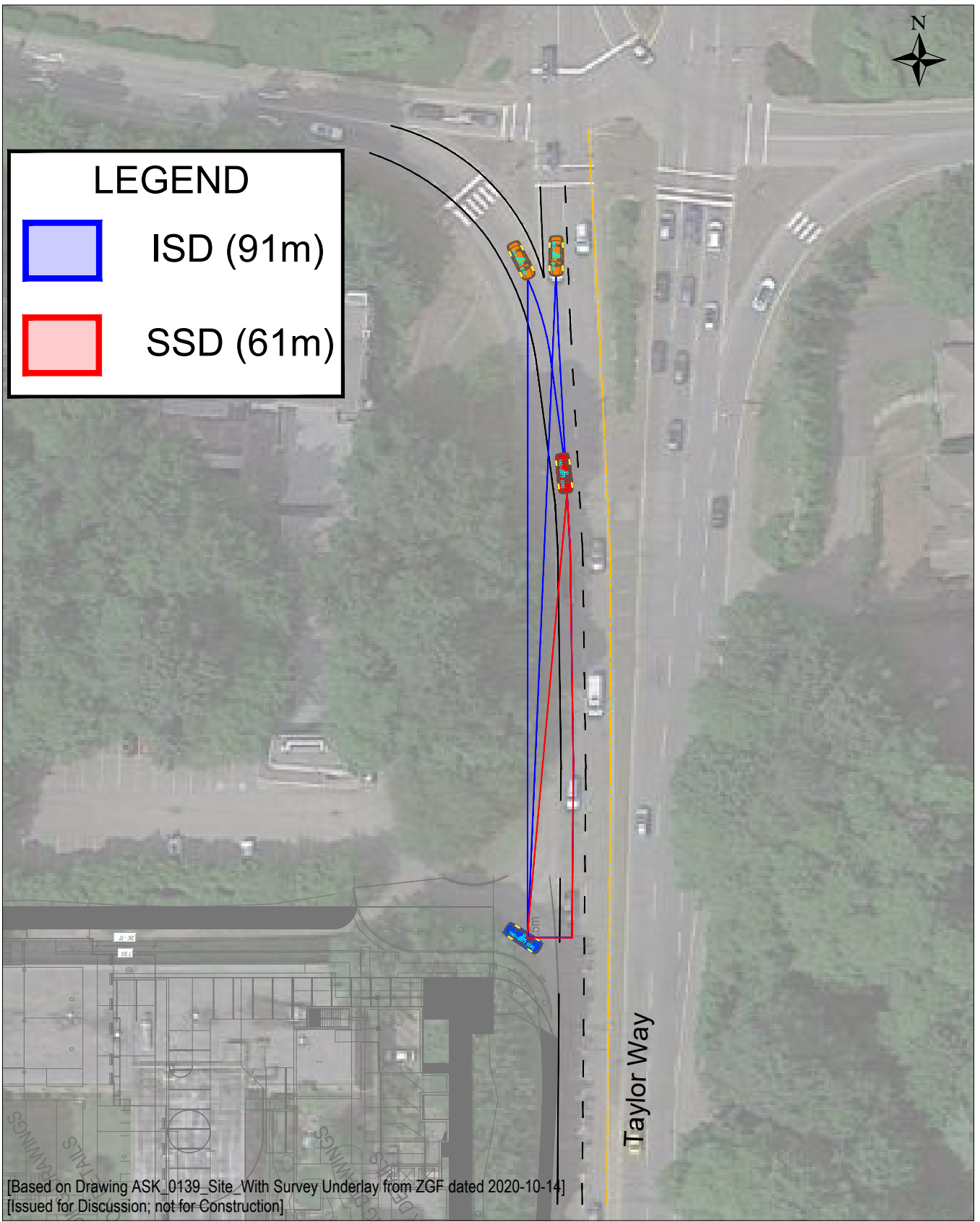


S:\PROJECTS\PI\04-20-0028 Inglewood Care Centre Pre App\4.0 Analysis & Design\4.1 ACAD\Taylor Way Access Sight Line\04-20-0028_Inglewood Care Center_TaylorWay
Access_SightLines_V01.dwg
2021/01/11 12:41, Plotted by Nathan Birk



[Based on Drawing ASK_0139_Site_With Survey Underlay from ZGF dated 2020-10-14]
[Issued for Discussion; not for Construction]

Exhibit 5.1 Recommended Sight Distances at Taylor Way Access



Bunt undertook a field review of the Har El access to confirm that the available site distance for drivers exiting to Taylor Way southbound met the TAC guidelines based on design speed. **Figure 5.1** shows the observed conditions. The vehicle seen turning from the Highway 1 eastbound off-ramp to Taylor Way southbound (circled in red) is located approximately at the end of the clear site triangle for intersection site distance, confirming that this guideline is met. Although there would be additional foliage during the summer and spring, it does not appear that this would block the clear site triangle.

Figure 5.1 Field Review of Intersection Site Distance at Har El Driveway



6. CONCLUSIONS & RECOMMENDATIONS

- With the planned re-development of the Inglewood Care Centre site, an additional 33 peak hour vehicle trips are anticipated at the Taylor Way site access during the AM peak period, and 46 vehicle trips during the PM peak period;
- No capacity, queueing, or delay issues are anticipated as a result of the additional traffic using the Taylor Way access;
- The existing site access locations meets the TAC guidelines for Stopping Site Distance and Intersection Site Distance.
- Given these findings, the use of this existing access by the Inglewood Care Centre redevelopment is supportable.



APPENDIX D

Trip Generation and Background Traffic Growth Rates

MEMO

DATE: September 2, 2020
PROJECT NO: 04-20-0028
PROJECT: **Inglewood Care Centre**
SUBJECT: **Proposed Trip Generation and Background Traffic Growth Rates**

TO: Kattia Woloshyniuk
 BC Ministry of Transportation and Infrastructure

PREPARED BY: Matt Taylor, P. Eng., M. Eng., PTOE

1. INTRODUCTION

Baptist Housing has recently acquired the Inglewood Care Centre at 725 Inglewood Avenue in the District of West Vancouver. The site is located at the corner of Inglewood Avenue & Taylor Way, and extends west to Burley Drive, as shown **Exhibit 1.1**. The 235 bed seniors' care facility has been in operation for nearly 60 years and Baptist Housing is now proposing a comprehensive redevelopment of the entire site to feature the following located in several new buildings. **Exhibit 1.2** illustrates the proposed site plan. The size of the proposed development in terms of both floor area and the number of beds and units is summarized in **Table 1.1**.

Table 1.1: Proposed Development

FACILITY TYPE	BEDS / UNITS
Long Term Care	253 beds
Assisted Living	96 beds
Independent Living / Life Lease	195 units
Affordable Seniors Rental Housing	50 units
Team Members & Workforce Housing	105 units
TOTAL	349 BEDS & 350 UNITS

The purpose of this memo is to:

- Recommend vehicle trip generation rates for the proposed development (see **Section 2**); and,
- Recommend background traffic growth rates for the study area road network (see **Section 3**)



Exhibit 1.2 Site Plan

Inglewood Care Centre
September 2020

04-20-0028



2. TRIP GENERATION RATES

For the land uses on site, there are several comparable land uses with trip generation rates in the ITE Trip Generation Database. The purpose of this section is to establish reasonable trip generation rates for the component of the proposed development based on the available data.

Table 2.1 summarizes the trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Database related to the Assisted Living and Long-Term Care components of the proposed development. These land uses have few supporting data points, but are within a comparable range of trip rates. These are combined into a single trip rate by calculating weighted average based on the number of studies.

Table 2.1: Assisted Living / Long Term Care Vehicle Trip Rates

NAME	LAND USE CODE	SETTING	UNITS	DATA POINTS	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Assisted Living	254	General Urban / Suburban	Beds	9	0.12	0.07	0.19	0.10	0.16	0.26
Nursing Home	620	General Urban / Suburban	Beds	3	0.12	0.05	0.17	0.07	0.15	0.22
WEIGHTED AVERAGE			BEDS		0.12	0.07	0.19	0.09	0.16	0.25

The existing Inglewood Care Centre facility provides comparable assisted living type services and has 235 beds. A PM peak hour spot count was conducted at the existing facility, and rate of approximately 0.20 vehicle trips per bed was observed. This is comparable, although slightly lower than the rates found in the ITE Database.

Table 2.2 summarizes the comparable ITE trip rates for the Independent Living / Life Lease and Affordable Seniors Rental Housing components of the proposed development. Although there is an ITE Affordable Housing for Seniors land use category, only a single data point is available, and it is during the AM peak period. Given this, the “Senior Adult Housing - Attached” land use category is proposed as a substitute.

Table 2.2: Independent Living / Seniors Housing Vehicle Trip Rates

NAME	LAND USE CODE	SETTING	UNITS	DATA POINTS	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Senior Adult Housing - Attached	252	General Urban / Suburban	Units	11	0.07	0.13	0.20	0.14	0.12	0.26

The proposed development also includes Team Members & Workforce Housing, for which the ITE Trip Generation Database does not have a comparable land use. Mid-rise multi-use housing in a dense multi-use urban setting is proposed as a substitute, as this would be representative of a site where fewer people drove to and from work than in a general urban/suburban setting. This is a highly conservative assumption for this site given that nobody living and working on the same site, as is the case here, would drive to work. **Table 2.3** summarizes the ITE Trip Generation rates for this land use category.

Table 2.3: Multifamily Housing (Mid-Rise) Housing Vehicle Trip Rates

NAME	LAND USE CODE	SETTING	UNITS	DATA POINTS	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing (Mid-Rise)	221	Dense Multi-Use Urban	Units	4	0.02	0.18	0.20	0.13	0.05	0.18

Table 2.4 summarizes the proposed trip generation rates for each component of the development.

Table 2.4: Vehicle Trip Generation Rate Summary

FACILITY TYPE	TRIP RATE CATEGORY	UNITS	AM PEAK HOUR			PM PEAK HOUR		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Long Term Care	Assisted Living / Long Term Care	Beds	0.12	0.07	0.19	0.09	0.16	0.25
Assisted Living								
Independent Living / Life Lease	Independent Living / Seniors Housing	Units	0.07	0.13	0.20	0.14	0.12	0.26
Affordable Seniors Rental Housing								
Team Members & Workforce Housing	Multi-Family Housing	Units	0.02	0.18	0.20	0.13	0.05	0.18

Table 2.5 calculates the anticipated trip generation for the site based on the above rates.

Table 2.5: Peak Hour Vehicle Trip Generation

NAME	DENSITY	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Long Term Care	235 beds	28	16	45	21	38	59
Assisted Living	96 beds	12	7	18	9	15	24
Independent Living / Life Lease	195 units	14	25	39	27	23	51
Affordable Seniors Rental Housing	50 units	4	7	10	7	6	13
Team Members & Workforce Housing	105 units	2	19	21	14	5	19
TOTAL	349 BEDS & 350 UNITS	59	74	133	78	88	165

The proposed development is anticipated to generate approximately 135 vehicle trips during the AM peak period and 165 vehicle trips during the PM peak period. The existing Inglewood Care Centre site was found to generate 50 vehicle trips during the PM peak period, so the additional traffic anticipated from this redevelopment equates to an additional 115 vehicle trips during the busiest hour of the day, or on average fewer than two additional vehicle per minute.

3. BACKGROUND TRAFFIC GROWTH

The roads within the proposed study area road network are Taylor Way & Inglewood Avenue / Burley Drive. Although limited historic traffic count data is available, short counts were conducted by BC MoTI along Taylor Way & Inglewood Avenue in September 2013 and September 2016. Although these traffic counts covered different time periods, both included a counts during the Friday AM peak period. **Table 3.1** calculates the annual background traffic growth rate based on these two data points.

Table 3.1 Historic Taylor Way AM Peak Hour Traffic Volumes

DATE	AM PEAK HOUR	TRAFFIC VOLUME
Friday, September 20, 2013	8:00 AM – 9:00 AM	2,728 vehicles
Friday, September 9, 2016	8:00 AM – 9:00 AM	2,816 vehicles

A traffic growth rate of 1.1% per annum (linear) can be calculated from the daily volumes above. Although this is based on limited data, given the peak period traffic congestion experienced in the area today, this is likely a conservative estimate of the actual traffic growth expected in future years in the area. Given this, a 1.1% per annum (linear) background traffic growth rate is proposed for the overall study area road network.



APPENDIX E

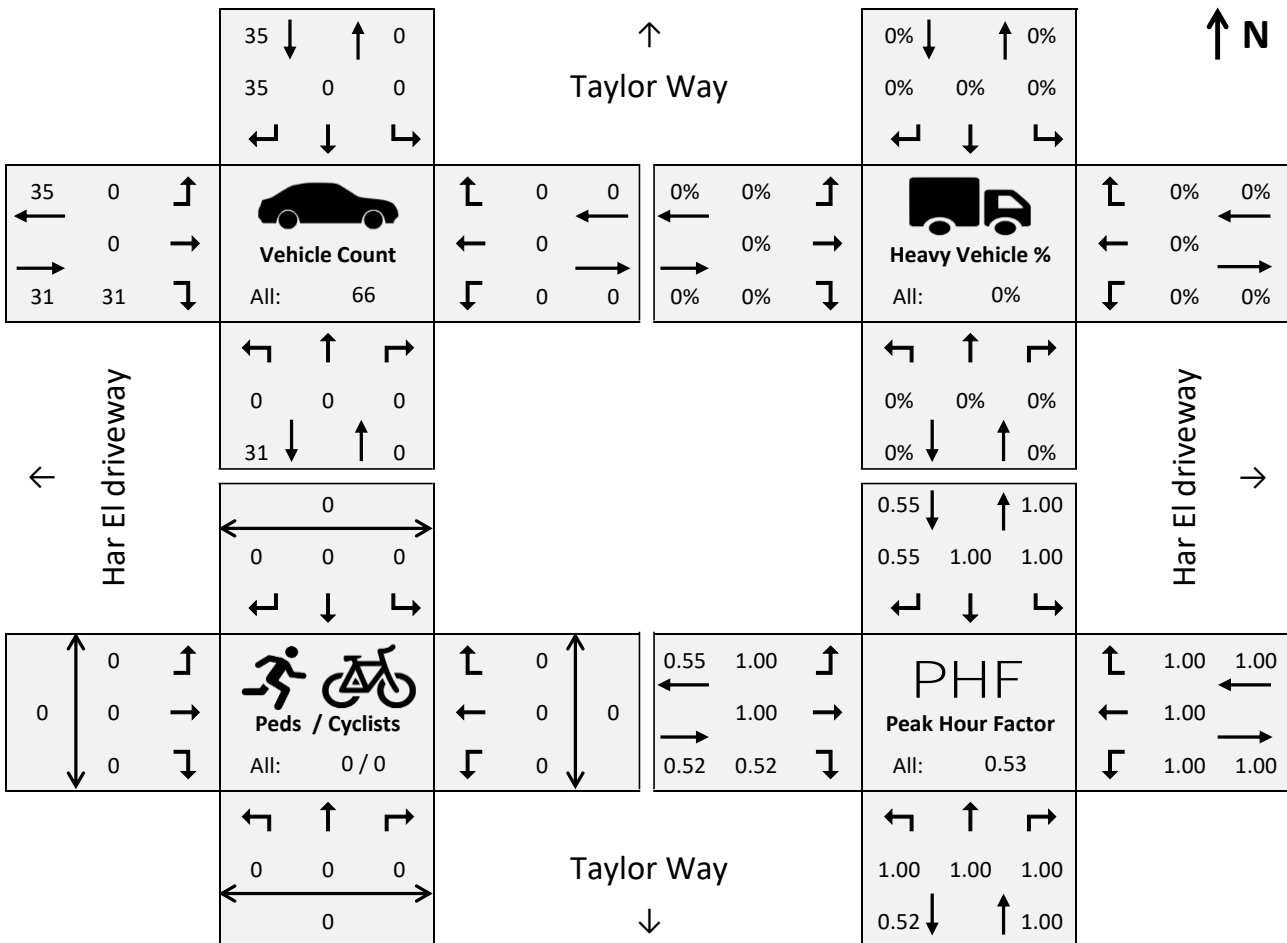
Traffic Data

Taylor Way @ Har El driveway – West Vancouver, BC



Project#: 04-20-0028 **Weather:** Misty **Analysis Period:** 8:00 - 9:00
Date: Nov 10, 2020 (Tue) **Road Cond:** Wet **Intersection Peak:** 8:30 - 9:30
Notes:

