

CITY COUNCIL COMMUNICATION



MEETING DATE: March, 23rd, 2010 **ITEM NUMBER:**
TYPE OF ITEM: General Business
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SUBJECT/AGENDA TITLE: Quality of Life Benchmark 2009 Annual Report

EXECUTIVE SUMMARY: The City Council formally approved the Quality of Life Benchmarks in December of 2000. These benchmarks have assisted the City Council and Planning and Zoning Commission in monitoring the impacts that growth and development have on the community's quality of life. The Municipal Code requires that all development applications meet certain benchmarks in order to be approved. The Council asked for quarterly reports to ensure that impacts are regularly evaluated and appropriate measures taken to avoid exceeding a benchmark or to evaluate what should be done if a benchmark is exceeded. The nine years of data collected allows some level of trend analysis for certain benchmarks that may indicate if growth impacts reveal patterns that should alert the City to future problems.

Traffic Congestion, "site specific" School Capacity, Momentary Average Power Interruption, Fire Response and the Police Sense of Safety have been the only benchmarks exceeded during the nine years of the City's Quality of Life Benchmark Program with Traffic Congestion being the only one that has had consistent deviations. That benchmark measures all traffic movements at six different intersections throughout the city and four of those have at least one movement at level of service D or worse. Please see Table 1 for the details.

When the Fire Department began a new reporting system in 2005, the Fire and EMS benchmarks were being exceeded. The Council authorized funds to construct a new Fire Station at 11th and Terry, which has been constructed and officially opened on June 15, 2009.

With the passage of the school bonds several years ago, funds were used to remedy the St Vrain Valley School District's capacity problems. The District built Elementary #24 (Southwest Longmont – Clover Basin) and High School #5 (Weld County – Mead), and has the resources to properly operate and maintain the new facilities so the over capacity situation for areas is remedied. The City continues to receive information from the District on all development applications and will determine whether they meet the School Capacity Benchmark on a case by case basis.

With the passage of the Public Safety Tax in 2008, resources are now available to enable both Fire Prevention and Police Services to improve and effectively deal with identified issues. Finally, the City Council has acted responsibly over the years by enacting laws ensuring that new



development is evaluated and may be prevented from exacerbating these issues.

COUNCIL OPTIONS: Accept or modify the Annual Report

RECOMMENDED OPTIONS:

FISCAL IMPACT & FUND SOURCE FOR RECOMMENDED ACTION:

BACKGROUND AND ISSUE ANALYSIS:

Quality of Life Benchmark Report – Annual Report 2009

The City Council formally approved the Quality of Life Benchmarks for the City of Longmont in December of 2000. These benchmarks have been essential in assisting the Council (and other decision makers) in monitoring the impacts that growth and development have on the community’s quality of life. The Council asked for quarterly reports to ensure that impacts are regularly evaluated and appropriate measures taken to avoid exceeding a benchmark or to determine what should be done if a benchmark is exceeded. The data collected since January 2001 allows some level of trend analysis for certain benchmarks that may indicate if growth impacts reveal patterns that should alert the City to future problems.

The charts attached to this communication indicate the current status of the Quality of Life Benchmarks. The benchmarks described below summarize “level 1 and 2” benchmarks.

Benchmarks-Level 1 & 2		Benchmark	Current Status
1	Fire & EMS Response Time	Respond in 4:59 90% of the time	Were not being met until opening of new fire station in June 2009
2	Congestion	Overall and/or movements with more than 5% of volume can’t exceed LOS D and volume/capacity ratio shouldn’t exceed 1	Movements at 4 intersections exceed benchmark (KP Blvd/Hover, KP Blvd/Main, Nelson/Hover, 17 th /Main)
3	Clean Water	CDPS permit, State and Federal safe drinking water regulations	Being met
4	Water Supply	100 year drought	Being met
5	Clean Air	CO = 9 ppm 8 hour max; PM10 = 150 (ug/m3) 24 hrs; PM2.5 = 65 (ug/m3) 24 hours	Being met
6	Open Space	# of acres acquired	No new acres; 1814.5 acres in Fee; 1025 acres in conservation easements;
7	Affordable Housing	10% of new residential units must be affordable	5 owner units added; 0 rental units added year to date; 1016 total

