groundwater levels will be maintained and will not be lowered during or after construction also shall be described.

The PNF/NPC contains Table 3-2, listing anticipated permits and approvals that may be required for the Proposed Project. The Proponent is encouraged to expand this table to include a more detailed description of the permit or approval required. For instance, the table lists the Boston Board of Appeal (or state appeal board) for a presumed building code variance. How or why is this variance needed? In instances where it is not clear, what project elements give rise to the need for specific permits?

We have received and distributed to PruPAC the information provided by AvalonBay relating to the 28 existing protected/ affordable rental units. In furtherance of this information, and specifically relating to the proposed new/additional units to be dedicated as affordable in connection with the Exeter Street Residences, The DPIR should contain such information regarding location and size of new/additional units, proposed affordable rent levels, market rent rates, establishment of waiting lists, marketing and advertising plans.

On behalf of the Authority, we look forward to working constructively with the Proponent, the community, state and other City agencies in ensuring that the Proposed Project receives comprehensive review and consideration. If you have any question regarding this Scoping Determination or review process, please contact me directly at (617) 918-4200.

Very truly yours,



John F. Palmieri



B - TRAFFIC VOLUME COUNTS

Automatic Traffic Recorder (ATRs)

Turning Movement Counts (TMCs)

Bicycle Counts



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Automatic Traffic Recorder (ATRs)

Accurate Counts 978-664-2565

Page 1

Location : Blagden Street East of
Location : Exeter Street
City/State: Boston, MA
Counter : 10013

99160001
Site Code: 99160001

Start Time	Wed A.M.	02-Apr-08 P.M.	Thu A.M.	03-Apr-08 P.M.	Fri A.M.	04-Apr-08 P.M.	Daily Average	
							A.M.	P.M.
12:00	1	14	0	18	*	*	0	16
12:15	4	16	4	15	*	*	4	16
12:30	0	11	2	11	*	*	1	11
12:45	3	21	1	14	*	*	2	18
01:00	3	15	1	20	*	*	2	18
01:15	3	14	1	22	*	*	2	18
01:30	4	11	0	18	*	*	2	14
01:45	3	17	5	17	*	*	4	17
02:00	1	9	2	14	*	*	2	12
02:15	0	18	0	11	*	*	0	14
02:30	1	13	4	16	*	*	2	14
02:45	0	12	0	11	*	*	0	12
03:00	0	9	2	16	*	*	1	12
03:15	1	16	2	9	*	*	2	12
03:30	2	16	1	17	*	*	2	16
03:45	1	17	1	20	*	*	1	18
04:00	3	12	2	15	*	*	2	14
04:15	3	13	0	14	*	*	2	14
04:30	2	18	3	18	*	*	2	18
04:45	4	21	1	9	*	*	2	15
05:00	0	17	1	21	*	*	0	19
05:15	4	17	2	15	*	*	3	16
05:30	3	24	4	21	*	*	4	22
05:45	12	16	5	13	*	*	8	14
06:00	9	31	4	16	*	*	6	24
06:15	14	16	2	18	*	*	8	17
06:30	12	28	19	24	*	*	16	26
06:45	16	18	11	13	*	*	14	16
07:00	5	14	9	26	*	*	7	20
07:15	16	9	15	13	*	*	16	11
07:30	10	13	23	17	*	*	16	15
07:45	12	15	16	12	*	*	14	14
08:00	13	8	16	11	*	*	14	10
08:15	11	4	16	13	*	*	14	8
08:30	13	9	11	17	*	*	12	13
08:45	28	9	22	5	*	*	25	7
09:00	21	11	22	9	*	*	22	10
09:15	22	8	14	13	*	*	18	10
09:30	7	7	20	14	*	*	14	10
09:45	10	10	15	3	*	*	12	6
10:00	9	5	11	11	*	*	10	8
10:15	22	9	12	9	*	*	17	9
10:30	16	5	11	7	*	*	14	6
10:45	14	8	15	5	*	*	14	6
11:00	18	4	13	5	*	*	16	4
11:15	16	5	15	6	*	*	16	6
11:30	22	7	14	5	*	*	18	6
11:45	6	3	12	2	*	*	9	2
Total	400	623	382	649	0	0	392	634
Combined Total	1023		1031		0		1026	
Peak	08:30	06:00	08:45	06:15			08:45	06:00
Vol.	84	93	78	81			79	83
P.H.F.	0.750	0.750	0.886	0.779			0.790	0.798
ADT	ADT 1,027		AADT 1,027					

Accurate Counts

978-664-2565

Location : Blagden Street East of
 Location : Exeter Street
 City/State: Boston, MA
 Counter : 10013

99160001
 Site Code: 99160001

Start Time	Mon 31-Mar-08	Tue 01-Apr-08	Wed 02-Apr-08	Thu 03-Apr-08	Fri 04-Apr-08	Average Day	Sat 05-Apr-08	Sun 06-Apr-08	Week Average
12:00 AM	*	*	8	7	*	8	*	*	8 
01:00	*	*	13	7	*	10	*	*	10 
02:00	*	*	2	6	*	4	*	*	4 
03:00	*	*	4	6	*	5	*	*	5 
04:00	*	*	12	6	*	9	*	*	9 
05:00	*	*	19	12	*	16	*	*	16 
06:00	*	*	51	36	*	44	*	*	44 
07:00	*	*	43	63	*	53	*	*	53 
08:00	*	*	65	65	*	65	*	*	65 
09:00	*	*	60	71	*	66	*	*	66 
10:00	*	*	61	49	*	55	*	*	55 
11:00	*	*	62	54	*	58	*	*	58 
12:00 PM	*	*	62	58	*	60	*	*	60 
01:00	*	*	57	77	*	67	*	*	67 
02:00	*	*	52	52	*	52	*	*	52 
03:00	*	*	58	62	*	60	*	*	60 
04:00	*	*	64	56	*	60	*	*	60 
05:00	*	*	74	70	*	72	*	*	72 
06:00	*	*	93	71	*	82	*	*	82 
07:00	*	*	51	68	*	60	*	*	60 
08:00	*	*	30	46	*	38	*	*	38 
09:00	*	*	36	39	*	38	*	*	38 
10:00	*	*	27	32	*	30	*	*	30 
11:00	*	*	19	18	*	18	*	*	18 
Day Total	0	0	1023	1031	0	1030	0	0	1030
% Avg. WkDay	0.0%	0.0%	99.3%	100.1%	0.0%				
% Avg. Week	0.0%	0.0%	99.3%	100.1%	0.0%	100.0%	0.0%	0.0%	
AM Peak Vol.			08:00 65	09:00 71		09:00 66			09:00 66
PM Peak Vol.			18:00 93	13:00 77		18:00 82			18:00 82
Grand Total	0	0	1023	1031	0	1030	0	0	1030
ADT	ADT 1,027		AADT 1,027						



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Turning Movement Counts (TMCs)

N/S Street : Exeter Street
E/W Street: Blagden Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 99160001
Site Code : 99160001
Start Date : 3/29/2008
Page No : 1

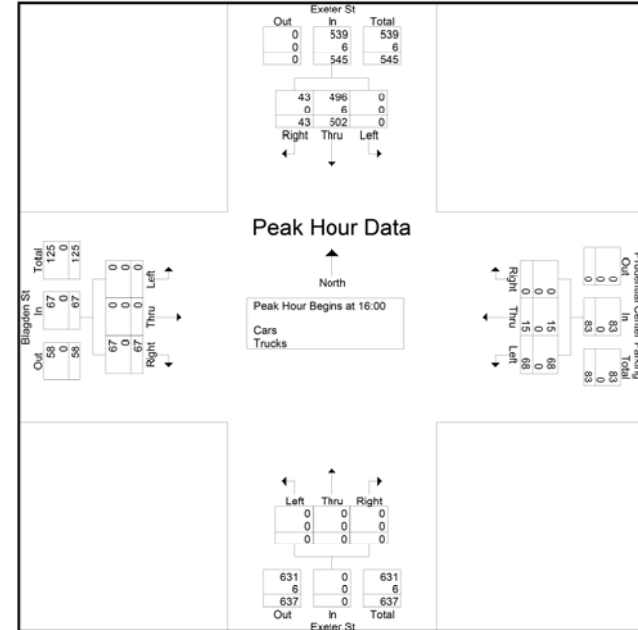
Groups Printed- Cars - Trucks

Start Time	Exeter St From North				Prudential Center Parking From East				Exeter St From South				Blagden St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
14:00	0	124	9	24	19	2	0	34	0	0	0	5	0	0	7	58	121	161	282
14:15	0	107	15	10	16	4	0	44	0	0	0	5	0	0	5	67	126	147	273
14:30	0	109	13	22	16	2	0	54	0	0	0	3	0	0	9	47	126	149	275
14:45	0	115	19	18	14	3	0	56	0	0	0	5	0	0	11	47	126	162	288
Total	0	455	56	74	65	11	0	188	0	0	0	18	0	0	32	219	499	619	1118
15:00	1	136	20	22	10	7	0	52	0	0	0	8	0	0	15	50	132	189	321
15:15	0	93	7	14	18	3	0	49	0	0	0	7	0	0	8	67	137	129	266
15:30	0	110	17	16	15	9	0	59	0	0	0	16	0	0	20	67	158	171	329
15:45	0	105	12	20	17	1	0	59	0	0	0	7	0	0	13	44	130	148	278
Total	1	444	56	72	60	20	0	219	0	0	0	38	0	0	55	228	557	637	1194
16:00	0	120	13	34	12	3	0	52	0	0	0	4	0	0	26	70	160	174	334
16:15	0	123	9	25	19	5	0	37	0	0	0	3	0	0	14	60	125	170	295
16:30	0	126	8	21	10	4	0	42	0	0	0	6	0	0	15	57	126	163	289
16:45	0	133	13	20	27	3	0	43	0	0	0	3	0	0	12	58	124	188	312
Total	0	502	43	100	68	15	0	174	0	0	0	16	0	0	67	245	535	695	1230
17:00	0	108	6	18	16	8	0	56	0	0	0	7	0	0	12	53	134	150	284
17:15	0	104	6	30	16	3	0	64	0	0	0	2	0	0	13	68	164	142	306
17:30	0	145	13	7	21	2	0	40	0	0	0	4	0	0	14	36	87	195	282
17:45	0	113	17	20	16	4	0	50	0	0	0	5	0	0	10	43	118	160	278
Total	0	470	42	75	69	17	0	210	0	0	0	18	0	0	49	200	503	647	1150
Grand Total	1	1871	197	321	262	63	0	791	0	0	0	90	0	0	204	892	2094	2598	4692
Apprch %	0	90.4	9.5		80.6	19.4	0		0	0	0		0	0	100				
Total %	0	72	7.6		10.1	2.4	0		0	0	0		0	0	7.9		44.6	55.4	
Cars	1	1833	197		262	63	0		0	0	0		0	0	204		0	0	4654
% Cars	100	98	100	100	100	100	0	100	0	0	0	100	0	0	100	100	0	0	99.2
Trucks	0	38	0		0	0	0		0	0	0		0	0	0		0	0	38
% Trucks	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8

	Exeter St From North				Prudential Center Parking From East				Exeter St From South				Blagden St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	120	13	133	12	3	0	15	0	0	0	0	0	0	26	26	174
16:15	0	123	9	132	19	5	0	24	0	0	0	0	0	0	14	14	170
16:30	0	126	8	134	10	4	0	14	0	0	0	0	0	0	15	15	163
16:45	0	133	13	146	27	3	0	30	0	0	0	0	0	0	12	12	188
Total Volume	0	502	43	545	68	15	0	83	0	0	0	0	0	0	67	67	695
% App. Total	0	92.1	7.9		81.9	18.1	0		0	0	0		0	0	100		
PHF	.000	.944	.827	.933	.630	.750	.000	.692	.000	.000	.000	.000	.000	.000	.644	.644	.924
Cars	0	496	43	539	68	15	0	83	0	0	0	0	0	0	67	67	689
% Cars	0	98.8	100	98.9	100	100	0	100	0	0	0	0	0	0	100	100	99.1
Trucks	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
% Trucks	0	1.2	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0.9

Accurate Counts
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Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00	16:45	14:00	15:30
+0 mins.	0	120	13	133
+15 mins.	0	123	9	132
+30 mins.	0	126	8	134
+45 mins.	0	133	13	146
Total Volume	0	502	43	545
% App. Total	0	92.1	7.9	
PHF	.000	.944	.827	.933
Cars	0	496	43	539
% Cars	0	98.8	100	98.9
Trucks	0	6	0	6
% Trucks	0	1.2	0	1.1

File Name : 99160001
Site Code : 99160001
Start Date : 3/29/2008
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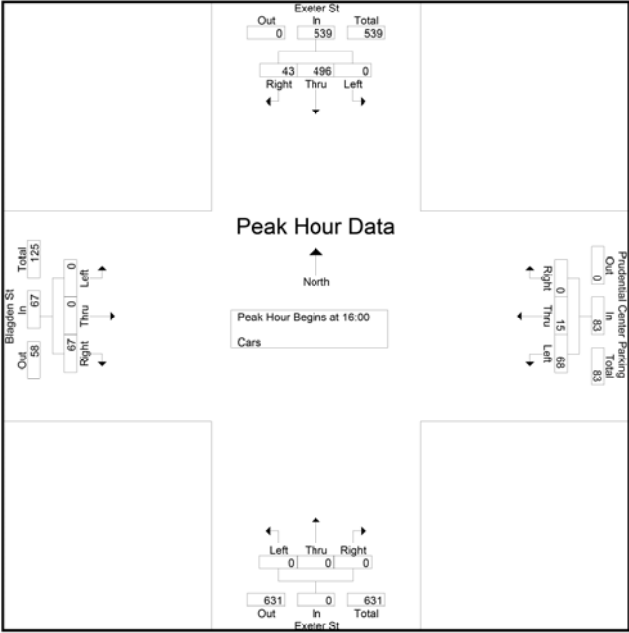
File Name : 99160001
Site Code : 99160001
Start Date : 3/29/2008
Page No : 1

	Exeter St From North				Prudential Center Parking From East				Exeter St From South				Blagden St From West:						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exits: Total	Incls: Total	Int: Total
14:00	0	120	9	24	19	2	0	34	0	0	0	5	0	0	7	58	121	157	278
14:15	0	106	15	10	16	4	0	44	0	0	0	5	0	0	5	67	126	146	272
14:30	0	106	13	22	16	2	0	54	0	0	0	3	0	0	9	47	126	146	272
14:45	0	114	19	18	14	3	0	56	0	0	0	5	0	0	11	47	126	161	287
Total	0	446	56	74	65	11	0	188	0	0	0	18	0	0	32	219	499	610	1109
15:00	1	133	20	22	10	7	0	52	0	0	0	8	0	0	15	50	132	186	318
15:15	0	91	7	14	18	3	0	49	0	0	0	7	0	0	8	67	137	127	264
15:30	0	108	17	16	15	9	0	59	0	0	0	16	0	0	20	67	158	169	327
15:45	0	101	12	20	17	1	0	59	0	0	0	7	0	0	13	44	130	144	274
Total	1	433	56	72	60	20	0	219	0	0	0	38	0	0	55	228	557	626	1183
16:00	0	118	13	34	12	3	0	52	0	0	0	4	0	0	25	70	160	172	332
16:15	0	122	9	25	19	5	0	37	0	0	0	3	0	0	14	60	125	169	294
16:30	0	124	8	21	10	4	0	42	0	0	0	6	0	0	15	57	126	161	287
16:45	0	132	13	20	27	3	0	43	0	0	0	3	0	0	12	58	124	187	311
Total	0	496	43	100	68	15	0	174	0	0	0	16	0	0	67	245	535	689	1224
17:00	0	101	6	18	16	8	0	56	0	0	0	7	0	0	12	53	134	143	277
17:15	0	104	6	30	16	3	0	64	0	0	0	2	0	0	13	68	164	142	306
17:30	0	142	13	7	21	2	0	40	0	0	0	4	0	0	14	36	87	192	279
17:45	0	111	17	20	16	4	0	50	0	0	0	5	0	0	10	43	118	158	276
Total	0	458	42	75	69	17	0	210	0	0	0	18	0	0	49	200	503	635	1138
Grand Total	1	1833	197	321	262	63	0	791	0	0	0	90	0	0	204	892	2094	2560	4654
Approch %	0	90.3	9.7		80.6	19.4	0		0	0	0		0	0	100				
Total %	0	71.6	7.7		10.2	2.5	0		0	0	0		0	0	8		45	55	

Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1														
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Total	
Peak Hour for Entire Intersection Begins at 16:00														
16:00	0	118	13	131	12	3	0	15	0	0	0	0	0	26
16:15	0	122	9	131	19	5	0	24	0	0	0	0	14	169
16:30	0	124	8	132	10	4	0	14	0	0	0	0	15	161
16:45	0	132	13	145	27	3	0	30	0	0	0	0	12	187
Total Volume	0	496	43	539	68	15	0	83	0	0	0	0	67	689
% App. Total	0	92	8		81.9	18.1	0		0	0	0	0	100	
PHF	.000	.939	.827	.929	.630	.750	.000	.692	.000	.000	.000	.000	.644	.921

Accurate Counts
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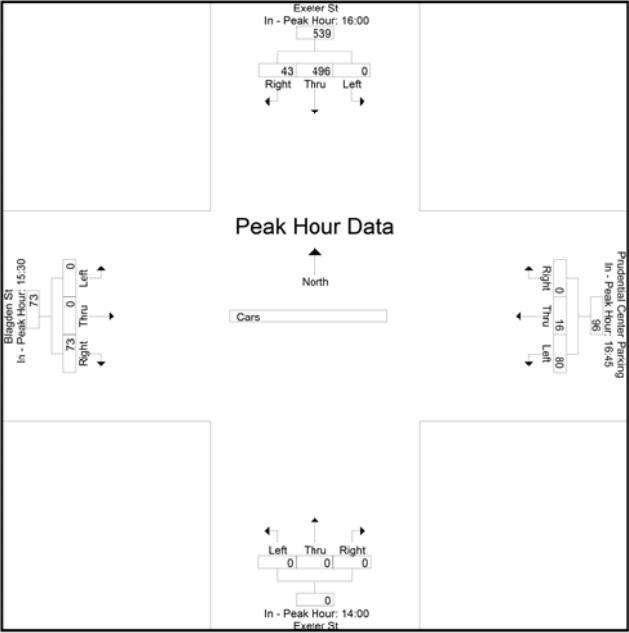


Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00				16:45				14:00				15:30			
+0 mins.	0	118	13	131	27	3	0	30	0	0	0	0	0	0	20	20
+15 mins.	0	122	9	131	16	8	0	24	0	0	0	0	0	0	13	13
+30 mins.	0	124	8	132	16	3	0	19	0	0	0	0	0	0	26	26
+45 mins.	0	132	13	145	21	2	0	23	0	0	0	0	0	0	14	14
Total Volume	0	496	43	539	80	16	0	96	0	0	0	0	0	0	73	73
% App. Total	0	92	8		83.3	16.7	0		0	0	0	0	0	0	100	
PHF	.000	.939	.827	.929	.741	.500	.000	.800	.000	.000	.000	.000	.000	.000	.702	.702

Accurate Counts
978-664-2565

File Name : 99160001
Site Code : 99160001
Start Date : 3/29/2008
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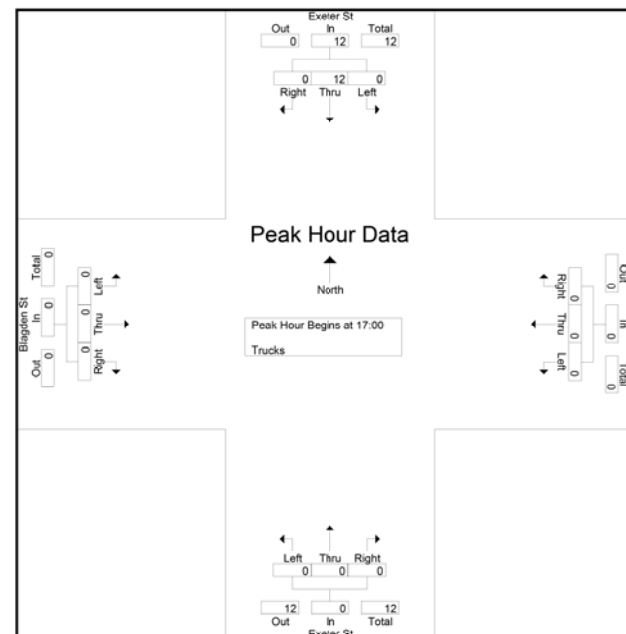


File Name : 99160001
Site Code : 99160001
Start Date : 3/29/2008
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		Exeter St From North				Prudential Center Parking From East				Exeter St From South				Blagden St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total	
14:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
14:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
14:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	
15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
15:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
15:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
15:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
Total	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	
16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
16:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	
17:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
Total	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	
Grand Total	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	38	
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0					
Total %	0	100	0		0	0	0		0	0	0		0	0	0		0	100		

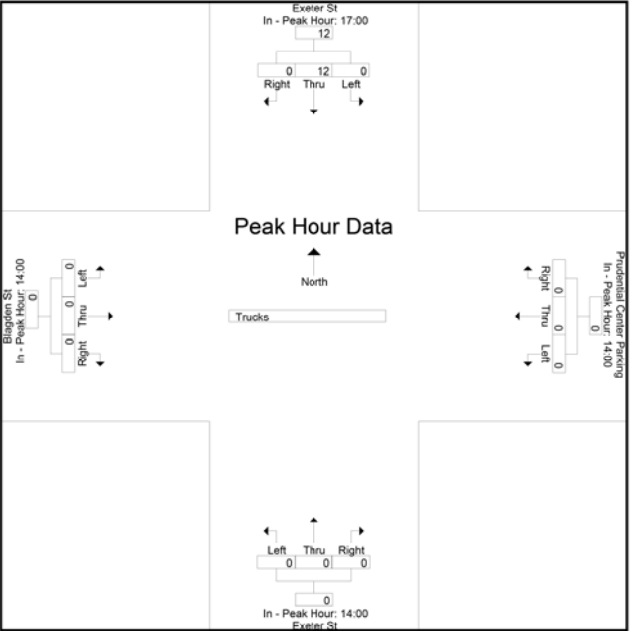
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[illegible]

Accurate Counts
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File Name : 99160001
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N/S Street : Exeter Street
E/W Street: Blagden Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

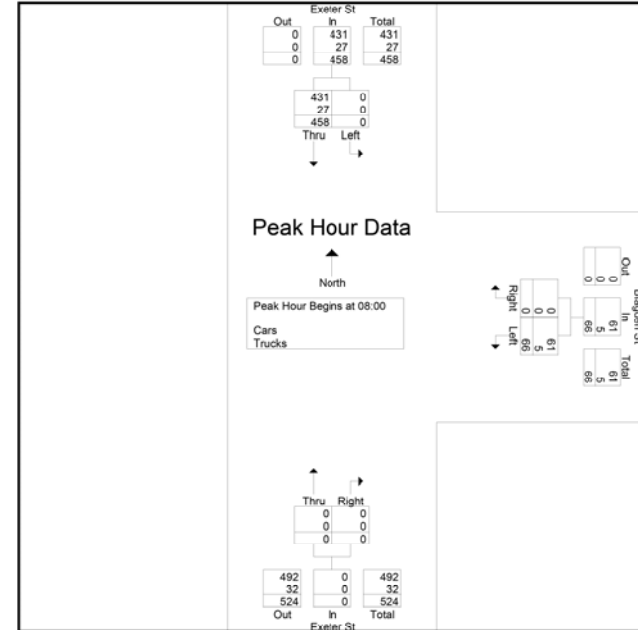
File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 1

Groups Printed- Cars - Trucks												
	Exeter St From North			Blagden St From East			Exeter St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	59	1	12	0	10	0	0	1	12	71	83
07:15	0	80	2	15	0	8	0	0	1	11	95	106
07:30	0	80	0	22	0	6	0	0	5	11	102	113
07:45	0	114	0	16	0	24	0	0	11	35	130	165
Total	0	333	3	65	0	48	0	0	18	69	398	467
08:00	0	90	3	22	0	23	0	0	9	35	112	147
08:15	0	108	0	8	0	25	0	0	14	39	116	155
08:30	0	136	0	14	0	19	0	0	7	26	150	176
08:45	0	124	2	22	0	26	0	0	11	39	146	185
Total	0	458	5	66	0	93	0	0	41	139	524	663
Grand Total	0	791	8	131	0	141	0	0	59	208	922	1130
Apprch %	0	100		100	0		0	0				
Total %	0	85.8		14.2	0		0	0		18.4	81.6	
Cars	0	743		123	0		0	0		0	0	1074
% Cars	0	93.9	100	93.9	0	100	0	0	100	0	0	95
Trucks	0	48		8	0		0	0		0	0	56
% Trucks	0	6.1	0	6.1	0	0	0	0	0	0	0	5

Start Time	Exeter St From North			Blagden St From East			Exeter St From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	90	90	22	0	22	0	0	0	112
08:15	0	108	108	8	0	8	0	0	0	116
08:30	0	136	136	14	0	14	0	0	0	150
08:45	0	124	124	22	0	22	0	0	0	146
Total Volume	0	458	458	66	0	66	0	0	0	524
% App. Total	0	100		100	0		0	0		
PHF	.000	.842	.842	.750	.000	.750	.000	.000	.000	.873
Cars	0	431	431	61	0	61	0	0	0	492
% Cars	0	94.1	94.1	92.4	0	92.4	0	0	0	93.9
Trucks	0	27	27	5	0	5	0	0	0	32
% Trucks	0	5.9	5.9	7.6	0	7.6	0	0	0	6.1

Accurate Counts
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Start Date : 4/3/2008
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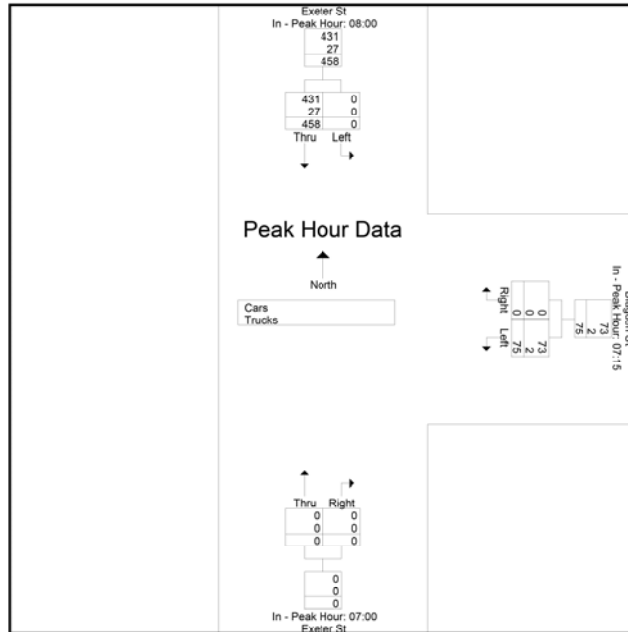


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:15			07:00		
+0 mins.	0	90	90	15	0	15	0	0	0
+15 mins.	0	108	108	22	0	22	0	0	0
+30 mins.	0	136	136	16	0	16	0	0	0
+45 mins.	0	124	124	22	0	22	0	0	0
Total Volume	0	458	458	75	0	75	0	0	0
% App. Total	0	100		100	0		0	0	
PHF	.000	.842	.842	.852	.000	.852	.000	.000	.000
Cars	0	431	431	73	0	73	0	0	0
% Cars	0	94.1	94.1	97.3	0	97.3	0	0	0
Trucks	0	27	27	2	0	2	0	0	0
% Trucks	0	5.9	5.9	2.7	0	2.7	0	0	0

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
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N/S Street : Exeter Street
E/W Street: Blagden Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

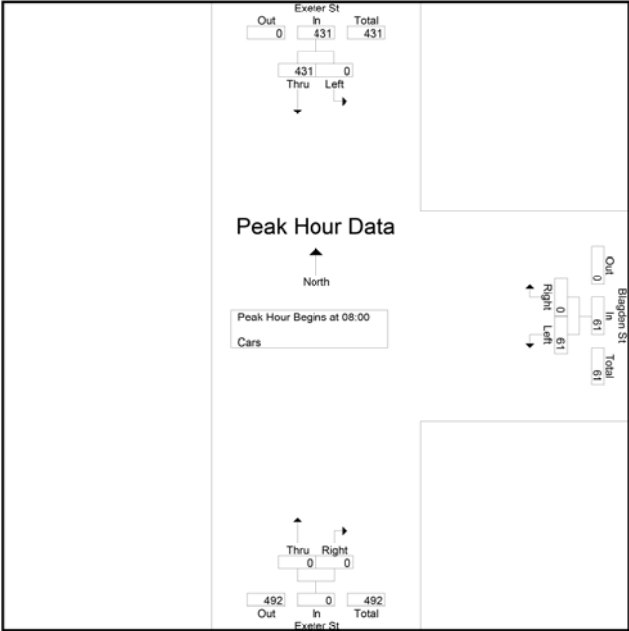
File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
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Groups Printed- Cars												
	Exeter St From North			Blagden St From East			Exeter St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	56	1	10	0	10	0	0	1	12	66	78
07:15	0	73	2	15	0	8	0	0	1	11	88	99
07:30	0	74	0	22	0	6	0	0	5	11	96	107
07:45	0	109	0	15	0	24	0	0	11	35	124	159
Total	0	312	3	62	0	48	0	0	18	69	374	443
08:00	0	87	3	21	0	23	0	0	9	35	108	143
08:15	0	100	0	8	0	25	0	0	14	39	108	147
08:30	0	129	0	11	0	19	0	0	7	26	140	166
08:45	0	115	2	21	0	26	0	0	11	39	136	175
Total	0	431	5	61	0	93	0	0	41	139	492	631
Grand Total	0	743	8	123	0	141	0	0	59	208	866	1074
Apprch %	0	100		100	0		0	0				
Total %	0	85.8		14.2	0		0	0		19.4	80.6	

Start Time	Exeter St From North			Blagden St From East			Exeter St From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	87	87	21	0	21	0	0	0	108
08:15	0	100	100	8	0	8	0	0	0	108
08:30	0	129	129	11	0	11	0	0	0	140
08:45	0	115	115	21	0	21	0	0	0	136
Total Volume	0	431	431	61	0	61	0	0	0	492
% App. Total	0	100		100	0		0	0		
PHF	.000	.835	.835	.726	.000	.726	.000	.000	.000	.879

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
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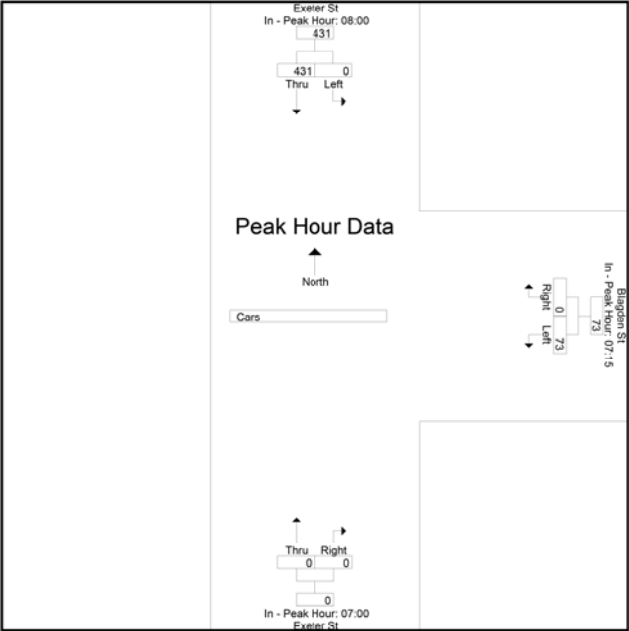


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:15			07:00		
+0 mins.	0	87	87	15	0	15	0	0	0
+15 mins.	0	100	100	22	0	22	0	0	0
+30 mins.	0	129	129	15	0	15	0	0	0
+45 mins.	0	115	115	21	0	21	0	0	0
Total Volume	0	431	431	73	0	73	0	0	0
% App. Total	0	100		100	0		0	0	
PHF	.000	.835	.835	.830	.000	.830	.000	.000	.000

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 3



N/S Street : Exeter Street
E/W Street: Blagden Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

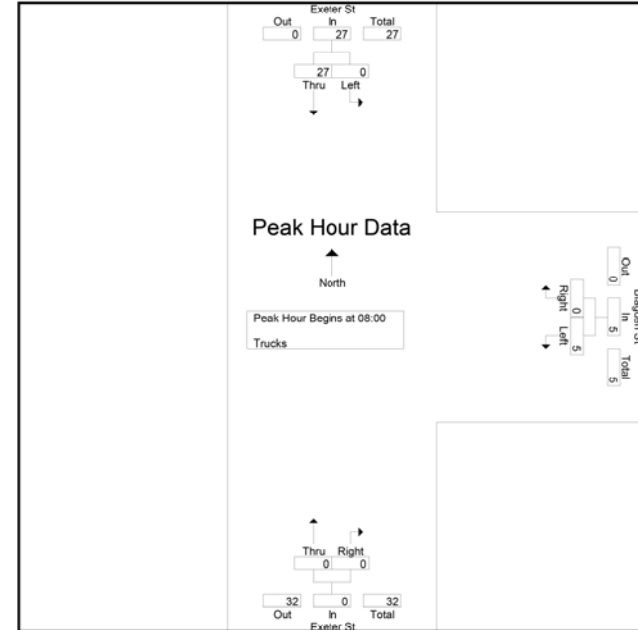
File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 1

Groups Printed- Trucks												
	Exeter St From North			Blagden St From East			Exeter St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	3	0	2	0	0	0	0	0	0	5	5
07:15	0	7	0	0	0	0	0	0	0	0	7	7
07:30	0	6	0	0	0	0	0	0	0	0	6	6
07:45	0	5	0	1	0	0	0	0	0	0	6	6
Total	0	21	0	3	0	0	0	0	0	0	24	24
08:00	0	3	0	1	0	0	0	0	0	0	4	4
08:15	0	8	0	0	0	0	0	0	0	0	8	8
08:30	0	7	0	3	0	0	0	0	0	0	10	10
08:45	0	9	0	1	0	0	0	0	0	0	10	10
Total	0	27	0	5	0	0	0	0	0	0	32	32
Grand Total	0	48	0	8	0	0	0	0	0	0	56	56
Apprch %	0	100		100	0		0	0				
Total %	0	85.7		14.3	0		0	0		0	100	

Start Time	Exeter St From North			Blagden St From East			Exeter St From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	3	3	1	0	1	0	0	0	4
08:15	0	8	8	0	0	0	0	0	0	8
08:30	0	7	7	3	0	3	0	0	0	10
08:45	0	9	9	1	0	1	0	0	0	10
Total Volume	0	27	27	5	0	5	0	0	0	32
% App. Total	0	100		100	0		0	0		
PHF	.000	.750	.750	.417	.000	.417	.000	.000	.000	.800

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 2

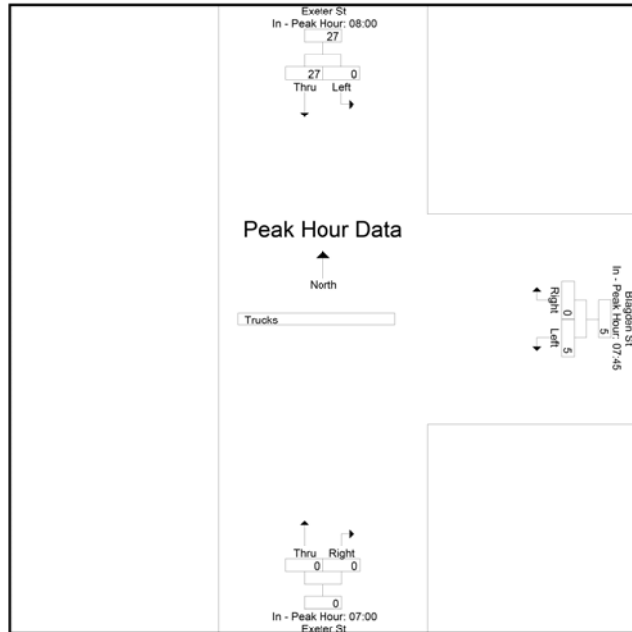


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:45			07:00		
+0 mins.	0	3	3	1	0	1	0	0	0
+15 mins.	0	8	8	1	0	1	0	0	0
+30 mins.	0	7	7	0	0	0	0	0	0
+45 mins.	0	9	9	3	0	3	0	0	0
Total Volume	0	27	27	5	0	5	0	0	0
% App. Total	0	100		100	0		0	0	
PHF	.000	.750	.750	.417	.000	.417	.000	.000	.000

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 3



N/S Street : Exeter Street
E/W Street: Blagden Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

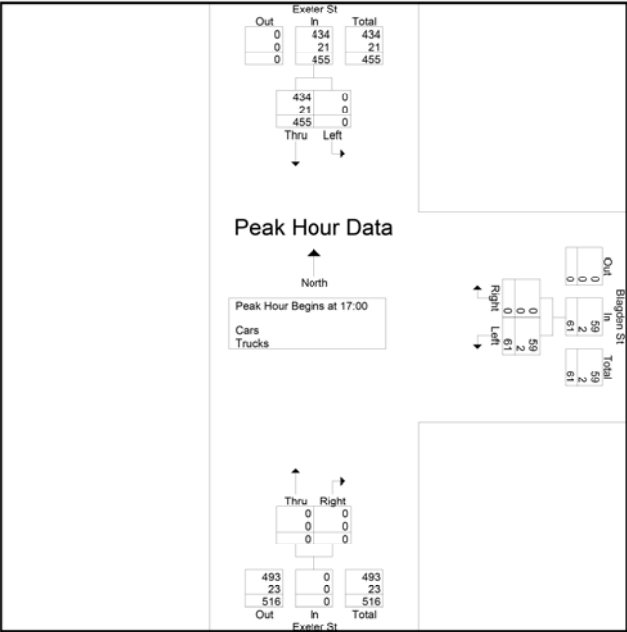
File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 1

Groups Printed- Cars - Trucks												
Start Time	Exeter St From North			Blagden St From East			Exeter St From South			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
16:00	0	97	3	18	0	41	0	0	2	46	115	161
16:15	0	107	5	11	0	72	0	0	14	91	118	209
16:30	0	94	4	18	0	45	0	0	17	66	112	178
16:45	0	89	3	8	0	52	0	0	21	76	97	173
Total	0	387	15	55	0	210	0	0	54	279	442	721
17:00	0	119	8	16	0	54	0	0	22	84	135	219
17:15	0	111	6	16	0	50	0	0	20	76	127	203
17:30	0	105	1	15	0	45	0	0	14	60	120	180
17:45	0	120	2	14	0	29	0	0	9	40	134	174
Total	0	455	17	61	0	178	0	0	65	260	516	776
Grand Total	0	842	32	116	0	388	0	0	119	539	958	1497
Apprch %	0	100		100	0		0	0				
Total %	0	87.9		12.1	0		0	0		36	64	
Cars	0	806		112	0		0	0		0	0	1457
% Cars	0	95.7	100	96.6	0	100	0	0	100	0	0	97.3
Trucks	0	36		4	0		0	0		0	0	40
% Trucks	0	4.3	0	3.4	0	0	0	0	0	0	0	2.7

Start Time	Exeter St From North			Blagden St From East			Exeter St From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	0	119	119	16	0	16	0	0	0	135
17:15	0	111	111	16	0	16	0	0	0	127
17:30	0	105	105	15	0	15	0	0	0	120
17:45	0	120	120	14	0	14	0	0	0	134
Total Volume	0	455	455	61	0	61	0	0	0	516
% App. Total	0	100		100	0		0	0		
PHF	.000	.948	.948	.953	.000	.953	.000	.000	.000	.956
Cars	0	434	434	59	0	59	0	0	0	493
% Cars	0	95.4	95.4	96.7	0	96.7	0	0	0	95.5
Trucks	0	21	21	2	0	2	0	0	0	23
% Trucks	0	4.6	4.6	3.3	0	3.3	0	0	0	4.5

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 2

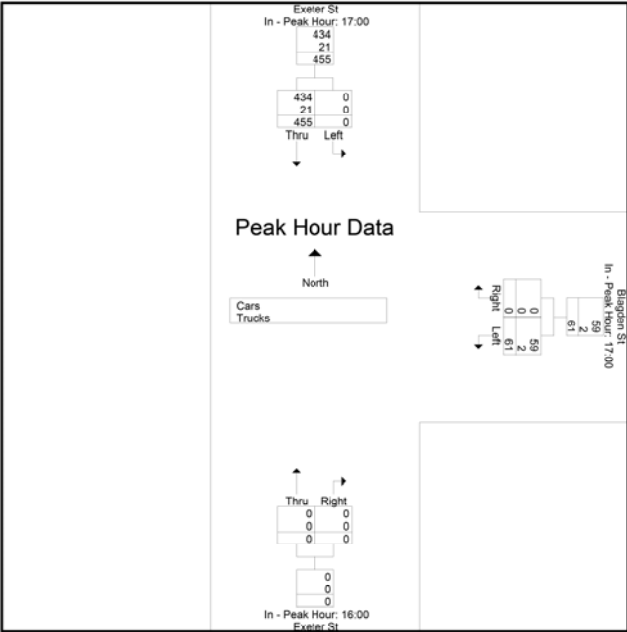


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00			17:00			16:00		
+0 mins.	0	119	119	16	0	16	0	0	0
+15 mins.	0	111	111	16	0	16	0	0	0
+30 mins.	0	105	105	15	0	15	0	0	0
+45 mins.	0	120	120	14	0	14	0	0	0
Total Volume	0	455	455	61	0	61	0	0	0
% App. Total	0	100	100	100	0	100	0	0	0
PHF	.000	.948	.948	.953	.000	.953	.000	.000	.000
Cars	0	434	434	59	0	59	0	0	0
% Cars	0	95.4	95.4	96.7	0	96.7	0	0	0
Trucks	0	21	21	2	0	2	0	0	0
% Trucks	0	4.6	4.6	3.3	0	3.3	0	0	0

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 3



N/S Street : Exeter Street
E/W Street: Blagden Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