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	16	0	0	15	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	10	0	0	15	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	0	5	0	0	6	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	5	0	0	8	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
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-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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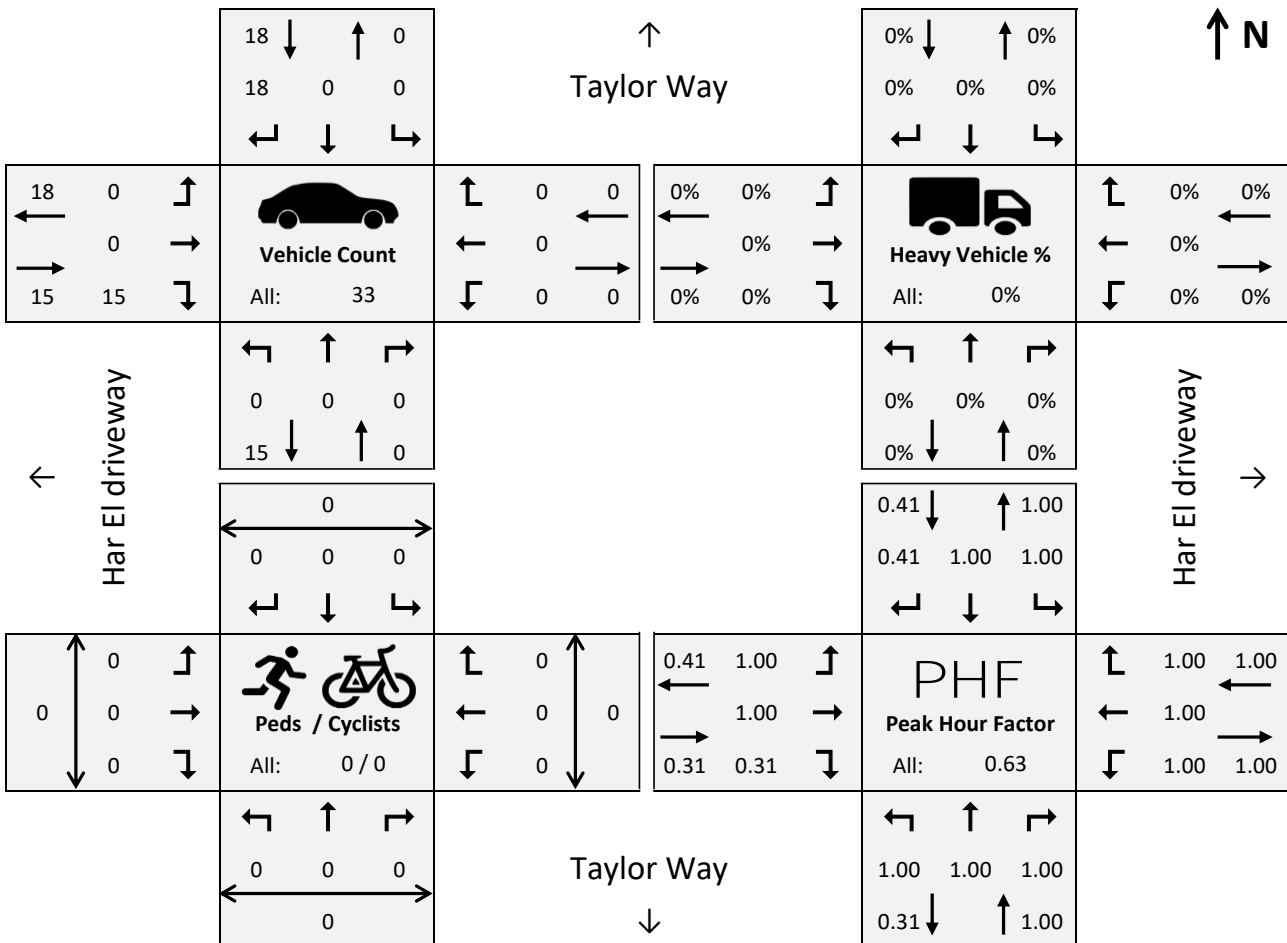


Taylor Way @ Har El driveway – West Vancouver, BC



Project#: 04-20-0028 **Weather:** Misty **Analysis Period:** 14:30 - 15:30
Date: Nov 10, 2020 (Tue) **Road Cond:** Wet **Intersection Peak:** 14:30 - 15:30
Notes:

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:30 - 14:45	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	1	0	0	12	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	5	0	0	2	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	4	0	0	5	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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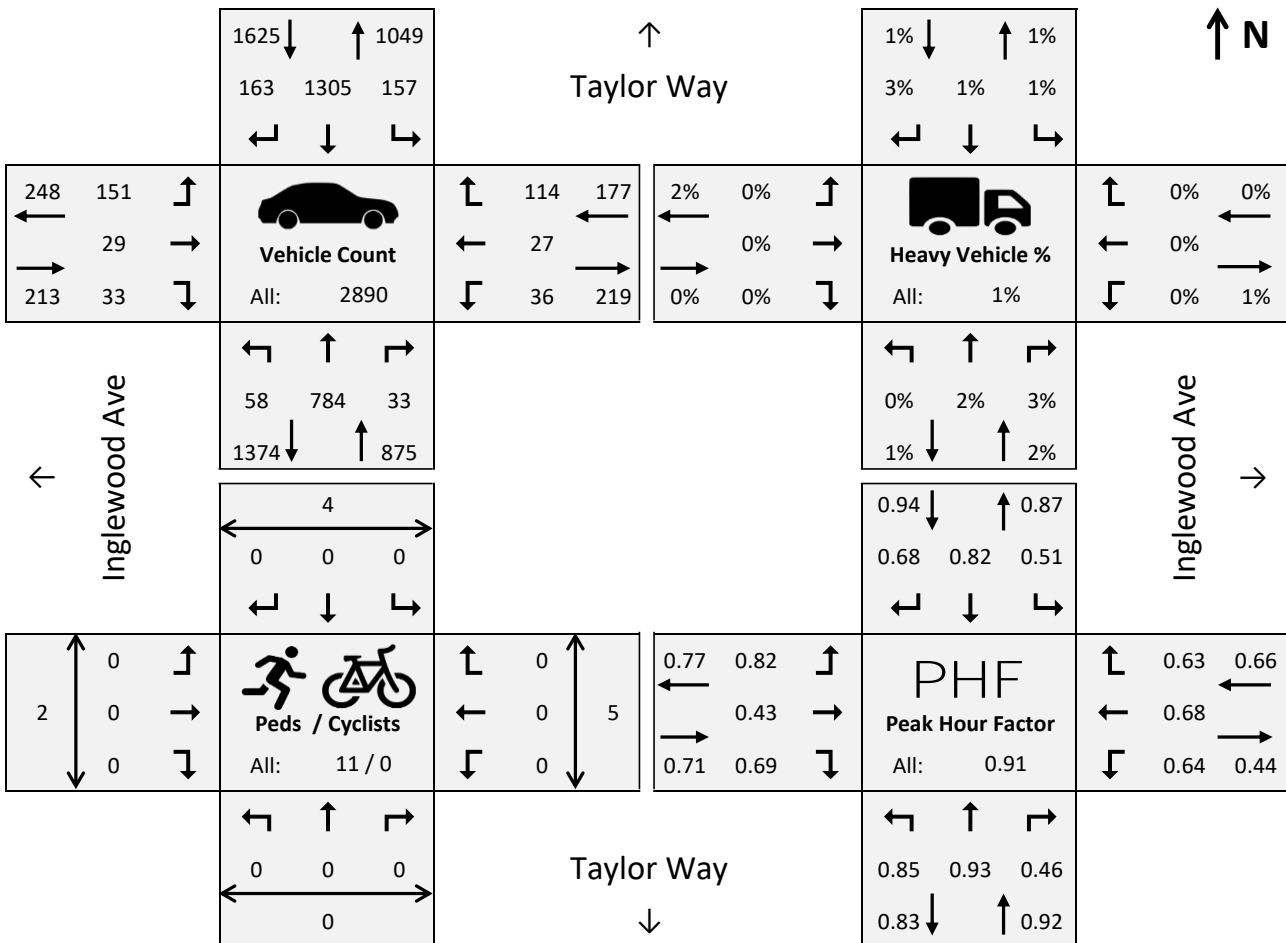


Taylor Way @ Inglewood Ave – West Vancouver, BC



Project#: 04-19-0396 **Weather:** Rainy **Analysis Period:** 8:00 - 9:00
Date: Jan 22, 2020 (Wed) **Road Cond:** Wet **Intersection Peak:** 8:00 - 9:00
Notes:

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	1	107	2	0	208	6	14	5	0	2	1	2	0	2	0	0
7:15 - 7:30	3	132	2	4	304	13	18	5	2	4	1	3	0	0	0	0
7:30 - 7:45	5	147	1	10	337	7	13	3	5	4	1	9	1	0	2	1
7:45 - 8:00	8	159	1	5	368	12	22	3	14	9	2	12	0	1	0	1
8:00 - 8:15	16	206	5	17	400	13	38	3	7	7	5	21	2	0	0	0
8:15 - 8:30	17	187	6	24	311	42	29	4	6	3	6	20	1	0	0	0
8:30 - 8:45	15	181	4	39	303	60	38	5	8	14	6	28	1	0	5	0
8:45 - 9:00	10	210	18	77	291	48	46	17	12	12	10	45	0	0	0	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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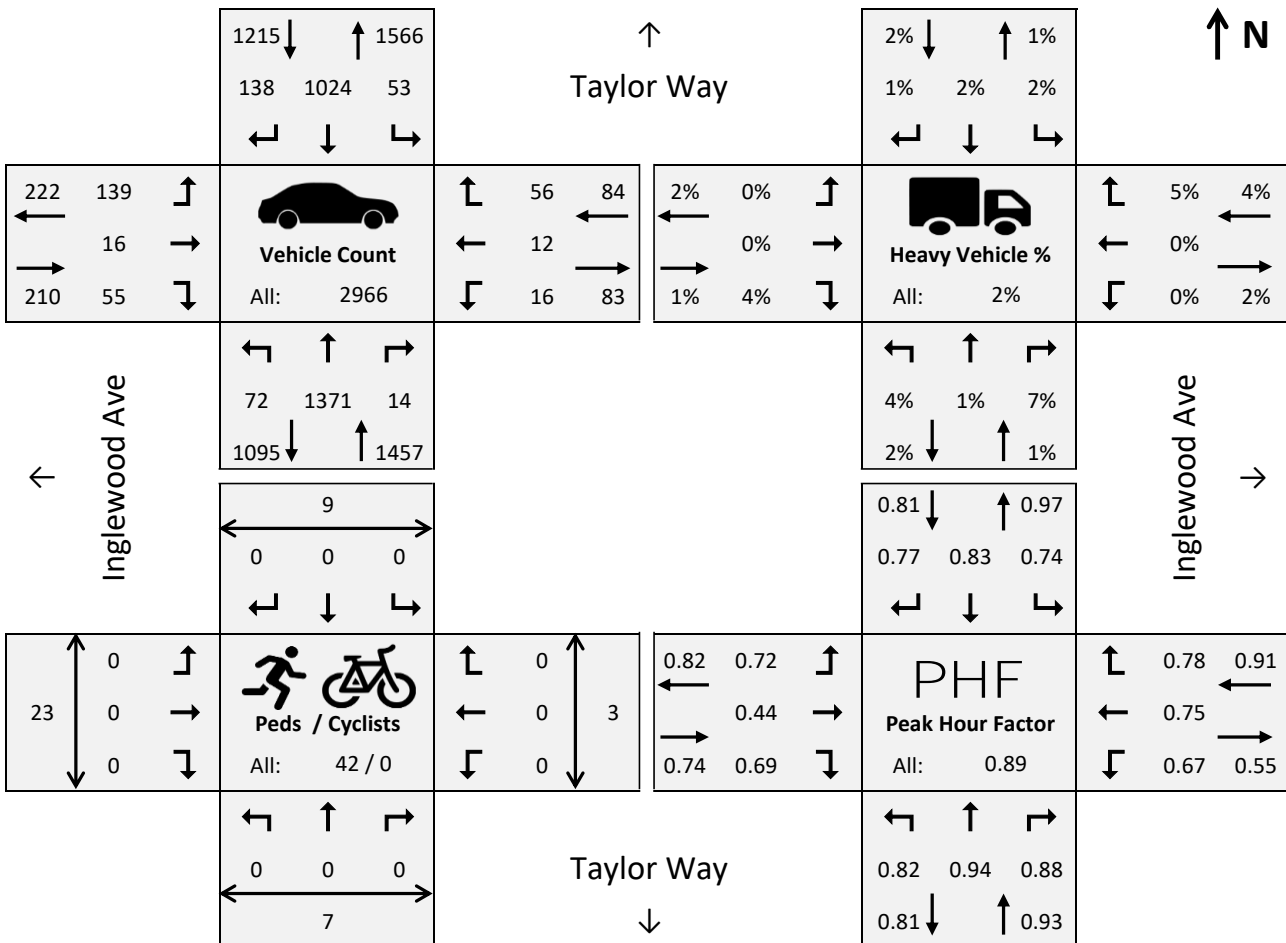


Taylor Way @ Inglewood Ave – West Vancouver, BC



Project#: 04-19-0396 **Weather:** Rainy **Analysis Period:** 14:30 - 15:30
Date: Jan 22, 2020 (Wed) **Road Cond:** Wet **Intersection Peak:** 14:30 - 15:30
Notes:

