

Various aspects of vehicular access and circulation were analyzed and summarized below. The City of Albany Municipal Code, in addition to standard engineering practice, is the basis for this analysis.

**Queuing at Monroe Street/San Pablo Avenue Intersection.** Vehicle queuing was analyzed at the Monroe Street/San Pablo Avenue intersection during the PM and Saturday peak hours on both eastbound Monroe Street and the northbound left-turn lane into Monroe Street. As shown on the site plan, Monroe Street would provide angled parking on both sides of the street. Eastbound Monroe Street would provide a 60-foot right-turn pocket and about 100 feet of storage for the left-turn lane before interfering with the angled parking spaces. Based on the analysis, a storage space of about 80 feet for the right-turn lane and 120 feet for the left-turn lane is needed to accommodate average queues expected during peak hours. However, maximum peak hour queues would exceed these storage spaces and would intermittently block access to and from the angled parking spaces on Monroe Street.

As previously stated, the Monroe Street/San Pablo Avenue intersection would operate at acceptable LOS D or better during the peak hours with the currently proposed amount of vehicle queuing space on eastbound Monroe Street. Thus, the signal at Monroe Street/San Pablo Avenue intersection would provide adequate green time for eastbound Monroe Street to clear estimated queues at the end of each signal cycle, and queues would not build-up during the peak hour.

In order to accommodate the estimated maximum queues on Monroe Street without interfering with parking maneuvers, most angled parking spaces along eastbound Monroe Street would need to be eliminated. Thus, providing adequate queuing space along eastbound Monroe Street must be balanced with the need to provide adequate parking supply. One option would be to convert the proposed bulb-out east of the diagonal parking spaces on eastbound Monroe Street from a curb to striping. If excessive peak hour queuing is observed, then parking at some of the parking spaces along eastbound Monroe Street can be prohibited during the peak commute times to accommodate queues.

Peak hour queuing on the left-turn pocket on northbound San Pablo Avenue at the Monroe Street/San Pablo Avenue intersection was also analyzed. The 120 foot pocket would accommodate the average peak hour queues expected. However, maximum queues may occasionally spill out of the pocket. The signal at Monroe Street/San Pablo Avenue intersection would provide adequate green time for queues on the northbound left-turn movement to clear at the end of each signal cycle. Thus, queues would not build-up during the peak hour.

**Throat Depths.** Throat depth refers to the length of continuous curb extending for a project driveway into the project site before a curb break is provided. The continuous curb prevents vehicle queues at the driveway from obstructing internal site circulation. At low volume turn-restricted driveways, a throat depth of approximately 50 to 100 feet (two to four vehicles) is generally sufficient. About 115 feet is provided at the Whole Foods driveway on San Pablo Avenue, which would be sufficient.

At the Monroe Street/10<sup>th</sup> Street intersection, about 100 feet of throat depth is proposed on the northbound approach and about 40 feet is proposed on the southbound approach. Vehicle queues on the southbound Whole Foods Market driveway may extend longer than 40 feet during peak periods, creating a conflict with the parking spaces provided on the west side of the Whole Foods Market. It is recommended that these parking spaces be designated for employee parking which has lower turnover