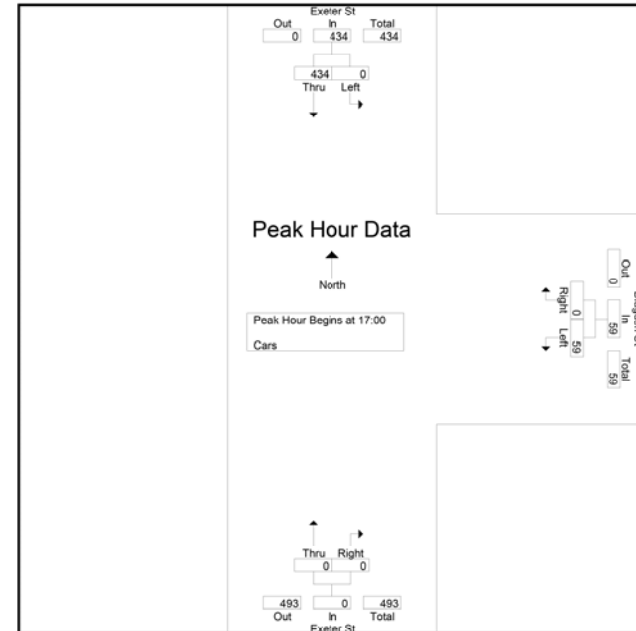
File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 1

Groups Printed- Cars												
	Exeter St From North			Blagden St From East			Exeter St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	92	3	17	0	41	0	0	2	46	109	155
16:15	0	103	5	11	0	72	0	0	14	91	114	205
16:30	0	91	4	17	0	45	0	0	17	66	108	174
16:45	0	86	3	8	0	52	0	0	21	76	94	170
Total	0	372	15	53	0	210	0	0	54	279	425	704
17:00	0	112	8	16	0	54	0	0	22	84	128	212
17:15	0	107	6	14	0	50	0	0	20	76	121	197
17:30	0	102	1	15	0	45	0	0	14	60	117	177
17:45	0	113	2	14	0	29	0	0	9	40	127	167
Total	0	434	17	59	0	178	0	0	65	260	493	753
Grand Total	0	806	32	112	0	388	0	0	119	539	918	1457
Apprch %	0	100		100	0		0	0				
Total %	0	87.8		12.2	0		0	0		37	63	

	Exeter St From North			Blagden St From East			Exeter St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	0	112	112	16	0	16	0	0	0	128
17:15	0	107	107	14	0	14	0	0	0	121
17:30	0	102	102	15	0	15	0	0	0	117
17:45	0	113	113	14	0	14	0	0	0	127
Total Volume	0	434	434	59	0	59	0	0	0	493
% App. Total	0	100		100	0		0	0		
PHF	.000	.960	.960	.922	.000	.922	.000	.000	.000	.963

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 2

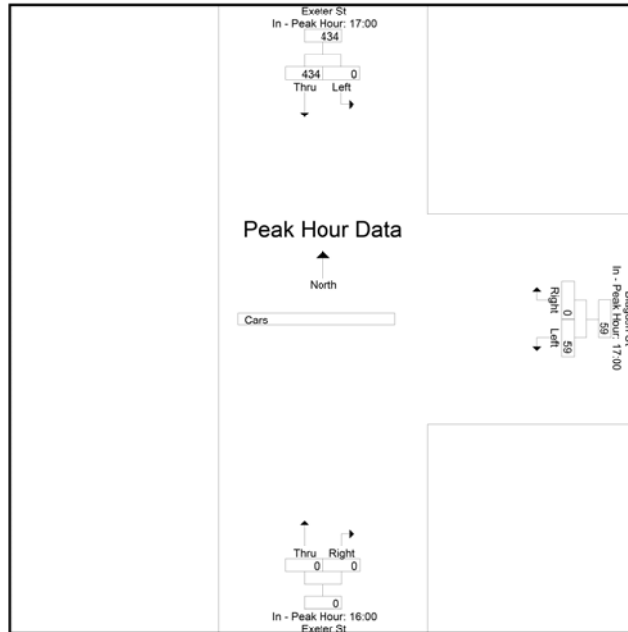


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00			17:00			16:00		
+0 mins.	0	112	112	16	0	16	0	0	0
+15 mins.	0	107	107	14	0	14	0	0	0
+30 mins.	0	102	102	15	0	15	0	0	0
+45 mins.	0	113	113	14	0	14	0	0	0
Total Volume	0	434	434	59	0	59	0	0	0
% App. Total	0	100		100	0		0	0	
PHF	.000	.960	.960	.922	.000	.922	.000	.000	.000

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 3



N/S Street : Exeter Street
E/W Street: Blagden Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

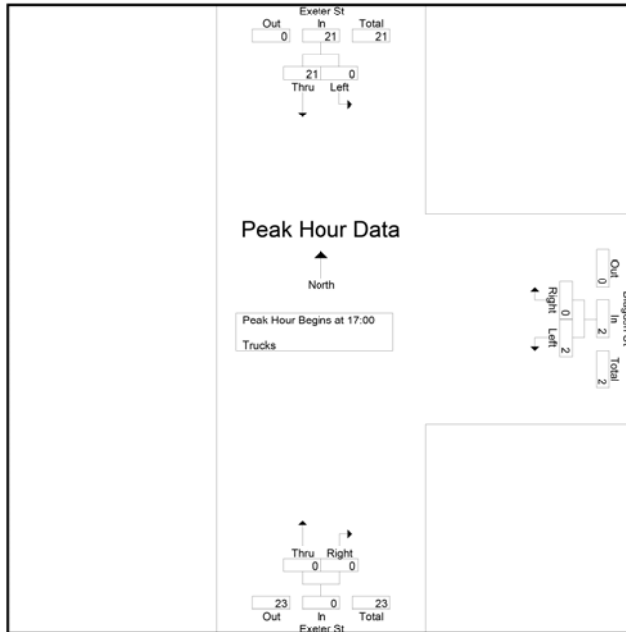
File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 1

Groups Printed- Trucks												
	Exeter St From North			Blagden St From East			Exeter St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	5	0	1	0	0	0	0	0	0	6	6
16:15	0	4	0	0	0	0	0	0	0	0	4	4
16:30	0	3	0	1	0	0	0	0	0	0	4	4
16:45	0	3	0	0	0	0	0	0	0	0	3	3
Total	0	15	0	2	0	0	0	0	0	0	17	17
17:00	0	7	0	0	0	0	0	0	0	0	7	7
17:15	0	4	0	2	0	0	0	0	0	0	6	6
17:30	0	3	0	0	0	0	0	0	0	0	3	3
17:45	0	7	0	0	0	0	0	0	0	0	7	7
Total	0	21	0	2	0	0	0	0	0	0	23	23
Grand Total	0	36	0	4	0	0	0	0	0	0	40	40
Apprch %	0	100		100	0		0	0				
Total %	0	90		10	0		0	0		0	100	

Start Time	Exeter St From North			Blagden St From East			Exeter St From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	0	7	7	0	0	0	0	0	0	7
17:15	0	4	4	2	0	2	0	0	0	6
17:30	0	3	3	0	0	0	0	0	0	3
17:45	0	7	7	0	0	0	0	0	0	7
Total Volume	0	21	21	2	0	2	0	0	0	23
% App. Total	0	100		100	0		0	0		
PHF	.000	.750	.750	.250	.000	.250	.000	.000	.000	.821

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 2

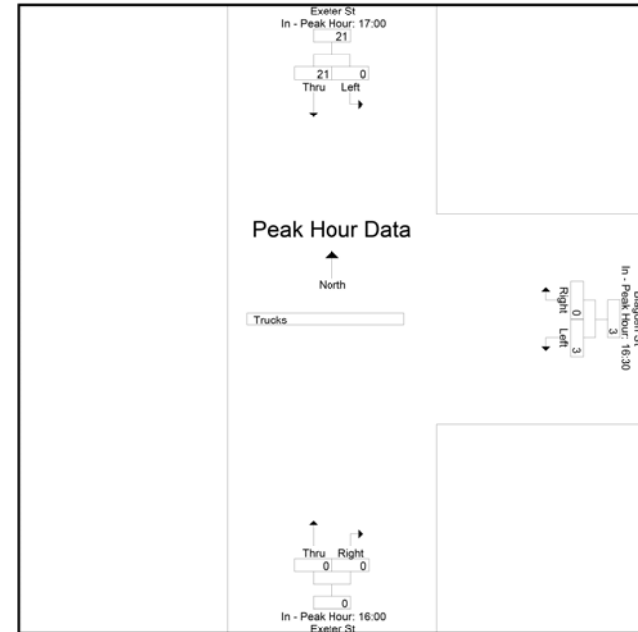


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00			16:30			16:00		
+0 mins.	0	7	7	1	0	1	0	0	0
+15 mins.	0	4	4	0	0	0	0	0	0
+30 mins.	0	3	3	0	0	0	0	0	0
+45 mins.	0	7	7	2	0	2	0	0	0
Total Volume	0	21	21	3	0	3	0	0	0
% App. Total	0	100		100	0		0	0	
PHF	.000	.750	.750	.375	.000	.375	.000	.000	.000

Accurate Counts
978-664-2565

File Name : 991600A1
Site Code : 99160001
Start Date : 4/3/2008
Page No : 3





Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Bicycle Counts

N/S Street : Exeter Street
E/W Street: Boylston Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 99160002
Site Code : 99160002
Start Date : 5/7/2008
Page No : 1

Groups Printed- Bikes

Start Time	Exeter St From North			Boylston St From East			Exeter St From South			Boylston St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	0	0	0	0	1	0	0	1	0	0	3	0	5
07:15	1	0	1	0	0	0	0	0	0	0	4	0	6
07:30	0	2	0	0	0	0	0	0	0	0	7	0	9
07:45	0	3	0	0	0	0	0	0	0	0	5	0	8
Total	1	5	1	0	1	0	0	1	0	0	19	0	28
08:00	0	0	0	0	0	0	1	0	0	0	5	0	6
08:15	2	4	0	0	0	0	0	0	0	0	10	0	16
08:30	1	1	0	0	0	0	0	1	1	1	8	1	18
08:45	1	2	0	0	0	0	0	0	1	0	8	0	12
Total	4	7	0	0	0	0	1	1	2	1	35	1	52
Grand Total	5	12	1	0	1	0	1	2	2	1	54	1	80
Apprch %	27.8	66.7	5.6	0	100	0	20	40	40	1.8	96.4	1.8	
Total %	6.2	15	1.2	0	1.2	0	1.2	2.5	2.5	1.2	67.5	1.2	

	Exeter St From North				Boylston St From East				Exeter St From South				Boylston St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	5	6
08:15	2	4	0	6	0	0	0	0	0	0	0	0	0	10	0	10	16
08:30	1	1	0	2	0	0	0	0	0	1	1	2	1	12	1	14	18
08:45	1	2	0	3	0	0	0	0	0	0	1	1	0	8	0	8	12
Total Volume	4	7	0	11	0	0	0	0	1	1	2	4	1	35	1	37	52
% App. Total	36.4	63.6	0		0	0	0		25	25	50		2.7	94.6	2.7		
PHF	.500	.438	.000	.458	.000	.000	.000	.000	.250	.250	.500	.500	.250	.729	.250	.661	.722

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30				07:00				08:00				08:00			
+0 mins.	0	2	0	2	0	1	0	1	1	0	0	1	0	5	0	5
+15 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	10	0	10
+30 mins.	0	0	0	0	0	0	0	0	0	1	1	2	1	12	1	14
+45 mins.	2	4	0	6	0	0	0	0	0	0	1	1	0	8	0	8
Total Volume	2	9	0	11	0	1	0	1	1	1	2	4	1	35	1	37
% App. Total	18.2	81.8	0		0	100	0		25	25	50		2.7	94.6	2.7	
PHF	.250	.563	.000	.458	.000	.250	.000	.250	.250	.250	.500	.500	.250	.729	.250	.661

N/S Street : Exeter Street
E/W Street: Boylston Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 99160002
Site Code : 99160002
Start Date : 5/7/2008
Page No : 1

Groups Printed- Bikes

Start Time	Exeter St From North				Boylston St From East				Exeter St From South				Boylston St From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:00	0	1	0	0	0	0	0	0	1	0	0	0	0	7	0	0	9
16:15	4	2	1	0	0	0	0	0	0	0	0	0	0	11	1	0	19
16:30	0	2	0	0	0	0	0	0	0	0	0	0	1	7	0	0	10
16:45	0	2	0	0	0	0	0	0	0	0	0	0	1	5	0	0	8
Total	4	7	1	0	0	0	0	0	1	0	0	0	2	30	1	0	46
17:00	1	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	6
17:15	1	2	0	0	0	6	0	0	0	0	0	0	1	7	0	0	17
17:30	2	0	0	0	2	0	0	0	0	0	0	0	0	5	1	0	10
17:45	0	2	0	0	0	1	2	0	0	0	0	0	1	8	0	0	14
Total	4	4	0	0	2	8	2	0	0	0	0	0	2	24	1	0	47
Grand Total	8	11	1	0	2	8	2	0	1	0	0	0	4	54	2	0	93
Apprch %	40	55	5	0	16.7	66.7	16.7	0	100	0	0	0	6.7	90	3.3	0	
Total %	8.6	11.8	1.1	0	2.2	8.6	2.2	0	1.1	0	0	0	4.3	58.1	2.2	0	

	Exeter St From North				Boylston St From East				Exeter St From South				Boylston St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	1	0	0	1	0	1	0	1	0	0	0	0	0	4	0	4	6
17:15	1	2	0	3	0	6	0	6	0	0	0	0	1	7	0	8	17
17:30	2	0	0	2	2	0	0	2	0	0	0	0	0	5	1	6	10
17:45	0	2	0	2	0	1	2	3	0	0	0	0	1	8	0	9	14
Total Volume	4	4	0	8	2	8	2	12	0	0	0	0	2	24	1	27	47
% App. Total	50	50	0		16.7	66.7	16.7		0	0	0		7.4	88.9	3.7		
PHF	.500	.500	.000	.667	.250	.333	.250	.500	.000	.000	.000	.000	.500	.750	.250	.750	.691

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00				17:00				16:00				16:00			
+0 mins.	0	1	0	1	0	1	0	1	1	0	0	1	0	7	0	7
+15 mins.	4	2	1	7	0	6	0	6	0	0	0	0	0	11	1	12
+30 mins.	0	2	0	2	2	0	0	2	0	0	0	0	1	7	0	8
+45 mins.	0	2	0	2	0	1	2	3	0	0	0	0	1	5	0	6
Total Volume	4	7	1	12	2	8	2	12	1	0	0	1	2	30	1	33
% App. Total	33.3	58.3	8.3		16.7	66.7	16.7		100	0	0		6.1	90.9	3	
PHF	.250	.875	.250	.429	.250	.333	.250	.500	.250	.000	.000	.250	.500	.682	.250	.688

N/S Street : Exeter Street
E/W Street: Blagden Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 99160003
Site Code : 99160003
Start Date : 5/7/2008
Page No : 1

Groups Printed- Bikes								
Start Time	Exeter St From North		Blagden St From East			Exeter St From South		Int. Total
	Left	Thru	Left	Right		Thru	Right	
07:00	0	0	0	0		0	0	0
07:15	0	0	0	0		1	0	1
07:30	0	2	0	0		0	0	2
07:45	0	3	0	0		1	0	4
Total	0	5	0	0		2	0	7
08:00	0	0	1	1		0	0	2
08:15	0	4	0	0		0	0	4
08:30	0	2	0	0		2	0	4
08:45	0	2	0	0		0	1	3
Total	0	8	1	1		2	1	13
Grand Total	0	13	1	1		4	1	20
Apprch %	0	100	50	50		80	20	
Total %	0	65	5	5		20	5	

Start Time	Exeter St From North			Blagden St From East			Exeter St From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	0	3	3	0	0	0	1	0	1	4
08:00	0	0	0	1	1	2	0	0	0	2
08:15	0	4	4	0	0	0	0	0	0	4
08:30	0	2	2	0	0	0	2	0	2	4
Total Volume	0	9	9	1	1	2	3	0	3	14
% App. Total	0	100		50	50		100	0		
PHF	.000	.563	.563	.250	.250	.250	.375	.000	.375	.875

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30			07:15			07:45		
+0 mins.	0	2	2	0	0	0	1	0	1
+15 mins.	0	3	3	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	4	4	1	1	2	2	0	2
Total Volume	0	9	9	1	1	2	3	0	3
% App. Total	0	100		50	50		100	0	
PHF	.000	.563	.563	.250	.250	.250	.375	.000	.375

N/S Street : Exeter Street
E/W Street: Blagden Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 99160003
Site Code : 99160003
Start Date : 5/7/2008
Page No : 1

Groups Printed- Bikes								
Start Time	Exeter St From North		Blagden St From East			Exeter St From South		Int. Total
	Left	Thru	Left	Right		Thru	Right	
16:00	0	1	0	2		0	0	3
16:15	0	3	0	0		0	0	3
16:30	0	2	1	0		0	0	3
16:45	0	2	0	0		0	0	2
Total	0	8	1	2		0	0	11
17:00	0	0	0	0		2	0	2
17:15	0	2	0	0		1	0	3
17:30	1	1	0	0		0	0	2
17:45	0	4	0	0		0	0	4
Total	1	7	0	0		3	0	11
Grand Total	1	15	1	2		3	0	22
Apprch %	6.2	93.8	33.3	66.7		100	0	
Total %	4.5	68.2	4.5	9.1		13.6	0	

	Exeter St From North			Blagden St From East			Exeter St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	0	1	1	0	2	2	0	0	0	3
16:15	0	3	3	0	0	0	0	0	0	3
16:30	0	2	2	1	0	1	0	0	0	3
16:45	0	2	2	0	0	0	0	0	0	2
Total Volume	0	8	8	1	2	3	0	0	0	11
% App. Total	0	100		33.3	66.7		0	0		
PHF	.000	.667	.667	.250	.250	.375	.000	.000	.000	.917

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			16:00			16:30		
+0 mins.	0	1	1	0	2	2	0	0	0
+15 mins.	0	3	3	0	0	0	0	0	0
+30 mins.	0	2	2	1	0	1	2	0	2
+45 mins.	0	2	2	0	0	0	1	0	1
Total Volume	0	8	8	1	2	3	3	0	3
% App. Total	0	100		33.3	66.7		100	0	
PHF	.000	.667	.667	.250	.250	.375	.375	.000	.375

N/S Street : Exeter Street
E/W Street : Huntington Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 99160004
Site Code : 99160004
Start Date : 5/7/2008
Page No : 1

Groups Printed- Bikes

	Exeter St From North			Huntington St From East			Stuart St From South			Huntington St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	1	0	1	0	0	1	1	0	4
07:30	1	0	0	0	0	0	0	0	0	0	4	1	6
07:45	0	1	2	0	0	0	0	0	0	1	0	6	10
Total	1	1	2	0	1	0	1	0	0	2	5	7	20
08:00	0	1	0	0	1	0	0	0	0	0	1	1	4
08:15	1	1	1	0	2	0	0	0	0	0	1	4	10
08:30	0	1	1	0	3	0	0	0	0	1	3	3	12
08:45	0	0	1	0	2	0	0	0	0	2	0	2	7
Total	1	3	3	0	8	0	0	0	0	3	5	10	33
Grand Total	2	4	5	0	9	0	1	0	0	5	10	17	53
Apprch %	18.2	36.4	45.5	0	100	0	100	0	0	15.6	31.2	53.1	
Total %	3.8	7.5	9.4	0	17	0	1.9	0	0	9.4	18.9	32.1	

	Exeter St From North				Huntington St From East				Stuart St From South				Huntington St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	1	2	3	0	0	0	0	0	0	0	0	1	0	6	7	10
08:00	0	1	0	1	0	1	0	1	0	0	0	0	0	1	1	2	4
08:15	1	1	1	3	0	2	0	2	0	0	0	0	0	1	4	5	10
08:30	0	1	1	2	0	3	0	3	0	0	0	0	0	1	3	3	7
08:45	0	1	1	2	0	3	0	3	0	0	0	0	0	1	3	3	7
Total Volume	1	4	4	9	0	6	0	6	0	0	0	0	2	5	14	21	36
% App. Total	11.1	44.4	44.4		0	100	0		0	0	0		9.5	23.8	66.7		
PHF	.250	1.000	.500	.750	.000	.500	.000	.500	.000	.000	.000	.000	.500	.417	.583	.750	.750

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45				08:00				07:00				07:45			
+0 mins.	0	1	2	3	0	1	0	1	0	0	0	0	1	0	6	7
+15 mins.	0	1	0	1	0	2	0	2	1	0	0	1	0	1	1	2
+30 mins.	1	1	1	3	0	3	0	3	0	0	0	0	0	1	4	5
+45 mins.	0	1	1	2	0	2	0	2	0	0	0	0	1	3	3	7
Total Volume	1	4	4	9	0	8	0	8	1	0	0	1	2	5	14	21
% App. Total	11.1	44.4	44.4		0	100	0		100	0	0		9.5	23.8	66.7	
PHF	.250	1.000	.500	.750	.000	.667	.000	.667	.250	.000	.000	.250	.500	.417	.583	.750

Accurate Counts
978-664-2565

N/S Street : Exeter Street
E/W Street : Huntington Street
City/State : Boston, MA
Weather : Cloudy

File Name : 99160004
Site Code : 99160004
Start Date : 5/7/2008
Page No : 1

Groups Printed- Bikes

	Exeter St From North			Huntington St From East			Stuart St From South			Huntington St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	0	1	1	0	6	0	0	0	0	0	3	2	13
16:15	0	0	3	0	3	0	0	0	0	0	0	4	10
16:30	0	0	3	0	5	0	0	0	0	0	5	1	14
16:45	0	0	2	0	4	0	0	0	0	0	1	3	10
Total	0	1	9	0	18	0	0	0	0	0	9	10	47
17:00	0	0	0	0	6	0	0	0	0	1	2	0	9
17:15	0	2	0	0	3	1	0	0	0	1	1	5	13
17:30	0	0	0	0	3	0	0	0	0	0	1	2	6
17:45	0	1	4	0	4	0	0	0	0	0	1	4	14
Total	0	3	4	0	16	1	0	0	0	2	5	11	42
Grand Total	0	4	13	0	34	1	0	0	0	2	14	21	89
Apprch %	0	23.5	76.5	0	97.1	2.9	0	0	0	5.4	37.8	56.8	
Total %	0	4.5	14.6	0	38.2	1.1	0	0	0	2.2	15.7	23.6	

	Exeter St From North				Huntington St From East				Stuart St From South				Huntington St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	1	1	2	0	6	0	6	0	0	0	0	0	3	2	5	13
16:15	0	0	3	3	0	3	0	3	0	0	0	0	0	0	4	4	10
16:30	0	0	3	3	0	5	0	5	0	0	0	0	0	5	1	6	14
16:45	0	0	2	2	0	4	0	4	0	0	0	0	0	1	3	4	10
Total Volume	0	1	9	10	0	18	0	18	0	0	0	0	0	9	10	19	47
% App. Total	0	10	90		0	100	0		0	0	0		0	47.4	52.6		
PHF	.000	.250	.750	.833	.000	.750	.000	.750	.000	.000	.000	.000	.000	.450	.625	.792	.839

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00				16:30				16:00				16:30			
+0 mins.	0	1	1	2	0	5	0	5	0	0	0	0	0	5	1	6
+15 mins.	0	0	3	3	0	4	0	4	0	0	0	0	0	1	3	4
+30 mins.	0	0	3	3	0	6	0	6	0	0	0	0	1	2	0	3
+45 mins.	0	0	2	2	0	3	1	4	0	0	0	0	1	1	5	7
Total Volume	0	1	9	10	0	18	1	19	0	0	0	0	2	9	9	20
% App. Total	0	10	90		0	94.7	5.3		0	0	0		10	45	45	
PHF	.000	.250	.750	.833	.000	.750	.250	.792	.000	.000	.000	.000	.500	.450	.450	.714

N/S Street : Boylston Street East of
E/W Street: Gloucester Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 99160005
Site Code : 99160005
Start Date : 5/7/2008
Page No : 1

Groups Printed- Bikes

	From North		From East		From South	From West		
Start Time	WB On Street		South SW EB	South SW WB	EB On Street	North SW WB	North SW EB	Int. Total
07:00	0		0	0	6	0	0	6
07:15	0		0	0	7	0	0	7
07:30	0		0	0	6	0	0	6
07:45	0		0	0	5	0	0	5
Total	0		0	0	24	0	0	24
08:00	0		0	0	4	0	0	4
08:15	0		0	0	8	1	1	10
08:30	0		0	0	10	0	0	10
08:45	0		0	0	11	0	0	11
Total	0		0	0	33	1	1	35
Grand Total	0		0	0	57	1	1	59
Apprch %	0		0	0	100	50	50	
Total %	0		0	0	96.6	1.7	1.7	

	From North		From East			From South		From West			
Start Time	WB On Street	App. Total	South SW EB	South SW WB	App. Total	EB On Street	App. Total	North SW WB	North SW EB	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00											
08:00	0	0	0	0	0	4	4	0	0	0	4
08:15	0	0	0	0	0	8	8	1	1	2	10
08:30	0	0	0	0	0	10	10	0	0	0	10
08:45	0	0	0	0	0	11	11	0	0	0	11
Total Volume	0	0	0	0	0	33	33	1	1	2	35
% App. Total	0	0	0	0	0	100	100	50	50		
PHF	.000	.000	.000	.000	.000	.750	.750	.250	.250	.250	.795

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00		07:00		08:00		07:30			
+0 mins.	0	0	0	0	0	4	4	0	0	0
+15 mins.	0	0	0	0	0	8	8	0	0	0
+30 mins.	0	0	0	0	0	10	10	0	0	0
+45 mins.	0	0	0	0	0	11	11	1	1	2
Total Volume	0	0	0	0	0	33	33	1	1	2
% App. Total	0	0	0	0	0	100		50	50	
PHF	.000	.000	.000	.000	.000	.750	.750	.250	.250	.250

N/S Street : Boylston Street East of
E/W Street: Gloucester Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 99160005
Site Code : 99160005
Start Date : 5/7/2008
Page No : 1

Groups Printed- Bikes

	From North		From East		From South	From West		
Start Time	WB On Street		South SW EB	South SW WB	EB On Street	North SW WB	North SW EB	Int. Total
16:00	1		0	0	8	1	0	10
16:15	0		0	0	14	0	0	14
16:30	0		0	0	7	0	0	7
16:45	0		0	0	7	0	0	7
Total	1		0	0	36	1	0	38
17:00	1		0	0	4	0	0	5
17:15	0		0	0	15	0	0	15
17:30	0		0	0	8	0	0	8
17:45	0		0	0	11	0	0	11
Total	1		0	0	38	0	0	39
Grand Total	2		0	0	74	1	0	77
Apprch %	100		0	0	100	100	0	
Total %	2.6		0	0	96.1	1.3	0	

	From North		From East			From South		From West			
Start Time	WB On Street	App. Total	South SW EB	South SW WB	App. Total	EB On Street	App. Total	North SW WB	North SW EB	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 17:00											
17:00	1	1	0	0	0	4	4	0	0	0	5
17:15	0	0	0	0	0	15	15	0	0	0	15
17:30	0	0	0	0	0	8	8	0	0	0	8
17:45	0	0	0	0	0	11	11	0	0	0	11
Total Volume	1	1	0	0	0	38	38	0	0	0	39
% App. Total	100		0	0		100		0	0		
PHF	.250	.250	.000	.000	.000	.633	.633	.000	.000	.000	.650

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00		16:00			17:00		16:00		
+0 mins.	1	1	0	0	0	4	4	1	0	1
+15 mins.	0	0	0	0	0	15	15	0	0	0
+30 mins.	0	0	0	0	0	8	8	0	0	0
+45 mins.	0	0	0	0	0	11	11	0	0	0
Total Volume	1	1	0	0	0	38	38	1	0	1
% App. Total	100		0	0	0	100		100	0	
PHF	.250	.250	.000	.000	.000	.633	.633	.250	.000	.250

N/S Street : Huntington Avenue East of
E/W Street: Belvidere Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 99160006
Site Code : 99160006
Start Date : 5/7/2008
Page No : 1

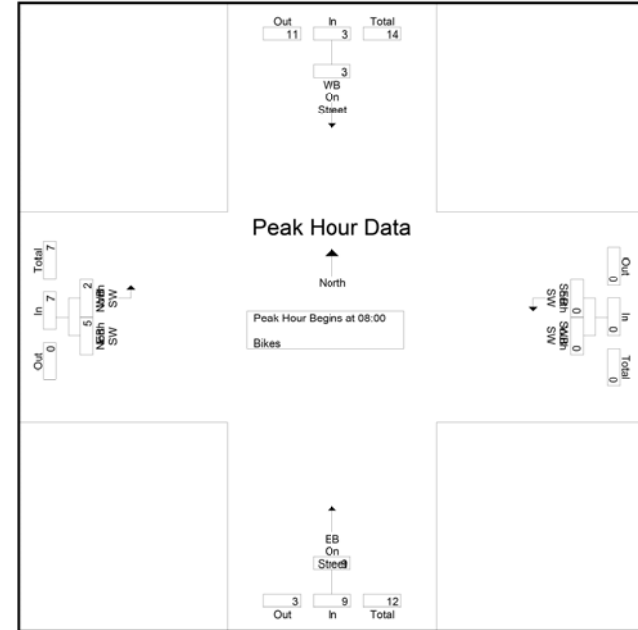
Groups Printed- Bikes

	From North	From East		From South	From West		
Start Time	WB On Street	South SW EB	South SW WB	EB On Street	North SW WB	North SW EB	Int. Total
07:00	0	0	0	0	0	0	0
07:15	0	0	1	1	0	0	2
07:30	0	0	0	4	0	1	5
07:45	0	0	0	2	0	0	2
Total	0	0	1	7	0	1	9
08:00	0	0	0	1	1	0	2
08:15	0	0	0	2	0	3	5
08:30	1	0	0	3	1	2	7
08:45	2	0	0	3	0	0	5
Total	3	0	0	9	2	5	19
Grand Total	3	0	1	16	2	6	28
Apprch %	100	0	100	100	25	75	
Total %	10.7	0	3.6	57.1	7.1	21.4	

	From North		From East			From South		From West			
Start Time	WB On Street	App. Total	South SW EB	South SW WB	App. Total	EB On Street	App. Total	North SW WB	North SW EB	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00											
08:00	0	0	0	0	0	1	1	1	0	1	2
08:15	0	0	0	0	0	2	2	0	3	3	5
08:30	1	1	0	0	0	3	3	1	2	3	7
08:45	2	2	0	0	0	3	3	0	0	0	5
Total Volume	3	3	0	0	0	9	9	2	5	7	19
% App. Total	100		0	0		100		28.6	71.4		
PHF	.375	.375	.000	.000	.000	.750	.750	.500	.417	.583	.679

Accurate Counts
978-664-2565

File Name : 99160006
Site Code : 99160006
Start Date : 5/7/2008
Page No : 2

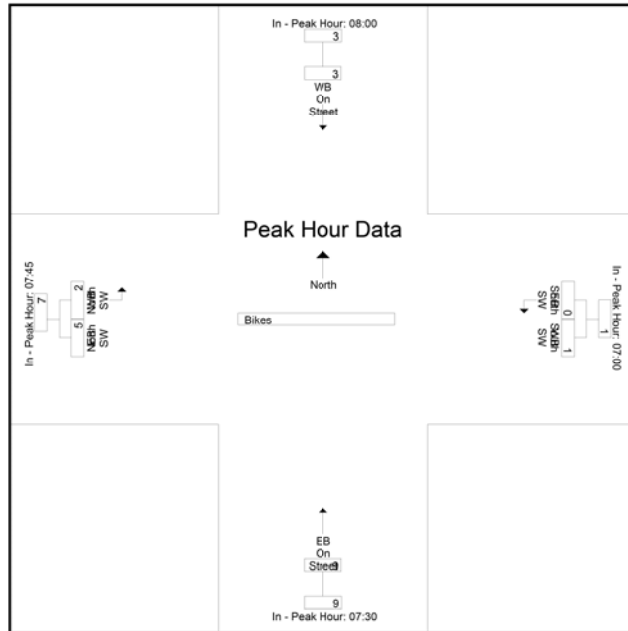


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00		07:00		07:30		07:45	
+0 mins.	0	0	0	0	0	4	4	0
+15 mins.	0	0	0	1	1	2	2	1
+30 mins.	1	1	0	0	0	1	1	0
+45 mins.	2	2	0	0	0	2	2	1
Total Volume	3	3	0	1	1	9	9	2
% App. Total	100		0	100		100		28.6
PHF	.375	.375	.000	.250	.250	.563	.563	.500

Accurate Counts
978-664-2565

File Name : 99160006
Site Code : 99160006
Start Date : 5/7/2008
Page No : 3



N/S Street : Huntington Avenue East of
E/W Street: Belvidere Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 99160006
Site Code : 99160006
Start Date : 5/7/2008
Page No : 1

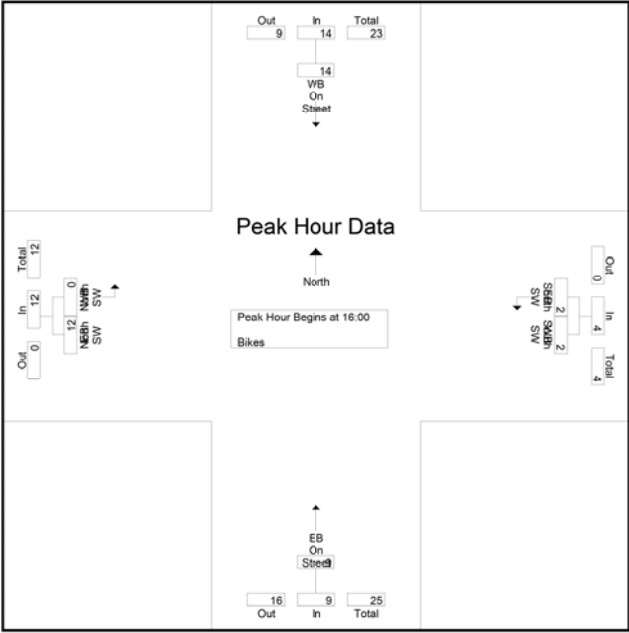
Groups Printed- Bikes

	From North	From East		From South	From West		
Start Time	WB On Street	South SW EB	South SW WB	EB On Street	North SW WB	North SW EB	Int. Total
16:00	4	0	0	3	0	1	8
16:15	4	2	0	1	0	6	13
16:30	4	0	2	2	0	2	10
16:45	2	0	0	3	0	3	8
Total	14	2	2	9	0	12	39
17:00	4	0	0	4	0	0	8
17:15	4	0	0	4	0	2	10
17:30	4	0	0	5	0	0	9
17:45	2	0	0	4	1	1	8
Total	14	0	0	17	1	3	35
Grand Total	28	2	2	26	1	15	74
Apprch %	100	50	50	100	6.2	93.8	
Total %	37.8	2.7	2.7	35.1	1.4	20.3	

	From North		From East			From South		From West			
Start Time	WB On Street	App. Total	South SW EB	South SW WB	App. Total	EB On Street	App. Total	North SW WB	North SW EB	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 16:00											
16:00	4		0	0	0	3	3	0	1	1	8
16:15	4	4	2	0	2	1	1	0	6	6	13
16:30	4	4	0	2	2	2	2	0	2	2	10
16:45	2	2	0	0	0	3	3	0	3	3	8
Total Volume	14	14	2	2	4	9	9	0	12	12	39
% App. Total	100		50	50		100		0	100		
PHF	.875	.875	.250	.250	.500	.750	.750	.000	.500	.500	.750

Accurate Counts
978-664-2565

File Name : 99160006
Site Code : 99160006
Start Date : 5/7/2008
Page No : 2

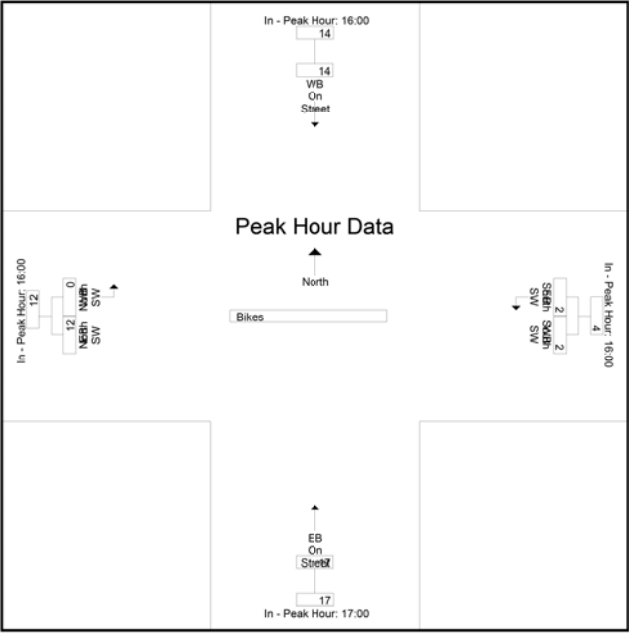


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			16:00			17:00			16:00		
+0 mins.	4	4		0	0	0	4	4		0	1	1
+15 mins.	4	4		2	0	2	4	4		0	6	6
+30 mins.	4	4		0	2	2	5	5		0	2	2
+45 mins.	2	2		0	0	0	4	4		0	3	3
Total Volume	14	14		2	2	4	17	17		0	12	12
% App. Total	100			50	50		100			0	100	
PHF	.875	.875		.250	.250	.500	.850	.850		.000	.500	.500

Accurate Counts
978-664-2565

File Name : 99160006
Site Code : 99160006
Start Date : 5/7/2008
Page No : 3



N/S Street : Exeter Street
E/W Street: Boylston Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 991600a2
Site Code : 99160002
Start Date : 5/10/2008
Page No : 1

Groups Printed- Bikes

Start Time	Exeter St From North			Boylston St From East			Exeter St From South			Boylston St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	2	1	0	0	0	0	0	0	0	0	0	0	3
16:15	0	1	0	0	0	0	0	1	0	0	5	0	7
16:30	0	0	0	0	1	1	0	0	0	0	4	0	6
16:45	0	0	0	0	0	0	0	0	0	0	6	1	7
Total	2	2	0	0	1	1	0	1	0	0	15	1	23
17:00	0	0	0	0	2	0	0	1	0	0	3	0	6
17:15	1	0	0	0	0	0	0	1	0	0	5	0	7
17:30	0	2	0	0	0	0	0	0	0	0	7	0	9
17:45	2	2	0	0	0	0	0	0	0	0	2	0	6
Total	3	4	0	0	2	0	0	2	0	0	17	0	28
Grand Total	5	6	0	0	3	1	0	3	0	0	32	1	51
Apprch %	45.5	54.5	0	0	75	25	0	100	0	0	97	3	
Total %	9.8	11.8	0	0	5.9	2	0	5.9	0	0	62.7	2	

	Exeter St From North				Boylston St From East				Exeter St From South				Boylston St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	7
17:00	0	0	0	0	0	2	0	2	0	1	0	1	0	3	0	3	6
17:15	1	0	0	1	0	0	0	0	0	1	0	1	0	5	0	5	7
17:30	0	2	0	2	0	0	0	0	0	0	0	0	0	7	0	7	9
Total Volume	1	2	0	3	0	2	0	2	0	2	0	2	0	21	1	22	29
% App. Total	33.3	66.7	0		0	100	0		0	100	0		0	95.5	4.5		
PHF	.250	.250	.000	.375	.000	.250	.000	.250	.000	.500	.000	.500	.000	.750	.250	.786	.806

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00				16:15				16:15				16:45			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	6	1	7
+15 mins.	1	0	0	1	0	1	1	2	0	0	0	0	0	3	0	3
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	5	0	5
+45 mins.	2	2	0	4	0	2	0	2	0	1	0	1	0	7	0	7
Total Volume	3	4	0	7	0	3	1	4	0	2	0	2	0	21	1	22
% App. Total	42.9	57.1	0		0	75	25		0	100	0		0	95.5	4.5	
PHF	.375	.500	.000	.438	.000	.375	.250	.500	.000	.500	.000	.500	.000	.750	.250	.786

N/S Street : Exeter Street
E/W Street: Blagden Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 991600a3
Site Code : 99160003
Start Date : 5/10/2008
Page No : 1

Groups Printed- Bikes

Start Time	Exeter St From North		Blagden St From East		Exeter St From South		Int. Total
	Left	Thru	Left	Right	Thru	Right	
16:00	0	1	0	0	0	0	1
16:15	0	1	0	0	0	0	1
16:30	1	0	0	0	0	1	2
16:45	0	0	0	0	0	0	0
Total	1	2	0	0	0	1	4
17:00	0	0	1	0	1	0	2
17:15	0	0	0	0	0	1	1
17:30	0	1	0	0	0	0	1
17:45	0	2	1	0	0	0	1
Total	0	2	1	0	1	1	5
Grand Total	1	4	1	0	1	2	9
Apprch %	20	80	100	0	33.3	66.7	
Total %	11.1	44.4	11.1	0	11.1	22.2	

Start Time	Exeter St From North			Blagden St From East			Exeter St From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:15										
16:15	0	1	1	0	0	0	0	0	0	1
16:30	1	0	1	0	0	0	0	1	1	2
16:45	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	0	1	1	0	1	2
Total Volume	1	1	2	1	0	1	1	1	2	5
% App. Total	50	50		100	0		50	50		
PHF	.250	.250	.500	.250	.000	.250	.250	.250	.500	.625

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			16:15			16:30		
+0 mins.	0	1	1	0	0	0	0	1	1
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	1	0	1	0	0	0	1	0	1
+45 mins.	0	0	0	1	0	1	0	1	1
Total Volume	1	2	3	1	0	1	1	2	3
% App. Total	33.3	66.7	.750	100	0		33.3	66.7	.750
PHF	.250	.500	.750	.250	.000	.250	.250	.500	.750

N/S Street : Exeter Street
E/W Street : Huntington Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 991600A4
Site Code : 99160004
Start Date : 5/10/2008
Page No : 1