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	13	292	5	6	252	6	20	1	13	5	1	11	2	3	0	1
14:15 - 14:30	15	288	6	8	203	14	15	2	7	3	3	10	0	0	0	1
14:30 - 14:45	22	366	4	9	211	31	25	2	6	4	2	11	4	2	1	4
14:45 - 15:00	22	335	3	10	238	33	33	2	19	5	4	14	0	0	0	2
15:00 - 15:15	19	342	4	18	310	45	48	3	20	6	4	13	4	1	0	7
15:15 - 15:30	9	328	3	16	265	29	33	9	10	1	2	18	1	4	2	10
15:30 - 15:45	9	334	9	10	230	25	19	4	5	6	3	14	4	3	0	3
15:45 - 16:00	12	329	7	9	179	23	21	0	6	1	8	9	0	0	4	2
16:00 - 16:15	12	345	6	7	186	12	15	2	10	7	1	13	2	1	0	1
16:15 - 16:30	14	248	10	9	218	12	26	2	6	4	2	11	1	1	1	0
16:30 - 16:45	11	364	9	11	167	15	24	3	3	1	0	13	0	0	1	0
16:45 - 17:00	17	393	6	6	179	19	17	6	3	4	1	11	1	1	0	2
17:00 - 17:15	15	382	8	11	178	16	18	2	5	7	0	16	2	0	0	1
17:15 - 17:30	15	350	9	9	211	15	28	2	10	5	0	12	0	1	0	0
17:30 - 17:45	11	371	13	12	193	22	21	0	4	2	2	9	0	2	0	1
17:45 - 18:00	13	379	3	13	206	28	18	3	6	5	2	13	1	2	2	1



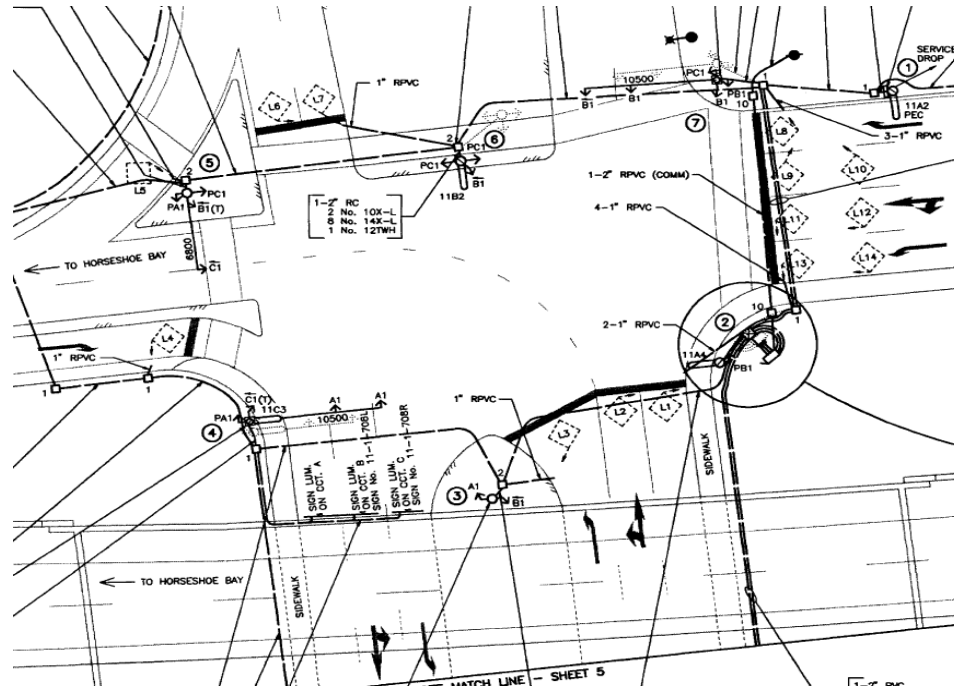
Hwy 1 @ Taylor way

BC MoTI

Det15	Det21	Det22	Det4	Det12	Det16	Det24	Det1	Det3	Det20	Det11	Det18	Det14	Det19	Det6	Det23
L21	L19	L4	L13	L11	L9	L8	L1	L3	L15	L2	L24	L25	L22	L27	L5
C2>	C2>	C2>	C1<	C1	C1	C1	B1	B1<	B2 >	B1	A2	A2	A2	A2<	A1 >
EBR	EBR	EBR	WBLT1	WBT/L1	WBL2	WBR	NBR	NBL	NBR	NBT	SBT1	SBT1	SBT2	SBL	SBR

Date Time

02/28/17	8:00:00 AM	56	200	16	70	45	23	65	65	75	75	90	100	15	125	85	45
02/28/17	8:15:00 AM	75	200	24	60	40	27	45	85	75	63	110	90	11	115	80	63
02/28/17	8:30:00 AM	36	165	16	70	55	31	39	40	63	75	75	100	21	145	105	90
02/28/17	8:45:00 AM	24	135	26	75	58	36	37	42	70	120	65	110	12	140	95	45
02/28/17	2:30:00 PM	20	160	7	55	40	26	27	62	110	135	90	65	9	95	53	30
02/28/17	2:45:00 PM	19	110	10	65	63	23	34	65	105	150	105	75	6	105	65	43
02/28/17	3:00:00 PM	36	110	27	65	58	14	35	65	105	165	110	90	16	115	95	46
02/28/17	3:15:00 PM	39	120	19	57	52	16	27	80	110	175	120	65	14	125	105	45





APPENDIX F

Signal Timing Plans

SIGNAL TIMING SHEET

DATE ISSUED	DECEMBER 19 2007	INTERSECTION	R1A/99 (TAYLOR WAY) @ INGLEWOOD AVE
CONTROLLER TYPE	LMD 8000	LOCATION	WEST VANCOUVER
CABINET TYPE	"S" RACK	SHEET NUMBER & REVISION	TE-89138-3A
SEQUENCE	NEMA DUAL RING	SITE CODE	

PHASE NUMBER	1	2	3	4	5	6	7	8
PHASE SETTING	ON	ON	OFF	ON	ON	ON	OFF	OFF
DESCRIPTION	ROUTE 1A/99 TAYLOR WAY SBLT	ROUTE 1A/99 TAYLOR WAY NB		INGLEWOOD AVENUE EB & WB	ROUTE 1A/99 TAYLOR WAY NBLT	ROUTE 1A/99 TAYLOR WAY SB		
FUNCTION	A2->	A1		B	A1->	A2		
OVERLAP								
MINIMUM GREEN	6	10		7	6	10		
PASSAGE	3.0	4.0		3.0	4.0	3.0		
YELLOW	4.2	4.2		4.5	4.2	4.2		
RED	1.0	1.0		1.2	1.0	1.0		
MAX I/MAX II	6	58		20	6	58		
MAXPLAN (1,2,3,4)	6 6	64 68		25 23	6 6	64 68		
MAXPLAN (5,6,7,8)								
WALK	----	7		7	----	7		
PEDESTRIAN CLEAR	----	13		20	----	13		
WALK	STEADY	STEADY		STEADY	STEADY	STEADY		
RECALL	OFF	EXT		OFF	OFF	EXT		
MEMORY	OFF	OFF		OFF	OFF	OFF		
COORDINATION ON PHASE								
FIRST GREEN DISPLAY				XXXX				
INTERSECTION FLASH		YELLOW		RED		YELLOW		
AWF TIME [s]		0.0		0.0		0.0		0.0
AWF TIME [s] [CH1/CH2]		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0
DELAY DETECTION TIMING	L1 - 3 SECONDS (LT CLIP)		PROGRAMMING COMMENTS					
	L5 - 3 SECONDS (LT CLIP)		1.					
	L4, L8 - 10 SECONDS (LT)		2.					
			3.					
			4.					
PRE-EMPTION TYPE	NONE		OPERATIONAL COMMENTS					
DELAY TIME			1.					
PRE-EMPTION TIME			2.					
VOLUME LOGGING & MOES	ON		3.					
SCM	OFF		4.					

PED PERMISSIVE	AUTO	CYCLE (1 TO 8)							
		1	2	3	4	5	6	7	8
OFFSET (1 TO 4)									

TIME CLOCK SETTINGS						
TIME OF DAY	DAY OF WEEK	MAXPLAN (1 TO 8)	CYCLE (1 TO 8)	OFFSET (1 TO 4)	SERVICEPLAN (1 TO 8)	ADDITIONAL TIME CLOCK INFORMATION
0700-0900	MON-FRI	1				
1500-1800	MON-FRI	2				

IMPLEMENTED DEC 21 2007

Lina Halwani, P.Eng
ENGINEER OF RECORD

Dec 19 2007

RECEIVED & DISTRIBUTED BY MOT

DATE

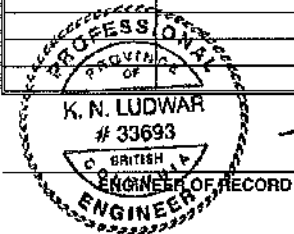
SIGNAL TIMING SHEET

DATE ISSUED	December 31, 2012	INTERSECTION	ROUTE 1 OFFRAMP AT TAYLOR WAY
CONTROLLER TYPE	LMD 8000	LOCATION	WEST VANCOUVER
CABINET TYPE	"S" RACK	SHEET NUMBER & REVISION	TE-91001-4 & 5
SEQUENCE	4 OVER 4 NO BARRIER	SITE CODE	

PHASE NUMBER	1	2	3	4	5	6	7	8
PHASE SETTING	OFF	ON	ON	ON	ON	ON	ON	ON
DESCRIPTION		TAYLOR WAY SB (NORTH I/S)	TAYLOR WAY NB (NORTH I/S)	ROUTE 1 OFF RAMP WB (NORTH I/S)	DUMMY	TAYLOR WAY SB (SOUTH I/S)	ROUTE 1 OFF RAMP EB (SOUTH I/S)	TAYLOR WAY NB (SOUTH I/S)
FUNCTION		A1	B1->	C1->		A2->	C2	B2
OVERLAP								
MINIMUM GREEN		7	14	7	2	14	7	7
PASSAGE		3.0	3.0	3.0		3.0	3.0	3.0
YELLOW		4.5	4.5	5.0	4.0	4.2	4.5	4.0
RED		1.0	1.5	1.6		1.0	1.1	1.0
MAX VMAX II		34	73	20		82	20	35
MAXPLAN (1,2,3,4)								
MAXPLAN (5,6,7,8)								
WALK		5	5	5	----	5	5	5
PEDESTRIAN CLEAR		7	8	8	----	7	8	7
WALK		STEADY	STEADY	STEADY	STEADY	STEADY	STEADY	STEADY
RECALL		OFF	EXT	OFF	OFF	OFF	OFF	EXT
MEMORY		OFF	OFF	OFF	OFF	OFF	OFF	OFF
COORDINATION ON PHASE								
FIRST GREEN DISPLAY		XXXX				XXXX		
INTERSECTION FLASH		RED	RED	RED		RED	RED	RED
AWF TIME [s]								
AWF TIME [s] [CH1/CH2]								
DELAY DETECTION TIMING	L8 -5 seconds (RT)			PROGRAMMING COMMENTS				
				1. INTERNAL OFFSET: NORTH I/S TERMINATES 7 SEC AFTER SOUTH I/S.				
				2. INTERNAL OFFSET: SOUTH I/S TERMINATES 7 SEC AFTER NORTH I/S.				
				3.				
				4.				
PRE-EMPTION TYPE	NONE			OPERATIONAL COMMENTS				
DELAY TIME				1. PHASE 2 & PHASE 4 CALL, AND EXTEND PHASE 6.				
PRE-EMPTION TIME				2. PHASE 7 & PHASE 8 CALL, AND EXTEND PHASE 3.				
VOLUME LOGGING & MOES	ON			3. Route 1 Off-ramp speed = 90 km/h; Taylor Way speed =50 km/h				
SCM	ON			4.				

PED PERMISSIVE	AUTO	CYCLE (1 TO 8)							
		1	2	3	4	5	6	7	8
OFFSET (1 TO 4)									

TIME CLOCK SETTINGS						ADDITIONAL TIME CLOCK INFORMATION
TIME OF DAY	DAY OF WEEK	MAXPLAN (1 TO 8)	CYCLE (1 TO 8)	OFFSET (1 TO 4)	SERVICEPLAN (1 TO 8)	



K. N. Ludwar

DATE
Dec 31, 2012

RECEIVED & DISTRIBUTED BY MOT _____ DATE _____



APPENDIX G

Synchro Reports

Queues
1: Taylor Way & Hwy 1

B24A
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	105	305	438	211	319	652	541	276
v/c Ratio	0.17	0.58	0.41	0.36	0.55	0.54	0.76	0.63
Control Delay	13.8	49.3	42.3	25.7	29.0	24.6	63.7	30.2
Queue Delay	0.0	5.0	0.4	0.0	0.5	0.3	0.0	0.0
Total Delay	13.8	54.2	42.7	25.7	29.6	24.9	63.7	30.2
Queue Length 50th (m)	7.4	86.3	58.0	28.4	31.2	30.9	80.4	33.9
Queue Length 95th (m)	20.7	126.5	77.7	53.6	53.1	36.8	96.6	62.4
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	857	529	1076	579	824	1710	847	494
Starvation Cap Reductn	0	0	0	0	213	458	0	0
Spillback Cap Reductn	14	159	242	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.82	0.53	0.36	0.52	0.52	0.64	0.56

Intersection Summary

HCM Signalized Intersection Capacity Analysis

B24A

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘	↕	↗	↘	↕			↕	↗
Traffic Volume (vph)	0	0	97	561	122	194	473	420	0	0	498	254
Future Volume (vph)	0	0	97	561	122	194	473	420	0	0	498	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.99			1.00	1.00
Satd. Flow (prot)			1629	1628	3313	1601	1628	3377			3579	1601
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.99			1.00	1.00
Satd. Flow (perm)			1629	1628	3313	1601	1628	3377			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	105	610	133	211	514	457	0	0	541	276
RTOR Reduction (vph)	0	0	43	0	0	59	0	0	0	0	0	121
Lane Group Flow (vph)	0	0	62	305	438	152	319	652	0	0	541	155
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			53.2	48.8	48.8	48.8	53.2	53.2			29.9	29.9
Effective Green, g (s)			53.2	48.8	48.8	48.8	53.2	53.2			29.9	29.9
Actuated g/C Ratio			0.35	0.33	0.33	0.33	0.35	0.35			0.20	0.20
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			577	529	1077	520	577	1197			713	319
v/s Ratio Prot				c0.19	0.13		c0.20	0.19			c0.15	
v/s Ratio Perm			0.04			0.09						0.10
v/c Ratio			0.11	0.58	0.41	0.29	0.55	0.54			0.76	0.49
Uniform Delay, d1			32.5	42.0	39.3	37.7	38.9	38.7			56.6	53.2
Progression Factor			1.00	1.00	1.00	1.00	0.66	0.60			1.00	1.00
Incremental Delay, d2			0.4	1.5	0.3	0.3	3.4	1.6			4.6	1.2
Delay (s)			32.9	43.5	39.6	38.0	29.0	24.7			61.3	54.4
Level of Service			C	D	D	D	C	C			E	D
Approach Delay (s)		32.9			40.5			26.1			59.0	
Approach LOS		C			D			C			E	