Benchmarks-Level 1 & 2		Benchmark	Current Status
8	Parks & Rec.	2.5 acres/1000 population for neighborhood park; 4.5 acres/1000 population for community park; 1 community rec center per 30,000 population	Projected to be met at LPA build out
9	Noise	<50 db after 10 pm	1595 complaints (2008= XXXX)
10	Sewer/Water Infrastructure	Peak hour demands > 40 PSI	Being met
11	School Capacity	All schools not to exceed 125% of capacity	Being met
12	Traffic Enforcement	Complaints are responded to within 3 days 90% of the time	Being met - 100% within 3 days
13	Sense of Safety (Police survey in July 2009)	No more than 5% believe that their personal level of safety is Very Unsafe or Unsafe; No more than 10% believe their property is Very Unsafe or Unsafe.	a) 5.1% feel unsafe personally – not being met; b) 11.2% feel that property is unsafe – not being met
14	Sense of Disorder (Police survey in July 2009)	85% of residents believe disorder related to crime is not major or moderate problem	85.6% - believe disorder is no problem or minor problem; meeting benchmark
15	Agricultural Preservation	# of acres eligible for TDR's	1994 acres preserved through TDR's; 869 acres purchased by Boulder County inside the LPA for Open Space; no new acres this quarter.
16	Electric Power	SAIFI not more than 1 event per customer per year; MAIFI not more than 1.5 events per customer per year; CAIDI no more than 80 minutes per customer per event.	All benchmarks were met at the end of the 2009.

TRAFFIC CONGESTION – EXCEEDS BENCHMARK

The congestion benchmark states that all movements at a signalized intersection that carry 5% or more of the traffic at an intersection should be maintained at Level of Service (LOS) D or better. In addition, the benchmark states that these movements should also have a volume to capacity ratio at or below 1.0. Table 1 shows these measures for the fourth quarter of 2009 at the six intersections during the p.m. peak hour.

One movement, the westbound through, at the intersection of Ken Pratt Boulevard/Hover Street exceeds the

benchmark and operates at LOS E. Recent modifications to the signal timing and a project to extend the eastbound left turn lanes at this intersection have improved operations at this intersection. Of the remaining intersections in the benchmark study, two movements at the intersection of Nelson Road and Hover Street exceed the benchmark LOS. The eastbound and westbound through movements at Ken Pratt Boulevard and Main Street operate at LOS E. At the intersection of 17th and Main, the eastbound through is currently operating at LOS E. We will be evaluating this intersection for signal timing modifications to try to improve operations at this intersection.

For assistance in interpreting the results of the analysis, the formal definitions of the various levels of service are shown below. At signalized intersections level of service reflects the average amount of delay experienced by drivers:

- LOS A - on average, less than 10 seconds control delay per vehicle
- LOS B - on average, 10 to 20 seconds control delay per vehicle
- LOS C - on average, 20 to 35 seconds control delay per vehicle
- LOS D - on average, 35 to 55 seconds control delay per vehicle
- LOS E - on average, 55 to 80 seconds control delay per vehicle
- LOS F - on average, more than 80 seconds control delay per vehicle

Traffic Mitigation Efforts

Staff has identified the following physical and non-physical programs for the Council to consider in dealing with these intersections.

Physical mitigation options– KP Blvd/Hover, Hover/Nelson, Ken Pratt/Main

- 1) Airport Rd widening to four lanes from State Highway 119 to 17th Ave. (CIP Project construction finished in 2006). Traffic volumes have risen on Airport Road since the widening project was completed in late 2006. As volumes rise on Airport, it may free up capacity on Hover and allow signal timing changes that will allow for an improved level of service.
- 2) Hover Road widening from 4 lanes to 6 lanes. This project has been examined as part of the LACP update and the analysis indicates that it is not effective to pursue this project unless extended to Mountain View or 17th Ave.
- 3) Connect Dry Creek Rd from Nelson Rd to Rogers Rd as a future CIP project or development project. A portion of this project is planned to be completed, with the proposed Fairgrounds Marketplace Development that is currently being reviewed by the City.
- 4) Add eastbound right turn lane, extend east bound left turn lanes, add second southbound left turn lane at Ken Pratt/Main to increase capacity. Staff continues to evaluate these alternatives to determine the benefit/cost of each to determine what if any improvements could be included in a future TSM intersection project. Staff has recently submitted a CDOT Hazard Elimination Project grant application for the design and construction of improvements to this intersection.
- 5) Complete Martin Street between Ken Pratt and 3rd Avenue (planned for Spring 2010 opening) and Boston Avenue from Price Road to Martin Street (future CIP).

