TRAFFIC IMPACT STUDY

Proposed Operational Changes at Virginia Robinson Gardens

1008 Elden Way
Beverly Hills

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Prepared For:
ECORP Consulting
2861 Pullman Street
Santa Ana, CA 92705

JC11073
v4c

Prepared by:

1100 Corporate Center
Drive, Suite 201
Monterey Park, CA 91754
(323) 260-4703

TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

EXECUTIVE SUMMARY

This report presents findings pertaining to California Environmental Quality Act (CEQA) impact review and application of local criteria to an area circulation analysis for the Virginia Robinson Gardens (VRG) located at 1008 Elden Way in the City of Beverly Hills. The following are the primary analysis assumptions, findings, and conclusions of the project transportation impacts and effects analysis.

VRG is a six-acre estate site operated and maintained by the County of Los Angeles Department of Parks and Recreation. Currently, the Virginia Robinson Gardens operate on a reservation basis for all visitors and is open Monday to Saturday. All visitors must make a reservation, and there is a limit of 100 visitors per day. No street parking is allowed. The current hours of operation are 9:30 a.m. to 4:00 p.m. year-round.

There is currently a limit of four special use events per year. Offsite parking is made available for special use events where guests are shuttled to the estate. Valet service is also utilized.

- The proposed project and the related site operational expansion are anticipated to be implemented in late 2022 at the earliest. The daily operational period will be extended further into the evening, and Sunday operations will be included in the typical weekly schedule.

- Existing operations data provided by the County indicates that the typical average annual attendance is 5,000 visitors, which equates to an average of 20 visitors a day. The designated maximum site capacity for reservations is 100 visitors per day.

- The trips analysis was based on capacity operations. The existing limit of 100 daily visitors will be raised to 200. The daily visitor increase of 100 was used as the input for the trip generation calculations, and two persons per vehicle were assumed, with 50 trips in and 50 trips out on a daily basis. The project would generate a net daily total of 100 new trips, including 25 vehicle trips during both the weekday a.m. peak hour and the p.m. peak hour.

- Project Alternative 1 assumes a daily visitor increase of 40 persons. Two persons per vehicle were assumed, with 20 trips in and 20 trips out on a daily basis. The alternative would generate a net daily total of 40 new daily trips, including 10 vehicle trips during both the weekday a.m. peak hour and the p.m. peak hour.

- CEQA transportation review guidelines require the review of project consistency with the Regional Transportation Improvement Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, the project would meet these RTP/SCS goals without the need for mitigation measures.

- Daily VMT of the VRG is 1,700 under existing conditions and 3,400 under the proposed site operational expansion. Under project alternative 1, total VMT would be 2,380. The VMT standard is average VMT per capita, based on the analysis of visitor data and the local CEQA impact standards, and was measured against the impact threshold.

- The current average VMT per capita is 22.2 for the County of Los Angeles, based on the current area Regional Transportation Plan/Sustainable Communities Strategy, published by the Southern California Association of Governments. The impact threshold of 15 percent below this regional average VMT is 18.87.

- VMT transportation impacts of the project would be less than significant, as the average VMT per capita at 17.0 would be below the impact threshold of 18.87. Mitigation measures for VMT impacts are not required.

- The proposed project would not substantially affect local traffic circulation and access at the analyzed study intersection, based on a review of study area mobility conditions, per requirements of the City traffic study guidelines. Project alternative 1 would have similar effects.

- For area roadways, a significant local impact would occur. Based on traffic counts on Elden Way, volumes on that roadway range from 150 to 275 vehicles each day. The project addition of up to 100 additional vehicles each day on that roadway would cause increases in volumes that range from 38 percent to 57 percent. The City maximum impact threshold would be exceeded every day of the week. Feasible mitigation measures for these local roadway volume impacts were not identified.

- Project alternative 1 would create significant impacts on the Elden Way roadway on four days of the week but not on Thursday and Friday. Volume percentage increases would be in the range of 15 percent to 23 percent across all of the analyzed days.

- Special use events occur at VRG now, and the number of events per year will be expanded under the proposed project. The current management measures will continue to be used, minimizing the temporary effects of the special events on area traffic patterns and on-street parking occupancy.

- No mitigation measures are proposed for project daily operations or special use events, based on these conclusions.

1. INTRODUCTION

KOA has been retained by ECORP Consulting, Inc.to analyze the circulation and traffic conditions associated with the proposed operational changes at Virginia Robinson Gardens, located at 1008 Elden Way in the City of Beverly Hills. The analysis presents findings pertaining to California Environmental Quality Act (CEQA) impact review and application of local criteria to an area circulation analysis.

This analysis was executed in consultation with the assumptions, methodologies, and procedures outlined in the City of Beverly Hills *Traffic Impact Analysis Guidelines* adopted on October 10, 2019.

A traffic scoping document was submitted to the City of Beverly Hills engineering staff, on January 19, 2022, and the City accepted the document without comments. Eight intersections were defined as the study area, and the scoping document is provided in Appendix A.

1.1 PROJECT DESCRIPTION

Virginia Robinson Gardens is a six-acre estate site operated and maintained by the County of Los Angeles Department of Parks and Recreation (DPR). The estate site includes gardens, a house museum, and a vast collection of historical archives. Currently, the Virginia Robinson Gardens operate on a reservation basis for all visitors and is open Monday to Saturday. All visitors must make a reservation and there is a limit of 100 visitors per day. No street parking is allowed. The current hours of operation are 9:30 a.m. to 4:00 p.m. year-round.

There is currently a limit of four special use events per year. Offsite parking is made available for special use events where guests are shuttled to the estate. Valet Service is also utilized. A Parking/transportation plan is required per each event, and is submitted to the City. Shuttle service is promoted to reduce the number of vehicle trips to VRG.

The VRG site has 35 available parking spaces. No parking is permitted on Elden Way. Visitor drop-offs and walk-ups at the site entrance are allowed with advanced reservations.

DPR is proposing changes to expand public access to Virginia Robinson Gardens. The information on the following page lists the operational changes that define the proposed project.

	Existing	Proposed
Days Open and Hours	• Monday to Saturday; 6 days per week • 9:30 am to 4:00 pm	• Monday to Sunday; 7 days a week • 9:30 am to sunset (as common for other County parks)
Number of Patrons in Attendance	• With advance reservations: • Up to 100 visitors per day of docent tours, seminar/classes, or commercial filming (video only, no motion picture) or a combination of any of these activities	• With advance reservations: • Up to 200 visitors per day of docent tours, seminar/classes, or commercial filming (video only, no motion picture) or a combination of any of these activities
Types of Events	• Offer children's programming • Schedule staff and public programming such as temporary exhibits, health and physical fitness activities, painting, wine and cooking classes, etc. • Institute subsidized musical and performing arts programs, and movie screenings. • Subject matter for events to be determined at the discretion of the Superintendent	• In addition to the existing event conditions listed to the left, consider family ceremonies such as weddings
Commercial Filming	• Photoshoots and video shoots are allowed during Garden operational hours.	• No changes
Special Uses	• 4 special use events per year	• Up to 24 special use events per year; up to 4 events per month
Parking	• With advance reservations: • Parking on property (35 spaces available). • No parking permitted on Elden Way. • For special use events, offsite parking is made available so guests are shuttled to the estate. Valet service is also utilized. • Visitor drop off and walk-ins allowed • All events require a parking/transportation plan. • Promote the use of shuttle service to reduce the number of trips to VRG.	• In addition to existing parking conditions listed to the list, promote the use of public transit and ridesharing such as Lyft/Uber.

The proposed project and the related site operational expansion are anticipated to be implemented in late 2022 at the earliest.

Figure 1 illustrates the regional project location.

1.2 PROJECT STUDY AREA

The project site is located approximately one half-mile north of Sunset Boulevard within a residential neighborhood. The primary project site access is located on the north end of a cul-de-sac at the terminus of Elden Way. The project study area includes the following eight study intersections, which were documented in the scoping document provided to the City. These intersections are located along the primary access routes to and from the site:

1. Beverly Drive and Lexington Road
2. Crescent Drive and Lexington Road*
3. Elden Way and Crescent Drive*
4. Oxford Way and Lexington Road*
5. Hartford Way and Lexington Road*
6. Hartford Way and Cove Way*
7. Benedict Canyon Drive and Roxbury Drive*
8. Benedict Canyon Drive and Lexington Road

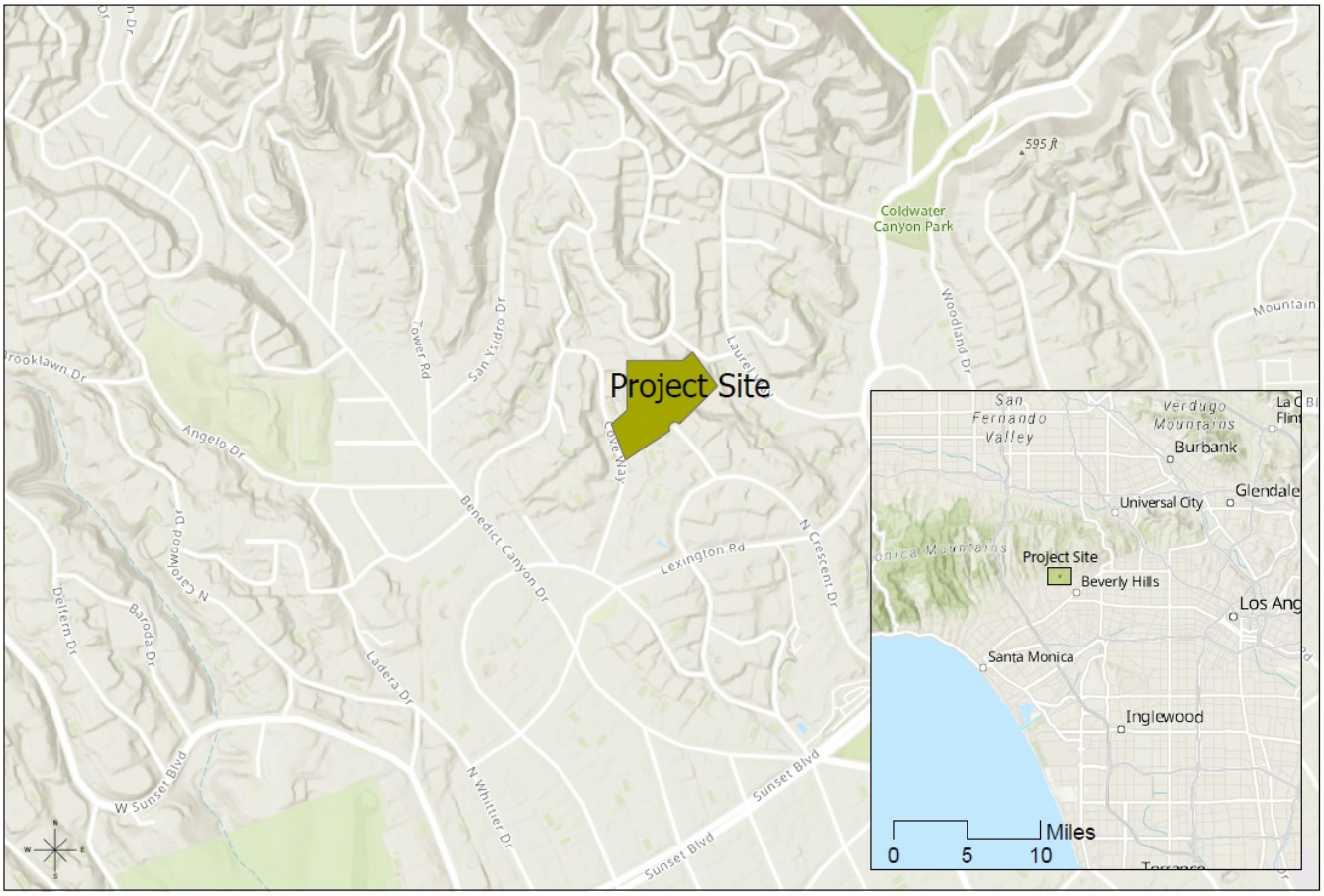
**Unsignalized Intersection*

Figure 2 illustrates the study area and the locations of the study intersections and roadway segments.

FIGURE 1

Virginia Robinson Gardens Traffic Study

Regional Location Map



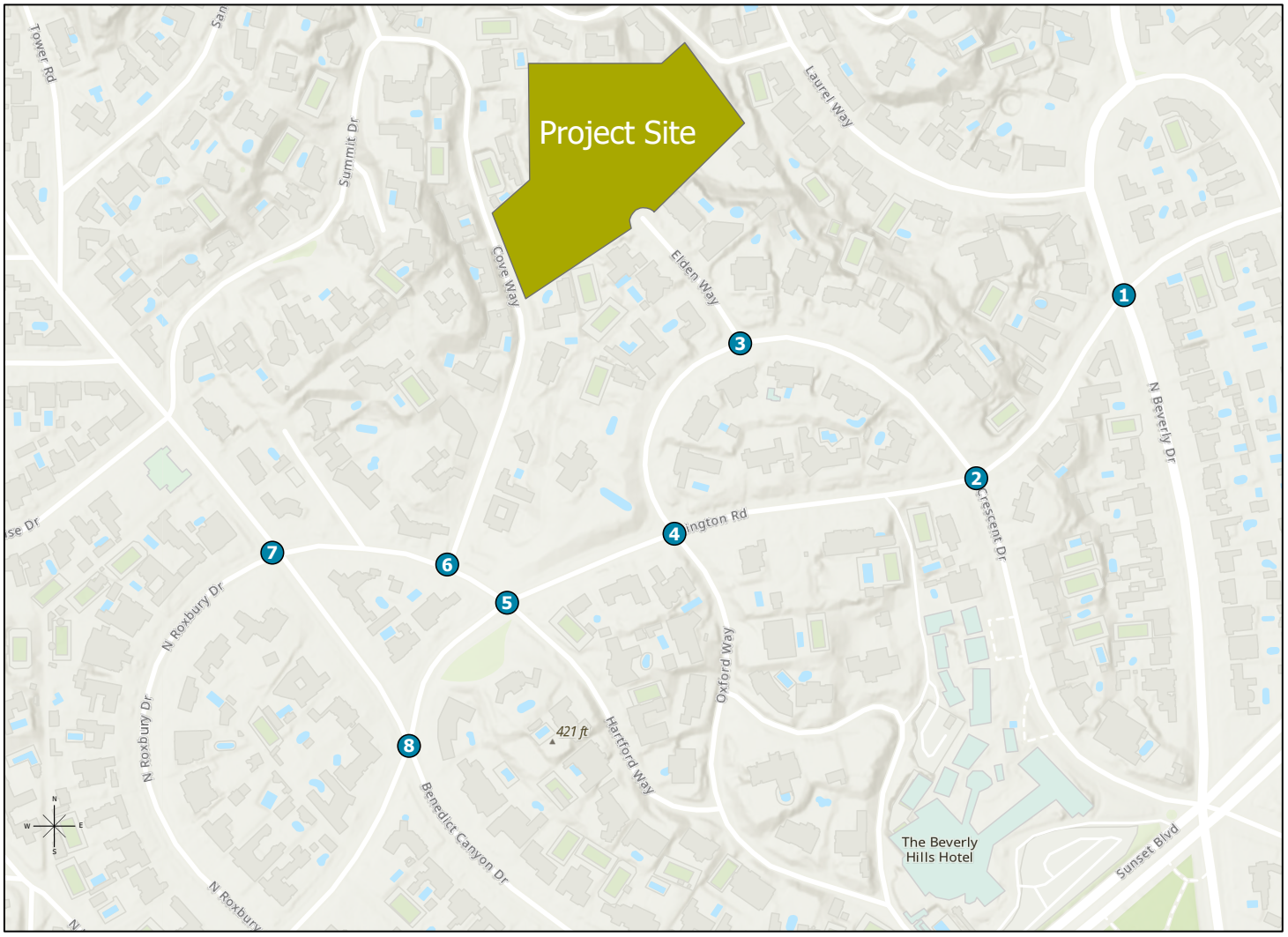
Project Site

0 0.75 1.5 Miles

FIGURE 2

Virginia Robinson Gardens Traffic Study

Study Area Map



2. EXISTING ENVIRONMENT

This section describes the existing conditions within the study area regarding roadway facilities, transit service, and traffic operating conditions.

2.1 EXISTING ROADWAY SYSTEM

The roadways within the study area are described here. The discussion is limited to specific roadways that traverse the study intersections and provide direct access to the project site. Figure 3 illustrates the existing traffic controls and approach lane configurations at the study intersections.

North Crescent Drive is a local roadway with an unmarked lane in each direction. Two-hour parking is generally permitted on both sides of the road. The speed limit is unposted and a 25 mph prima facie speed applies.

Lexington Road is a local roadway with one lane in each direction separated by a double-yellow striped median. 2-Hour parking is generally permitted on both sides of the road. The posted speed limit is 25 mph.

Hartford Way is a local roadway. Parking is prohibited on the southbound side of the road and 2-hour parking is allowed on the northbound side of the road.

Elden Way is a local roadway. The street ends in a cul-de-sac at the project site. Parking is generally permitted on both sides of the street. A 25 mph prima facie speed applies.

Beverly Drive is a major roadway. Parking is generally permitted on both sides of the roadway with the exception of 7:00-10:00 AM on the southbound side of the road and 4:00-7:00 PM northbound side of the road. The posted speed limit is 25 mph. In the vicinity of the project, Beverly Drive is residential. Beverly Drive begins its residential character at Santa Monica Boulevard to the south and transitions into Coldwater Canyon to the north.

Oxford Way is a local roadway. Parking is prohibited on the southbound side of the road and 2-hour parking is allowed on the northbound side of the road. A 25 mph prima facie speed applies.

Benedict Canyon Drive is a major roadway. Parking is generally permitted on both sides of the roadway with the exception of the 7:00-9:00 AM period in the southbound direction and the 4:00-7:00 PM period in the northbound direction. Benedict Canyon Drive intersects with numerous arterials including Santa Monica Boulevard, Wilshire Boulevard, and Mulholland Drive, which connect to Interstate 405 for regional access.

2.2 EXISTING TRANSIT SERVICE

The project study area is served by public bus transit line that is operated by the Los Angeles County Metropolitan Transportation Authority (Metro). The project area is served by Metro Bus Line 2, which travels between Exposition Park and UCLA.

This bus line does not operate on or provide stops on any of the study area roadways, but operates on Sunset Boulevard with local area stops, at an approximate half-mile distance to the south of the project site. Table 1 summarizes the operations of this transit line.

Table 1 – Existing Transit Service

Agency	Line	From	To	Via	Peak Frequency
Metro	2	DTLA	Westwood	Sunset Boulevard	10 min.

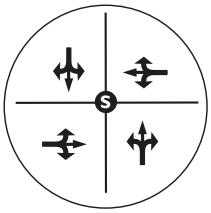
Source: *Metro.net*

FIGURE 3

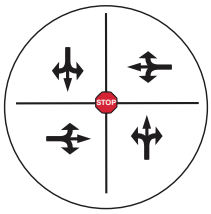
Virginia Robinson Gardens Traffic Study

Existing Lane Configurations

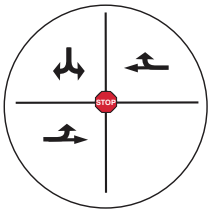
#1) Beverly Drive & Lexington Road



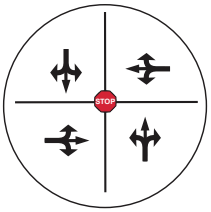
#2) N Crescent Drive & Lexington Road



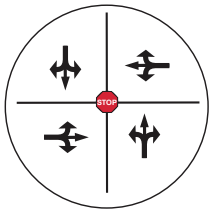
#3) Elden Way & N Crescent Drive



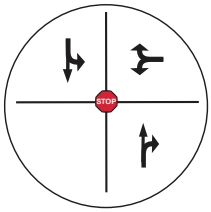
#4) N Crescent Drive/Oxford Way & Lexington Road



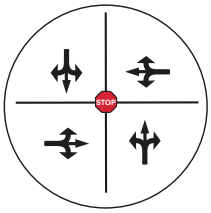
#5) Hartford Way & Lexington Road



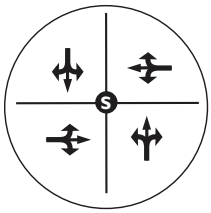
#6) Hartford Way & Cove Way



#7) Benedict Canyon Drive & Roxbury Drive/Hartford Way

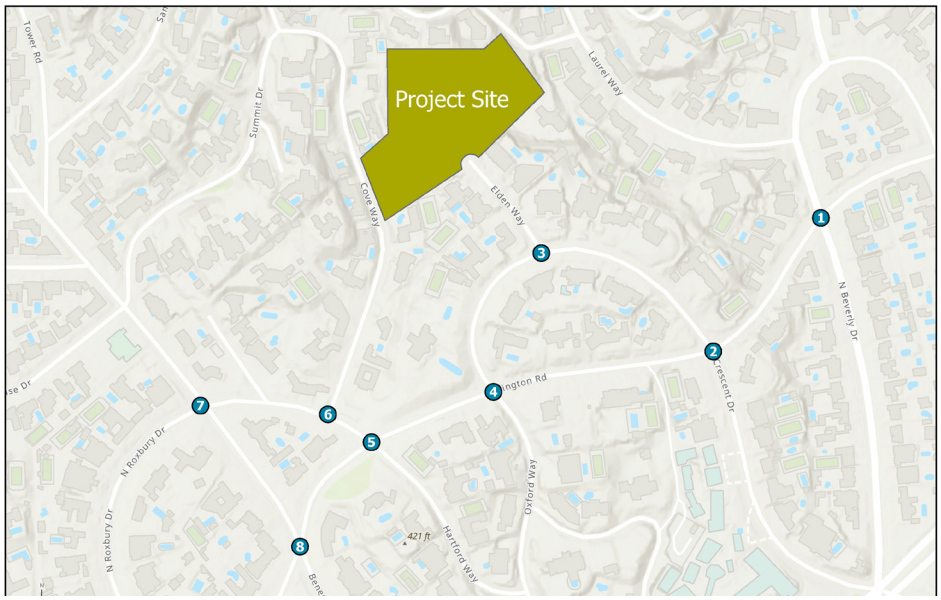


#8) Benedict Canyon Drive & Lexington Road



LANE CONFIGURATION

- Signalized Intersection
- Stop Controlled Intersection
- Intersection Lane Geometry



3. CEQA ANALYSIS OF TRANSPORTATION IMPACTS

The State of California Governor's Office of Planning and Research (OPR) defines guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). For CEQA transportation impact analysis, the vehicle miles traveled (VMT) performance metric is used to promote the reduction of greenhouse gas emissions and the development of diverse multimodal mobility networks. The City of Beverly Hills has developed standards for CEQA analysis of project transportation impacts and those are reviewed here based on the trip-generating characteristics of the project.

Traffic circulation effects of the project and review of local criteria are discussed separately in Section 4 of this report.

3.1 CEQA VEHICLE MILES TRAVELED IMPACT GUIDELINES

The City of Beverly Hills has established the local California Environmental Quality Act (CEQA) Thresholds of Significance for Transportation Impacts as part of the City Local Transportation Assessment Guidelines. These thresholds and related policies are consistent with State CEQA Guidelines.

Potential screening out of the project from VMT impacts analysis was considered, as outlined by the Thresholds document. The screening categories defined by the City were reviewed. As the project does not meet any of these following screening standards, a quantitative analysis of VMT was then pursued:

- Presumed less than significant impact for local serving retail projects (defined as less than 50,000 square feet per OPR's Technical Advisory) and projects that generate less than 110 daily trips.

- Presumed less than significant VMT impact for residential projects located in low VMT generating traffic analysis zones.

- Presumed less than significant VMT impact for projects located in the commercial zones of transit priority areas.

Table 2 defines the CEQA transportation impact thresholds of the City, for determining significance of VMT impacts of a land use project. The thresholds are reviewed in this section against the Project VMT values, using customized data to define the unique trip generation and trip length characteristics of the Project use.

Table 2 – Vehicle Miles Traveled (VMT) Impact Thresholds, Land Use Projects

Methods	Project Threshold	Cumulative Threshold
VMT analysis using SCAG model and reported as VMT per capita (residential projects), VMT per employee (office projects), or VMT per service population (all other land uses). Customized data can also be used to capture unique trip generation and trip length characteristics for specific projects.	A significant impact would occur if the project generates VMT (per capita, per employee, or per service population) higher than15% below the regional average.	A significant impact would occur if the project causes VMT within the City to be higher than the no project alternative under cumulative conditions. A significant impact would occur if the project is determined to be inconsistent with the SCAG RTP/SCS.

3.2 REVIEW OF RTP/SCS GOALS AND CUMULATIVE IMPACTS

City CEQA transportation guidelines require the review of a project consistency with the Regional Transportation Improvement Plan/Sustainable Communities Strategy (RTP/SCS). A significant cumulative impact is defined if a review indicates that there is inconsistency with the Southern California Association of Governments (SCAG) RTP/SCS.

The current 2020 RTP/SCS is named the Connect SoCal plan. SCAG is the Metropolitan Planning Organization (MPO) for six Southern California counties including Los Angeles, and has a federal mandate to develop regional plans that include transportation. Connect SoCal includes the following strategies that would apply to the project, and are tied to reductions in greenhouse gas generation by vehicles, or tied to a focus on development growth near destinations and mobility options:

- Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations
- Plan for growth near transit investments and support implementation of first/last mile strategies
- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)
- Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)

The proposed project is consistent with these goals of the RTP/SCS, in that the expansion of the VRG operations would provide more opportunities for access to the existing site's educational and cultural amenities, rather than creating a new development for these activities at a new site. Transit access is available in the area, but it is located at the limit of walkability for many. The nearest Metro bus stop on Sunset Boulevard is a half-mile from the project site, which is approximately a ten-minute walk. The project, by the necessity of operations and minimization of area parking and circulation impacts, only allows for visits to the site through reservations tied to the available off-street parking at the site. The system promotes carpooling and use of other travel modes when available, while an open parking lot might otherwise encourage more single-occupant driving and less use of other modes.

Therefore, the project would meet these RTP/SCS goals without the need for mitigation measures. The project, based on the VMT analysis below, also would not increase the average VMT within the City over a no project alternative. For these reasons, cumulative impacts would be less than significant.

3.3 ANALYSIS OF PROJECT VEHICLE MILES TRAVELED

The VRG, under current operations, attracts regional attendance by visitors and school students, with travel primarily by vehicle and school bus. The local traffic and circulation analysis summarized in the next section of this report defines a site-specific trip pattern, based on existing visitor data and the planned changes in operations under the proposed project.

The reservation data provided by the County for existing recent pre-COVID is based on reservations, vehicles, and available parking. Each point of reservation data including home address locations by ZIP Code was mapped by distance from the VRG site. The analyzed data was from the existing reservation system at VRG, for the months of January and February in 2019.

The reservation data reflects person trips, rather than vehicle trips. Based on general characteristics of existing travel to and from the VRG site defined by the County, average vehicle occupancy (AVO) rates were defined as two persons per vehicle. School bus trips for field trips and educational programs, with high passenger capacities, were omitted from the analysis to provide a conservative estimate of project-related VMT.

Project implementation would increase daily VMT due to the addition of new daily visitors to the site. Project increases in visitor VMT would occur with the opening of additional tour reservation slots and the allowance of additional school field trips and use of site educational programs, with the planned project. The analyzed daily Project trip generation rates are equal to VRG facility daily maximum attendance numbers, at 100 under existing conditions and 200 under the proposed project. The trips were then multiplied by two to account for both inbound and outbound trips. Trip lengths for visitors and the daily attendance capacity increase were used to develop the Project VMT estimates.

The City CEQA transportation impact thresholds requires VMT for land use projects to be analyzed against a threshold of VMT exceeds a level of 15 percent below the existing regional or city VMT per capita and per employee, respectively.

The project employee VMT totals are not expected to change with the proposed project, as the patterns of employee trips are not expected to change in a significant manner. Therefore, this has been excluded from the significance calculations for this analysis.

The current average VMT per capita, a measure of residential-based trips to other destinations such as commercial areas and cultural or recreational uses such as the project use, is 22.2 for the County of Los Angeles. This value is based on the current area Regional Transportation Plan/Sustainable Communities Strategy, the 2020-2045 Connect SoCal plan, published by the Southern California Association of Governments. The impact threshold of 15 percent below this regional average VMT would be 18.87.

Table 3 provides a summary of the existing vehicle miles traveled data for visitors that was reviewed for the project.

Table 3 – Existing Vehicle Miles Traveled (VMT) Project Data

Zone (Miles)	Count	VMT (One-Way)	VMT (Round-Trip)	Persons in Vehicles	VMT per Capita - Vehicle Trips
1.25	0	0	0	0	0.0
2.5	6	15	30	12	2.5
5	18	90	180	36	5.0
10	18	180	360	36	10.0
15	7	105	210	14	15.0
20	7	140	280	14	20.0
25	1	25	50	2	25.0
30	1	30	60	2	30.0
35	1	35	70	2	35.0
40	2	80	160	4	40.0
45	0	0	0	0	0.0
50	9	450	900	18	0.0
55	1	55	110	2	55.0
Totals	**71**	**1205**	**2410**	**142**	
					Average:
					17.0

Note: Persons in Vehicles defined by existing data and trip patterns, and an average vehicle occupancy of 2.0

The daily VMT of the VRG, using this data including a current maximum of 100 visitors a day and a proposed Project increase of 100 visitors a day, is 1,700 under existing conditions and would be 3,400 under proposed conditions. Under the project alternative 1 and the related increase of 40 visitors a day, the daily VMT would be 2,380.

The VMT standard is the average VMT per capita, based on the analysis of visitor data and the local CEQA impact standards. VMT transportation impacts of the proposed project and project alternative 1 would be less than significant, as the average VMT per capita at 17.0 would be below the impact threshold of 18.87. Mitigation measures for VMT impacts are not required.

4. LOCAL TRANSPORTATION ASSESSMENT: NON-CEQA TRANSPORTATION ANALYSIS

This report section provides a review of potential local circulation effects of the project, in terms of changes to operations at local intersections based on estimated vehicle trips to be added by the proposed project to the study area roadway network.

In order to determine the negative effects of the project on the operation of vehicular travel within the immediate project vicinity, an evaluation was conducted to determine the project effects on circulation at intersections in the local neighborhood and on the nearest major roadways. In consultation with the City of Beverly Hills, the following site-adjacent and nearby study intersections were selected for the analysis of project access and circulation:

1. Beverly Drive and Lexington Road
2. Crescent Drive and Lexington Road*
3. Elden Way and Crescent Drive*
4. Oxford Way and Lexington Road*
5. Hartford Way and Lexington Road*
6. Hartford Way and Cove Way*
7. Benedict Canyon Drive and Roxbury Drive*
8. Benedict Canyon Drive and Lexington Road

**Unsignalized Intersection*

For the operational analysis at these locations, traffic effects associated with operations of the proposed project were analyzed for the weekday a.m. and p.m. peak-hour periods. The study included the analysis of the following traffic scenarios:

- Existing conditions
- Future without-Project conditions
- Future with-Project conditions

4.1 METHODOLOGY FOR OPERATIONAL EVALUATION

The following text documents the applied study methodology for this report.

Existing Traffic Volumes

Existing intersection vehicle turning movement volumes were collected during the peak periods of 7:00 am to 9:00 a.m. and 4:00 pm to 6:00 p.m. The counts were conducted on February 3, 2022. Normal traffic activity was present at that time, and schools were in session. Therefore, adjustments to counts for seasonal or other variations was not determined to be necessary.

The traffic counts were used to determine existing traffic conditions. The conditions of the study area roadways were reviewed, including traffic control and approach lane configurations at each study intersection and on-street parking restrictions. The traffic count data sheets are provided in Appendix B.

Project Trip Generation and Distribution

Project trip generation was based on existing site use and reservation system patterns. Trip distribution

patterns were centered on the site entrance.

Future without-Project Conditions

In order to account for traffic growth in the study area, an ambient/background traffic growth rate was applied to the traffic counts. Traffic from related projects within a half-mile radius (approved and pending developments) was also added to the study area.

Future with-Project Conditions

Based on the future without-project volumes plus traffic from the proposed project, the future with-project traffic volume conditions were determined and analyzed.

Level of Service Methodology

For analysis of Level of Service (LOS) at signalized and unsignalized intersections, The City of Beverly Hills has designated the Highway Capacity Manual (HCM) methodology as the desired tool. The HCM methodology determines intersection LOS based on operational delay. For signalized intersections, the operational delay corresponds to the overall delay for all movements at the intersection, whereas for two-way stop-controlled intersections, the operational delay corresponds to the delay only for the stop-controlled movements.

Level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating capacity of a roadway.

Table 4 defines the level of service criteria applied to the signalized and unsignalized study intersections.

Table 4 – Level of Service Criteria

Level of Service	Signalized Intersection: Average Control Delay (seconds/vehicle)	Stop-Controlled Intersection: Worst Approach Delay (seconds/vehicle)	General Description
A	≤ 10	≤ 10	Free flow
B	≥ 10-20	≥ 10-15	Stable flow (slight delays)
C	> 20-35	> 15-25	Stable flow (acceptable delays)
D	> 35-55	> 25-35	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 55-80	> 35-50	Unstable flow (intolerable delay)
F[1]	> 80	> 50	Forced flow (congested and queues fail to clear)

Source: Highway Capacity Manual 2010, Transportation Research Board, 2010.

Substantial Effects Standards

The following criteria are defined by the City of Beverly Hills for identification in traffic studies of potential substantial circulation effects of projects.

SIGNALIZED INTERSECTIONS

- LOS D (35 to 55 seconds of average delay) – Project related increase of at least 10 seconds
- LOS E or F (greater than 55 seconds of average delay) – Project related increase of at least 5 seconds

UNSIGNALIZED (ALL-WAY STOP-CONTROLLED) INTERSECTIONS

- LOS D (25 to 35 seconds of average delay) – Project related increase of at least 4 seconds
- LOS E or F (greater than 35 seconds of average delay) – Project related increase of 3 seconds or higher

UNSIGNALIZED (PARTIAL STOP-CONTROLLED) INTERSECTIONS

- LOS D (35 to 50 seconds of average delay) – Project related change of LOS D or better to LOS E or worse, and meets the peak hour warrant for a traffic signal
- LOS E or F (greater than 50 seconds of average delay) – Project related change of greater than 10 seconds of delay for worst-case approach if already at LOS F; and meets the peak hour warrant for a traffic signal

4.2 PROJECT TRAFFIC

This section defines the traffic generated by the proposed project in a three-step process, including trip generation, trip distribution, and trip assignment.

Project Trip Generation

The trip generation of the project was calculated by determining the increase in visitors from existing conditions to the estimated level of operations under the proposed operating program. The trip generation also considered the hours of operation in the calculation of trips and 8.5 hours for an average length of site operations ending at sunset.