Intersection Summary

HCM 2000 Control Delay	40.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

B24A
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	216	1009	753	378	373	883
v/c Ratio	0.72	1.03	0.39	0.45	0.65	0.73
Control Delay	72.2	62.8	37.5	5.7	24.4	24.5
Queue Delay	0.5	0.0	0.0	0.0	0.5	0.3
Total Delay	72.7	62.8	37.5	5.7	24.9	24.8
Queue Length 50th (m)	61.3	~300.4	60.5	0.0	70.5	85.2
Queue Length 95th (m)	86.9	#413.8	85.6	26.1	83.8	88.9
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	302	984	1914	833	876	1842
Starvation Cap Reductn	0	0	0	0	195	369
Spillback Cap Reductn	8	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	1.03	0.39	0.45	0.55	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

B24A

2: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	0	928	0	0	0	0	693	348	381	775	0
Future Volume (vph)	199	0	928	0	0	0	0	693	348	381	775	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	216	0	1009	0	0	0	0	753	378	414	842	0
RTOR Reduction (vph)	0	0	64	0	0	0	0	0	237	0	0	0
Lane Group Flow (vph)	216	0	945	0	0	0	0	753	141	373	883	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	25.3		81.2					55.9	55.9	53.0	53.0	
Effective Green, g (s)	25.3		81.2					55.9	55.9	53.0	53.0	
Actuated g/C Ratio	0.17		0.54					0.37	0.37	0.35	0.35	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	301		866					1916	596	575	1208	
v/s Ratio Prot	0.12		c0.41					0.15		0.23	c0.26	
v/s Ratio Perm			0.18						0.09			
v/c Ratio	0.72		1.09					0.39	0.24	0.65	0.73	
Uniform Delay, d1	59.0		34.4					34.6	32.4	40.7	42.3	
Progression Factor	1.00		1.00					1.00	1.00	0.49	0.51	
Incremental Delay, d2	7.9		58.6					0.6	0.9	2.2	2.0	
Delay (s)	66.9		93.0					35.2	33.3	22.2	23.5	
Level of Service	E		F					D	C	C	C	
Approach Delay (s)		88.4			0.0			34.6			23.1	
Approach LOS		F			A			C			C	

Intersection Summary

HCM 2000 Control Delay	48.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

B24A
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	↘
Traffic Volume (veh/h)	0	32	0	1095	1664	37
Future Volume (Veh/h)	0	32	0	1095	1664	37
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.52	0.92	0.92	0.92	0.55
Hourly flow rate (vph)	0	62	0	1190	1809	67
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.86	0.78	0.78			
vC, conflicting volume	2438	938	1876			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1461	352	1557			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	88	100			
cM capacity (veh/h)	105	506	335			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	62	595	595	1206	670	
Volume Left	0	0	0	0	0	
Volume Right	62	0	0	0	67	
cSH	506	1700	1700	1700	1700	
Volume to Capacity	0.12	0.35	0.35	0.71	0.39	
Queue Length 95th (m)	3.2	0.0	0.0	0.0	0.0	
Control Delay (s)	13.1	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	13.1	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.3					
Intersection Capacity Utilization	57.2%			ICU Level of Service	B	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

B24A
04/01/2021



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	207	37	73	131	67	936	180	1497	187
v/c Ratio	0.71	0.08	0.25	0.29	0.30	0.54	0.45	0.74	0.20
Control Delay	49.5	0.4	35.1	8.0	10.7	17.2	10.3	19.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	0.4	35.1	8.0	10.7	17.2	10.3	19.0	3.9
Queue Length 50th (m)	36.3	0.0	11.5	0.0	3.8	55.7	10.8	105.3	3.0
Queue Length 95th (m)	64.6	0.0	25.0	14.2	9.8	88.4	22.7	155.1	13.9
Internal Link Dist (m)	26.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	462	637	455	632	226	2307	457	2496	1113
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.06	0.16	0.21	0.30	0.41	0.39	0.60	0.17

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: Taylor Way & Inglewood Ave

B24A
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↖↗		↖	↖↗	↗
Traffic Volume (vph)	158	30	34	38	28	119	61	818	34	164	1362	170
Future Volume (vph)	158	30	34	38	28	119	61	818	34	164	1362	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	1.00		1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1838	1633		1867	1607	1825	3552		1806	3614	1547
Flt Permitted		0.71	1.00		0.70	1.00	0.09	1.00		0.21	1.00	1.00
Satd. Flow (perm)		1359	1633		1339	1607	177	3552		393	3614	1547
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	174	33	37	42	31	131	67	899	37	180	1497	187
RTOR Reduction (vph)	0	0	29	0	0	103	0	2	0	0	0	67
Lane Group Flow (vph)	0	207	8	0	73	28	67	934	0	180	1497	120
Confl. Peds. (#/hr)	4					4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	1%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		19.4	19.4		19.4	19.4	50.4	45.7		59.6	50.3	50.3
Effective Green, g (s)		19.4	19.4		19.4	19.4	50.4	45.7		59.6	50.3	50.3
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.56	0.50		0.66	0.56	0.56
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		291	350		287	344	184	1793		404	2008	859
v/s Ratio Prot							0.02	0.26		c0.05	c0.41	
v/s Ratio Perm		c0.15	0.00		0.05	0.02	0.18			0.25		0.08
v/c Ratio		0.71	0.02		0.25	0.08	0.36	0.52		0.45	0.75	0.14
Uniform Delay, d1		33.0	28.1		29.5	28.4	12.4	15.0		8.0	15.2	9.7
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		8.0	0.0		0.5	0.1	1.7	0.4		0.8	1.5	0.1
Delay (s)		40.9	28.1		30.0	28.5	14.1	15.4		8.8	16.8	9.8
Level of Service		D	C		C	C	B	B		A	B	A
Approach Delay (s)		39.0			29.1			15.3			15.3	
Approach LOS		D			C			B			B	

Intersection Summary

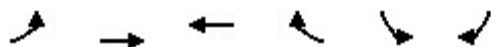
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.5	Sum of lost time (s)	16.1
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

5: Inglewood Ave & Access

B24A
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	200	237	21	21	4
Future Volume (Veh/h)	4	200	237	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	217	258	23	23	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			51			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	281				494	270
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270				486	259
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	99
cM capacity (veh/h)	1282				534	773
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	221	281	27			
Volume Left	4	0	23			
Volume Right	0	23	4			
cSH	1282	1700	560			
Volume to Capacity	0.00	0.17	0.05			
Queue Length 95th (m)	0.1	0.0	1.2			
Control Delay (s)	0.2	0.0	11.8			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	11.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		23.7%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

B24P
04/11/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	79	287	377	139	416	863	384	186
v/c Ratio	0.10	0.62	0.40	0.27	0.58	0.58	0.71	0.51
Control Delay	4.3	54.8	46.5	24.8	15.3	13.9	67.9	20.2
Queue Delay	0.0	3.3	0.2	0.0	0.4	0.2	0.0	0.0
Total Delay	4.3	58.1	46.7	24.8	15.7	14.1	67.9	20.2
Queue Length 50th (m)	0.0	82.8	50.6	16.1	27.0	27.9	58.1	11.4
Queue Length 95th (m)	8.6	#143.7	73.4	38.2	11.7	11.1	72.2	33.6
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	865	465	944	506	824	1705	847	488
Starvation Cap Reductn	0	0	0	0	111	238	0	0
Spillback Cap Reductn	4	100	153	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.79	0.48	0.27	0.58	0.59	0.45	0.38

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

B24P

1: Taylor Way & Hwy 1

04/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘	↕	↗	↘	↕			↕	↗
Traffic Volume (vph)	0	0	73	529	82	128	671	506	0	0	353	171
Future Volume (vph)	0	0	73	529	82	128	671	506	0	0	353	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3302	1601	1628	3367			3579	1601
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3302	1601	1628	3367			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	79	575	89	139	729	550	0	0	384	186
RTOR Reduction (vph)	0	0	44	0	0	49	0	0	0	0	0	121
Lane Group Flow (vph)	0	0	35	287	377	90	416	863	0	0	384	65
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			66.4	42.9	42.9	42.9	66.4	66.4			22.6	22.6
Effective Green, g (s)			66.4	42.9	42.9	42.9	66.4	66.4			22.6	22.6
Actuated g/C Ratio			0.44	0.29	0.29	0.29	0.44	0.44			0.15	0.15
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			721	465	944	457	720	1490			539	241
v/s Ratio Prot				c0.18	0.11		0.26	c0.26			c0.11	
v/s Ratio Perm			0.02			0.06						0.04
v/c Ratio			0.05	0.62	0.40	0.20	0.58	0.58			0.71	0.27
Uniform Delay, d1			23.8	46.4	43.2	40.5	31.3	31.3			60.6	56.4
Progression Factor			1.00	1.00	1.00	1.00	0.39	0.40			1.00	1.00
Incremental Delay, d2			0.1	2.4	0.3	0.2	3.0	1.5			4.4	0.6
Delay (s)			23.9	48.9	43.4	40.7	15.3	13.9			65.0	57.0
Level of Service			C	D	D	D	B	B			E	E
Approach Delay (s)		23.9			44.9			14.4			62.4	
Approach LOS		C			D			B			E	

Intersection Summary

HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

B24P
04/11/2021

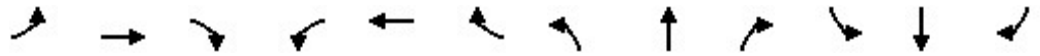


Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	129	698	1150	710	325	713
v/c Ratio	0.68	0.63	0.45	0.65	0.69	0.72
Control Delay	81.1	14.8	26.9	9.2	34.9	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.1
Total Delay	81.1	14.8	26.9	9.2	35.1	33.1
Queue Length 50th (m)	37.5	81.2	78.8	22.0	73.6	81.1
Queue Length 95th (m)	57.7	152.4	115.1	83.8	22.7	22.5
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	237	1104	2563	1086	876	1841
Starvation Cap Reductn	0	0	0	0	146	308
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.63	0.45	0.65	0.45	0.47

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: Taylor Way & Hwy 1

B24P
04/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	0	642	0	0	0	0	1058	653	332	623	0
Future Volume (vph)	119	0	642	0	0	0	0	1058	653	332	623	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3419	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3419	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	129	0	698	0	0	0	0	1150	710	361	677	0
RTOR Reduction (vph)	0	0	83	0	0	0	0	0	289	0	0	0
Lane Group Flow (vph)	129	0	615	0	0	0	0	1150	421	325	713	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	16.1		90.9					74.8	74.8	43.3	43.3	
Effective Green, g (s)	16.1		90.9					74.8	74.8	43.3	43.3	
Actuated g/C Ratio	0.11		0.61					0.50	0.50	0.29	0.29	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	192		970					2564	798	469	986	
v/s Ratio Prot	c0.07		c0.32					0.22		0.20	c0.21	
v/s Ratio Perm			0.07						0.26			
v/c Ratio	0.67		0.63					0.45	0.53	0.69	0.72	
Uniform Delay, d1	64.4		18.9					24.3	25.6	47.4	48.0	
Progression Factor	1.00		1.00					1.00	1.00	0.59	0.61	
Incremental Delay, d2	8.9		1.4					0.6	2.5	4.0	2.4	
Delay (s)	73.3		20.3					24.9	28.1	32.1	31.7	
Level of Service	E		C					C	C	C	C	
Approach Delay (s)		28.5			0.0			26.1			31.9	
Approach LOS		C			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

B24P
04/11/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↓	
Traffic Volume (veh/h)	0	16	0	1635	1253	19
Future Volume (Veh/h)	0	16	0	1635	1253	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.31	0.92	0.92	0.92	0.41
Hourly flow rate (vph)	0	52	0	1777	1362	46
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.73	0.82	0.82			
vC, conflicting volume	2274	704	1408			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	887	192	1053			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	100			
cM capacity (veh/h)	210	673	547			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	52	888	888	908	500	
Volume Left	0	0	0	0	0	
Volume Right	52	0	0	0	46	
cSH	673	1700	1700	1700	1700	
Volume to Capacity	0.08	0.52	0.52	0.53	0.29	
Queue Length 95th (m)	1.9	0.0	0.0	0.0	0.0	
Control Delay (s)	10.8	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.8	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.2					
Intersection Capacity Utilization	48.5%			ICU Level of Service	A	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

B24P
04/11/2021



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	182	64	34	65	84	1625	62	1201	162
v/c Ratio	0.69	0.18	0.12	0.19	0.27	0.75	0.31	0.56	0.17
Control Delay	52.5	8.5	35.5	8.7	7.9	18.2	10.2	14.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	8.5	35.5	8.7	7.9	18.2	10.2	14.3	2.3
Queue Length 50th (m)	35.3	0.0	5.9	0.0	4.4	115.7	3.2	72.0	0.0
Queue Length 95th (m)	57.4	9.1	13.9	9.4	11.2	170.2	8.8	107.1	8.6
Internal Link Dist (m)	26.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	413	512	459	506	309	2476	202	2443	1062
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.13	0.07	0.13	0.27	0.66	0.31	0.49	0.15

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: Taylor Way & Inglewood Ave

B24P
04/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↖↗		↖	↖↗	↗
Traffic Volume (vph)	145	17	57	17	13	58	75	1431	15	55	1069	144
Future Volume (vph)	145	17	57	17	13	58	75	1431	15	55	1069	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.93
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1824	1540		1863	1522	1754	3605		1789	3579	1496
Flt Permitted		0.72	1.00		0.80	1.00	0.17	1.00		0.07	1.00	1.00
Satd. Flow (perm)		1379	1540		1530	1522	307	3605		138	3579	1496
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	163	19	64	19	15	65	84	1608	17	62	1201	162
RTOR Reduction (vph)	0	0	52	0	0	53	0	0	0	0	0	66
Lane Group Flow (vph)	0	182	12	0	34	12	84	1625	0	62	1201	96
Confl. Peds. (#/hr)	9		7	7		9	23		3	3		23
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%	4%	1%	7%	2%	2%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		18.4	18.4		18.4	18.4	62.6	57.6		61.6	57.1	57.1
Effective Green, g (s)		18.4	18.4		18.4	18.4	62.6	57.6		61.6	57.1	57.1
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.65	0.60		0.64	0.59	0.59
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		262	293		291	289	273	2149		164	2115	884
v/s Ratio Prot							0.02	c0.45		c0.02	0.34	
v/s Ratio Perm		c0.13	0.01		0.02	0.01	0.18			0.22		0.06
v/c Ratio		0.69	0.04		0.12	0.04	0.31	0.76		0.38	0.57	0.11
Uniform Delay, d1		36.5	31.9		32.4	31.9	8.1	14.3		12.4	12.2	8.6
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.8	0.1		0.2	0.1	0.9	1.7		1.5	0.4	0.1
Delay (s)		44.2	32.0		32.6	32.0	8.9	16.0		13.8	12.5	8.7
Level of Service		D	C		C	C	A	B		B	B	A
Approach Delay (s)		41.0			32.2			15.6			12.1	
Approach LOS		D			C			B			B	