- 6) Evaluate and potentially update signal timings at these intersections. Staff has recently implemented signal timing changes at Ken Pratt and Hover.

Non-physical mitigation options – KP Blvd/Hover, Hover/Nelson

- 1) Travel Demand Management (TDM) strategies including: changes in work hours to spread traffic demand over a larger time period, car pooling, van pooling, telecommuting, transit can be set up as either voluntary or mandatory for businesses. The Council reviewed a report in 2002 from a Citizens multi-modal transportation Task Force that recommended the creation of a Transportation Management Organization (TMO) that would be responsible for recommending TDM techniques that could be used by the private and public sectors. The City Council also approved \$3,400 to participate in a study to determine the feasibility of starting up a TMO along the Diagonal Corridor between Longmont and Boulder. The TMO Feasibility Study, completed in fall 2005, concluded that the Diagonal Corridor was not “ripe” for a TMO effort at this time. The study outlined the need for a dedicated funding source as well as a strong “champion” in the corridor to allow a TMO to develop in this area. Additionally, eight TDM policies are included as a component of the City’s Multi-Modal Transportation Plan (MMTP).
- 2) Accept congestion at these locations given the regional retail commercial nature and change the current benchmark to one that more realistically reflects the current situation or possibly remove the turning movement from the benchmark and use overall LOS D for the intersections. Staff is unaware of any notable regional commercial centers that operate at LOS D or better at peak hours. In August 2003, City Council reviewed a staff report regarding the mid term and long term operational analysis of South Hover Road. Staff prepared traffic impact information based on detailed existing and projected development for South Hover Road that translated into a projected LOS for the intersections from Ken Pratt Blvd to Nelson Road for both the short term and long term physical build out of the Longmont Planning Area. This analysis was done considering Hover Road as a 4 lane arterial. The conclusion reached by the City Council regarding future traffic impacts is that congestion would continue at these locations and it is not completely attributable to development in the mall area but is influenced by the regional nature of Hover Road. Therefore, the Council recognized that the development applications in the mall area, when considered individually, would not necessarily have a significant effect on the overall operation of Hover Road in the future. If the Council does not want to alter the benchmark, then the current land development code allows the staff/P/Z to approve “minor” traffic deviations and the Council to approve major deviations for new development on a case by case basis.

SCHOOL CAPACITY – MEETS BENCHMARK

HISTORY

The Council passed Ordinance O-2001-28 that requires the City to deny new subdivision applications that would cause an individual school to exceed 125% of its intended capacity unless the City is notified by the School District that adequate school facilities are or will be available based on inclusion in a funded 5-year capital improvement program. Because the

School District's 2002 bond passed, those attendance areas that exceeded (e.g. Mead) or were projected to exceed (e.g. Eaglecrest, Skyline,) the benchmark have a funding source that can be used to build new schools and would no longer exceed the benchmark if the construction occurs within a 5 year time frame. In 2004, two schools, Eaglecrest Elementary and Skyline High, were projected to exceed the benchmark in 2007 and 2008 respectively, and in 2005, Eaglecrest reached 132%.

In 2005, because of the combination of reduced enrollment and bond financing, the School District Board determined that Skyline High School is no longer exceeding 125% of capacity and therefore is "unlikely to oppose approval of future subdivisions coming from the recent Elmore Annexation and others in this area of the City." The District based its determination on the fact that the capacity of planned high school number five will most likely be constructed within the next five years. The District also acknowledges that it may need operating funds provided by a future mill levy. The Council and School Board discussed this issue at its January 24, 2005, joint meeting, and the Council agreed that while the District's new capacity numbers are consistent with the approved methodology, there is still some concern that including "bonded" schools in the formula without having necessary operational and maintenance revenue could be misleading.

The City Council and the St. Vrain Valley School District met on January 30, 2006 to discuss the benchmark program and reviewed a new 5 year Capital Improvement Program chart that identified the schools currently exceeding the capacity benchmark and also reflected that the District had revenues necessary to build and operate the new Elementary School #24 and High School #5 in 2008 and 2009 respectively. The District Board also discussed other ideas that could assist in mitigating the capacity problem. Based on this information both groups believe that the District can properly notify the City that subdivisions feeding those schools satisfy the benchmark ordinance. The Council directed staff to prepare language clarifying the ambiguity in the Ordinance to avoid any future confusion regarding this matter but decided not to amend the ordinance and instead, agreed to form a Task Force with School District Board members to evaluate other ideas such as an Intergovernmental Agreement that could be used to more effectively implement a School Capacity Benchmark program. The Task Force met four times and reported to the City Council and School District Board recommending that a new Intergovernmental Agreement (IGA) be executed between the two entities revising the benchmark program to one that continues the 125% capacity benchmark in future school district planning and provides information to the City who will make final decisions on approving development applications.