Groups Printed- Bikes

Start Time	Exeter St From North			Huntington St From East			Stuart St From South			Huntington St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	1	0	0	0	1	0	0	0	0	2	4
16:30	0	0	0	0	2	0	0	0	0	0	0	0	2
16:45	0	1	0	0	3	0	0	0	0	0	0	3	7
Total	0	2	1	0	5	0	1	0	0	0	0	5	14
17:00	0	0	0	0	4	0	0	0	0	0	1	0	5
17:15	0	0	0	0	1	0	0	0	0	0	1	0	2
17:30	0	1	1	0	3	0	0	0	0	0	1	0	6
17:45	1	1	0	0	1	0	0	0	0	0	0	0	3
Total	1	2	1	0	9	0	0	0	0	0	3	0	16
Grand Total	1	4	2	0	14	0	1	0	0	0	3	5	30
Apprch %	14.3	57.1	28.6	0	100	0	100	0	0	0	37.5	62.5	
Total %	3.3	13.3	6.7	0	46.7	0	3.3	0	0	0	10	16.7	

Start Time	Exeter St From North				Huntington St From East				Stuart St From South				Huntington St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
16:45	0	1	0	1	0	3	0	3	0	0	0	0	0	0	3	3	7
17:00	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
17:15	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
17:30	0	1	1	2	0	3	0	3	0	0	0	0	0	1	0	1	6
Total Volume	0	2	1	3	0	11	0	11	0	0	0	0	0	3	3	6	20
% App. Total	0	66.7	33.3		0	100	0		0	0	0		0	50	50		
PHF	.000	.500	.250	.375	.000	.688	.000	.688	.000	.000	.000	.000	.000	.750	.250	.500	.714

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at:

	17:00				16:45				16:00				16:15			
	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.	+0 mins.	+15 mins.	+30 mins.	+45 mins.
Total Volume	1	2	1	4	0	11	0	11	1	0	0	1	0	1	5	6
% App. Total	25	50	25		0	100	0		100	0	0		0	16.7	83.3	
PHF	.250	.500	.250	.500	.000	.688	.000	.688	.250	.000	.000	.250	.000	.250	.417	.500

N/S Street : Boylston Street East of
E/W Street : Gloucester Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 991600a5
Site Code : 99160005
Start Date : 5/10/2008
Page No : 1

Groups Printed- Bikes

Start Time	From North	From East		From South	From West		Int. Total
	WB On Street	South SW EB	South SW WB	EB On Street	North SW WB	North SW EB	
16:00	0	0	0	3	0	0	3
16:15	0	0	0	0	0	0	0
16:30	0	0	0	3	0	0	3
16:45	0	0	0	8	0	0	8
Total	0	0	0	14	0	0	14
17:00	0	0	0	2	0	0	2
17:15	0	0	0	4	0	0	4
17:30	0	0	0	7	0	0	7
17:45	0	0	0	3	0	0	3
Total	0	0	0	16	0	0	16
Grand Total	0	0	0	30	0	0	30
Apprch %	0	0	0	100	0	0	
Total %	0	0	0	100	0	0	

	From North		From East			From South		From West			
Start Time	WB On Street	App. Total	South SW EB	South SW WB	App. Total	EB On Street	App. Total	North SW WB	North SW EB	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 16:45											
16:45	0	0	0	0	0	8	8	0	0	0	8
17:00	0	0	0	0	0	2	2	0	0	0	2
17:15	0	0	0	0	0	4	4	0	0	0	4
17:30	0	0	0	0	0	7	7	0	0	0	7
Total Volume	0	0	0	0	0	21	21	0	0	0	21
% App. Total			0	0		100		0	0		
PHF	.000	.000	.000	.000	.000	.656	.656	.000	.000	.000	.656

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00	16:00	16:45	16:00
	+0 mins.	+15 mins.	+30 mins.	+45 mins.
Total Volume	0	0	21	21
% App. Total	0	0	100	100
PHF	.000	.000	.656	.656

N/S Street : Huntington Avenue East of
E/W Street: Belvidere Street
City/State : Boston, MA
Weather : Cloudy

Accurate Counts
978-664-2565

File Name : 991600a6
Site Code : 99160006
Start Date : 5/10/2008
Page No : 1

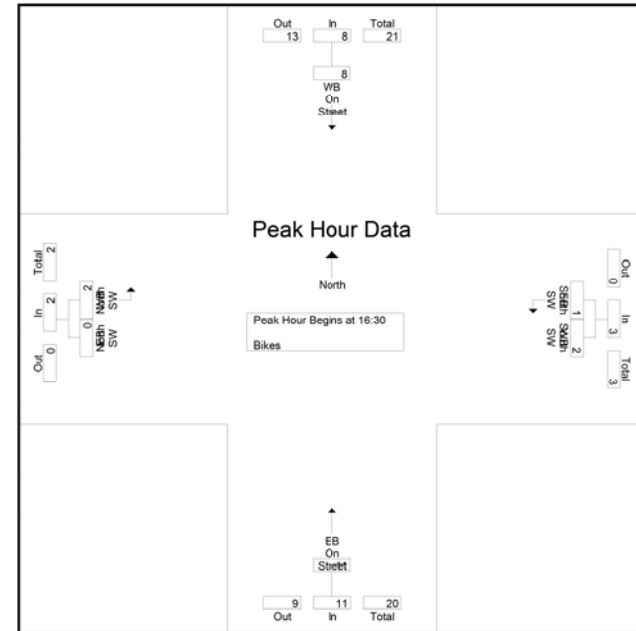
Groups Printed- Bikes

	From North	From East		From South	From West		
Start Time	WB On Street	South SW EB	South SW WB	EB On Street	North SW WB	North SW EB	Int. Total
16:00	1	0	1	2	1	0	5
16:15	2	1	1	0	0	0	4
16:30	0	0	1	4	1	0	6
16:45	2	0	1	2	0	0	5
Total	5	1	4	8	2	0	20
17:00	4	0	0	2	1	0	7
17:15	2	1	0	3	0	0	6
17:30	1	0	0	0	0	0	1
17:45	3	1	0	1	0	0	5
Total	10	2	0	6	1	0	19
Grand Total	15	3	4	14	3	0	39
Apprch %	100	42.9	57.1	100	100	0	
Total %	38.5	7.7	10.3	35.9	7.7	0	

	From North		From East			From South		From West			
Start Time	WB On Street	App. Total	South SW EB	South SW WB	App. Total	EB On Street	App. Total	North SW WB	North SW EB	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 16:30											
16:30	0	0	0	1	1	4	4	1	0	1	6
16:45	2	2	0	1	1	2	2	0	0	0	5
17:00	4	4	0	0	0	2	2	1	0	1	7
17:15	2	2	1	0	1	3	3	0	0	0	6
Total Volume	8	8	1	2	3	11	11	2	0	2	24
% App. Total	100		33.3	66.7		100		100	0		
PHF	.500	.500	.250	.500	.750	.688	.688	.500	.000	.500	.857

Accurate Counts
978-664-2565

File Name : 991600a6
Site Code : 99160006
Start Date : 5/10/2008
Page No : 2



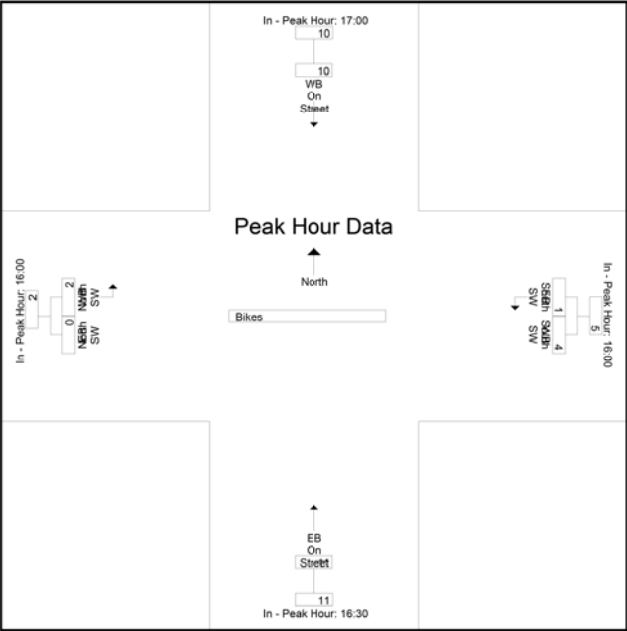
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00	16:00	16:30	16:00
+0 mins.	4	4	0	1
+15 mins.	2	2	1	1
+30 mins.	1	1	0	1
+45 mins.	3	3	0	1
Total Volume	10	10	1	4
% App. Total	100	20	80	100
PHF	.625	.625	.250	1.000

Accurate Counts
978-664-2565

File Name : 991600a6
Site Code : 99160006
Start Date : 5/10/2008
Page No : 3





Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

C - TRIP GENERATION & MODE SHARE ASSUMPTIONS

Component		Weekday Daily	Weekday Morning			Weekday Afternoon			Weekend Daily	Saturday Peak		
			Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit
Office	219,996	2448	352	310	42	325	55	270	489	70	38	32
Retail (19,175	663,950	847	16	10	6	81	39	42	1077	108	56	52
Subtotal		3295	352	310	42	406	94	312	1566	178	94	84
VOR				1.2	1.2		1.2	1.2			1.2	1.2
People	Office			372	51		66	324			45	39
Trips	Retail			12	8		47	50			67	62
Office Mode	Auto			37%	37%		37%	37%			52%	52%
Share	Transit			38%	38%		38%	38%			26%	26%
	Walk			25%	25%		25%	25%			22%	22%
Retail Mode	Auto			33%	33%		33%	33%			33%	33%
Share	Transit			31%	31%		31%	31%			19%	19%
	Walk			36%	36%		36%	36%			49%	49%
Office People	Auto			138	19		25	120			24	20
Trips	Transit			141	19		25	123			12	10
	Walk			93	13		17	81			10	9
Retail People	Auto			4	3		15	17			22	21
Trips	Transit			4	2		14	16			13	12
	Walk			4	3		17	18			33	30
Total People	Auto			142	21		40	136			46	41
Trips	Transit			145	22		40	139			25	22
	Walk			97	15		33	99			43	39
Total Auto Trips				118	18		33	114			38	34

Component		Weekday Daily	Weekday Morning			Weekday Afternoon			Weekend Daily	Saturday Peak		
			Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit
Apartment	188	1280	96	19	77	121	79	42	1220	96	48	48
Retail (19,175	1,330	23	0	0	0	2	1	1	30	3	2	1
Subtotal		1304	96	19	77	123	80	44	1249	99	50	50
VOR				1.2	1.2		1.2	1.2			1.2	1.2
People	Residential			23	92		94	51			58	58
Trips	Retail			0	0		1	1			2	2
Residential	Auto			21%	21%		21%	21%			27%	27%
Mode Share	Transit			15%	15%		15%	15%			23%	23%
	Walk			64%	64%		64%	64%			50%	50%
Retail Mode	Auto			33%	33%		33%	33%			33%	33%
Share	Transit			31%	31%		31%	31%			19%	19%
	Walk			36%	36%		36%	36%			49%	49%
People Trips	Auto			5	19		20	11			16	16
	Transit			3	14		14	8			13	13
	Walk			15	59		60	33			29	29
People Trips	Auto			0	0		0	0			1	1
	Transit			0	0		0	0			0	0
	Walk			0	0		0	0			1	1
Total People	Auto			5	19		20	11			16	16
Trips	Transit			4	14		15	8			14	14
	Walk			15	59		61	33			30	30
Total Auto Trips				4	16		17	9			14	13

note: assumed

Component		Weekday Daily	Weekday Morning			Weekday Afternoon			Weekend Daily	Saturday Peak		
			Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit
Office	362,000	3592	525	462	63	484	82	402	793	105	57	48
Retail	40,271	698	14	8	5	67	32	35	887	89	46	43
Subtotal		4291	525	462	63	551	114	437	1680	194	103	91
VOR				1.2	1.2		1.2	1.2			1.2	1.2
People	Office			554	76		99	482			68	58
Trips	Retail			10	6		38	42			56	51
Office Mode				37%	37%		37%	37%			52%	52%
Share	Transit			38%	38%		38%	38%			26%	26%
	Walk			25%	25%		25%	25%			22%	22%
Retail Mode				33%	33%		33%	33%			33%	33%
Share	Transit			31%	31%		31%	31%			19%	19%
	Walk			36%	36%		36%	36%			49%	49%
Office People				205	28		37	178			35	30
Trips	Transit			211	29		38	183			18	15
	Walk			139	19		25	121			15	13
Retail People				3	2		13	14			18	17
Trips	Transit			3	2		12	13			11	10
	Walk			4	2		14	15			27	25
Total People				208	30		49	192			54	47
Trips	Transit			214	31		49	196			28	25
	Walk			142	21		39	136			42	38
Total Auto Trips				174	25		41	160			45	39

Component		Weekday Daily	Weekday Morning			Weekday Afternoon			Weekend Daily	Saturday Peak		
			Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit
Office	362,000	3592	525	462	63	484	82	402	793	105	57	48
Residential	188	96	96	19	77	121	79	42	1220	96	48	48
Retail	41,601	721	14	9	5	69	33	36	916	92	48	44
Subtotal		4409	525	462	63	674	194	480	2929	293	153	140
VOR				1.2	1.2		1.2	1.2			1.2	1.2
People Trips	Office			554	76		99	482			68	58
	Residential			23	92		94	51			58	58
	Retail			10	7		40	43			57	53
Office Mode Share	Auto			37%	37%		37%	37%			52%	52%
	Transit			38%	38%		38%	38%			26%	26%
	Walk			25%	25%		25%	25%			22%	22%
Residential Mode Share	Auto			21%	21%		21%	21%			27%	27%
	Transit			15%	15%		15%	15%			23%	23%
	Walk			64%	64%		64%	64%			50%	50%
Retail Mode Share	Auto			33%	33%		33%	33%			33%	33%
	Transit			31%	31%		31%	31%			19%	19%
	Walk			36%	36%		36%	36%			49%	49%
Office People Trips	Auto			205	28		37	178			35	30
	Transit			211	29		38	183			18	15
	Walk			139	19		25	121			15	13
Residential People Trips	Auto			5	19		20	11			16	16
	Transit			3	14		14	8			13	13
	Walk			15	59		60	33			29	29
Retail People Trips	Auto			3	2		13	14			19	17
	Transit			3	2		12	13			11	10
	Walk			4	2		14	15			28	26
Total People Trips	Auto			213	49		69	203			70	63
	Transit			217	45		64	204			42	38
	Walk			157	80		99	169			72	68
Total Auto Trips				178	41		58	169			58	53

888 Boylston New Program and Exeter with 188 units

Vehicle Trips

	AM		PM		Sat	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Approved Trips	118	18	33	114	38	34
Exeter Trips	4	16	17	9	14	13
Boylston Trips	<u>174</u>	<u>25</u>	<u>41</u>	<u>160</u>	<u>45</u>	<u>39</u>
Total	178	41	58	169	58	53
Delta	60	23	25	55	20	19



D - FIELD OBSERVATIONS (EXETER AND BLAGDEN STREETS)

Pedestrian and Sidewalk Utilization Counts

Vehicle Queue, Double Parking and Loading Observations



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Pedestrian and Sidewalk Utilization Counts

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization - SUMMARY

							Ped Volumes defined by
							Low (L) - 0 to 20 pedestrians
							Medium (M) - 20 to 100 pedestrians
Exeter Street and Blagden Street							High (H) - more than 100 pedestrians
Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	3	3		0	1		
7:15 AM	2	2		0	1		
7:30 AM	2	4		0	1		
7:45 AM	2	6		1	1		
8:00 AM	5	8		2	4		
8:15 AM	5	5		1	1		
8:30 AM	3	4		2	1		
8:45 AM	4	2		1	1		
9:00 AM	8	4		1	1		
9:15 AM	8	3		1	0		
9:30 AM	9	5		3	1		
9:45 AM	9	6		2	1		
10:00 AM	6	4		1	1		
1:00 PM	9	5		3	4		
1:15 PM	10	5		1	1		
1:30 PM	13	7		2	1		
1:45 PM	10	5		2	2		
2:00 PM	9	4		1	1		
2:15 PM	11	7		1	1		
2:30 PM	12	6		3	2		
2:45 PM	8	7		2	1		
3:00 PM	10	6		2	1		
4:00 PM	11	6		3	2		
4:15 PM	8	4		1	1		
4:30 PM	13	10		1	2		
4:45 PM	9	8		1	2		
5:00 PM	12	6		3	2		
5:15 PM	8	6		1	2		
5:30 PM	10	4		1	1		
5:45 PM	13	4		2	1		
6:00 PM	12	5		3	3		

Additional Notes:
sidewalk closed at Boston Public Library

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

							Ped Volumes defined by
							Low (L) - 0 to 20 pedestrians
							Medium (M) - 20 to 100 pedestrians
Exeter Street and Blagden Street							High (H) - more than 100 pedestrians
Surveyor Name:							
Date of Survey: Monday 4-7-08							
Survey Location : Exeter Street and Blagden Street							
Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	10	10		10	10		
7:15 AM	10	10		10	10		
7:30 AM	10	10		10	10		
7:45 AM	10	10		10	10		
8:00 AM	10	10		10	10		
8:15 AM	10	10		10	10		
8:30 AM	10	10		10	10		
8:45 AM	10	10		10	10		
9:00 AM	10	10		10	10		
9:15 AM	10	10		10	10		
9:30 AM	10	10		10	10		
9:45 AM	10	10		10	10		
10:00 AM	10	10		10	10		
1:00 PM	10	10		10	10		
1:15 PM	10	10		10	10		
1:30 PM	10	10		10	10		
1:45 PM	10	10		10	10		
2:00 PM	10	10		10	10		
2:15 PM	10	10		10	10		
2:30 PM	10	10		10	10		
2:45 PM	10	10		10	10		
3:00 PM	10	10		10	10		
4:00 PM	10	10		10	10		
4:15 PM	10	10		10	10		
4:30 PM	10	10		10	10		
4:45 PM	10	10		10	10		
5:00 PM	10	10		10	10		
5:15 PM	10	10		10	10		
5:30 PM	10	10		10	10		
5:45 PM	10	10		10	10		
6:00 PM	10	10		10	10		

Additional Notes:

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

Surveyor Name: Ped Volumes defined by
Date of Survey: Tuesday 4-8-08 Low (L) - 0 to 20 pedestrians
Survey Location : Exeter Street and Blagden Street Medium (M) - 20 to 100 pedestrians
High (H) - more than 100 pedestrians

Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	10	10		10	10		
7:15 AM	10	10		10	10		
7:30 AM	10	10		10	10		
7:45 AM	10	10		10	10		
8:00 AM	10	10		10	10		
8:15 AM	10	10		10	10		
8:30 AM	10	10		10	10		
8:45 AM	10	10		10	10		
9:00 AM	10	10		10	10		
9:15 AM	10	10		10	10		
9:30 AM	10	10		10	10		
9:45 AM	10	10		10	10		
10:00 AM	10	10		10	10		
1:00 PM	10	10		10	10		
1:15 PM	10	10		10	10		
1:30 PM	10	10		10	10		
1:45 PM	10	10		10	10		
2:00 PM	10	10		10	10		
2:15 PM	10	10		10	10		
2:30 PM	10	10		10	10		
2:45 PM	10	10		10	10		
3:00 PM	10	10		10	10		
4:00 PM	10	10		10	10		
4:15 PM	10	10		10	10		
4:30 PM	10	10		10	10		
4:45 PM	10	10		10	10		
5:00 PM	10	10		10	10		
5:15 PM	10	10		10	10		
5:30 PM	10	10		10	10		
5:45 PM	10	10		10	10		
6:00 PM	10	10		10	10		

Additional Notes:

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

Surveyor Name: Ped Volumes defined by
Date of Survey: Wednesday 4-9-08 Low (L) - 0 to 20 pedestrians
Survey Location : Exeter Street and Blagden Street Medium (M) - 20 to 100 pedestrians
High (H) - more than 100 pedestrians

Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	10	10		10	10		4 ppl the most
7:15 AM	10	10		10	10		
7:30 AM	10	10		10	10		
7:45 AM	10	10		10	10		
8:00 AM	10	10		10	10		
8:15 AM	10	10		10	10		
8:30 AM	10	10		10	10		
8:45 AM	10	10		10	10		
9:00 AM	10	10		10	10		
9:15 AM	10	10		10	10		
9:30 AM	10	10		10	10		
9:45 AM	10	10		10	10		
10:00 AM	10	10		10	10		
1:00 PM	10	10		10	10		
1:15 PM	3	6		0	0		
1:30 PM	19	6		2	0		
1:45 PM	5	3		2	2		
2:00 PM	12	5		1	0		
2:15 PM	10	3		0	0		
2:30 PM	7	2		3	0		
2:45 PM	5	5		0	0		
3:00 PM	5	3		1	0		
4:00 PM	2	2		2	3		
4:15 PM	3	1		0	0		
4:30 PM	5	13		1	3		
4:45 PM	6	8		3	0		
5:00 PM	11	8		2	0		
5:15 PM	5	4		1	1		
5:30 PM	13	1		2	0		
5:45 PM	6	6		3	1		
6:00 PM	5	5		3	1		

Additional Notes:

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

Surveyor Name: Ped Volumes defined by
Date of Survey: Thursday 4-10-08 Low (L) - 0 to 20 pedestrians
Survey Location : Exeter Street and Blagden Street Medium (M) - 20 to 100 pedestrians
High (H) - more than 100 pedestrians

Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	10	10		10	10		
7:15 AM	10	10		10	10		
7:30 AM	10	10		10	10		
7:45 AM	10	10		10	10		
8:00 AM	10	10		10	10		
8:15 AM	10	10		10	10		
8:30 AM	10	10		10	10		
8:45 AM	10	10		10	10		
9:00 AM	10	10		10	10		
9:15 AM	10	10		10	10		
9:30 AM	10	10		10	10		
9:45 AM	10	10		10	10		
10:00 AM	10	10		10	10		
1:00 PM	3	4		0	0		
1:15 PM	6	2		2	0		
1:30 PM	3	13		3	2		
1:45 PM	2	10		2	1		
2:00 PM	5	6		1	0		
2:15 PM	6	11		1	2		
2:30 PM	7	14		8	0		
2:45 PM	5	14		1	0		
3:00 PM	8	14		0	1		
4:00 PM	6	5		0	2		
4:15 PM	6	3		3	1		
4:30 PM	4	11		2	1		
4:45 PM	6	8		0	3		
5:00 PM	9	2		2	2		
5:15 PM	3	11		2	4		
5:30 PM	7	4		0	0		
5:45 PM	8	5		0	1		
6:00 PM	11	3		2	1		

Additional Notes:

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

Surveyor Name: Ped Volumes defined by
Date of Survey: Wednesday 4-16-08 Low (L) - 0 to 20 pedestrians
Survey Location : Exeter Street and Blagden Street Medium (M) - 20 to 100 pedestrians
High (H) - more than 100 pedestrians

Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	2	5		0	1		
7:15 AM	1	2		0	1		
7:30 AM	1	6		0	1		
7:45 AM	2	8		1	0		
8:00 AM	2	10		3	2		
8:15 AM	5	9		0	0		
8:30 AM	3	2		2	0		
8:45 AM	4	3		1	1		
9:00 AM	9	6		1	1		
9:15 AM	4	4		1	0		
9:30 AM	2	6		1	1		
9:45 AM	3	4		1	1		
10:00 AM	3	4		1	1		
1:00 PM							
1:15 PM							
1:30 PM							
1:45 PM							
2:00 PM							
2:15 PM							
2:30 PM							
2:45 PM							
3:00 PM							
4:00 PM							
4:15 PM							
4:30 PM							
4:45 PM							
5:00 PM							
5:15 PM							
5:30 PM							
5:45 PM							
6:00 PM							

Additional Notes:

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

Surveyor Name: Seth Rowell / Justin Roy
Date of Survey: Thursday 4-17-08
Survey Location: Exeter Street and Blagden Street

Ped Volumes defined by
Low (L) - 0 to 20 pedestrians
Medium (M) - 20 to 100 pedestrians
High (H) - more than 100 pedestrians

Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	10	10		10	10		
7:15 AM	10	10		10	10		
7:30 AM	10	10		10	10		
7:45 AM	10	10		10	10		
8:00 AM	10	10		30	30		
8:15 AM	10	10		30	30		
8:30 AM	10	10		30	30		
8:45 AM	10	10		30	30		
9:00 AM	10	10		10	10		
9:15 AM	10	10		10	10		
9:30 AM	10	10		10	10		
9:45 AM	10	10		10	10		
10:00 AM	10	10		10	10		
1:00 PM	15	3		0	3		
1:15 PM	15	8		1	3		
1:30 PM	9	3		2	1		
1:45 PM	9	4		3	1		
2:00 PM	5	3		2	4		
2:15 PM	9	7		2	0		
2:30 PM	14	3		0	1		
2:45 PM	13	5		3	5		
3:00 PM	11	4		5	3		
4:00 PM	12	5		2	0		
4:15 PM	13	6		0	0		
4:30 PM	9	8		0	3		
4:45 PM	14	6		1	2		
5:00 PM	14	11		2	3		
5:15 PM	7	4		0	1		
5:30 PM	6	4		0	2		
5:45 PM	15	1		4	1		
6:00 PM	8	6		4	1		

Additional Notes:

marathon equipment stored on east sidewalk

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

Surveyor Name: Justin Roy
Date of Survey: Friday 4-18-08
Survey Location: Exeter Street and Blagden Street

Ped Volumes defined by
Low (L) - 0 to 20 pedestrians
Medium (M) - 20 to 100 pedestrians
High (H) - more than 100 pedestrians

Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	3	0		0	0		
7:15 AM	2	1		0	0		
7:30 AM	3	1		0	0		
7:45 AM	1	3		0	1		
8:00 AM	8	5		0	5		
8:15 AM	4	1		1	1		
8:30 AM	3	6		2	1		
8:45 AM	4	1		1	0		
9:00 AM	7	2		1	0		
9:15 AM	11	1		0	0		
9:30 AM	16	3		4	1		
9:45 AM	14	7		2	1		
10:00 AM	8	3		0	0		
1:00 PM	7	1		0	3		
1:15 PM	17	2		0	1		
1:30 PM	20	7		0	1		
1:45 PM	24	2		1	5		
2:00 PM	14	3		0	1		
2:15 PM	20	6		1	2		
2:30 PM	20	3		1	5		
2:45 PM	10	4		2	0		
3:00 PM	17	2		3	1		
4:00 PM	23	11		8	2		
4:15 PM	11	6		0	2		
4:30 PM	32	8		2	0		
4:45 PM	9	11		1	1		
5:00 PM	15	2		4	2		
5:15 PM	16	4		1	0		
5:30 PM	14	7		2	3		
5:45 PM	24	3		0	2		
6:00 PM	23	5		2	7		

Additional Notes:

sidewalk closed at Boston Public Library

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

Surveyor Name:
Date of Survey: Saturday 5-3-08
Survey Location : Exeter Street and Blagden Street

Ped Volumes defined by
Low (L) - 0 to 20 pedestrians
Medium (M) - 20 to 100 pedestrians
High (H) - more than 100 pedestrians

Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	L	L		L	L		5+ people, 1 crossed
7:15 AM	L	L		L	L		5+ peds total
7:30 AM	L	L		L	L		5+ peds total
7:45 AM	L	L		L	L		5+ peds total
8:00 AM	L	L		L	L		5+ peds total
8:15 AM	L	L		L	L		5+ peds total
8:30 AM	L	L		L	L		
8:45 AM	L	L		L	L		
9:00 AM	L	L		L	L		10+
9:15 AM	L	L		L	L		10+
9:30 AM	L	L		L	L		
9:45 AM	L	L		L	L		15+
10:00 AM	L	L		L	L		15+
1:00 PM	7	4		0	1		
1:15 PM	17	12		0	2		
1:30 PM	6	6		0	1		
1:45 PM	6	4		0	0		
2:00 PM	5	7		1	0		
2:15 PM	4	5		0	0		
2:30 PM	8	9		0	2		
2:45 PM	3	11		1	1		
3:00 PM	5	8		2	0		
4:00 PM	9	6		2	0		
4:15 PM	12	10		3	0		
4:30 PM	2	9		0	0		
4:45 PM	6	13		3	0		
5:00 PM	10	16		1	5		
5:15 PM	8	11		3	1		
5:30 PM	10	5		2	1		
5:45 PM	6	4		0	3		
6:00 PM	11	5		2	0		

Additional Notes:

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

Surveyor Name:
Date of Survey: Sunday 5-4-08
Survey Location : Exeter Street and Blagden Street

Ped Volumes defined by
Low (L) - 0 to 20 pedestrians
Medium (M) - 20 to 100 pedestrians
High (H) - more than 100 pedestrians

Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	L	L		L	L		
7:15 AM	L	L		L	L		
7:30 AM	L	L		L	L		
7:45 AM	L	L		L	L		
8:00 AM	L	L		L	L		
8:15 AM	L	L		L	L		
8:30 AM	L	L		L	L		
8:45 AM	L	L		L	L		
9:00 AM	L	L		L	L		
9:15 AM	L	L		L	L		
9:30 AM	L	L		L	L		
9:45 AM	L	L		L	L		
10:00 AM	L	L		L	L		
1:00 PM	6	3		1	1		
1:15 PM	6	7		0	1		
1:30 PM	2	5		1	2		
1:45 PM	14	6		0	0		
2:00 PM	9	7		1	0		
2:15 PM	7	8		0	3		
2:30 PM	3	7		0	1		
2:45 PM	3	6		1	0		
3:00 PM	5	3		0	1		
4:00 PM	3	6		0	2		
4:15 PM	4	7		2	0		
4:30 PM	6	4		2	3		
4:45 PM	8	2		0	1		
5:00 PM	1	7		0	2		
5:15 PM	2	7		1	3		
5:30 PM	4	11		0	1		
5:45 PM	8	9		0	0		
6:00 PM	4	5		2	0		

Additional Notes:

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

Surveyor Name:
Date of Survey: Monday 5-5-08
Survey Location : Exeter Street and Blagden Street

Ped Volumes defined by
Low (L) - 0 to 20 pedestrians
Medium (M) - 20 to 100 pedestrians
High (H) - more than 100 pedestrians

Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	3	1		0	0		
7:15 AM	2	1		0	1		
7:30 AM	1	6		2	1		
7:45 AM	8	4		2	0		
8:00 AM	4	6		2	2		
8:15 AM	1	2		0	1		
8:30 AM	2	3		4	0		
8:45 AM	5	4		1	0		
9:00 AM	1	6		3	0		
9:15 AM	2	1		0	0		
9:30 AM	11	2		2	2		
9:45 AM	4	5		1	1		
10:00 AM	4	2		0	2		
1:00 PM	15	2		0	0		
1:15 PM	5	6		1	0		
1:30 PM	6	9		3	1		
1:45 PM	3	12		2	0		
2:00 PM	5	7		2	0		
2:15 PM	5	3		3	0		
2:30 PM	5	7		2	1		
2:45 PM	3	7		3	2		
3:00 PM							
4:00 PM	7	5		1	0		
4:15 PM	6	7		3	2		
4:30 PM	4	9		0	0		
4:45 PM	7	7		0	0		
5:00 PM	5	10		2	0		
5:15 PM	11	3		1	0		
5:30 PM	4	6		0	0		
5:45 PM	4	2		0	1		
6:00 PM							

Additional Notes:

Prudential/Exeter, Boston, MA
Weekday Average Pedestrian/Sidewalk Utilization

Sheet #:

Surveyor Name:
Date of Survey: Tuesday 5-6-08
Survey Location : Exeter Street and Blagden Street

Ped Volumes defined by
Low (L) - 0 to 20 pedestrians
Medium (M) - 20 to 100 pedestrians
High (H) - more than 100 pedestrians

Vehicle Count at:	Exeter Street			Blagden Street			Comments:
	peds on WEST sidewalk	peds on EAST sidewalk	other (explain in comments)	peds on NORTH sidewalk	peds on SOUTH sidewalk	other (explain in comments)	
7:00 AM	1	1		0	1		
7:15 AM	3	10		0	0		
7:30 AM	2	2		0	0		
7:45 AM	4	2		1	1		
8:00 AM	2	5		2	2		
8:15 AM	4	5		0	0		
8:30 AM	5	11		1	2		
8:45 AM	5	4		1	1		
9:00 AM	2	2		3	0		
9:15 AM	7	3		0	0		
9:30 AM	4	5		1	0		
9:45 AM	4	13		2	2		
10:00 AM							
1:00 PM	13	7		0	2		
1:15 PM	6	4		3	0		
1:30 PM	6	10		0	0		
1:45 PM	1	9		3	0		
2:00 PM	7	17		0	1		
2:15 PM	2	6		2	0		
2:30 PM	6	14		0	0		
2:45 PM	5	12		0	0		
3:00 PM							
4:00 PM	3	6		0	4		
4:15 PM	5	4		3	1		
4:30 PM	13	5		1	0		
4:45 PM	8	7		0	0		
5:00 PM	13	15		1	0		
5:15 PM	11	6		0	0		
5:30 PM	6	3		1	1		
5:45 PM	8	2		0	0		
6:00 PM							

Additional Notes:



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Vehicle Queue, Double Parking and Loading Observations

Sheet #: _____

Surveyor Name: _____

Date of Survey: _____

Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM	1	5	1	2	0	0	0	
7:15 AM	1	5	1	2	0	0	0	
7:30 AM	0	4	0	2	0	0	0	
7:45 AM	0	10	0	2	0	0	0	
8:00 AM	1	10	0	2	0	0	0	
8:15 AM	1	16	1	3	1	0	0	
8:30 AM	1	14	0	2	0	2	0	
8:45 AM	1	13	0	2	0	1	0	
9:00 AM	1	10	0	3	0	3	0	
9:15 AM	2	11	0	2	0	0	0	
9:30 AM	2	9	0	2	0	4	0	
9:45 AM	1	10	0	3	0	2	0	
10:00 AM	2	16	0	4	1	3	0	
1:00 PM	1	9	0	0	0	0	0	
1:15 PM	2	12	0	0	0	1	0	
1:30 PM	1	13	0	0	0	1	0	
1:45 PM	2	11	1	0	1	0	0	
2:00 PM	1	10	0	0	0	0	0	
2:15 PM	2	13	1	0	0	0	0	
2:30 PM	2	12	0	0	0	1	0	
2:45 PM	1	8	0	0	0	0	0	
3:00 PM	1	7	0	0	0	1	0	
4:00 PM	1	9	1	0	0	0	0	
4:15 PM	1	7	0	0	0	0	0	
4:30 PM	1	10	0	0	0	0	0	
4:45 PM	1	9	0	0	0	2	0	
5:00 PM	1	13	0	0	0	1	0	
5:15 PM	1	15	1	0	0	3	0	
5:30 PM	0	15	1	0	0	4	0	
5:45 PM	1	24	0	0	0	6	0	
6:00 PM	1	24	0	0	0	8	0	

Additional Notes: _____

Sheet #: _____

Surveyor Name: _____

Date of Survey: MONDAY 4-7-08

Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM			1	0			2	Carrier delivery truck on Exeter, 2 cars parked in Boston Public Library zone
7:15 AM			0	0			2	2 cars parked in BPL zone
7:30 AM			0	0			2	2 cars parked in BPL zone
7:45 AM			0	0			2	2 cars parked in BPL zone
8:00 AM			0	0			1	1 car parked in BPL zone
8:15 AM			0	1			1	1 car parked in BPL zone
8:30 AM			0	0			1	1 car parked in BPL zone
8:45 AM			3	0			1	1 car parked in BPL zone; valet parking on Exeter
9:00 AM			0	1			1	1 car parked in BPL zone
9:15 AM			2	0			1	car in BPL zone on Blagden valet on Exeter
9:30 AM			2	0			1	car in BPL zone; 2 cars double parked on Exeter
9:45 AM			2	1			1	car in BPL zone; 2 cars double parked on Exeter
10:00 AM			1	0			1	car in BPL zone; 1 cars double parked on Exeter
1:00 PM			0	0			0	car double parked on Exeter
1:15 PM			0	0			0	
1:30 PM			0	1			1	car parked in tow zone without permit
1:45 PM			1	0			1	car parked in tow zone without permit; taxi on Exeter
2:00 PM			0	0			1	car parked in tow zone on Blagden
2:15 PM			0	0			1	car parked in tow zone on Blagden
2:30 PM			0	0			1	car parked in tow zone on Blagden
2:45 PM			0	0			0	
3:00 PM			0	0			0	
4:00 PM			1	0			0	car double parked on Exeter
4:15 PM			1	0			0	car double parked on Exeter
4:30 PM			1	1			0	car double parked on Exeter
4:45 PM			0	1			0	
5:00 PM			0	0			0	
5:15 PM			0	0			0	
5:30 PM			0	0			0	
5:45 PM			0	0			0	
6:00 PM			0	0			0	

Additional Notes: _____

Prudential/Exeter, Boston, MA
Vehicle Queue Observations (parking, loading)

Sheet #: _____

Surveyor Name: _____
Date of Survey: TUESDAY 4-8-08
Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM			0	0			0	
7:15 AM			1	0			0	taxi on Exeter
7:30 AM			0	0			0	
7:45 AM			0	0			0	
8:00 AM			2	1			0	loading truck and car double parked on Exeter
8:15 AM			0	0			0	
8:30 AM			0	0			0	
8:45 AM			0	0			1	dump truck on Blagden
9:00 AM			2	1			0	2 cars double parked on Exeter
9:15 AM			3	0			0	a car, valet car, and truck double parked on Exeter
9:30 AM			2	0			0	car and valet car double parked on Exeter
9:45 AM			0	0			0	
10:00 AM			0	1			0	
1:00 PM			0	0			0	
1:15 PM			0	0			0	
1:30 PM			0	0			0	
1:45 PM			0	0			0	
2:00 PM			1	0			1	car double parked on Blagden; FedEx truck on Exeter
2:15 PM			1	0			0	valet car double parked on Exeter
2:30 PM			1	0			0	car double parked on Exeter
2:45 PM			0	0			0	
3:00 PM			0	0			0	
4:00 PM			6	0			0	4 cars, valet car, and a taxi double parked on Exeter
4:15 PM			3	0			0	3 cars double parked on Exeter
4:30 PM			1	1			0	1 car double parked on Exeter
4:45 PM			1	0			0	1 car double parked on Exeter
5:00 PM			3	0			1	1 car, 2 valet cars double parked on Exeter
5:15 PM			1	0			0	hotel shuttle double parked on Exeter
5:30 PM			0	0			0	
5:45 PM			1	0			0	valet car double parked on Exeter
6:00 PM			0	0			0	

Additional Notes: _____

Prudential/Exeter, Boston, MA
Vehicle Queue Observations (parking, loading)

Sheet #: _____

Surveyor Name: _____
Date of Survey: WEDNESDAY 4-9-08
Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM			0	0			0	
7:15 AM			0	0			0	
7:30 AM			0	0			1	car double parked on Blagden
7:45 AM			0	0			0	
8:00 AM			0	0			0	
8:15 AM			0	0			0	
8:30 AM			0	0			1	car double parked on Blagden
8:45 AM			0	1			0	
9:00 AM			0	1			0	
9:15 AM			1	1			0	FedEX truck double parked on Exeter
9:30 AM			0	2			0	
9:45 AM			0	1			0	
10:00 AM			0	0			0	
1:00 PM	0	4	1	1	0	0	0	delivery @ Lenux, 1 truck @ Shaws loading dock
1:15 PM	0	14	0	1	0	1	0	1 lane of Exeter queue has reached the crosswalk
1:30 PM	0	11	0	1	0	0	0	
1:45 PM	0	9	1	1	0	0	0	
2:00 PM	1	12	0	1	0	0	0	
2:15 PM	4	13	1	0	0	2	0	Fedex @ Lenux, truck leaves Shaws loading dock
2:30 PM	2	7	0	0	0	0	0	
2:45 PM	0	8	0	0	0	0	0	
3:00 PM								
4:00 PM	0	6	0	0	0	1	0	
4:15 PM	0	8	0	0	0	0	0	
4:30 PM	0	6	1	0	0	0	0	
4:45 PM	0	6	0	0	0	2	0	
5:00 PM	0	20	1	0	0	0	0	car double parked on Blagden
5:15 PM	0	12	2	0	0	0	0	valet car double parked on Exeter
5:30 PM	0	9	4	0	0	0	0	4 cars waiting on Exeter to get into garage
5:45 PM	0	20	2+2	0	0	0	0	2 valet @ Lenux, 2 waiting for garage
6:00 PM								

Additional Notes: _____

Prudential/Exeter, Boston, MA
Vehicle Queue Observations (parking, loading)

Sheet #: _____

Surveyor Name: _____
Date of Survey: THURSDAY 4-10-08
Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM			1	2			0	loading truck on Exeter
7:15 AM			0	0			0	
7:30 AM			0	0			0	
7:45 AM			0	0			1	dump truck on Blagden
8:00 AM			0	0			0	
8:15 AM			0	0			1	dump truck on Blagden
8:30 AM			1	0			0	valet car on Exeter
8:45 AM			0	1			0	
9:00 AM			0	1			1	UPS truck on Blagden
9:15 AM			0	1			0	
9:30 AM			0	0			0	
9:45 AM			0	0			0	
10:00 AM			0	0			0	
1:00 PM	1	5	0	0	0	1	0	
1:15 PM	1	10	0	0	0	1	0	
1:30 PM	2	8	0	0	0	0	0	
1:45 PM	6	8	1	0	3	0	1	van double parked on Exeter; packing truck on Blagden
2:00 PM	0	5	0	0	0	0	1	
2:15 PM	3	3	0	0	0	0	0	
2:30 PM	6	7	0	0	0	0	0	
2:45 PM	1	2	1	0	1	0	0	car double parked on Exeter
3:00 PM	3	7	0	0	0	0	0	
4:00 PM	2	5	1	0	2	0	0	UPS truck double parked on Exeter
4:15 PM	2	4	0	0	0	0	0	
4:30 PM	1	7	0	0	0	1	0	
4:45 PM	6	6	0	0	0	0	0	
5:00 PM	1	3	0	0	0	0	1	car double parked on Blagden
5:15 PM	2	4	1	0	2	0	0	valet car double parked on Exeter
5:30 PM	0	3	0	0	0	0	0	
5:45 PM	5	8	0	0	0	0	0	
6:00 PM	2	4	0	0	0	0	0	