Intersection Summary

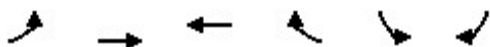
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	96.6	Sum of lost time (s)	16.1
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

5: Inglewood Ave & Access

B24P
04/11/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	197	210	21	21	4
Future Volume (Veh/h)	4	197	210	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	214	228	23	23	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			51			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	251				462	240
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	239				452	227
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	100
cM capacity (veh/h)	1315				559	804
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	218	251	27			
Volume Left	4	0	23			
Volume Right	0	23	4			
cSH	1315	1700	585			
Volume to Capacity	0.00	0.15	0.05			
Queue Length 95th (m)	0.1	0.0	1.1			
Control Delay (s)	0.2	0.0	11.5			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	11.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		23.6%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

B29A
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	111	320	461	222	330	691	570	290
v/c Ratio	0.19	0.59	0.42	0.37	0.60	0.60	0.78	0.65
Control Delay	14.9	49.0	41.9	26.3	33.6	30.1	63.9	32.3
Queue Delay	0.0	3.2	0.3	0.0	0.5	0.3	0.0	0.0
Total Delay	14.9	52.2	42.1	26.3	34.1	30.4	63.9	32.3
Queue Length 50th (m)	8.9	89.1	59.8	30.1	37.1	39.3	84.7	38.3
Queue Length 95th (m)	21.6	137.0	84.0	58.8	61.3	48.9	102.3	68.0
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	857	544	1108	595	824	1710	847	493
Starvation Cap Reductn	0	0	0	0	198	421	0	0
Spillback Cap Reductn	19	136	207	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.78	0.51	0.37	0.53	0.54	0.67	0.59

Intersection Summary

HCM Signalized Intersection Capacity Analysis

B29A

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘	↕	↗	↘	↕			↕	↗
Traffic Volume (vph)	0	0	102	590	129	204	498	442	0	0	524	267
Future Volume (vph)	0	0	102	590	129	204	498	442	0	0	524	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3313	1601	1628	3376			3579	1601
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3313	1601	1628	3376			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	111	641	140	222	541	480	0	0	570	290
RTOR Reduction (vph)	0	0	44	0	0	59	0	0	0	0	0	119
Lane Group Flow (vph)	0	0	67	320	461	163	330	691	0	0	570	171
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			50.9	50.2	50.2	50.2	50.9	50.9			30.8	30.8
Effective Green, g (s)			50.9	50.2	50.2	50.2	50.9	50.9			30.8	30.8
Actuated g/C Ratio			0.34	0.33	0.33	0.33	0.34	0.34			0.21	0.21
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			552	544	1108	535	552	1145			734	328
v/s Ratio Prot				c0.20	0.14		0.20	c0.20			c0.16	
v/s Ratio Perm			0.04			0.10						0.11
v/c Ratio			0.12	0.59	0.42	0.30	0.60	0.60			0.78	0.52
Uniform Delay, d1			34.2	41.3	38.6	37.0	41.1	41.2			56.3	53.0
Progression Factor			1.00	1.00	1.00	1.00	0.72	0.69			1.00	1.00
Incremental Delay, d2			0.5	1.6	0.3	0.3	4.1	2.1			5.2	1.5
Delay (s)			34.6	43.0	38.8	37.3	33.8	30.4			61.5	54.5
Level of Service			C	D	D	D	C	C			E	D
Approach Delay (s)		34.6			39.8			31.5			59.2	
Approach LOS		C			D			C			E	

Intersection Summary

HCM 2000 Control Delay	42.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

B29A
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	228	1062	793	398	392	930
v/c Ratio	0.70	1.12	0.46	0.49	0.65	0.73
Control Delay	69.0	96.1	41.8	6.3	23.5	24.1
Queue Delay	0.8	0.0	0.0	0.0	0.6	0.3
Total Delay	69.7	96.1	41.8	6.3	24.1	24.4
Queue Length 50th (m)	64.2	~345.9	67.7	0.0	73.5	89.0
Queue Length 95th (m)	90.9	#461.4	94.1	27.9	57.4	62.8
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	327	949	1740	805	876	1842
Starvation Cap Reductn	0	0	0	0	205	382
Spillback Cap Reductn	14	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	1.12	0.46	0.49	0.58	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

B29A
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↑↑↑	↗	↖	↖↑	
Traffic Volume (vph)	210	0	977	0	0	0	0	730	366	401	815	0
Future Volume (vph)	210	0	977	0	0	0	0	730	366	401	815	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	0	1062	0	0	0	0	793	398	436	886	0
RTOR Reduction (vph)	0	0	59	0	0	0	0	0	263	0	0	0
Lane Group Flow (vph)	228	0	1003	0	0	0	0	793	135	392	930	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	27.5		78.3					50.8	50.8	55.9	55.9	
Effective Green, g (s)	27.5		78.3					50.8	50.8	55.9	55.9	
Actuated g/C Ratio	0.18		0.52					0.34	0.34	0.37	0.37	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	327		835					1741	542	606	1274	
v/s Ratio Prot	0.13		c0.41					0.15		0.24	c0.27	
v/s Ratio Perm			0.22						0.08			
v/c Ratio	0.70		1.20					0.46	0.25	0.65	0.73	
Uniform Delay, d1	57.4		35.9					38.8	35.8	38.9	40.5	
Progression Factor	1.00		1.00					1.00	1.00	0.50	0.53	
Incremental Delay, d2	6.3		101.8					0.9	1.1	2.0	1.8	
Delay (s)	63.7		137.7					39.6	36.9	21.5	23.1	
Level of Service	E		F					D	D	C	C	
Approach Delay (s)		124.6			0.0			38.7			22.7	
Approach LOS		F			A			D			C	

Intersection Summary

HCM 2000 Control Delay	62.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

B29A
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↓	
Traffic Volume (veh/h)	0	34	0	1153	1752	38
Future Volume (Veh/h)	0	34	0	1153	1752	38
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.52	0.92	0.92	0.92	0.55
Hourly flow rate (vph)	0	65	0	1253	1904	69
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.86	0.77	0.77			
vC, conflicting volume	2565	986	1973			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1534	382	1665			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	86	100			
cM capacity (veh/h)	94	478	301			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	65	626	626	1269	704	
Volume Left	0	0	0	0	0	
Volume Right	65	0	0	0	69	
cSH	478	1700	1700	1700	1700	
Volume to Capacity	0.14	0.37	0.37	0.75	0.41	
Queue Length 95th (m)	3.6	0.0	0.0	0.0	0.0	
Control Delay (s)	13.7	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	13.7	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.3					
Intersection Capacity Utilization	59.6%			ICU Level of Service	B	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

B29A
04/01/2021

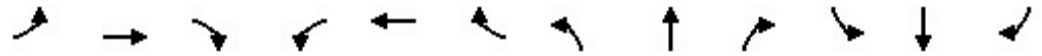


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	217	40	77	137	70	987	190	1576	197
v/c Ratio	0.74	0.09	0.28	0.30	0.34	0.56	0.50	0.77	0.21
Control Delay	52.4	0.4	36.4	7.8	12.6	18.0	11.4	19.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	0.4	36.4	7.8	12.6	18.0	11.4	19.8	4.1
Queue Length 50th (m)	41.7	0.0	13.2	0.0	4.1	62.1	11.9	117.4	3.8
Queue Length 95th (m)	68.0	0.0	26.1	14.6	10.1	95.8	24.0	168.0	14.9
Internal Link Dist (m)	26.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	440	615	415	614	205	2249	441	2438	1091
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.07	0.19	0.22	0.34	0.44	0.43	0.65	0.18

Intersection Summary

HCM Signalized Intersection Capacity Analysis
4: Taylor Way & Inglewood Ave

B29A
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↖↗		↖	↖↗	↗
Traffic Volume (vph)	166	32	36	40	30	125	64	862	36	173	1434	179
Future Volume (vph)	166	32	36	40	30	125	64	862	36	173	1434	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	1.00		1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1838	1633		1868	1607	1825	3551		1807	3614	1546
Flt Permitted		0.71	1.00		0.66	1.00	0.08	1.00		0.19	1.00	1.00
Satd. Flow (perm)		1355	1633		1276	1607	160	3551		358	3614	1546
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	182	35	40	44	33	137	70	947	40	190	1576	197
RTOR Reduction (vph)	0	0	31	0	0	107	0	2	0	0	0	66
Lane Group Flow (vph)	0	217	9	0	77	30	70	985	0	190	1576	131
Confl. Peds. (#/hr)	4					4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	1%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		6			6
Actuated Green, G (s)		20.3	20.3		20.3	20.3	52.3	47.9		62.7	53.1	53.1
Effective Green, g (s)		20.3	20.3		20.3	20.3	52.3	47.9		62.7	53.1	53.1
Actuated g/C Ratio		0.22	0.22		0.22	0.22	0.56	0.51		0.67	0.57	0.57
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		292	353		275	347	167	1811		387	2043	874
v/s Ratio Prot							0.02	0.28		c0.05	c0.44	
v/s Ratio Perm		c0.16	0.01		0.06	0.02	0.21			0.28		0.08
v/c Ratio		0.74	0.02		0.28	0.09	0.42	0.54		0.49	0.77	0.15
Uniform Delay, d1		34.4	29.0		30.7	29.4	13.6	15.6		8.6	15.7	9.7
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		9.8	0.0		0.6	0.1	2.3	0.4		1.0	1.9	0.1
Delay (s)		44.2	29.0		31.3	29.5	15.9	16.0		9.6	17.6	9.8
Level of Service		D	C		C	C	B	B		A	B	A
Approach Delay (s)		41.8			30.1			16.0			16.0	
Approach LOS		D			C			B			B	

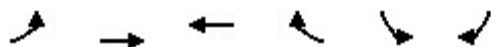
Intersection Summary		
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.76	B
Actuated Cycle Length (s)	93.9	Sum of lost time (s)
Intersection Capacity Utilization	75.6%	16.1
Analysis Period (min)	15	ICU Level of Service
		D

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

5: Inglewood Ave & Access

B29A
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	211	249	21	21	4
Future Volume (Veh/h)	4	211	249	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	229	271	23	23	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			51			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	294				520	282
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	282				510	270
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	99
cM capacity (veh/h)	1268				517	761
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	233	294	27			
Volume Left	4	0	23			
Volume Right	0	23	4			
cSH	1268	1700	543			
Volume to Capacity	0.00	0.17	0.05			
Queue Length 95th (m)	0.1	0.0	1.2			
Control Delay (s)	0.2	0.0	12.0			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		24.4%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

B29P
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	84	302	398	147	438	909	403	196
v/c Ratio	0.11	0.64	0.42	0.29	0.62	0.62	0.72	0.53
Control Delay	6.1	55.6	47.1	26.4	15.1	13.5	67.5	21.6
Queue Delay	0.0	3.5	0.2	0.0	0.2	0.1	0.0	0.0
Total Delay	6.1	59.1	47.3	26.4	15.3	13.6	67.5	21.6
Queue Length 50th (m)	1.7	86.4	52.6	17.6	31.5	33.0	61.0	13.7
Queue Length 95th (m)	10.5	#165.2	79.5	42.3	10.7	8.6	75.2	36.9
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	861	470	953	510	824	1705	847	488
Starvation Cap Reductn	0	0	0	0	58	131	0	0
Spillback Cap Reductn	4	94	142	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.80	0.49	0.29	0.57	0.58	0.48	0.40

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

B29P

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘	↕	↗	↘	↕			↕	↗
Traffic Volume (vph)	0	0	77	557	87	135	707	533	0	0	371	180
Future Volume (vph)	0	0	77	557	87	135	707	533	0	0	371	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3302	1601	1628	3367			3579	1601
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3302	1601	1628	3367			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	84	605	95	147	768	579	0	0	403	196
RTOR Reduction (vph)	0	0	42	0	0	48	0	0	0	0	0	122
Lane Group Flow (vph)	0	0	42	302	398	99	438	909	0	0	403	74
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			65.2	43.3	43.3	43.3	65.2	65.2			23.4	23.4
Effective Green, g (s)			65.2	43.3	43.3	43.3	65.2	65.2			23.4	23.4
Actuated g/C Ratio			0.43	0.29	0.29	0.29	0.43	0.43			0.16	0.16
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			708	469	953	462	707	1463			558	249
v/s Ratio Prot				c0.19	0.12		0.27	c0.27			c0.11	
v/s Ratio Perm			0.03			0.06						0.05
v/c Ratio			0.06	0.64	0.42	0.21	0.62	0.62			0.72	0.30
Uniform Delay, d1			24.6	46.6	43.2	40.4	32.8	32.8			60.2	56.0
Progression Factor			1.00	1.00	1.00	1.00	0.36	0.36			1.00	1.00
Incremental Delay, d2			0.2	3.0	0.3	0.2	3.6	1.8			4.6	0.7
Delay (s)			24.8	49.6	43.4	40.7	15.3	13.6			64.8	56.7
Level of Service			C	D	D	D	B	B			E	E
Approach Delay (s)		24.8			45.2			14.2			62.2	
Approach LOS		C			D			B			E	

Intersection Summary

HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

B29P
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	136	735	1210	747	341	751
v/c Ratio	0.69	0.68	0.49	0.70	0.69	0.72
Control Delay	81.3	18.2	29.4	12.2	37.0	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.1
Total Delay	81.3	18.2	29.4	12.2	37.3	36.0
Queue Length 50th (m)	39.6	100.8	88.0	38.2	91.5	101.3
Queue Length 95th (m)	60.0	183.0	126.8	111.4	19.7	19.5
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	239	1076	2464	1061	876	1841
Starvation Cap Reductn	0	0	0	0	153	321
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.68	0.49	0.70	0.47	0.49

Intersection Summary

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

B29P
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	0	676	0	0	0	0	1113	687	349	656	0
Future Volume (vph)	125	0	676	0	0	0	0	1113	687	349	656	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3419	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3419	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	0	735	0	0	0	0	1210	747	379	713	0
RTOR Reduction (vph)	0	0	79	0	0	0	0	0	295	0	0	0
Lane Group Flow (vph)	136	0	656	0	0	0	0	1210	452	341	751	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	16.6		88.5					71.9	71.9	45.7	45.7	
Effective Green, g (s)	16.6		88.5					71.9	71.9	45.7	45.7	
Actuated g/C Ratio	0.11		0.59					0.48	0.48	0.30	0.30	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	197		944					2464	767	495	1041	
v/s Ratio Prot	0.08		c0.33					0.24		0.21	c0.22	
v/s Ratio Perm			0.08						0.28			
v/c Ratio	0.69		0.69					0.49	0.59	0.69	0.72	
Uniform Delay, d1	64.2		21.4					26.6	28.3	45.9	46.5	
Progression Factor	1.00		1.00					1.00	1.00	0.67	0.70	
Incremental Delay, d2	10.0		2.2					0.7	3.3	3.6	2.2	
Delay (s)	74.2		23.6					27.3	31.7	34.4	34.7	
Level of Service	E		C					C	C	C	C	
Approach Delay (s)		31.5			0.0			29.0			34.6	
Approach LOS		C			A			C			C	