Existing operations data provided by the County indicates that the typical average annual attendance is 5,000 visitors, which equates to an average of 20 visitors a day. There is an average of two persons per arriving vehicle, and therefore an average of 10 visitor vehicle round trip movements per day. The designated maximum site capacity for reservations is 100 visitors per day for all VRG site activities including tours, meetings, seminars/classes, events or commercial filming. The VRG site has 35 parking spaces available.

The trips analysis was based on capacity operations. With the current advance reservations system, which will remain operational for the proposed project operations, the existing 100 daily visitors limit will be raised to 200 visitors. The daily operational period will be extended further into the evening, and Sunday operations will be included in the typical weekly schedule.

The daily visitor increase of 100 was used as the input for the trip generation calculations, and an assumption of two passengers per vehicle was included, resulting in 50 trips inbound and 50 trips outbound each day. A conservative total for peak hour values was calculated by multiplying by a factor of two the average hourly trips across a typical 8.5-hour facility operations timeframe.

The project trip generation calculations are provided in Table 5. The project would generate a net daily total of 100 new trips, including 25 vehicle trips during both the weekday a.m. peak hour and the p.m. peak hour.

Table 5 – Project Trip Generation

Land Use	Average Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Program Expansion	100	25	12	12	25	12	12

Trip calculations were based on a planned increase of 100 daily visitors at VRG. Two persons per vehicle were assumed, with 50 trips in and 50 trips out on a daily basis. A typical operating timeframe of 8.5 hours was assumed, with activity divided equally by the number of hours, and multiplied by two to define a conservative peak. Total trips in each peak-hour are 25.

Project Trip Distribution

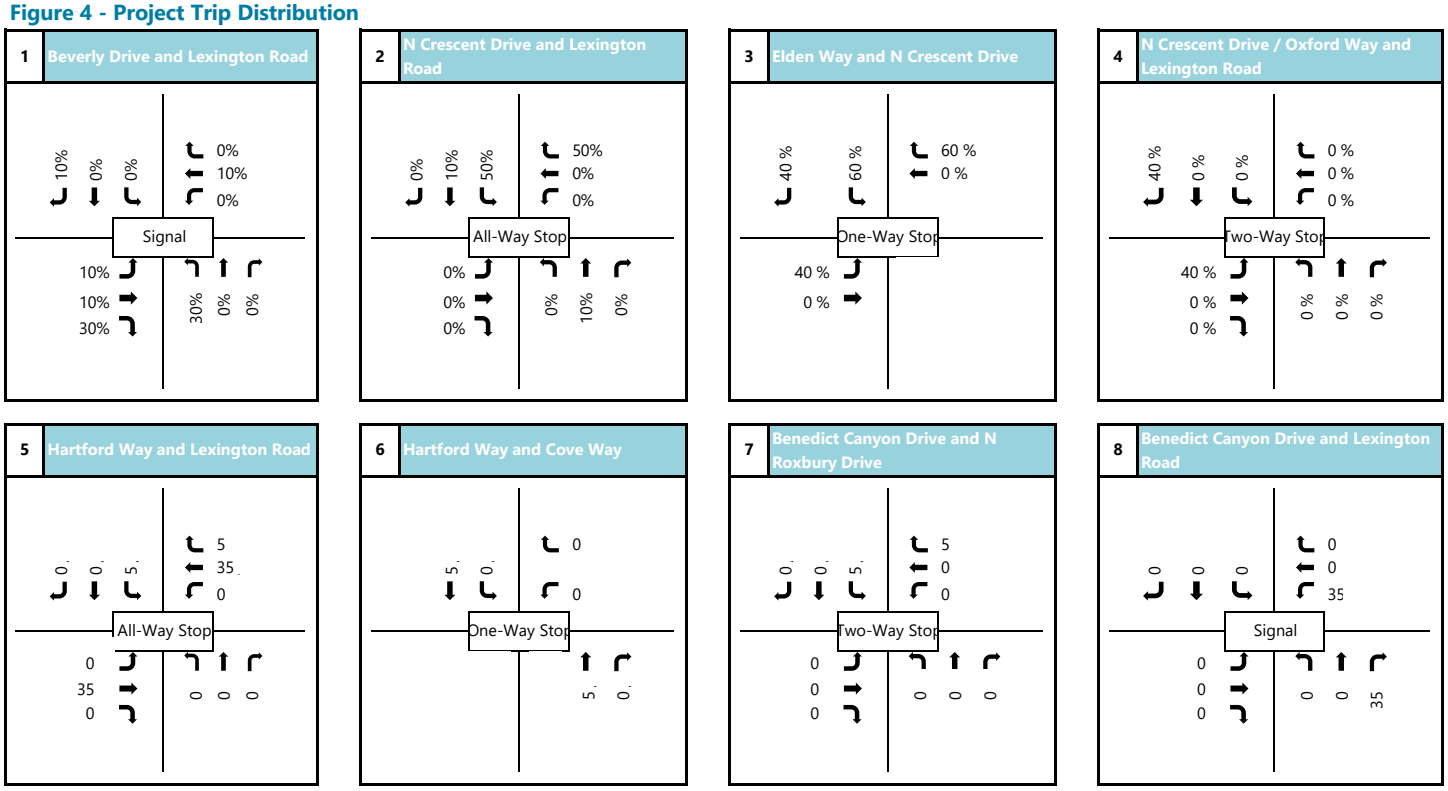
Trip distribution is the process of assigning the directions from which traffic will access the project site. Trip distribution is dependent upon the land use characteristics of the project, the local roadway network, and the general locations of other land uses to which project trips would originate or terminate. The distribution of existing VRG visitor residential locations was considered in this process as well as the local roadway network and connections to regional travel routes.

Figure 4 illustrates the trip distribution percentages that were applied to the project trips.

Project Trip Assignment

Based on the trip generation and distribution assumptions described above, project traffic was assigned to the roadway system. The peak hour project trip assignment is illustrated on Figure 5.

Figure 4 - Project Trip Distribution



XX% Project Trip Distribution

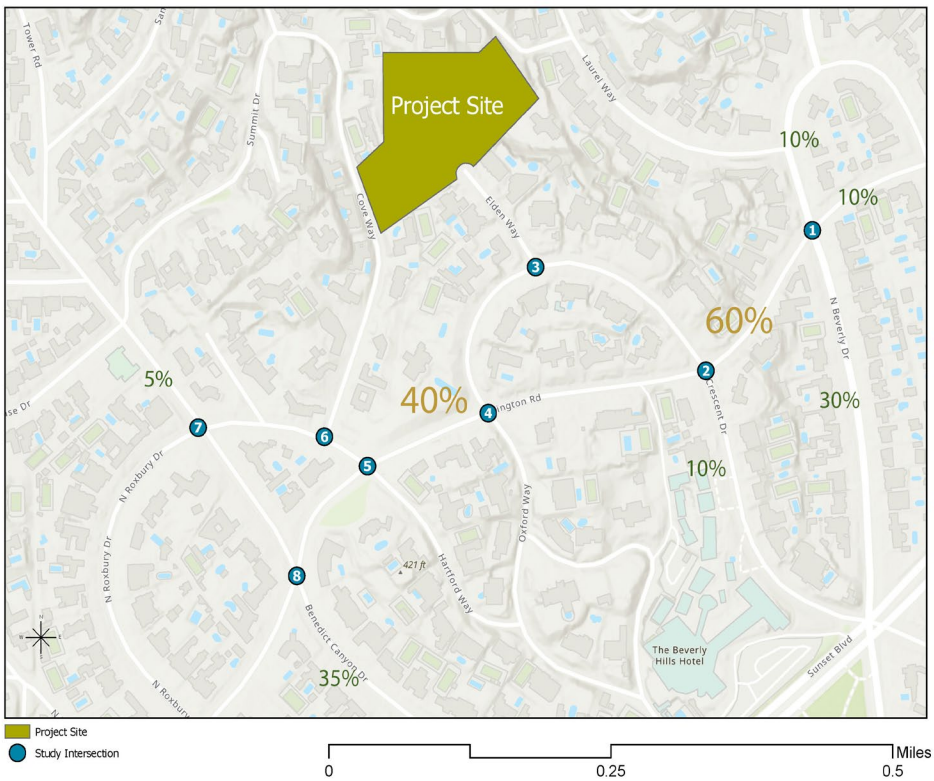
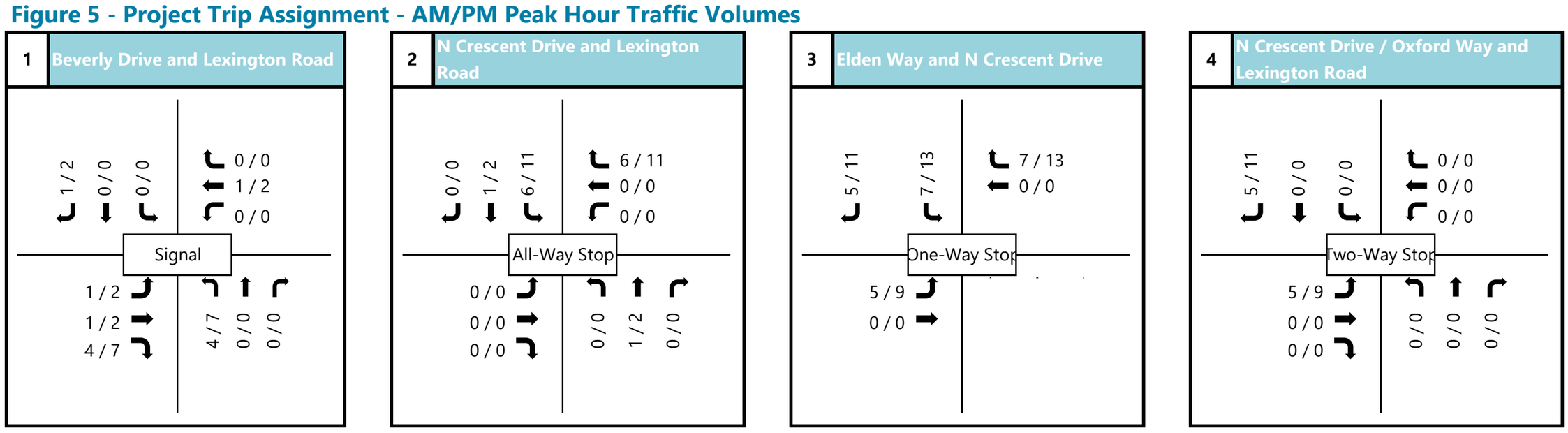
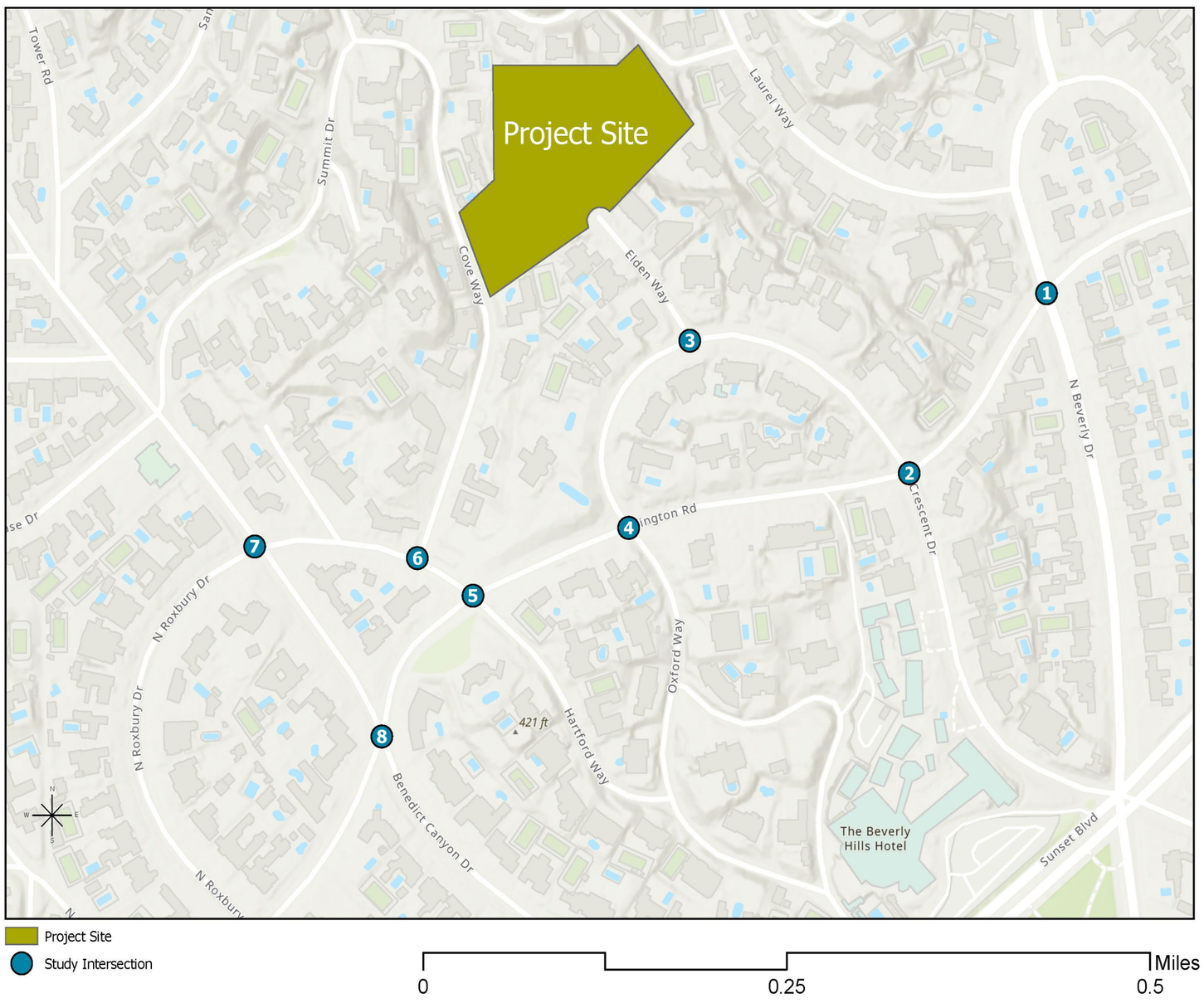


Figure 5 - Project Trip Assignment - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



4.3 EXISTING CONDITIONS

Based on the intersection control and lane configurations and the existing traffic volumes, existing average vehicle delay and corresponding levels of service (LOS) were determined for peak hours for each of the study intersections.

Table 6 provides the results of the vehicle delay in seconds and LOS values at the study intersections for existing conditions.

Table 6 – Existing Intersection Delay Performance

Study Intersections		Peak Hour	Existing Conditions	
			Delay in Sec.	LOS
1	Beverly Drive and Lexington Road	AM	106.3	**F**
		PM	46.2	D
2	N Crescent Drive and Lexington Road*	AM	9.6	A
		PM	10.6	B
3	Elden Way and N Crescent Drive**	AM	8.7	A
		PM	8.7	A
4	N Crescent Drive / Oxford Way and Lexington Road**	AM	14.5	B
		PM	14.7	B
5	Hartford Way and Lexington Road*	AM	10.4	B
		PM	10.7	B
6	Hartford Way and Cove Way**	AM	11.2	B
		PM	11.7	B
7	Benedict Canyon Drive and N Roxbury Drive**	AM	105.8	**F**
		PM	>100	**F**
8	Benedict Canyon Drive and Lexington Road	AM	38.7	D
		PM	27.7	C

LOS = Level of Service; HCM delay shown in X.X format.

** All-way Stop Control - Delay is based on the overall intersection delay*

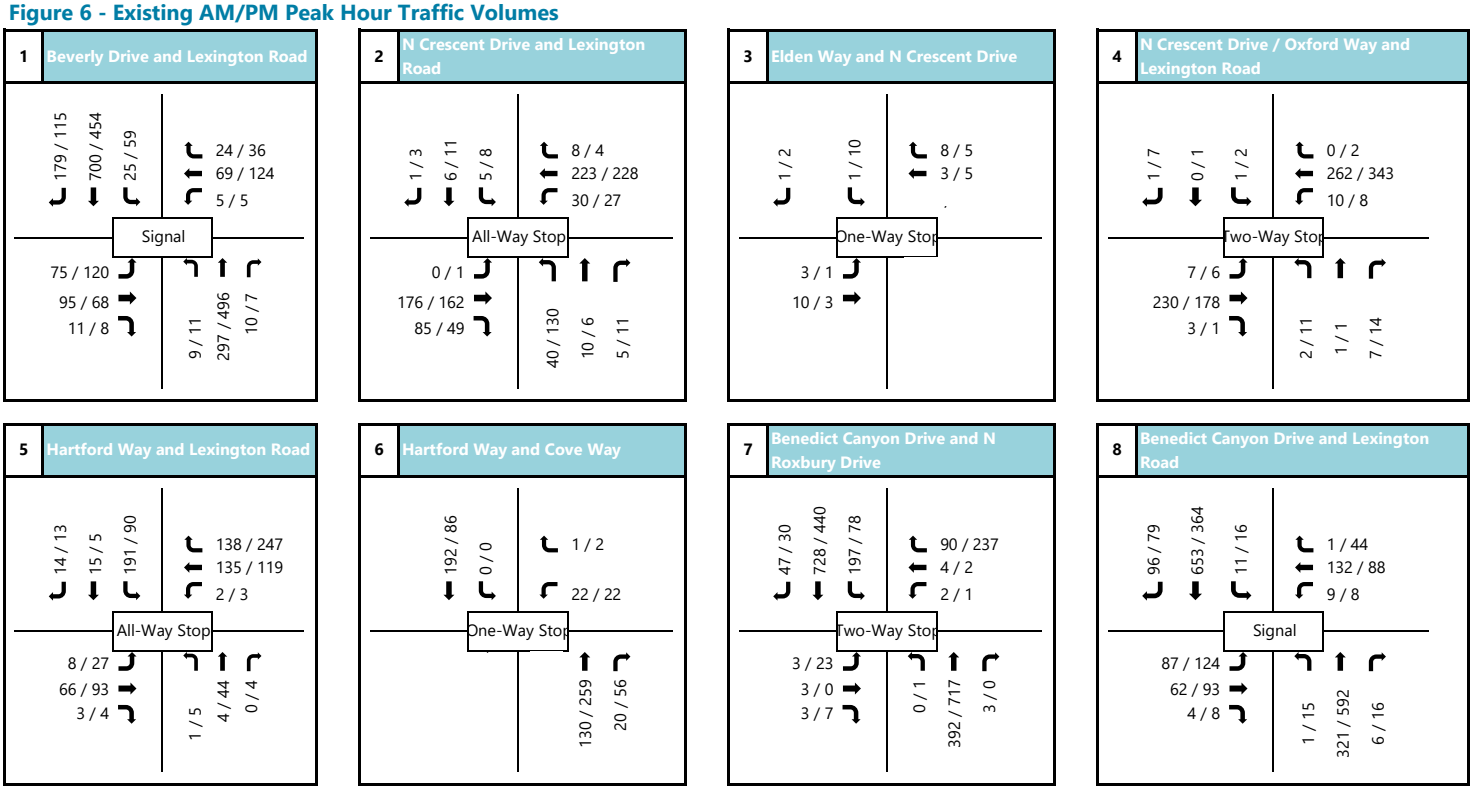
***Partial Stop Control - Delay is based on the highest average delay of the minor approaches.*

Most of the study intersections operate at LOS D or better during the a.m. and p.m. peak hours. Two of the study intersections currently operate at LOS F during peak hours:

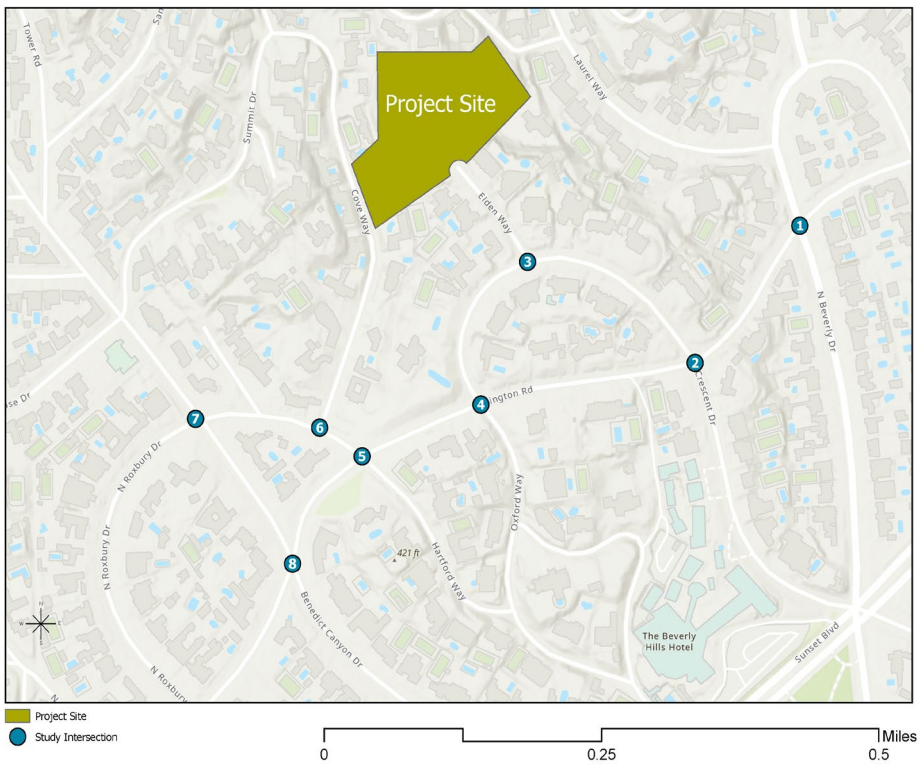
- Beverly Drive and Lexington Road currently operates at LOS F during both a.m. peak hour.
- Benedict Canyon Drive and North Roxbury Drive currently operates at LOS F during the a.m. and p.m. peak hour.

The existing weekday a.m. peak-hour and p.m. peak-hour traffic turning movement volumes are illustrated on Figure 6. The existing traffic analysis scenario worksheets are provided in Appendix C.

Figure 6 - Existing AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



4.4 FUTURE WITHOUT- AND WITH-PROJECT CONDITIONS

This section provides an analysis of future traffic conditions in the study area with cumulative/area project trips and background growth added, but without project traffic. The proposed project and the related site operational expansion are anticipated to be implemented in late 2022 at the earliest, and therefore this defined the analysis year.

Ambient Growth

In order to acknowledge regional population and employment growth outside of the study area that may affect traffic volumes in the study area, an ambient/background traffic growth rate of one percent was applied to the existing traffic counts.

Area Projects

Traffic from related/area projects with a half-mile radius (approved and pending developments) was also included in the analysis. Two projects in the City of Beverly Hills were identified for inclusion in the traffic impact analysis.

Table 7 provides the trip generation estimates for the related/area projects that were identified from area development information on the City web site, and the project locations are illustrated on Figure 7.

Table 7 – Area Projects Trip Generation Estimate

	1008 Elden Way - Related Projects					Daily	AM Peak Hour			PM Peak Hour		
ID	Address	LU Code	Land Use	Intensity	Units	Total	Total	In	Out	Total	In	Out
	-	210	Single Family Residential	1	DU	9.43	0.7	26%	74%	0.94	63%	37%
	Area Projects											
1	1011 Roxbury Drive, Beverly Hills, CA 90210	210	Single Family Residential	1	DU	9	1	0	1	1	1	0
2	927 Whittier Drive, Beverly Hills, CA 90210	210	Single Family Residential	1	DU	9	1	0	1	1	1	0
Total						18	2	0	2	2	2	0

DU= Dwelling Units

The area project trip assignment volumes for the a.m. and p.m. peak hours are provided on Figure 8.

Analysis of Future Conditions

Baseline traffic volumes for future without-project conditions were defined by applying ambient traffic growth and area project traffic volumes to the existing traffic volumes. Under the future with-project scenario, the traffic volumes were derived by adding project trips to the future baseline traffic volumes.

Table 8 provides the vehicle delay summary in seconds and LOS values at the study intersections for the future without-project and future with-project conditions scenarios.

Table 8 – Future Intersection Delay Performance

	Study Intersections	Peak Hour	Existing 2022 Conditions		Future (2022) Without Project		Future (2022) with Project		Change in Delay	Substantial Project Effects?
			Delay in Sec.	LOS	Delay in Sec.	LOS	Delay in Sec.	LOS		
1	Beverly Drive and Lexington Road	AM	106.3	F	106.3	F	106.2	F	-0.1	No
		PM	46.2	D	46.2	D	47.4	D	1.2	No
2	N Crescent Drive and Lexington Road*	AM	9.6	A	9.6	A	9.8	A	0.2	No
		PM	10.6	B	10.6	B	10.8	B	0.2	No
3	Elden Way and N Crescent Drive**	AM	8.7	A	8.7	A	8.9	A	0.2	No
		PM	8.7	A	8.7	A	9.0	A	0.3	No
4	N Crescent Drive / Oxford Way and Lexington Road**	AM	14.5	B	14.5	B	14.8	B	0.3	No
		PM	14.7	B	14.7	B	15.1	C	0.4	No
5	Hartford Way and Lexington Road*	AM	10.4	B	10.4	B	10.5	B	0.1	No
		PM	10.7	B	10.7	B	10.9	B	0.2	No
6	Hartford Way and Cove Way**	AM	11.2	B	11.2	B	11.3	B	0.1	No
		PM	11.7	B	11.7	B	11.7	B	0.0	No
7	Benedict Canyon Drive and N Roxbury Drive**	AM	105.8	F	105.8	F	107.1	F	1.3	No
		PM	855.3	F	>100	F	>100	F	0.4	No
8	Benedict Canyon Drive and Lexington Road	AM	38.7	D	38.7	D	38.6	D	-0.1	No
		PM	27.7	C	27.8	C	28.2	C	0.4	No

LOS = Level of Service; HCM delay shown in X.X format.

** All-way Stop Control - Delay is based on the overall intersection delay*

***Partial Stop Control - Delay is based on the highest average delay of the minor approaches.*

Two of the study intersections would operate at a level of service value of F:

- Beverly Drive and Lexington Road would operate at LOS F during both a.m. peak hour in the Future Without-project scenario and will continue to operate at LOS F in the future with-project scenario during the a.m. peak hour. The project would not cause substantial changes in delay at this location based on the thresholds in the traffic analysis guidelines.
- Benedict Canyon Drive and North Roxbury Drive would operate at LOS F during the a.m. and p.m. peak hour periods and will continue to operate at LOS F in the future with-project scenario during the a.m. and p.m. peak hour. The with-project volumes would increase average vehicle delay by 1.3 seconds during the a.m. peak hour period and 0.4 seconds during the p.m. peak hour period and would not cause substantial changes in delay based on the thresholds in the traffic analysis guidelines.

Project circulation effect improvement measures are not necessary, based on this analysis.

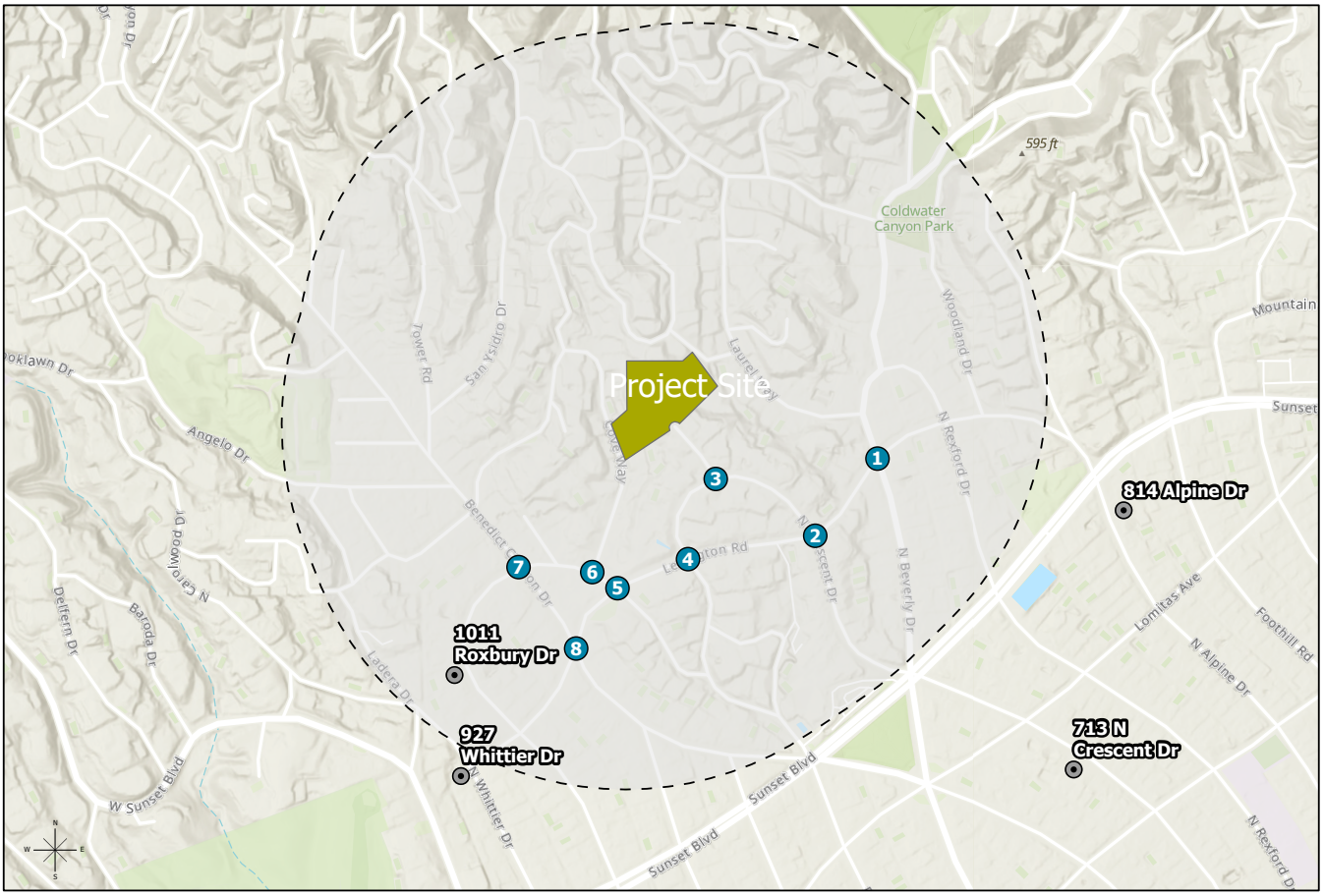
The future without-project scenario peak-hour traffic volumes are illustrated on Figure 9. The analysis worksheets for this scenario are provided in Appendix D.

The future with-project scenario peak-hour traffic volumes are illustrated on Figure 10. The analysis worksheets for this scenario are provided in Appendix E.