Additional Notes: _____

Prudential/Exeter, Boston, MA
Vehicle Queue Observations (parking, loading)

Sheet #: _____

Surveyor Name: _____
Date of Survey: WEDNESDAY 4-16-08
Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM	2	5	0	0	0	0	0	
7:15 AM	2	4	1	0	0	0	0	loading truck double parked on Exeter
7:30 AM	0	3	0	0	0	0	0	
7:45 AM	0	7	0	1	0	0	0	
8:00 AM	3	14	0	0	0	0	1	loading truck double parked on Blagden
8:15 AM	1	12	0	1	2	0	1	loading truck double parked on Blagden
8:30 AM	1	6	1	1	0	0	0	Perkins delivery truck on Exeter
8:45 AM	1	8	0	0	0	0	1	dump truck double parked on Blagden
9:00 AM	0	4	1	1	0	0	0	Ryder delivery truck on Exeter
9:15 AM	2	0	0	0	0	0	0	
9:30 AM	1	5	0	0	0	0	0	
9:45 AM	1	8	0	1	0	0	0	
10:00 AM	1	8	0	1	0	0	0	
1:00 PM	1	9	0	0	0	0	0	
1:15 PM	7	8	2	0	0	0	0	2 taxicabs
1:30 PM	2	7	1	0	0	0	0	taxicab
1:45 PM	4	11	0	0	0	0	0	
2:00 PM	2	6	0	0	0	0	0	
2:15 PM	1	11	2	0	0	0	0	delivery trucks
2:30 PM	1	12	0	0	0	0	0	
2:45 PM	2	3	0	0	0	0	0	
3:00 PM	2	4	1	0	0	0	0	car
4:00 PM	0	6	1	0	0	0	0	truck
4:15 PM	1	4	1	0	0	0	0	van
4:30 PM	2	7	0	0	0	0	0	
4:45 PM	0	6	1	0	0	0	0	car
5:00 PM	2	9	0	0	0	0	0	
5:15 PM	4	6	0	0	0	0	0	
5:30 PM	2	8	0	0	0	0	0	
5:45 PM	0	13	0	1	0	0	0	car
6:00 PM	0	13	0	1	0	0	0	

Additional Notes: _____

Prudential/Exeter, Boston, MA
Vehicle Queue Observations (parking, loading)

Sheet #: _____

Surveyor Name: Seth Rowell / Justin Roy
Date of Survey: 4/17/2008

Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM	0	9	1	5	0	0	0	
7:15 AM	0	6	0	4	0	0	0	
7:30 AM	1	6	0	3	0	0	0	
7:45 AM	0	11	0	1	0	0	0	
8:00 AM	1	10	0	2	0	0	0	
8:15 AM	1	20	0	5	0	0	0	
8:30 AM	3	25	0	3	0	5	0	
8:45 AM	1	24	0	4	0	2	0	
9:00 AM	0	16	0	5	0	5	0	
9:15 AM	3	16	0	3	0	1	0	
9:30 AM	3	14	1	4	1	11	1	
9:45 AM	1	8	1	5	0	1	0	
10:00 AM	4	30	0	7	2	9	1	
1:00 PM	0	10	0	1	0	0	0	
1:15 PM	1	14	0	0	0	0	0	
1:30 PM	1	24	1	0	1	2	0	
1:45 PM	0	16	2	1	0	0	0	
2:00 PM	0	12	1	1	0	0	0	
2:15 PM	0	16	0	1	0	0	0	
2:30 PM	0	21	0	0	1	3	0	
2:45 PM	0	14	1	0	0	0	0	
3:00 PM	0	7	0	0	0	0	0	
4:00 PM	2	8	1	0	0	0	0	
4:15 PM	0	9	0	0	0	0	0	
4:30 PM	0	12	0	0	0	0	0	
4:45 PM	0	13	1	0	0	0	0	
5:00 PM	0	16	0	0	0	0	0	
5:15 PM	0	27	0	0	0	5	0	
5:30 PM	0	14	1	0	0	2	1	
5:45 PM	1	26	0	0	0	16	0	
6:00 PM	0	28	0	0	0	14	0	

Additional Notes:

Prudential/Exeter, Boston, MA
Vehicle Queue Observations (parking, loading)

Sheet #: _____

Surveyor Name:
Date of Survey: FRIDAY 4-18-08

Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM	0	2	1	1	0	0	0	
7:15 AM	0	5	2	3	0	0	0	
7:30 AM	0	2	0	2	0	0	0	
7:45 AM	1	11	1	3	0	0	0	
8:00 AM	0	7	0	3	0	0	0	
8:15 AM	1	17	2	3	0	0	0	
8:30 AM	0	12	0	3	0	0	0	
8:45 AM	0	7	0	1	0	0	0	
9:00 AM	2	10	0	3	0	5	0	
9:15 AM	2	17	0	3	0	0	0	
9:30 AM	1	9	0	3	0	1	0	
9:45 AM	0	13	0	3	0	4	1	
10:00 AM	1	9	1	4	0	1	0	
1:00 PM	3	17	1	0	0	1	0	
1:15 PM	1	12	0	0	0	3	0	
1:30 PM	1	16	0	0	0	1	0	
1:45 PM	0	10	0	0	0	0	0	
2:00 PM	0	13	0	0	0	0	0	
2:15 PM	0	20	0	0	0	0	0	
2:30 PM	3	13	0	0	0	0	0	
2:45 PM	0	12	0	0	0	0	0	
3:00 PM	0	10	0	1	0	2	0	
4:00 PM	0	22	0	1	0	1	0	
4:15 PM	0	10	0	1	0	0	0	
4:30 PM	0	18	0	1	0	0	0	
4:45 PM	0	13	0	1	0	8	0	
5:00 PM	0	17	0	1	0	3	0	
5:15 PM	0	24	0	1	0	8	0	
5:30 PM	0	40	0	0	0	16	0	
5:45 PM	0	51	0	0	0	12	0	
6:00 PM	0	50	0	0	0	19	0	

Additional Notes:

Prudential/Exeter, Boston, MA
Vehicle Queue Observations (parking, loading)

Sheet #: _____

Surveyor Name: _____
Date of Survey: SATURDAY 5-3-08
Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM	0	0	0	4	0	0	0	
7:15 AM	0	1	0	6	0	0	0	
7:30 AM	1	1	0	4	0	0	0	
7:45 AM	1	6	0	4	0	0	0	
8:00 AM	1	3	0	2	0	0	0	
8:15 AM	0	6	0	2	0	0	0	
8:30 AM	0	4	0	3	0	0	0	
8:45 AM	0	4	0	3	0	0	0	
9:00 AM	1	4	0	3	0	0	0	
9:15 AM	0	6	0	3	0	0	0	
9:30 AM	0	4	0	2	0	0	0	
9:45 AM	0	5	0	2	0	0	0	
10:00 AM	1	5	0	2	0	0	0	
1:00 PM	0	11	0	0	0	0	1	car double parked on Blagden
1:15 PM	0	10	0	0	0	0	1	car double parked on Blagden
1:30 PM	1	13	1	0	0	0	0	car double parked on Exeter
1:45 PM	1	9	1	0	0	0	0	car double parked on Exeter
2:00 PM	1	7	1	0	0	0	0	car double parked on Exeter
2:15 PM	0	11	2	0	0	0	0	2 cars double parked on Exeter
2:30 PM	0	8	1	1	0	0	1	car double parked on Exeter; car double parked on Blagden
2:45 PM	1	9	0	1	0	0	1	car double parked on Blagden
3:00 PM	0	12	1	0	0	0	0	valet double parked on Exeter
4:00 PM	0	9	0	0	0	0	0	
4:15 PM	0	20	0	0	0	1	0	
4:30 PM	0	12	0	0	0	0	0	
4:45 PM	1	8	0	0	0	0	0	
5:00 PM	0	10	0	0	0	0	2	2 cars double parked on Blagden
5:15 PM	0	9	0	0	0	0	0	
5:30 PM	0	9	1	0	0	0	0	cab double parked on Exeter
5:45 PM	0	14	0	0	0	0	0	
6:00 PM	0	12	0	0	0	0	0	

Additional Notes:

Prudential/Exeter, Boston, MA
Vehicle Queue Observations (parking, loading)

Sheet #: _____

Surveyor Name: _____
Date of Survey: SUNDAY 5-4-08
Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM	0	1	0	-	0	0	0	Loading dock closed
7:15 AM	0	1	0	-	0	0	0	
7:30 AM	1	0	0	-	0	0	0	
7:45 AM	0	2	0	-	0	0	0	
8:00 AM	0	2	0	-	0	0	0	
8:15 AM	0	1	0	-	0	0	0	
8:30 AM	0	2	0	-	0	0	0	
8:45 AM	0	4	0	-	0	0	0	
9:00 AM	0	5	0	-	0	0	0	
9:15 AM	0	3	0	-	0	0	0	
9:30 AM	0	6	0	-	0	0	0	
9:45 AM	0	6	0	-	0	0	0	
10:00 AM	0	5	0	-	0	0	0	
1:00 PM	0	12	1	0	0	0	0	car double parked on Exeter
1:15 PM	2	13	0	0	0	1	0	
1:30 PM	1	11	1	0	0	0	0	cab double parked on Exeter
1:45 PM	0	11	0	1	0	0	0	
2:00 PM	0	13	0	0	0	0	1	car double parked on Blagden
2:15 PM	0	19	1	0	0	1	1	valet double parked on Exeter; car double parked on Blagden
2:30 PM	1	9	0	0	0	0	0	
2:45 PM	1	11	1	0	0	0	0	car double parked on Exeter
3:00 PM	0	10	0	0	0	0	0	
4:00 PM	1	6	0	0	0	0	1	car double parked on Blagden
4:15 PM	0	8	0	2	0	0	0	
4:30 PM	0	10	2	0	0	0	0	2 cabs double parked on Exeter
4:45 PM	0	17	1	1	0	0	0	car double parked on Exeter
5:00 PM	1	10	1	0	0	0	0	car double parked on Exeter
5:15 PM	0	9	0	0	0	0	1	car double parked on Blagden
5:30 PM	1	10	0	0	0	0	1	car double parked on Blagden
5:45 PM	0	16	0	0	0	1	0	
6:00 PM	0	8	1	0	0	0	0	car double parked on Exeter

Additional Notes:

Surveyor Name: _____
Date of Survey: MONDAY 5-5-08
Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM	2	8	0	0	0	0	0	
7:15 AM	0	4	0	2	0	0	0	
7:30 AM	0	7	0	1	0	0	0	
7:45 AM	0	9	0	1	0	0	0	
8:00 AM	0	3	0	0	0	0	0	
8:15 AM	0	9	0	0	0	0	0	
8:30 AM	1	10	0	1	0	0	0	
8:45 AM	0	7	0	1	0	0	0	
9:00 AM	0	7	0	1	0	0	0	
9:15 AM	2	4	0	1	0	0	0	
9:30 AM	0	3	0	0	0	0	0	
9:45 AM	1	10	0	0	0	0	0	
10:00 AM	4	7	0	0	0	0	0	
1:00 PM	0	11	0	0	0	0	1	dump truck double parked on Blagden
1:15 PM	1	6	1	0	0	0	0	truck double parked on Exeter
1:30 PM	1	5	0	0	0	0	1	truck double parked on Blagden
1:45 PM	0	5	0	0	0	0	0	
2:00 PM	1	7	0	0	0	0	0	
2:15 PM	1	7	0	0	0	0	0	
2:30 PM	2	10	0	0	0	0	0	
2:45 PM	0	1	0	0	0	0	0	
3:00 PM								
4:00 PM	0	5	0	0	0	0	0	
4:15 PM	1	3	0	0	0	0	0	
4:30 PM	2	4	0	0	0	0	0	
4:45 PM	0	4	0	0	0	0	0	
5:00 PM	0	3	0	0	0	0	0	
5:15 PM	1	4	0	0	0	0	0	
5:30 PM	0	7	0	0	0	0	0	
5:45 PM	2	4	0	0	0	0	0	
6:00 PM								

Additional Notes: _____

Surveyor Name: _____
Date of Survey: TUESDAY 5-6-08
Survey Location : Exeter Street/Blagden Street

Vehicle Count at:	Exeter Street				Blagden Street			Comments: (for double parked cars, note where and what type -- delivery, valet, etc.--)
	TRUCKS in queue	CARS in queue	# of double parked	# of trucks in Shaw's Loading Dock	TRUCKS in queue	CARS in queue	# of double parked	
7:00 AM	1	2	0	1	0	0	0	
7:15 AM	1	3	0	1	0	0	0	
7:30 AM	1	5	0	1	0	0	0	
7:45 AM	0	6	0	2	0	0	0	
8:00 AM	0	8	0	1	0	0	0	
8:15 AM	2	7	0	1	0	0	0	
8:30 AM	1	9	0	0	0	0	0	
8:45 AM	0	4	0	0	0	0	0	
9:00 AM	1	12	0	1	0	1	0	
9:15 AM	1	7	0	0	0	0	0	
9:30 AM	0	9	0	0	0	0	0	
9:45 AM	0	3	0	1	0	0	0	
10:00 AM								
1:00 PM	0	10	0	0	0	0	0	
1:15 PM	2	6	0	0	0	0	0	
1:30 PM	1	3	1	1	0	0	0	valet double parked on Exeter St.
1:45 PM	1	3	0	0	0	0	0	
2:00 PM	1	7	0	0	0	0	0	
2:15 PM	2	8	0	0	0	1	0	
2:30 PM	0	7	0	0	0	0	0	
2:45 PM	2	6	0	0	0	0	0	
3:00 PM								
4:00 PM	0	5	0	0	0	0	0	
4:15 PM	0	9	0	0	0	0	0	
4:30 PM	0	5	0	1	0	0	0	
4:45 PM	0	2	0	0	0	0	0	
5:00 PM	0	2	0	0	0	0	0	
5:15 PM	1	8	0	0	0	0	0	
5:30 PM	0	6	0	0	0	0	0	
5:45 PM	0	11	0	0	0	0	0	
6:00 PM								

Additional Notes: _____



E – TRAFFIC ANALYSIS

Signalized Intersections

2006 Existing Conditions
2011 Approved Program
2011 Full Build Conditions (Both projects)

Unsignalized Intersections

2006 Existing Conditions
2011 Approved Program
2011 Full Build Conditions (Both projects)



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Signalized Intersections - 2006 Existing Conditions

Queues

6: Boylston St & Exeter St

5/16/2008



Lane Group	EBT	SBT
Lane Group Flow (vph)	450	552
v/c Ratio	0.30	0.41
Control Delay	25.8	15.8
Queue Delay	0.0	0.0
Total Delay	25.8	15.8
Queue Length 50th (ft)	64	103
Queue Length 95th (ft)	128	135
Internal Link Dist (ft)	350	535
Turn Bay Length (ft)		
Base Capacity (vph)	1487	1358
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.30	0.41
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6: Boylston St & Exeter St

5/16/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.95	
Frpb, ped/bikes		0.91									1.00	
Flpb, ped/bikes		1.00									0.93	
Frt		0.96									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		3456									2722	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		3456									2722	
Volume (vph)	0	305	105	0	0	0	0	0	0	100	375	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86
Adj. Flow (vph)	0	335	115	0	0	0	0	0	0	116	436	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	24	0
Lane Group Flow (vph)	0	450	0	0	0	0	0	0	0	0	528	0
Confl. Peds. (#/hr)		310								267		
Heavy Vehicles (%)	2%	15%	10%	2%	2%	2%	2%	2%	2%	8%	3%	2%
Parking (#/hr)		0	0							0	0	
Turn Type										Perm		
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		43.0									49.0	
Effective Green, g (s)		43.0									49.0	
Actuated g/C Ratio		0.43									0.49	
Clearance Time (s)		4.0									4.0	
Vehicle Extension (s)		2.0									2.0	
Lane Grp Cap (vph)		1486									1334	
v/s Ratio Prot		c0.13										
v/s Ratio Perm											0.19	
v/c Ratio		0.30									0.40	
Uniform Delay, d1		18.7									16.1	
Progression Factor		1.34									1.00	
Incremental Delay, d2		0.5									0.9	
Delay (s)		25.6									17.0	
Level of Service		C									B	
Approach Delay (s)		25.6			0.0			0.0			17.0	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM Average Control Delay		20.9									C	
HCM Volume to Capacity ratio		0.35										
Actuated Cycle Length (s)		100.0								8.0		
Intersection Capacity Utilization		33.9%								A		
Analysis Period (min)		15										
c Critical Lane Group												

Queues

7: Stuart St & Huntington Avenue

5/16/2008

						
Lane Group	NBL	NBR2	SBT	NER	SWL	SWT
Lane Group Flow (vph)	13	83	367	511	170	415
v/c Ratio	0.11	0.31	0.77	0.80	0.23	0.50
Control Delay	34.4	8.8	45.0	39.0	13.0	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	8.8	45.0	39.0	13.0	35.3
Queue Length 50th (ft)	7	0	129	135	42	86
Queue Length 95th (ft)	20	27	177	170	104	109
Internal Link Dist (ft)			319			824
Turn Bay Length (ft)					100	
Base Capacity (vph)	245	471	1004	1006	740	1310
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.18	0.37	0.51	0.23	0.32
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

7: Stuart St & Huntington Avenue

5/16/2008

										
Movement	NBL	NBR2	SBL	SBT	SBR	NER	NER2	SWL2	SWL	SWT
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	16	12	12	12	12	10	12
Total Lost time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		0.95		0.76			1.00	0.91
Frpb, ped/bikes	1.00	0.90		0.96		1.00			1.00	1.00
Flpb, ped/bikes	0.96	1.00		0.96		1.00			1.00	1.00
Frt	1.00	0.85		0.94		0.85			1.00	1.00
Flt Protected	0.95	1.00		0.98		1.00			0.95	1.00
Satd. Flow (prot)	1461	1224		2953		3138			1392	4095
Flt Permitted	0.33	1.00		0.98		1.00			0.95	1.00
Satd. Flow (perm)	510	1224		2953		3138			1392	4095
Volume (vph)	10	65	150	55	155	455	10	75	85	390
Peak-hour factor, PHF	0.78	0.78	0.98	0.98	0.98	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	13	83	153	56	158	500	11	80	90	415
RTOR Reduction (vph)	0	70	0	0	0	2	0	0	20	0
Lane Group Flow (vph)	13	13	0	367	0	509	0	0	150	415
Confl. Peds. (#/hr)	36	41	41		36					
Heavy Vehicles (%)	0%	0%	8%	0%	6%	5%	33%	19%	0%	14%
Parking (#/hr)			0		0					
Turn Type	D.Pmcustom		Perm		custom		Prot		Prot	
Protected Phases				6			1		1	5
Permitted Phases	6	6	6			5				
Actuated Green, G (s)	16.1	16.1		16.1		20.2			51.7	20.2
Effective Green, g (s)	16.1	16.1		16.1		20.2			51.7	20.2
Actuated g/C Ratio	0.16	0.16		0.16		0.20			0.52	0.20
Clearance Time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Vehicle Extension (s)	2.0	2.0		2.0		2.0			2.0	2.0
Lane Grp Cap (vph)	82	197		475		634			720	827
v/s Ratio Prot									c0.11	0.10
v/s Ratio Perm	0.03	0.01		0.12		c0.16				
v/c Ratio	0.16	0.07		0.77		0.80			0.21	0.50
Uniform Delay, d1	36.1	35.6		40.2		38.0			13.1	35.4
Progression Factor	1.00	1.00		1.11		1.00			1.00	1.00
Incremental Delay, d2	0.3	0.1		6.8		6.8			0.7	0.2
Delay (s)	36.4	35.6		51.3		44.8			13.7	35.6
Level of Service	D	D		D		D			B	D
Approach Delay (s)				51.3						29.3
Approach LOS				D						C
Intersection Summary										
HCM Average Control Delay			40.0			HCM Level of Service			D	
HCM Volume to Capacity ratio			0.45							
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			12.0	
Intersection Capacity Utilization			59.4%			ICU Level of Service			B	
Analysis Period (min)			15							
c Critical Lane Group										

Queues

6: Boylston St & Exeter St

5/16/2008



Lane Group	EBT	SBT
Lane Group Flow (vph)	910	601
v/c Ratio	0.54	0.45
Control Delay	20.9	15.2
Queue Delay	0.0	0.0
Total Delay	20.9	15.2
Queue Length 50th (ft)	155	104
Queue Length 95th (ft)	203	147
Internal Link Dist (ft)	350	535
Turn Bay Length (ft)		
Base Capacity (vph)	1699	1334
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.54	0.45
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6: Boylston St & Exeter St

5/16/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.95	
Frpb, ped/bikes		0.92									1.00	
Flpb, ped/bikes		1.00									0.89	
Frt		0.98									1.00	
Flt Protected		1.00									0.98	
Satd. Flow (prot)		3862									2666	
Flt Permitted		1.00									0.98	
Satd. Flow (perm)		3862									2666	
Volume (vph)	0	730	125	0	0	0	0	0	0	180	355	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	0	777	133	0	0	0	0	0	0	202	399	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	55	0
Lane Group Flow (vph)	0	910	0	0	0	0	0	0	0	0	546	0
Confl. Peds. (#/hr)			680								240	
Heavy Vehicles (%)	0%	6%	4%	0%	0%	0%	0%	0%	0%	1%	1%	0%
Parking (#/hr)		0	0							0	0	
Turn Type										Perm		
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		44.0									48.0	
Effective Green, g (s)		44.0									48.0	
Actuated g/C Ratio		0.44									0.48	
Clearance Time (s)		4.0									4.0	
Vehicle Extension (s)		2.0									2.0	
Lane Grp Cap (vph)		1699									1280	
v/s Ratio Prot		c0.24										
v/s Ratio Perm											0.20	
v/c Ratio		0.54									0.43	
Uniform Delay, d1		20.5									17.0	
Progression Factor		0.95									1.00	
Incremental Delay, d2		1.1									1.0	
Delay (s)		20.7									18.0	
Level of Service		C									B	
Approach Delay (s)		20.7			0.0			0.0			18.0	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM Average Control Delay		19.6									B	
HCM Volume to Capacity ratio		0.48										
Actuated Cycle Length (s)		100.0								8.0		
Intersection Capacity Utilization		43.7%								A		
Analysis Period (min)		15										

c Critical Lane Group

Queues

7: Stuart St & Huntington Ave

5/16/2008

						
Lane Group	NBL	NBR2	SBT	NER	SWL	SWT
Lane Group Flow (vph)	67	274	511	734	187	585
v/c Ratio	0.46	0.63	0.72	0.83	0.33	0.49
Control Delay	35.1	11.5	30.0	37.6	14.8	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	11.5	30.0	37.6	14.8	31.0
Queue Length 50th (ft)	33	24	105	190	38	114
Queue Length 95th (ft)	67	76	130	234	101	136
Internal Link Dist (ft)			319			824
Turn Bay Length (ft)					100	
Base Capacity (vph)	190	499	914	1044	565	1396
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.55	0.56	0.70	0.33	0.42
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

7: Stuart St & Huntington Ave

5/16/2008

										
Movement	NBL	NBR2	SBL	SBT	SBR	NER	NER2	SWL2	SWL	SWT
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	16	12	12	12	12	10	12
Total Lost time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		0.95		0.76			1.00	0.91
Frpb, ped/bikes	1.00	0.75		0.91		1.00			1.00	1.00
Flpb, ped/bikes	0.93	1.00		0.88		1.00			1.00	1.00
Frt	1.00	0.85		0.93		0.85			1.00	1.00
Flt Protected	0.95	1.00		0.98		1.00			0.95	1.00
Satd. Flow (prot)	1418	1013		2611		3251			1463	4363
Flt Permitted	0.31	1.00		0.98		1.00			0.95	1.00
Satd. Flow (perm)	467	1013		2611		3251			1463	4363
Volume (vph)	55	225	230	25	215	650	25	120	45	515
Peak-hour factor, PHF	0.82	0.82	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	67	274	250	27	234	707	27	136	51	585
RTOR Reduction (vph)	0	162	0	0	0	4	0	0	71	0
Lane Group Flow (vph)	67	112	0	511	0	730	0	0	116	585
Confl. Peds. (#/hr)	90	115	115		90					
Heavy Vehicles (%)	0%	0%	2%	0%	3%	2%	0%	5%	0%	7%
Parking (#/hr)			0		0					
Turn Type	D.Pmcustom		Perm		custom		Prot		Prot	
Protected Phases				6			1		1	5
Permitted Phases	6	6	6			5				
Actuated Green, G (s)	27.1	27.1		27.1		27.1			33.8	27.1
Effective Green, g (s)	27.1	27.1		27.1		27.1			33.8	27.1
Actuated g/C Ratio	0.27	0.27		0.27		0.27			0.34	0.27
Clearance Time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Vehicle Extension (s)	2.0	2.0		2.0		2.0			2.0	2.0
Lane Grp Cap (vph)	127	275		708		881			494	1182
v/s Ratio Prot									c0.08	0.13
v/s Ratio Perm	0.14	0.11		0.20		c0.22				
v/c Ratio	0.53	0.41		0.72		0.83			0.24	0.49
Uniform Delay, d1	31.0	29.9		33.0		34.3			23.8	30.7
Progression Factor	1.00	1.00		0.85		1.00			1.00	1.00
Incremental Delay, d2	1.8	0.4		2.9		6.2			1.1	0.1
Delay (s)	32.8	30.2		30.9		40.5			24.9	30.8
Level of Service	C	C		C		D			C	C
Approach Delay (s)				30.9						29.4
Approach LOS				C						C
Intersection Summary										
HCM Average Control Delay			33.4			HCM Level of Service			C	
HCM Volume to Capacity ratio			0.57							
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			12.0	
Intersection Capacity Utilization			81.3%			ICU Level of Service			D	
Analysis Period (min)			15							
c Critical Lane Group										

Queues

6: Boylston St & Exeter St

5/16/2008



Lane Group	EBT	SBT
Lane Group Flow (vph)	1231	472
v/c Ratio	0.63	0.35
Control Delay	23.1	16.1
Queue Delay	0.0	0.0
Total Delay	23.1	16.1
Queue Length 50th (ft)	215	81
Queue Length 95th (ft)	251	118
Internal Link Dist (ft)	350	535
Turn Bay Length (ft)		
Base Capacity (vph)	1947	1332
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.63	0.35
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6: Boylston St & Exeter St

5/16/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.95	
Frpb, ped/bikes		0.94									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.98									1.00	
Flt Protected		1.00									0.98	
Satd. Flow (prot)		4076									3010	
Flt Permitted		1.00									0.98	
Satd. Flow (perm)		4076									3010	
Volume (vph)	0	1025	120	0	0	0	0	0	0	180	245	0
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	1102	129	0	0	0	0	0	0	200	272	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	28	0
Lane Group Flow (vph)	0	1231	0	0	0	0	0	0	0	0	444	0
Confl. Peds. (#/hr)			1700				929					
Heavy Vehicles (%)	0%	3%	1%	2%	2%	2%	2%	2%	2%	1%	0%	0%
Parking (#/hr)		0	0							0	0	
Turn Type										Perm		
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		43.0									39.0	
Effective Green, g (s)		43.0									39.0	
Actuated g/C Ratio		0.48									0.43	
Clearance Time (s)		4.0									4.0	
Vehicle Extension (s)		2.0									2.0	
Lane Grp Cap (vph)		1947									1304	
v/s Ratio Prot		c0.30										
v/s Ratio Perm											0.15	
v/c Ratio		0.63									0.34	
Uniform Delay, d1		17.6									17.0	
Progression Factor		1.22									1.00	
Incremental Delay, d2		1.3									0.7	
Delay (s)		22.8									17.7	
Level of Service		C									B	
Approach Delay (s)		22.8			0.0			0.0			17.7	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM Average Control Delay		21.4									C	
HCM Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		90.0								8.0		
Intersection Capacity Utilization		46.5%								A		
Analysis Period (min)		15										

c Critical Lane Group

Queues

7: Stuart St & Huntington Ave

5/16/2008

						
Lane Group	NBL	NBR2	SBT	NER	SWL	SWT
Lane Group Flow (vph)	44	190	625	939	242	675
v/c Ratio	0.35	0.49	0.89	1.00	0.48	0.52
Control Delay	29.8	8.3	36.7	62.1	20.4	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	8.3	36.7	62.1	20.4	28.5
Queue Length 50th (ft)	20	7	186	232	65	117
Queue Length 95th (ft)	41	37	241	#348	148	154
Internal Link Dist (ft)			319			824
Turn Bay Length (ft)					100	
Base Capacity (vph)	147	431	827	941	501	1297
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.44	0.76	1.00	0.48	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

7: Stuart St & Huntington Ave

5/16/2008

											
Movement	NBL	NBR2	SBL	SBT	SBR	NER	NER2	SWL2	SWL	SWT	
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	10	12	16	12	12	12	12	10	12	
Total Lost time (s)	4.0	4.0		4.0		4.0			4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95		0.76			1.00	0.91	
Frpb, ped/bikes	1.00	0.68		0.85		1.00			1.00	1.00	
Flpb, ped/bikes	0.92	1.00		0.85		1.00			1.00	1.00	
Fr1	1.00	0.85		0.93		0.85			1.00	1.00	
Flt Protected	0.95	1.00		0.98		1.00			0.95	1.00	
Satd. Flow (prot)	1396	923		2400		3250			1505	4489	
Flt Permitted	0.25	1.00		0.98		1.00			0.95	1.00	
Satd. Flow (perm)	371	923		2400		3250			1505	4489	
Volume (vph)	35	150	285	35	280	825	20	190	45	655	
Peak-hour factor, PHF	0.79	0.79	0.96	0.96	0.96	0.90	0.90	0.97	0.97	0.97	
Adj. Flow (vph)	44	190	297	36	292	917	22	196	46	675	
RTOR Reduction (vph)	0	122	0	0	0	2	0	0	71	0	
Lane Group Flow (vph)	44	68	0	625	0	937	0	0	171	675	
Confl. Peds. (#/hr)	175	178	178		175						
Heavy Vehicles (%)	0%	0%	1%	0%	1%	2%	0%	0%	4%	4%	
Parking (#/hr)			0		0						
Turn Type	D.Pmcustom		Perm		custom		Prot		Prot		
Protected Phases				6			1		1	5	
Permitted Phases	6	6	6			5					
Actuated Green, G (s)	26.2	26.2		26.2		26.0			25.8	26.0	
Effective Green, g (s)	26.2	26.2		26.2		26.0			25.8	26.0	
Actuated g/C Ratio	0.29	0.29		0.29		0.29			0.29	0.29	
Clearance Time (s)	4.0	4.0		4.0		4.0			4.0	4.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0			2.0	2.0	
Lane Grp Cap (vph)	108	269		699		939			431	1297	
v/s Ratio Prot									c0.11	0.15	
v/s Ratio Perm	0.12	0.07		0.26		c0.29					
v/c Ratio	0.41	0.25		0.89		1.00			0.40	0.52	
Uniform Delay, d1	25.7	24.4		30.6		32.0			25.8	26.8	
Progression Factor	1.00	1.00		1.01		1.00			1.00	1.00	
Incremental Delay, d2	0.9	0.2		13.4		28.6			2.7	0.2	
Delay (s)	26.6	24.6		44.2		60.5			28.6	27.0	
Level of Service	C	C		D		E			C	C	
Approach Delay (s)				44.2						27.4	
Approach LOS				D						C	
Intersection Summary											
HCM Average Control Delay			42.5			HCM Level of Service			D		
HCM Volume to Capacity ratio			0.76								
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			12.0		
Intersection Capacity Utilization			91.3%			ICU Level of Service			F		
Analysis Period (min)			15								
c Critical Lane Group											



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Signalized Intersections - 2011 Approved Program

Queues

6: Boylston St & Exeter St

7/30/2008



Lane Group	EBT	SBT
Lane Group Flow (vph)	686	366
v/c Ratio	0.44	0.28
Control Delay	28.0	10.4
Queue Delay	0.0	0.0
Total Delay	28.0	10.4
Queue Length 50th (ft)	116	44
Queue Length 95th (ft)	194	68
Internal Link Dist (ft)	350	535
Turn Bay Length (ft)		
Base Capacity (vph)	1542	1319
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.44	0.28
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6: Boylston St & Exeter St

7/30/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.95	
Frpb, ped/bikes		0.93									1.00	
Flpb, ped/bikes		1.00									0.88	
Frt		0.97									1.00	
Flt Protected		1.00									0.98	
Satd. Flow (prot)		3586									2565	
Flt Permitted		1.00									0.98	
Satd. Flow (perm)		3586									2565	
Volume (vph)	0	510	115	0	0	0	0	0	0	105	210	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86
Adj. Flow (vph)	0	560	126	0	0	0	0	0	0	122	244	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	62	0
Lane Group Flow (vph)	0	686	0	0	0	0	0	0	0	0	304	0
Confl. Peds. (#/hr)		310								267		
Heavy Vehicles (%)	2%	15%	10%	2%	2%	2%	2%	2%	2%	8%	3%	2%
Parking (#/hr)		0	0							0	0	
Turn Type										Perm		
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		43.0									49.0	
Effective Green, g (s)		43.0									49.0	
Actuated g/C Ratio		0.43									0.49	
Clearance Time (s)		4.0									4.0	
Vehicle Extension (s)		2.0									2.0	
Lane Grp Cap (vph)		1542									1257	
v/s Ratio Prot		c0.19										
v/s Ratio Perm											0.12	
v/c Ratio		0.44									0.24	
Uniform Delay, d1		20.1									14.8	
Progression Factor		1.34									1.00	
Incremental Delay, d2		0.9									0.5	
Delay (s)		27.7									15.2	
Level of Service		C									B	
Approach Delay (s)		27.7			0.0			0.0			15.2	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM Average Control Delay		23.4									C	
HCM Volume to Capacity ratio		0.34										
Actuated Cycle Length (s)		100.0								8.0		
Intersection Capacity Utilization		31.9%								A		
Analysis Period (min)		15										

c Critical Lane Group

Timing Report, Sorted By Phase

6: Boylston St & Exeter St

7/30/2008

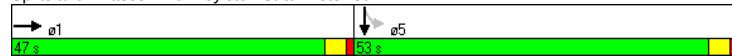


Phase Number	1	5
Movement	EBT	SBTL
Lead/Lag		
Lead-Lag Optimize		
Recall Mode	C-Max	Max
Maximum Split (s)	47	53
Maximum Split (%)	47.0%	53.0%
Minimum Split (s)	19	19
Yellow Time (s)	3	3
All-Red Time (s)	1	1
Minimum Initial (s)	8	8
Vehicle Extension (s)	2	2
Minimum Gap (s)	2	2
Time Before Reduce (s)	0	0
Time To Reduce (s)	0	0
Walk Time (s)	7	7
Flash Dont Walk (s)	8	8
Dual Entry	Yes	Yes
Inhibit Max	No	No
Start Time (s)	3	50
End Time (s)	50	3
Yield/Force Off (s)	46	99
Yield/Force Off 170(s)	38	91
Local Start Time (s)	0	47
Local Yield (s)	43	96
Local Yield 170(s)	35	88

Intersection Summary

Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	40
Offset: 3 (3%), Referenced to phase 1:EBT, Start of Green	

Splits and Phases: 6: Boylston St & Exeter St



Queues

7: Stuart St & Huntington Avenue

7/30/2008



Lane Group	NBL	NBR2	SBT	NER	SWL	SWT
Lane Group Flow (vph)	38	103	347	631	176	585
v/c Ratio	0.34	0.38	0.80	0.81	0.25	0.57
Control Delay	38.1	8.3	42.2	37.5	16.7	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	8.3	42.2	37.5	16.7	33.4
Queue Length 50th (ft)	22	0	118	164	53	119
Queue Length 95th (ft)	43	29	161	199	127	142
Internal Link Dist (ft)			319			824
Turn Bay Length (ft)					100	
Base Capacity (vph)	254	484	994	1005	697	1310
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.21	0.35	0.63	0.25	0.45

Intersection Summary

HCM Signalized Intersection Capacity Analysis

7: Stuart St & Huntington Avenue

7/30/2008

Movement	NBL	NBR2	SBL	SBT	SBR	NER	NER2	SWL2	SWL	SWT
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	16	12	12	12	12	10	12
Total Lost time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		0.95		0.76			1.00	0.91
Frbp, ped/bikes	1.00	0.90		0.96		1.00			1.00	1.00
Flpb, ped/bikes	0.96	1.00		0.96		1.00			1.00	1.00
Frt	1.00	0.85		0.94		0.85			1.00	1.00
Flt Protected	0.95	1.00		0.98		1.00			0.95	1.00
Satd. Flow (prot)	1458	1224		2923		3135			1418	4095
Flt Permitted	0.34	1.00		0.98		1.00			0.95	1.00
Satd. Flow (perm)	520	1224		2923		3135			1418	4095
Volume (vph)	30	80	160	35	145	560	15	60	105	550
Peak-hour factor, PHF	0.78	0.78	0.98	0.98	0.98	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	38	103	163	36	148	615	16	64	112	585
RTOR Reduction (vph)	0	88	0	0	0	2	0	0	13	0
Lane Group Flow (vph)	38	15	0	347	0	629	0	0	163	585
Confl. Peds. (#/hr)	36	41	41		36					
Heavy Vehicles (%)	0%	0%	8%	0%	6%	5%	33%	19%	0%	14%
Parking (#/hr)			0		0					
Turn Type	D.Pmcustom		Perm		custom		Prot	Prot		
Protected Phases				6			1	1	5	
Permitted Phases	6	6	6			5				
Actuated Green, G (s)	14.9	14.9		14.9		24.9			48.2	24.9
Effective Green, g (s)	14.9	14.9		14.9		24.9			48.2	24.9
Actuated g/C Ratio	0.15	0.15		0.15		0.25			0.48	0.25
Clearance Time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Vehicle Extension (s)	2.0	2.0		2.0		2.0			2.0	2.0
Lane Grp Cap (vph)	77	182		436		781			683	1020
v/s Ratio Prot									c0.11	0.14
v/s Ratio Perm	0.07	0.01		0.12		c0.20				
v/c Ratio	0.49	0.08		0.80		0.81			0.24	0.57
Uniform Delay, d1	39.1	36.7		41.1		35.3			15.2	32.9
Progression Factor	1.00	1.00		1.02		1.00			1.00	1.00
Incremental Delay, d2	1.8	0.1		9.0		5.7			0.8	0.5
Delay (s)	40.9	36.7		50.9		41.0			16.0	33.4
Level of Service	D	D		D		D			B	C
Approach Delay (s)				50.9						29.4
Approach LOS				D						C
Intersection Summary										
HCM Average Control Delay		37.9				HCM Level of Service			D	
HCM Volume to Capacity ratio		0.49								
Actuated Cycle Length (s)		100.0				Sum of lost time (s)			12.0	
Intersection Capacity Utilization		62.1%				ICU Level of Service			B	
Analysis Period (min)		15								
c Critical Lane Group										

Timing Report, Sorted By Phase

7: Stuart St & Huntington Avenue

7/30/2008

Phase Number	1	5	6
Movement	SWL	SWT	NBSB
Lead/Lag	Lead	Lag	
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	26	36	38
Maximum Split (%)	26.0%	36.0%	38.0%
Minimum Split (s)	16	22	18
Yellow Time (s)	3	3	3
All-Red Time (s)	1	1	1
Minimum Initial (s)	8	8	8
Vehicle Extension (s)	2	2	2
Minimum Gap (s)	2	2	2
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	7
Flash Dont Walk (s)	5	6	7
Dual Entry	Yes	Yes	No
Inhibit Max	No	No	No
Start Time (s)	76	2	38
End Time (s)	2	38	76
Yield/Force Off (s)	98	34	72
Yield/Force Off 170(s)	93	28	65
Local Start Time (s)	0	26	62
Local Yield (s)	22	58	96
Local Yield 170(s)	17	52	89
Intersection Summary			
Cycle Length		100	
Control Type	Actuated-Coordinated		
Natural Cycle		60	
Offset: 76 (76%), Referenced to phase 1:SWL, Start of Green			

Splits and Phases: 7: Stuart St & Huntington Avenue



Queues

6: Boylston St & Exeter St

7/30/2008



Lane Group	EBT	SBT
Lane Group Flow (vph)	1139	601
v/c Ratio	0.67	0.46
Control Delay	23.3	16.9
Queue Delay	0.0	0.0
Total Delay	23.3	16.9
Queue Length 50th (ft)	239	116
Queue Length 95th (ft)	223	160
Internal Link Dist (ft)	350	535
Turn Bay Length (ft)		
Base Capacity (vph)	1690	1300
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.67	0.46
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6: Boylston St & Exeter St