Intersection Summary

HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

B29P
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↓	
Traffic Volume (veh/h)	0	16	0	1721	1319	20
Future Volume (Veh/h)	0	16	0	1721	1319	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.31	0.92	0.92	0.92	0.41
Hourly flow rate (vph)	0	52	0	1871	1434	49
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.70	0.81	0.81			
vC, conflicting volume	2394	742	1483			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	913	209	1125			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	100			
cM capacity (veh/h)	194	650	508			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	52	936	936	956	527	
Volume Left	0	0	0	0	0	
Volume Right	52	0	0	0	49	
cSH	650	1700	1700	1700	1700	
Volume to Capacity	0.08	0.55	0.55	0.56	0.31	
Queue Length 95th (m)	2.0	0.0	0.0	0.0	0.0	
Control Delay (s)	11.0	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	11.0	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.2					
Intersection Capacity Utilization	50.9%			ICU Level of Service	A	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

B29P
04/01/2021

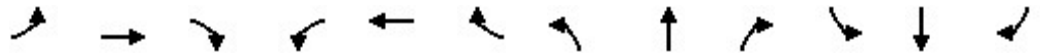


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	192	67	35	70	89	1710	65	1264	171
v/c Ratio	0.72	0.19	0.12	0.20	0.31	0.78	0.35	0.59	0.18
Control Delay	55.1	9.1	35.8	9.7	8.6	19.3	12.5	15.0	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	9.1	35.8	9.7	8.6	19.3	12.5	15.0	2.6
Queue Length 50th (m)	37.7	0.0	6.1	0.0	4.9	129.6	3.5	80.0	0.6
Queue Length 95th (m)	61.0	9.8	14.3	10.8	11.7	185.0	10.2	115.3	9.6
Internal Link Dist (m)	26.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	396	494	436	488	290	2441	188	2398	1046
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.14	0.08	0.14	0.31	0.70	0.35	0.53	0.16

Intersection Summary

HCM Signalized Intersection Capacity Analysis
4: Taylor Way & Inglewood Ave

B29P
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗	↖	↕	↖	↗	↕	↗
Traffic Volume (vph)	153	18	60	18	13	62	79	1507	15	58	1125	152
Future Volume (vph)	153	18	60	18	13	62	79	1507	15	58	1125	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.92
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1539		1862	1521	1754	3605		1789	3579	1494
Flt Permitted		0.72	1.00		0.79	1.00	0.15	1.00		0.07	1.00	1.00
Satd. Flow (perm)		1377	1539		1514	1521	276	3605		128	3579	1494
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	172	20	67	20	15	70	89	1693	17	65	1264	171
RTOR Reduction (vph)	0	0	54	0	0	57	0	0	0	0	0	67
Lane Group Flow (vph)	0	192	13	0	35	13	89	1710	0	65	1264	104
Confl. Peds. (#/hr)	9		7	7		9	23		3	3		23
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%	4%	1%	7%	2%	2%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		19.1	19.1		19.1	19.1	64.8	59.7		63.4	59.0	59.0
Effective Green, g (s)		19.1	19.1		19.1	19.1	64.8	59.7		63.4	59.0	59.0
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.65	0.60		0.64	0.59	0.59
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		264	296		291	292	256	2167		155	2126	887
v/s Ratio Prot							0.02	c0.47		c0.02	0.35	
v/s Ratio Perm		c0.14	0.01		0.02	0.01	0.21			0.25		0.07
v/c Ratio		0.73	0.04		0.12	0.05	0.35	0.79		0.42	0.59	0.12
Uniform Delay, d1		37.7	32.7		33.2	32.7	8.7	15.0		14.0	12.6	8.8
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		9.6	0.1		0.2	0.1	1.1	2.1		1.8	0.5	0.1
Delay (s)		47.2	32.7		33.3	32.7	9.8	17.1		15.9	13.1	8.9
Level of Service		D	C		C	C	A	B		B	B	A
Approach Delay (s)		43.5			32.9			16.8			12.7	
Approach LOS		D			C			B			B	

Intersection Summary

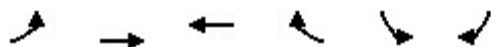
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	99.3	Sum of lost time (s)	16.1
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

5: Inglewood Ave & Access

B29P
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	207	221	21	21	4
Future Volume (Veh/h)	4	207	221	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	225	240	23	23	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			51			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	263				484	252
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	249				473	237
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	99
cM capacity (veh/h)	1302				542	793
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	229	263	27			
Volume Left	4	0	23			
Volume Right	0	23	4			
cSH	1302	1700	569			
Volume to Capacity	0.00	0.15	0.05			
Queue Length 95th (m)	0.1	0.0	1.1			
Control Delay (s)	0.2	0.0	11.6			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	11.6			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		24.1%		ICU Level of Service		A
Analysis Period (min)		15				

Queues
1: Taylor Way & Hwy 1

B34A
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	116	337	484	234	352	720	598	304
v/c Ratio	0.20	0.61	0.43	0.39	0.66	0.65	0.78	0.66
Control Delay	15.7	49.6	42.3	27.5	36.7	31.9	63.3	33.6
Queue Delay	0.0	2.7	0.2	0.0	0.5	0.2	0.0	0.0
Total Delay	15.7	52.4	42.5	27.5	37.2	32.1	63.3	33.6
Queue Length 50th (m)	10.4	92.9	61.9	32.5	52.4	52.0	88.2	42.1
Queue Length 95th (m)	22.4	#163.4	90.7	64.7	55.2	42.8	107.9	74.2
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	857	548	1115	598	824	1710	847	493
Starvation Cap Reductn	0	0	0	0	171	370	0	0
Spillback Cap Reductn	48	117	179	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.78	0.52	0.39	0.54	0.54	0.71	0.62

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

B34A

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↖	↕	↗	↖	↕			↕	↗
Traffic Volume (vph)	0	0	107	620	135	215	523	464	0	0	550	280
Future Volume (vph)	0	0	107	620	135	215	523	464	0	0	550	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.99			1.00	1.00
Satd. Flow (prot)			1629	1628	3313	1601	1628	3377			3579	1601
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.99			1.00	1.00
Satd. Flow (perm)			1629	1628	3313	1601	1628	3377			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	116	674	147	234	568	504	0	0	598	304
RTOR Reduction (vph)	0	0	44	0	0	59	0	0	0	0	0	118
Lane Group Flow (vph)	0	0	72	337	484	175	352	720	0	0	598	186
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			49.4	50.5	50.5	50.5	49.4	49.4			32.0	32.0
Effective Green, g (s)			49.4	50.5	50.5	50.5	49.4	49.4			32.0	32.0
Actuated g/C Ratio			0.33	0.34	0.34	0.34	0.33	0.33			0.21	0.21
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			536	548	1115	539	536	1112			763	341
v/s Ratio Prot				c0.21	0.15		c0.22	0.21			c0.17	
v/s Ratio Perm			0.04			0.11						0.12
v/c Ratio			0.13	0.61	0.43	0.32	0.66	0.65			0.78	0.55
Uniform Delay, d1			35.3	41.6	38.6	37.0	43.0	42.9			55.7	52.5
Progression Factor			1.00	1.00	1.00	1.00	0.74	0.69			1.00	1.00
Incremental Delay, d2			0.5	2.1	0.3	0.4	5.2	2.4			5.3	1.8
Delay (s)			35.8	43.7	38.9	37.4	37.1	32.2			61.0	54.3
Level of Service			D	D	D	D	D	C			E	D
Approach Delay (s)		35.8			40.1			33.8			58.8	
Approach LOS		D			D			C			E	

Intersection Summary

HCM 2000 Control Delay	43.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	239	1115	833	417	412	976
v/c Ratio	0.69	1.22	0.52	0.53	0.65	0.73
Control Delay	67.8	136.0	45.6	6.7	24.3	25.0
Queue Delay	0.9	0.0	0.0	0.0	0.8	0.4
Total Delay	68.6	136.0	45.6	6.7	25.1	25.5
Queue Length 50th (m)	66.9	~390.5	75.0	0.0	81.3	98.1
Queue Length 95th (m)	97.2	#507.6	100.2	29.2	23.7	25.8
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	345	917	1598	785	876	1842
Starvation Cap Reductn	0	0	0	0	214	398
Spillback Cap Reductn	18	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	1.22	0.52	0.53	0.62	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

B34A
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↘					↑↑↑	↘	↘	↘↑	
Traffic Volume (vph)	220	0	1026	0	0	0	0	766	384	421	856	0
Future Volume (vph)	220	0	1026	0	0	0	0	766	384	421	856	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	0	1115	0	0	0	0	833	417	458	930	0
RTOR Reduction (vph)	0	0	55	0	0	0	0	0	287	0	0	0
Lane Group Flow (vph)	239	0	1060	0	0	0	0	833	130	412	976	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	29.0		75.6					46.6	46.6	58.6	58.6	
Effective Green, g (s)	29.0		75.6					46.6	46.6	58.6	58.6	
Actuated g/C Ratio	0.19		0.50					0.31	0.31	0.39	0.39	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	345		806					1597	497	636	1336	
v/s Ratio Prot	0.13		c0.41					0.16		0.25	c0.29	
v/s Ratio Perm			0.25						0.08			
v/c Ratio	0.69		1.32					0.52	0.26	0.65	0.73	
Uniform Delay, d1	56.4		37.2					42.5	38.8	37.3	39.0	
Progression Factor	1.00		1.00					1.00	1.00	0.55	0.58	
Incremental Delay, d2	5.9		150.6					1.2	1.3	1.9	1.7	
Delay (s)	62.3		187.8					43.8	40.1	22.4	24.2	
Level of Service	E		F					D	D	C	C	
Approach Delay (s)		165.6			0.0			42.5			23.7	
Approach LOS		F			A			D			C	

Intersection Summary

HCM 2000 Control Delay	77.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	96.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

B34A
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	36	0	1211	1839	40
Future Volume (Veh/h)	0	36	0	1211	1839	40
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.52	0.92	0.92	0.92	0.55
Hourly flow rate (vph)	0	69	0	1316	1999	73
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.86	0.76	0.76			
vC, conflicting volume	2694	1036	2072			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1603	415	1779			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	85	100			
cM capacity (veh/h)	85	450	269			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	69	658	658	1333	739	
Volume Left	0	0	0	0	0	
Volume Right	69	0	0	0	73	
cSH	450	1700	1700	1700	1700	
Volume to Capacity	0.15	0.39	0.39	0.78	0.43	
Queue Length 95th (m)	4.1	0.0	0.0	0.0	0.0	
Control Delay (s)	14.4	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	14.4	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.3					
Intersection Capacity Utilization	62.1%			ICU Level of Service	B	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

B34A
04/01/2021



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	227	42	80	145	74	1037	199	1655	207
v/c Ratio	0.76	0.09	0.30	0.31	0.37	0.59	0.55	0.80	0.22
Control Delay	54.9	0.4	37.6	7.7	14.9	18.8	12.5	21.2	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	0.4	37.6	7.7	14.9	18.8	12.5	21.2	4.2
Queue Length 50th (m)	44.8	0.0	14.1	0.0	4.6	69.5	13.3	133.0	4.6
Queue Length 95th (m)	72.1	0.0	27.7	15.1	11.9	102.0	24.3	179.2	15.7
Internal Link Dist (m)	26.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	409	581	370	587	199	2189	432	2409	1081
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.07	0.22	0.25	0.37	0.47	0.46	0.69	0.19

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: Taylor Way & Inglewood Ave

B34A
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗	↖	↑↔		↖	↑↑	↗
Traffic Volume (vph)	174	33	38	42	31	132	67	905	38	181	1506	188
Future Volume (vph)	174	33	38	42	31	132	67	905	38	181	1506	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	1.00		1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1838	1633		1867	1606	1825	3551		1807	3614	1546
Flt Permitted		0.70	1.00		0.63	1.00	0.08	1.00		0.17	1.00	1.00
Satd. Flow (perm)		1350	1633		1220	1606	155	3551		327	3614	1546
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	191	36	42	46	34	145	74	995	42	199	1655	207
RTOR Reduction (vph)	0	0	33	0	0	113	0	2	0	0	0	66
Lane Group Flow (vph)	0	227	9	0	80	32	74	1035	0	199	1655	141
Confl. Peds. (#/hr)	4					4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	1%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		21.3	21.3		21.3	21.3	53.9	49.5		64.7	55.1	55.1
Effective Green, g (s)		21.3	21.3		21.3	21.3	53.9	49.5		64.7	55.1	55.1
Actuated g/C Ratio		0.22	0.22		0.22	0.22	0.56	0.51		0.67	0.57	0.57
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		296	358		268	353	162	1813		371	2055	879
v/s Ratio Prot							0.02	0.29		c0.06	c0.46	
v/s Ratio Perm		c0.17	0.01		0.07	0.02	0.23			0.30		0.09
v/c Ratio		0.77	0.03		0.30	0.09	0.46	0.57		0.54	0.81	0.16
Uniform Delay, d1		35.5	29.7		31.6	30.1	15.2	16.4		9.5	16.6	9.9
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		11.3	0.0		0.6	0.1	2.8	0.5		1.5	2.4	0.1
Delay (s)		46.7	29.7		32.2	30.2	17.9	16.9		11.0	19.0	10.0
Level of Service		D	C		C	C	B	B		B	B	B
Approach Delay (s)		44.1			30.9			17.0			17.4	
Approach LOS		D			C			B			B	

Intersection Summary

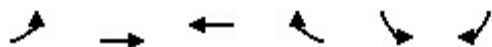
HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	96.9	Sum of lost time (s)	16.1
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

5: Inglewood Ave & Access

B34A
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	221	262	21	21	4
Future Volume (Veh/h)	4	221	262	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	240	285	23	23	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)			51			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	308				544	296
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	293				533	282
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	99
cM capacity (veh/h)	1253				500	748
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	244	308	27			
Volume Left	4	0	23			
Volume Right	0	23	4			
cSH	1253	1700	526			
Volume to Capacity	0.00	0.18	0.05			
Queue Length 95th (m)	0.1	0.0	1.2			
Control Delay (s)	0.2	0.0	12.2			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization		25.1%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