FIGURE 7

Virginia Robinson Gardens Traffic Study

Location of Related Projects



Project Site

Study Intersection

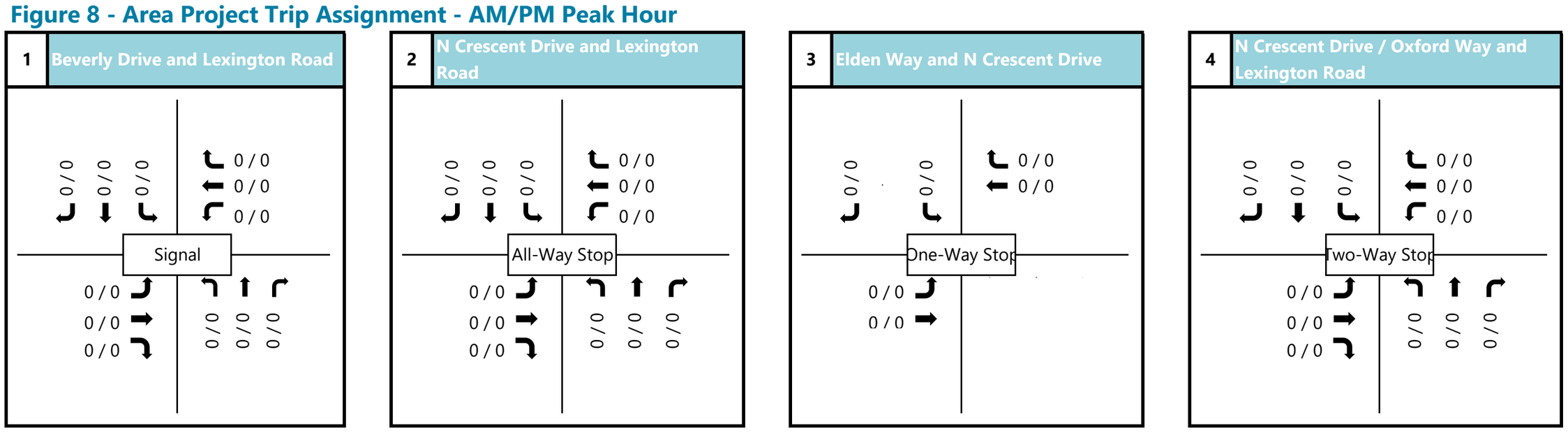
Area Project

Area Project

Half Mile Buffer

0 0.65 1.3 Miles

Figure 8 - Area Project Trip Assignment - AM/PM Peak Hour



XX/XX AM /PM Peak Hour Traffic Volumes

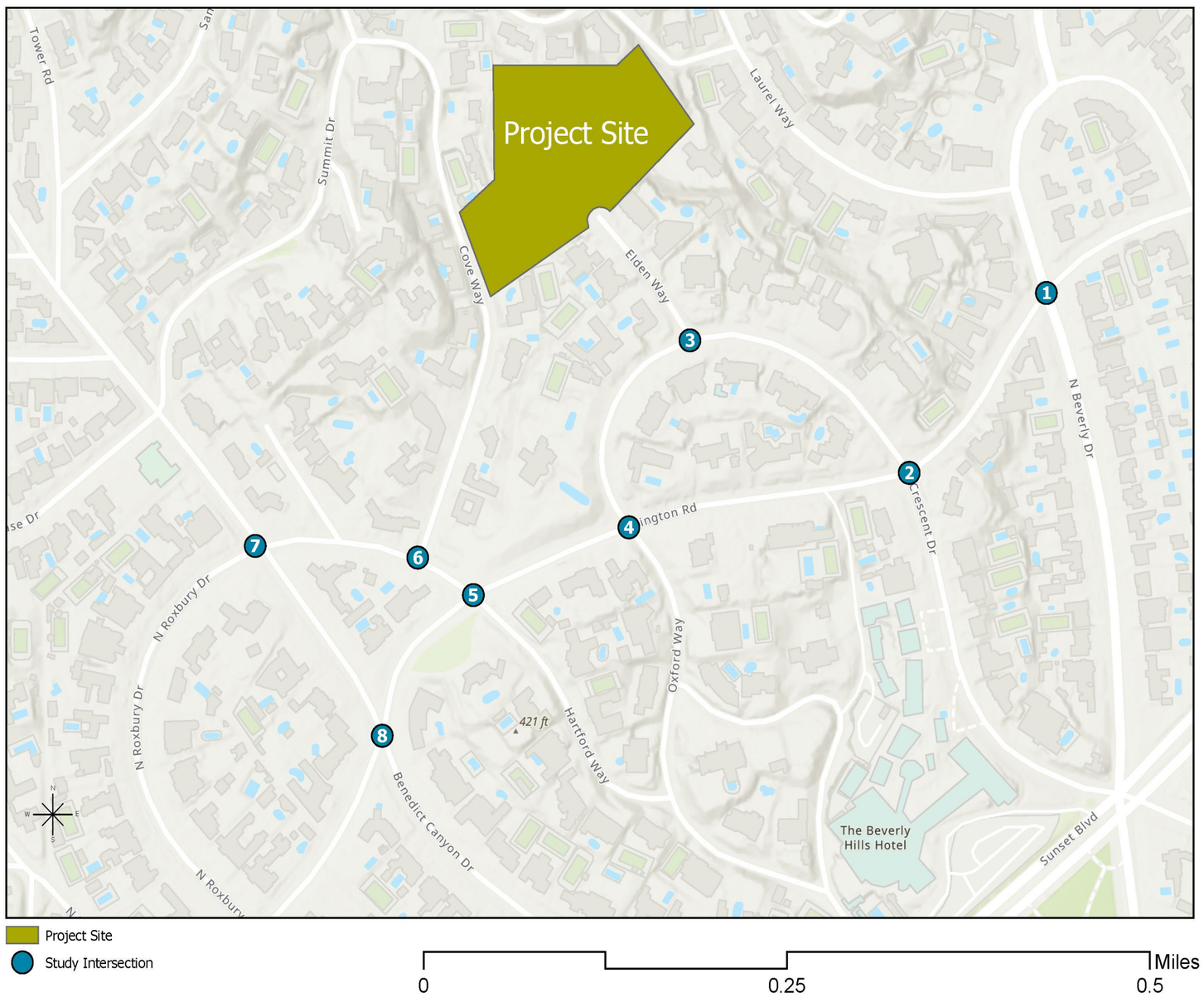
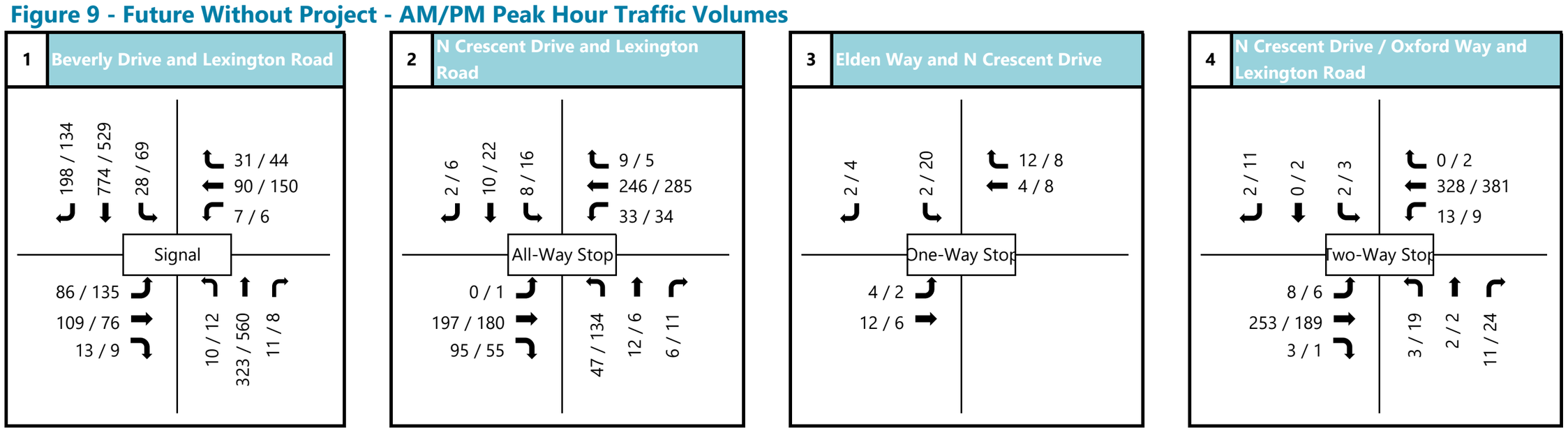


Figure 9 - Future Without Project - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes

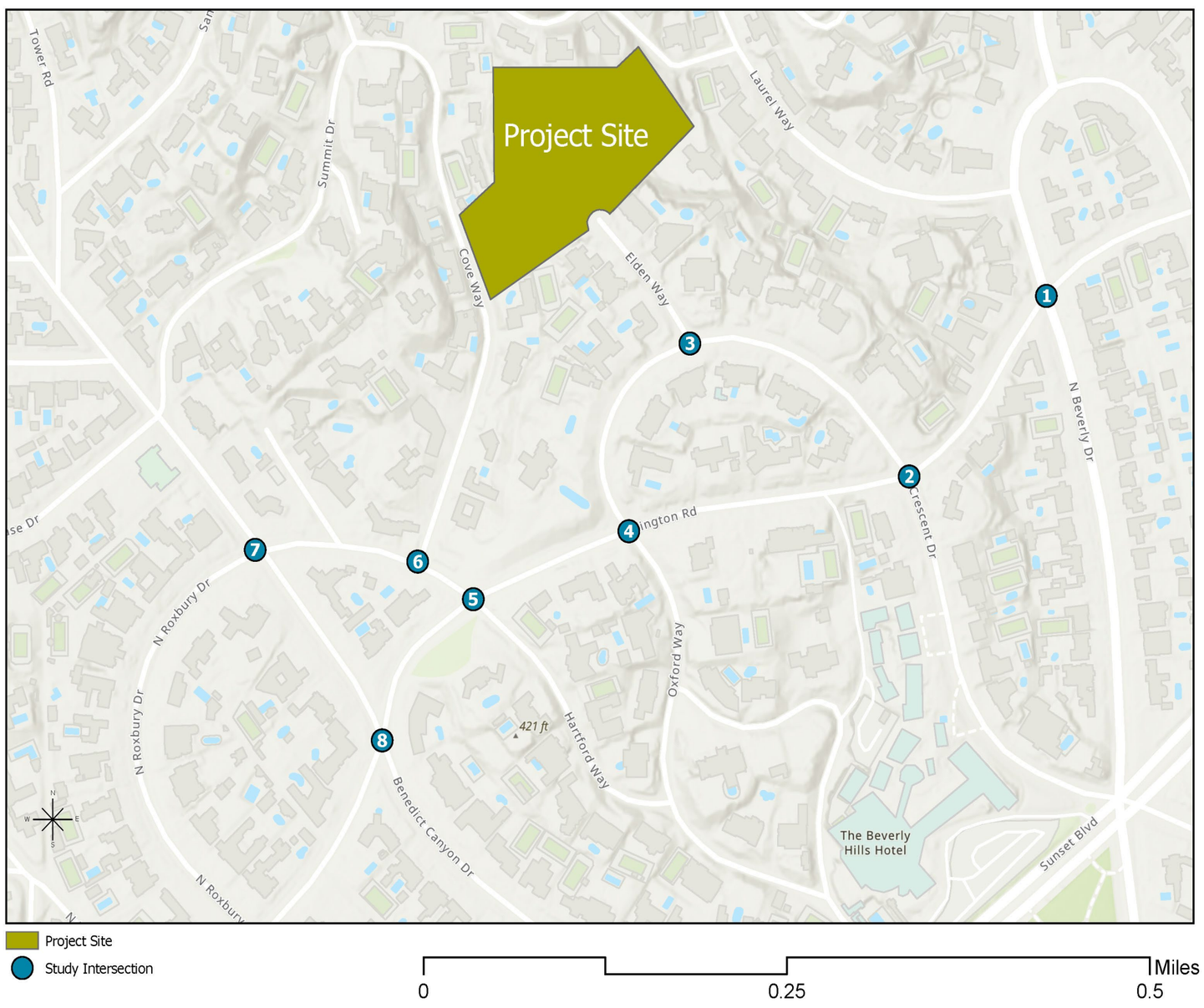
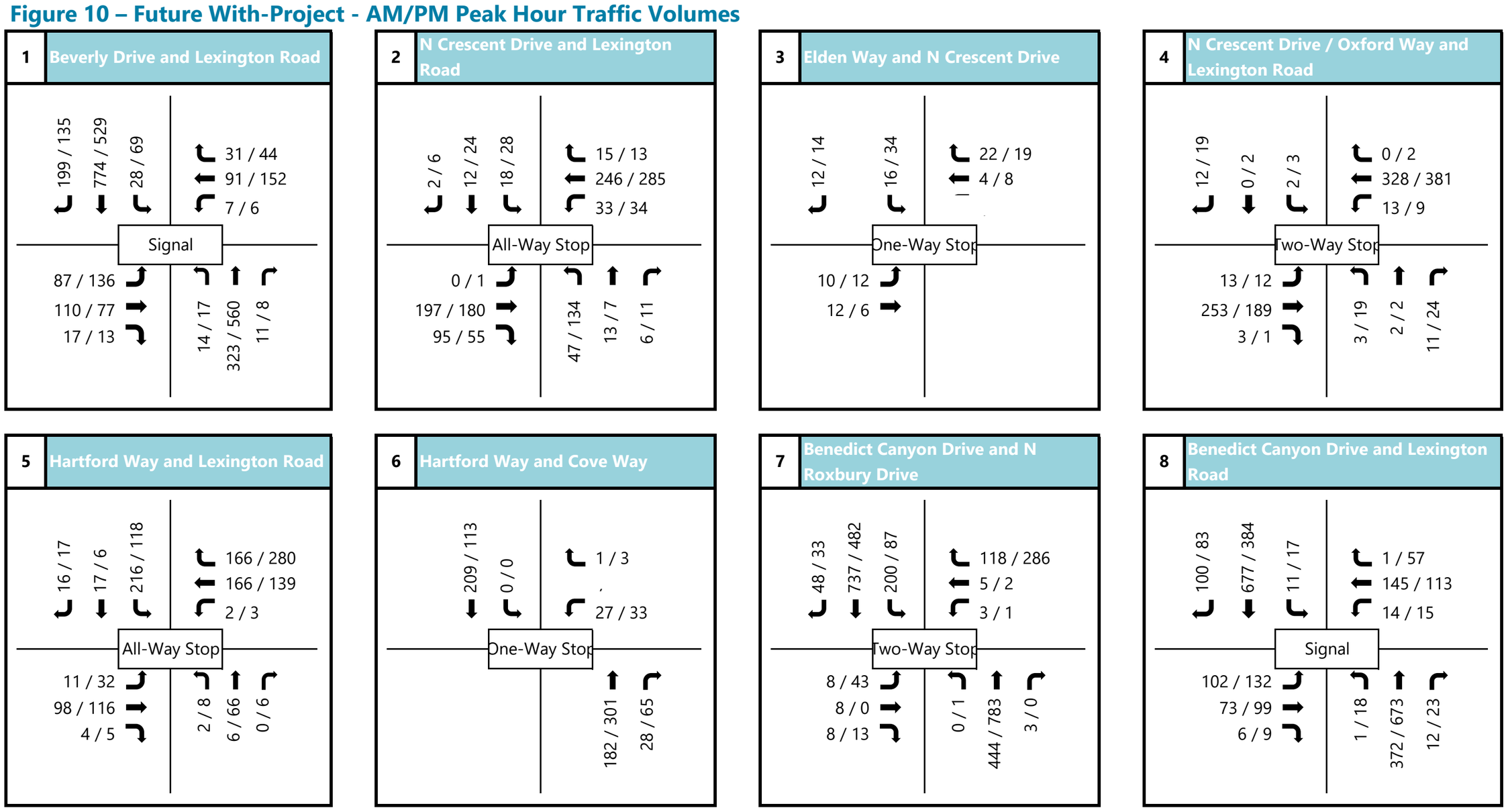
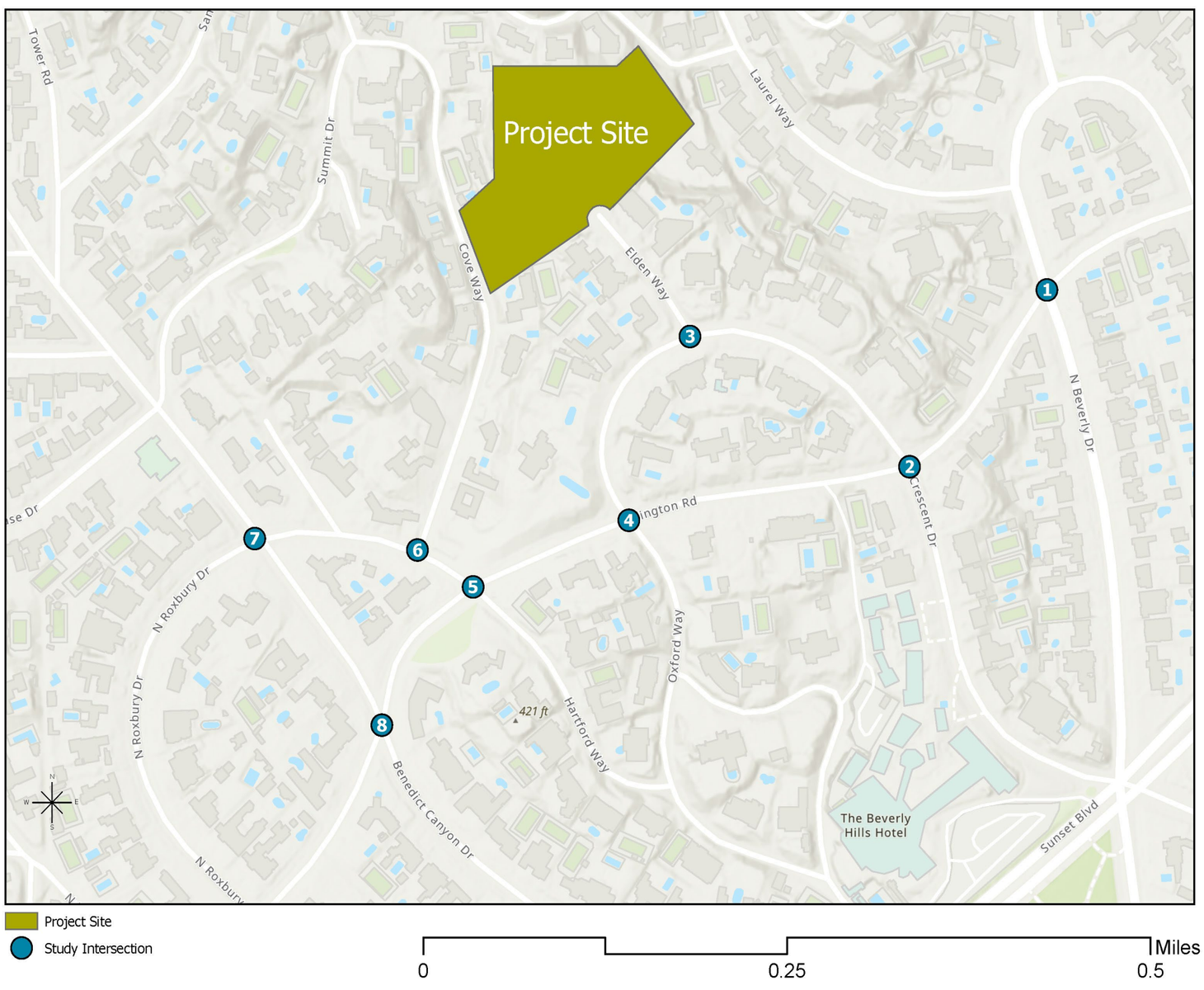


Figure 10 – Future With-Project - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



4.5 PROJECT ALTERNATIVE ANALYSIS

This section defines the traffic generated by the project Alternative 1 and provides an analysis of potential circulation effects of the alternative. The analysis was conducted in the same manner as that for the proposed project.

Project Trip Generation

A daily visitor increase of 40 over the current 100 visitors per day was used as the input for the trip generation calculations for this alternative. As was done for the proposed project analysis, two passengers per vehicle was assumed in the calculations, resulting in 20 inbound trips and 20 outbound trips on a daily basis. A conservative total for peak hour values was calculated by multiplying by a factor of two the average hourly trips across a typical 8.5-hour facility operations timeframe.

The project trip generation calculations are provided in Table 9. The project would generate a net daily total of 40 net new trips, including 10 vehicle trips during both the weekday a.m. peak hour and the p.m. peak hour.

Table 9 – Alternative Project Trip Generation

Land Use	Average Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Program Expansion	40	10	5	5	10	5	5

Trip calculations were based on a planned increase of 40 daily visitors at VRG. Two persons per vehicle were assumed, with 20 trips in and 20 trips out on a daily basis. A typical operating timeframe of 8.5 hours was assumed, with activity divided equally by the number of hours, and multiplied by two to define a conservative peak. Total trips in each peak-hour are 10.

Project Trip Assignment and Effects

Based on the trip generation and distribution assumptions used in this report, project traffic was assigned to the roadway system. The peak hour project trip assignment is illustrated on Figure 11.

The project alternative effects on the operations of the study intersections are summarized in Table 10.

Table 10 – Future Intersection Delay Performance – Project Alternative 1

	Study Intersections	Peak Hour	Future (2022) Without Project		Future (2022) with Project Alternative		Change in Delay	Substantial Project Effects?
			Delay in Sec.	LOS	Delay in Sec.	LOS		
1	Beverly Drive and Lexington Road	AM	106.3	**F**	106.3	**F**	0.0	No
		PM	46.2	D	46.9	D	0.7	No
2	N Crescent Drive and Lexington Road*	AM	9.6	A	9.7	A	0.1	No
		PM	10.6	B	10.7	B	0.1	No
3	Elden Way and N Crescent Drive**	AM	8.7	A	8.8	A	0.1	No
		PM	8.7	A	8.8	A	0.1	No
4	N Crescent Drive / Oxford Way and Lexington Road**	AM	14.5	B	14.6	B	0.1	No
		PM	14.7	B	14.8	B	0.1	No
5	Hartford Way and Lexington Road*	AM	10.4	B	10.4	B	0.0	No
		PM	10.7	B	10.7	B	0.0	No
6	Hartford Way and Cove Way**	AM	11.2	B	11.2	B	0.0	No
		PM	11.7	B	11.7	B	0.0	No
7	Benedict Canyon Drive and N Roxbury Drive**	AM	105.8	**F**	105.8	**F**	0.0	No
		PM	>100	**F**	>100	**F**	0.4	No
8	Benedict Canyon Drive and Lexington Road	AM	38.7	D	38.6	D	-0.1	No
		PM	27.8	C	28.0	C	0.2	No

LOS = Level of Service; HCM delay shown in X.X format.

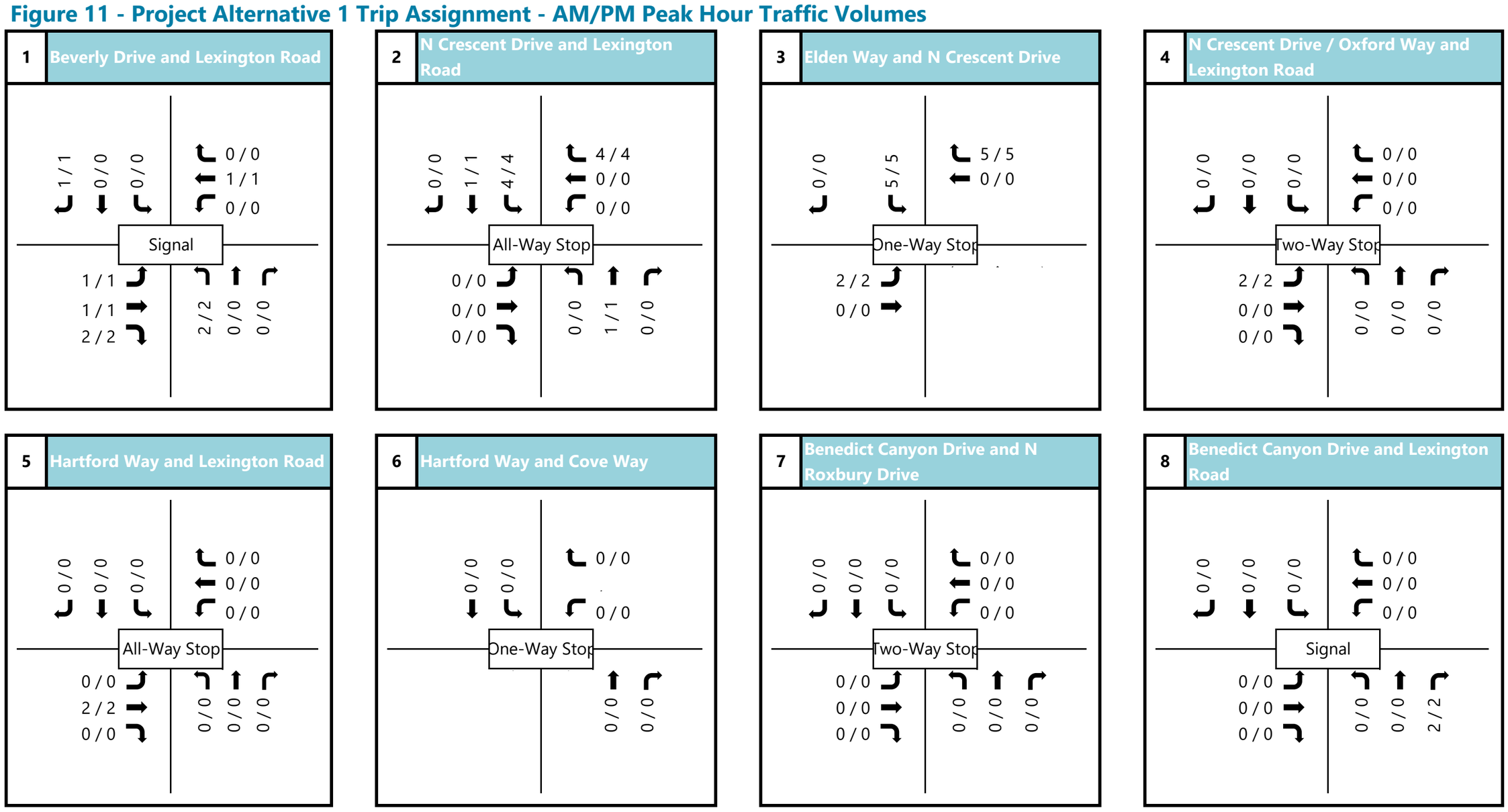
** All-way Stop Control - Delay is based on the overall intersection delay*

***Partial Stop Control - Delay is based on the highest average delay of the minor approaches.*

With the project alternative 1 trip generation, all intersections are expected to operate at the same level of service with slight increases in delay.

The total analyzed volumes at the study intersection are illustrated on Figure 12.

Figure 11 - Project Alternative 1 Trip Assignment - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes

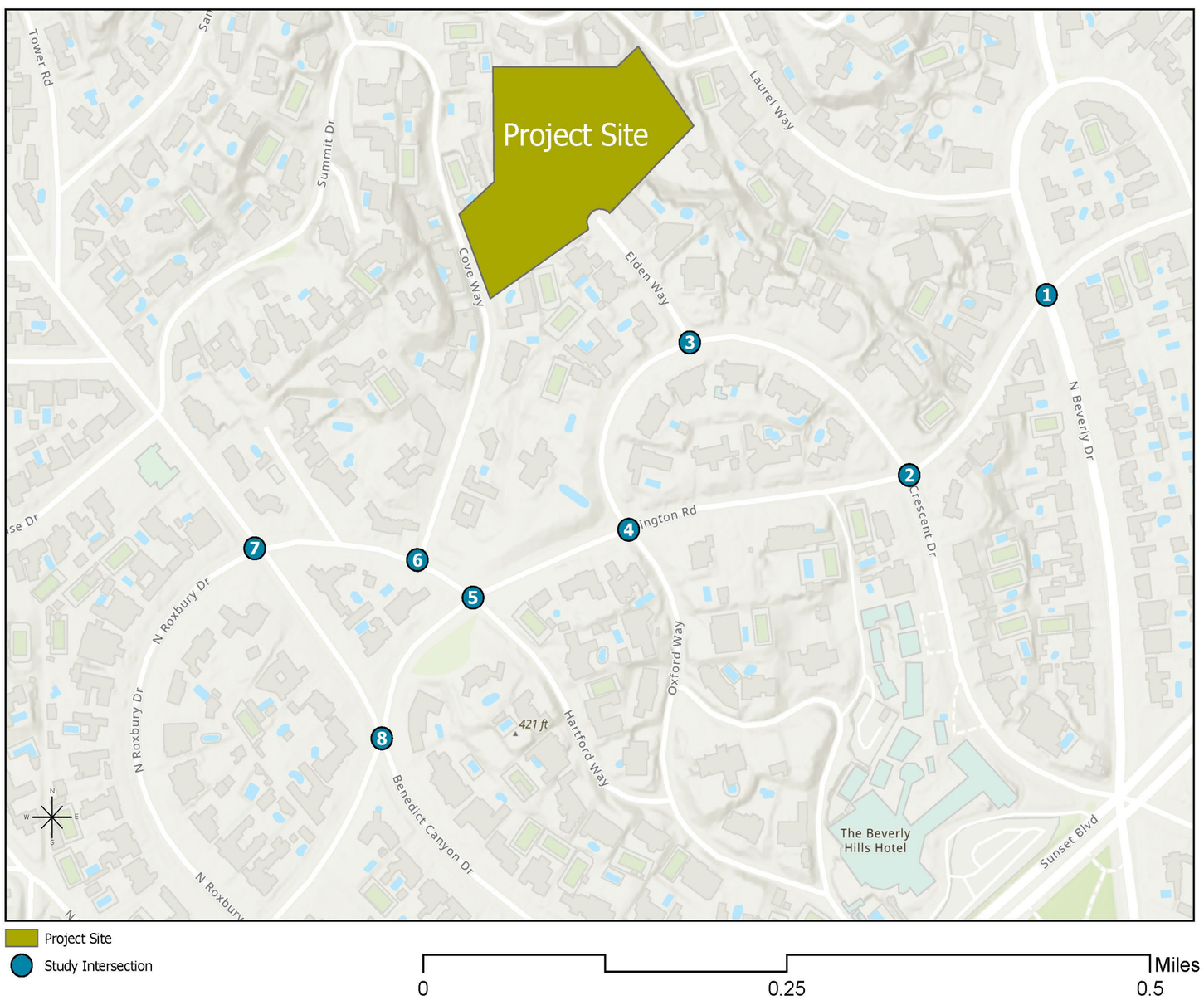
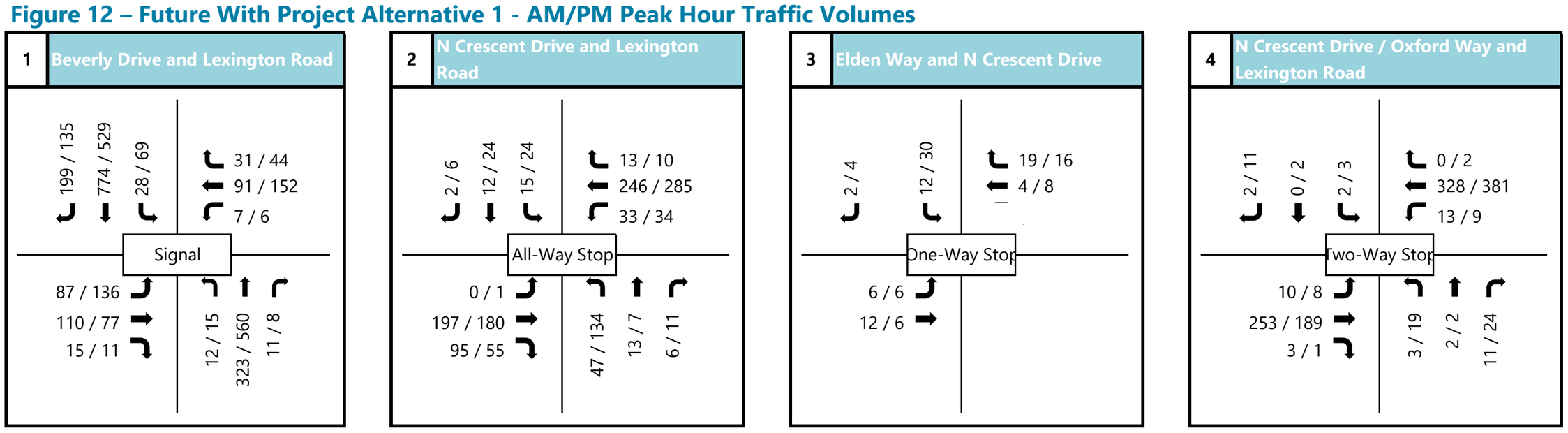
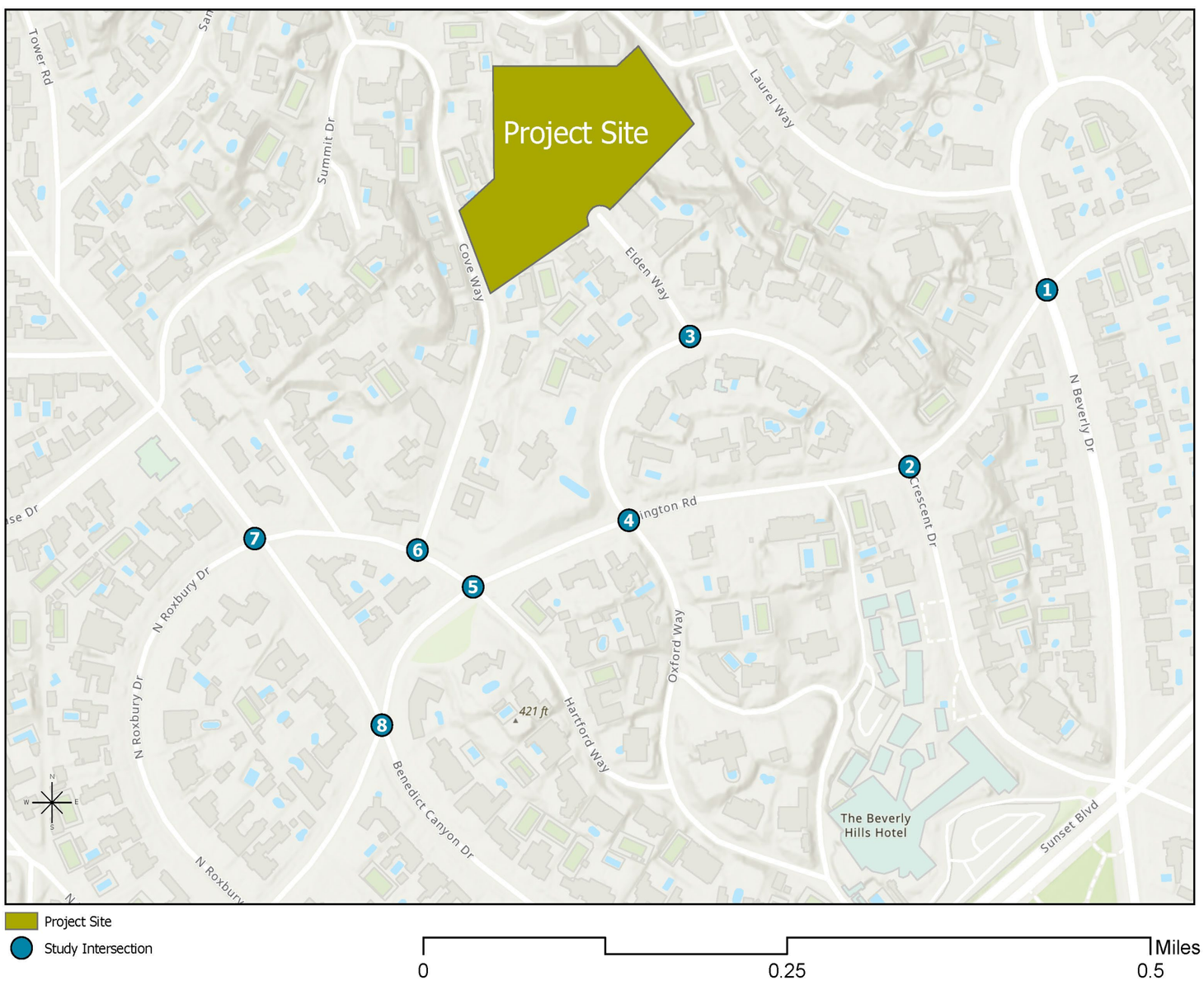


Figure 12 – Future With Project Alternative 1 - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



4.6 LOCAL ROADWAY EFFECTS

Based on the project trip generation analysis, the net new daily vehicle trips would be 200. All of these trips would use local roadways to access the site, and all of the trips would use Elden Way to access the project site driveway.

The City of Beverly Hills local street threshold is based on the existing average daily trips (ADT) and the proposed increase in ADT. On Elden Way, where total daily vehicle volumes are less than 2,000, a significant local impact occurs if a project increases volumes by 16 percent or more.

Proposed Project Analysis

Based on traffic counts on Elden Way conducted for the traffic study for the *Final Supplemental Environmental Impact Report* (EIR) of May 2014, the environmental analysis for the previous project operational change, volumes on that roadway range from 150 to 275 vehicles each day. The counts were conducted as Tuesday thru Sunday counts, with Monday excluded, as it is typically a low activity day.

The volumes on Elden Way were assumed to remain applicable for the current period, as local land uses on the roadway have remained the same, and the project site use has not intensified in the intervening years.

The current project operations add 50 vehicles per day to the same segment, based on 100 daily visitors, an assumption of two persons per vehicle, and one inbound trip and one outbound trip.

The project addition of up to 100 additional vehicles each day on that roadway would cause increases in volumes that range from 38 percent to 57 percent. The City maximum impact threshold would be exceeded on all six days included in the counts for this roadway, as summarized in the table below.

	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Existing Volume	180	170	210	210	150	175
Current VRG Project	50	50	50	50	50	0
Total with Current Project	**230**	**220**	**260**	**260**	**200**	**175**
Current Prop Project	100	100	100	100	100	100
Percent increase	43%	45%	38%	38%	50%	57%

Project Alternative 1 Analysis

The project alternative 1 addition of up to 40 additional vehicles each day on the roadway would cause increases in volumes that range from 15 percent to 23 percent. The City maximum impact threshold of 16 percent would be exceeded on four days of the week but not exceeded on Thursday and Friday, as summarized in the table below.