7/30/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.95	
Frpb, ped/bikes		0.92									1.00	
Flpb, ped/bikes		1.00									0.88	
Frt		0.98									1.00	
Flt Protected		1.00									0.98	
Satd. Flow (prot)		3840									2645	
Flt Permitted		1.00									0.98	
Satd. Flow (perm)		3840									2645	
Volume (vph)	0	905	165	0	0	0	0	0	0	190	345	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	0	963	176	0	0	0	0	0	0	213	388	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	30	0
Lane Group Flow (vph)	0	1139	0	0	0	0	0	0	0	0	571	0
Confl. Peds. (#/hr)			680							240		
Heavy Vehicles (%)	0%	6%	4%	0%	0%	0%	0%	0%	0%	1%	1%	0%
Parking (#/hr)		0	0							0	0	
Turn Type										Perm		
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		44.0									48.0	
Effective Green, g (s)		44.0									48.0	
Actuated g/C Ratio		0.44									0.48	
Clearance Time (s)		4.0									4.0	
Vehicle Extension (s)		2.0									2.0	
Lane Grp Cap (vph)		1690									1270	
v/s Ratio Prot		c0.30										
v/s Ratio Perm											0.22	
v/c Ratio		0.67									0.45	
Uniform Delay, d1		22.3									17.2	
Progression Factor		0.95									1.00	
Incremental Delay, d2		1.9									1.2	
Delay (s)		23.0									18.4	
Level of Service		C									B	
Approach Delay (s)		23.0			0.0			0.0			18.4	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM Average Control Delay		21.4									C	
HCM Volume to Capacity ratio		0.56										
Actuated Cycle Length (s)		100.0								8.0		
Intersection Capacity Utilization		48.6%								A		
Analysis Period (min)		15										

c Critical Lane Group

Timing Report, Sorted By Phase

6: Boylston St & Exeter St

7/30/2008

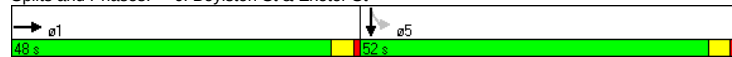


Phase Number	1	5
Movement	EBT	SBTL
Lead/Lag		
Lead-Lag Optimize		
Recall Mode	C-Max	Max
Maximum Split (s)	48	52
Maximum Split (%)	48.0%	52.0%
Minimum Split (s)	19	19
Yellow Time (s)	3	3
All-Red Time (s)	1	1
Minimum Initial (s)	8	8
Vehicle Extension (s)	2	2
Minimum Gap (s)	2	2
Time Before Reduce (s)	0	0
Time To Reduce (s)	0	0
Walk Time (s)	7	7
Flash Dont Walk (s)	8	8
Dual Entry	Yes	Yes
Inhibit Max	No	No
Start Time (s)	3	51
End Time (s)	51	3
Yield/Force Off (s)	47	99
Yield/Force Off 170(s)	39	91
Local Start Time (s)	0	48
Local Yield (s)	44	96
Local Yield 170(s)	36	88

Intersection Summary

Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	40
Offset: 3 (3%), Referenced to phase 1:EBT, Start of Green	

Splits and Phases: 6: Boylston St & Exeter St



Queues

7: Stuart St & Huntington Ave

7/30/2008



Lane Group	NBL	NBR2	SBT	NER	SWL	SWT
Lane Group Flow (vph)	67	207	674	897	130	597
v/c Ratio	0.55	0.46	0.85	0.91	0.30	0.45
Control Delay	41.7	6.3	30.5	42.9	21.8	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	6.3	30.5	42.9	21.8	28.9
Queue Length 50th (ft)	37	0	177	232	39	109
Queue Length 95th (ft)	71	35	228	#323	95	139
Internal Link Dist (ft)			319			824
Turn Bay Length (ft)					100	
Base Capacity (vph)	139	489	910	1042	436	1396
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.42	0.74	0.86	0.30	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

7: Stuart St & Huntington Ave

7/30/2008

																		
Movement	NBL	NBR2	SBL	SBT	SBR	NER	NER2	SWL2	SWL	SWT								
Lane Configurations																		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Lane Width	10	10	12	16	12	12	12	12	10	12								
Total Lost time (s)	4.0	4.0		4.0		4.0			4.0	4.0								
Lane Util. Factor	1.00	1.00		0.95		0.76			1.00	0.91								
Frbp, ped/bikes	1.00	0.75		0.91		1.00			1.00	1.00								
Flpb, ped/bikes	0.96	1.00		0.88		1.00			1.00	1.00								
Frt	1.00	0.85		0.93		0.85			1.00	1.00								
Flt Protected	0.95	1.00		0.98		1.00			0.95	1.00								
Satd. Flow (prot)	1455	1013		2599		3251			1478	4363								
Flt Permitted	0.23	1.00		0.98		1.00			0.95	1.00								
Satd. Flow (perm)	348	1013		2599		3251			1478	4363								
Volume (vph)	55	170	310	25	285	805	20	60	55	525								
Peak-hour factor, PHF	0.82	0.82	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88								
Adj. Flow (vph)	67	207	337	27	310	875	22	68	62	597								
RTOR Reduction (vph)	0	144	0	0	0	2	0	0	37	0								
Lane Group Flow (vph)	67	63	0	674	0	895	0	0	94	597								
Confl. Peds. (#/hr)	90	115	115		90													
Heavy Vehicles (%)	0%	0%	2%	0%	3%	2%	0%	5%	0%	7%								
Parking (#/hr)			0		0													
Turn Type	D.Pmcustom		Perm		custom		Prot		Prot									
Protected Phases			6				1		5									
Permitted Phases	6	6	6			5												
Actuated Green, G (s)	30.6	30.6		30.6		30.4			27.0	30.4								
Effective Green, g (s)	30.6	30.6		30.6		30.4			27.0	30.4								
Actuated g/C Ratio	0.31	0.31		0.31		0.30			0.27	0.30								
Clearance Time (s)	4.0	4.0		4.0		4.0			4.0	4.0								
Vehicle Extension (s)	2.0	2.0		2.0		2.0			2.0	2.0								
Lane Grp Cap (vph)	106	310		795		988			399	1326								
v/s Ratio Prot									c0.06	0.14								
v/s Ratio Perm	0.19	0.06		0.26		c0.28												
v/c Ratio	0.63	0.20		0.85		0.91			0.23	0.45								
Uniform Delay, d1	29.9	25.7		32.5		33.4			28.4	28.1								
Progression Factor	1.00	1.00		0.78		1.00			1.00	1.00								
Incremental Delay, d2	8.7	0.1		7.6		11.3			1.4	0.1								
Delay (s)	38.6	25.8		33.0		44.8			29.8	28.2								
Level of Service	D	C		C		D			C	C								
Approach Delay (s)			33.0						28.4									
Approach LOS			C						C									
Intersection Summary																		
HCM Average Control Delay	35.4		HCM Level of Service		D													
HCM Volume to Capacity ratio	0.68																	
Actuated Cycle Length (s)	100.0		Sum of lost time (s)		12.0													
Intersection Capacity Utilization	83.4%		ICU Level of Service		E													
Analysis Period (min)	15																	
c Critical Lane Group																		

Timing Report, Sorted By Phase

7: Stuart St & Huntington Ave

7/30/2008

			
Phase Number	1	5	6
Movement	SWL	SWT	NBSB
Lead/Lag		Lead	Lag
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	25	36	39
Maximum Split (%)	25.0%	36.0%	39.0%
Minimum Split (s)	16	17	18
Yellow Time (s)	3	3	3
All-Red Time (s)	1	1	1
Minimum Initial (s)	1	1	8
Vehicle Extension (s)	2	2	2
Minimum Gap (s)	2	2	2
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	7
Flash Dont Walk (s)	5	6	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	No	No	No
Start Time (s)	98	23	59
End Time (s)	23	59	98
Yield/Force Off (s)	19	55	94
Yield/Force Off 170(s)	14	49	87
Local Start Time (s)	0	25	61
Local Yield (s)	21	57	96
Local Yield 170(s)	16	51	89
Intersection Summary			
Cycle Length	100		
Control Type	Actuated-Coordinated		
Natural Cycle	60		
Offset: 98 (98%), Referenced to phase 1:SWL, Start of Green			

Splits and Phases: 7: Stuart St & Huntington Ave



6: Boylston St & Exeter St

7/30/2008

	→	↓
Lane Group	EBT	SBT
Lane Group Flow (vph)	1361	494
v/c Ratio	0.70	0.37
Control Delay	25.1	16.9
Queue Delay	0.3	0.0
Total Delay	25.4	16.9
Queue Length 50th (ft)	221	88
Queue Length 95th (ft)	m250	128
Internal Link Dist (ft)	350	535
Turn Bay Length (ft)		
Base Capacity (vph)	1938	1324
Starvation Cap Reductn	163	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.77	0.37
Intersection Summary		
m Volume for 95th percentile queue is metered by upstream signal.		

HCM Signalized Intersection Capacity Analysis

6: Boylston St & Exeter St

7/30/2008

[illegible]

c Critical Lane Group

Timing Report, Sorted By Phase

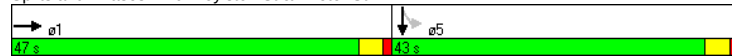
6: Boylston St & Exeter St

7/30/2008

	→	↓
Phase Number	1	5
Movement	EBT	SBTL
Lead/Lag		
Lead-Lag Optimize		
Recall Mode	C-Max	Max
Maximum Split (s)	47	43
Maximum Split (%)	52.2%	47.8%
Minimum Split (s)	19	19
Yellow Time (s)	3	3
All-Red Time (s)	1	1
Minimum Initial (s)	8	8
Vehicle Extension (s)	2	2
Minimum Gap (s)	2	2
Time Before Reduce (s)	0	0
Time To Reduce (s)	0	0
Walk Time (s)	7	7
Flash Dont Walk (s)	8	8
Dual Entry	Yes	Yes
Inhibit Max	No	No
Start Time (s)	3	50
End Time (s)	50	3
Yield/Force Off (s)	46	89
Yield/Force Off 170(s)	38	81
Local Start Time (s)	0	47
Local Yield (s)	43	86
Local Yield 170(s)	35	78

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	40
Offset: 3 (3%), Referenced to phase 1:EBT, Start of Green	

Splits and Phases: 6: Boylston St & Exeter St



Queues

7: Stuart St & Huntington Ave

7/30/2008

	↶	↷	↓	↶	↷	↶
Lane Group	NBL	NBR2	SBT	NER	SWL	SWT
Lane Group Flow (vph)	44	203	671	1011	252	711
v/c Ratio	0.37	0.51	0.92	1.07	0.53	0.55
Control Delay	30.9	10.4	39.0	83.7	24.5	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	10.4	39.0	83.7	24.5	28.9
Queue Length 50th (ft)	19	17	196	~283	82	124
Queue Length 95th (ft)	43	51	#265	#389	166	163
Internal Link Dist (ft)			319			824
Turn Bay Length (ft)					100	
Base Capacity (vph)	134	426	830	941	472	1297
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.48	0.81	1.07	0.53	0.55

Intersection Summary	
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

7: Stuart St & Huntington Ave

7/30/2008

										
Movement	NBL	NBR2	SBL	SBT	SBR	NER	NER2	SWL2	SWL	SWT
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	16	12	12	12	12	10	12
Total Lost time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		0.95		0.76			1.00	0.91
Frpb, ped/bikes	1.00	0.69		0.86		1.00			1.00	1.00
Flpb, ped/bikes	0.93	1.00		0.85		1.00			1.00	1.00
Frt	1.00	0.85		0.93		0.85			1.00	1.00
Flt Protected	0.95	1.00		0.98		1.00			0.95	1.00
Satd. Flow (prot)	1407	930		2412		3250			1505	4489
Flt Permitted	0.23	1.00		0.98		1.00			0.95	1.00
Satd. Flow (perm)	344	930		2412		3250			1505	4489
Volume (vph)	35	160	315	35	295	890	20	200	45	690
Peak-hour factor, PHF	0.79	0.79	0.96	0.96	0.96	0.90	0.90	0.97	0.97	0.97
Adj. Flow (vph)	44	203	328	36	307	989	22	206	46	711
RTOR Reduction (vph)	0	112	0	0	0	2	0	0	59	0
Lane Group Flow (vph)	44	91	0	671	0	1009	0	0	193	711
Confl. Peds. (#/hr)	175	178	178		175					
Heavy Vehicles (%)	0%	0%	1%	0%	1%	2%	0%	0%	4%	4%
Parking (#/hr)			0		0					
Turn Type	D.Pmcustom		Perm		custom		Prot		Prot	
Protected Phases				6				1	1	5
Permitted Phases	6	6	6			5				
Actuated Green, G (s)	27.3	27.3		27.3		26.0			24.7	26.0
Effective Green, g (s)	27.3	27.3		27.3		26.0			24.7	26.0
Actuated g/C Ratio	0.30	0.30		0.30		0.29			0.27	0.29
Clearance Time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Vehicle Extension (s)	2.0	2.0		2.0		2.0			2.0	2.0
Lane Grp Cap (vph)	104	282		732		939			413	1297
v/s Ratio Prot									c0.13	0.16
v/s Ratio Perm	0.13	0.10		0.28		c0.31				
v/c Ratio	0.42	0.32		0.92		1.07			0.47	0.55
Uniform Delay, d1	25.1	24.2		30.3		32.0			27.2	27.0
Progression Factor	1.00	1.00		1.02		1.00			1.00	1.00
Incremental Delay, d2	1.0	0.2		15.7		51.5			3.7	0.3
Delay (s)	26.1	24.4		46.6		83.5			30.9	27.3
Level of Service	C	C		D		F			C	C
Approach Delay (s)				46.6					28.2	
Approach LOS				D					C	
Intersection Summary										
HCM Average Control Delay		51.5				HCM Level of Service			D	
HCM Volume to Capacity ratio		0.83								
Actuated Cycle Length (s)		90.0				Sum of lost time (s)			12.0	
Intersection Capacity Utilization		95.7%				ICU Level of Service			F	
Analysis Period (min)		15								
c Critical Lane Group										

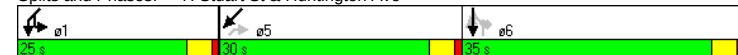
Timing Report, Sorted By Phase

7: Stuart St & Huntington Ave

7/30/2008

			
Phase Number	1	5	6
Movement	SWL	SWT	NBSB
Lead/Lag	Lead	Lag	
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	25	30	35
Maximum Split (%)	27.8%	33.3%	38.9%
Minimum Split (s)	16	17	18
Yellow Time (s)	3	3	3
All-Red Time (s)	1	1	1
Minimum Initial (s)	1	8	8
Vehicle Extension (s)	2	2	2
Minimum Gap (s)	2	2	2
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	7
Flash Dont Walk (s)	5	6	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	No	No	No
Start Time (s)	28	53	83
End Time (s)	53	83	28
Yield/Force Off (s)	49	79	24
Yield/Force Off 170(s)	44	73	17
Local Start Time (s)	0	25	55
Local Yield (s)	21	51	86
Local Yield 170(s)	16	45	79
Intersection Summary			
Cycle Length		90	
Control Type	Actuated-Coordinated		
Natural Cycle		70	
Offset: 28 (31%), Referenced to phase 1:SWL, Start of Green			

Splits and Phases: 7: Stuart St & Huntington Ave





Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Signalized Intersections – 2011 Full Build Conditions

Queues

6: Boylston St & Exeter St

8/11/2008



Lane Group	EBT	SBT
Lane Group Flow (vph)	522	581
v/c Ratio	0.35	0.43
Control Delay	16.2	16.2
Queue Delay	0.0	0.0
Total Delay	16.2	16.2
Queue Length 50th (ft)	71	110
Queue Length 95th (ft)	65	144
Internal Link Dist (ft)	350	535
Turn Bay Length (ft)		
Base Capacity (vph)	1488	1358
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.35	0.43
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6: Boylston St & Exeter St

8/11/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.95	
Frpb, ped/bikes		0.91									1.00	
Flpb, ped/bikes		1.00									0.93	
Frt		0.96									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		3461									2722	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		3461									2722	
Volume (vph)	0	355	120	0	0	0	0	0	0	105	395	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86
Adj. Flow (vph)	0	390	132	0	0	0	0	0	0	122	459	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	24	0
Lane Group Flow (vph)	0	522	0	0	0	0	0	0	0	0	557	0
Confl. Peds. (#/hr)			310							267		
Heavy Vehicles (%)	2%	15%	10%	2%	2%	2%	2%	2%	2%	8%	3%	2%
Parking (#/hr)		0	0							0	0	
Turn Type										Perm		
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		43.0									49.0	
Effective Green, g (s)		43.0									49.0	
Actuated g/C Ratio		0.43									0.49	
Clearance Time (s)		4.0									4.0	
Vehicle Extension (s)		2.0									2.0	
Lane Grp Cap (vph)		1488									1334	
v/s Ratio Prot		c0.15										
v/s Ratio Perm											0.20	
v/c Ratio		0.35									0.42	
Uniform Delay, d1		19.1									16.4	
Progression Factor		0.81									1.00	
Incremental Delay, d2		0.6									1.0	
Delay (s)		16.1									17.3	
Level of Service		B									B	
Approach Delay (s)		16.1			0.0			0.0			17.3	
Approach LOS		B			A			A			B	
Intersection Summary												
HCM Average Control Delay		16.7									B	
HCM Volume to Capacity ratio		0.39										
Actuated Cycle Length (s)		100.0								8.0		
Intersection Capacity Utilization		35.0%								A		
Analysis Period (min)		15										
c Critical Lane Group												

Queues

7: Stuart St & Huntington Avenue

8/11/2008

						
Lane Group	NBL	NBR2	SBT	NER	SWL	SWT
Lane Group Flow (vph)	13	90	424	544	181	436
v/c Ratio	0.11	0.30	0.79	0.80	0.26	0.50
Control Delay	33.0	8.2	33.9	38.6	15.1	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	8.2	33.9	38.6	15.1	34.5
Queue Length 50th (ft)	7	0	140	144	50	90
Queue Length 95th (ft)	20	28	187	178	117	112
Internal Link Dist (ft)			319			824
Turn Bay Length (ft)					100	
Base Capacity (vph)	223	476	1004	1007	695	1310
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.19	0.42	0.54	0.26	0.33
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

7: Stuart St & Huntington Avenue

8/11/2008

										
Movement	NBL	NBR2	SBL	SBT	SBR	NER	NER2	SWL2	SWL	SWT
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	16	12	12	12	12	10	12
Total Lost time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		0.95		0.76			1.00	0.91
Frpb, ped/bikes	1.00	0.90		0.96		1.00			1.00	1.00
Flpb, ped/bikes	0.97	1.00		0.96		1.00			1.00	1.00
Frt	1.00	0.85		0.94		0.85			1.00	1.00
Flt Protected	0.95	1.00		0.98		1.00			0.95	1.00
Satd. Flow (prot)	1469	1224		2950		3139			1392	4095
Flt Permitted	0.29	1.00		0.98		1.00			0.95	1.00
Satd. Flow (perm)	453	1224		2950		3139			1392	4095
Volume (vph)	10	70	180	60	175	485	10	80	90	410
Peak-hour factor, PHF	0.78	0.78	0.98	0.98	0.98	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	13	90	184	61	179	533	11	85	96	436
RTOR Reduction (vph)	0	74	0	0	0	2	0	0	21	0
Lane Group Flow (vph)	13	16	0	424	0	542	0	0	160	436
Confl. Peds. (#/hr)	36	41	41		36					
Heavy Vehicles (%)	0%	0%	8%	0%	6%	5%	33%	19%	0%	14%
Parking (#/hr)			0		0					
Turn Type	D.Pmcustom		Perm		custom		Prot		Prot	
Protected Phases				6			1		1	5
Permitted Phases	6	6	6			5				
Actuated Green, G (s)	18.1	18.1		18.1		21.5			48.4	21.5
Effective Green, g (s)	18.1	18.1		18.1		21.5			48.4	21.5
Actuated g/C Ratio	0.18	0.18		0.18		0.22			0.48	0.22
Clearance Time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Vehicle Extension (s)	2.0	2.0		2.0		2.0			2.0	2.0
Lane Grp Cap (vph)	82	222		534		675			674	880
v/s Ratio Prot									c0.11	0.11
v/s Ratio Perm	0.03	0.01		0.14		c0.17				
v/c Ratio	0.16	0.07		0.79		0.80			0.24	0.50
Uniform Delay, d1	34.5	34.0		39.2		37.2			15.0	34.5
Progression Factor	1.00	1.00		0.85		1.00			1.00	1.00
Incremental Delay, d2	0.3	0.1		7.2		6.5			0.8	0.2
Delay (s)	34.9	34.0		40.5		43.7			15.9	34.6
Level of Service	C	C		D		D			B	C
Approach Delay (s)				40.5						29.1
Approach LOS				D						C
Intersection Summary										
HCM Average Control Delay			37.0			HCM Level of Service			D	
HCM Volume to Capacity ratio			0.49							
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			12.0	
Intersection Capacity Utilization			62.6%			ICU Level of Service			B	
Analysis Period (min)			15							
c Critical Lane Group										

Queues

6: Boylston St & Exeter St

8/11/2008



Lane Group	EBT	SBT
Lane Group Flow (vph)	1101	640
v/c Ratio	0.66	0.49
Control Delay	22.3	17.0
Queue Delay	0.0	0.0
Total Delay	22.3	17.0
Queue Length 50th (ft)	232	124
Queue Length 95th (ft)	187	171
Internal Link Dist (ft)	350	535
Turn Bay Length (ft)		
Base Capacity (vph)	1667	1318
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.66	0.49
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

6: Boylston St & Exeter St

8/11/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.95	
Frpb, ped/bikes		0.91									1.00	
Flpb, ped/bikes		1.00									0.89	
Frt		0.97									1.00	
Flt Protected		1.00									0.98	
Satd. Flow (prot)		3789									2670	
Flt Permitted		1.00									0.98	
Satd. Flow (perm)		3789									2670	
Volume (vph)	0	855	180	0	0	0	0	0	0	190	380	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	0	910	191	0	0	0	0	0	0	213	427	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	36	0
Lane Group Flow (vph)	0	1101	0	0	0	0	0	0	0	0	604	0
Confl. Peds. (#/hr)			680							240		
Heavy Vehicles (%)	0%	6%	4%	0%	0%	0%	0%	0%	0%	1%	1%	0%
Parking (#/hr)		0	0							0	0	
Turn Type										Perm		
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		44.0									48.0	
Effective Green, g (s)		44.0									48.0	
Actuated g/C Ratio		0.44									0.48	
Clearance Time (s)		4.0									4.0	
Vehicle Extension (s)		2.0									2.0	
Lane Grp Cap (vph)		1667									1282	
v/s Ratio Prot		c0.29										
v/s Ratio Perm											0.23	
v/c Ratio		0.66									0.47	
Uniform Delay, d1		22.1									17.5	
Progression Factor		0.92									1.00	
Incremental Delay, d2		1.7									1.2	
Delay (s)		22.0									18.7	
Level of Service		C									B	
Approach Delay (s)		22.0			0.0			0.0			18.7	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM Average Control Delay		20.8									C	
HCM Volume to Capacity ratio		0.56										
Actuated Cycle Length (s)		100.0								8.0		
Intersection Capacity Utilization		49.2%								A		
Analysis Period (min)		15										

c Critical Lane Group

Queues

7: Stuart St & Huntington Ave

8/11/2008

						
Lane Group	NBL	NBR2	SBT	NER	SWL	SWT
Lane Group Flow (vph)	73	287	581	793	193	614
v/c Ratio	0.54	0.66	0.78	0.85	0.38	0.49
Control Delay	38.2	14.1	29.7	38.6	20.2	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	14.1	29.7	38.6	20.2	30.3
Queue Length 50th (ft)	41	41	132	203	52	116
Queue Length 95th (ft)	72	93	161	257	127	144
Internal Link Dist (ft)			319			824
Turn Bay Length (ft)					100	
Base Capacity (vph)	167	489	914	1043	510	1396
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.59	0.64	0.76	0.38	0.44
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

7: Stuart St & Huntington Ave

8/11/2008

										
Movement	NBL	NBR2	SBL	SBT	SBR	NER	NER2	SWL2	SWL	SWT
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	16	12	12	12	12	10	12
Total Lost time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		0.95		0.76			1.00	0.91
Frpb, ped/bikes	1.00	0.75		0.91		1.00			1.00	1.00
Flpb, ped/bikes	0.95	1.00		0.87		1.00			1.00	1.00
Frt	1.00	0.85		0.94		0.85			1.00	1.00
Flt Protected	0.95	1.00		0.97		1.00			0.95	1.00
Satd. Flow (prot)	1435	1013		2610		3251			1462	4363
Flt Permitted	0.27	1.00		0.97		1.00			0.95	1.00
Satd. Flow (perm)	410	1013		2610		3251			1462	4363
Volume (vph)	60	235	280	25	230	705	25	125	45	540
Peak-hour factor, PHF	0.82	0.82	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	73	287	304	27	250	766	27	142	51	614
RTOR Reduction (vph)	0	148	0	0	0	3	0	0	57	0
Lane Group Flow (vph)	73	139	0	581	0	790	0	0	136	614
Confl. Peds. (#/hr)	90	115	115		90					
Heavy Vehicles (%)	0%	0%	2%	0%	3%	2%	0%	5%	0%	7%
Parking (#/hr)			0		0					
Turn Type	D.Pmcustom		Perm		custom		Prot		Prot	
Protected Phases				6			1		1	5
Permitted Phases	6	6	6			5				
Actuated Green, G (s)	28.5	28.5		28.5		28.5			31.0	28.5
Effective Green, g (s)	28.5	28.5		28.5		28.5			31.0	28.5
Actuated g/C Ratio	0.28	0.28		0.28		0.28			0.31	0.28
Clearance Time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Vehicle Extension (s)	2.0	2.0		2.0		2.0			2.0	2.0
Lane Grp Cap (vph)	117	289		744		927			453	1243
v/s Ratio Prot									c0.09	0.14
v/s Ratio Perm	0.18	0.14		0.22		c0.24				
v/c Ratio	0.62	0.48		0.78		0.85			0.30	0.49
Uniform Delay, d1	31.1	29.6		32.9		33.8			26.3	29.7
Progression Factor	1.00	1.00		0.83		1.00			1.00	1.00
Incremental Delay, d2	7.2	0.5		4.6		7.4			1.7	0.1
Delay (s)	38.3	30.1		31.8		41.1			28.0	29.9
Level of Service	D	C		C		D			C	C
Approach Delay (s)				31.8						29.4
Approach LOS				C						C
Intersection Summary										
HCM Average Control Delay			33.9			HCM Level of Service			C	
HCM Volume to Capacity ratio			0.64							
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			12.0	
Intersection Capacity Utilization			85.7%			ICU Level of Service			E	
Analysis Period (min)			15							
c Critical Lane Group										

Queues

6: Boylston St & Exeter St

8/11/2008



Lane Group	EBT	SBT
Lane Group Flow (vph)	1376	500
v/c Ratio	0.71	0.38
Control Delay	24.8	17.0
Queue Delay	0.4	0.0
Total Delay	25.2	17.0
Queue Length 50th (ft)	241	91
Queue Length 95th (ft)	m276	130
Internal Link Dist (ft)	350	535
Turn Bay Length (ft)		
Base Capacity (vph)	1930	1324
Starvation Cap Reductn	156	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.78	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

6: Boylston St & Exeter St

8/11/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.95	
Frpb, ped/bikes		0.94									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.98									1.00	
Flt Protected		1.00									0.98	
Satd. Flow (prot)		4041									3010	
Flt Permitted		1.00									0.98	
Satd. Flow (perm)		4041									3010	
Volume (vph)	0	1130	150	0	0	0	0	0	0	190	260	0
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	1215	161	0	0	0	0	0	0	211	289	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	1376	0	0	0	0	0	0	0	0	480	0
Confl. Peds. (#/hr)		1700				929						
Heavy Vehicles (%)	0%	3%	1%	2%	2%	2%	2%	2%	2%	1%	0%	0%
Parking (#/hr)		0	0							0	0	
Turn Type										Perm		
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		43.0									39.0	
Effective Green, g (s)		43.0									39.0	
Actuated g/C Ratio		0.48									0.43	
Clearance Time (s)		4.0									4.0	
Vehicle Extension (s)		2.0									2.0	
Lane Grp Cap (vph)		1931									1304	
v/s Ratio Prot		c0.34										
v/s Ratio Perm											0.16	
v/c Ratio		0.71									0.37	
Uniform Delay, d1		18.6									17.2	
Progression Factor		1.23									1.00	
Incremental Delay, d2		1.5									0.8	
Delay (s)		24.4									18.0	
Level of Service		C									B	
Approach Delay (s)	24.4			0.0			0.0			18.0		
Approach LOS	C			A			A			B		
Intersection Summary												
HCM Average Control Delay		22.7									C	
HCM Volume to Capacity ratio		0.55										
Actuated Cycle Length (s)		90.0								8.0		
Intersection Capacity Utilization		50.5%								A		
Analysis Period (min)		15										

c Critical Lane Group

Queues

7: Stuart St & Huntington Ave

8/11/2008

						
Lane Group	NBL	NBR2	SBT	NER	SWL	SWT
Lane Group Flow (vph)	44	203	687	1011	252	711
v/c Ratio	0.37	0.50	0.90	1.07	0.56	0.55
Control Delay	31.3	10.3	39.6	83.7	25.8	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	10.3	39.6	83.7	25.8	28.9
Queue Length 50th (ft)	18	16	190	~283	86	124
Queue Length 95th (ft)	43	51	#283	#389	168	163
Internal Link Dist (ft)			319			824
Turn Bay Length (ft)					100	
Base Capacity (vph)	130	426	831	941	453	1297
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.48	0.83	1.07	0.56	0.55

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

7: Stuart St & Huntington Ave

8/11/2008

										
Movement	NBL	NBR2	SBL	SBT	SBR	NER	NER2	SWL2	SWL	SWT
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	16	12	12	12	12	10	12
Total Lost time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		0.95		0.76			1.00	0.91
Frpb, ped/bikes	1.00	0.69		0.86		1.00			1.00	1.00
Flpb, ped/bikes	0.93	1.00		0.85		1.00			1.00	1.00
Frt	1.00	0.85		0.93		0.85			1.00	1.00
Flt Protected	0.95	1.00		0.98		1.00			0.95	1.00
Satd. Flow (prot)	1410	930		2412		3250			1505	4489
Flt Permitted	0.23	1.00		0.98		1.00			0.95	1.00
Satd. Flow (perm)	345	930		2412		3250			1505	4489
Volume (vph)	35	160	325	35	300	890	20	200	45	690
Peak-hour factor, PHF	0.79	0.79	0.96	0.96	0.96	0.90	0.90	0.97	0.97	0.97
Adj. Flow (vph)	44	203	339	36	312	989	22	206	46	711
RTOR Reduction (vph)	0	110	0	0	0	2	0	0	58	0
Lane Group Flow (vph)	44	93	0	687	0	1009	0	0	194	711
Confl. Peds. (#/hr)	175	178	178		175					
Heavy Vehicles (%)	0%	0%	1%	0%	1%	2%	0%	0%	4%	4%
Parking (#/hr)			0		0					
Turn Type	D.Pmcustom		Perm		custom		Prot		Prot	
Protected Phases				6			1		1	5
Permitted Phases	6	6	6			5				
Actuated Green, G (s)	28.4	28.4		28.4		26.0			23.6	26.0
Effective Green, g (s)	28.4	28.4		28.4		26.0			23.6	26.0
Actuated g/C Ratio	0.32	0.32		0.32		0.29			0.26	0.29
Clearance Time (s)	4.0	4.0		4.0		4.0			4.0	4.0
Vehicle Extension (s)	2.0	2.0		2.0		2.0			2.0	2.0
Lane Grp Cap (vph)	109	293		761		939			395	1297
v/s Ratio Prot									c0.13	0.16
v/s Ratio Perm	0.13	0.10		0.28		c0.31				
v/c Ratio	0.40	0.32		0.90		1.07			0.49	0.55
Uniform Delay, d1	24.2	23.4		29.5		32.0			28.1	27.0
Progression Factor	1.00	1.00		1.03		1.00			1.00	1.00
Incremental Delay, d2	0.9	0.2		13.5		51.5			4.3	0.3
Delay (s)	25.0	23.6		43.8		83.5			32.4	27.3
Level of Service	C	C		D		F			C	C
Approach Delay (s)				43.8						28.6
Approach LOS				D						C

Intersection Summary

HCM Average Control Delay	50.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Unsignalized Intersections – 2006 Existing Conditions

HCM Unsignalized Intersection Capacity Analysis

14: Blagden Street & Exeter St

5/16/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	35	30	30	0	0	0	0	0	390	60
Peak Hour Factor	0.64	0.64	0.64	0.75	0.75	0.75	0.92	0.92	0.92	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	55	40	40	0	0	0	0	0	464	71
Pedestrians	74						114					
Lane Width (ft)	16.0						0.0					
Walking Speed (ft/s)	4.0						4.0					
Percent Blockage	8						0					
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)							399			300		
pX, platoon unblocked	0.94	0.94	0.94	0.94	0.94		0.94					
vC, conflicting volume	594	574	456	401	610	0	610			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	501	480	354	296	518	0	518			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	90	92	90	100	100			100		
cM capacity (veh/h)	341	420	558	507	400	1091	911			1636		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	55	80	310	226								
Volume Left	0	40	0	0								
Volume Right	55	0	0	71								
cSH	558	447	1700	1700								
Volume to Capacity	0.10	0.18	0.18	0.13								
Queue Length 95th (ft)	8	16	0	0								
Control Delay (s)	12.2	14.8	0.0	0.0								
Lane LOS	B	B										
Approach Delay (s)	12.2	14.8	0.0									
Approach LOS	B	B										
Intersection Summary												
Average Delay				2.8								
Intersection Capacity Utilization	39.9%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Blagden Street & Exeter St

5/16/2008

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations											 									
Sign Control	Stop			Stop			Free			Free										
Grade	0%			0%			0%			0%										
Volume (veh/h)	0	0	45	50	10	0	0	0	0	0	420	25								
Peak Hour Factor	0.64	0.64	0.64	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.95								
Hourly flow rate (vph)	0	0	70	53	11	0	0	0	0	0	442	26								
Pedestrians	270						334													
Lane Width (ft)	16.0						0.0													
Walking Speed (ft/s)	4.0						4.0													
Percent Blockage	30						0													
Right turn flare (veh)																				
Median type	None			None																
Median storage (veh)																				
Upstream signal (ft)					399				300											
pX, platoon unblocked																				
vC, conflicting volume	731	725	838	625	738	0	738			0										
vC1, stage 1 conf vol																				
vC2, stage 2 conf vol																				
vCu, unblocked vol	731	725	838	625	738	0	738			0										
tC, single (s)	7.5	6.5	6.9	7.6	6.5	6.9	4.1			4.1										
tC, 2 stage (s)																				
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2										
p0 queue free %	100	100	68	73	96	100	100			100										
cM capacity (veh/h)	163	248	219	191	243	1091	614			1636										
Direction, Lane #	EB 1	WB 1	SB 1	SB 2																
Volume Total	70	63	295	174																
Volume Left	0	53	0	0																
Volume Right	70	0	0	26																
cSH	219	199	1700	1700																
Volume to Capacity	0.32	0.32	0.17	0.10																
Queue Length 95th (ft)	33	32	0	0																
Control Delay (s)	28.9	31.4	0.0	0.0																
Lane LOS	D	D																		
Approach Delay (s)	28.9	31.4	0.0																	
Approach LOS	D	D																		
Intersection Summary																				
Average Delay			6.7																	
Intersection Capacity Utilization			40.0%	ICU Level of Service		A														
Analysis Period (min)			15																	

HCM Unsignalized Intersection Capacity Analysis

14: Blagden Street & Exeter St

5/16/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Sign Control	Stop				Stop		Free				Free	
Grade	0%				0%		0%				0%	
Volume (veh/h)	0	0	65	65	15	0	0	0	0	0	490	40
Peak Hour Factor	0.64	0.64	0.64	0.69	0.69	0.69	0.92	0.92	0.92	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	102	94	22	0	0	0	0	0	527	43
Pedestrians	170						186					
Lane Width (ft)	16.0						0.0					
Walking Speed (ft/s)	4.0						4.0					
Percent Blockage	19						0					
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)							399				300	
pX, platoon unblocked												
vC, conflicting volume	729	718	641	551	740	0	740			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	729	718	641	551	740	0	740			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	70	63	92	100	100			100		
cM capacity (veh/h)	205	290	343	253	282	1091	710			1636		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	102	116	351	219								
Volume Left	0	94	0	0								
Volume Right	102	0	0	43								
cSH	343	258	1700	1700								
Volume to Capacity	0.30	0.45	0.21	0.13								
Queue Length 95th (ft)	30	54	0	0								
Control Delay (s)	19.9	29.8	0.0	0.0								
Lane LOS	C	D										
Approach Delay (s)	19.9	29.8	0.0									
Approach LOS	C	D										
Intersection Summary												
Average Delay			7.0									
Intersection Capacity Utilization	43.1%				ICU Level of Service				A			
Analysis Period (min)	15											



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Unsignalized Intersections - 2011 Approved Program

HCM Unsignalized Intersection Capacity Analysis

14: Blagden Street & Exeter St

7/30/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	35	30	30	0	0	0	0	0	420	65
Peak Hour Factor	0.64	0.64	0.64	0.75	0.75	0.75	0.92	0.92	0.92	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	55	40	40	0	0	0	0	0	500	77
Pedestrians	74						114					
Lane Width (ft)	16.0						0.0					
Walking Speed (ft/s)	4.0						4.0					
Percent Blockage	8						0					
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)					399				300			
pX, platoon unblocked												
vC, conflicting volume	633	613	477	419	651	0	651			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	633	613	477	419	651	0	651			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	89	91	89	100	100			100		
cM capacity (veh/h)	290	377	496	436	358	1091	867			1636		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	55	80	333	244								
Volume Left	0	40	0	0								
Volume Right	55	0	0	77								
cSH	496	393	1700	1700								
Volume to Capacity	0.11	0.20	0.20	0.14								
Queue Length 95th (ft)	9	19	0	0								
Control Delay (s)	13.2	16.5	0.0	0.0								
Lane LOS	B	C										
Approach Delay (s)	13.2	16.5	0.0									
Approach LOS	B	C										
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			40.9%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

14: Blagden Street & Exeter St

7/30/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Sign Control	Stop				Stop		Free				Free	
Grade	0%				0%		0%				0%	
Volume (veh/h)	0	0	45	55	10	0	0	0	0	0	470	25
Peak Hour Factor	0.64	0.64	0.64	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	70	58	11	0	0	0	0	0	495	26
Pedestrians	270						335					
Lane Width (ft)	16.0						0.0					
Walking Speed (ft/s)	4.0						4.0					
Percent Blockage	30						0					
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)							399				300	
pX, platoon unblocked												
vC, conflicting volume	783	778	866	653	791	0	791			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	783	778	866	653	791	0	791			0		
tC, single (s)	7.5	6.5	6.9	7.6	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	67	68	95	100	100			100		
cM capacity (veh/h)	149	231	211	179	227	1091	587			1636		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	70	68	330	191								
Volume Left	0	58	0	0								
Volume Right	70	0	0	26								
cSH	211	185	1700	1700								
Volume to Capacity	0.33	0.37	0.19	0.11								
Queue Length 95th (ft)	35	40	0	0								
Control Delay (s)	30.4	35.4	0.0	0.0								
Lane LOS	D	E										
Approach Delay (s)	30.4	35.4	0.0									
Approach LOS	D	E										
Intersection Summary												
Average Delay			6.9									
Intersection Capacity Utilization	41.1%		ICU Level of Service				A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

14: Blagden Street & Exeter St

7/30/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	70	70	15	0	0	0	0	0	530	40
Peak Hour Factor	0.64	0.64	0.64	0.69	0.69	0.69	0.92	0.92	0.92	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	109	101	22	0	0	0	0	0	570	43
Pedestrians	170						186					
Lane Width (ft)	16.0						0.0					
Walking Speed (ft/s)	4.0						4.0					
Percent Blockage	19						0					
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)					399				300			
pX, platoon unblocked												
vC, conflicting volume	772	761	662	580	783	0	783			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	772	761	662	580	783	0	783			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	67	56	92	100	100			100		
cM capacity (veh/h)	191	274	332	230	266	1091	685			1636		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	109	123	380	233								
Volume Left	0	101	0	0								
Volume Right	109	0	0	43								
cSH	332	236	1700	1700								
Volume to Capacity	0.33	0.52	0.22	0.14								
Queue Length 95th (ft)	35	69	0	0								
Control Delay (s)	21.1	35.9	0.0	0.0								
Lane LOS	C	E										
Approach Delay (s)	21.1	35.9	0.0									
Approach LOS	C	E										
Intersection Summary												
Average Delay			8.0									
Intersection Capacity Utilization			44.4%		ICU Level of Service		A					
Analysis Period (min)			15									



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

Unsignalized Intersections – 2011 Full Build Conditions

HCM Unsignalized Intersection Capacity Analysis

14: Blagden Street & Exeter St

8/11/2008

																													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR																	
Lane Configurations											 																		
Sign Control	Stop				Stop		Free				Free																		
Grade	0%				0%		0%				0%																		
Volume (veh/h)	0	0	50	30	30	0	0	0	0	0	420	70																	
Peak Hour Factor	0.64	0.64	0.64	0.75	0.75	0.75	0.92	0.92	0.92	0.84	0.84	0.84																	
Hourly flow rate (vph)	0	0	78	40	40	0	0	0	0	0	500	83																	
Pedestrians	74						114																						
Lane Width (ft)	16.0						0.0																						
Walking Speed (ft/s)	4.0						4.0																						
Percent Blockage	8						0																						
Right turn flare (veh)																													
Median type	None				None																								
Median storage (veh)																													
Upstream signal (ft)							399				300																		
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93																						
vC, conflicting volume	636	616	480	442	657	0	657			0																			
vC1, stage 1 conf vol																													
vC2, stage 2 conf vol																													
vCu, unblocked vol	528	506	359	319	551	0	551			0																			
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1																			
tC, 2 stage (s)																													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2																			
p0 queue free %	100	100	86	91	89	100	100			100																			
cM capacity (veh/h)	321	401	547	458	378	1091	875			1636																			
Direction, Lane #	EB 1	WB 1	SB 1	SB 2																									
Volume Total	78	80	333	250																									
Volume Left	0	40	0	0																									
Volume Right	78	0	0	83																									
cSH	547	415	1700	1700																									
Volume to Capacity	0.14	0.19	0.20	0.15																									
Queue Length 95th (ft)	12	18	0	0																									
Control Delay (s)	12.7	15.7	0.0	0.0																									
Lane LOS	B	C																											
Approach Delay (s)	12.7	15.7	0.0																										
Approach LOS	B	C																											
Intersection Summary																													
Average Delay			3.0																										
Intersection Capacity Utilization			41.1%	ICU Level of Service		A																							
Analysis Period (min)			15																										

HCM Unsignalized Intersection Capacity Analysis

14: Blagden Street & Exeter St

8/11/2008

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations											 									
Sign Control	Stop			Stop			Free			Free										
Grade	0%			0%			0%			0%										
Volume (veh/h)	0	0	55	55	10	0	0	0	0	0	475	40								
Peak Hour Factor	0.64	0.64	0.64	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.95								
Hourly flow rate (vph)	0	0	86	58	11	0	0	0	0	0	500	42								
Pedestrians	270						334													
Lane Width (ft)	16.0						0.0													
Walking Speed (ft/s)	4.0						4.0													
Percent Blockage	30						0													
Right turn flare (veh)																				
Median type	None			None																
Median storage (veh)																				
Upstream signal (ft)					399				300											
pX, platoon unblocked																				
vC, conflicting volume	796	791	875	670	812	0	812			0										
vC1, stage 1 conf vol																				
vC2, stage 2 conf vol																				
vCu, unblocked vol	796	791	875	670	812	0	812			0										
tC, single (s)	7.5	6.5	6.9	7.6	6.5	6.9	4.1			4.1										
tC, 2 stage (s)																				
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2										
p0 queue free %	100	100	59	62	95	100	100			100										
cM capacity (veh/h)	146	227	208	153	221	1091	576			1636										
Direction, Lane #	EB 1	WB 1	SB 1	SB 2																
Volume Total	86	68	333	209																
Volume Left	0	58	0	0																
Volume Right	86	0	0	42																
cSH	208	161	1700	1700																
Volume to Capacity	0.41	0.43	0.20	0.12																
Queue Length 95th (ft)	47	48	0	0																
Control Delay (s)	34.1	43.0	0.0	0.0																
Lane LOS	D	E																		
Approach Delay (s)	34.1	43.0	0.0																	
Approach LOS	D	E																		
Intersection Summary																				
Average Delay			8.4																	
Intersection Capacity Utilization			42.0%		ICU Level of Service		A													
Analysis Period (min)			15																	

HCM Unsignalized Intersection Capacity Analysis

14: Blagden Street & Exeter St

8/11/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Sign Control	Stop				Stop		Free				Free	
Grade	0%				0%		0%				0%	
Volume (veh/h)	0	0	85	70	15	0	0	0	0	0	530	55
Peak Hour Factor	0.64	0.64	0.64	0.69	0.69	0.69	0.92	0.92	0.92	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	133	101	22	0	0	0	0	0	570	59
Pedestrians	170						186					
Lane Width (ft)	16.0						0.0					
Walking Speed (ft/s)	4.0						4.0					
Percent Blockage	19						0					
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)							399				300	
pX, platoon unblocked												
vC, conflicting volume	780	769	671	604	799	0	799			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	780	769	671	604	799	0	799			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	59	48	92	100	100			100		
cM capacity (veh/h)	188	271	328	196	260	1091	675			1636		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	133	123	380	249								
Volume Left	0	101	0	0								
Volume Right	133	0	0	59								
cSH	328	205	1700	1700								
Volume to Capacity	0.41	0.60	0.22	0.15								
Queue Length 95th (ft)	47	85	0	0								
Control Delay (s)	23.3	45.8	0.0	0.0								
Lane LOS	C	E										
Approach Delay (s)	23.3	45.8	0.0									
Approach LOS	C	E										
Intersection Summary												
Average Delay			9.9									
Intersection Capacity Utilization			45.1%		ICU Level of Service				A			
Analysis Period (min)			15									



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

F - PEDESTRIAN LEVEL OF SERVICE ANALYSIS

Pedestrian LOS Calculations
Existing SAT Peak Hour

		<i>Calculated</i>								
Intersection	Crosswalk	Cycle Length (sec)	Crossing Distance (ft)	Min Crossing Interval (sec)	Min FDW Phase (sec)	Walk Interval (sec)	Effective Green (g) (sec)	Total Crossing Interval (sec)	Average Ped Delay (sec)	PLOS
Exeter Street at Boylston Street	North	90	36	11	12	3	7	15	38.3	D
	South	90	36	11	12	3	7	15	38.3	D
	East	90	48	14	15	0	4	15	41.1	E
	West	90	48	14	15	0	4	15	41.1	E
Exeter Street at Huntington Avenue	North	90	48	14	15	-2	2	13	43	E
	South	90	60	18	19	-6	-2	13	47	E
	East	90	50	15	16	-3	1	13	44	E
	West	90	54	16	17	-4	0	13	45	E

Pedestrian LOS Calculations
Existing PM Peak Hour

		<i>Calculated</i>								
Intersection	Crosswalk	Cycle Length (sec)	Crossing Distance (ft)	Min Crossing Interval (sec)	Min FDW Phase (sec)	Walk Interval (sec)	Effective Green (g) (sec)	Total Crossing Interval (sec)	Average Ped Delay (sec)	PLOS
Exeter Street at Boylston Street	North	100	36	11	12	3	7	15	43.2	E
	South	100	36	11	12	3	7	15	43.2	E
	East	100	48	14	15	0	4	15	46.1	E
	West	100	48	14	15	0	4	15	46.1	E
Exeter Street at Huntington Avenue	North	100	48	14	15	-1	3	14	47	E
	South	100	60	18	19	-5	-1	14	51	E
	East	100	50	15	16	-2	2	14	48	E
	West	100	54	16	17	-3	1	14	49	E

Pedestrian LOS Calculations
Existing AM Peak Hour

		<i>Calculated</i>								
Intersection	Crosswalk	Cycle Length (sec)	Crossing Distance (ft)	Min Crossing Interval (sec)	Min FDW Phase (sec)	Walk Interval (sec)	Effective Green (g) (sec)	Total Crossing Interval (sec)	Average Ped Delay (sec)	PLOS
Exeter Street at Boylston Street	North	100	36	11	12	3	7	15	43.2	E
	South	100	36	11	12	3	7	15	43.2	E
	East	100	48	14	15	0	4	15	46.1	E
	West	100	48	14	15	0	4	15	46.1	E
Exeter Street at Huntington Avenue	North	100	48	14	15	-1	3	14	47	E
	South	100	60	18	19	-5	-1	14	51	E
	East	100	50	15	16	-2	2	14	48	E
	West	100	54	16	17	-3	1	14	49	E



Vanasse Hangen Brustlin, Inc.