B34P
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	88	318	417	154	460	956	424	205
v/c Ratio	0.12	0.71	0.46	0.31	0.64	0.64	0.73	0.54
Control Delay	7.4	59.6	49.5	28.7	14.7	12.2	67.2	23.2
Queue Delay	0.0	5.9	0.3	0.0	0.2	0.1	0.0	0.0
Total Delay	7.4	65.5	49.7	28.7	14.9	12.3	67.2	23.2
Queue Length 50th (m)	3.7	92.9	56.0	19.4	31.7	32.8	64.1	16.4
Queue Length 95th (m)	12.5	#189.2	85.8	46.1	12.1	5.4	78.3	40.0
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	857	450	912	491	824	1705	847	488
Starvation Cap Reductn	0	0	0	0	59	134	0	0
Spillback Cap Reductn	3	85	130	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.87	0.53	0.31	0.60	0.61	0.50	0.42

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

B34P

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘	↕	↗	↘	↕			↕	↗
Traffic Volume (vph)	0	0	81	585	91	142	742	560	0	0	390	189
Future Volume (vph)	0	0	81	585	91	142	742	560	0	0	390	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3302	1601	1628	3367			3579	1601
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3302	1601	1628	3367			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	88	636	99	154	807	609	0	0	424	205
RTOR Reduction (vph)	0	0	37	0	0	49	0	0	0	0	0	120
Lane Group Flow (vph)	0	0	51	318	417	105	460	956	0	0	424	85
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			66.1	41.5	41.5	41.5	66.1	66.1			24.3	24.3
Effective Green, g (s)			66.1	41.5	41.5	41.5	66.1	66.1			24.3	24.3
Actuated g/C Ratio			0.44	0.28	0.28	0.28	0.44	0.44			0.16	0.16
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			717	450	913	442	717	1483			579	259
v/s Ratio Prot				c0.20	0.13		0.28	c0.28			c0.12	
v/s Ratio Perm			0.03			0.07						0.05
v/c Ratio			0.07	0.71	0.46	0.24	0.64	0.64			0.73	0.33
Uniform Delay, d1			24.2	48.8	44.9	42.0	32.7	32.8			59.8	55.6
Progression Factor			1.00	1.00	1.00	1.00	0.34	0.32			1.00	1.00
Incremental Delay, d2			0.2	5.0	0.4	0.3	3.7	1.8			4.8	0.7
Delay (s)			24.4	53.8	45.3	42.3	14.9	12.4			64.5	56.4
Level of Service			C	D	D	D	B	B			E	E
Approach Delay (s)		24.4			47.8			13.2			61.9	
Approach LOS		C			D			B			E	

Intersection Summary

HCM 2000 Control Delay	33.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

B34P
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	143	772	1271	784	359	789
v/c Ratio	0.70	0.74	0.54	0.76	0.69	0.72
Control Delay	81.2	22.1	32.1	16.2	35.2	34.4
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay	81.2	22.1	32.1	16.2	35.5	34.6
Queue Length 50th (m)	41.6	121.0	97.0	58.6	98.5	108.9
Queue Length 95th (m)	62.3	218.7	139.7	#154.4	16.1	15.9
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	241	1048	2368	1033	876	1841
Starvation Cap Reductn	0	0	0	0	156	325
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.74	0.54	0.76	0.50	0.52

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

B34P
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	0	710	0	0	0	0	1169	721	367	689	0
Future Volume (vph)	132	0	710	0	0	0	0	1169	721	367	689	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3419	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3419	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	143	0	772	0	0	0	0	1271	784	399	749	0
RTOR Reduction (vph)	0	0	75	0	0	0	0	0	296	0	0	0
Lane Group Flow (vph)	143	0	697	0	0	0	0	1271	488	359	789	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	17.2		86.3					69.1	69.1	47.9	47.9	
Effective Green, g (s)	17.2		86.3					69.1	69.1	47.9	47.9	
Actuated g/C Ratio	0.11		0.58					0.46	0.46	0.32	0.32	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	205		921					2368	737	519	1091	
v/s Ratio Prot	0.08		c0.35					0.25		0.22	c0.23	
v/s Ratio Perm			0.09						0.30			
v/c Ratio	0.70		0.76					0.54	0.66	0.69	0.72	
Uniform Delay, d1	63.9		24.0					29.0	31.4	44.6	45.2	
Progression Factor	1.00		1.00					1.00	1.00	0.66	0.69	
Incremental Delay, d2	9.9		3.6					0.9	4.6	3.5	2.1	
Delay (s)	73.8		27.6					29.9	36.0	32.9	33.4	
Level of Service	E		C					C	D	C	C	
Approach Delay (s)		34.8			0.0			32.2			33.3	
Approach LOS		C			A			C			C	

Intersection Summary

HCM 2000 Control Delay	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

B34P
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	17	0	1807	1385	21
Future Volume (Veh/h)	0	17	0	1807	1385	21
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.31	0.92	0.92	0.92	0.41
Hourly flow rate (vph)	0	55	0	1964	1505	51
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.66	0.80	0.80			
vC, conflicting volume	2512	778	1556			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	906	224	1196			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	185	629	473			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	55	982	982	1003	553	
Volume Left	0	0	0	0	0	
Volume Right	55	0	0	0	51	
cSH	629	1700	1700	1700	1700	
Volume to Capacity	0.09	0.58	0.58	0.59	0.33	
Queue Length 95th (m)	2.2	0.0	0.0	0.0	0.0	
Control Delay (s)	11.3	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	11.3	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.2					
Intersection Capacity Utilization	53.3%			ICU Level of Service	A	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

B34P
04/01/2021



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	200	71	36	73	93	1796	69	1328	179
v/c Ratio	0.74	0.20	0.12	0.20	0.33	0.82	0.38	0.63	0.19
Control Delay	56.4	9.7	35.7	9.8	9.0	21.2	15.0	16.7	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	9.7	35.7	9.8	9.0	21.2	15.0	16.7	3.3
Queue Length 50th (m)	39.5	0.0	6.2	0.0	5.3	145.9	3.9	91.2	1.8
Queue Length 95th (m)	63.5	10.9	14.7	10.9	12.1	203.5	12.1	129.2	11.7
Internal Link Dist (m)	26.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	384	482	426	478	295	2382	184	2277	999
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.15	0.08	0.15	0.32	0.75	0.38	0.58	0.18

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: Taylor Way & Inglewood Ave

B34P
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗	↖	↖↗		↖	↖↗	↗
Traffic Volume (vph)	160	18	63	18	14	65	83	1582	16	61	1182	159
Future Volume (vph)	160	18	63	18	14	65	83	1582	16	61	1182	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.92
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1822	1539		1864	1521	1755	3605		1789	3579	1492
Flt Permitted		0.72	1.00		0.79	1.00	0.13	1.00		0.07	1.00	1.00
Satd. Flow (perm)		1374	1539		1520	1521	236	3605		127	3579	1492
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	180	20	71	20	16	73	93	1778	18	69	1328	179
RTOR Reduction (vph)	0	0	57	0	0	59	0	0	0	0	0	66
Lane Group Flow (vph)	0	200	14	0	36	14	93	1796	0	69	1328	113
Confl. Peds. (#/hr)	9		7	7		9	23		3	3		23
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%	4%	1%	7%	2%	2%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		19.8	19.8		19.8	19.8	67.0	60.9		63.6	59.2	59.2
Effective Green, g (s)		19.8	19.8		19.8	19.8	67.0	60.9		63.6	59.2	59.2
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.66	0.60		0.63	0.58	0.58
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		268	301		297	297	247	2169		152	2093	872
v/s Ratio Prot							c0.02	c0.50		0.02	0.37	
v/s Ratio Perm		c0.15	0.01		0.02	0.01	0.23			0.26		0.08
v/c Ratio		0.75	0.05		0.12	0.05	0.38	0.83		0.45	0.63	0.13
Uniform Delay, d1		38.3	33.0		33.5	33.0	9.6	16.0		16.0	13.9	9.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		10.8	0.1		0.2	0.1	1.3	2.9		2.1	0.6	0.1
Delay (s)		49.1	33.1		33.7	33.1	10.9	18.9		18.1	14.5	9.5
Level of Service		D	C		C	C	B	B		B	B	A
Approach Delay (s)		44.9			33.3			18.5			14.1	
Approach LOS		D			C			B			B	

Intersection Summary

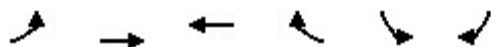
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	101.2	Sum of lost time (s)	16.1
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

5: Inglewood Ave & Access

B34P
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	
Traffic Volume (veh/h)	4	218	232	21	21	4
Future Volume (Veh/h)	4	218	232	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	237	252	23	23	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			51			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	275				508	264
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	259				496	248
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	99
cM capacity (veh/h)	1289				525	781
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	241	275	27			
Volume Left	4	0	23			
Volume Right	0	23	4			
cSH	1289	1700	552			
Volume to Capacity	0.00	0.16	0.05			
Queue Length 95th (m)	0.1	0.0	1.2			
Control Delay (s)	0.2	0.0	11.9			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	11.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		24.7%		ICU Level of Service		A
Analysis Period (min)		15				

Queues
1: Taylor Way & Hwy 1

E20A
04/09/2021























Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	101	292	419	202	305	624	518	264
v/c Ratio	0.16	0.58	0.41	0.36	0.50	0.49	0.75	0.61
Control Delay	13.0	50.0	43.2	25.0	65.3	63.2	63.9	28.9
Queue Delay	0.0	6.0	0.4	0.0	1.2	0.6	0.0	0.0
Total Delay	13.0	56.1	43.6	25.0	66.5	63.8	63.9	28.9
Queue Length 50th (m)	6.4	83.4	56.2	26.3	96.4	97.8	77.0	30.7
Queue Length 95th (m)	20.1	118.2	72.7	49.1	92.8	76.0	92.3	58.3
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	857	507	1031	560	824	1710	847	493
Starvation Cap Reductn	0	0	0	0	313	667	0	0
Spillback Cap Reductn	21	160	245	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.84	0.53	0.36	0.60	0.60	0.61	0.54

Intersection Summary

HCM Signalized Intersection Capacity Analysis
1: Taylor Way & Hwy 1

E20A
04/09/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	93	537	117	186	453	402	0	0	477	243
Future Volume (vph)	0	0	93	537	117	186	453	402	0	0	477	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.99			1.00	1.00
Satd. Flow (prot)			1629	1628	3312	1601	1628	3377			3579	1601
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.99			1.00	1.00
Satd. Flow (perm)			1629	1628	3312	1601	1628	3377			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	101	584	127	202	492	437	0	0	518	264
RTOR Reduction (vph)	0	0	41	0	0	61	0	0	0	0	0	121
Lane Group Flow (vph)	0	0	60	292	419	141	305	624	0	0	518	143
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			56.2	46.7	46.7	46.7	56.2	56.2			29.0	29.0
Effective Green, g (s)			56.2	46.7	46.7	46.7	56.2	56.2			29.0	29.0
Actuated g/C Ratio			0.37	0.31	0.31	0.31	0.37	0.37			0.19	0.19
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			610	506	1031	498	609	1265			691	309
v/s Ratio Prot				c0.18	0.13		c0.19	0.18			c0.14	
v/s Ratio Perm			0.04			0.09						0.09
v/c Ratio			0.10	0.58	0.41	0.28	0.50	0.49			0.75	0.46
Uniform Delay, d1			30.4	43.4	40.7	39.0	36.1	36.0			57.1	53.6
Progression Factor			1.00	1.00	1.00	1.00	1.71	1.71			1.00	1.00
Incremental Delay, d2			0.3	1.6	0.3	0.3	2.5	1.2			4.5	1.1
Delay (s)			30.8	45.0	41.0	39.3	64.2	62.6			61.5	54.7
Level of Service			C	D	D	D	E	E			E	D
Approach Delay (s)		30.8			41.9			63.1			59.2	
Approach LOS		C			D			E			E	
Intersection Summary												
HCM 2000 Control Delay			53.7									HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			150.0								18.1	
Intersection Capacity Utilization			61.2%									ICU Level of Service B
Analysis Period (min)			15									
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

E20A
04/09/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	208	966	722	362	357	847
v/c Ratio	0.33	1.14	0.70	0.59	0.65	0.73
Control Delay	40.4	102.5	59.5	8.8	26.4	26.8
Queue Delay	0.1	0.0	3.9	0.0	0.4	0.2
Total Delay	40.5	102.5	63.3	8.8	26.9	27.0
Queue Length 50th (m)	45.3	~248.7	73.7	0.0	67.9	82.0
Queue Length 95th (m)	78.2	#352.1	86.0	27.0	88.9	95.6
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	635	846	1165	642	876	1842
Starvation Cap Reductn	0	0	0	0	190	360
Spillback Cap Reductn	71	0	348	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	1.14	0.88	0.56	0.52	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

E20A
04/09/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↑↑↑	↗	↖	↖↑	
Traffic Volume (vph)	191	0	889	0	0	0	0	664	333	365	742	0
Future Volume (vph)	191	0	889	0	0	0	0	664	333	365	742	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	208	0	966	0	0	0	0	722	362	397	807	0
RTOR Reduction (vph)	0	0	277	0	0	0	0	0	289	0	0	0
Lane Group Flow (vph)	208	0	689	0	0	0	0	722	73	357	847	0
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	53.3		53.3					30.1	30.1	50.8	50.8	
Effective Green, g (s)	53.3		53.3					30.1	30.1	50.8	50.8	
Actuated g/C Ratio	0.36		0.36					0.20	0.20	0.34	0.34	
Clearance Time (s)	5.6		5.6					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	635		568					1031	321	551	1158	
v/s Ratio Prot	0.12							c0.14		0.22	c0.25	
v/s Ratio Perm			c0.43						0.05			
v/c Ratio	0.33		1.21					0.70	0.23	0.65	0.73	
Uniform Delay, d1	35.3		48.4					55.8	50.2	42.0	43.6	
Progression Factor	1.00		1.00					1.00	1.00	0.52	0.54	
Incremental Delay, d2	0.3		111.2					4.0	1.6	2.3	2.1	
Delay (s)	35.6		159.6					59.7	51.8	24.2	25.7	
Level of Service	D		F					E	D	C	C	
Approach Delay (s)		137.6			0.0			57.1			25.2	
Approach LOS		F			A			E			C	

Intersection Summary

HCM 2000 Control Delay	73.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

E20A
04/09/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕	↕	↘
Traffic Volume (veh/h)	0	31	0	1049	1594	35
Future Volume (Veh/h)	0	31	0	1049	1594	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.52	0.92	0.92	0.92	0.55
Hourly flow rate (vph)	0	60	0	1140	1733	64
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.86	0.79	0.79			
vC, conflicting volume	2335	898	1797			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1451	328	1470			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	89	100			
cM capacity (veh/h)	107	530	366			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	60	570	570	1155	642	
Volume Left	0	0	0	0	0	
Volume Right	60	0	0	0	64	
cSH	530	1700	1700	1700	1700	
Volume to Capacity	0.11	0.34	0.34	0.68	0.38	
Queue Length 95th (m)	2.9	0.0	0.0	0.0	0.0	
Control Delay (s)	12.7	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	12.7	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.3					
Intersection Capacity Utilization	55.2%			ICU Level of Service	B	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