	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Existing Volume	180	170	210	210	150	175
Current VRG Project	50	50	50	50	50	0
Total with Current Project	**230**	**220**	**260**	**260**	**200**	**175**
Project Alternative 1	40	40	40	40	40	40
Percent increase	17%	18%	15%	15%	20%	23%

Feasible physical improvements for these local roadway volume impacts were not identified, nor were feasible project mitigation measures identified that would reduce the number of project trips to a level where the local impact is not significant, for either the proposed project or the project alternative.

4.7 PROJECT SPECIAL USE EVENTS

Special use events attendance is managed by VRG for each event. Special Use Event parking management is based on the total number of guests expected.

For smaller events, up to 35 vehicles can be parked on the VRG site with stacked parking. A pick-up/drop-off operation is also used as needed, where the driver drops off the guest and is on call for pick-up. This assures that guests are picked up by the same driver and in the same car when they leave. There is no street parking allowed. No parking is permitted to occur on Elden Way, by either event guests or valet parking staff.

Valet parking is used for special use events that are larger. All events include an application for a valet permit and a special use event permit from the City of Beverly Hills. A City street parking permit is issued by the City. Offsite parking is also made available for some events, so that guests can be shuttled to the site and the need for on-street parking by valets can be reduced or eliminated, depending on the event plan.

Setup and deliveries for special use events is tightly regulated and scheduled by the County to minimize the impact on the surrounding neighbors. Vendors are assigned arrival and load-out times. Prior to the event, they receive a packet of information on the dimensions of the driveway and the address for offsite parking, etc. Preferred rental companies and vendors are used. For party rental trucks, which are the largest delivery trucks, it is required that these vehicles park along Crescent on the north side and use a smaller truck to shuttle the rental items to the site. Loading out is not permitted by VRG on Sundays after Saturday events.

These measures occur now with the current special use events that occur at VRG. With the expanded number of events, these measures will continue to be used, minimizing the temporary effects of the special events on area traffic patterns and on-street parking occupancy. No mitigation measures are proposed for project special use events based on these conclusions.

APPENDIX A
Memorandum of Understanding

TRAFFIC STUDY – Scoping Summary Document
Virginia Robinson Gardens, Beverly Hills
January 18, 2022

This Scoping Summary Document acknowledges that the traffic study for the following project will be prepared in accordance with the *CEQA Traffic Thresholds of Significance* and the *Local Transportation Assessment Guidelines* of the City of Beverly Hills.

Project Name: Virginia Robinson Gardens (VRG)

Project Description and Scope of Work:

The proposed project is proposed operational changes at the existing facility, with the following access points:

- Main site entrance at 1008 Elden Way
- Auxiliary parking lot at 1028 Elden Way

The project 2014 Supplemental EIR and traffic analysis defined the existing site activity then as generating 50 total trips per day (25 inbound vehicles, 25 outbound vehicles). The proposed project at the time was to extend the closing time by two hours to 5:30 PM, add to the number of operating days, increase the number of special use events, and increase the number of daily visitors.

Existing visitor activity at the site is at a maximum of 100 persons per day. The current operating days are Monday to Saturday. The current proposed project would increase visitor capacity to 200 persons per day, and operations would increase to seven days a week. Activities would continue to be by reservation, meetings, seminar/classes, events or commercial filming, within these limits of total daily visitors. The trips per day, using the previous project traffic study estimate as a base, would therefore increase by 50 to 100 (50 inbound vehicles, 50 outbound vehicles).

This planned number of trips equates to each parking space turning over on average 2.8 times a day, resulting in a typical visit time of 3.2 hours over the nine-hour winter schedule (8:00 AM to sunset or 5:00 PM) or five hours over the 14-hour non-winter schedule (8:00 AM to 10:00 PM).

The 35-space on-site parking lot would continue to be managed to accommodate this increase, and a high proportion of visitors would arrive and depart via bus for school programs and visits, ridesharing and use of Uber/Lyft (to be promoted for all visitors and groups), or charter shuttle or bus by incoming groups, or transit. Metro Bus Line 2 is located at a one-half mile walk from the project site, from the local stop at the Beverly Drive/Sunset Boulevard intersection.

Special events would increase with the proposed project, from the current four per year to a total of 24 per year. On a monthly basis, up to four events may be scheduled.

The City prohibits patrons and guests at VRG from parking in nearby residential areas, to minimize traffic and parking impacts. These project conditions include employees, contractors, and vendors. Parking that cannot be accommodated on site s to be provided in commercial areas (and not in residential areas in the vicinity of VRG), with shuttle bus services between VRG and the parking. The shuttle buses are zero emission.

Trip Generation

The analyzed project trip generation will be the estimated increase in vehicle trips to and from the site, which is 100 trips per day or 50 inbound trips and 50 outbound trips. This would include personal vehicle trips, bus trips, and other trips generated by groups. All trips are assumed to enter/exit the site or come to the site for passenger pick-up and drop-off, and conservatively one-third of the trips will be assumed to occur in each of the AM and PM peak hours.

Geographic Distribution

The outbound trip distribution to the study area from the project site is estimated to be as follows. The inbound distribution would be the opposite of these patterns:

- 60 percent to east on Crescent Drive, left on Lexington Road, then 10 percent continue on Lexington and 30 percent right on Beverly Drive.
- 40 percent to west on Crescent Drive, then right on Lexington Road; 5 percent right on Hartford Way to north on Benedict Canyon Drive, and 35 percent left to south Benedict Canyon Drive.

Special Events

For special events, the VRG will continue to promote the use of shuttle service from offsite to reduce the number of trips, and all events will require a parking/transportation plan. An analysis of the increase in vehicular trip to and from the site that result from the increased number of events will be included.

Special event trips will be discussed subjectively in the report. A framework for special events at the facility, with the total to be held annually increasing from four to 24 (and up to four per month) with the proposed project, will be provided in the study document. The framework will build upon existing measures taken by facility management, while adding measures as needed to avoid parking overflow from the site onto local roadways and local circulation negative effects.

VMT and CEQA Analysis

Documentation of vehicle miles traveled (VMT) for the proposed project will be based on existing visitation data for the site maintained by the County, and the increase in trip activity with the proposed site operational changes. The following data from current operational days will be the inputs to this analysis, with determinations on average trip length to be made versus City impact thresholds.

- Estimates of daily vehicle trips for existing and proposed site operations
- Existing address distribution for visitors
- Locations of schools and number of buses used per trip
- Other group activities with charter buses or shuttles used for transportation

Study Intersections

The traffic analysis will include a local circulation and operations effects analysis at six intersections in the local neighborhood, expanding upon the study area of the 2012 study. The locations of the study intersections listed below are illustrated on Attachment A.

1	North Beverly Drive and Lexington Road
2	North Crescent Drive and Lexington Road
3	Elden Way and North Crescent Drive
4	North Crescent Drive-Oxford Way and Lexington Road
5	Hartford Way and Lexington Road
6	Cove Way and Hartford Way
7	Benedict Canyon Drive and Roxbury Drive-Hartford Way
8	Benedict Canyon Drive and Lexington Road

Project Year: 2022 Ambient Growth Rate: 1% per year

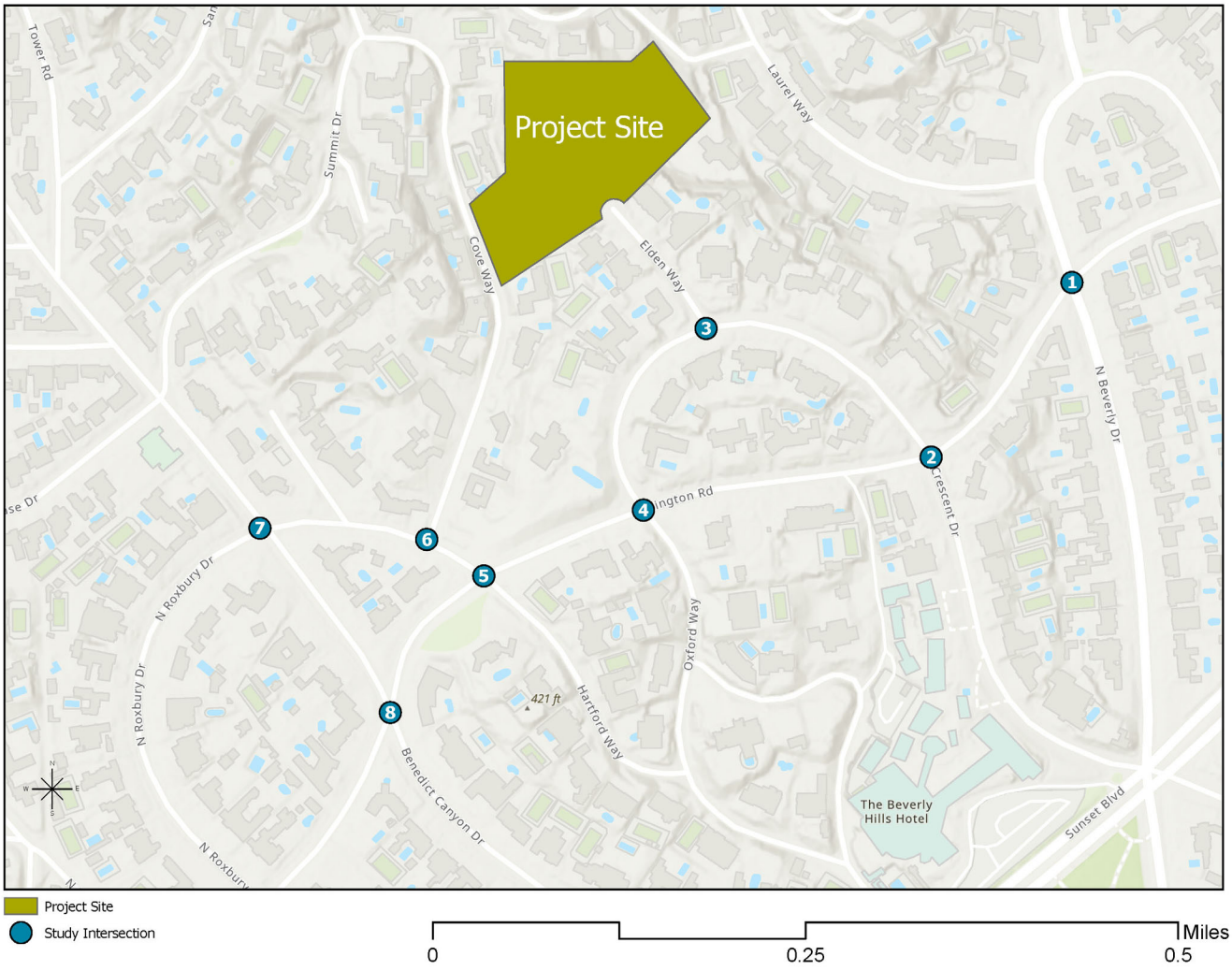
Area projects: A cumulative/area project list will be obtained from the City, to include known pending/under construction projects within a one-half mile of the project site.

Study Contact

Name: Brian Marchetti, KOA Corporation
Address 1100 Corporate Center Drive, Suite. 201, Monterey Park, CA 91754
Phone No. (323) 260-4703
E-Mail bmarchetti@koacorp.com

TRAFFIC STUDY – Scoping Summary Document
Virginia Robinson Gardens, Beverly Hills

ATTACHMENT A – STUDY AREA MAP



APPENDIX B
Traffic Count Summaries

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Beverly Hills
N/S: Beverly Drive
E/W: Lexington Road
Weather: Clear

File Name : 01_BVH_Beverly_Lex AM
Site Code : 04122093
Start Date : 2/3/2022

Groups Printed- Total Volume

	Beverly Drive Southbound				Lexington Road Westbound				Beverly Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	97	38	139	0	10	12	22	1	36	0	37	4	9	2	15	213
07:15 AM	2	151	45	198	0	17	0	17	0	38	2	40	8	9	0	17	272
07:30 AM	7	143	67	217	0	20	7	27	0	53	0	53	11	21	1	33	330
07:45 AM	7	153	59	219	1	14	4	19	0	50	3	53	15	24	0	39	330
Total	20	544	209	773	1	61	23	85	1	177	5	183	38	63	3	104	1145
08:00 AM	7	150	43	200	2	21	9	32	4	74	1	79	25	23	4	52	363
08:15 AM	8	175	45	228	0	13	6	19	0	74	4	78	18	26	3	47	372
08:30 AM	5	195	50	250	1	21	7	29	2	69	2	73	19	28	3	50	402
08:45 AM	5	180	41	226	2	14	2	18	3	80	3	86	13	18	1	32	362
Total	25	700	179	904	5	69	24	98	9	297	10	316	75	95	11	181	1499
Grand Total	45	1244	388	1677	6	130	47	183	10	474	15	499	113	158	14	285	2644
Apprch %	2.7	74.2	23.1		3.3	71	25.7		2	95	3		39.6	55.4	4.9		
Total %	1.7	47	14.7	63.4	0.2	4.9	1.8	6.9	0.4	17.9	0.6	18.9	4.3	6	0.5	10.8	

	Beverly Drive Southbound				Lexington Road Westbound				Beverly Drive Northbound				Lexington Road Eastbound				
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 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	7	150	43	200	**2**	**21**	**9**	**32**	**4**	74	1	79	**25**	23	**4**	**52**	363
08:15 AM	**8**	175	45	228	0	13	6	19	0	74	**4**	78	18	26	3	47	372
08:30 AM	5	**195**	**50**	**250**	1	21	7	29	2	69	2	73	19	**28**	3	50	**402**
08:45 AM	5	180	41	226	2	14	2	18	3	**80**	3	**86**	13	18	1	32	362
Total Volume	25	700	179	904	5	69	24	98	9	297	10	316	75	95	11	181	1499
% App. Total	2.8	77.4	19.8		5.1	70.4	24.5		2.8	94	3.2		41.4	52.5	6.1		
PHF	.781	.897	.895	.904	.625	.821	.667	.766	.563	.928	.625	.919	.750	.848	.688	.870	.932

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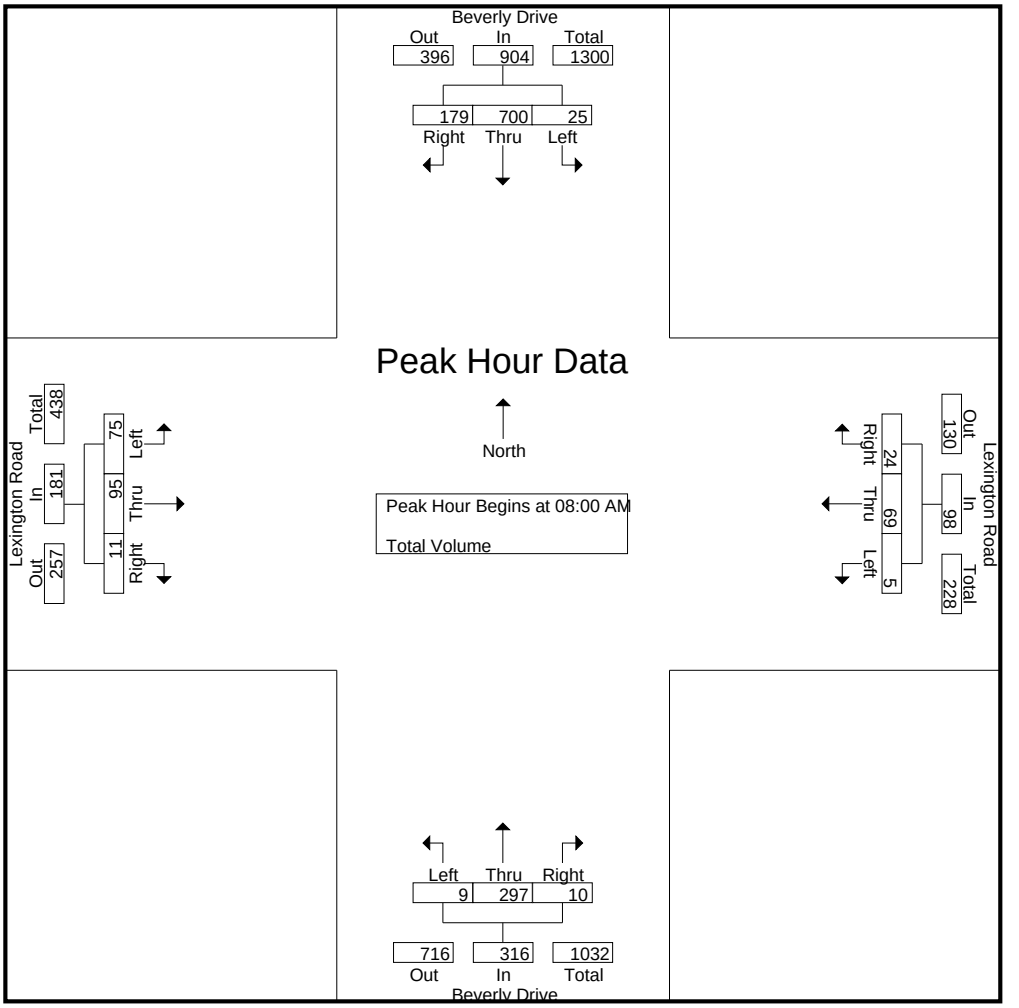

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				08:00 AM				07:45 AM			
+0 mins.	7	150	43	200	1	14	4	19	**4**	74	1	79	15	24	0	39
+15 mins.	**8**	175	45	228	**2**	**21**	**9**	**32**	0	74	**4**	78	**25**	23	**4**	**52**
+30 mins.	5	**195**	**50**	**250**	0	13	6	19	2	69	2	73	18	26	3	47
+45 mins.	5	180	41	226	1	21	7	29	3	**80**	3	**86**	19	**28**	3	50
Total Volume	25	700	179	904	4	69	26	99	9	297	10	316	77	101	10	188
% App. Total	2.8	77.4	19.8		4	69.7	26.3		2.8	94	3.2		41	53.7	5.3	
PHF	.781	.897	.895	.904	.500	.821	.722	.773	.563	.928	.625	.919	.770	.902	.625	.904

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City of Beverly Hills
N/S: Beverly Drive
E/W: Lexington Road
Weather: Clear

File Name : 01_BVH_Beverly_Lex PM
Site Code : 04122093
Start Date : 2/3/2022

Groups Printed- Total Volume

	Beverly Drive Southbound				Lexington Road Westbound				Beverly Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	111	34	167	1	41	8	50	3	139	3	145	30	19	3	52	414
04:15 PM	10	138	35	183	3	23	9	35	5	137	2	144	30	16	1	47	409
04:30 PM	13	107	27	147	0	30	6	36	2	105	1	108	26	14	2	42	333
04:45 PM	14	98	19	131	1	30	13	44	1	115	1	117	34	19	2	55	347
Total	59	454	115	628	5	124	36	165	11	496	7	514	120	68	8	196	1503
05:00 PM	14	113	22	149	1	19	8	28	5	159	2	166	19	13	2	34	377
05:15 PM	11	104	21	136	1	24	6	31	0	169	0	169	23	19	2	44	380
05:30 PM	7	87	25	119	0	31	2	33	3	128	6	137	14	17	1	32	321
05:45 PM	14	111	17	142	1	21	5	27	1	108	2	111	24	21	0	45	325
Total	46	415	85	546	3	95	21	119	9	564	10	583	80	70	5	155	1403
Grand Total	105	869	200	1174	8	219	57	284	20	1060	17	1097	200	138	13	351	2906
Apprch %	8.9	74	17		2.8	77.1	20.1		1.8	96.6	1.5		57	39.3	3.7		
Total %	3.6	29.9	6.9	40.4	0.3	7.5	2	9.8	0.7	36.5	0.6	37.7	6.9	4.7	0.4	12.1	

	Beverly Drive Southbound				Lexington Road Westbound				Beverly Drive Northbound				Lexington Road Eastbound				
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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**22**	111	34	167	1	**41**	8	**50**	3	**139**	**3**	**145**	30	**19**	**3**	52	**414**
04:15 PM	10	**138**	**35**	**183**	**3**	23	9	35	**5**	137	2	144	30	16	1	47	409
04:30 PM	13	107	27	147	0	30	6	36	2	105	1	108	26	14	2	42	333
04:45 PM	14	98	19	131	1	30	**13**	44	1	115	1	117	**34**	19	2	**55**	347
Total Volume	59	454	115	628	5	124	36	165	11	496	7	514	120	68	8	196	1503
% App. Total	9.4	72.3	18.3		3	75.2	21.8		2.1	96.5	1.4		61.2	34.7	4.1		
PHF	.670	.822	.821	.858	.417	.756	.692	.825	.550	.892	.583	.886	.882	.895	.667	.891	.908

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City of Beverly Hills
N/S: Beverly Drive
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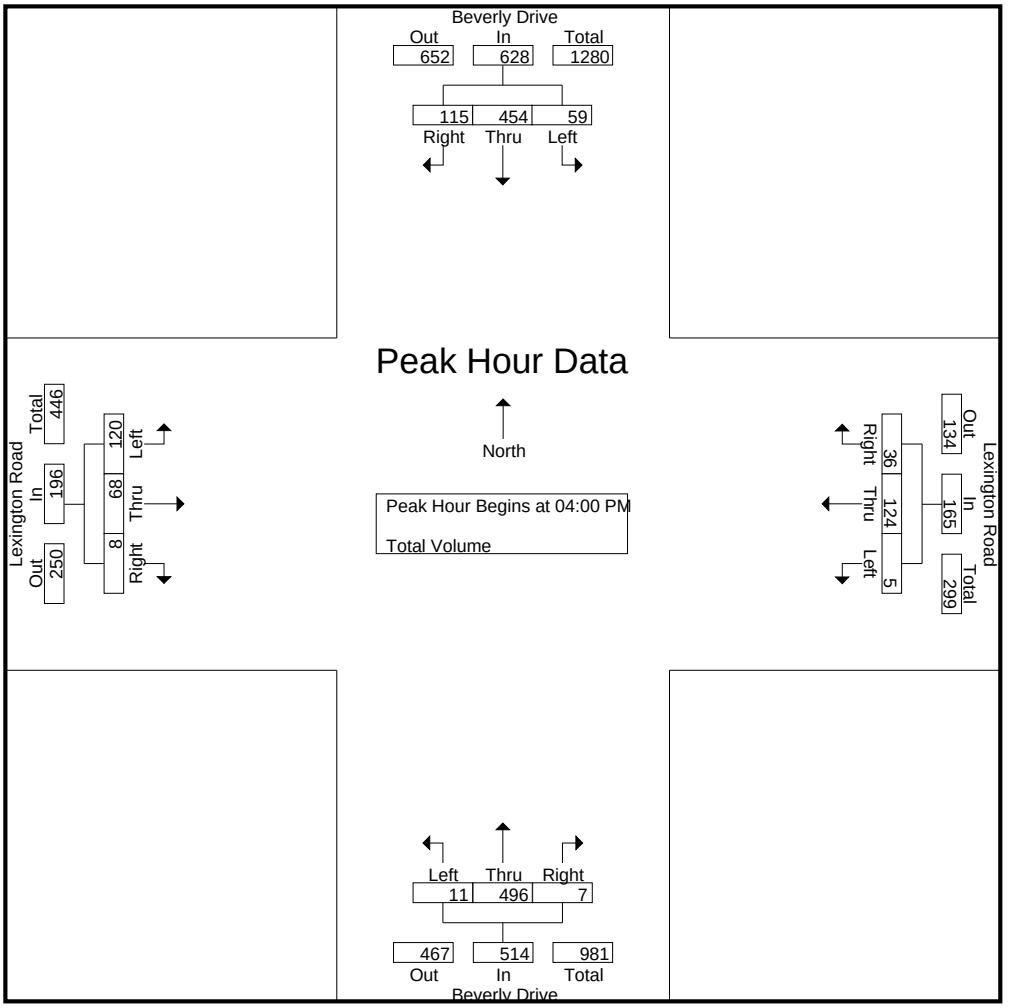
File Name : 01_BVH_Beverly_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	**22**	111	34	167	1	**41**	8	**50**	1	115	1	117	30	**19**	**3**	52
+15 mins.	10	**138**	**35**	**183**	**3**	23	9	35	**5**	159	2	166	30	16	1	47
+30 mins.	13	107	27	147	0	30	6	36	0	**169**	0	**169**	26	14	2	42
+45 mins.	14	98	19	131	1	30	**13**	44	3	128	**6**	137	**34**	19	2	**55**
Total Volume	59	454	115	628	5	124	36	165	9	571	9	589	120	68	8	196
% App. Total	9.4	72.3	18.3		3	75.2	21.8		1.5	96.9	1.5		61.2	34.7	4.1	
PHF	.670	.822	.821	.858	.417	.756	.692	.825	.450	.845	.375	.871	.882	.895	.667	.891

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City of Beverly Hills
N/S: Crescent Drive
E/W: Lexington Road
Weather: Clear

File Name : 02_BVH_Crescent_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Crescent Drive Southbound				Lexington Road Westbound				Crescent Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	4	42	2	48	5	0	1	6	0	15	7	22	78
07:15 AM	0	0	0	0	8	54	0	62	9	0	2	11	0	16	9	25	98
07:30 AM	0	0	0	0	7	80	2	89	6	0	3	9	0	33	24	57	155
07:45 AM	1	0	0	1	6	60	2	68	7	3	2	12	0	39	22	61	142
Total	1	2	0	3	25	236	6	267	27	3	8	38	0	103	62	165	473
08:00 AM	0	2	1	3	3	60	2	65	12	1	0	13	0	46	15	61	142
08:15 AM	2	1	0	3	8	45	3	56	10	1	3	14	0	45	21	66	139
08:30 AM	2	3	0	5	13	58	1	72	11	5	0	16	0	46	27	73	166
08:45 AM	0	2	0	2	7	50	1	58	13	6	2	21	2	31	23	56	137
Total	4	8	1	13	31	213	7	251	46	13	5	64	2	168	86	256	584
Grand Total	5	10	1	16	56	449	13	518	73	16	13	102	2	271	148	421	1057
Apprch %	31.2	62.5	6.2		10.8	86.7	2.5		71.6	15.7	12.7		0.5	64.4	35.2		
Total %	0.5	0.9	0.1	1.5	5.3	42.5	1.2	49	6.9	1.5	1.2	9.6	0.2	25.6	14	39.8	

	Crescent Drive Southbound				Lexington Road Westbound				Crescent Drive Northbound				Lexington Road Eastbound				
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 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	0	1	6	**60**	2	68	7	3	2	12	0	39	22	61	142
08:00 AM	0	2	**1**	3	3	60	2	65	**12**	1	0	13	0	**46**	15	61	142
08:15 AM	**2**	1	0	3	8	45	**3**	56	10	1	**3**	14	0	45	21	66	139
08:30 AM	2	**3**	0	**5**	**13**	58	1	**72**	11	**5**	0	**16**	0	46	**27**	**73**	**166**
Total Volume	5	6	1	12	30	223	8	261	40	10	5	55	0	176	85	261	589
% App. Total	41.7	50	8.3		11.5	85.4	3.1		72.7	18.2	9.1		0	67.4	32.6		
PHF	.625	.500	.250	.600	.577	.929	.667	.906	.833	.500	.417	.859	.000	.957	.787	.894	.887

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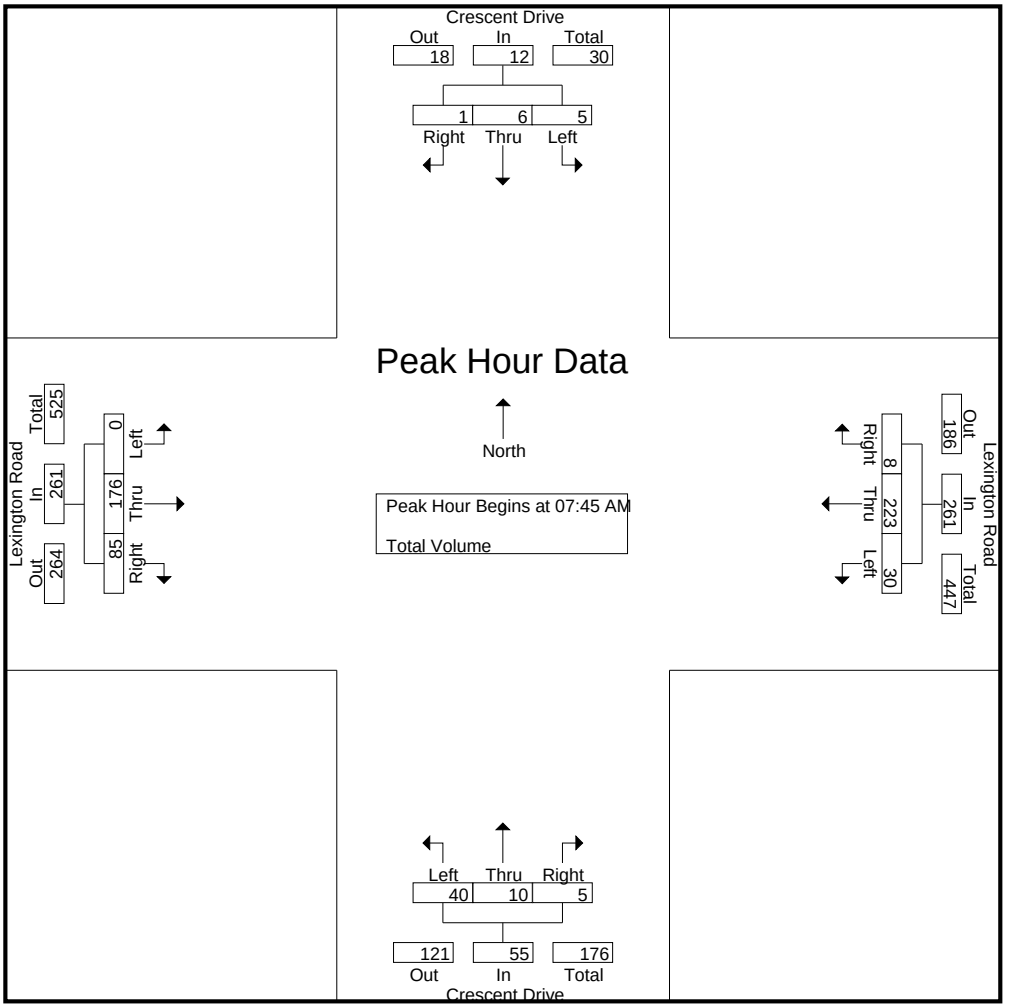

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				08:00 AM				07:45 AM			
+0 mins.	0	2	**1**	3	**8**	54	0	62	12	1	0	13	0	39	22	61
+15 mins.	**2**	1	0	3	7	**80**	**2**	**89**	10	1	**3**	14	0	**46**	15	61
+30 mins.	2	**3**	0	**5**	6	60	2	68	11	5	0	16	0	45	21	66
+45 mins.	0	2	0	2	3	60	2	65	**13**	**6**	2	**21**	0	46	**27**	**73**
Total Volume	4	8	1	13	24	254	6	284	46	13	5	64	0	176	85	261
% App. Total	30.8	61.5	7.7		8.5	89.4	2.1		71.9	20.3	7.8		0	67.4	32.6	
PHF	.500	.667	.250	.650	.750	.794	.750	.798	.885	.542	.417	.762	.000	.957	.787	.894

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City of Beverly Hills
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File Name : 02_BVH_Crescent_Lex PM
Site Code : 04122093
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Groups Printed- Total Volume

	Crescent Drive Southbound				Lexington Road Westbound				Crescent Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	3	3	11	8	71	2	81	31	3	2	36	0	40	10	50	178
04:15 PM	1	2	0	3	9	54	1	64	31	1	5	37	0	35	12	47	151
04:30 PM	0	4	0	4	7	53	0	60	34	2	2	38	0	43	16	59	161
04:45 PM	2	2	0	4	3	50	1	54	34	0	2	36	1	44	11	56	150
Total	8	11	3	22	27	228	4	259	130	6	11	147	1	162	49	212	640
05:00 PM	0	0	0	0	7	35	2	44	21	2	2	25	0	29	19	48	117
05:15 PM	0	4	0	4	5	39	2	46	25	4	0	29	0	45	15	60	139
05:30 PM	0	2	0	2	3	58	1	62	38	1	2	41	0	32	19	51	156
05:45 PM	0	2	0	2	3	34	0	37	24	1	2	27	1	37	13	51	117
Total	0	8	0	8	18	166	5	189	108	8	6	122	1	143	66	210	529
Grand Total	8	19	3	30	45	394	9	448	238	14	17	269	2	305	115	422	1169
Apprch %	26.7	63.3	10		10	87.9	2		88.5	5.2	6.3		0.5	72.3	27.3		
Total %	0.7	1.6	0.3	2.6	3.8	33.7	0.8	38.3	20.4	1.2	1.5	23	0.2	26.1	9.8	36.1	

	Crescent Drive Southbound				Lexington Road Westbound				Crescent Drive Northbound				Lexington Road Eastbound				
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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**5**	3	**3**	**11**	8	**71**	**2**	**81**	31	**3**	2	36	0	40	10	50	**178**
04:15 PM	1	2	0	3	**9**	54	1	64	31	1	**5**	37	0	35	12	47	151
04:30 PM	0	**4**	0	4	7	53	0	60	**34**	2	2	**38**	0	43	**16**	**59**	161
04:45 PM	2	2	0	4	3	50	1	54	34	0	2	36	**1**	**44**	11	56	150
Total Volume	8	11	3	22	27	228	4	259	130	6	11	147	1	162	49	212	640
% App. Total	36.4	50	13.6		10.4	88	1.5		88.4	4.1	7.5		0.5	76.4	23.1		
PHF	.400	.688	.250	.500	.750	.803	.500	.799	.956	.500	.550	.967	.250	.920	.766	.898	.899