The City Council approved the IGA in March 2006, and after a joint meeting with the School Board in April agreed to leave the IGA language as is regarding the possible use of the District's Voluntary Capital Mitigation program being used as an acceptable programmatic change resulting in a positive referral letter from the District. The Council will evaluate all information from the District when reviewing development applications projected to exceed the 125% capacity benchmark and determine, on a case by case basis, whether the application should be approved.

The opening and staffing of Blue Mountain Elementary in the fall of 2008 has successfully reduced overcrowding at Eagle Crest Elementary and the opening of Mead High expected in the

fall of 2009 will significantly reduce overcrowding at Skyline High. In addition, funding from the 2008 bond will finance a significant remodel and expansion of Skyline High to accommodate the Science, Technology, Engineering and Math (STEM) focus. This expansion is underway.

School Capacity Benchmark Exemptions

There are currently about 645 single family and about 820 multi-family units that are “exempt” from the school benchmark ordinance because they were already in the City’s formal review process or previously approved. With the recent opening of Blue Mountain Elementary (#24) in southwest Longmont, proposed developments in that area, such as McStain’s West Grange project will be able to proceed with development plans when the developers feel that the residential market is ready.

FIRE/EMS BENCHMARK BEING MET

Introduction

The Fire/EMS benchmark requires the Fire Department to respond to 90% of the calls for service within 4 minutes 59 seconds (4:59). This is a fractal¹ response time. The Department’s previous record management system did not allow it to report response time data in the fractal method. The Department reported its response times as an average until the 3rd quarter of 2004. In 2004, the Department purchased a new records management system that permitted the use of fractal reporting. The Department has been submitting fractal response times since this date.

Analysis

The Fire Department has not met its benchmark response time criteria. It has never met the benchmark since these measurements were initiated in 2002. Emergency Medical Service (EMS) calls are closest to meeting the benchmark. This is because the response time of the ambulance providers, Pridemark Paramedic Services and subsequently AMR, are included in this analysis. The reason for including their data is that their personnel provide definitive patient care upon arrival. Pridemark or AMR are first on-scene approximately 50% of the time. Fire calls generally have a longer response time than EMS calls. The primary reason for this difference is that the responding personnel are required to don their protective turnout gear before initiating the response. This requirement adds time to the response.

In general, the Fire Department’s response times, for both average and fractal measures, have been fairly consistent since 2002. The Department anticipates that response times will meet the benchmark with the addition of Station 6 at 11th and Terry Street which was recently completed and opened in mid-June, 2009.

¹ fractal: A mathematical formula or algorithm that constitutes or defines an efficient way of formulating response times.

POLICE – SENSE OF SAFETY NOT BEING MET; SENSE OF DISORDER IS MET

The Longmont Police Department has received the final data from the 2009 Police Community Survey.

- 1) No more than 5 percent of Longmont residents believe that their personal level of safety is unsafe. In 2009, 5.1 percent of Longmont residents believed that their personal safety is unsafe. This was a 1.5 percent improvement over the 2007 survey results.
- 2) No more than 10 percent of Longmont residents believe that their property is unsafe. In 2009, 11.2 percent of Longmont residents believed that their property is unsafe. This was a 1.3 percent improvement over the 2007 survey results.

The sense of disorder benchmark states that at least 85 percent of Longmont residents define disorder as either “no problem” or a “minor problem.” In 2009, 85.6 percent of Longmont residents defined disorder as “no problem” or a “minor problem.” This result meets our benchmark.

Over the last few years, the Police Department received additional resources from the public safety tax passed in November of 2007. The Police Department will continue building resources to enhance the Police Department’s capacity to more proactively respond to crime, traffic and disorder related issues in our community.

BENCHMARK AFFECT ON DEVELOPMENT APPLICATIONS

The Council also asked to be informed when proposed development projects are not being pursued; are on hold because of the belief that they could not meet a particular benchmark; or are in the development review process and will not likely meet a benchmark. The following are projects that staff believe fall into those categories.