Exeter Residences/888 Boylston

G - PEDESTRIAN LEVEL WIND TABLES AND FIGURES (provided by RWDI)

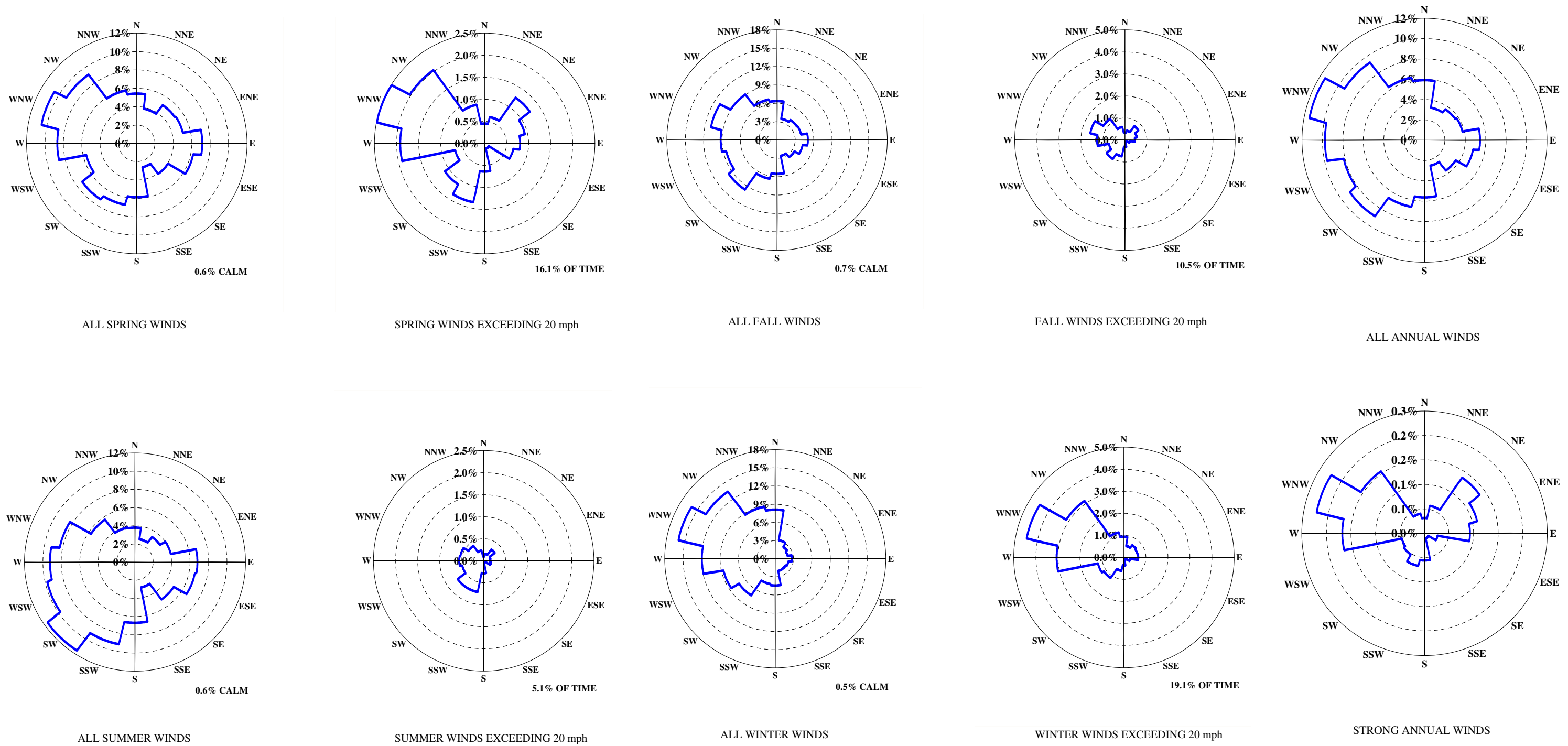


Figure 1
Wind Roses

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
1	A	Spring	8		Sitting	13		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	13		Acceptable
		Annual	8		Sitting	12		Acceptable
	B	Spring	8		Sitting	14		Acceptable
		Summer	6		Sitting	11	+10%	Acceptable
		Fall	8	+14%	Sitting	13		Acceptable
		Winter	9	+13%	Sitting	15	+15%	Acceptable
		Annual	8		Sitting	14	+17%	Acceptable
	C	Spring	8		Sitting	14		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	8	+14%	Sitting	13		Acceptable
		Winter	9	+13%	Sitting	15	+15%	Acceptable
		Annual	8		Sitting	13		Acceptable
2	A	Spring	12		Sitting	19		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	9	-24%	Sitting	15	-20%	Acceptable
		Summer	7	-21%	Sitting	11	-26%	Acceptable
		Fall	9	-17%	Sitting	14	-21%	Acceptable
		Winter	10	-16%	Sitting	16	-19%	Acceptable
		Annual	9	-24%	Sitting	15	-20%	Acceptable
	C	Spring	10	-16%	Sitting	16	-15%	Acceptable
		Summer	7	-21%	Sitting	11	-26%	Acceptable
		Fall	9	-17%	Sitting	14	-21%	Acceptable
		Winter	11		Sitting	17	-14%	Acceptable
		Annual	10	-16%	Sitting	15	-20%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
3	A	Spring	13		Standing	21		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	15	+15%	Standing	22		Acceptable
		Summer	11	+10%	Sitting	16		Acceptable
		Fall	13		Standing	21	+11%	Acceptable
		Winter	16	+14%	Walking	25	+14%	Acceptable
		Annual	14		Standing	22	+10%	Acceptable
	C	Spring	15	+15%	Standing	22		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	14	+17%	Standing	20		Acceptable
		Winter	16	+14%	Walking	24		Acceptable
		Annual	14		Standing	22	+10%	Acceptable
4	A	Spring	11		Sitting	18		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	9	-17%	Sitting	15	-16%	Acceptable
		Summer	8	-10%	Sitting	12	-19%	Acceptable
		Fall	9	-17%	Sitting	14	-17%	Acceptable
		Winter	10	-16%	Sitting	16	-15%	Acceptable
		Annual	9	-17%	Sitting	15	-16%	Acceptable
	C	Spring	10		Sitting	15	-16%	Acceptable
		Summer	8	-10%	Sitting	12	-19%	Acceptable
		Fall	9	-17%	Sitting	14	-17%	Acceptable
		Winter	10	-16%	Sitting	16	-15%	Acceptable
		Annual	9	-17%	Sitting	15	-16%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
5	A	Spring	9		Sitting	15		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	9		Sitting	15		Acceptable
		Annual	8		Sitting	14		Acceptable
	B	Spring	11	+22%	Sitting	16		Acceptable
		Summer	10	+43%	Sitting	13		Acceptable
		Fall	10	+25%	Sitting	15		Acceptable
		Winter	11	+22%	Sitting	16		Acceptable
		Annual	10	+25%	Sitting	15		Acceptable
	C	Spring	8	-10%	Sitting	13	-12%	Acceptable
		Summer	6	-13%	Sitting	10	-16%	Acceptable
		Fall	8		Sitting	12	-13%	Acceptable
		Winter	9		Sitting	14		Acceptable
		Annual	8		Sitting	13		Acceptable
6	A	Spring	18		Walking	25		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	17		Walking	24		Acceptable
		Winter	19		Walking	27		Acceptable
		Annual	17		Walking	25		Acceptable
	B	Spring	17		Walking	24		Acceptable
		Summer	14		Standing	19		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	18		Walking	26		Acceptable
		Annual	17		Walking	24		Acceptable
	C	Spring	17		Walking	23		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	16		Walking	22		Acceptable
		Winter	17	-10%	Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
7	A	Spring	16		Walking	24		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15		Standing	23		Acceptable
		Winter	18		Walking	26		Acceptable
		Annual	16		Walking	24		Acceptable
	B	Spring	16		Walking	23		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable
	C	Spring	17		Walking	24		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	18		Walking	26		Acceptable
		Annual	17		Walking	24		Acceptable
8	A	Spring	14		Standing	22		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	15		Standing	23	+10%	Acceptable
	C	Spring	17	+21%	Walking	25	+14%	Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	16	+23%	Walking	23	+10%	Acceptable
		Winter	19	+27%	Walking	27	+17%	Acceptable
		Annual	17	+21%	Walking	25	+19%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
9	A	Spring	14		Standing	21		Acceptable
		Summer	11		Sitting	15		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	20		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	17	+13%	Walking	24		Acceptable
		Annual	15		Standing	22	+10%	Acceptable
	C	Spring	11	-20%	Sitting	17	-18%	Acceptable
		Summer	9	-17%	Sitting	13	-12%	Acceptable
		Fall	11	-14%	Sitting	16	-15%	Acceptable
		Winter	12	-19%	Sitting	18	-17%	Acceptable
		Annual	11	-20%	Sitting	16	-19%	Acceptable
10	A	Spring	13		Standing	21		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	14		Standing	23		Acceptable
		Annual	13		Standing	21		Acceptable
	B	Spring	10	-22%	Sitting	16	-23%	Acceptable
		Summer	8	-19%	Sitting	12	-24%	Acceptable
		Fall	9	-30%	Sitting	15	-24%	Acceptable
		Winter	11	-20%	Sitting	16	-29%	Acceptable
		Annual	10	-22%	Sitting	15	-28%	Acceptable
	C	Spring	11	-14%	Sitting	16	-23%	Acceptable
		Summer	8	-19%	Sitting	12	-24%	Acceptable
		Fall	10	-22%	Sitting	15	-24%	Acceptable
		Winter	11	-20%	Sitting	17	-25%	Acceptable
		Annual	10	-22%	Sitting	15	-28%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
11	A	Spring	12		Sitting	19		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	10	-16%	Sitting	16	-15%	Acceptable
		Summer	8	-19%	Sitting	12	-24%	Acceptable
		Fall	10	-16%	Sitting	15	-16%	Acceptable
		Winter	11	-14%	Sitting	17	-18%	Acceptable
		Annual	10	-16%	Sitting	16	-15%	Acceptable
	C	Spring	9	-24%	Sitting	15	-20%	Acceptable
		Summer	7	-29%	Sitting	11	-30%	Acceptable
		Fall	9	-24%	Sitting	14	-21%	Acceptable
		Winter	10	-22%	Sitting	16	-23%	Acceptable
		Annual	9	-24%	Sitting	15	-20%	Acceptable
	A	Spring	14		Standing	21		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	16	+14%	Walking	22		Acceptable
		Summer	12		Sitting	16		Acceptable
		Fall	15	+15%	Standing	20		Acceptable
		Winter	18	+13%	Walking	24		Acceptable
		Annual	16	+14%	Walking	22		Acceptable
	C	Spring	14		Standing	21		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	16		Walking	22		Acceptable
		Annual	14		Standing	20		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
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Mean Wind Speed Criteria

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Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
13	A	Spring	9		Sitting	15		Acceptable
		Summer	7		Sitting	11		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	9		Sitting	16		Acceptable
		Annual	8		Sitting	15		Acceptable
	B	Spring	8	-10%	Sitting	15		Acceptable
		Summer	7		Sitting	11		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	9		Sitting	15		Acceptable
		Annual	8		Sitting	14		Acceptable
	C	Spring	9		Sitting	15		Acceptable
		Summer	7		Sitting	11		Acceptable
		Fall	9	+13%	Sitting	14		Acceptable
		Winter	10	+11%	Sitting	16		Acceptable
		Annual	9	+13%	Sitting	14		Acceptable
14	A	Spring	16		Walking	23		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	18		Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable
	B	Spring	20	+25%	Uncomfortable	27	+17%	Acceptable
		Summer	14	+17%	Standing	19	+12%	Acceptable
		Fall	18	+20%	Walking	24	+14%	Acceptable
		Winter	21	+17%	Uncomfortable	29	+16%	Acceptable
		Annual	19	+19%	Walking	26	+13%	Acceptable
	C	Spring	17		Walking	23		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	18		Walking	25		Acceptable
		Annual	17		Walking	23		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

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Mean Wind Speed Criteria

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Dangerous Conditions: > 27 mph

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Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
15	A	Spring	10		Sitting	17		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	11	+10%	Sitting	17		Acceptable
		Summer	8	+14%	Sitting	12		Acceptable
		Fall	10	+11%	Sitting	16		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11	+10%	Sitting	17		Acceptable
	C	Spring	12	+20%	Sitting	18		Acceptable
		Summer	8	+14%	Sitting	13		Acceptable
		Fall	11	+22%	Sitting	16		Acceptable
		Winter	13	+18%	Standing	19		Acceptable
		Annual	12	+20%	Sitting	17		Acceptable
	A	Spring	10		Sitting	16		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	10		Sitting	15		Acceptable
		Summer	7		Sitting	11		Acceptable
		Fall	9		Sitting	14		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	10		Sitting	15		Acceptable
	C	Spring	12	+20%	Sitting	18	+13%	Acceptable
		Summer	8	+14%	Sitting	13		Acceptable
		Fall	11	+22%	Sitting	17	+13%	Acceptable
		Winter	13	+18%	Standing	19	+12%	Acceptable
		Annual	12	+20%	Sitting	18	+13%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

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Mean Wind Speed Criteria

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Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
17	A	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	14		Standing	21		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	15	+15%	Standing	22		Acceptable
		Annual	14	+17%	Standing	20		Acceptable
	C	Spring	14		Standing	21		Acceptable
		Summer	11	+10%	Sitting	15		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	20		Acceptable
18	A	Spring	10		Sitting	16		Acceptable
		Summer	8		Sitting	12		Acceptable
		Fall	10		Sitting	15		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	10		Sitting	16		Acceptable
		Summer	7	-12%	Sitting	12		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
	C	Spring	9		Sitting	15		Acceptable
		Summer	6	-24%	Sitting	10	-16%	Acceptable
		Fall	8	-19%	Sitting	14		Acceptable
		Winter	10		Sitting	16		Acceptable
		Annual	9		Sitting	14	-12%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
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Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
19	A	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	12		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	12		Sitting	18		Acceptable
		Annual	10		Sitting	17		Acceptable
	B	Spring	9		Sitting	14	-17%	Acceptable
		Summer	7	-12%	Sitting	11		Acceptable
		Fall	8	-19%	Sitting	13	-18%	Acceptable
		Winter	10	-16%	Sitting	15	-16%	Acceptable
		Annual	9		Sitting	14	-17%	Acceptable
	C	Spring	7	-29%	Sitting	12	-28%	Acceptable
		Summer	5	-37%	Sitting	9	-24%	Acceptable
		Fall	7	-29%	Sitting	11	-30%	Acceptable
		Winter	8	-32%	Sitting	13	-27%	Acceptable
		Annual	7	-29%	Sitting	12	-28%	Acceptable
20	A	Spring	11		Sitting	17		Acceptable
		Summer	9		Sitting	13		Acceptable
		Fall	10		Sitting	15		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	10		Sitting	15	-11%	Acceptable
		Summer	8	-10%	Sitting	12		Acceptable
		Fall	9		Sitting	14		Acceptable
		Winter	10		Sitting	16	-10%	Acceptable
		Annual	9		Sitting	14	-12%	Acceptable
	C	Spring	11		Sitting	17		Acceptable
		Summer	8	-10%	Sitting	12		Acceptable
		Fall	10		Sitting	15		Acceptable
		Winter	12		Sitting	17		Acceptable
		Annual	11	+10%	Sitting	16		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Configurations

A - No Build
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Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
21	A	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	14		Standing	22	+10%	Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	13		Standing	20	+11%	Acceptable
		Winter	15	+15%	Standing	23	+10%	Acceptable
		Annual	14	+17%	Standing	21	+11%	Acceptable
	C	Spring	12		Sitting	19		Acceptable
		Summer	8	-19%	Sitting	13	-12%	Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	18		Acceptable
22	A	Spring	13		Standing	21		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	14		Standing	21		Acceptable
		Summer	11	+10%	Sitting	16		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	19		Acceptable
	C	Spring	12		Sitting	18	-13%	Acceptable
		Summer	8	-19%	Sitting	13	-18%	Acceptable
		Fall	11		Sitting	17	-10%	Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	18		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
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C - Scenario 2

Mean Wind Speed Criteria

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Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
23	A	Spring	12		Sitting	20		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	11		Sitting	18		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	12		Sitting	18		Acceptable
		Annual	11		Sitting	17		Acceptable
	C	Spring	9	-24%	Sitting	14	-29%	Acceptable
		Summer	7	-29%	Sitting	10	-37%	Acceptable
		Fall	8	-26%	Sitting	13	-23%	Acceptable
		Winter	10	-16%	Sitting	15	-20%	Acceptable
		Annual	9	-17%	Sitting	14	-21%	Acceptable
24	A	Spring	19		Walking	27		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	18		Walking	25		Acceptable
		Winter	21		Uncomfortable	29		Acceptable
		Annual	19		Walking	27		Acceptable
	B	Spring	9	-52%	Sitting	15	-43%	Acceptable
		Summer	7	-49%	Sitting	12	-39%	Acceptable
		Fall	8	-55%	Sitting	14	-43%	Acceptable
		Winter	10	-51%	Sitting	16	-44%	Acceptable
		Annual	9	-52%	Sitting	15	-43%	Acceptable
	C	Spring	8	-57%	Sitting	14	-47%	Acceptable
		Summer	6	-56%	Sitting	10	-49%	Acceptable
		Fall	8	-55%	Sitting	13	-47%	Acceptable
		Winter	9	-56%	Sitting	15	-47%	Acceptable
		Annual	8	-57%	Sitting	13	-51%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Configurations

A - No Build
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C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
25	A	Spring	14		Standing	22		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	14		Standing	21		Acceptable
		Summer	11		Sitting	16	-10%	Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	C	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	22	+10%	Acceptable
		Winter	17	+21%	Walking	26	+18%	Acceptable
		Annual	15	+15%	Standing	23	+15%	Acceptable
26	A	Spring	13		Standing	20		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	18		Acceptable
	B	Spring	10	-22%	Sitting	16	-19%	Acceptable
		Summer	8	-32%	Sitting	12	-28%	Acceptable
		Fall	9	-24%	Sitting	14	-21%	Acceptable
		Winter	10	-22%	Sitting	17	-14%	Acceptable
		Annual	10	-16%	Sitting	15	-16%	Acceptable
	C	Spring	11	-14%	Sitting	15	-24%	Acceptable
		Summer	9	-24%	Sitting	12	-28%	Acceptable
		Fall	9	-24%	Sitting	14	-21%	Acceptable
		Winter	11	-14%	Sitting	16	-19%	Acceptable
		Annual	10	-16%	Sitting	15	-16%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
27	A	Spring	11		Sitting	17		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	10		Sitting	15		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	19		Walking	27		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	19		Walking	28		Acceptable
		Annual	18		Walking	25		Acceptable
	C	Spring	11		Sitting	17		Acceptable
		Summer	8	-10%	Sitting	13		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	12		Sitting	19	+12%	Acceptable
		Annual	10		Sitting	17		Acceptable
28	A	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable
	C	Spring	14		Standing	21		Acceptable
		Summer	11	+10%	Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	21		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
29	A	Spring	16		Walking	23		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	12	-13%	Sitting	17	-14%	Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
	C	Spring	15		Standing	23		Acceptable
		Summer	12	-13%	Sitting	17	-14%	Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
30	A	Spring	19		Walking	28		Acceptable
		Summer	15		Standing	23		Acceptable
		Fall	17		Walking	26		Acceptable
		Winter	19		Walking	29		Acceptable
		Annual	18		Walking	27		Acceptable
	B	Spring	18		Walking	27		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	19		Walking	28		Acceptable
		Annual	18		Walking	26		Acceptable
	C	Spring	16	-15%	Walking	25	-10%	Acceptable
		Summer	12	-19%	Sitting	18	-21%	Acceptable
		Fall	15	-11%	Standing	23	-11%	Acceptable
		Winter	18		Walking	28		Acceptable
		Annual	16	-10%	Walking	25		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
31	A	Spring	16		Walking	24		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	15		Standing	23		Acceptable
	B	Spring	16		Walking	24		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	15		Standing	23		Acceptable
		Winter	17		Walking	26		Acceptable
		Annual	16		Walking	24		Acceptable
	C	Spring	13	-18%	Standing	21	-12%	Acceptable
		Summer	9	-24%	Sitting	15	-16%	Acceptable
		Fall	12	-19%	Sitting	19	-13%	Acceptable
		Winter	14	-17%	Standing	22	-11%	Acceptable
		Annual	13	-12%	Standing	20	-12%	Acceptable
32	A	Spring	14		Standing	22		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	15		Standing	24		Acceptable
		Annual	14		Standing	22		Acceptable
	B	Spring	12	-13%	Sitting	20		Acceptable
		Summer	8	-19%	Sitting	14	-12%	Acceptable
		Fall	11	-14%	Sitting	18	-13%	Acceptable
		Winter	13	-12%	Standing	22		Acceptable
		Annual	12	-13%	Sitting	20		Acceptable
	C	Spring	11	-20%	Sitting	17	-22%	Acceptable
		Summer	8	-19%	Sitting	13	-18%	Acceptable
		Fall	10	-22%	Sitting	16	-23%	Acceptable
		Winter	12	-19%	Sitting	19	-20%	Acceptable
		Annual	11	-20%	Sitting	17	-22%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
33	A	Spring	14		Standing	22		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	11	+10%	Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	14		Standing	21		Acceptable
	C	Spring	16	+14%	Walking	22		Acceptable
		Summer	11	+10%	Sitting	16		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	17	+13%	Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
34	A	Spring	10		Sitting	16		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	8	-19%	Sitting	14	-12%	Acceptable
		Summer	6	-13%	Sitting	10	-16%	Acceptable
		Fall	7	-21%	Sitting	13	-12%	Acceptable
		Winter	8	-26%	Sitting	15	-11%	Acceptable
		Annual	8	-19%	Sitting	13	-18%	Acceptable
	C	Spring	9		Sitting	15		Acceptable
		Summer	6	-13%	Sitting	10	-16%	Acceptable
		Fall	8	-10%	Sitting	13	-12%	Acceptable
		Winter	10		Sitting	16		Acceptable
		Annual	9		Sitting	14	-12%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

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Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
35	A	Spring	16		Walking	24		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	17		Walking	26		Acceptable
		Annual	15		Standing	24		Acceptable
	B	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	15		Standing	22		Acceptable
	C	Spring	16		Walking	24		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	17		Walking	26		Acceptable
		Annual	15		Standing	23		Acceptable
36	A	Spring	13		Standing	20		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	15	+15%	Standing	22	+10%	Acceptable
		Summer	12		Sitting	18	+13%	Acceptable
		Fall	14		Standing	21	+11%	Acceptable
		Winter	16	+14%	Walking	23	+10%	Acceptable
		Annual	15	+15%	Standing	21		Acceptable
	C	Spring	16	+23%	Walking	22	+10%	Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15	+15%	Standing	21	+11%	Acceptable
		Winter	17	+21%	Walking	24	+14%	Acceptable
		Annual	16	+23%	Walking	22	+10%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
37	A	Spring	12		Sitting	20		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	19		Acceptable
	B	Spring	11		Sitting	17	-14%	Acceptable
		Summer	9		Sitting	14	-17%	Acceptable
		Fall	10		Sitting	16	-10%	Acceptable
		Winter	12		Sitting	18		Acceptable
		Annual	11		Sitting	16	-15%	Acceptable
	C	Spring	11		Sitting	17	-14%	Acceptable
		Summer	8	-19%	Sitting	14	-17%	Acceptable
		Fall	10		Sitting	16	-10%	Acceptable
		Winter	12		Sitting	18		Acceptable
		Annual	11		Sitting	16	-15%	Acceptable
38	A	Spring	14		Standing	21		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	20		Acceptable
	B	Spring	14		Standing	21		Acceptable
		Summer	11	+10%	Sitting	17		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	19		Acceptable
	C	Spring	13		Standing	19		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13	-12%	Standing	20		Acceptable
		Annual	12	-13%	Sitting	18		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
39	A	Spring	21		Uncomfortable	29		Acceptable
		Summer	18		Walking	25		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	18		Walking	27		Acceptable
		Annual	19		Walking	26		Acceptable
	B	Spring	17	-18%	Walking	27		Acceptable
		Summer	14	-21%	Standing	21	-15%	Acceptable
		Fall	15	-11%	Standing	24		Acceptable
		Winter	17		Walking	27		Acceptable
		Annual	16	-15%	Walking	25		Acceptable
	C	Spring	17	-18%	Walking	26		Acceptable
		Summer	14	-21%	Standing	21	-15%	Acceptable
		Fall	14	-17%	Standing	22	-11%	Acceptable
		Winter	16	-10%	Walking	26		Acceptable
		Annual	16	-15%	Walking	24		Acceptable
40	A	Spring	25		Uncomfortable	35		Unacceptable
		Summer	18		Walking	25		Acceptable
		Fall	23		Uncomfortable	32		Unacceptable
		Winter	27		Uncomfortable	38		Unacceptable
		Annual	24		Uncomfortable	34		Unacceptable
	B	Spring	21	-15%	Uncomfortable	29	-16%	Acceptable
		Summer	15	-16%	Standing	21	-15%	Acceptable
		Fall	19	-16%	Walking	27	-15%	Acceptable
		Winter	23	-14%	Uncomfortable	32	-15%	Unacceptable
		Annual	21	-12%	Uncomfortable	29	-14%	Acceptable
	C	Spring	24		Uncomfortable	32		Unacceptable
		Summer	17		Walking	23		Acceptable
		Fall	22		Uncomfortable	30		Acceptable
		Winter	27		Uncomfortable	35		Unacceptable
		Annual	24		Uncomfortable	32		Unacceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
41	A	Spring	20		Uncomfortable	29		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	18		Walking	27		Acceptable
		Winter	21		Uncomfortable	31		Acceptable
		Annual	19		Walking	28		Acceptable
	B	Spring	17	-14%	Walking	24	-16%	Acceptable
		Summer	12	-19%	Sitting	18	-17%	Acceptable
		Fall	15	-16%	Standing	22	-18%	Acceptable
		Winter	17	-18%	Walking	25	-18%	Acceptable
		Annual	16	-15%	Walking	23	-17%	Acceptable
	C	Spring	18		Walking	26		Acceptable
		Summer	14		Standing	19	-13%	Acceptable
		Fall	17		Walking	23	-14%	Acceptable
		Winter	19		Walking	27	-12%	Acceptable
		Annual	18		Walking	25	-10%	Acceptable
42	A	Spring	18		Walking	25		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	18		Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable
	B	Spring	17		Walking	24		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	23		Acceptable
	C	Spring	17		Walking	23		Acceptable
		Summer	14		Standing	19		Acceptable
		Fall	16		Walking	22		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	22		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
43	A	Spring	16		Walking	22		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	19	+19%	Walking	25	+14%	Acceptable
		Summer	17	+31%	Walking	22	+22%	Acceptable
		Fall	18	+29%	Walking	23	+10%	Acceptable
		Winter	19	+19%	Walking	26	+13%	Acceptable
		Annual	18	+20%	Walking	24		Acceptable
	C	Spring	19	+19%	Walking	24		Acceptable
		Summer	16	+23%	Walking	20	+11%	Acceptable
		Fall	17	+21%	Walking	23	+10%	Acceptable
		Winter	18	+13%	Walking	25		Acceptable
		Annual	17	+13%	Walking	23		Acceptable
44	A	Spring	15		Standing	24		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	14		Standing	23		Acceptable
		Winter	16		Walking	26		Acceptable
		Annual	15		Standing	24		Acceptable
	B	Spring	15		Standing	23		Acceptable
		Summer	12		Sitting	19		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	15		Standing	24		Acceptable
		Annual	14		Standing	22		Acceptable
	C	Spring	17	+13%	Walking	25		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	15		Standing	23		Acceptable
		Winter	18	+13%	Walking	27		Acceptable
		Annual	16		Walking	24		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
45	A	Spring	12		Sitting	19		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	14	+17%	Standing	21	+11%	Acceptable
		Summer	12	+20%	Sitting	17		Acceptable
		Fall	13	+18%	Standing	19	+12%	Acceptable
		Winter	15	+25%	Standing	22	+16%	Acceptable
		Annual	14	+27%	Standing	20	+11%	Acceptable
	C	Spring	14	+17%	Standing	21	+11%	Acceptable
		Summer	12	+20%	Sitting	18	+13%	Acceptable
		Fall	13	+18%	Standing	19	+12%	Acceptable
		Winter	14	+17%	Standing	21	+11%	Acceptable
		Annual	13	+18%	Standing	20	+11%	Acceptable
46	A	Spring	17		Walking	26		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	15		Standing	23		Acceptable
		Winter	18		Walking	28		Acceptable
		Annual	16		Walking	25		Acceptable
	B	Spring	18		Walking	26		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	19		Walking	28		Acceptable
		Annual	17		Walking	25		Acceptable
	C	Spring	14	-17%	Standing	22	-14%	Acceptable
		Summer	10	-22%	Sitting	16	-15%	Acceptable
		Fall	13	-12%	Standing	20	-12%	Acceptable
		Winter	15	-16%	Standing	24	-13%	Acceptable
		Annual	14	-12%	Standing	22	-11%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
47	A	Spring	12		Sitting	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	12		Sitting	18		Acceptable
		Summer	10		Sitting	14		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	11		Sitting	18		Acceptable
	C	Spring	14	+17%	Standing	21		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	15	+15%	Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
48	A	Spring	14		Standing	21		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	17	+21%	Walking	23	+10%	Acceptable
		Summer	12	+20%	Sitting	18	+13%	Acceptable
		Fall	15	+15%	Standing	22	+10%	Acceptable
		Winter	18	+20%	Walking	25		Acceptable
		Annual	16	+14%	Walking	23	+10%	Acceptable
	C	Spring	18	+29%	Walking	24	+14%	Acceptable
		Summer	13	+30%	Standing	18	+13%	Acceptable
		Fall	16	+23%	Walking	22	+10%	Acceptable
		Winter	19	+27%	Walking	27	+17%	Acceptable
		Annual	17	+21%	Walking	24	+14%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
49	A	Spring	16		Walking	23		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable
	B	Spring	16		Walking	23		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
	C	Spring	17		Walking	23		Acceptable
		Summer	14		Standing	19		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	22		Acceptable
50	A	Spring	16		Walking	24		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	15		Standing	23		Acceptable
		Winter	17		Walking	26		Acceptable
		Annual	16		Walking	24		Acceptable
	B	Spring	18	+13%	Walking	26		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	17	+13%	Walking	24		Acceptable
		Winter	20	+18%	Uncomfortable	29	+12%	Acceptable
		Annual	18	+13%	Walking	26		Acceptable
	C	Spring	17		Walking	25		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	19	+12%	Walking	28		Acceptable
		Annual	17		Walking	25		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
51	A	Spring	14		Standing	22		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	14		Standing	23		Acceptable
		Annual	13		Standing	21		Acceptable
	B	Spring	15		Standing	24		Acceptable
		Summer	12		Sitting	19		Acceptable
		Fall	14		Standing	22	+10%	Acceptable
		Winter	16	+14%	Walking	25		Acceptable
		Annual	15	+15%	Standing	23	+10%	Acceptable
	C	Spring	13		Standing	21		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	20		Acceptable
52	A	Spring	26		Uncomfortable	34		Unacceptable
		Summer	19		Walking	25		Acceptable
		Fall	24		Uncomfortable	32		Unacceptable
		Winter	29		Dangerous	38		Unacceptable
		Annual	26		Uncomfortable	34		Unacceptable
	B	Spring	22	-14%	Uncomfortable	32		Unacceptable
		Summer	16	-15%	Walking	23		Acceptable
		Fall	20	-16%	Uncomfortable	29		Acceptable
		Winter	23	-20%	Uncomfortable	34	-10%	Unacceptable
		Annual	21	-18%	Uncomfortable	31		Acceptable
	C	Spring	21	-18%	Uncomfortable	29	-14%	Acceptable
		Summer	16	-15%	Walking	22	-11%	Acceptable
		Fall	19	-20%	Walking	27	-15%	Acceptable
		Winter	22	-23%	Uncomfortable	31	-17%	Acceptable
		Annual	20	-22%	Uncomfortable	29	-14%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
53	A	Spring	21		Uncomfortable	28		Acceptable
		Summer	16		Walking	22		Acceptable
		Fall	19		Walking	27		Acceptable
		Winter	21		Uncomfortable	30		Acceptable
		Annual	20		Uncomfortable	27		Acceptable
	B	Spring	24	+14%	Uncomfortable	31	+11%	Acceptable
		Summer	18	+13%	Walking	24		Acceptable
		Fall	22	+16%	Uncomfortable	29		Acceptable
		Winter	24	+14%	Uncomfortable	31		Acceptable
		Annual	22	+10%	Uncomfortable	29		Acceptable
	C	Spring	22		Uncomfortable	29		Acceptable
		Summer	17		Walking	23		Acceptable
		Fall	20		Uncomfortable	27		Acceptable
		Winter	23	+10%	Uncomfortable	30		Acceptable
		Annual	21		Uncomfortable	28		Acceptable
54	A	Spring	20		Uncomfortable	29		Acceptable
		Summer	18		Walking	25		Acceptable
		Fall	18		Walking	26		Acceptable
		Winter	20		Uncomfortable	29		Acceptable
		Annual	19		Walking	27		Acceptable
	B	Spring	20		Uncomfortable	28		Acceptable
		Summer	17		Walking	23		Acceptable
		Fall	18		Walking	26		Acceptable
		Winter	20		Uncomfortable	28		Acceptable
		Annual	19		Walking	27		Acceptable
	C	Spring	20		Uncomfortable	27		Acceptable
		Summer	17		Walking	23		Acceptable
		Fall	18		Walking	25		Acceptable
		Winter	20		Uncomfortable	28		Acceptable
		Annual	18		Walking	26		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
55	A	Spring	16		Walking	23		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	14	-12%	Standing	21		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	13	-18%	Standing	21		Acceptable
		Annual	13	-12%	Standing	20		Acceptable
	C	Spring	14	-12%	Standing	20	-12%	Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	13		Standing	18	-13%	Acceptable
		Winter	13	-18%	Standing	20	-12%	Acceptable
		Annual	13	-12%	Standing	19	-13%	Acceptable
56	A	Spring	11		Sitting	18		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	13	+18%	Standing	19		Acceptable
		Summer	10	+11%	Sitting	15		Acceptable
		Fall	12	+20%	Sitting	18		Acceptable
		Winter	13		Standing	21	+11%	Acceptable
		Annual	12		Sitting	19		Acceptable
	C	Spring	13	+18%	Standing	20	+11%	Acceptable
		Summer	11	+22%	Sitting	16	+14%	Acceptable
		Fall	12	+20%	Sitting	19	+12%	Acceptable
		Winter	14	+17%	Standing	22	+16%	Acceptable
		Annual	13	+18%	Standing	20	+11%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
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Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
57	A	Spring	10		Sitting	16		Acceptable
		Summer	8		Sitting	12		Acceptable
		Fall	9		Sitting	14		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	9		Sitting	15		Acceptable
	B	Spring	9		Sitting	15		Acceptable
		Summer	7	-12%	Sitting	12		Acceptable
		Fall	8	-10%	Sitting	13		Acceptable
		Winter	9		Sitting	15	-11%	Acceptable
		Annual	8	-10%	Sitting	14		Acceptable
	C	Spring	9		Sitting	15		Acceptable
		Summer	7	-12%	Sitting	12		Acceptable
		Fall	8	-10%	Sitting	13		Acceptable
		Winter	9		Sitting	15	-11%	Acceptable
		Annual	9		Sitting	14		Acceptable
58	A	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	14		Standing	21		Acceptable
	C	Spring	14		Standing	22		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	14		Standing	21		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
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C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
59	A	Spring	12		Sitting	18		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	18		Acceptable
	B	Spring	11		Sitting	18		Acceptable
		Summer	8	-10%	Sitting	13		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	17		Acceptable
	C	Spring	11		Sitting	18		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	17		Acceptable
60	A	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	12		Sitting	18		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12	-13%	Sitting	19		Acceptable
		Annual	11		Sitting	17	-10%	Acceptable
	C	Spring	13		Standing	18		Acceptable
		Summer	11	+10%	Sitting	15		Acceptable
		Fall	12		Sitting	17		Acceptable
		Winter	13		Standing	19		Acceptable
		Annual	12		Sitting	18		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