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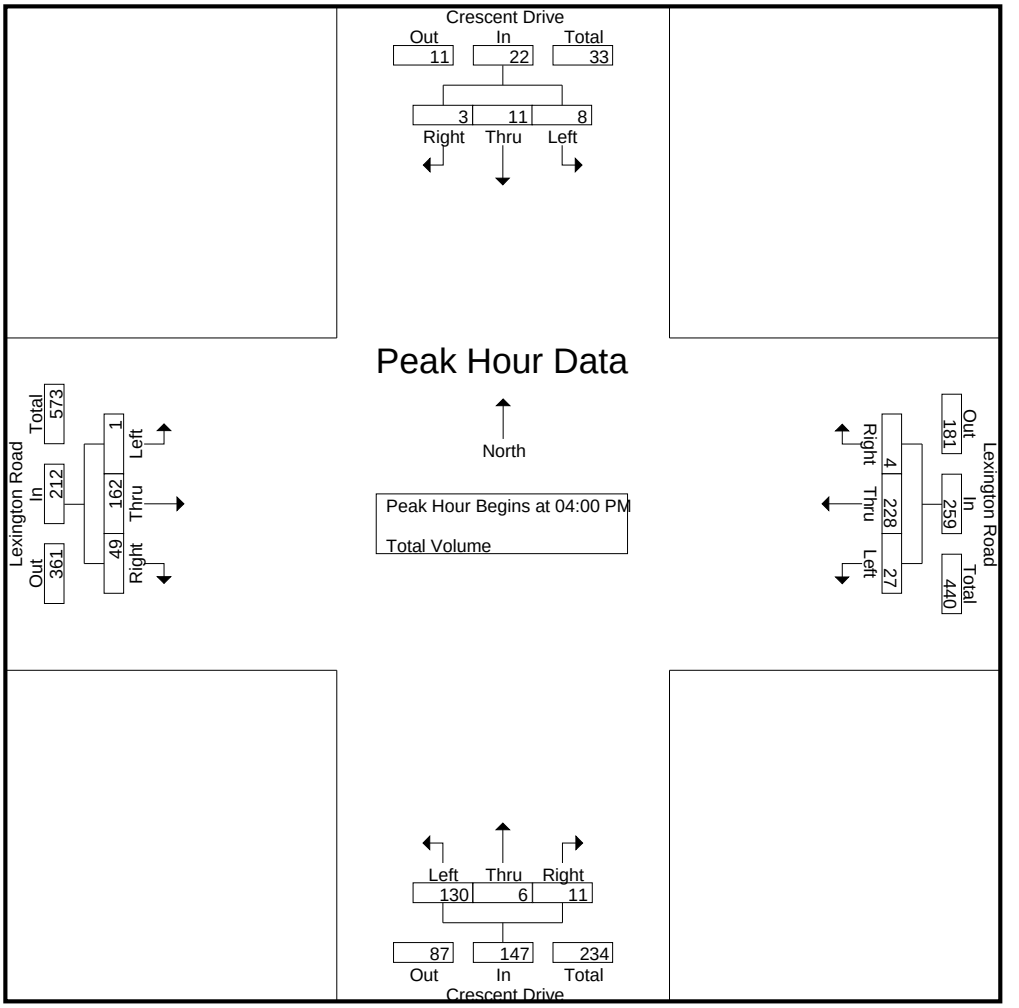

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	**5**	3	**3**	**11**	8	**71**	**2**	**81**	31	**3**	2	36	0	43	16	59
+15 mins.	1	2	0	3	**9**	54	1	64	31	1	**5**	37	**1**	44	11	56
+30 mins.	0	**4**	0	4	7	53	0	60	**34**	2	2	**38**	0	29	**19**	48
+45 mins.	2	2	0	4	3	50	1	54	34	0	2	36	0	**45**	15	**60**
Total Volume	8	11	3	22	27	228	4	259	130	6	11	147	1	161	61	223
% App. Total	36.4	50	13.6		10.4	88	1.5		88.4	4.1	7.5		0.4	72.2	27.4	
PHF	.400	.688	.250	.500	.750	.803	.500	.799	.956	.500	.550	.967	.250	.894	.803	.929

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City of Beverly Hills
N/S: Elden Way
E/W: Crescent Drive
Weather: Clear

File Name : 03_BVH_Elden_Crescent AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Elden Way Southbound			Crescent Drive Westbound			Crescent Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	0	0	0	2
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	1	1	2	0	0	0	2
07:45 AM	0	0	0	0	2	2	0	0	0	2
Total	0	0	0	3	3	6	1	0	1	7
08:00 AM	0	1	1	0	2	2	1	3	4	7
08:15 AM	1	0	1	1	2	3	1	3	4	8
08:30 AM	0	0	0	2	2	4	0	2	2	6
08:45 AM	0	0	0	0	2	2	1	2	3	5
Total	1	1	2	3	8	11	3	10	13	26
Grand Total	1	1	2	6	11	17	4	10	14	33
Apprch %	50	50		35.3	64.7		28.6	71.4		
Total %	3	3	6.1	18.2	33.3	51.5	12.1	30.3	42.4	

	Elden Way Southbound			Crescent Drive Westbound			Crescent Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	**1**	**1**	0	**2**	2	**1**	**3**	**4**	7
08:15 AM	**1**	0	1	1	2	3	1	3	4	**8**
08:30 AM	0	0	0	**2**	2	**4**	0	2	2	6
08:45 AM	0	0	0	0	2	2	1	2	3	5
Total Volume	1	1	2	3	8	11	3	10	13	26
% App. Total	50	50		27.3	72.7		23.1	76.9		
PHF	.250	.250	.500	.375	1.00	.688	.750	.833	.813	.813

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City of Beverly Hills
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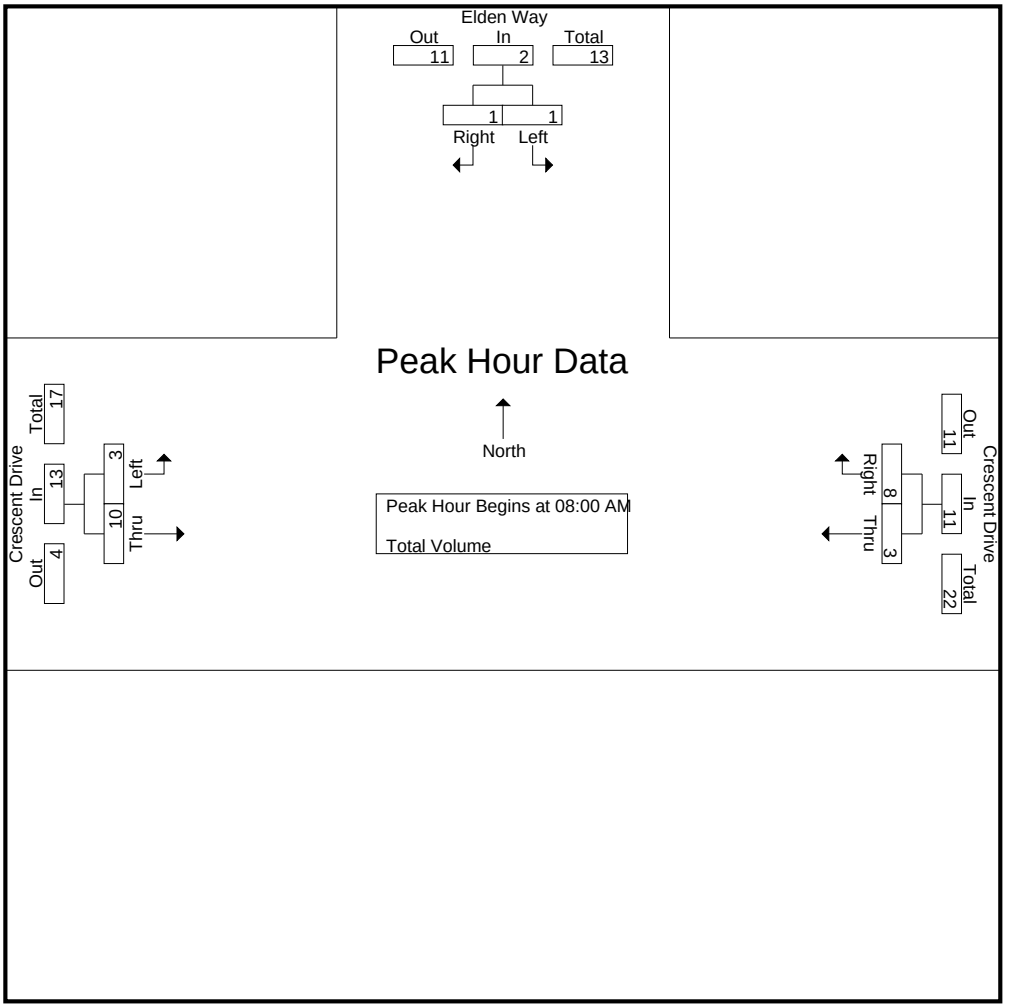
E/W: Crescent Drive
Weather: Clear

File Name : 03_BVH_Elden_Crescent AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



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

	07:30 AM			07:45 AM			08:00 AM		
+0 mins.	0	0	0	0	**2**	2	**1**	**3**	**4**
+15 mins.	0	0	0	0	2	2	1	3	4
+30 mins.	0	**1**	**1**	1	2	3	0	2	2
+45 mins.	**1**	0	1	**2**	2	**4**	1	2	3
Total Volume	1	1	2	3	8	11	3	10	13
% App. Total	50	50		27.3	72.7		23.1	76.9	
PHF	.250	.250	.500	.375	1.000	.688	.750	.833	.813

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City of Beverly Hills
N/S: Elden Way
E/W: Crescent Drive
Weather: Clear

File Name : 03_BVH_Elden_Crescent PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Elden Way Southbound			Crescent Drive Westbound			Crescent Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	1	6	2	2	4	1	1	2	12
04:15 PM	3	1	4	1	2	3	0	0	0	7
04:30 PM	2	0	2	0	0	0	0	0	0	2
04:45 PM	0	0	0	2	1	3	0	2	2	5
Total	10	2	12	5	5	10	1	3	4	26
05:00 PM	0	1	1	1	1	2	0	0	0	3
05:15 PM	2	0	2	4	0	4	0	1	1	7
05:30 PM	0	1	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	3	0	3	1	1	2	5
Total	2	2	4	8	2	10	1	2	3	17
Grand Total	12	4	16	13	7	20	2	5	7	43
Apprch %	75	25		65	35		28.6	71.4		
Total %	27.9	9.3	37.2	30.2	16.3	46.5	4.7	11.6	16.3	

	Elden Way Southbound			Crescent Drive Westbound			Crescent Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**5**	**1**	**6**	**2**	**2**	**4**	**1**	1	**2**	**12**
04:15 PM	3	1	4	1	2	3	0	0	0	7
04:30 PM	2	0	2	0	0	0	0	0	0	2
04:45 PM	0	0	0	2	1	3	0	**2**	2	5
Total Volume	10	2	12	5	5	10	1	3	4	26
% App. Total	83.3	16.7		50	50		25	75		
PHF	.500	.500	.500	.625	.625	.625	.250	.375	.500	.542

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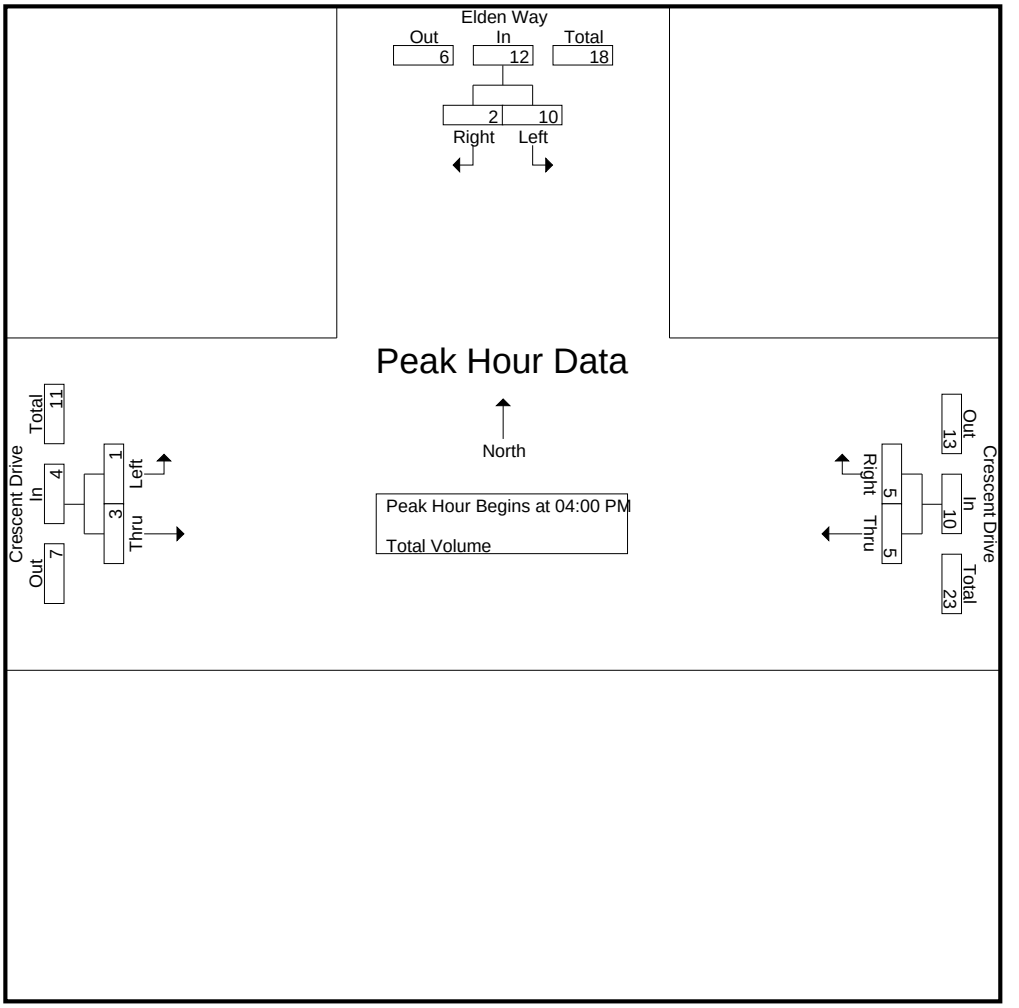
File Name : 03_BVH_Elden_Crescent PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**5**	**1**	**6**	**2**	**2**	**4**	**1**	1	**2**
+15 mins.	3	1	4	1	2	3	0	0	0
+30 mins.	2	0	2	0	0	0	0	0	0
+45 mins.	0	0	0	2	1	3	0	**2**	2
Total Volume	10	2	12	5	5	10	1	3	4
% App. Total	83.3	16.7		50	50		25	75	
PHF	.500	.500	.500	.625	.625	.625	.250	.375	.500

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City of Beverly Hills
N/S: Crescent Drive/Oxford Way
E/W: Lexington Road
Weather: Clear

File Name : 04_BVH_Oxford_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Crescent Drive Southbound				Lexington Road Westbound				Oxford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	46	0	46	0	0	0	0	1	25	1	27	75
07:15 AM	0	0	0	0	0	54	0	54	0	0	0	0	2	22	0	24	78
07:30 AM	1	0	0	1	2	83	0	85	1	0	3	4	0	49	1	50	140
07:45 AM	0	0	0	0	1	67	0	68	1	1	0	2	0	60	0	60	130
Total	1	0	2	3	3	250	0	253	2	1	3	6	3	156	2	161	423
08:00 AM	0	0	0	0	2	63	0	65	0	0	2	2	5	58	1	64	131
08:15 AM	0	0	1	1	5	49	0	54	0	0	2	2	2	63	1	66	123
08:30 AM	1	0	1	2	3	59	0	62	0	1	2	3	0	66	0	66	133
08:45 AM	0	0	0	0	3	57	0	60	0	0	2	2	3	52	1	56	118
Total	1	0	2	3	13	228	0	241	0	1	8	9	10	239	3	252	505
Grand Total	2	0	4	6	16	478	0	494	2	2	11	15	13	395	5	413	928
Apprch %	33.3	0	66.7		3.2	96.8	0		13.3	13.3	73.3		3.1	95.6	1.2		
Total %	0.2	0	0.4	0.6	1.7	51.5	0	53.2	0.2	0.2	1.2	1.6	1.4	42.6	0.5	44.5	

	Crescent Drive Southbound				Lexington Road Westbound				Oxford Way Northbound				Lexington Road Eastbound				
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 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	0	**1**	2	**83**	0	**85**	**1**	0	**3**	**4**	0	49	**1**	50	**140**
07:45 AM	0	0	0	0	1	67	0	68	1	**1**	0	2	0	60	0	60	130
08:00 AM	0	0	0	0	2	63	0	65	0	0	2	2	**5**	58	1	64	131
08:15 AM	0	0	**1**	1	**5**	49	0	54	0	0	2	2	2	**63**	1	**66**	123
Total Volume	1	0	1	2	10	262	0	272	2	1	7	10	7	230	3	240	524
% App. Total	50	0	50		3.7	96.3	0		20	10	70		2.9	95.8	1.2		
PHF	.250	.000	.250	.500	.500	.789	.000	.800	.500	.250	.583	.625	.350	.913	.750	.909	.936

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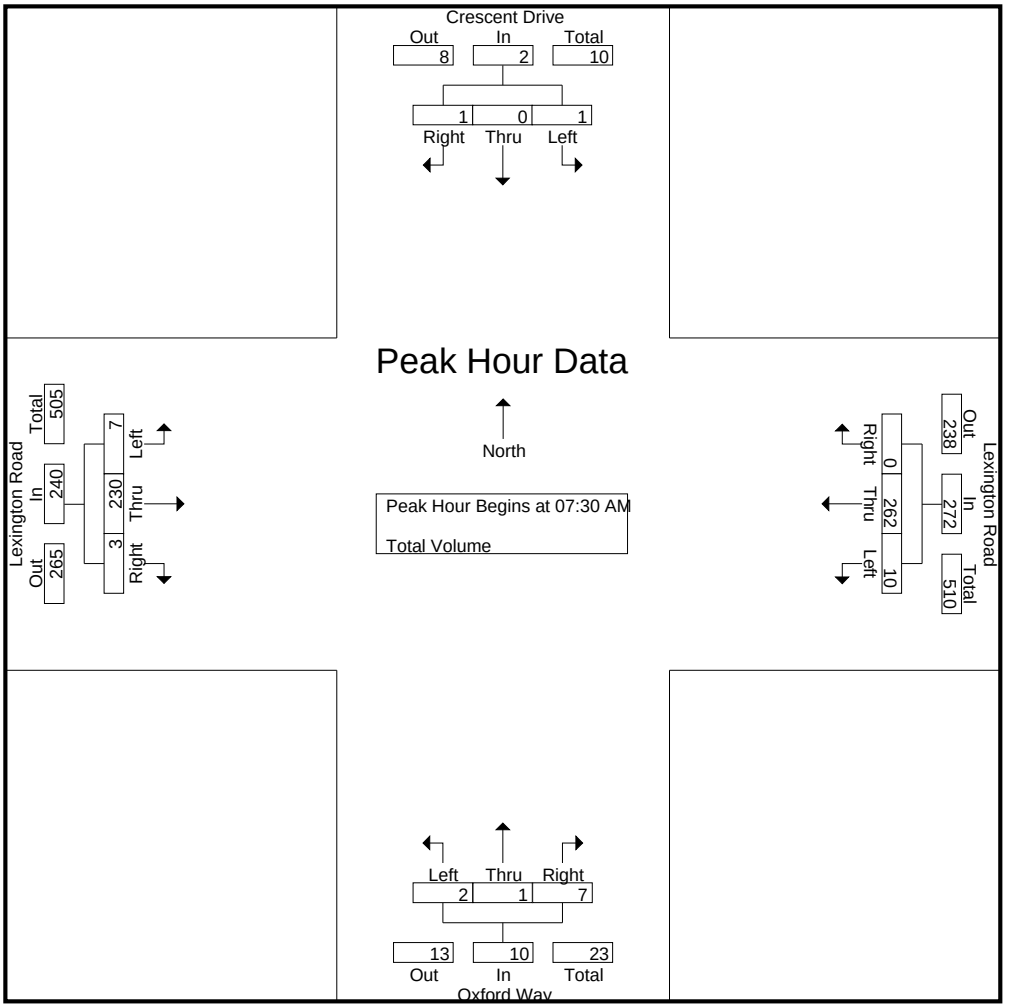
File Name : 04_BVH_Oxford_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



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

	07:00 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	0	0	**2**	**2**	0	54	0	54	**1**	0	**3**	**4**	0	60	0	60
+15 mins.	0	0	0	0	**2**	**83**	0	**85**	1	**1**	0	2	**5**	58	**1**	64
+30 mins.	**1**	0	0	1	1	67	0	68	0	0	2	2	2	63	1	**66**
+45 mins.	0	0	0	0	2	63	0	65	0	0	2	2	0	**66**	0	66
Total Volume	1	0	2	3	5	267	0	272	2	1	7	10	7	247	2	256
% App. Total	33.3	0	66.7		1.8	98.2	0		20	10	70		2.7	96.5	0.8	
PHF	.250	.000	.250	.375	.625	.804	.000	.800	.500	.250	.583	.625	.350	.936	.500	.970

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N/S: Crescent Drive/Oxford Way
E/W: Lexington Road
Weather: Clear

File Name : 04_BVH_Oxford_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Crescent Drive Southbound				Lexington Road Westbound				Oxford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	3	3	2	96	0	98	5	1	5	11	4	42	0	46	158
04:15 PM	1	1	2	4	2	83	1	86	2	0	2	4	0	41	1	42	136
04:30 PM	1	0	1	2	2	84	1	87	2	0	3	5	1	47	0	48	142
04:45 PM	0	0	1	1	2	80	0	82	2	0	4	6	1	48	0	49	138
Total	2	1	7	10	8	343	2	353	11	1	14	26	6	178	1	185	574
05:00 PM	1	1	0	2	1	52	0	53	1	0	2	3	0	32	0	32	90
05:15 PM	4	0	0	4	1	63	0	64	0	0	4	4	0	45	0	45	117
05:30 PM	1	1	1	3	2	96	1	99	1	0	4	5	0	40	1	41	148
05:45 PM	1	0	3	4	2	57	1	60	2	0	4	6	2	33	1	36	106
Total	7	2	4	13	6	268	2	276	4	0	14	18	2	150	2	154	461
Grand Total	9	3	11	23	14	611	4	629	15	1	28	44	8	328	3	339	1035
Apprch %	39.1	13	47.8		2.2	97.1	0.6		34.1	2.3	63.6		2.4	96.8	0.9		
Total %	0.9	0.3	1.1	2.2	1.4	59	0.4	60.8	1.4	0.1	2.7	4.3	0.8	31.7	0.3	32.8	

	Crescent Drive Southbound				Lexington Road Westbound				Oxford Way Northbound				Lexington Road Eastbound				
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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**3**	3	**2**	**96**	0	**98**	**5**	**1**	**5**	**11**	**4**	42	0	46	**158**
04:15 PM	**1**	**1**	2	**4**	2	83	**1**	86	2	0	2	4	0	41	**1**	42	136
04:30 PM	1	0	1	2	2	84	1	87	2	0	3	5	1	47	0	48	142
04:45 PM	0	0	1	1	2	80	0	82	2	0	4	6	1	**48**	0	**49**	138
Total Volume	2	1	7	10	8	343	2	353	11	1	14	26	6	178	1	185	574
% App. Total	20	10	70		2.3	97.2	0.6		42.3	3.8	53.8		3.2	96.2	0.5		
PHF	.500	.250	.583	.625	1.00	.893	.500	.901	.550	.250	.700	.591	.375	.927	.250	.944	.908

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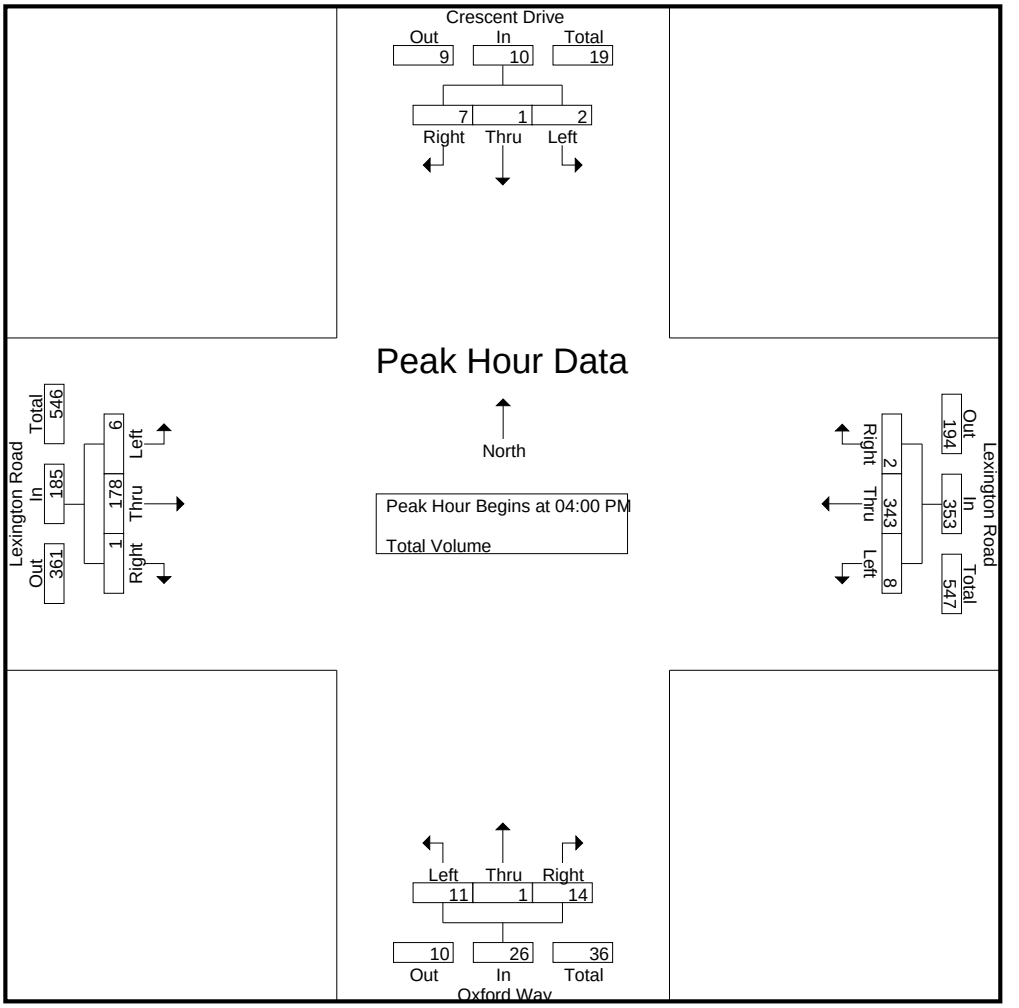
File Name : 04_BVH_Oxford_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	**1**	0	2	**2**	**96**	0	**98**	**5**	**1**	**5**	**11**	**4**	42	0	46
+15 mins.	**4**	0	0	**4**	2	83	**1**	86	2	0	2	4	0	41	**1**	42
+30 mins.	1	1	1	3	2	84	1	87	2	0	3	5	1	47	0	48
+45 mins.	1	0	**3**	4	2	80	0	82	2	0	4	6	1	**48**	0	**49**
Total Volume	7	2	4	13	8	343	2	353	11	1	14	26	6	178	1	185
% App. Total	53.8	15.4	30.8		2.3	97.2	0.6		42.3	3.8	53.8		3.2	96.2	0.5	
PHF	.438	.500	.333	.813	1.000	.893	.500	.901	.550	.250	.700	.591	.375	.927	.250	.944

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City of Beverly Hills
N/S: Hartford Way
E/W: Lexington Road
Weather: Clear

File Name : 05_BVH_Hartford_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Hartford Way Southbound				Lexington Road Westbound				Hartford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	0	1	18	0	24	27	51	0	0	0	0	1	9	1	11	80
07:15 AM	17	2	0	19	1	23	31	55	1	2	0	3	0	4	1	5	82
07:30 AM	43	1	3	47	0	33	49	82	0	1	0	1	2	10	0	12	142
07:45 AM	51	4	4	59	0	33	36	69	1	1	0	2	3	11	0	14	144
Total	128	7	8	143	1	113	143	257	2	4	0	6	6	34	2	42	448
08:00 AM	46	4	2	52	1	35	35	71	0	0	0	0	2	23	2	27	150
08:15 AM	51	6	5	62	1	34	18	53	0	2	0	2	1	22	1	24	141
08:30 AM	44	9	2	55	1	32	26	59	0	1	0	1	2	14	1	17	132
08:45 AM	46	9	3	58	3	39	20	62	0	3	0	3	1	14	0	15	138
Total	187	28	12	227	6	140	99	245	0	6	0	6	6	73	4	83	561
Grand Total	315	35	20	370	7	253	242	502	2	10	0	12	12	107	6	125	1009
Apprch %	85.1	9.5	5.4		1.4	50.4	48.2		16.7	83.3	0		9.6	85.6	4.8		
Total %	31.2	3.5	2	36.7	0.7	25.1	24	49.8	0.2	1	0	1.2	1.2	10.6	0.6	12.4	

	Hartford Way Southbound				Lexington Road Westbound				Hartford Way Northbound				Lexington Road Eastbound				
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 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	43	1	3	47	0	33	**49**	**82**	0	1	0	1	2	10	0	12	142
07:45 AM	**51**	4	4	59	0	33	36	69	**1**	1	0	**2**	**3**	11	0	14	144
08:00 AM	46	4	2	52	**1**	**35**	35	71	0	0	0	0	2	**23**	**2**	**27**	**150**
08:15 AM	51	**6**	**5**	**62**	1	34	18	53	0	**2**	0	2	1	22	1	24	141
Total Volume	191	15	14	220	2	135	138	275	1	4	0	5	8	66	3	77	577
% App. Total	86.8	6.8	6.4		0.7	49.1	50.2		20	80	0		10.4	85.7	3.9		
PHF	.936	.625	.700	.887	.500	.964	.704	.838	.250	.500	.000	.625	.667	.717	.375	.713	.962

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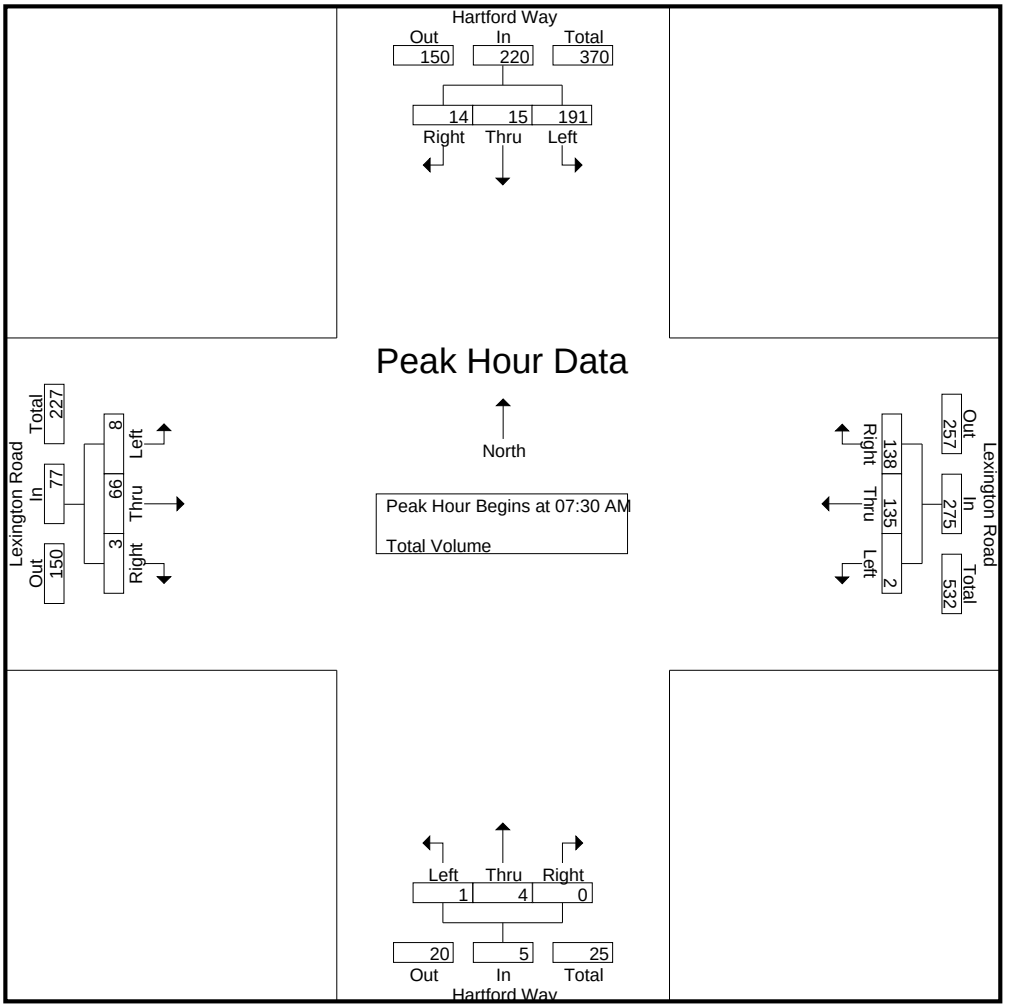
City of Beverly Hills
N/S: Hartford Way
E/W: Lexington Road
Weather: Clear

File Name : 05_BVH_Hartford_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



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

	07:45 AM				07:15 AM				07:00 AM				08:00 AM			
+0 mins.	**51**	4	4	59	**1**	23	31	55	0	0	0	0	**2**	**23**	**2**	**27**
+15 mins.	46	4	2	52	0	33	**49**	**82**	**1**	**2**	0	**3**	1	22	1	24
+30 mins.	51	6	**5**	**62**	0	33	36	69	0	1	0	1	2	14	1	17
+45 mins.	44	**9**	2	55	1	**35**	35	71	1	1	0	2	1	14	0	15
Total Volume	192	23	13	228	2	124	151	277	2	4	0	6	6	73	4	83
% App. Total	84.2	10.1	5.7		0.7	44.8	54.5		33.3	66.7	0		7.2	88	4.8	
PHF	.941	.639	.650	.919	.500	.886	.770	.845	.500	.500	.000	.500	.750	.793	.500	.769

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City of Beverly Hills
N/S: Hartford Way
E/W: Lexington Road
Weather: Clear

File Name : 05_BVH_Hartford_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Hartford Way Southbound				Lexington Road Westbound				Hartford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	28	1	6	35	1	30	73	104	1	9	2	12	4	16	1	21	172
04:15 PM	18	0	2	20	0	39	54	93	1	9	0	10	8	27	1	36	159
04:30 PM	17	1	3	21	1	25	63	89	2	16	2	20	11	24	2	37	167
04:45 PM	27	3	2	32	1	25	57	83	1	10	0	11	4	26	0	30	156
Total	90	5	13	108	3	119	247	369	5	44	4	53	27	93	4	124	654
05:00 PM	15	3	2	20	2	17	37	56	2	6	2	10	0	16	1	17	103
05:15 PM	24	1	2	27	1	18	42	61	0	13	0	13	6	23	1	30	131
05:30 PM	21	1	3	25	0	29	70	99	1	8	0	9	5	22	1	28	161
05:45 PM	23	0	0	23	0	17	45	62	1	6	1	8	1	17	0	18	111
Total	83	5	7	95	3	81	194	278	4	33	3	40	12	78	3	93	506
Grand Total	173	10	20	203	6	200	441	647	9	77	7	93	39	171	7	217	1160
Apprch %	85.2	4.9	9.9		0.9	30.9	68.2		9.7	82.8	7.5		18	78.8	3.2		
Total %	14.9	0.9	1.7	17.5	0.5	17.2	38	55.8	0.8	6.6	0.6	8	3.4	14.7	0.6	18.7	