Transportation congestion benchmark

Actual Applications –Past and Present

- Wal-Mart Supercenter annexation referral (Hover/Nelson) – not referred through the annexation process at Hover Rd location (2003)
- The McKinney property annexation referral (small parcel adjacent to Home Depot) was reviewed by Council in July 2005. Council decided not to refer the property through the review process. City Council has subsequently referred this property and the property north of the McKinney property for annexation processing. (see bullet #4)
- Ward Property annexation west of Super Target has been referred by Council and the application has been submitted for review. This property will require a traffic impact

analysis as part of the subdivision and site plan applications to determine impacts on Hover and Nelson intersection.

- Fairgrounds Marketplace (parcels north of Home Depot). Council has referred this property of approximately 26 acres into the annexation and land use amendment review process for commercial land use and zoning. A traffic impact analysis has been submitted as part of the annexation and land use amendment applications to determine impacts on the Hover and Nelson and other intersections.

Applications Reviewed with No Significant Impact on Benchmark

- Bank One at St. Vrain Center (Hover/Nelson)—excepted through the minor impact provision of the code (2004)
- St. Vrain Centre, Parcel G. Land use amendment and rezoning on this parcel for a mixed-use development – finding of no significant increase in traffic impact from prior St Vrain Centre transportation study. (2004)
- Discount Tire and Heritage/Wells Fargo Bank. City Council approved this application finding that the original Home Depot annexation traffic study accounted for the trips from this development and that the additional traffic impact at Nelson and Hover would be insignificant. The Heritage Bank was not built, but Wells Fargo was constructed at this location, meeting the parameters of the Council approval regarding no significant additional traffic impact. (2004)
- Front Range Community College. A traffic study was prepared to determine if it will meet the benchmark at Hover/KP Blvd. The limited use for this project was approved with a finding that the FRCC traffic impact would be minimal and insignificant on the Ken Pratt Blvd & Hwy 119 intersection. (2004)
- The Silo Restaurant (Old Village Gardener building) on S. Hover Road. A conditional use was approved by the P/Z with a finding of minimal and insignificant traffic impact on the Ken Pratt Blvd and Hwy 119 intersection. (2003)
- Outback Steakhouse Restaurant, Noki Restaurant, the Gateway Centre and Primrose School (daycare) on Lot 12 of the Boulder County Business Center (Clover Basin Drive and Dry Creek Drive) were approved as Limited Use Site Plan applications. In addition, the Holiday Inn Express conditional use site plan was also approved for Lot 12. These projects' traffic studies were compared to the original traffic study for Lot 12 and it was determined that the traffic from these projects was not significantly more than the traffic predicted from this lot as a part of the original subdivision approval. (2004, 2005 and 2006)
- Eye Care Center of Northern Colorado at Boulder County Business Center Lot 4 (finding similar to Outback). (2004)
- Spring Hill Suites (Marriott) south of the existing Marriott on Lots 4 & 5 of the Boulder County Business Center has been approved for a conditional use site plan. It was determined that the traffic from the hotel is not significantly more than the traffic predicted from these lots as part of the original subdivision approval. (2005)

- Redevelopment of the Target site for a Super Target store. A transportation impact study has been approved which was determined to add minor “net” additional traffic and therefore does not trigger the benchmark. (2005)
- American Honda Data Center at Longmont Business Center Lot 11. Was determined to have minimal impact due to low number of employees (2007).
- Panda Plaza at the Super Target site (Hover and Nelson). Traffic generation was included as part of overall Super Target traffic analysis (2007).

Potential applications (i.e. staff has had discussions with potential applicants regarding development of these properties)

- Indoor private recreation facility at Boulder County Business Center. Will need to submit a transportation impact study for staff to analyze benchmark impact.
- Fordham Village residential project south of Rogers Road and west of Hover Road. Will need to submit a transportation impact study for staff to analyze benchmark impact.
- Brewer property south of Silo Restaurant site redevelopment (near Hover and Pike). Office and other commercial uses are being considered. Will need to submit a transportation impact study for staff to analyze benchmark impact.
- Silo property redevelopment at Hover and Hwy 119. Will need to submit a transportation impact study for staff to analyze benchmark impact