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C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
61	A	Spring	13		Standing	20		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	13		Standing	19		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	14		Standing	20		Acceptable
		Annual	13		Standing	19		Acceptable
	C	Spring	12		Sitting	18		Acceptable
		Summer	8	-10%	Sitting	13		Acceptable
		Fall	11		Sitting	16	-10%	Acceptable
		Winter	13		Standing	19		Acceptable
		Annual	11		Sitting	17	-10%	Acceptable
62	A	Spring	10		Sitting	16		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	10		Sitting	15		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	8	-19%	Sitting	12	-24%	Acceptable
		Summer	6	-24%	Sitting	9	-30%	Acceptable
		Fall	7	-29%	Sitting	12	-19%	Acceptable
		Winter	8	-26%	Sitting	13	-23%	Acceptable
		Annual	8	-19%	Sitting	12	-24%	Acceptable
	C	Spring	7	-29%	Sitting	12	-24%	Acceptable
		Summer	5	-37%	Sitting	9	-30%	Acceptable
		Fall	7	-29%	Sitting	12	-19%	Acceptable
		Winter	8	-26%	Sitting	13	-23%	Acceptable
		Annual	7	-29%	Sitting	12	-24%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Configurations

A - No Build
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Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
63	A	Spring	14		Standing	22		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	16	+14%	Walking	22		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	16	+14%	Walking	23		Acceptable
		Annual	15		Standing	21		Acceptable
	C	Spring	15		Standing	21		Acceptable
		Summer	11		Sitting	15	-11%	Acceptable
		Fall	14		Standing	19		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	20		Acceptable
64	A	Spring	13		Standing	20		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	19		Acceptable
	B	Spring	10	-22%	Sitting	16	-19%	Acceptable
		Summer	8	-10%	Sitting	12	-13%	Acceptable
		Fall	9	-24%	Sitting	15	-16%	Acceptable
		Winter	11	-20%	Sitting	17	-18%	Acceptable
		Annual	10	-22%	Sitting	16	-15%	Acceptable
	C	Spring	10	-22%	Sitting	15	-24%	Acceptable
		Summer	8	-10%	Sitting	12	-13%	Acceptable
		Fall	10	-16%	Sitting	14	-21%	Acceptable
		Winter	11	-20%	Sitting	17	-18%	Acceptable
		Annual	10	-22%	Sitting	15	-20%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Comfortable for Sitting: ≤ 12 mph
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Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
65	A	Spring	13		Standing	19		Acceptable
		Summer	9		Sitting	13		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	13		Standing	19		Acceptable
		Annual	12		Sitting	18		Acceptable
	B	Spring	11	-14%	Sitting	17	-10%	Acceptable
		Summer	8	-10%	Sitting	13		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	11	-14%	Sitting	18		Acceptable
		Annual	11		Sitting	17		Acceptable
	C	Spring	11	-14%	Sitting	17	-10%	Acceptable
		Summer	8	-10%	Sitting	13		Acceptable
		Fall	11		Sitting	16		Acceptable
		Winter	12		Sitting	18		Acceptable
		Annual	11		Sitting	16	-10%	Acceptable
66	A	Spring	17		Walking	25		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	18		Walking	27		Acceptable
		Annual	17		Walking	25		Acceptable
	B	Spring	13	-23%	Standing	19	-23%	Acceptable
		Summer	10	-16%	Sitting	15	-16%	Acceptable
		Fall	12	-24%	Sitting	18	-21%	Acceptable
		Winter	14	-21%	Standing	20	-25%	Acceptable
		Annual	13	-23%	Standing	19	-23%	Acceptable
	C	Spring	14	-17%	Standing	20	-19%	Acceptable
		Summer	11		Sitting	15	-16%	Acceptable
		Fall	13	-18%	Standing	19	-16%	Acceptable
		Winter	15	-16%	Standing	21	-21%	Acceptable
		Annual	14	-17%	Standing	20	-19%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
67	A	Spring	14		Standing	22		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	22		Acceptable
	B	Spring	14		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	19	-13%	Acceptable
	C	Spring	14		Standing	20		Acceptable
		Summer	11	+10%	Sitting	15		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	15		Standing	21		Acceptable
		Annual	14		Standing	20		Acceptable
68	A	Spring	11		Sitting	18		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	11		Sitting	18		Acceptable
		Summer	9		Sitting	13		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	13		Standing	19		Acceptable
		Annual	11		Sitting	17		Acceptable
	C	Spring	12		Sitting	18		Acceptable
		Summer	9		Sitting	13		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	18		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
69	A	Spring	15		Standing	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	16		Walking	23		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	22		Acceptable
	C	Spring	16		Walking	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	22		Acceptable
70	A	Spring	13		Standing	21		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	12		Sitting	18	-13%	Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	11		Sitting	17	-14%	Acceptable
		Winter	12	-13%	Sitting	19	-13%	Acceptable
		Annual	11	-14%	Sitting	18		Acceptable
	C	Spring	12		Sitting	18	-13%	Acceptable
		Summer	9		Sitting	13	-18%	Acceptable
		Fall	11		Sitting	17	-14%	Acceptable
		Winter	13		Standing	19	-13%	Acceptable
		Annual	12		Sitting	18		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
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Mean Wind Speed Criteria

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Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
71	A	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	12		Sitting	19		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	11	-14%	Sitting	17	-10%	Acceptable
		Winter	13	-12%	Standing	20		Acceptable
		Annual	12		Sitting	18		Acceptable
	C	Spring	13		Standing	18		Acceptable
		Summer	10		Sitting	13	-12%	Acceptable
		Fall	12		Sitting	17	-10%	Acceptable
		Winter	14		Standing	19	-13%	Acceptable
		Annual	13		Standing	18		Acceptable
72	A	Spring	11		Sitting	18		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	12		Sitting	18		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	11	+10%	Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	C	Spring	12		Sitting	18		Acceptable
		Summer	9	+13%	Sitting	14		Acceptable
		Fall	11	+10%	Sitting	17		Acceptable
		Winter	13		Standing	19		Acceptable
		Annual	12		Sitting	18		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
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Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
73	A	Spring	12		Sitting	19		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	12		Sitting	19		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	18		Acceptable
	C	Spring	13		Standing	19		Acceptable
		Summer	10	+11%	Sitting	14		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	14	+17%	Standing	20		Acceptable
		Annual	13	+18%	Standing	18		Acceptable
74	A	Spring	14		Standing	22		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	15	-11%	Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	C	Spring	14		Standing	21		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	14		Standing	21		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
75	A	Spring	19		Walking	27		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	21		Uncomfortable	29		Acceptable
		Annual	18		Walking	26		Acceptable
	B	Spring	22	+16%	Uncomfortable	30	+11%	Acceptable
		Summer	16	+23%	Walking	21	+11%	Acceptable
		Fall	21	+24%	Uncomfortable	28	+12%	Acceptable
		Winter	25	+19%	Uncomfortable	32	+10%	Unacceptable
		Annual	22	+22%	Uncomfortable	29	+12%	Acceptable
	C	Spring	22	+16%	Uncomfortable	29		Acceptable
		Summer	16	+23%	Walking	21	+11%	Acceptable
		Fall	21	+24%	Uncomfortable	27		Acceptable
		Winter	25	+19%	Uncomfortable	32	+10%	Unacceptable
		Annual	22	+22%	Uncomfortable	29	+12%	Acceptable
76	A	Spring	11		Sitting	18		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	17		Acceptable
	B	Spring	11		Sitting	17		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	16		Acceptable
	C	Spring	11		Sitting	18		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	17		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

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Mean Wind Speed Criteria

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Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
77	A	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	16		Walking	26		Acceptable
		Annual	15		Standing	23		Acceptable
	B	Spring	18	+20%	Walking	26	+13%	Acceptable
		Summer	14	+27%	Standing	20	+18%	Acceptable
		Fall	16	+14%	Walking	24		Acceptable
		Winter	18	+13%	Walking	28		Acceptable
		Annual	17	+13%	Walking	26	+13%	Acceptable
	C	Spring	15		Standing	24		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	16		Walking	26		Acceptable
		Annual	15		Standing	23		Acceptable
78	A	Spring	17		Walking	27		Acceptable
		Summer	13		Standing	20		Acceptable
		Fall	16		Walking	25		Acceptable
		Winter	18		Walking	29		Acceptable
		Annual	17		Walking	27		Acceptable
	B	Spring	18		Walking	28		Acceptable
		Summer	13		Standing	21		Acceptable
		Fall	16		Walking	26		Acceptable
		Winter	19		Walking	30		Acceptable
		Annual	17		Walking	27		Acceptable
	C	Spring	16		Walking	25		Acceptable
		Summer	12		Sitting	19		Acceptable
		Fall	15		Standing	23		Acceptable
		Winter	17		Walking	27		Acceptable
		Annual	15	-11%	Standing	25		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Configurations

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Mean Wind Speed Criteria

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Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
79	A	Spring	18		Walking	27		Acceptable
		Summer	13		Standing	20		Acceptable
		Fall	16		Walking	25		Acceptable
		Winter	19		Walking	29		Acceptable
		Annual	17		Walking	27		Acceptable
	B	Spring	20	+11%	Uncomfortable	29		Acceptable
		Summer	15	+15%	Standing	21		Acceptable
		Fall	19	+19%	Walking	27		Acceptable
		Winter	23	+21%	Uncomfortable	32	+10%	Unacceptable
		Annual	20	+18%	Uncomfortable	29		Acceptable
	C	Spring	17		Walking	23	-14%	Acceptable
		Summer	12		Sitting	17	-14%	Acceptable
		Fall	16		Walking	21	-15%	Acceptable
		Winter	19		Walking	26		Acceptable
		Annual	17		Walking	23	-14%	Acceptable
80	A	Spring	22		Uncomfortable	30		Acceptable
		Summer	16		Walking	22		Acceptable
		Fall	19		Walking	27		Acceptable
		Winter	23		Uncomfortable	33		Unacceptable
		Annual	21		Uncomfortable	29		Acceptable
	B	Spring	21		Uncomfortable	28		Acceptable
		Summer	15		Standing	21		Acceptable
		Fall	18		Walking	25		Acceptable
		Winter	22		Uncomfortable	30		Acceptable
		Annual	20		Uncomfortable	27		Acceptable
	C	Spring	13	-40%	Standing	19	-36%	Acceptable
		Summer	10	-37%	Sitting	14	-35%	Acceptable
		Fall	12	-36%	Sitting	17	-36%	Acceptable
		Winter	14	-38%	Standing	21	-35%	Acceptable
		Annual	13	-37%	Standing	18	-37%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Configurations

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Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
81	A	Spring	22		Uncomfortable	33		Unacceptable
		Summer	17		Walking	25		Acceptable
		Fall	21		Uncomfortable	31		Acceptable
		Winter	25		Uncomfortable	36		Unacceptable
		Annual	22		Uncomfortable	33		Unacceptable
	B	Spring	17	-22%	Walking	26	-20%	Acceptable
		Summer	13	-23%	Standing	20	-19%	Acceptable
		Fall	16	-23%	Walking	25	-18%	Acceptable
		Winter	18	-27%	Walking	29	-18%	Acceptable
		Annual	17	-22%	Walking	26	-20%	Acceptable
	C	Spring	15	-31%	Standing	24	-26%	Acceptable
		Summer	12	-28%	Sitting	19	-23%	Acceptable
		Fall	14	-32%	Standing	23	-25%	Acceptable
		Winter	16	-35%	Walking	26	-27%	Acceptable
		Annual	14	-35%	Standing	24	-26%	Acceptable
82	A	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	18		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	17		Walking	26		Acceptable
		Annual	15		Standing	23		Acceptable
	B	Spring	11	-26%	Sitting	18	-21%	Acceptable
		Summer	8	-26%	Sitting	13	-27%	Acceptable
		Fall	10	-28%	Sitting	16	-26%	Acceptable
		Winter	12	-28%	Sitting	19	-26%	Acceptable
		Annual	11	-26%	Sitting	17	-25%	Acceptable
	C	Spring	10	-32%	Sitting	17	-25%	Acceptable
		Summer	8	-26%	Sitting	12	-32%	Acceptable
		Fall	9	-35%	Sitting	15	-31%	Acceptable
		Winter	11	-34%	Sitting	18	-30%	Acceptable
		Annual	10	-32%	Sitting	16	-29%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Configurations

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Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
83	A	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	14		Standing	23		Acceptable
	B	Spring	15		Standing	24		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	15		Standing	23		Acceptable
	C	Spring	13	-12%	Standing	19	-16%	Acceptable
		Summer	9	-17%	Sitting	14	-17%	Acceptable
		Fall	12	-13%	Sitting	18	-17%	Acceptable
		Winter	13	-18%	Standing	20	-19%	Acceptable
		Annual	12	-13%	Sitting	18	-21%	Acceptable
84	A	Spring	21		Uncomfortable	31		Acceptable
		Summer	15		Standing	23		Acceptable
		Fall	19		Walking	28		Acceptable
		Winter	22		Uncomfortable	32		Unacceptable
		Annual	20		Uncomfortable	30		Acceptable
	B	Spring	19		Walking	28		Acceptable
		Summer	13	-12%	Standing	20	-12%	Acceptable
		Fall	17	-10%	Walking	26		Acceptable
		Winter	19	-13%	Walking	29		Acceptable
		Annual	18		Walking	27		Acceptable
	C	Spring	18	-13%	Walking	27	-12%	Acceptable
		Summer	13	-12%	Standing	19	-16%	Acceptable
		Fall	17	-10%	Walking	24	-13%	Acceptable
		Winter	18	-17%	Walking	27	-15%	Acceptable
		Annual	17	-14%	Walking	25	-16%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Configurations

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Mean Wind Speed Criteria

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Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
85	A	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	18		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	15		Standing	23		Acceptable
	B	Spring	11	-26%	Sitting	18	-21%	Acceptable
		Summer	8	-26%	Sitting	14	-21%	Acceptable
		Fall	11	-20%	Sitting	17	-22%	Acceptable
		Winter	12	-28%	Sitting	19	-23%	Acceptable
		Annual	11	-26%	Sitting	18	-21%	Acceptable
	C	Spring	11	-26%	Sitting	18	-21%	Acceptable
		Summer	9	-17%	Sitting	15	-16%	Acceptable
		Fall	11	-20%	Sitting	17	-22%	Acceptable
		Winter	12	-28%	Sitting	19	-23%	Acceptable
		Annual	11	-26%	Sitting	18	-21%	Acceptable
86	A	Spring	23		Uncomfortable	32		Unacceptable
		Summer	17		Walking	24		Acceptable
		Fall	22		Uncomfortable	30		Acceptable
		Winter	25		Uncomfortable	35		Unacceptable
		Annual	23		Uncomfortable	32		Unacceptable
	B	Spring	19	-16%	Walking	27	-15%	Acceptable
		Summer	16		Walking	22		Acceptable
		Fall	18	-17%	Walking	25	-16%	Acceptable
		Winter	19	-23%	Walking	27	-22%	Acceptable
		Annual	18	-21%	Walking	26	-18%	Acceptable
	C	Spring	18	-21%	Walking	25	-21%	Acceptable
		Summer	15	-11%	Standing	21	-12%	Acceptable
		Fall	16	-26%	Walking	24	-19%	Acceptable
		Winter	18	-27%	Walking	26	-25%	Acceptable
		Annual	17	-25%	Walking	24	-24%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Configurations

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Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
87	A	Spring	28		Dangerous	39		Unacceptable
		Summer	22		Uncomfortable	31		Acceptable
		Fall	26		Uncomfortable	37		Unacceptable
		Winter	31		Dangerous	44		Unacceptable
		Annual	28		Dangerous	39		Unacceptable
	B	Spring	33	+18%	Dangerous	42		Unacceptable
		Summer	25	+14%	Uncomfortable	31		Acceptable
		Fall	31	+19%	Dangerous	39		Unacceptable
		Winter	37	+19%	Dangerous	47		Unacceptable
		Annual	33	+18%	Dangerous	42		Unacceptable
	C	Spring	26		Uncomfortable	35		Unacceptable
		Summer	19	-13%	Walking	25	-18%	Acceptable
		Fall	24		Uncomfortable	32	-13%	Unacceptable
		Winter	29		Dangerous	38	-13%	Unacceptable
		Annual	26		Uncomfortable	34	-12%	Unacceptable
88	A	Spring	24		Uncomfortable	33		Unacceptable
		Summer	17		Walking	24		Acceptable
		Fall	22		Uncomfortable	31		Acceptable
		Winter	27		Uncomfortable	37		Unacceptable
		Annual	23		Uncomfortable	33		Unacceptable
	B	Spring	23		Uncomfortable	33		Unacceptable
		Summer	17		Walking	24		Acceptable
		Fall	22		Uncomfortable	31		Acceptable
		Winter	26		Uncomfortable	36		Unacceptable
		Annual	23		Uncomfortable	33		Unacceptable
	C	Spring	23		Uncomfortable	33		Unacceptable
		Summer	16		Walking	23		Acceptable
		Fall	21		Uncomfortable	30		Acceptable
		Winter	25		Uncomfortable	35		Unacceptable
		Annual	22		Uncomfortable	32		Unacceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

A - No Build
B - Scenario 1
C - Scenario 2

Mean Wind Speed Criteria

Comfortable for Sitting: ≤ 12 mph
Comfortable for Standing: > 12 and ≤ 15 mph
Comfortable for Walking: > 15 and ≤ 19 mph
Uncomfortable for Walking: > 19 and ≤ 27 mph
Dangerous Conditions: > 27 mph

Effective Gust Criteria

Acceptable: ≤ 31 mph
Unacceptable: > 31 mph

Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
89	A	Spring	22		Uncomfortable	34		Unacceptable
		Summer	16		Walking	25		Acceptable
		Fall	21		Uncomfortable	32		Unacceptable
		Winter	24		Uncomfortable	37		Unacceptable
		Annual	22		Uncomfortable	34		Unacceptable
	B	Spring	20	-16%	Uncomfortable	30		Acceptable
		Summer	15	-11%	Standing	22		Acceptable
		Fall	18	-17%	Walking	28		Acceptable
		Winter	21	-21%	Uncomfortable	32	-13%	Unacceptable
		Annual	19	-16%	Walking	29	-11%	Acceptable
	C	Spring	19	-20%	Walking	29	-11%	Acceptable
		Summer	14	-17%	Standing	22		Acceptable
		Fall	17	-22%	Walking	27	-12%	Acceptable
		Winter	20	-25%	Uncomfortable	31	-15%	Acceptable
		Annual	18	-21%	Walking	28	-14%	Acceptable
90	A	Spring	DATA NOT AVAILABLE					
		Summer	DATA NOT AVAILABLE					
		Fall	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
		Annual	DATA NOT AVAILABLE					
	B	Spring	15		Standing	21		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	20		Acceptable
	C	Spring	15		Standing	22		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	14		Standing	19		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	20		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
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Table 1: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
91	A	Spring	DATA NOT AVAILABLE					
		Summer	DATA NOT AVAILABLE					
		Fall	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
		Annual	DATA NOT AVAILABLE					
	B	Spring	9		Sitting	14		Acceptable
		Summer	7		Sitting	11		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	9		Sitting	14		Acceptable
		Annual	8		Sitting	13		Acceptable
	C	Spring	10		Sitting	15		Acceptable
		Summer	8		Sitting	12		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	9		Sitting	15		Acceptable
		Annual	9		Sitting	14		Acceptable
92	A	Spring	DATA NOT AVAILABLE					
		Summer	DATA NOT AVAILABLE					
		Fall	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
		Annual	DATA NOT AVAILABLE					
	B	Spring	8		Sitting	12		Acceptable
		Summer	6		Sitting	9		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	13		Acceptable
		Annual	8		Sitting	12		Acceptable
	C	Spring	8		Sitting	13		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	8		Sitting	13		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations

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Vanasse Hangen Brustlin, Inc.

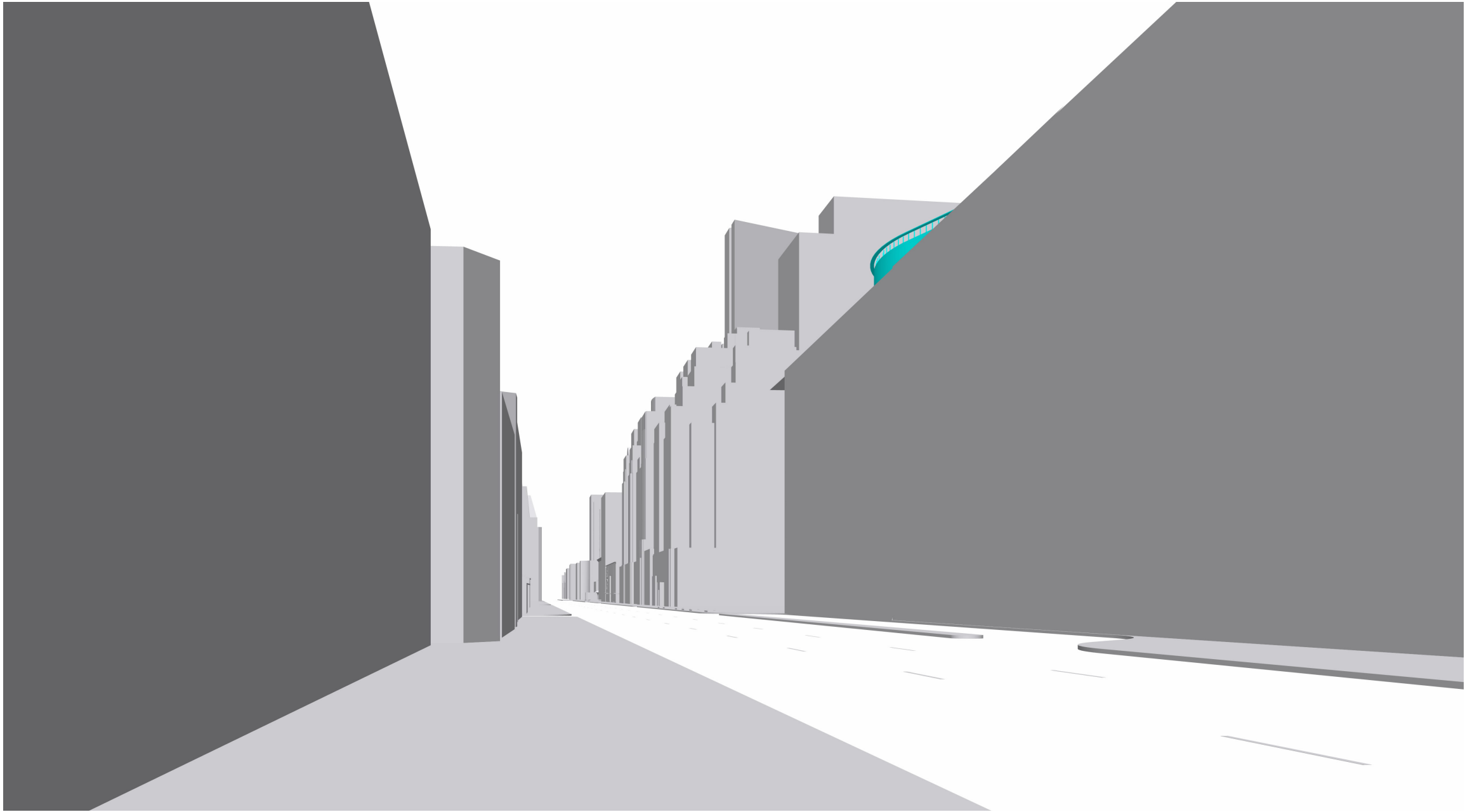
Exeter Residences/888 Boylston

H - MASSING STUDIES (provided by CBT)



Legend

- The Exeter Residences
- 888 Boylston



* 3d site model provided by BRA

Figure 1
View from Boylston St. looking east
155'- Building Height



Legend

- The Exeter Residences
- 888 Boylston



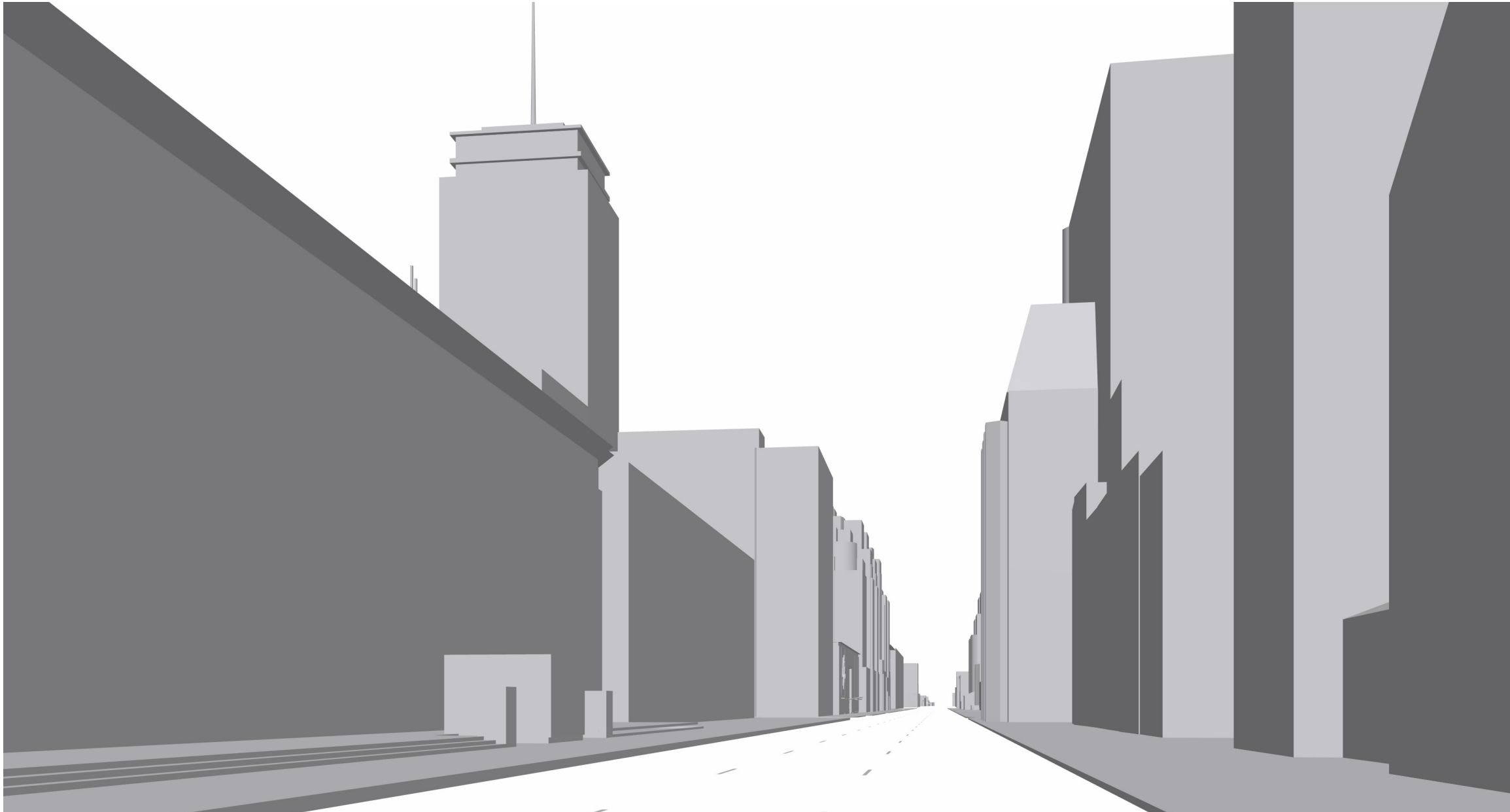
* 3d site model provided by BRA

Figure 2
View from Boylston/Exeter St. looking west
155' - Building Height



Legend

- The Exeter Residences
- 888 Boylston



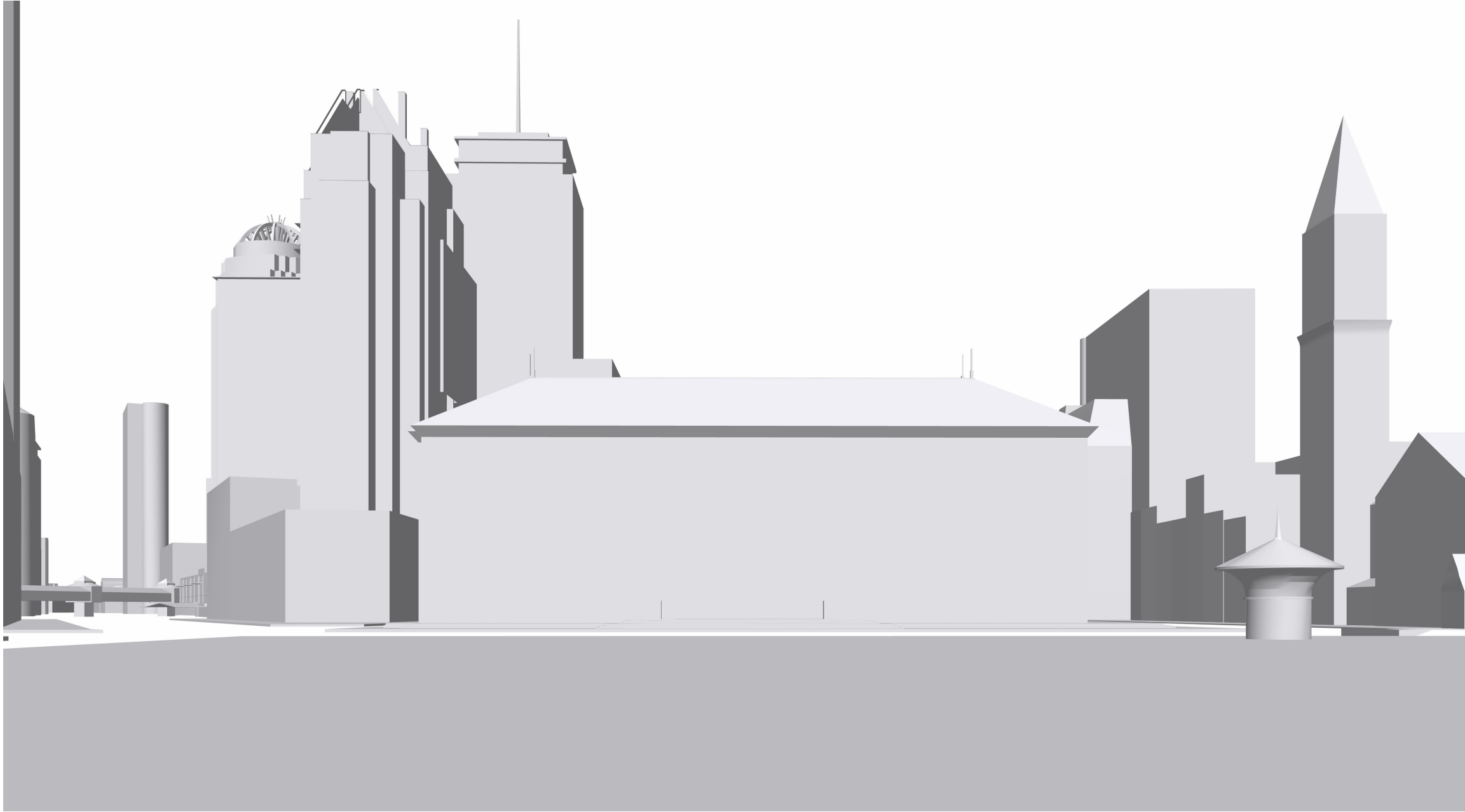
* 3d site model provided by BRA

Figure 3
View from Boylston/Darmouth St. looking west
155' - Building Height



Legend

- The Exeter Residences
- 888 Boylston



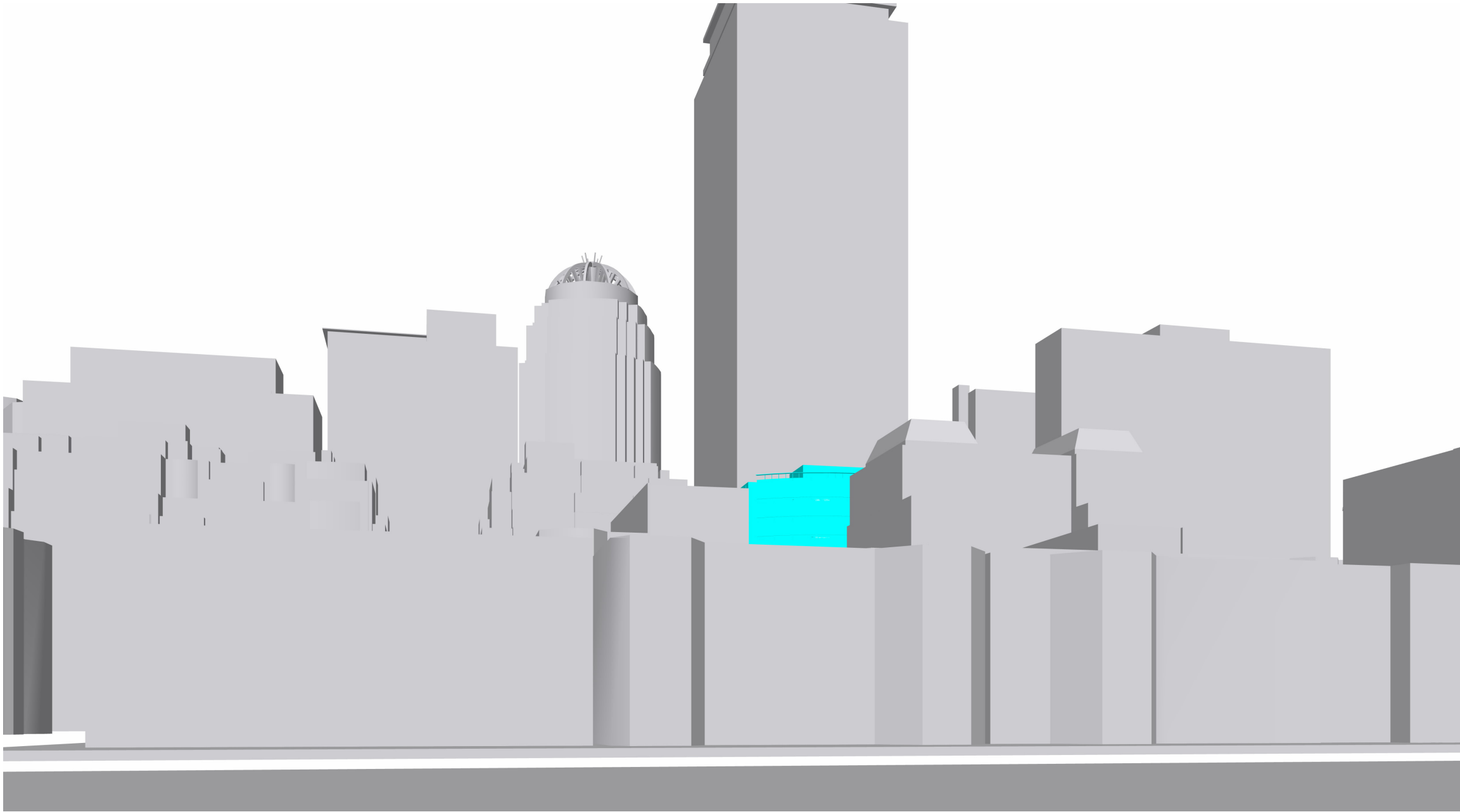
* 3d site model provided by BRA

Figure 4
View from Copley Sq. looking west
155' - Building Height



Legend

- The Exeter Residences
- 888 Boylston



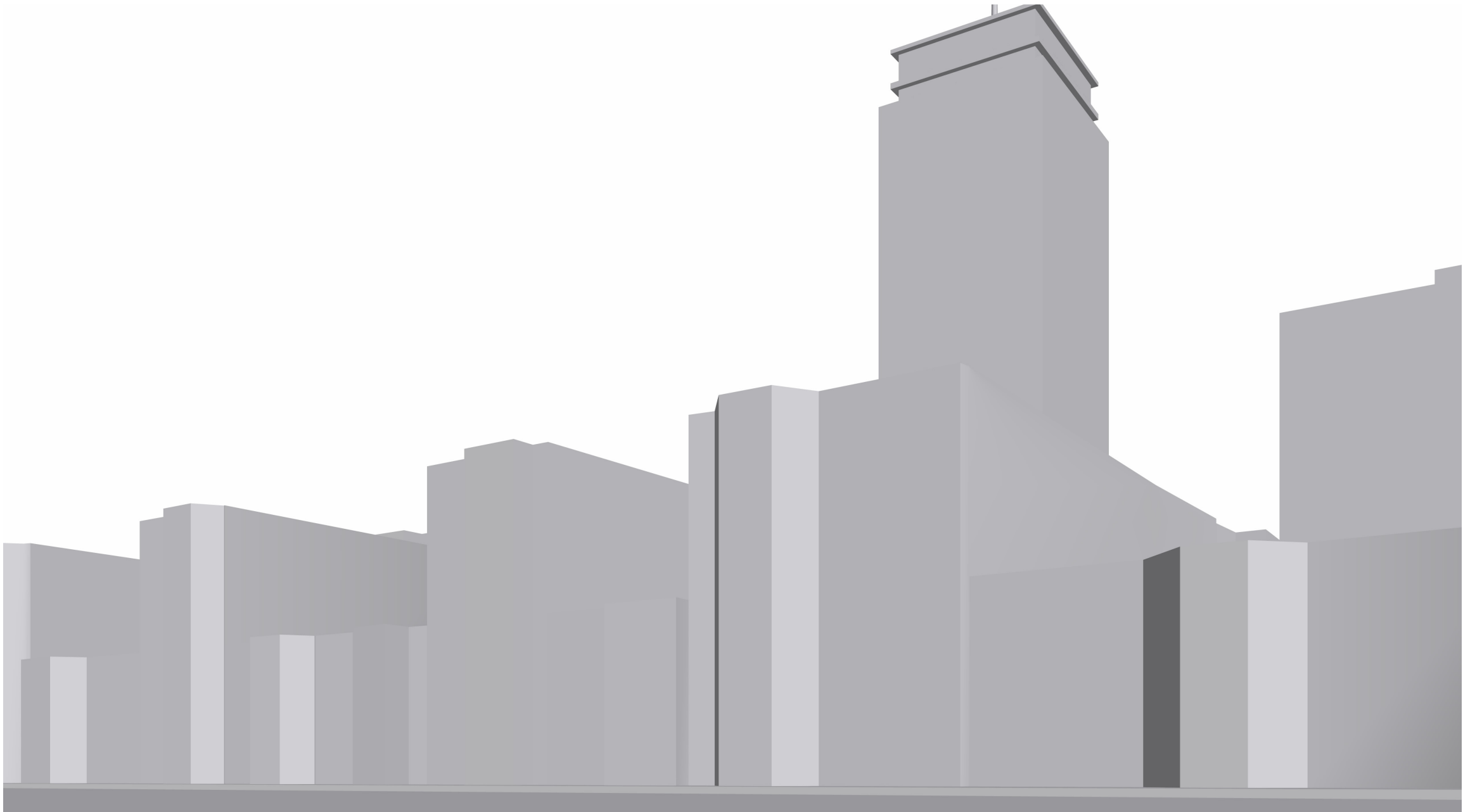
* 3d site model provided by BRA

Figure 5
View from Commonwealth ave. looking south
155’- Building Height



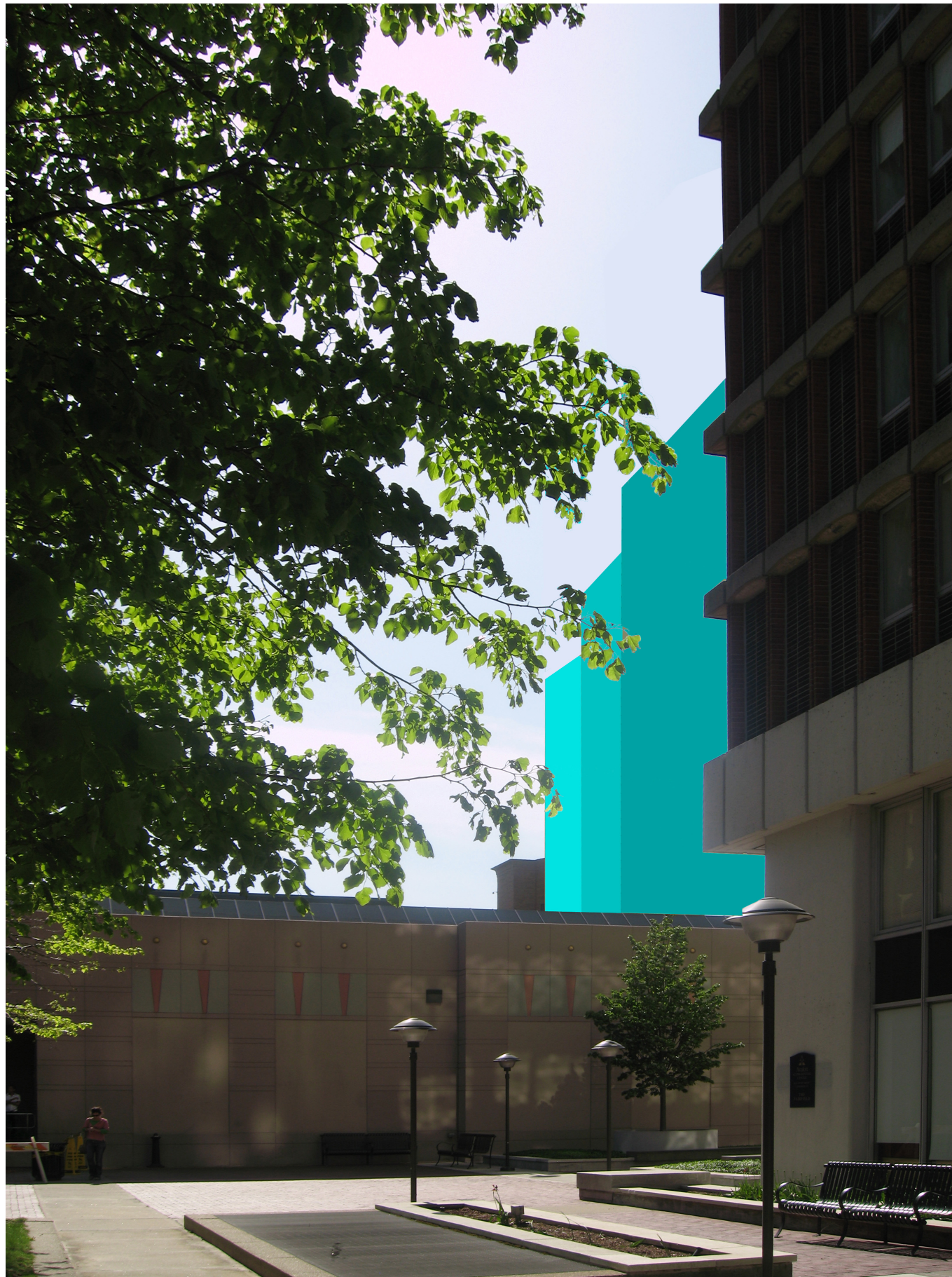
Legend

- The Exeter Residences
- 888 Boylston



* 3d site model provided by BRA

Figure 6
View from Commonwealth ave. looking south
155'- Building Height



Legend

- The Exeter Residences
- 888 Boylston

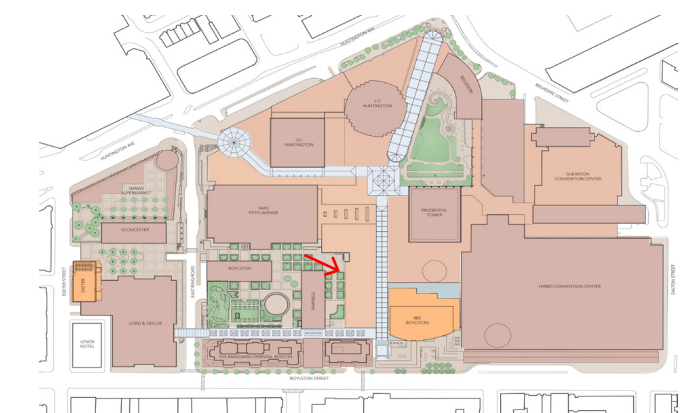
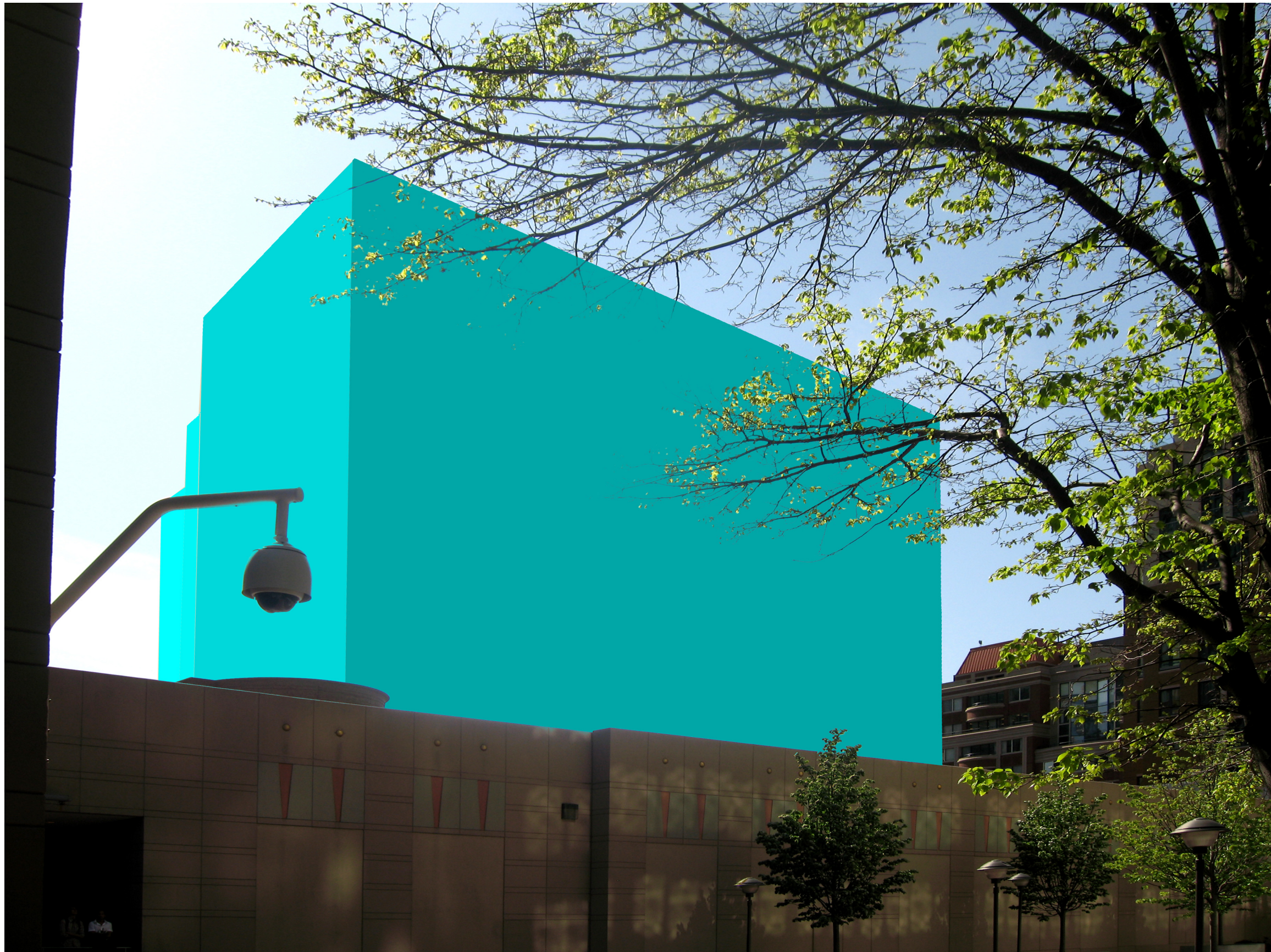