	Hartford Way Southbound				Lexington Road Westbound				Hartford Way Northbound				Lexington Road Eastbound				
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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**28**	1	**6**	**35**	**1**	30	**73**	**104**	1	9	**2**	12	4	16	1	21	**172**
04:15 PM	18	0	2	20	0	**39**	54	93	1	9	0	10	8	**27**	1	36	159
04:30 PM	17	1	3	21	1	25	63	89	**2**	**16**	2	**20**	**11**	24	**2**	**37**	167
04:45 PM	27	**3**	2	32	1	25	57	83	1	10	0	11	4	26	0	30	156
Total Volume	90	5	13	108	3	119	247	369	5	44	4	53	27	93	4	124	654
% App. Total	83.3	4.6	12		0.8	32.2	66.9		9.4	83	7.5		21.8	75	3.2		
PHF	.804	.417	.542	.771	.750	.763	.846	.887	.625	.688	.500	.663	.614	.861	.500	.838	.951

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City of Beverly Hills
N/S: Hartford Way
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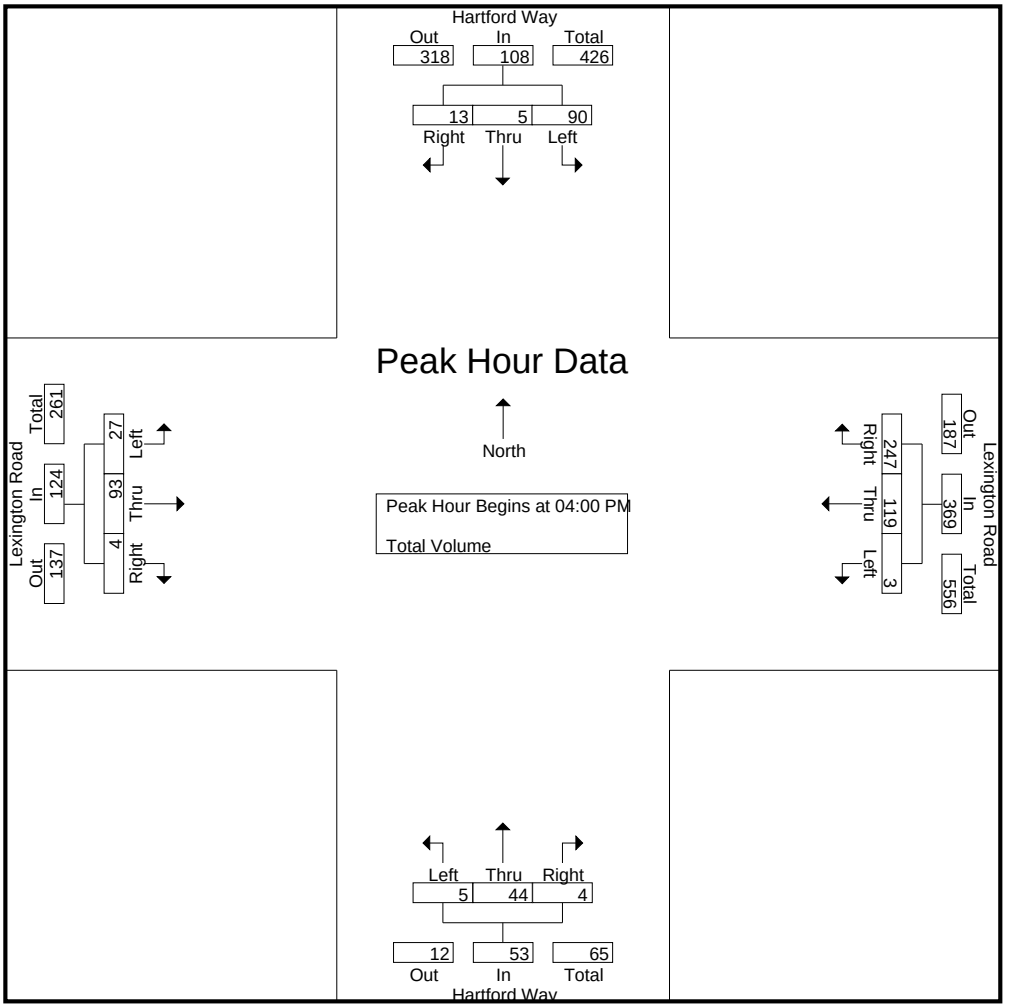
Weather: Clear

File Name : 05_BVH_Hartford_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	**28**	1	**6**	**35**	**1**	30	**73**	**104**	**2**	**16**	**2**	**20**	4	16	1	21
+15 mins.	18	0	2	20	0	**39**	54	93	1	10	0	11	8	**27**	1	36
+30 mins.	17	1	3	21	1	25	63	89	2	6	2	10	**11**	24	**2**	**37**
+45 mins.	27	**3**	2	32	1	25	57	83	0	13	0	13	4	26	0	30
Total Volume	90	5	13	108	3	119	247	369	5	45	4	54	27	93	4	124
% App. Total	83.3	4.6	12		0.8	32.2	66.9		9.3	83.3	7.4		21.8	75	3.2	
PHF	.804	.417	.542	.771	.750	.763	.846	.887	.625	.703	.500	.675	.614	.861	.500	.838

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City of Beverly Hills
N/S: Hartford Way
E/W: Cove Way
Weather: Clear

File Name : 06_BVH_Hartford_Cove AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Hartford Way Southbound			Cove Way Westbound			Hartford Way Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	15	15	2	0	2	19	6	25	42
07:15 AM	0	19	19	1	0	1	32	4	36	56
07:30 AM	0	45	45	3	0	3	49	3	52	100
07:45 AM	0	52	52	7	0	7	36	4	40	99
Total	0	131	131	13	0	13	136	17	153	297
08:00 AM	0	46	46	5	1	6	26	9	35	87
08:15 AM	0	49	49	7	0	7	19	4	23	79
08:30 AM	0	59	59	5	0	5	27	1	28	92
08:45 AM	0	46	46	4	0	4	20	4	24	74
Total	0	200	200	21	1	22	92	18	110	332
Grand Total	0	331	331	34	1	35	228	35	263	629
Apprch %	0	100		97.1	2.9		86.7	13.3		
Total %	0	52.6	52.6	5.4	0.2	5.6	36.2	5.6	41.8	

	Hartford Way Southbound			Cove Way Westbound			Hartford Way Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	45	45	3	0	3	**49**	3	**52**	**100**
07:45 AM	0	**52**	**52**	**7**	0	**7**	36	4	40	99
08:00 AM	0	46	46	5	**1**	6	26	**9**	35	87
08:15 AM	0	49	49	7	0	7	19	4	23	79
Total Volume	0	192	192	22	1	23	130	20	150	365
% App. Total	0	100		95.7	4.3		86.7	13.3		
PHF	.000	.923	.923	.786	.250	.821	.663	.556	.721	.913

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City of Beverly Hills
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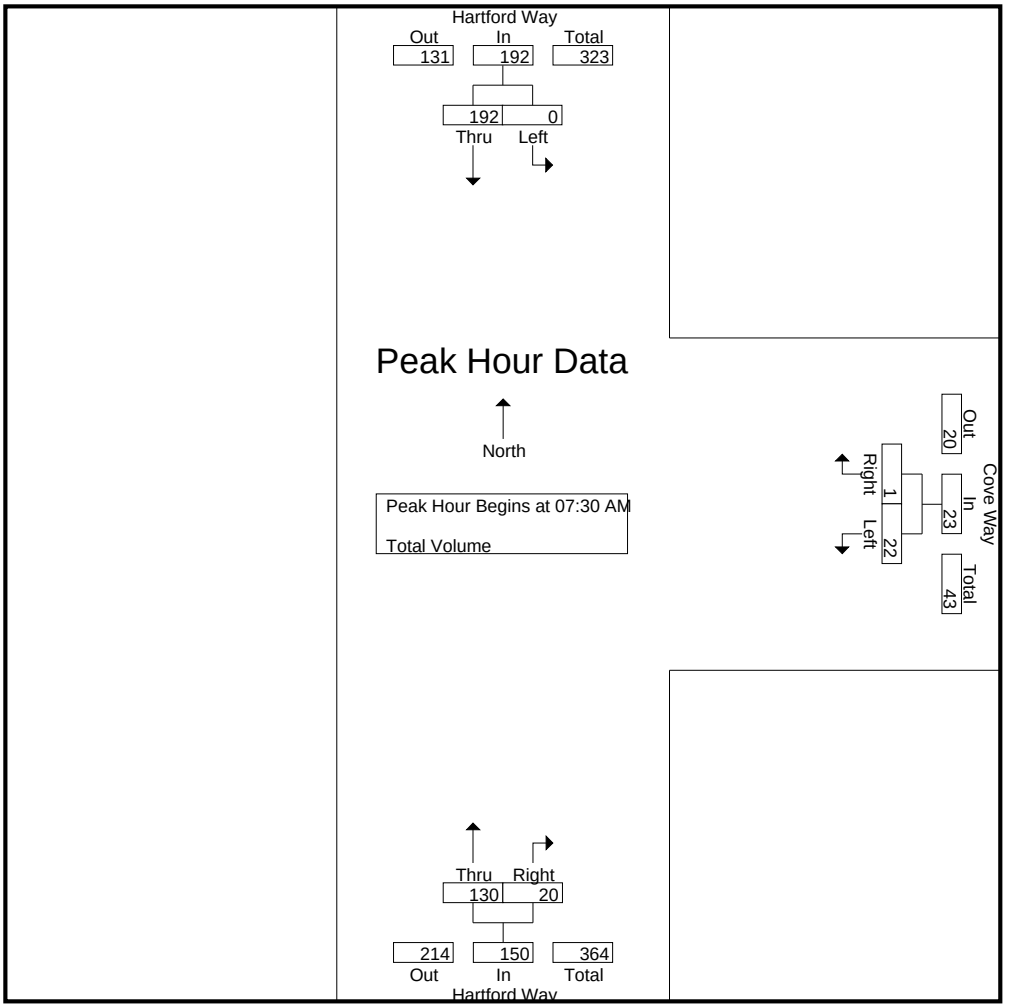
E/W: Cove Way
Weather: Clear

File Name : 06_BVH_Hartford_Cove AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



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

	07:45 AM			07:45 AM			07:15 AM		
+0 mins.	0	52	52	**7**	0	**7**	32	4	36
+15 mins.	0	46	46	5	**1**	6	**49**	3	**52**
+30 mins.	0	49	49	7	0	7	36	4	40
+45 mins.	0	**59**	**59**	5	0	5	26	**9**	35
Total Volume	0	206	206	24	1	25	143	20	163
% App. Total	0	100		96	4		87.7	12.3	
PHF	.000	.873	.873	.857	.250	.893	.730	.556	.784

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City of Beverly Hills
N/S: Hartford Way
E/W: Cove Way
Weather: Clear

File Name : 06_BVH_Hartford_Cove PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Hartford Way Southbound			Cove Way Westbound			Hartford Way Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	28	28	7	2	9	73	12	85	122
04:15 PM	0	17	17	4	0	4	58	13	71	92
04:30 PM	0	16	16	5	0	5	72	19	91	112
04:45 PM	0	25	25	6	0	6	56	12	68	99
Total	0	86	86	22	2	24	259	56	315	425
05:00 PM	0	15	15	8	0	8	45	0	45	68
05:15 PM	0	24	24	0	1	1	47	13	60	85
05:30 PM	1	25	26	1	0	1	71	11	82	109
05:45 PM	0	20	20	2	0	2	47	7	54	76
Total	1	84	85	11	1	12	210	31	241	338
Grand Total	1	170	171	33	3	36	469	87	556	763
Apprch %	0.6	99.4		91.7	8.3		84.4	15.6		
Total %	0.1	22.3	22.4	4.3	0.4	4.7	61.5	11.4	72.9	

	Hartford Way Southbound			Cove Way Westbound			Hartford Way Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**28**	**28**	**7**	**2**	**9**	**73**	12	85	**122**
04:15 PM	0	17	17	4	0	4	58	13	71	92
04:30 PM	0	16	16	5	0	5	72	**19**	**91**	112
04:45 PM	0	25	25	6	0	6	56	12	68	99
Total Volume	0	86	86	22	2	24	259	56	315	425
% App. Total	0	100		91.7	8.3		82.2	17.8		
PHF	.000	.768	.768	.786	.250	.667	.887	.737	.865	.871

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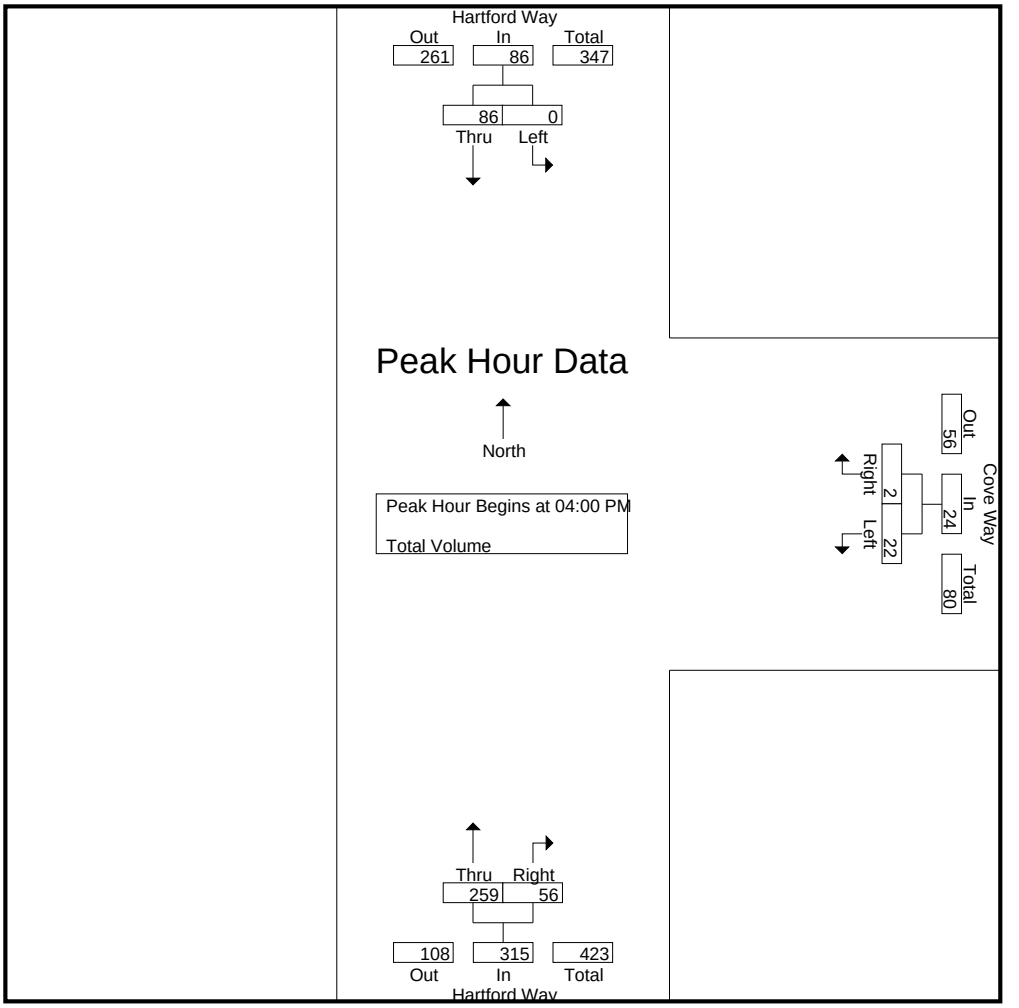
City of Beverly Hills
N/S: Hartford Way
E/W: Cove Way
Weather: Clear

File Name : 06_BVH_Hartford_Cove PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:00 PM		
+0 mins.	0	**25**	25	**7**	**2**	**9**	**73**	12	85
+15 mins.	0	15	15	4	0	4	58	13	71
+30 mins.	0	24	24	5	0	5	72	**19**	**91**
+45 mins.	**1**	25	**26**	6	0	6	56	12	68
Total Volume	1	89	90	22	2	24	259	56	315
% App. Total	1.1	98.9		91.7	8.3		82.2	17.8	
PHF	.250	.890	.865	.786	.250	.667	.887	.737	.865

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City of Beverly Hills
N/S: Benedict Canyon Drive
E/W: Roxbury Drive/Hartford Way
Weather: Clear

File Name : 07_BVH_Benedict_Roxbury AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Benedict Canyon Drive Southbound				Hartford Way Westbound				Benedict Canyon Drive Northbound				Roxbury Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	83	4	105	0	0	15	15	0	60	0	60	0	0	0	0	180
07:15 AM	18	87	6	111	0	0	28	28	0	70	0	70	0	0	0	0	209
07:30 AM	43	156	18	217	0	0	42	42	0	99	1	100	0	0	1	1	360
07:45 AM	51	174	13	238	0	1	30	31	0	101	1	102	1	0	1	2	373
Total	130	500	41	671	0	1	115	116	0	330	2	332	1	0	2	3	1122
08:00 AM	47	182	17	246	1	1	23	25	0	100	0	100	1	0	0	1	372
08:15 AM	45	189	12	246	0	2	14	16	0	81	0	81	1	3	2	6	349
08:30 AM	54	183	5	242	1	0	23	24	0	110	2	112	0	0	0	0	378
08:45 AM	39	163	15	217	0	0	23	23	0	111	1	112	0	1	1	2	354
Total	185	717	49	951	2	3	83	88	0	402	3	405	2	4	3	9	1453
Grand Total	315	1217	90	1622	2	4	198	204	0	732	5	737	3	4	5	12	2575
Apprch %	19.4	75	5.5		1	2	97.1		0	99.3	0.7		25	33.3	41.7		
Total %	12.2	47.3	3.5	63	0.1	0.2	7.7	7.9	0	28.4	0.2	28.6	0.1	0.2	0.2	0.5	

	Benedict Canyon Drive Southbound				Hartford Way Westbound				Benedict Canyon Drive Northbound				Roxbury Drive Eastbound				
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 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	51	174	13	238	0	1	**30**	**31**	0	101	1	102	**1**	0	1	2	373
08:00 AM	47	182	**17**	**246**	**1**	1	23	25	0	100	0	100	1	0	0	1	372
08:15 AM	45	**189**	12	246	0	**2**	14	16	0	81	0	81	1	**3**	**2**	**6**	349
08:30 AM	**54**	183	5	242	1	0	23	24	0	**110**	**2**	**112**	0	0	0	0	**378**
Total Volume	197	728	47	972	2	4	90	96	0	392	3	395	3	3	3	9	1472
% App. Total	20.3	74.9	4.8		2.1	4.2	93.8		0	99.2	0.8		33.3	33.3	33.3		
PHF	.912	.963	.691	.988	.500	.500	.750	.774	.000	.891	.375	.882	.750	.250	.375	.375	.974

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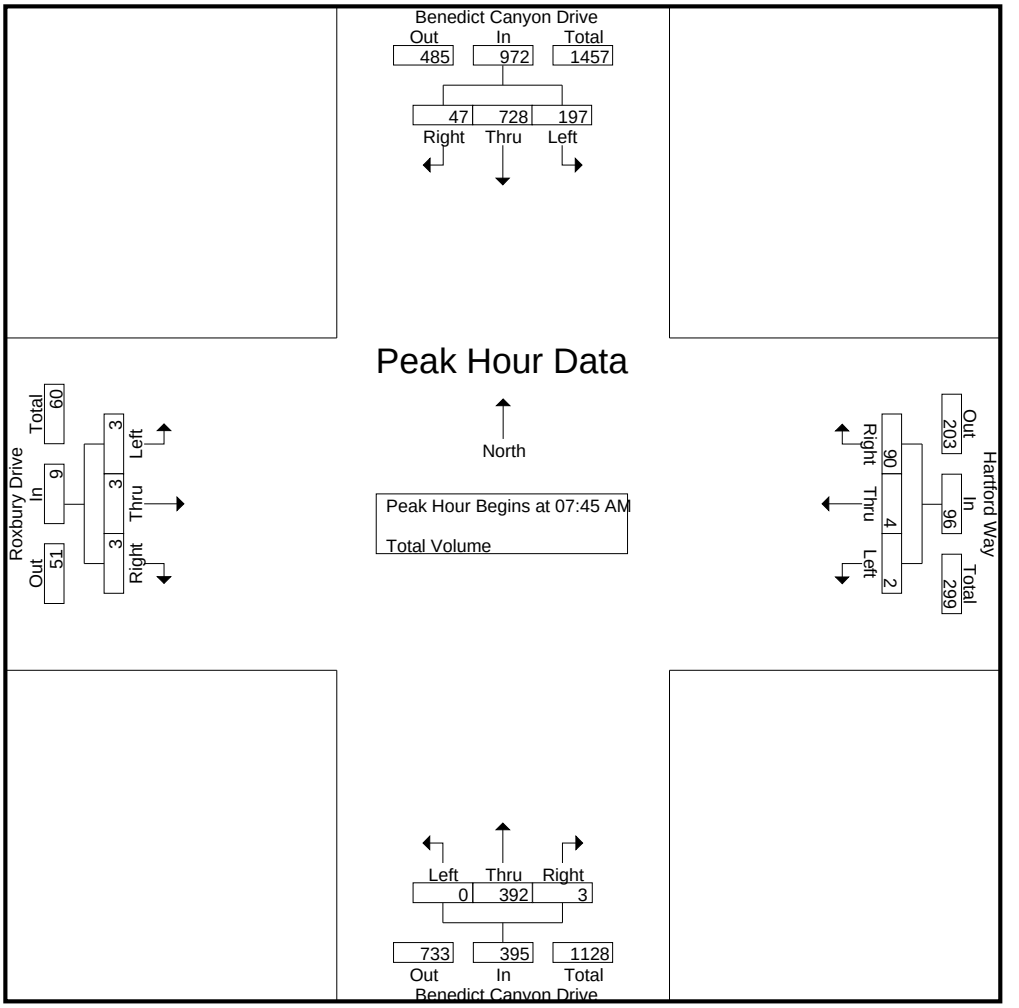
City of Beverly Hills
N/S: Benedict Canyon Drive
E/W: Roxbury Drive/Hartford Way
Weather: Clear

File Name : 07_BVH_Benedict_Roxbury AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



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

	07:45 AM				07:15 AM				08:00 AM				07:30 AM			
+0 mins.	51	174	13	238	0	0	28	28	0	100	0	100	0	0	1	1
+15 mins.	47	182	**17**	**246**	0	0	**42**	**42**	0	81	0	81	**1**	0	1	2
+30 mins.	45	**189**	12	246	0	**1**	30	31	0	110	**2**	**112**	1	0	0	1
+45 mins.	**54**	183	5	242	**1**	1	23	25	0	**111**	1	112	1	**3**	**2**	**6**
Total Volume	197	728	47	972	1	2	123	126	0	402	3	405	3	3	4	10
% App. Total	20.3	74.9	4.8		0.8	1.6	97.6		0	99.3	0.7		30	30	40	
PHF	.912	.963	.691	.988	.250	.500	.732	.750	.000	.905	.375	.904	.750	.250	.500	.417

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City of Beverly Hills
N/S: Benedict Canyon Drive
E/W: Roxbury Drive/Hartford Way
Weather: Clear

File Name : 07_BVH_Benedict_Roxbury PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Benedict Canyon Drive Southbound				Hartford Way Westbound				Benedict Canyon Drive Northbound				Roxbury Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	118	7	150	0	0	72	72	0	182	0	182	0	0	2	2	406
04:15 PM	16	103	8	127	1	0	52	53	0	179	0	179	3	0	1	4	363
04:30 PM	15	113	10	138	0	0	56	56	1	195	0	196	11	0	3	14	404
04:45 PM	22	106	5	133	0	2	57	59	0	161	0	161	9	0	1	10	363
Total	78	440	30	548	1	2	237	240	1	717	0	718	23	0	7	30	1536
05:00 PM	12	90	4	106	0	0	38	38	1	191	0	192	3	0	1	4	340
05:15 PM	24	103	6	133	1	0	47	48	0	224	0	224	4	0	0	4	409
05:30 PM	19	84	6	109	0	0	59	59	1	202	3	206	3	0	1	4	378
05:45 PM	25	108	5	138	0	0	45	45	1	196	0	197	3	0	0	3	383
Total	80	385	21	486	1	0	189	190	3	813	3	819	13	0	2	15	1510
Grand Total	158	825	51	1034	2	2	426	430	4	1530	3	1537	36	0	9	45	3046
Apprch %	15.3	79.8	4.9		0.5	0.5	99.1		0.3	99.5	0.2		80	0	20		
Total %	5.2	27.1	1.7	33.9	0.1	0.1	14	14.1	0.1	50.2	0.1	50.5	1.2	0	0.3	1.5	

	Benedict Canyon Drive Southbound				Hartford Way Westbound				Benedict Canyon Drive Northbound				Roxbury Drive Eastbound				
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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**25**	**118**	7	**150**	0	0	**72**	**72**	0	182	0	182	0	0	2	2	**406**
04:15 PM	16	103	8	127	**1**	0	52	53	0	179	0	179	3	0	1	4	363
04:30 PM	15	113	**10**	138	0	0	56	56	**1**	**195**	0	**196**	**11**	0	**3**	**14**	404
04:45 PM	22	106	5	133	0	**2**	57	59	0	161	0	161	9	0	1	10	363
Total Volume	78	440	30	548	1	2	237	240	1	717	0	718	23	0	7	30	1536
% App. Total	14.2	80.3	5.5		0.4	0.8	98.8		0.1	99.9	0		76.7	0	23.3		
PHF	.780	.932	.750	.913	.250	.250	.823	.833	.250	.919	.000	.916	.523	.000	.583	.536	.946

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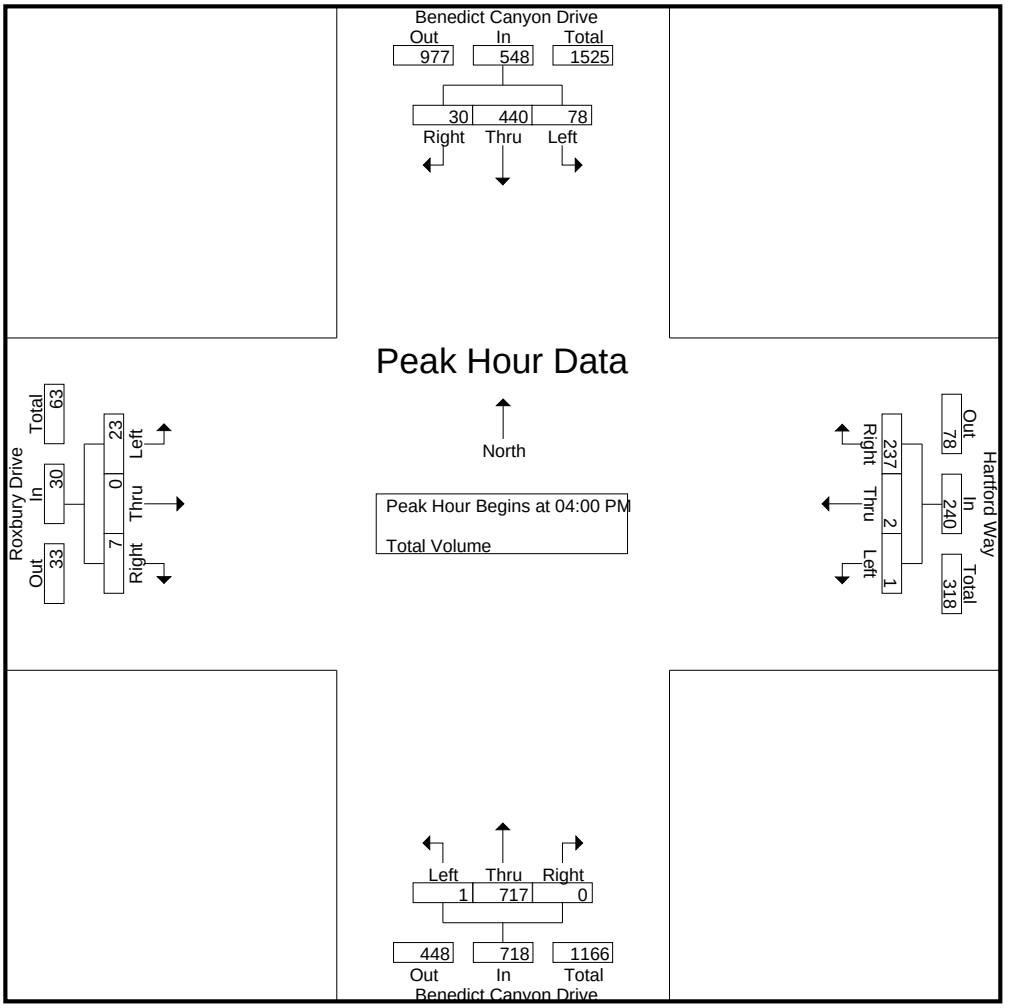
City of Beverly Hills
N/S: Benedict Canyon Drive
E/W: Roxbury Drive/Hartford Way
Weather: Clear

File Name : 07_BVH_Benedict_Roxbury PM
Site Code : 04122093
Start Date : 2/3/2022



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:15 PM			
+0 mins.	**25**	**118**	7	**150**	0	0	**72**	**72**	**1**	191	0	192	3	0	1	4
+15 mins.	16	103	8	127	**1**	0	52	53	0	**224**	0	**224**	**11**	0	**3**	**14**
+30 mins.	15	113	**10**	138	0	0	56	56	1	202	**3**	206	9	0	1	10
+45 mins.	22	106	5	133	0	**2**	57	59	1	196	0	197	3	0	1	4
Total Volume	78	440	30	548	1	2	237	240	3	813	3	819	26	0	6	32
% App. Total	14.2	80.3	5.5		0.4	0.8	98.8		0.4	99.3	0.4		81.2	0	18.8	
PHF	.780	.932	.750	.913	.250	.250	.823	.833	.750	.907	.250	.914	.591	.000	.500	.571

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City of Beverly Hills
N/S: Benedict Canyon Drive
E/W: Lexington Road
Weather: Clear

File Name : 08_BVH_Benedict_Lex AM
Site Code : 04122093
Start Date : 2/3/2022

Groups Printed- Total Volume

	Benedict Canyon Drive Southbound				Lexington Road Westbound				Benedict Canyon Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	61	16	78	2	24	1	27	0	46	0	46	14	11	0	25	176
07:15 AM	0	78	16	94	2	20	0	22	1	68	1	70	5	4	0	9	195
07:30 AM	2	136	30	168	0	37	0	37	1	78	4	83	18	7	0	25	313
07:45 AM	2	142	26	170	2	34	0	36	0	78	2	80	20	9	1	30	316
Total	5	417	88	510	6	115	1	122	2	270	7	279	57	31	1	89	1000
08:00 AM	2	153	40	195	3	35	0	38	0	79	1	80	21	23	1	45	358
08:15 AM	3	171	18	192	3	31	0	34	0	66	1	67	21	15	1	37	330
08:30 AM	5	165	27	197	1	30	0	31	0	84	2	86	25	12	1	38	352
08:45 AM	1	164	11	176	2	36	1	39	1	92	2	95	20	12	1	33	343
Total	11	653	96	760	9	132	1	142	1	321	6	328	87	62	4	153	1383
Grand Total	16	1070	184	1270	15	247	2	264	3	591	13	607	144	93	5	242	2383
Apprch %	1.3	84.3	14.5		5.7	93.6	0.8		0.5	97.4	2.1		59.5	38.4	2.1		
Total %	0.7	44.9	7.7	53.3	0.6	10.4	0.1	11.1	0.1	24.8	0.5	25.5	6	3.9	0.2	10.2	

	Benedict Canyon Drive Southbound				Lexington Road Westbound				Benedict Canyon Drive Northbound				Lexington Road Eastbound				
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 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	153	**40**	195	**3**	35	0	38	0	79	1	80	21	**23**	**1**	**45**	**358**
08:15 AM	3	**171**	18	192	3	31	0	34	0	66	1	67	21	15	1	37	330
08:30 AM	**5**	165	27	**197**	1	30	0	31	0	84	**2**	86	**25**	12	1	38	352
08:45 AM	1	164	11	176	2	**36**	**1**	**39**	**1**	**92**	2	**95**	20	12	1	33	343
Total Volume	11	653	96	760	9	132	1	142	1	321	6	328	87	62	4	153	1383
% App. Total	1.4	85.9	12.6		6.3	93	0.7		0.3	97.9	1.8		56.9	40.5	2.6		
PHF	.550	.955	.600	.964	.750	.917	.250	.910	.250	.872	.750	.863	.870	.674	1.00	.850	.966

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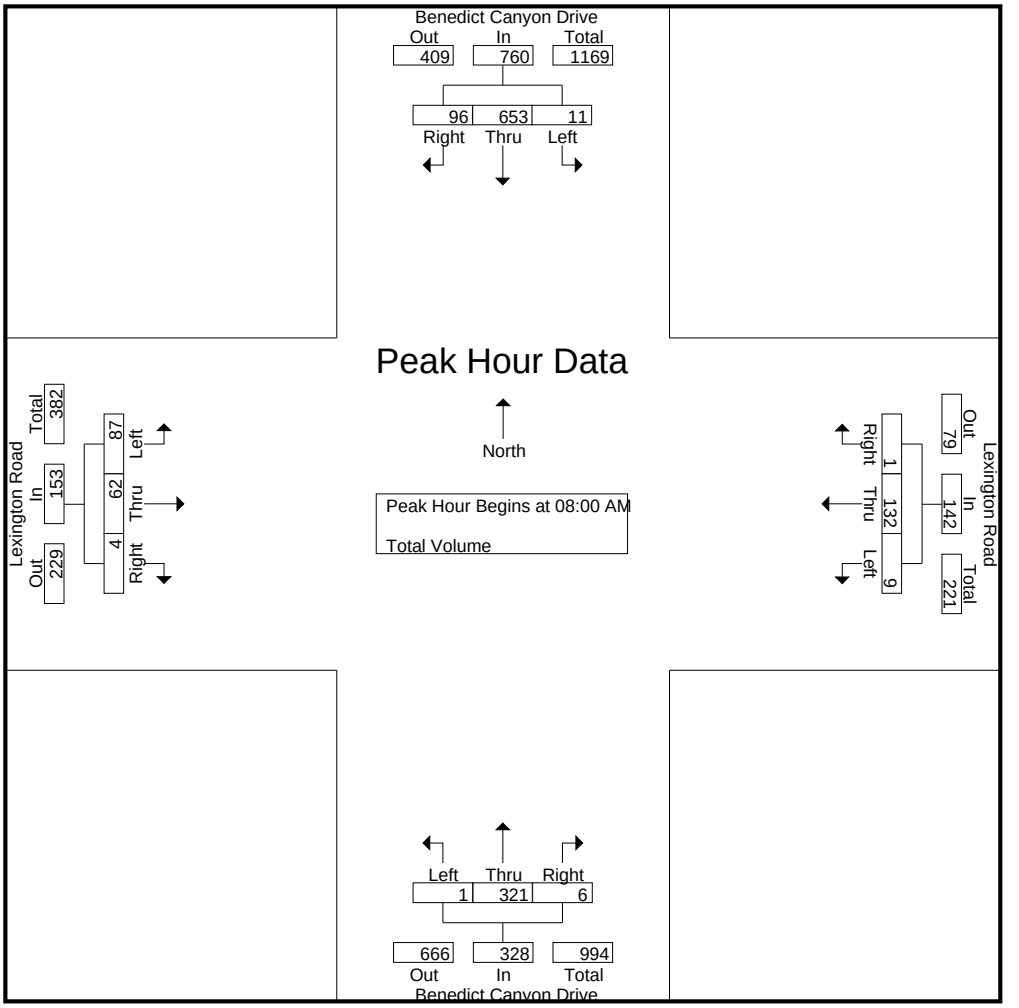
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