SUMMARY

Traffic Congestion, “site specific” School Capacity, Momentary Average Power Interruption, Fire Response and part of the Police Sense of Safety benchmarks have been the only ones that have periodically been exceeded during the five years of the City’s Quality of Life Benchmark Program. With a new reporting system, the Fire and EMS benchmarks are being exceeded. The Council has acted responsibly by enacting laws ensuring that new development is evaluated and may be prevented from exacerbating all three issues. With the passage of the \$200 million school bond issue, there are funds that can be used to remedy the District’s capacity problems within the next five years for all schools having previously been identified as exceeding the benchmark. The District constructed Elementary #24 (Southwest Longmont – Clover Basin) and High School #5 (Weld County – Mead), and has the resources to properly operate and maintain the new facilities so they will be able to ensure that the over capacity situation for those two areas will be remedied. The City will continue to receive information from the District on all development applications and will determine whether they meet the school capacity benchmark on a case by case basis.

Finally, with the passage of the Public Safety Tax, resources are now available to enable both fire prevention and police services to improve and effectively deal with identifies issues.

ATTACHMENTS:

1. Table 1 – Traffic Data by Intersection
2. Benchmark Spreadsheet
3. Benchmark Graphs

Table 1 – P.M. Peak Hour Level of Service and v/c Ratio for Selected Intersections in Longmont 4TH quarter 2009

	Eastbound			Westbound			Northbound			Southbound			Total Hourly Volume and Overall LOS
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3rd/Main Volume	77	387	70	179	380	94	67	1,012	181	115	683	78	3,323
% of Entering Volume*	2%	12%	2%	5%	11%	5%	4%	30%	5%	3%	21%	2%	
LOS	n/a	C	n/a	C	C	n/a	n/a	C	C	n/a	A	n/a	B
V/c ratio	n/a	0.30	n/a	0.56	0.53	n/a	n/a	0.85	0.85	n/a	0.44	n/a	
17th/Main Volume	182	566	126	136	382	236	192	1,386	152	193	864	135	4,550
% of Entering Volume	4%	12%	3%	3%	8%	5%	4%	30%	3%	4%	19%	3%	
LOS	n/a	E	n/a	n/a	D	C	n/a	D	n/a	n/a	C	n/a	D
V/c ratio	n/a	0.92	n/a	n/a	0.62	0.41	n/a	0.96	n/a	n/a	0.59	n/a	
Ken Pratt/Hover Volume	859	897	0	68	446	0	183	786	90	222	799	0	4,350
% of Entering Volume	20%	21%	0%	2%	10%	0%	4%	18%	2%	5%	18%	0%	
LOS	D	D	n/a	n/a	E	n/a	n/a	D	n/a	C	D	n/a	D
V/c ratio	0.9	0.76	n/a	n/a	0.96	n/a	n/a	0.76	n/a	0.69	0.77	n/a	
Nelson/Hover Volume	397	460	101	150	330	186	171	1,421	101	219	968	137	4,641
% of Entering Volume	9%	10%	2%	3%	7%	4%	4%	31%	2%	4%	21%	3%	
LOS	E	D	n/a	n/a	E	n/a	n/a	C	n/a	n/a	B	n/a	C
V/c ratio	0.89	0.65	n/a	n/a	0.83	n/a	n/a	0.75	n/a	n/a	0.51	n/a	
17th/Hover Volume	328	485	61	256	299	132	117	1,162	367	105	543	149	4,004
% of Entering Volume	8%	12%	2%	6%	7%	3%	3%	29%	9%	3%	14%	4%	
LOS	D	D	n/a	D	D	n/a	n/a	C	A	n/a	C	n/a	C
V/c ratio	0.69	0.77	n/a	0.54	0.47	n/a	n/a	0.75	0.38	n/a	0.35	n/a	
Ken Pratt/Main Volume	341	1,156	140	220	617	234	189	910	504	238	606	226	5,381
% of Entering Volume	6%	21%	3%	4%	11%	4%	4%	17%	9%	4%	11%	4%	
LOS	D	E	n/a	n/a	E	n/a	n/a	D	B	n/a	D	n/a	D
V/c ratio	0.42	0.91	n/a	n/a	0.91	n/a	n/a	0.90	0.62	n/a	0.60	n/a	

*Percentages may not equal 100 due to rounding errors.

Note: Columns marked n/a are below the 5% entering volume threshold so no LOS or v/c data is shown for those movement