Figure 7
View from Fairfield Plaza looking west - 1
155' - Building Height



Legend

- The Exeter Residences
- 888 Boylston

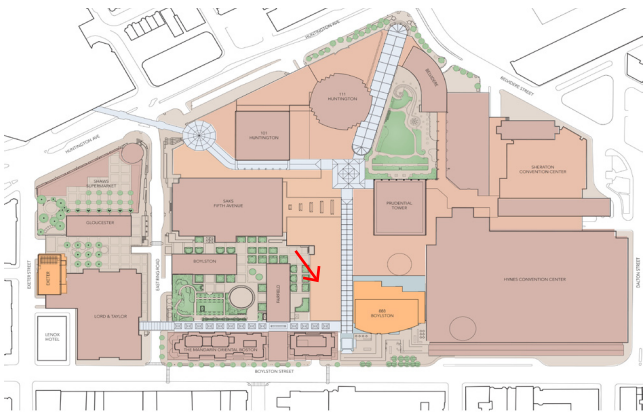


Figure 8
View from Fairfield Plaza looking west - 2
155'- Building Height



Legend

- The Exeter Residences
- 888 Boylston

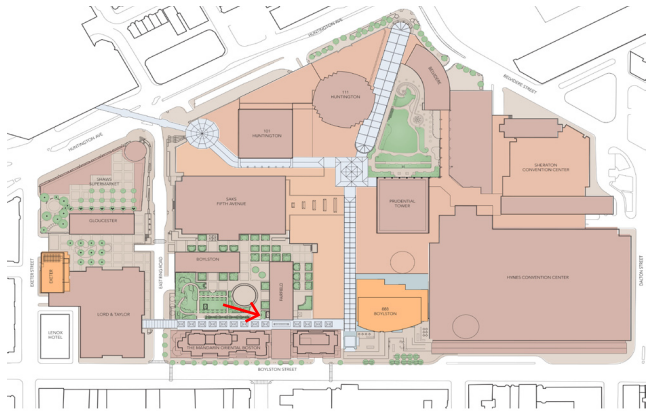
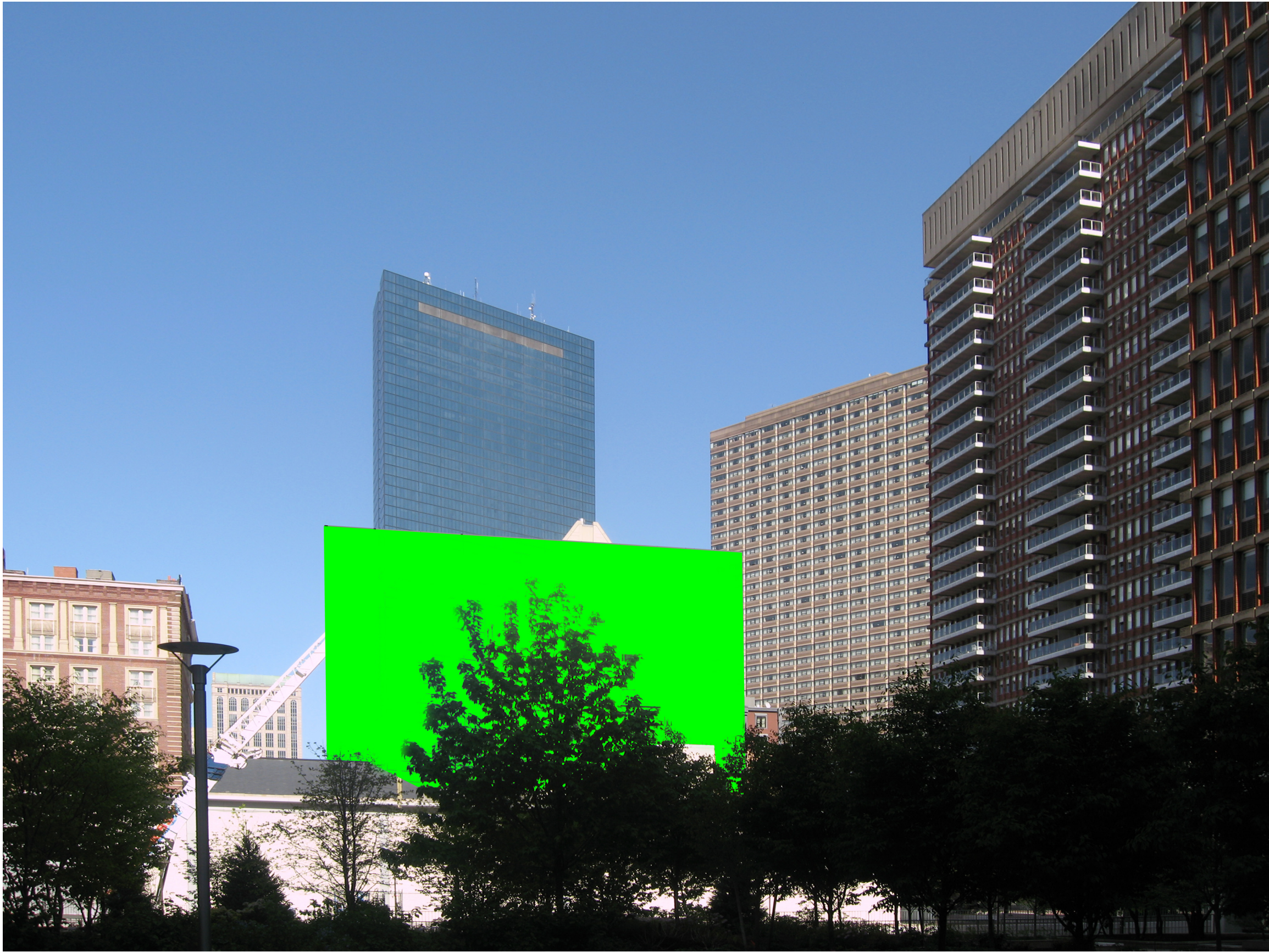


Figure 9
View from Fairfield Plaza looking west - 3
155' - Building Height



Legend

- The Exeter Residences
- 888 Boylston



Figure 10
View from Fairfield Plaza looking east - 1
155' - Building Height



Legend

- The Exeter Residences
- 888 Boylston

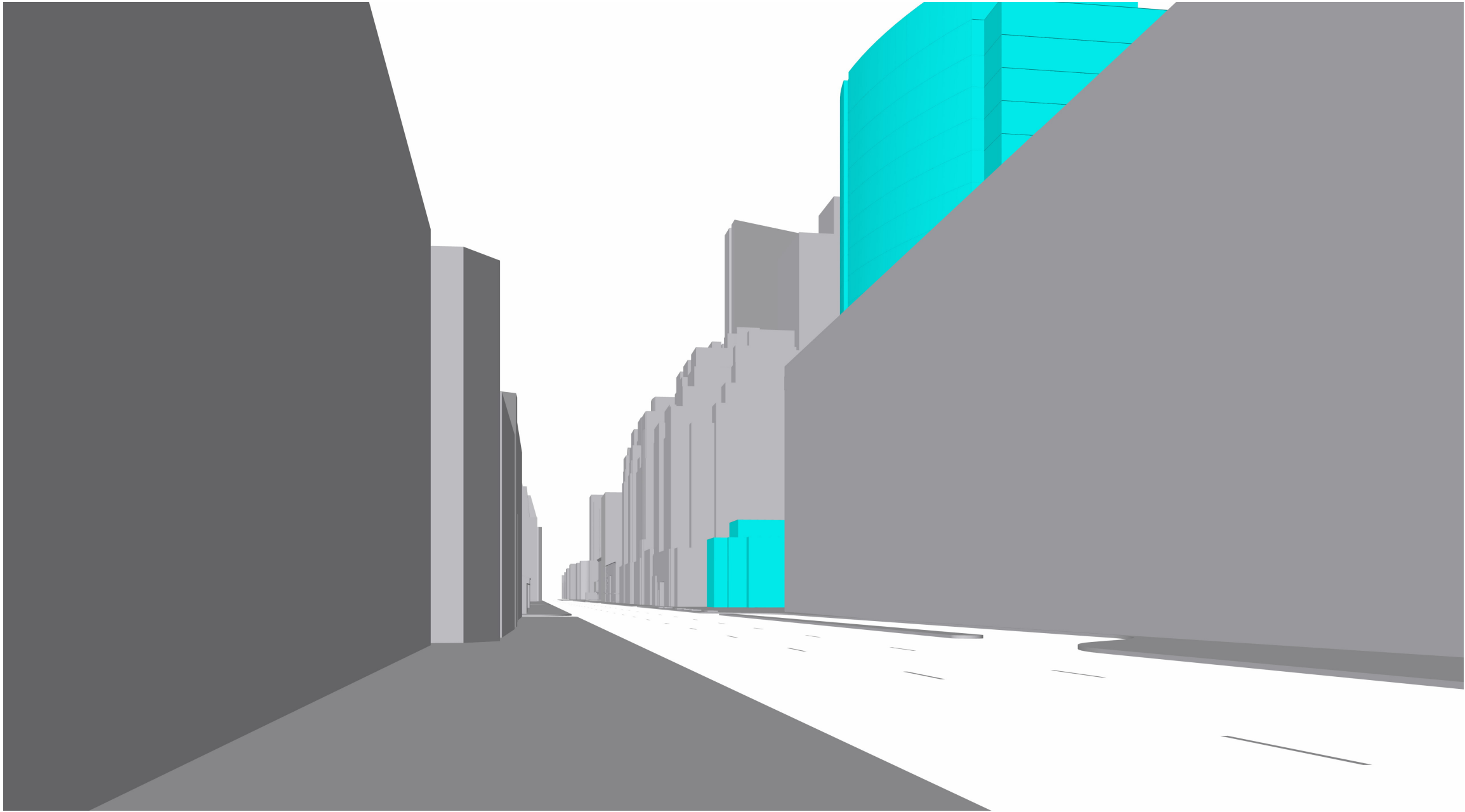


Figure 11
View from Fairfield Plaza looking east - 2
155' - Building Height



Legend

- The Exeter Residences
- 888 Boylston



* 3d site model provided by BRA

Figure 12
View from Boylston St. looking east



Legend

- The Exeter Residences
- 888 Boylston



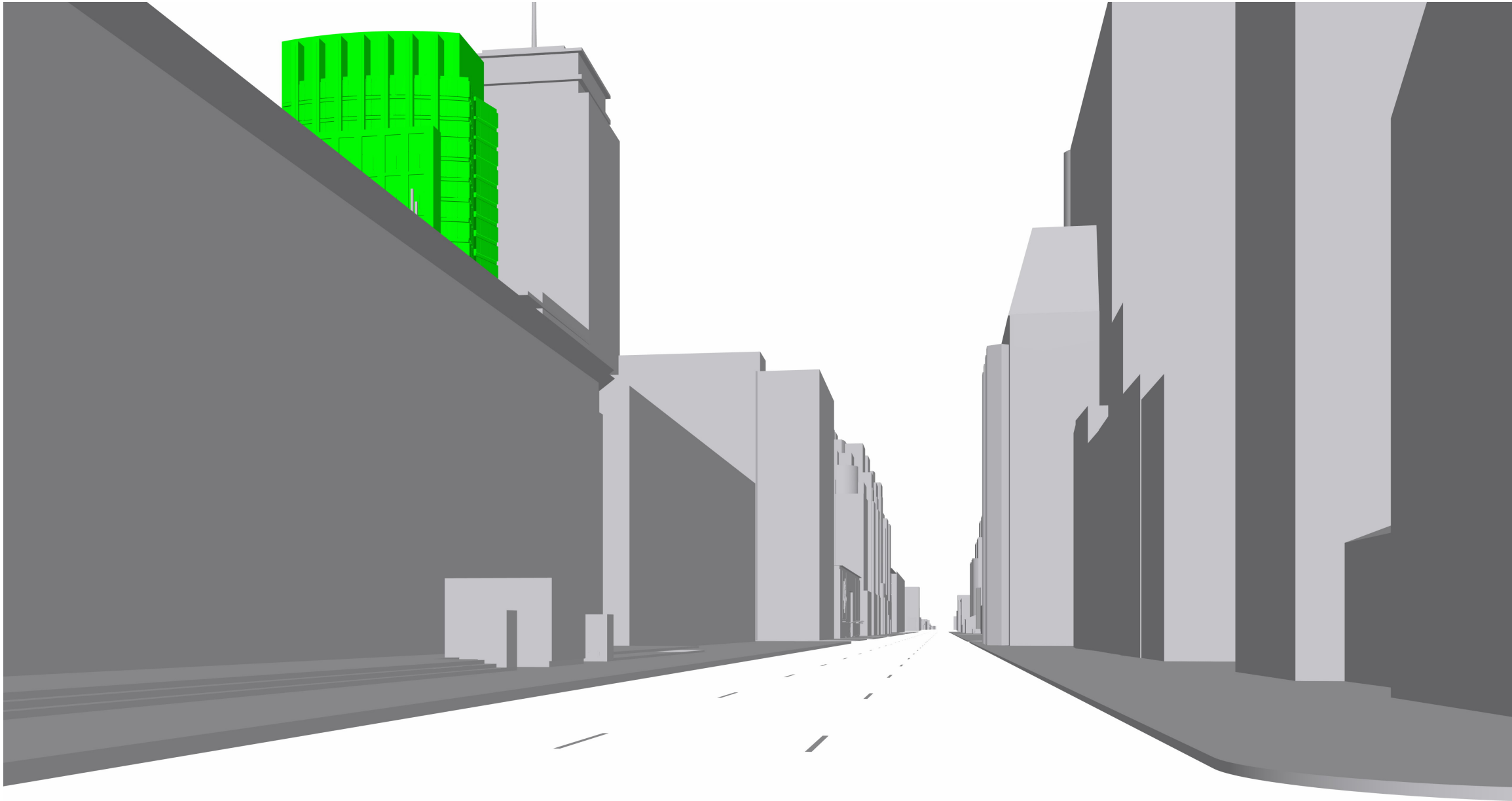
* 3d site model provided by BRA

Figure 13
View from Boylston/Exeter St. looking west



Legend

- The Exeter Residences
- 888 Boylston



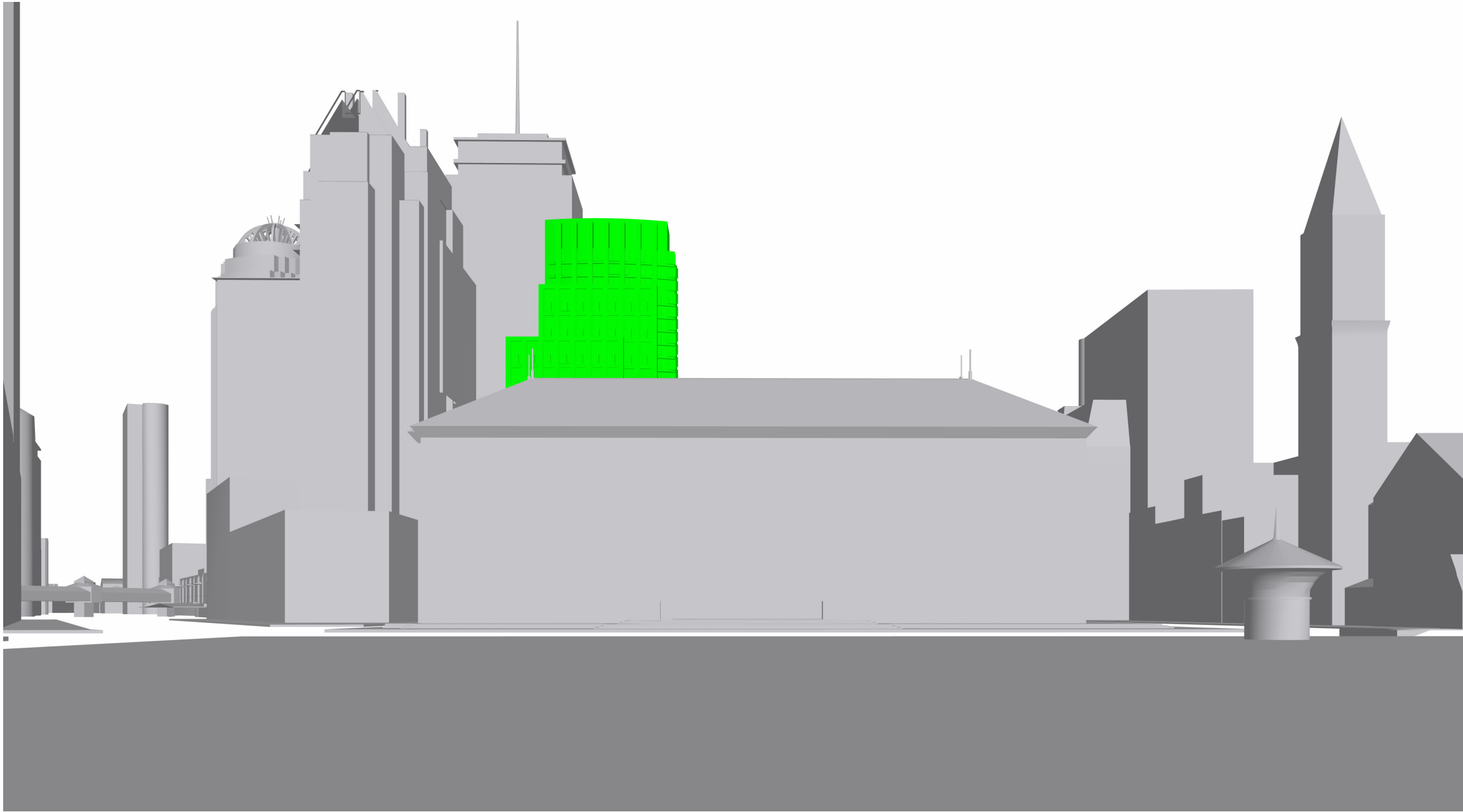
* 3d site model provided by BRA

Figure 14
View from Boylston/Darmouth St. looking west



Legend

- The Exeter Residences
- 888 Boylston



* 3d site model provided by BRA

Figure 15
View from Copley Sq. looking west



Legend

- The Exeter Residences
- 888 Boylston



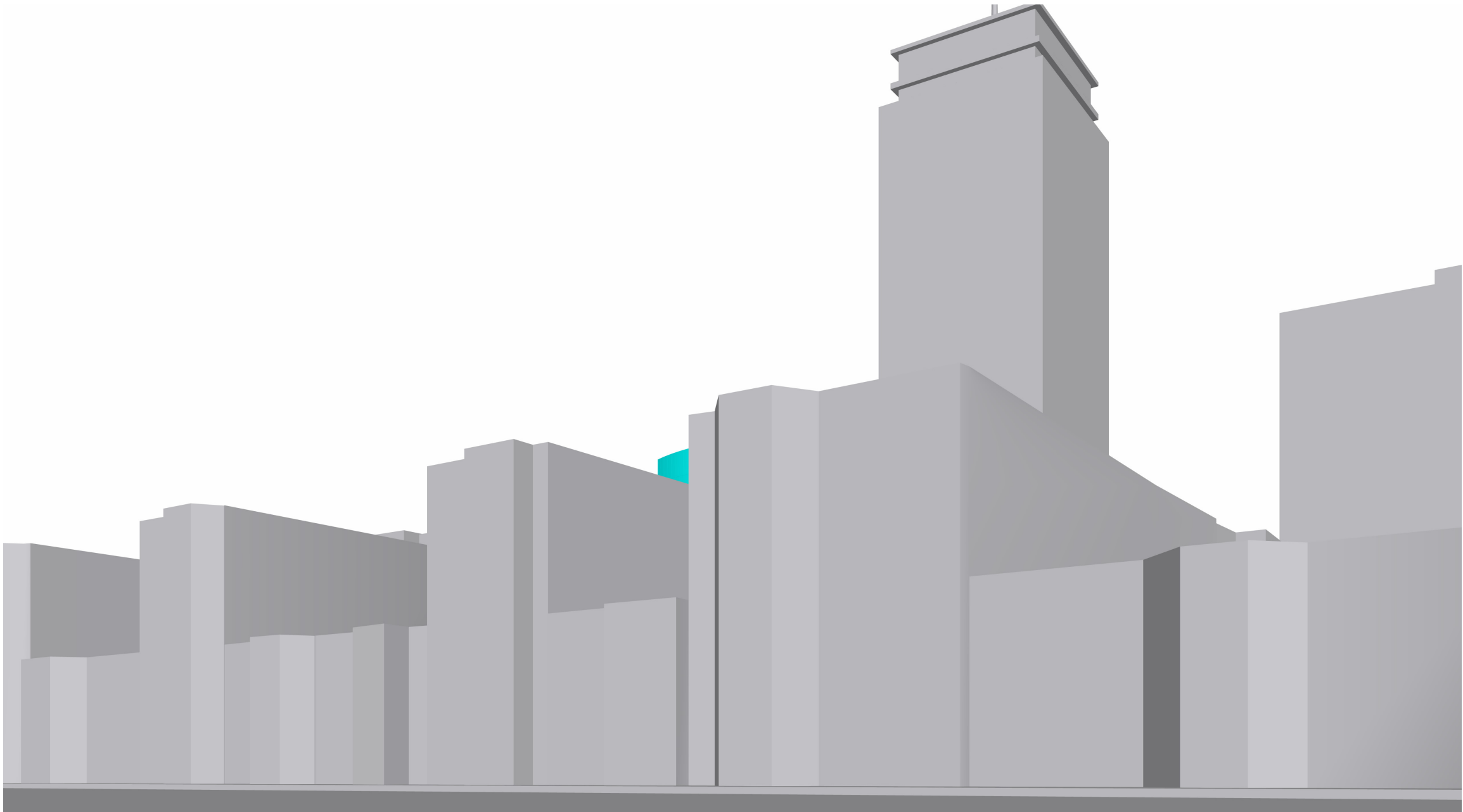
* 3d site model provided by BRA

Figure 16
View from Commonwealth ave. looking south



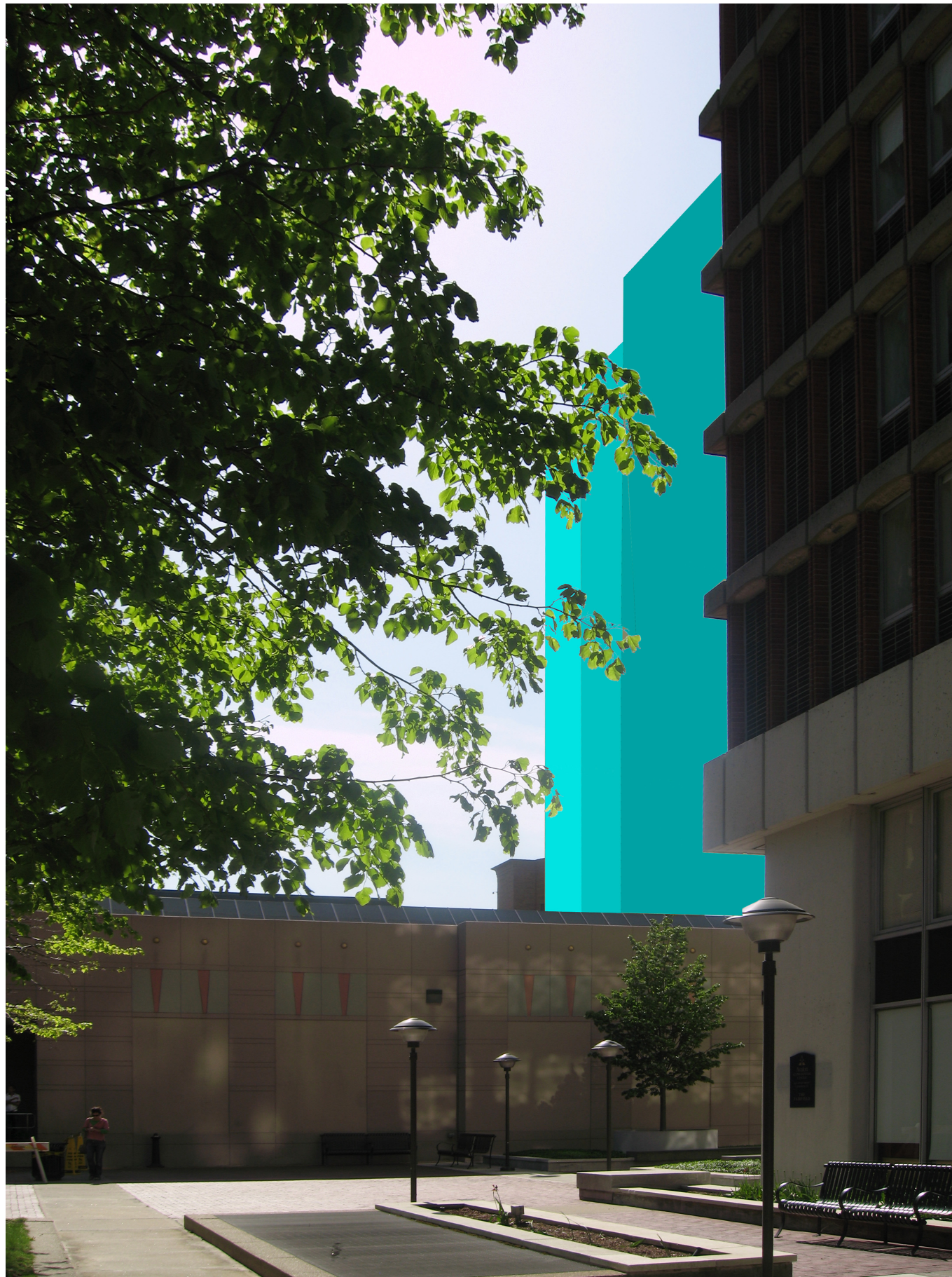
Legend

- The Exeter Residences
- 888 Boylston



* 3d site model provided by BRA

Figure 17
View from Commonwealth ave. looking south



Legend

- The Exeter Residences
- 888 Boylston

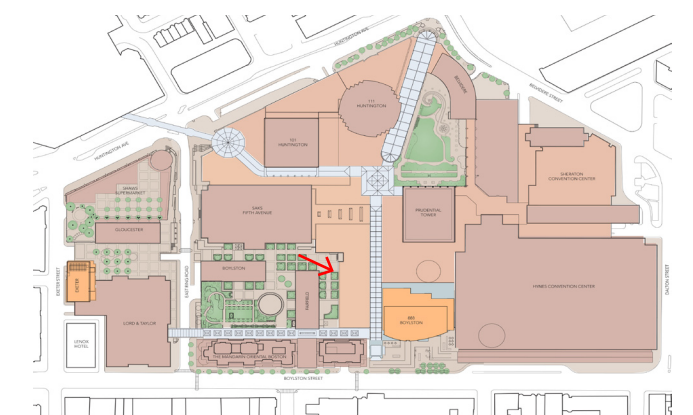
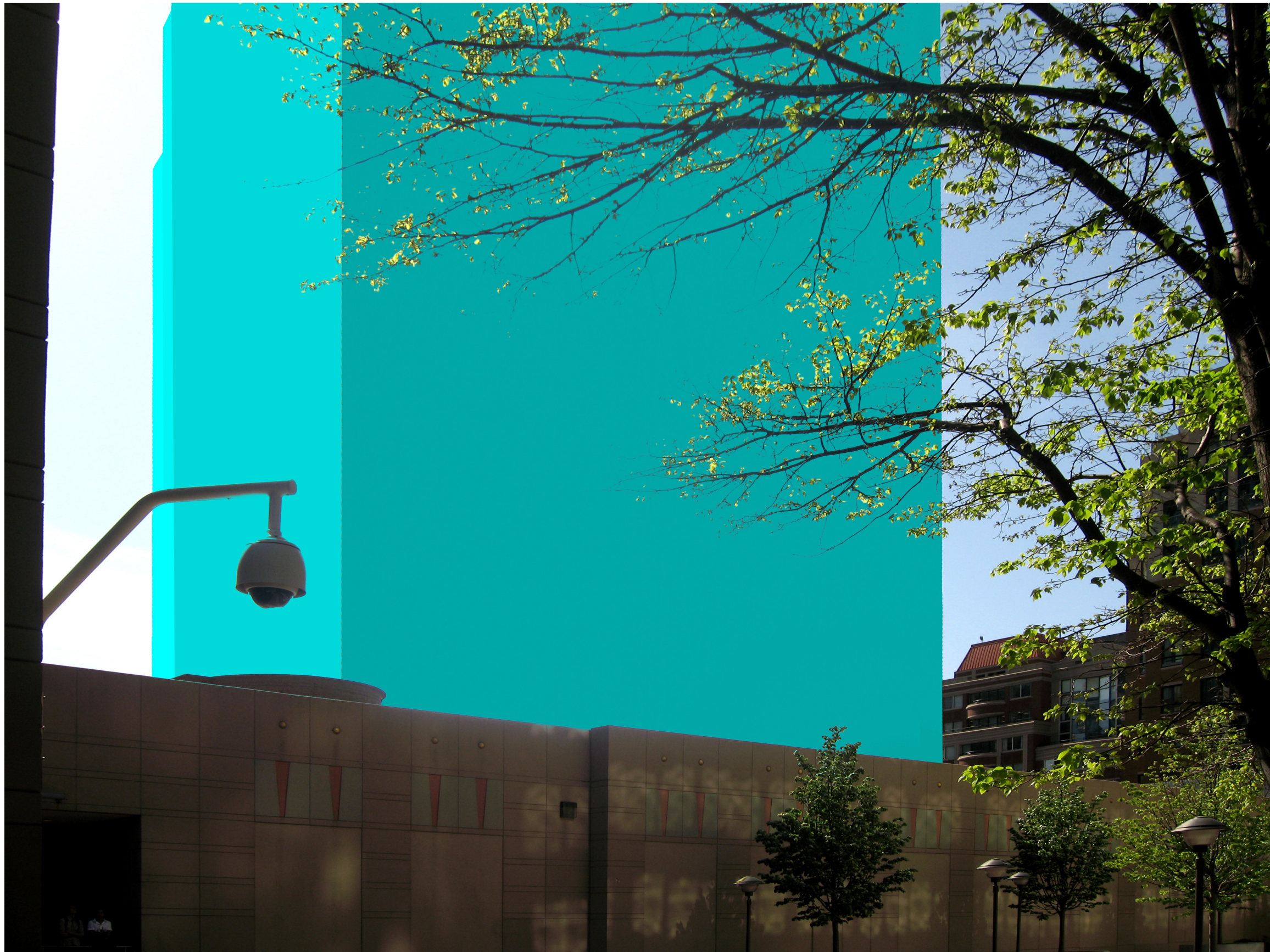


Figure 18
View from Fairfield Plaza looking west - 1



Legend

- The Exeter Residences
- 888 Boylston

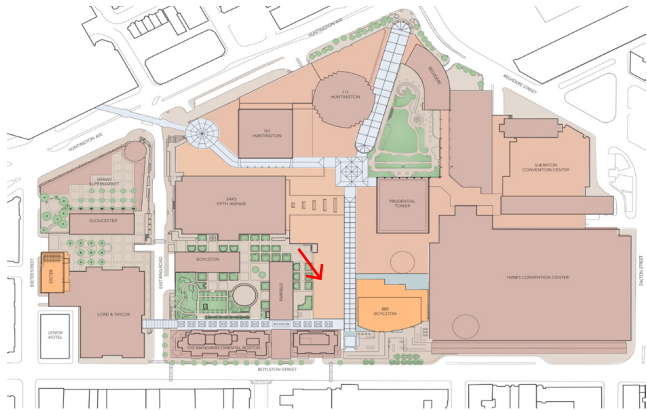


Figure 19
View from Fairfield Plaza looking west - 2



Legend

- The Exeter Residences
- 888 Boylston

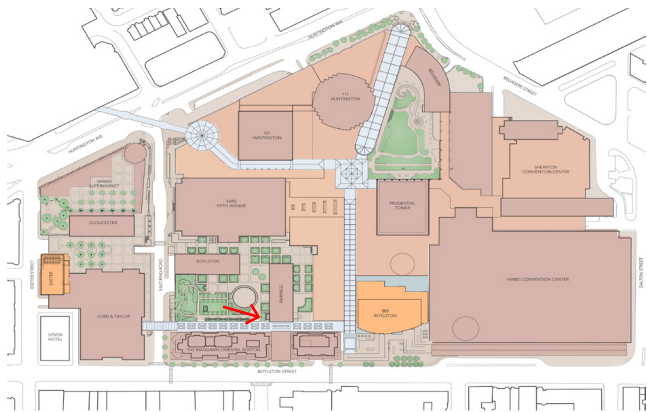
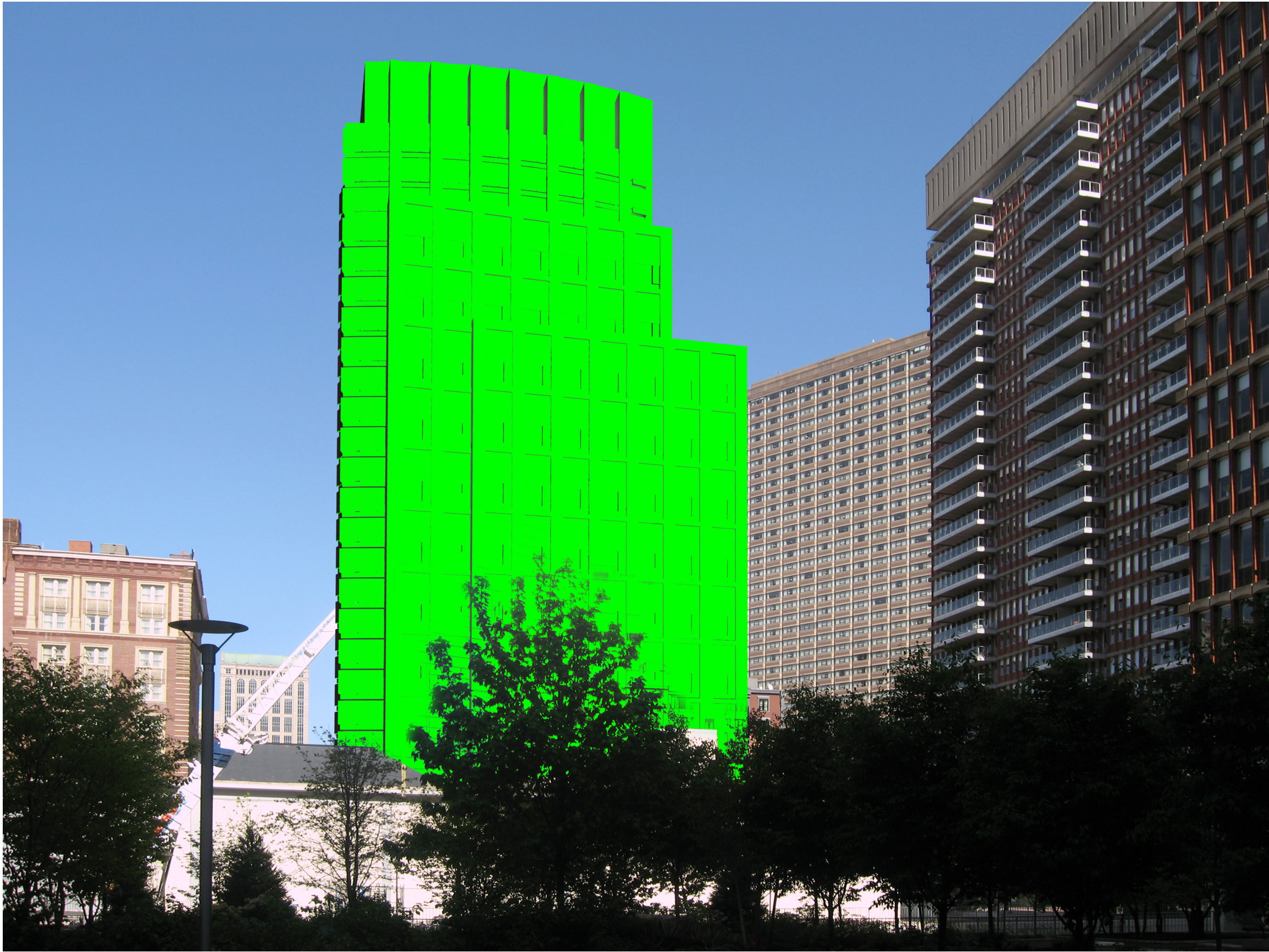


Figure 20
View from Fairfield Plaza looking west - 3



Legend

- The Exeter Residences
- 888 Boylston



Figure 21
View from Fairfield Plaza looking east - 1



Legend

- The Exeter Residences
- 888 Boylston



Figure 22
View from Fairfield Plaza looking east - 2