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

	08:00 AM				07:30 AM				08:00 AM				08:00 AM			
+0 mins.	2	153	**40**	195	0	**37**	0	37	0	79	1	80	21	**23**	**1**	**45**
+15 mins.	3	**171**	18	192	2	34	0	36	0	66	1	67	21	15	1	37
+30 mins.	**5**	165	27	**197**	**3**	35	0	**38**	0	84	**2**	86	**25**	12	1	38
+45 mins.	1	164	11	176	3	31	0	34	**1**	**92**	2	**95**	20	12	1	33
Total Volume	11	653	96	760	8	137	0	145	1	321	6	328	87	62	4	153
% App. Total	1.4	85.9	12.6		5.5	94.5	0		0.3	97.9	1.8		56.9	40.5	2.6	
PHF	.550	.955	.600	.964	.667	.926	.000	.954	.250	.872	.750	.863	.870	.674	1.000	.850

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City of Beverly Hills
N/S: Benedict Canyon Drive
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Weather: Clear

File Name : 08_BVH_Benedict_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Benedict Canyon Drive Southbound				Lexington Road Westbound				Benedict Canyon Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	97	19	119	4	24	11	39	3	151	2	156	31	19	3	53	367
04:15 PM	5	93	14	112	2	29	14	45	4	144	5	153	30	26	1	57	367
04:30 PM	7	93	21	121	1	19	7	27	6	166	5	177	34	23	3	60	385
04:45 PM	1	81	25	107	1	16	12	29	2	131	4	137	29	25	1	55	328
Total	16	364	79	459	8	88	44	140	15	592	16	623	124	93	8	225	1447
05:00 PM	3	80	18	101	1	15	5	21	1	157	3	161	30	15	3	48	331
05:15 PM	6	85	14	105	1	13	6	20	4	193	5	202	35	17	1	53	380
05:30 PM	6	72	13	91	1	16	14	31	1	172	1	174	28	19	2	49	345
05:45 PM	1	93	11	105	0	11	6	17	0	156	1	157	30	15	4	49	328
Total	16	330	56	402	3	55	31	89	6	678	10	694	123	66	10	199	1384
Grand Total	32	694	135	861	11	143	75	229	21	1270	26	1317	247	159	18	424	2831
Apprch %	3.7	80.6	15.7		4.8	62.4	32.8		1.6	96.4	2		58.3	37.5	4.2		
Total %	1.1	24.5	4.8	30.4	0.4	5.1	2.6	8.1	0.7	44.9	0.9	46.5	8.7	5.6	0.6	15	

	Benedict Canyon Drive Southbound				Lexington Road Westbound				Benedict Canyon Drive Northbound				Lexington Road Eastbound				
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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	**97**	19	119	**4**	24	11	39	3	151	2	156	31	19	**3**	53	367
04:15 PM	5	93	14	112	2	**29**	**14**	**45**	4	144	**5**	153	30	**26**	1	57	367
04:30 PM	**7**	93	21	**121**	1	19	7	27	**6**	**166**	5	**177**	**34**	23	3	**60**	**385**
04:45 PM	1	81	**25**	107	1	16	12	29	2	131	4	137	29	25	1	55	328
Total Volume	16	364	79	459	8	88	44	140	15	592	16	623	124	93	8	225	1447
% App. Total	3.5	79.3	17.2		5.7	62.9	31.4		2.4	95	2.6		55.1	41.3	3.6		
PHF	.571	.938	.790	.948	.500	.759	.786	.778	.625	.892	.800	.880	.912	.894	.667	.938	.940

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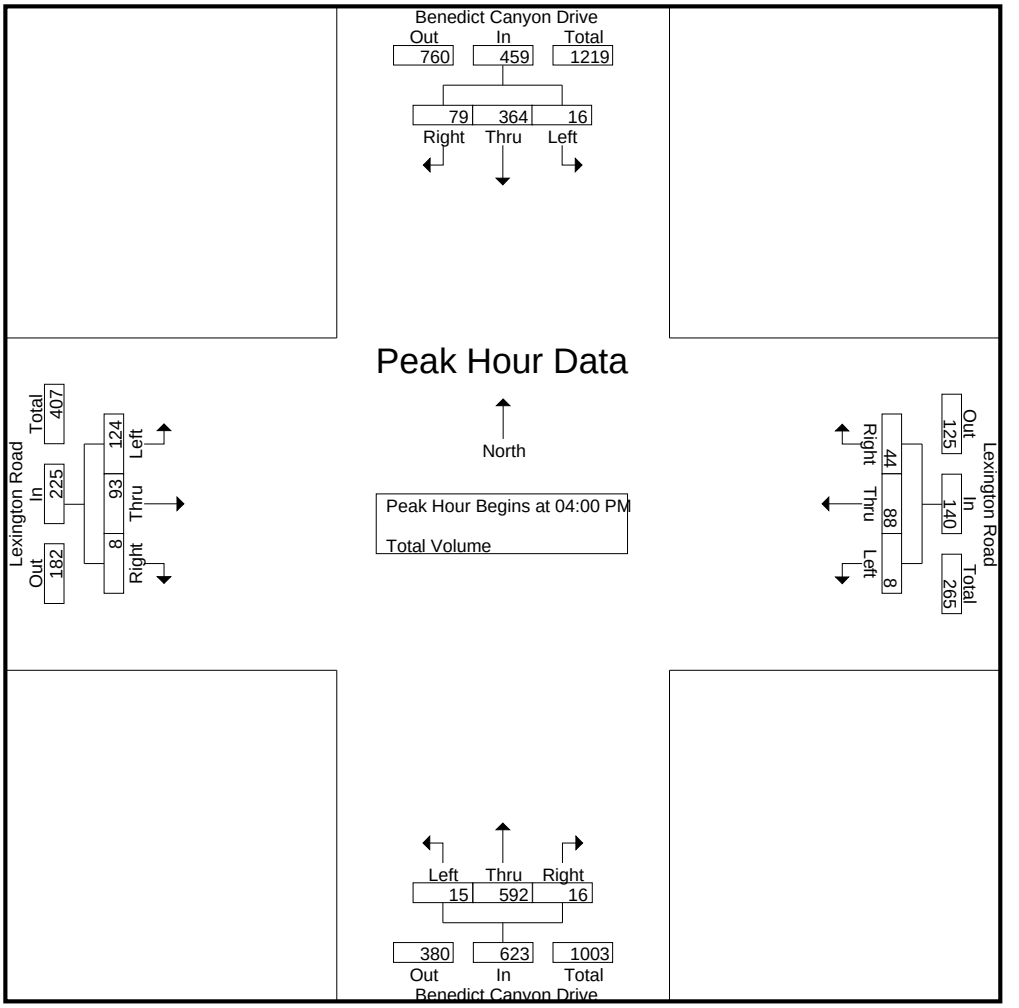


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	3	**97**	19	119	**4**	24	11	39	1	157	3	161	31	19	**3**	53
+15 mins.	5	93	14	112	2	**29**	**14**	**45**	**4**	**193**	**5**	**202**	30	**26**	1	57
+30 mins.	**7**	93	21	**121**	1	19	7	27	1	172	1	174	**34**	23	3	**60**
+45 mins.	1	81	**25**	107	1	16	12	29	0	156	1	157	29	25	1	55
Total Volume	16	364	79	459	8	88	44	140	6	678	10	694	124	93	8	225
% App. Total	3.5	79.3	17.2		5.7	62.9	31.4		0.9	97.7	1.4		55.1	41.3	3.6	
PHF	.571	.938	.790	.948	.500	.759	.786	.778	.375	.878	.500	.859	.912	.894	.667	.938

APPENDIX C
Existing LOS Worksheets

Virginia Grdns

Vistro File: J:\...\BevV2.vistro
Report File: J:\...\EXAM.pdf

Scenario 1 EXAM
4/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.842	106.3	F
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.359	9.6	A
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.002	8.7	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	SB Left	0.005	14.5	B
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	SB Left	0.408	10.4	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.045	11.2	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	0.180	105.8	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.678	38.7	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	106.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.842

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	9	297	10	25	700	179	75	95	11	5	69	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	297	10	25	700	179	75	95	11	5	69	24
Peak Hour Factor	0.9190	0.9190	0.9190	0.9040	0.9040	0.9040	0.8700	0.8700	0.8700	0.7660	0.7660	0.7660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	81	3	7	194	50	22	27	3	2	23	8
Total Analysis Volume [veh/h]	10	323	11	28	774	198	86	109	13	7	90	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.21	0.62	0.14	0.08
s, saturation flow rate [veh/h]	1632	1608	1435	1597
c, Capacity [veh/h]	785	773	710	770
d1, Uniform Delay [s]	16.79	25.49	15.26	14.49
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.78	141.36	1.05	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	1.29	0.29	0.17
d, Delay for Lane Group [s/veh]	18.57	166.84	16.30	14.95
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.03	46.34	2.76	1.59
50th-Percentile Queue Length [ft/ln]	125.81	1158.54	68.95	39.77
95th-Percentile Queue Length [veh/ln]	8.71	68.21	4.96	2.86
95th-Percentile Queue Length [ft/ln]	217.79	1705.33	124.11	71.59

Movement, Approach, & Intersection Results

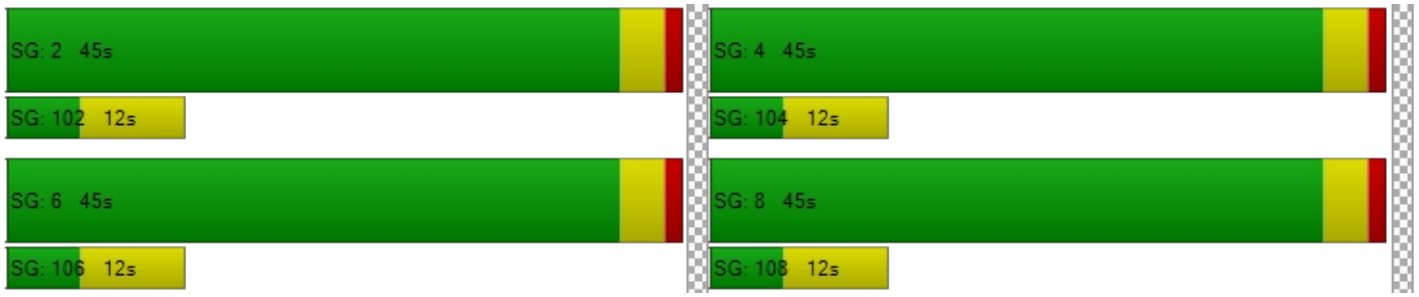
d_M, Delay for Movement [s/veh]	18.57	18.57	18.57	166.84	166.84	166.84	16.30	16.30	16.30	14.95	14.95	14.95
Movement LOS	B	B	B	F	F	F	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	18.57			166.84			16.30			14.95		
Approach LOS	B			F			B			B		
d_I, Intersection Delay [s/veh]	106.27											
Intersection LOS	F											
Intersection V/C	0.842											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.281	2.541	1.977	1.891
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.127	3.210	1.903	1.771
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	40	10	5	5	6	1	0	176	85	30	223	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	10	5	5	6	1	0	176	85	30	223	8
Peak Hour Factor	0.8590	0.8590	0.8590	0.6000	0.6000	0.6000	0.8940	0.8940	0.8940	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	3	1	2	3	0	0	49	24	8	62	2
Total Analysis Volume [veh/h]	47	12	6	8	10	2	0	197	95	33	246	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	674	673	838	803
Degree of Utilization, x	0.10	0.03	0.35	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.32	0.09	1.57	1.64
95th-Percentile Queue Length [ft]	7.97	2.30	39.18	40.92
Approach Delay [s/veh]	8.91	8.52	9.57	9.97
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.65			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	1	1	3	10	3	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	3	10	3	8
Peak Hour Factor	0.5000	0.5000	0.8130	0.8130	0.6880	0.6880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	3	1	3
Total Analysis Volume [veh/h]	2	2	4	12	4	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.68	8.37	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.19	0.19	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		1.81		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	2	1	7	1	0	1	7	230	3	10	262	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	7	1	0	1	7	230	3	10	262	0
Peak Hour Factor	0.6250	0.6250	0.6250	0.5000	0.5000	0.5000	0.9090	0.9090	0.9090	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	1	0	1	2	63	1	3	82	0
Total Analysis Volume [veh/h]	3	2	11	2	0	2	8	253	3	13	328	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.40	14.31	9.76	14.51	14.22	10.11	7.94	0.00	0.00	7.78	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	2.06	2.06	2.06	0.61	0.61	0.61	0.49	0.49	0.49	0.75	0.75	0.75
d_A, Approach Delay [s/veh]	11.20			12.31			0.24			0.30		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.63											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.408

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	4	0	191	15	14	8	66	3	2	135	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	4	0	191	15	14	8	66	3	2	135	138
Peak Hour Factor	0.6250	0.6250	0.6250	0.8870	0.8870	0.8870	0.7130	0.7130	0.7130	0.8380	0.8380	0.8380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	54	4	4	3	23	1	1	40	41
Total Analysis Volume [veh/h]	2	6	0	215	17	16	11	93	4	2	161	165
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	665	704	716	805
Degree of Utilization, x	0.01	0.35	0.15	0.41

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.04	1.59	0.53	2.00
95th-Percentile Queue Length [ft]	0.91	39.69	13.23	49.93
Approach Delay [s/veh]	8.48	10.87	8.92	10.52
Approach LOS	A	B	A	B
Intersection Delay [s/veh]	10.37			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	130	20	0	192	22	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	20	0	192	22	1
Peak Hour Factor	0.7210	0.7210	0.9230	0.9230	0.8210	0.8210
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	7	0	52	7	0
Total Analysis Volume [veh/h]	180	28	0	208	27	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.64	0.00	11.24	9.53
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	3.60	3.60
d_A, Approach Delay [s/veh]	0.00		0.00		11.18	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	105.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.180

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	392	3	197	728	47	3	3	3	2	4	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	392	3	197	728	47	3	3	3	2	4	90
Peak Hour Factor	0.8820	0.8820	0.8820	0.9880	0.9880	0.9880	0.3750	0.3750	0.3750	0.7740	0.7740	0.7740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	1	50	184	12	2	2	2	1	1	29
Total Analysis Volume [veh/h]	0	444	3	199	737	48	8	8	8	3	5	116
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.01	0.00	0.18	0.11	0.02	0.05	0.07	0.19
d_M, Delay for Movement [s/veh]	9.32	0.00	0.00	8.94	0.00	0.00	105.81	75.24	33.75	72.55	61.12	15.01
Movement LOS	A	A	A	A	A	A	F	F	D	F	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.65	0.65	0.65	1.16	1.16	1.16	1.32	1.32	1.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	16.23	16.23	16.23	28.90	28.90	28.90	33.10	33.10	33.10
d_A, Approach Delay [s/veh]	0.00			1.81			71.60			18.26		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	3.65											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	38.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	321	6	11	653	96	87	62	4	9	132	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	321	6	11	653	96	87	62	4	9	132	1
Peak Hour Factor	0.8630	0.8630	0.8630	0.9640	0.9640	0.9640	0.8500	0.8500	0.8500	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	93	2	3	169	25	26	18	1	2	36	0
Total Analysis Volume [veh/h]	1	372	7	11	677	100	102	73	5	10	145	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.23	0.48	0.14	0.09
s, saturation flow rate [veh/h]	1678	1639	1318	1661
c, Capacity [veh/h]	805	787	663	799
d1, Uniform Delay [s]	17.25	25.50	15.23	14.70
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.99	32.30	1.01	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	1.00	0.27	0.20
d, Delay for Lane Group [s/veh]	19.23	57.81	16.24	15.25
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.71	23.30	2.40	1.97
50th-Percentile Queue Length [ft/ln]	142.85	582.43	59.98	49.14
95th-Percentile Queue Length [veh/ln]	9.63	31.24	4.32	3.54
95th-Percentile Queue Length [ft/ln]	240.85	780.89	107.96	88.46

Movement, Approach, & Intersection Results

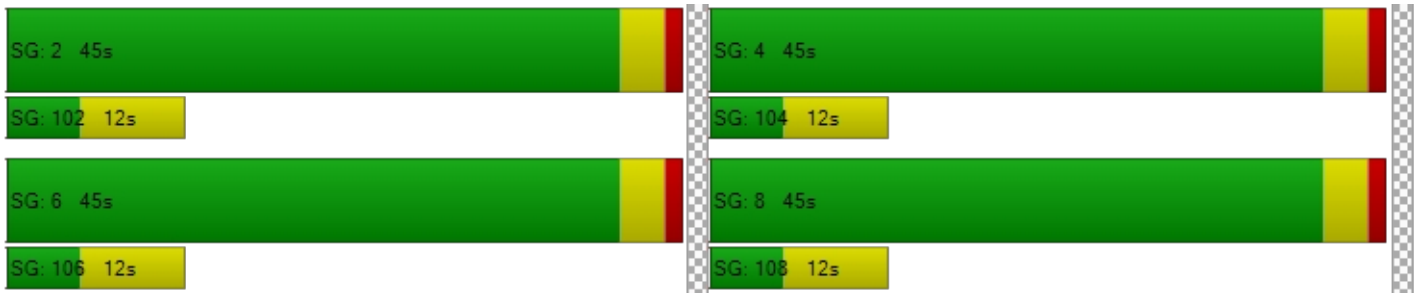
d_M, Delay for Movement [s/veh]	19.23	19.23	19.23	57.81	57.81	57.81	16.24	16.24	16.24	15.25	15.25	15.25
Movement LOS	B	B	B	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	19.23			57.81			16.24			15.25		
Approach LOS	B			E			B			B		
d_I, Intersection Delay [s/veh]	38.67											
Intersection LOS	D											
Intersection V/C	0.678											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.253	2.477	1.925	1.852
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.187	2.860	1.857	1.817
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Virginia Grdns

Vistro File: J:\...\BevV2.vistro
Report File: J:\...\EXPM.pdf

Scenario 2 EXPM
4/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.769	46.2	D
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.434	10.6	B
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.020	8.7	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	NB Left	0.048	14.7	B
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	WB Right	0.504	10.7	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.058	11.7	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	2.067	855.3	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	NB Thru	0.673	27.7	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	46.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	11	496	7	59	454	115	120	68	8	5	124	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	496	7	59	454	115	120	68	8	5	124	36
Peak Hour Factor	0.8860	0.8860	0.8860	0.8580	0.8580	0.8580	0.8910	0.8910	0.8910	0.8250	0.8250	0.8250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	140	2	17	132	34	34	19	2	2	38	11
Total Analysis Volume [veh/h]	12	560	8	69	529	134	135	76	9	6	150	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.35	0.52	0.18	0.12
s, saturation flow rate [veh/h]	1647	1412	1209	1615
c, Capacity [veh/h]	791	687	615	777
d1, Uniform Delay [s]	20.38	25.48	16.47	15.22
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.96	53.08	1.62	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	1.07	0.36	0.26
d, Delay for Lane Group [s/veh]	26.34	78.56	18.09	16.02
Lane Group LOS	C	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	10.82	24.54	3.22	2.62
50th-Percentile Queue Length [ft/ln]	270.38	613.60	80.47	65.51
95th-Percentile Queue Length [veh/ln]	16.21	34.24	5.79	4.72
95th-Percentile Queue Length [ft/ln]	405.22	855.92	144.85	117.92

Movement, Approach, & Intersection Results

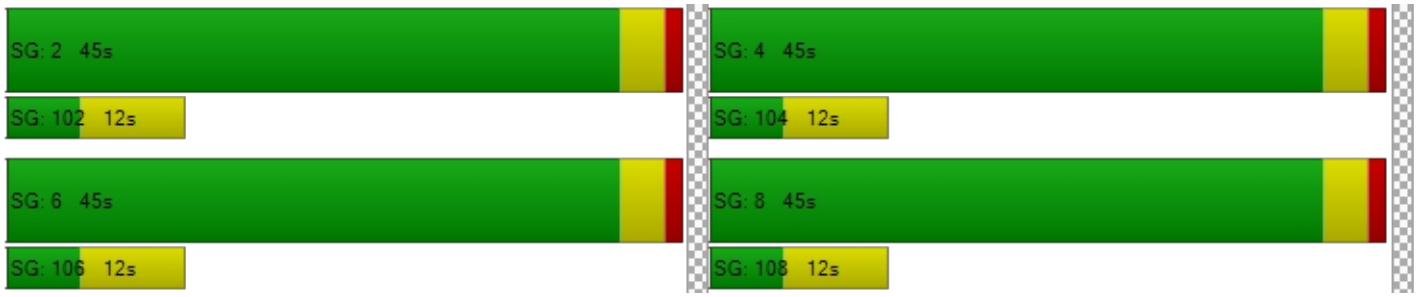
d_M, Delay for Movement [s/veh]	26.34	26.34	26.34	78.56	78.56	78.56	18.09	18.09	18.09	16.02	16.02	16.02
Movement LOS	C	C	C	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	26.34			78.56			18.09			16.02		
Approach LOS	C			E			B			B		
d_I, Intersection Delay [s/veh]	46.17											
Intersection LOS	D											
Intersection V/C	0.769											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.273	2.626	1.985	1.987
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.517	2.767	1.923	1.890
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	130	6	11	8	11	3	1	162	49	27	228	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	6	11	8	11	3	1	162	49	27	228	4
Peak Hour Factor	0.9670	0.9670	0.9670	0.5000	0.5000	0.5000	0.8980	0.8980	0.8980	0.7990	0.7990	0.7990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	2	3	4	6	2	0	45	14	8	71	1
Total Analysis Volume [veh/h]	134	6	11	16	22	6	1	180	55	34	285	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	653	646	753	747
Degree of Utilization, x	0.23	0.07	0.31	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.89	0.22	1.34	2.21
95th-Percentile Queue Length [ft]	22.24	5.47	33.56	55.13
Approach Delay [s/veh]	10.16	8.99	9.95	11.46
Approach LOS	B	A	A	B
Intersection Delay [s/veh]	10.58			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	10	2	1	3	5	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	2	1	3	5	5
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.6250	0.6250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	2	2	2
Total Analysis Volume [veh/h]	20	4	2	6	8	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	8.46	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.83	1.83	0.09	0.09	0.00	0.00
d_A, Approach Delay [s/veh]	8.67		1.81		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.64					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	11	1	14	2	1	7	6	178	1	8	343	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1	14	2	1	7	6	178	1	8	343	2
Peak Hour Factor	0.5910	0.5910	0.5910	0.6250	0.6250	0.6250	0.9440	0.9440	0.9440	0.9010	0.9010	0.9010
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	6	1	0	3	2	47	0	2	95	1
Total Analysis Volume [veh/h]	19	2	24	3	2	11	6	189	1	9	381	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.03	0.01	0.00	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.68	14.41	9.80	14.51	14.03	10.61	8.08	0.00	0.00	7.62	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.26	0.09	0.09	0.09	0.02	0.02	0.02	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	6.59	6.59	6.59	2.25	2.25	2.25	0.38	0.38	0.38	0.49	0.49	0.49
d_A, Approach Delay [s/veh]	12.06			11.77			0.25			0.17		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	5	44	4	90	5	13	27	93	4	3	119	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	44	4	90	5	13	27	93	4	3	119	247
Peak Hour Factor	0.6630	0.6630	0.6630	0.7710	0.7710	0.7710	0.8380	0.8380	0.8380	0.8870	0.8870	0.8870
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	17	2	29	2	4	8	28	1	1	34	70
Total Analysis Volume [veh/h]	8	66	6	117	6	17	32	111	5	3	134	278
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	657	656	707	824
Degree of Utilization, x	0.12	0.21	0.21	0.50

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.41	0.80	0.79	2.88
95th-Percentile Queue Length [ft]	10.35	20.10	19.63	72.06
Approach Delay [s/veh]	9.24	9.97	9.43	11.72
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	10.72			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	259	56	0	86	22	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	259	56	0	86	22	2
Peak Hour Factor	0.8650	0.8650	0.7680	0.7680	0.6670	0.6670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	16	0	28	8	1
Total Analysis Volume [veh/h]	299	65	0	112	33	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.01	0.00	11.70	10.48
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.94	4.94
d_A, Approach Delay [s/veh]	0.00		0.00		11.60	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.82					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	855.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.067

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	717	0	78	440	30	23	0	7	1	2	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	717	0	78	440	30	23	0	7	1	2	237
Peak Hour Factor	0.9160	0.9160	0.9160	0.9130	0.9130	0.9130	0.5360	0.5360	0.5360	0.8330	0.8330	0.8330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	196	0	21	120	8	11	0	3	0	1	71
Total Analysis Volume [veh/h]	1	783	0	85	482	33	43	0	13	1	2	285
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.10	0.00	0.00	2.07	0.00	0.02	0.01	0.02	0.72
d_M, Delay for Movement [s/veh]	8.43	0.00	0.00	9.80	0.00	0.00	855.26	714.51	688.48	67.37	61.73	37.80
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.34	0.34	0.34	6.76	6.76	6.76	6.05	6.05	6.05
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.07	8.47	8.47	8.47	168.96	168.96	168.96	151.18	151.18	151.18
d_A, Approach Delay [s/veh]	0.01			1.39			816.55			38.06		
Approach LOS	A			A			F			E		
d_I, Intersection Delay [s/veh]	33.29											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	27.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	592	16	16	364	79	124	93	8	8	88	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	592	16	16	364	79	124	93	8	8	88	44
Peak Hour Factor	0.8800	0.8800	0.8800	0.9480	0.9480	0.9480	0.9380	0.9380	0.9380	0.7780	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	168	5	4	96	21	33	25	2	3	28	14
Total Analysis Volume [veh/h]	17	673	18	17	384	83	132	99	9	10	113	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.43	0.31	0.19	0.11
s, saturation flow rate [veh/h]	1658	1583	1287	1578
c, Capacity [veh/h]	796	763	648	761
d1, Uniform Delay [s]	23.16	18.96	16.31	15.04
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.14	4.00	1.62	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.63	0.37	0.24
d, Delay for Lane Group [s/veh]	37.30	22.96	17.93	15.77
Lane Group LOS	D	C	B	B
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.33	8.23	3.46	2.33
50th-Percentile Queue Length [ft/ln]	408.15	205.64	86.62	58.28
95th-Percentile Queue Length [veh/ln]	22.95	12.93	6.24	4.20
95th-Percentile Queue Length [ft/ln]	573.81	323.23	155.91	104.90

Movement, Approach, & Intersection Results

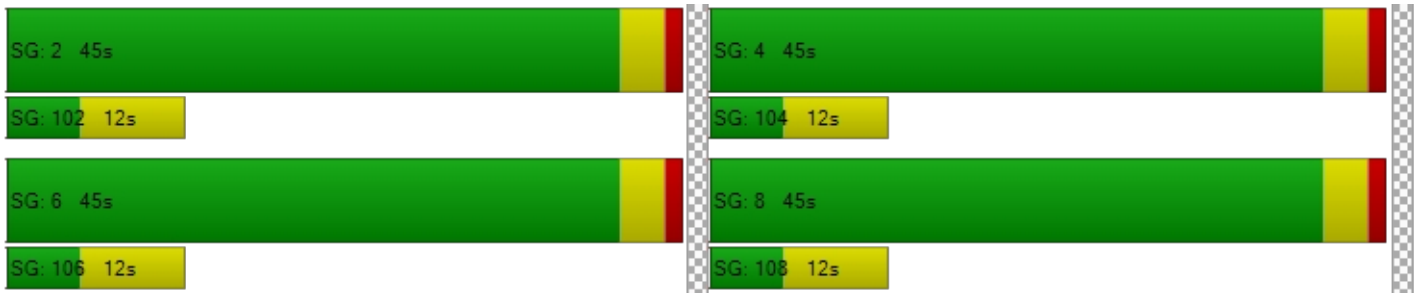
d_M, Delay for Movement [s/veh]	37.30	37.30	37.30	22.96	22.96	22.96	17.93	17.93	17.93	15.77	15.77	15.77
Movement LOS	D	D	D	C	C	C	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	37.30			22.96			17.93			15.77		
Approach LOS	D			C			B			B		
d_I, Intersection Delay [s/veh]	27.70											
Intersection LOS	C											
Intersection V/C	0.673											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.272	2.560	1.961	1.894
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.728	2.358	1.956	1.857
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX D
Future Pre-Project LOS Worksheets

Virginia Grdns

Vistro File: J:\...\BevV2.vistro
Report File: J:\...\Future_No_Project_AM.pdf

Scenario 5 Future Without Project AM
4/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.842	106.3	F
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.359	9.6	A
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.002	8.7	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	SB Left	0.005	14.5	B
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	SB Left	0.408	10.4	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.045	11.2	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	0.180	105.8	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.678	38.7	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	106.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.842

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	9	297	10	25	700	179	75	95	11	5	69	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	297	10	25	700	179	75	95	11	5	69	24
Peak Hour Factor	0.9190	0.9190	0.9190	0.9040	0.9040	0.9040	0.8700	0.8700	0.8700	0.7660	0.7660	0.7660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	81	3	7	194	50	22	27	3	2	23	8
Total Analysis Volume [veh/h]	10	323	11	28	774	198	86	109	13	7	90	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.21	0.62	0.14	0.08
s, saturation flow rate [veh/h]	1632	1608	1435	1597
c, Capacity [veh/h]	785	773	710	770
d1, Uniform Delay [s]	16.79	25.49	15.26	14.49
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.78	141.36	1.05	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	1.29	0.29	0.17
d, Delay for Lane Group [s/veh]	18.57	166.84	16.30	14.95
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.03	46.34	2.76	1.59
50th-Percentile Queue Length [ft/ln]	125.81	1158.54	68.95	39.77
95th-Percentile Queue Length [veh/ln]	8.71	68.21	4.96	2.86
95th-Percentile Queue Length [ft/ln]	217.79	1705.33	124.11	71.59

Movement, Approach, & Intersection Results

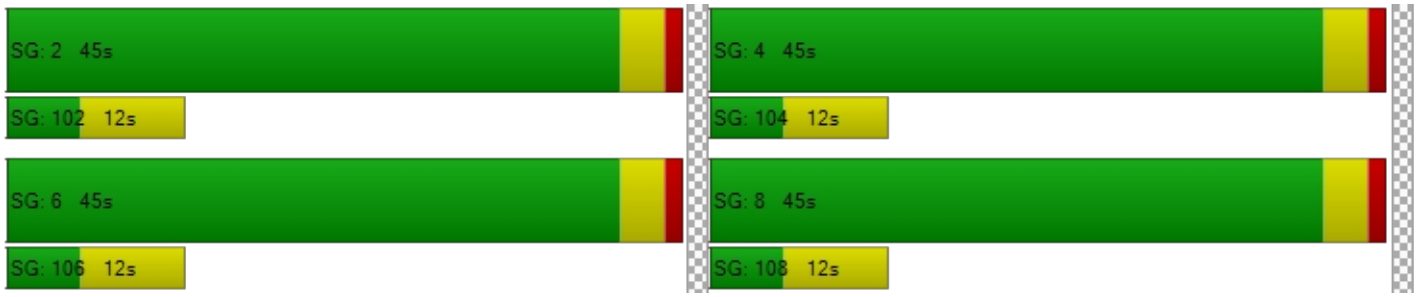
d_M, Delay for Movement [s/veh]	18.57	18.57	18.57	166.84	166.84	166.84	16.30	16.30	16.30	14.95	14.95	14.95
Movement LOS	B	B	B	F	F	F	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	18.57			166.84			16.30			14.95		
Approach LOS	B			F			B			B		
d_I, Intersection Delay [s/veh]	106.27											
Intersection LOS	F											
Intersection V/C	0.842											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.281	2.541	1.977	1.891
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.127	3.210	1.903	1.771
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	40	10	5	5	6	1	0	176	85	30	223	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	10	5	5	6	1	0	176	85	30	223	8
Peak Hour Factor	0.8590	0.8590	0.8590	0.6000	0.6000	0.6000	0.8940	0.8940	0.8940	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	3	1	2	3	0	0	49	24	8	62	2
Total Analysis Volume [veh/h]	47	12	6	8	10	2	0	197	95	33	246	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	674	673	838	803
Degree of Utilization, x	0.10	0.03	0.35	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.32	0.09	1.57	1.64
95th-Percentile Queue Length [ft]	7.97	2.30	39.18	40.92
Approach Delay [s/veh]	8.91	8.52	9.57	9.97
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.65			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	1	1	3	10	3	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	3	10	3	8
Peak Hour Factor	0.5000	0.5000	0.8130	0.8130	0.6880	0.6880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	3	1	3
Total Analysis Volume [veh/h]	2	2	4	12	4	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.68	8.37	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.19	0.19	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		1.81		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	2	1	7	1	0	1	7	230	3	10	262	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	7	1	0	1	7	230	3	10	262	0
Peak Hour Factor	0.6250	0.6250	0.6250	0.5000	0.5000	0.5000	0.9090	0.9090	0.9090	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	1	0	1	2	63	1	3	82	0
Total Analysis Volume [veh/h]	3	2	11	2	0	2	8	253	3	13	328	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.40	14.31	9.76	14.51	14.22	10.11	7.94	0.00	0.00	7.78	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	2.06	2.06	2.06	0.61	0.61	0.61	0.49	0.49	0.49	0.75	0.75	0.75
d_A, Approach Delay [s/veh]	11.20			12.31			0.24			0.30		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.63											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.408

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	4	0	191	15	14	8	66	3	2	135	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	4	0	191	15	14	8	66	3	2	135	138
Peak Hour Factor	0.6250	0.6250	0.6250	0.8870	0.8870	0.8870	0.7130	0.7130	0.7130	0.8380	0.8380	0.8380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	54	4	4	3	23	1	1	40	41
Total Analysis Volume [veh/h]	2	6	0	215	17	16	11	93	4	2	161	165
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	665	704	716	805
Degree of Utilization, x	0.01	0.35	0.15	0.41

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.04	1.59	0.53	2.00
95th-Percentile Queue Length [ft]	0.91	39.69	13.23	49.93
Approach Delay [s/veh]	8.48	10.87	8.92	10.52
Approach LOS	A	B	A	B
Intersection Delay [s/veh]	10.37			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	130	20	0	192	22	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	20	0	192	22	1
Peak Hour Factor	0.7210	0.7210	0.9230	0.9230	0.8210	0.8210
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	7	0	52	7	0
Total Analysis Volume [veh/h]	180	28	0	208	27	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.64	0.00	11.24	9.53
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	3.60	3.60
d_A, Approach Delay [s/veh]	0.00		0.00		11.18	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	105.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.180

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	392	3	197	728	47	3	3	3	2	4	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	392	3	197	728	47	3	3	3	2	4	90
Peak Hour Factor	0.8820	0.8820	0.8820	0.9880	0.9880	0.9880	0.3750	0.3750	0.3750	0.7740	0.7740	0.7740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	1	50	184	12	2	2	2	1	1	29
Total Analysis Volume [veh/h]	0	444	3	199	737	48	8	8	8	3	5	116
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.01	0.00	0.18	0.11	0.02	0.05	0.07	0.19
d_M, Delay for Movement [s/veh]	9.32	0.00	0.00	8.94	0.00	0.00	105.81	75.24	33.75	72.55	61.12	15.01
Movement LOS	A	A	A	A	A	A	F	F	D	F	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.65	0.65	0.65	1.16	1.16	1.16	1.32	1.32	1.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	16.23	16.23	16.23	28.90	28.90	28.90	33.10	33.10	33.10
d_A, Approach Delay [s/veh]	0.00			1.81			71.60			18.26		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	3.65											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	38.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	321	6	11	653	96	87	62	4	9	132	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	321	6	11	653	96	87	62	5	9	132	1
Peak Hour Factor	0.8630	0.8630	0.8630	0.9640	0.9640	0.9640	0.8500	0.8500	0.8500	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	93	2	3	169	25	26	18	1	2	36	0
Total Analysis Volume [veh/h]	1	372	7	11	677	100	102	73	6	10	145	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.23	0.48	0.14	0.09
s, saturation flow rate [veh/h]	1678	1639	1319	1660
c, Capacity [veh/h]	805	787	664	799
d1, Uniform Delay [s]	17.25	25.50	15.23	14.70
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.99	32.30	1.01	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	1.00	0.27	0.20
d, Delay for Lane Group [s/veh]	19.23	57.81	16.25	15.25
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.71	23.30	2.41	1.97
50th-Percentile Queue Length [ft/ln]	142.85	582.43	60.34	49.14
95th-Percentile Queue Length [veh/ln]	9.63	31.24	4.34	3.54
95th-Percentile Queue Length [ft/ln]	240.85	780.89	108.61	88.46

Movement, Approach, & Intersection Results

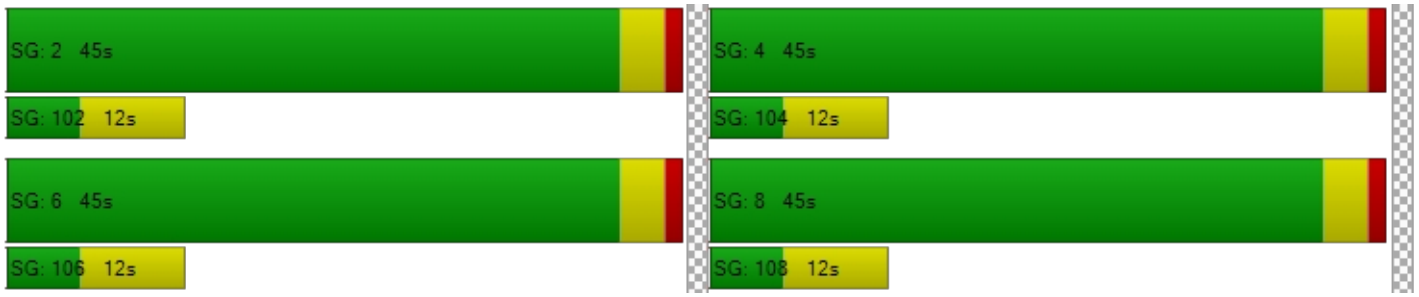
d_M, Delay for Movement [s/veh]	19.23	19.23	19.23	57.81	57.81	57.81	16.25	16.25	16.25	15.25	15.25	15.25
Movement LOS	B	B	B	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	19.23			57.81			16.25			15.25		
Approach LOS	B			E			B			B		
d_I, Intersection Delay [s/veh]	38.66											
Intersection LOS	D											
Intersection V/C	0.678											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.254	2.477	1.926	1.852
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.187	2.860	1.858	1.817
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Virginia Grdns

Vistro File: J:\...\BevV2.vistro
Report File: J:\...\Future_No_Project_PM.pdf

Scenario 6 Future Without Project PM
4/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.769	46.2	D
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.434	10.6	B
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.020	8.7	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	NB Left	0.048	14.7	B
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	WB Right	0.504	10.7	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.058	11.7	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	2.067	855.3	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	NB Thru	0.674	27.8	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	46.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	11	496	7	59	454	115	120	68	8	5	124	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	496	7	59	454	115	120	68	8	5	124	36
Peak Hour Factor	0.8860	0.8860	0.8860	0.8580	0.8580	0.8580	0.8910	0.8910	0.8910	0.8250	0.8250	0.8250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	140	2	17	132	34	34	19	2	2	38	11
Total Analysis Volume [veh/h]	12	560	8	69	529	134	135	76	9	6	150	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.35	0.52	0.18	0.12
s, saturation flow rate [veh/h]	1647	1412	1209	1615
c, Capacity [veh/h]	791	687	615	777
d1, Uniform Delay [s]	20.38	25.48	16.47	15.22
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.96	53.08	1.62	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	1.07	0.36	0.26
d, Delay for Lane Group [s/veh]	26.34	78.56	18.09	16.02
Lane Group LOS	C	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	10.82	24.54	3.22	2.62
50th-Percentile Queue Length [ft/ln]	270.38	613.60	80.47	65.51
95th-Percentile Queue Length [veh/ln]	16.21	34.24	5.79	4.72
95th-Percentile Queue Length [ft/ln]	405.22	855.92	144.85	117.92

Movement, Approach, & Intersection Results

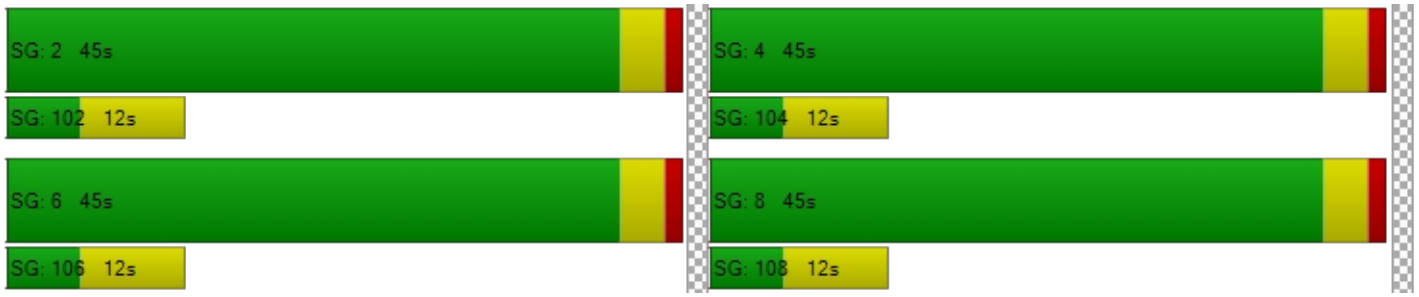
d_M, Delay for Movement [s/veh]	26.34	26.34	26.34	78.56	78.56	78.56	18.09	18.09	18.09	16.02	16.02	16.02
Movement LOS	C	C	C	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	26.34			78.56			18.09			16.02		
Approach LOS	C			E			B			B		
d_I, Intersection Delay [s/veh]	46.17											
Intersection LOS	D											
Intersection V/C	0.769											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.273	2.626	1.985	1.987
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.517	2.767	1.923	1.890
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	130	6	11	8	11	3	1	162	49	27	228	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	6	11	8	11	3	1	162	49	27	228	4
Peak Hour Factor	0.9670	0.9670	0.9670	0.5000	0.5000	0.5000	0.8980	0.8980	0.8980	0.7990	0.7990	0.7990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	2	3	4	6	2	0	45	14	8	71	1
Total Analysis Volume [veh/h]	134	6	11	16	22	6	1	180	55	34	285	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	653	646	753	747
Degree of Utilization, x	0.23	0.07	0.31	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.89	0.22	1.34	2.21
95th-Percentile Queue Length [ft]	22.24	5.47	33.56	55.13
Approach Delay [s/veh]	10.16	8.99	9.95	11.46
Approach LOS	B	A	A	B
Intersection Delay [s/veh]	10.58			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	10	2	1	3	5	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	2	1	3	5	5
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.6250	0.6250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	2	2	2
Total Analysis Volume [veh/h]	20	4	2	6	8	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	8.46	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.83	1.83	0.09	0.09	0.00	0.00
d_A, Approach Delay [s/veh]	8.67		1.81		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.64					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	11	1	14	2	1	7	6	178	1	8	343	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1	14	2	1	7	6	178	1	8	343	2
Peak Hour Factor	0.5910	0.5910	0.5910	0.6250	0.6250	0.6250	0.9440	0.9440	0.9440	0.9010	0.9010	0.9010
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	6	1	0	3	2	47	0	2	95	1
Total Analysis Volume [veh/h]	19	2	24	3	2	11	6	189	1	9	381	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.03	0.01	0.00	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.68	14.41	9.80	14.51	14.03	10.61	8.08	0.00	0.00	7.62	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.26	0.09	0.09	0.09	0.02	0.02	0.02	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	6.59	6.59	6.59	2.25	2.25	2.25	0.38	0.38	0.38	0.49	0.49	0.49
d_A, Approach Delay [s/veh]	12.06			11.77			0.25			0.17		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	5	44	4	90	5	13	27	93	4	3	119	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	44	4	90	5	13	27	93	4	3	119	247
Peak Hour Factor	0.6630	0.6630	0.6630	0.7710	0.7710	0.7710	0.8380	0.8380	0.8380	0.8870	0.8870	0.8870
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	17	2	29	2	4	8	28	1	1	34	70
Total Analysis Volume [veh/h]	8	66	6	117	6	17	32	111	5	3	134	278
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	657	656	707	824
Degree of Utilization, x	0.12	0.21	0.21	0.50

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.41	0.80	0.79	2.88
95th-Percentile Queue Length [ft]	10.35	20.10	19.63	72.06
Approach Delay [s/veh]	9.24	9.97	9.43	11.72
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	10.72			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	259	56	0	86	22	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	259	56	0	86	22	2
Peak Hour Factor	0.8650	0.8650	0.7680	0.7680	0.6670	0.6670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	16	0	28	8	1
Total Analysis Volume [veh/h]	299	65	0	112	33	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.01	0.00	11.70	10.48
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.94	4.94
d_A, Approach Delay [s/veh]	0.00		0.00		11.60	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.82					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	855.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.067

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	717	0	78	440	30	23	0	7	1	2	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	717	0	78	440	30	23	0	7	1	2	237
Peak Hour Factor	0.9160	0.9160	0.9160	0.9130	0.9130	0.9130	0.5360	0.5360	0.5360	0.8330	0.8330	0.8330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	196	0	21	120	8	11	0	3	0	1	71
Total Analysis Volume [veh/h]	1	783	0	85	482	33	43	0	13	1	2	285
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.10	0.00	0.00	2.07	0.00	0.02	0.01	0.02	0.72
d_M, Delay for Movement [s/veh]	8.43	0.00	0.00	9.80	0.00	0.00	855.26	714.51	688.48	67.37	61.73	37.80
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.34	0.34	0.34	6.76	6.76	6.76	6.05	6.05	6.05
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.07	8.47	8.47	8.47	168.96	168.96	168.96	151.18	151.18	151.18
d_A, Approach Delay [s/veh]	0.01			1.39			816.55			38.06		
Approach LOS	A			A			F			E		
d_I, Intersection Delay [s/veh]	33.29											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	27.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	592	16	16	364	79	124	93	8	8	88	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	592	16	16	364	79	124	93	8	8	88	44
Peak Hour Factor	0.8800	0.8800	0.8800	0.9480	0.9480	0.9480	0.9380	0.9380	0.9380	0.7780	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	168	5	4	96	21	33	25	2	3	28	14
Total Analysis Volume [veh/h]	18	673	18	17	384	83	132	99	9	10	113	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.43	0.31	0.19	0.11
s, saturation flow rate [veh/h]	1657	1583	1287	1578
c, Capacity [veh/h]	796	762	648	761
d1, Uniform Delay [s]	23.19	18.96	16.31	15.04
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.32	4.01	1.62	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.63	0.37	0.24
d, Delay for Lane Group [s/veh]	37.50	22.96	17.93	15.77
Lane Group LOS	D	C	B	B
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.40	8.23	3.46	2.33
50th-Percentile Queue Length [ft/ln]	410.00	205.66	86.62	58.28
95th-Percentile Queue Length [veh/ln]	23.04	12.93	6.24	4.20
95th-Percentile Queue Length [ft/ln]	576.04	323.25	155.91	104.90

Movement, Approach, & Intersection Results

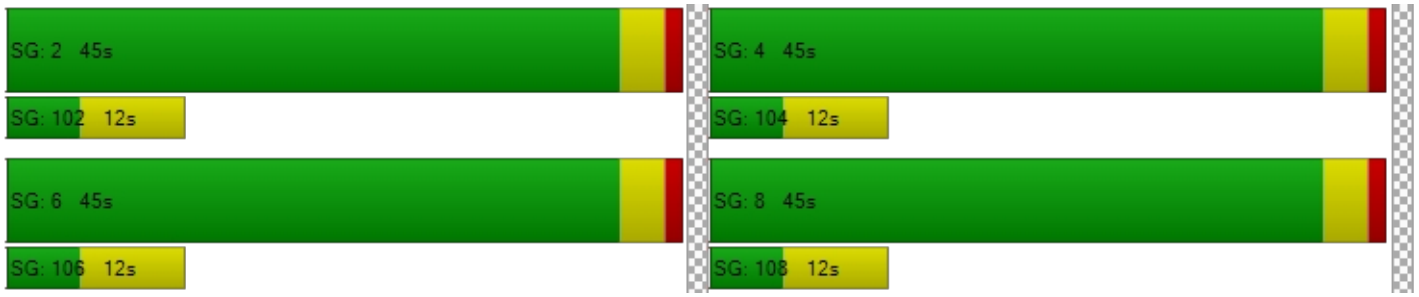
d_M, Delay for Movement [s/veh]	37.50	37.50	37.50	22.96	22.96	22.96	17.93	17.93	17.93	15.77	15.77	15.77
Movement LOS	D	D	D	C	C	C	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	37.50			22.96			17.93			15.77		
Approach LOS	D			C			B			B		
d_I, Intersection Delay [s/veh]	27.80											
Intersection LOS	C											
Intersection V/C	0.674											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.273	2.560	1.963	1.894
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.729	2.358	1.956	1.857
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E
Future Post-Project LOS Worksheets

Vistro File: J:\...\BevV3.vistro
Report File: J:\...\Future_With_AM.pdf

Scenario 7 Future With Project AM
6/29/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.847	106.2	F
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.369	9.8	A
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.017	8.9	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	NB Left	0.008	14.8	B
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	SB Left	0.417	10.5	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.045	11.3	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	0.182	107.1	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.678	38.6	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	106.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.847

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	9	297	10	25	700	179	75	95	11	5	69	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	1	1	1	4	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	297	10	25	700	180	76	96	15	5	70	24
Peak Hour Factor	0.9190	0.9190	0.9190	0.9040	0.9040	0.9040	0.8700	0.8700	0.8700	0.7660	0.7660	0.7660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	81	3	7	194	50	22	28	4	2	23	8
Total Analysis Volume [veh/h]	14	323	11	28	774	199	87	110	17	7	91	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.22	0.62	0.15	0.08
s, saturation flow rate [veh/h]	1595	1607	1434	1598
c, Capacity [veh/h]	768	773	710	770
d1, Uniform Delay [s]	16.84	25.49	15.33	14.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.93	141.98	1.09	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	1.29	0.30	0.17
d, Delay for Lane Group [s/veh]	18.77	167.47	16.42	14.97
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.12	46.47	2.85	1.60
50th-Percentile Queue Length [ft/ln]	128.10	1161.74	71.29	40.11
95th-Percentile Queue Length [veh/ln]	8.84	68.42	5.13	2.89
95th-Percentile Queue Length [ft/ln]	220.91	1710.62	128.32	72.20

Movement, Approach, & Intersection Results

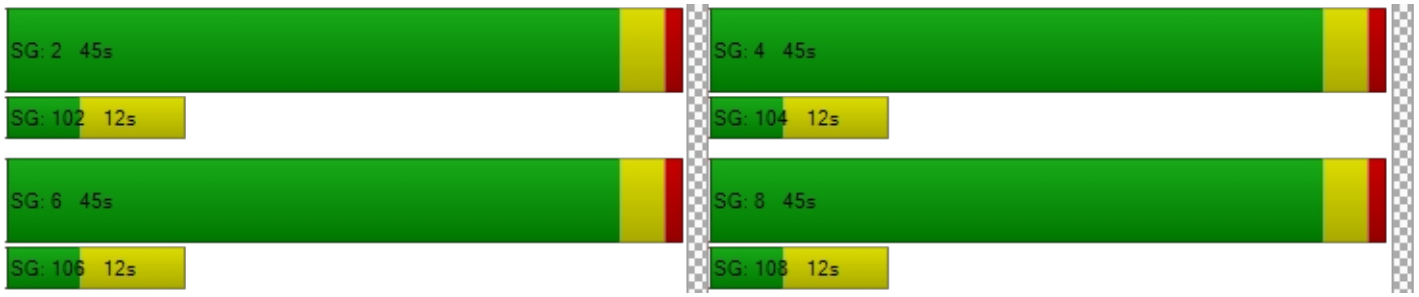
d_M, Delay for Movement [s/veh]	18.77	18.77	18.77	167.47	167.47	167.47	16.42	16.42	16.42	14.97	14.97	14.97
Movement LOS	B	B	B	F	F	F	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	18.77			167.47			16.42			14.97		
Approach LOS	B			F			B			B		
d_I, Intersection Delay [s/veh]	106.15											
Intersection LOS	F											
Intersection V/C	0.847											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.285	2.543	1.989	1.892
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.134	3.211	1.913	1.772
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	40	10	5	5	6	1	0	176	85	30	223	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	6	1	0	0	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	11	5	11	7	1	0	176	85	30	223	14
Peak Hour Factor	0.8590	0.8590	0.8590	0.6000	0.6000	0.6000	0.8940	0.8940	0.8940	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	3	1	5	3	0	0	49	24	8	62	4
Total Analysis Volume [veh/h]	47	13	6	18	12	2	0	197	95	33	246	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	668	662	829	797
Degree of Utilization, x	0.10	0.05	0.35	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.33	0.15	1.59	1.71
95th-Percentile Queue Length [ft]	8.18	3.80	39.87	42.69
Approach Delay [s/veh]	8.98	8.71	9.69	10.14
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.77			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	1	1	3	10	3	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	5	5	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	6	8	10	3	15
Peak Hour Factor	0.5000	0.5000	0.8130	0.8130	0.6880	0.6880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	2	3	1	5
Total Analysis Volume [veh/h]	16	12	10	12	4	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.87	8.49	7.28	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.16	2.16	0.48	0.48	0.00	0.00
d_A, Approach Delay [s/veh]	8.70		3.31		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.16					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	2	1	7	1	0	1	7	230	3	10	262	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	5	5	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	7	1	0	6	12	230	3	10	262	0
Peak Hour Factor	0.6250	0.6250	0.6250	0.5000	0.5000	0.5000	0.9090	0.9090	0.9090	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	1	0	3	3	63	1	3	82	0
Total Analysis Volume [veh/h]	3	2	11	2	0	12	13	253	3	13	328	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.01	0.00	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.79	14.48	9.76	14.77	14.46	10.18	7.95	0.00	0.00	7.78	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.07	0.07	0.07	0.03	0.03	0.03	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	2.10	2.10	2.10	1.70	1.70	1.70	0.80	0.80	0.80	0.75	0.75	0.75
d_A, Approach Delay [s/veh]	11.29			10.83			0.38			0.30		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.84											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.417

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	4	0	191	15	14	8	66	3	2	135	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	4	0	0	4	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	4	0	192	15	14	8	70	3	2	139	139
Peak Hour Factor	0.6250	0.6250	0.6250	0.8870	0.8870	0.8870	0.7130	0.7130	0.7130	0.8380	0.8380	0.8380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	54	4	4	3	25	1	1	41	41
Total Analysis Volume [veh/h]	2	6	0	216	17	16	11	98	4	2	166	166
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	661	700	714	801
Degree of Utilization, x	0.01	0.36	0.16	0.42

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.04	1.61	0.56	2.07
95th-Percentile Queue Length [ft]	0.92	40.26	14.00	51.74
Approach Delay [s/veh]	8.51	10.95	8.99	10.66
Approach LOS	A	B	A	B
Intersection Delay [s/veh]	10.47			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	130	20	0	192	22	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	20	0	193	22	1
Peak Hour Factor	0.7210	0.7210	0.9230	0.9230	0.8210	0.8210
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	7	0	52	7	0
Total Analysis Volume [veh/h]	182	28	0	209	27	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	11.27	9.54
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	3.61	3.61
d_A, Approach Delay [s/veh]	0.00		0.00		11.21	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	107.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.182

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	392	3	197	728	47	3	3	3	2	4	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	392	3	198	728	47	3	3	3	2	4	91
Peak Hour Factor	0.8820	0.8820	0.8820	0.9880	0.9880	0.9880	0.3750	0.3750	0.3750	0.7740	0.7740	0.7740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	1	50	184	12	2	2	2	1	1	29
Total Analysis Volume [veh/h]	0	444	3	200	737	48	8	8	8	3	5	118
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.01	0.00	0.18	0.11	0.02	0.05	0.07	0.19
d_M, Delay for Movement [s/veh]	9.32	0.00	0.00	8.94	0.00	0.00	107.06	75.87	34.12	72.95	61.45	15.07
Movement LOS	A	A	A	A	A	A	F	F	D	F	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.65	0.65	0.65	1.17	1.17	1.17	1.35	1.35	1.35
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	16.33	16.33	16.33	29.15	29.15	29.15	33.68	33.68	33.68
d_A, Approach Delay [s/veh]	0.00			1.82			72.35			18.28		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	3.68											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	38.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	321	6	11	653	96	87	62	4	9	132	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	0	0	0	0	1	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	321	10	11	653	96	87	62	5	13	132	1
Peak Hour Factor	0.8630	0.8630	0.8630	0.9640	0.9640	0.9640	0.8500	0.8500	0.8500	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	93	3	3	169	25	26	18	1	4	36	0
Total Analysis Volume [veh/h]	1	372	12	11	677	100	102	73	6	14	145	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.23	0.48	0.14	0.10
s, saturation flow rate [veh/h]	1675	1639	1317	1647
c, Capacity [veh/h]	803	787	663	794
d1, Uniform Delay [s]	17.32	25.50	15.25	14.74
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.05	32.31	1.02	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	1.00	0.27	0.20
d, Delay for Lane Group [s/veh]	19.37	57.82	16.27	15.31
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.82	23.30	2.42	2.02
50th-Percentile Queue Length [ft/ln]	145.50	582.46	60.42	50.57
95th-Percentile Queue Length [veh/ln]	9.78	31.24	4.35	3.64
95th-Percentile Queue Length [ft/ln]	244.41	780.95	108.75	91.03

Movement, Approach, & Intersection Results

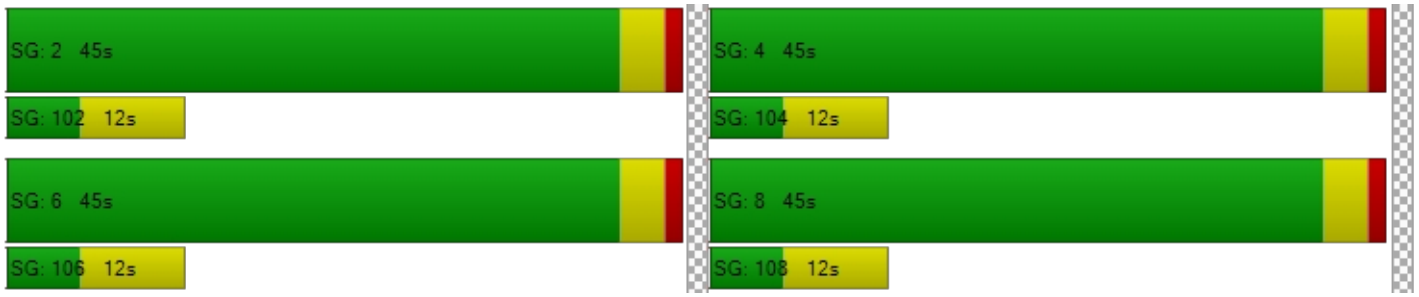
d_M, Delay for Movement [s/veh]	19.37	19.37	19.37	57.82	57.82	57.82	16.27	16.27	16.27	15.31	15.31	15.31
Movement LOS	B	B	B	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	19.37			57.82			16.27			15.31		
Approach LOS	B			E			B			B		
d_I, Intersection Delay [s/veh]	38.58											
Intersection LOS	D											
Intersection V/C	0.678											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.264	2.477	1.926	1.857
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.195	2.860	1.858	1.824
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Report File: J:\...\Future_With_PM.pdf

Scenario 8 Future With Project PM
6/29/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.778	47.4	D
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.448	10.8	B
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.036	9.0	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	NB Left	0.050	15.1	C
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	WB Right	0.514	10.9	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.058	11.7	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	2.108	878.8	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	NB Thru	0.679	28.2	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	47.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.778

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	11	496	7	59	454	115	120	68	8	5	124	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	1	1	1	4	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	496	7	59	454	116	121	69	12	5	125	36
Peak Hour Factor	0.8860	0.8860	0.8860	0.8580	0.8580	0.8580	0.8910	0.8910	0.8910	0.8250	0.8250	0.8250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	140	2	17	132	34	34	19	3	2	38	11
Total Analysis Volume [veh/h]	17	560	8	69	529	135	136	77	13	6	152	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.36	0.52	0.19	0.13
s, saturation flow rate [veh/h]	1618	1403	1212	1615
c, Capacity [veh/h]	778	683	616	777
d1, Uniform Delay [s]	20.49	25.47	16.55	15.24
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.62	55.69	1.68	0.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	1.07	0.37	0.26
d, Delay for Lane Group [s/veh]	27.11	81.16	18.23	16.05
Lane Group LOS	C	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	11.06	24.91	3.32	2.65
50th-Percentile Queue Length [ft/ln]	276.53	622.82	83.10	66.26
95th-Percentile Queue Length [veh/ln]	16.52	34.86	5.98	4.77
95th-Percentile Queue Length [ft/ln]	412.89	871.56	149.57	119.28

Movement, Approach, & Intersection Results

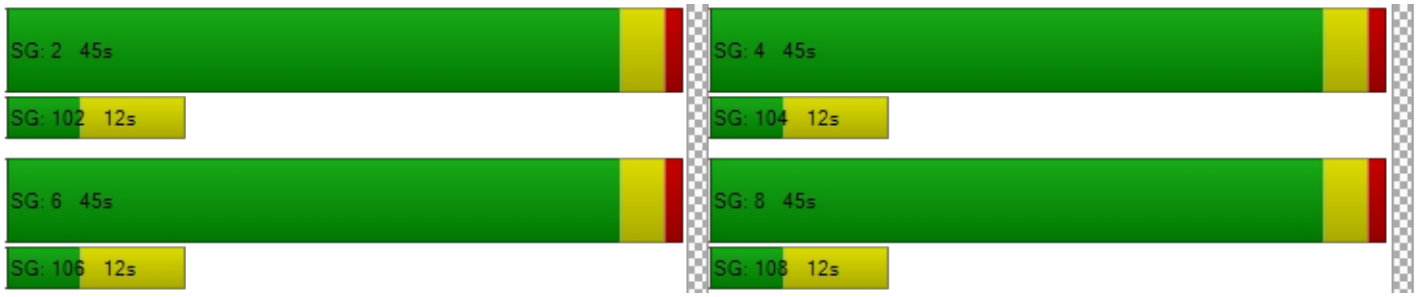
d_M, Delay for Movement [s/veh]	27.11	27.11	27.11	81.16	81.16	81.16	18.23	18.23	18.23	16.05	16.05	16.05
Movement LOS	C	C	C	F	F	F	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	27.11			81.16			18.23			16.05		
Approach LOS	C			F			B			B		
d_I, Intersection Delay [s/veh]	47.37											
Intersection LOS	D											
Intersection V/C	0.778											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.277	2.628	1.999	1.988
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.525	2.769	1.933	1.893
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	130	6	11	8	11	3	1	162	49	27	228	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	6	1	0	0	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	7	11	14	12	3	1	162	49	27	228	10
Peak Hour Factor	0.9670	0.9670	0.9670	0.5000	0.5000	0.5000	0.8980	0.8980	0.8980	0.7990	0.7990	0.7990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	2	3	7	6	2	0	45	14	8	71	3
Total Analysis Volume [veh/h]	134	7	11	28	24	6	1	180	55	34	285	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	646	635	742	740
Degree of Utilization, x	0.24	0.09	0.32	0.45

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.91	0.30	1.37	2.33
95th-Percentile Queue Length [ft]	22.75	7.50	34.26	58.30
Approach Delay [s/veh]	10.28	9.23	10.10	11.75
Approach LOS	B	A	B	B
Intersection Delay [s/veh]	10.78			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	10	2	1	3	5	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	5	5	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	7	6	3	5	12
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.6250	0.6250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	4	3	2	2	5
Total Analysis Volume [veh/h]	34	14	12	6	8	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.96	8.58	7.29	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.84	3.84	0.57	0.57	0.00	0.00
d_A, Approach Delay [s/veh]	8.85		4.86		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.51					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	11	1	14	2	1	7	6	178	1	8	343	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	5	5	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1	14	2	1	12	11	178	1	8	343	2
Peak Hour Factor	0.5910	0.5910	0.5910	0.6250	0.6250	0.6250	0.9440	0.9440	0.9440	0.9010	0.9010	0.9010
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	6	1	0	5	3	47	0	2	95	1
Total Analysis Volume [veh/h]	19	2	24	3	2	19	12	189	1	9	381	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.03	0.01	0.01	0.03	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	15.10	14.63	9.83	14.79	14.29	10.68	8.09	0.00	0.00	7.62	0.00	0.00
Movement LOS	C	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.13	0.13	0.13	0.03	0.03	0.03	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	6.78	6.78	6.78	3.24	3.24	3.24	0.77	0.77	0.77	0.49	0.49	0.49
d_A, Approach Delay [s/veh]	12.27			11.50			0.48			0.17		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.50											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.514

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	5	44	4	90	5	13	27	93	4	3	119	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	4	0	0	4	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	44	4	91	5	13	27	97	4	3	123	248
Peak Hour Factor	0.6630	0.6630	0.6630	0.7710	0.7710	0.7710	0.8380	0.8380	0.8380	0.8870	0.8870	0.8870
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	17	2	30	2	4	8	29	1	1	35	70
Total Analysis Volume [veh/h]	8	66	6	118	6	17	32	116	5	3	139	280
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	652	651	705	821
Degree of Utilization, x	0.12	0.22	0.22	0.51

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.42	0.82	0.82	3.00
95th-Percentile Queue Length [ft]	10.43	20.44	20.55	74.94
Approach Delay [s/veh]	9.29	10.04	9.52	11.94
Approach LOS	A	B	A	B
Intersection Delay [s/veh]	10.87			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	259	56	0	86	22	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	260	56	0	87	22	2
Peak Hour Factor	0.8650	0.8650	0.7680	0.7680	0.6670	0.6670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	16	0	28	8	1
Total Analysis Volume [veh/h]	301	65	0	113	33	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.02	0.00	11.73	10.49
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.96	4.96
d_A, Approach Delay [s/veh]	0.00		0.00		11.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.81					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	878.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.108

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	717	0	78	440	30	23	0	7	1	2	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	717	0	79	440	30	23	0	7	1	2	238
Peak Hour Factor	0.9160	0.9160	0.9160	0.9130	0.9130	0.9130	0.5360	0.5360	0.5360	0.8330	0.8330	0.8330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	196	0	22	120	8	11	0	3	0	1	71
Total Analysis Volume [veh/h]	1	783	0	87	482	33	43	0	13	1	2	286
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.10	0.00	0.00	2.11	0.00	0.02	0.01	0.02	0.73
d_M, Delay for Movement [s/veh]	8.43	0.00	0.00	9.81	0.00	0.00	878.80	734.94	708.60	68.00	62.32	38.07
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.35	0.35	0.35	6.80	6.80	6.80	6.10	6.10	6.10
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.07	8.69	8.69	8.69	170.06	170.06	170.06	152.45	152.45	152.45
d_A, Approach Delay [s/veh]	0.01			1.42			839.29			38.34		
Approach LOS	A			A			F			E		
d_I, Intersection Delay [s/veh]	34.05											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	28.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	592	16	16	364	79	124	93	8	8	88	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	4	0	0	0	0	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	592	20	16	364	79	124	93	8	12	88	44
Peak Hour Factor	0.8800	0.8800	0.8800	0.9480	0.9480	0.9480	0.9380	0.9380	0.9380	0.7780	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	168	6	4	96	21	33	25	2	4	28	14
Total Analysis Volume [veh/h]	18	673	23	17	384	83	132	99	9	15	113	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.43	0.31	0.19	0.12
s, saturation flow rate [veh/h]	1655	1580	1285	1567
c, Capacity [veh/h]	795	761	647	757
d1, Uniform Delay [s]	23.33	18.96	16.34	15.09
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.05	4.03	1.63	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.64	0.37	0.24
d, Delay for Lane Group [s/veh]	38.38	22.99	17.97	15.85
Lane Group LOS	D	C	B	B
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.74	8.23	3.47	2.41
50th-Percentile Queue Length [ft/ln]	418.39	205.76	86.80	60.15
95th-Percentile Queue Length [veh/ln]	23.44	12.94	6.25	4.33
95th-Percentile Queue Length [ft/ln]	586.12	323.39	156.24	108.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.38	38.38	38.38	22.99	22.99	22.99	17.97	17.97	17.97	15.85	15.85	15.85
Movement LOS	D	D	D	C	C	C	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	38.38			22.99			17.97			15.85		
Approach LOS	D			C			B			B		
d_I, Intersection Delay [s/veh]	28.20											
Intersection LOS	C											
Intersection V/C	0.679											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.285	2.560	1.963	1.899
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.738	2.358	1.956	1.865
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-