E20A
04/09/2021

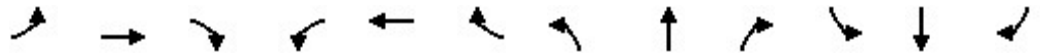


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	198	36	70	125	64	898	173	1434	179
v/c Ratio	0.70	0.09	0.24	0.29	0.27	0.49	0.45	0.71	0.19
Control Delay	49.6	1.5	35.3	8.5	8.9	14.0	10.4	17.3	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	1.5	35.3	8.5	8.9	14.0	10.4	17.3	3.0
Queue Length 50th (m)	32.4	0.0	10.3	0.0	3.3	46.1	9.6	92.0	1.4
Queue Length 95th (m)	64.0	1.7	24.9	14.4	9.0	71.7	21.0	138.6	11.0
Internal Link Dist (m)	26.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	430	566	435	593	239	2629	382	2674	1185
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.06	0.16	0.21	0.27	0.34	0.45	0.54	0.15

Intersection Summary

HCM Signalized Intersection Capacity Analysis
4: Taylor Way & Inglewood Ave

E20A
04/09/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↕		↖	↕	↗
Traffic Volume (vph)	151	29	33	36	27	114	58	784	33	157	1305	163
Future Volume (vph)	151	29	33	36	27	114	58	784	33	157	1305	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	1.00		1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1838	1633		1868	1607	1825	3551		1806	3614	1547
Flt Permitted		0.71	1.00		0.72	1.00	0.10	1.00		0.24	1.00	1.00
Satd. Flow (perm)		1364	1633		1378	1607	200	3551		461	3614	1547
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	166	32	36	40	30	125	64	862	36	173	1434	179
RTOR Reduction (vph)	0	0	29	0	0	99	0	3	0	0	0	71
Lane Group Flow (vph)	0	198	7	0	70	26	64	895	0	173	1434	108
Confl. Peds. (#/hr)	4					4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	1%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		18.2	18.2		18.2	18.2	51.3	46.9		55.7	49.1	49.1
Effective Green, g (s)		18.2	18.2		18.2	18.2	51.3	46.9		55.7	49.1	49.1
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.58	0.53		0.63	0.56	0.56
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		282	338		285	333	198	1896		393	2021	865
v/s Ratio Prot							0.02	0.25		c0.03	c0.40	
v/s Ratio Perm		c0.15	0.00		0.05	0.02	0.17			0.25		0.07
v/c Ratio		0.70	0.02		0.25	0.08	0.32	0.47		0.44	0.71	0.12
Uniform Delay, d1		32.3	27.7		29.1	28.0	10.8	12.7		7.6	14.1	9.2
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.7	0.0		0.5	0.1	1.3	0.3		0.8	1.2	0.1
Delay (s)		40.0	27.7		29.5	28.1	12.1	13.0		8.3	15.3	9.2
Level of Service		D	C		C	C	B	B		A	B	A
Approach Delay (s)		38.1			28.6			12.9			14.0	
Approach LOS		D			C			B			B	

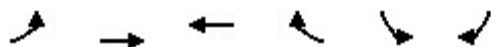
Intersection Summary		
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.70	B
Actuated Cycle Length (s)	87.8	Sum of lost time (s)
Intersection Capacity Utilization	71.0%	16.1
Analysis Period (min)	15	ICU Level of Service
		C

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

5: Inglewood Ave & Access

E20A
04/09/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	192	227	21	21	4
Future Volume (Veh/h)	4	192	227	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	209	247	23	23	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)			51			
pX, platoon unblocked	1.00				1.00	1.00
vC, conflicting volume	270				476	258
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	264				470	252
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	99
cM capacity (veh/h)	1294				547	782
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	213	270	27			
Volume Left	4	0	23			
Volume Right	0	23	4			
cSH	1294	1700	573			
Volume to Capacity	0.00	0.16	0.05			
Queue Length 95th (m)	0.1	0.0	1.1			
Control Delay (s)	0.2	0.0	11.6			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	11.6			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			23.3%		ICU Level of Service	A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

E20P
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	76	275	362	134	398	828	367	178
v/c Ratio	0.09	0.62	0.40	0.28	0.53	0.53	0.72	0.51
Control Delay	2.9	56.1	47.2	24.2	15.1	13.9	69.4	19.1
Queue Delay	0.0	4.6	0.3	0.0	0.5	0.3	0.0	0.0
Total Delay	2.9	60.7	47.5	24.2	15.7	14.2	69.4	19.1
Queue Length 50th (m)	0.0	80.6	49.5	15.3	29.1	30.3	55.5	9.3
Queue Length 95th (m)	6.4	120.6	68.5	35.0	15.4	14.3	69.8	31.3
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	870	445	903	487	824	1705	847	488
Starvation Cap Reductn	0	0	0	0	151	317	0	0
Spillback Cap Reductn	5	108	165	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.82	0.49	0.28	0.59	0.60	0.43	0.36
Intersection Summary								

HCM Signalized Intersection Capacity Analysis

E20P

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘	↕	↗	↘	↕			↕	↗
Traffic Volume (vph)	0	0	70	507	79	123	643	485	0	0	338	164
Future Volume (vph)	0	0	70	507	79	123	643	485	0	0	338	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3302	1601	1628	3367			3579	1601
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3302	1601	1628	3367			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	551	86	134	699	527	0	0	367	178
RTOR Reduction (vph)	0	0	41	0	0	49	0	0	0	0	0	123
Lane Group Flow (vph)	0	0	35	275	362	85	398	828	0	0	367	55
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			69.4	41.1	41.1	41.1	69.4	69.4			21.4	21.4
Effective Green, g (s)			69.4	41.1	41.1	41.1	69.4	69.4			21.4	21.4
Actuated g/C Ratio			0.46	0.27	0.27	0.27	0.46	0.46			0.14	0.14
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			753	446	904	438	753	1557			510	228
v/s Ratio Prot				c0.17	0.11		0.24	c0.25			c0.10	
v/s Ratio Perm			0.02			0.05						0.03
v/c Ratio			0.05	0.62	0.40	0.19	0.53	0.53			0.72	0.24
Uniform Delay, d1			22.1	47.6	44.4	41.7	28.7	28.7			61.4	57.1
Progression Factor			1.00	1.00	1.00	1.00	0.44	0.44			1.00	1.00
Incremental Delay, d2			0.1	2.5	0.3	0.2	2.4	1.2			4.8	0.6
Delay (s)			22.2	50.1	44.7	42.0	15.0	13.9			66.3	57.7
Level of Service			C	D	D	D	B	B			E	E
Approach Delay (s)		22.2			46.1			14.2			63.5	
Approach LOS		C			D			B			E	

Intersection Summary

HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

E20P
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	124	668	1101	679	311	684
v/c Ratio	0.67	0.59	0.42	0.62	0.69	0.72
Control Delay	81.1	12.5	24.9	7.5	28.5	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.1
Total Delay	81.1	12.5	24.9	7.5	28.7	26.0
Queue Length 50th (m)	36.1	67.2	71.7	15.6	65.7	72.8
Queue Length 95th (m)	56.0	128.8	105.7	65.9	57.9	48.2
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	236	1127	2641	1101	876	1841
Starvation Cap Reductn	0	0	0	0	141	299
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.59	0.42	0.62	0.42	0.44

Intersection Summary

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

E20P
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↖					↑↑↑	↖	↖	↖↑	
Traffic Volume (vph)	114	0	615	0	0	0	0	1013	625	318	597	0
Future Volume (vph)	114	0	615	0	0	0	0	1013	625	318	597	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3419	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3419	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	124	0	668	0	0	0	0	1101	679	346	649	0
RTOR Reduction (vph)	0	0	86	0	0	0	0	0	280	0	0	0
Lane Group Flow (vph)	124	0	582	0	0	0	0	1101	399	311	684	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	15.7		92.7					77.0	77.0	41.5	41.5	
Effective Green, g (s)	15.7		92.7					77.0	77.0	41.5	41.5	
Actuated g/C Ratio	0.10		0.62					0.51	0.51	0.28	0.28	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	187		989					2639	821	450	945	
v/s Ratio Prot	c0.07		c0.30					0.21		0.19	c0.20	
v/s Ratio Perm			0.06						0.25			
v/c Ratio	0.66		0.59					0.42	0.49	0.69	0.72	
Uniform Delay, d1	64.6		17.2					22.6	23.7	48.5	49.1	
Progression Factor	1.00		1.00					1.00	1.00	0.44	0.44	
Incremental Delay, d2	8.5		0.9					0.5	2.1	4.1	2.5	
Delay (s)	73.1		18.1					23.1	25.7	25.3	24.3	
Level of Service	E		B					C	C	C	C	
Approach Delay (s)		26.7			0.0			24.1			24.6	
Approach LOS		C			A			C			C	

Intersection Summary

HCM 2000 Control Delay	24.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

E20P
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↓	
Traffic Volume (veh/h)	0	15	0	1566	1200	18
Future Volume (Veh/h)	0	15	0	1566	1200	18
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.31	0.92	0.92	0.92	0.41
Hourly flow rate (vph)	0	48	0	1702	1304	44
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.76	0.82	0.82			
vC, conflicting volume	2177	674	1348			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	885	178	996			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	220	692	579			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	48	851	851	869	479	
Volume Left	0	0	0	0	0	
Volume Right	48	0	0	0	44	
cSH	692	1700	1700	1700	1700	
Volume to Capacity	0.07	0.50	0.50	0.51	0.28	
Queue Length 95th (m)	1.7	0.0	0.0	0.0	0.0	
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.2					
Intersection Capacity Utilization	46.6%			ICU Level of Service	A	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

E20P
04/01/2021



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	174	62	31	63	81	1556	60	1151	155
v/c Ratio	0.68	0.18	0.11	0.19	0.26	0.71	0.28	0.53	0.16
Control Delay	53.1	8.5	36.7	8.8	7.5	16.6	8.8	13.1	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	8.5	36.7	8.8	7.5	16.6	8.8	13.1	2.1
Queue Length 50th (m)	32.6	0.0	5.2	0.0	4.2	104.5	3.1	64.8	0.0
Queue Length 95th (m)	57.4	8.8	13.6	9.0	10.7	154.9	8.4	97.6	8.1
Internal Link Dist (m)	26.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	362	456	400	451	316	2617	216	2599	1118
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.14	0.08	0.14	0.26	0.59	0.28	0.44	0.14

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: Taylor Way & Inglewood Ave

E20P
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗	↖	↑↔		↖	↑↑	↗
Traffic Volume (vph)	139	16	55	16	12	56	72	1371	14	53	1024	138
Future Volume (vph)	139	16	55	16	12	56	72	1371	14	53	1024	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.93
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1540		1861	1522	1753	3605		1789	3579	1497
Flt Permitted		0.73	1.00		0.80	1.00	0.19	1.00		0.09	1.00	1.00
Satd. Flow (perm)		1383	1540		1526	1522	343	3605		166	3579	1497
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	156	18	62	18	13	63	81	1540	16	60	1151	155
RTOR Reduction (vph)	0	0	51	0	0	51	0	1	0	0	0	62
Lane Group Flow (vph)	0	174	11	0	31	12	81	1555	0	60	1151	93
Confl. Peds. (#/hr)	9		7	7		9	23		3	3		23
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%	4%	1%	7%	2%	2%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		17.8	17.8		17.8	17.8	62.3	57.9		62.3	57.9	57.9
Effective Green, g (s)		17.8	17.8		17.8	17.8	62.3	57.9		62.3	57.9	57.9
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.65	0.60		0.65	0.60	0.60
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		255	284		282	281	286	2169		181	2154	901
v/s Ratio Prot							0.01	c0.43		c0.02	0.32	
v/s Ratio Perm		c0.13	0.01		0.02	0.01	0.17			0.20		0.06
v/c Ratio		0.68	0.04		0.11	0.04	0.28	0.72		0.33	0.53	0.10
Uniform Delay, d1		36.6	32.2		32.6	32.2	7.5	13.4		10.8	11.2	8.1
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.3	0.1		0.2	0.1	0.7	1.2		1.1	0.3	0.1
Delay (s)		43.9	32.2		32.8	32.3	8.3	14.6		11.9	11.5	8.2
Level of Service		D	C		C	C	A	B		B	B	A
Approach Delay (s)		40.8			32.4			14.3			11.1	
Approach LOS		D			C			B			B	

Intersection Summary

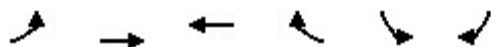
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	96.2	Sum of lost time (s)	16.1
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

5: Inglewood Ave & Access

E20P
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	189	201	21	21	4
Future Volume (Veh/h)	4	189	201	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	205	218	23	23	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			51			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	241				442	230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	231				434	219
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	100
cM capacity (veh/h)	1326				573	814
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	209	241	27			
Volume Left	4	0	23			
Volume Right	0	23	4			
cSH	1326	1700	599			
Volume to Capacity	0.00	0.14	0.05			
Queue Length 95th (m)	0.1	0.0	1.1			
Control Delay (s)	0.2	0.0	11.3			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	11.3			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			23.2%	ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

T24A
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	105	313	446	211	318	654	537	276
v/c Ratio	0.17	0.57	0.40	0.35	0.57	0.56	0.76	0.63
Control Delay	14.0	48.3	41.4	25.4	30.9	26.7	63.7	30.1
Queue Delay	0.0	3.9	0.3	0.0	0.5	0.3	0.0	0.0
Total Delay	14.0	52.2	41.7	25.4	31.4	27.0	63.7	30.1
Queue Length 50th (m)	7.5	88.2	58.6	28.3	31.9	32.5	79.9	33.7
Queue Length 95th (m)	20.7	130.2	79.0	53.8	56.7	42.0	96.1	62.1
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	857	547	1113	595	824	1710	847	494
Starvation Cap Reductn	0	0	0	0	211	454	0	0
Spillback Cap Reductn	12	156	238	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.80	0.51	0.35	0.52	0.52	0.63	0.56

Intersection Summary

HCM Signalized Intersection Capacity Analysis

T24A

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘	↕	↗	↘	↕			↕	↗
Traffic Volume (vph)	0	0	97	576	122	194	479	415	0	0	494	254
Future Volume (vph)	0	0	97	576	122	194	479	415	0	0	494	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3312	1601	1628	3375			3579	1601
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3312	1601	1628	3375			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	105	626	133	211	521	451	0	0	537	276
RTOR Reduction (vph)	0	0	43	0	0	58	0	0	0	0	0	122
Lane Group Flow (vph)	0	0	62	313	446	153	318	654	0	0	537	154
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			51.8	50.4	50.4	50.4	51.8	51.8			29.7	29.7
Effective Green, g (s)			51.8	50.4	50.4	50.4	51.8	51.8			29.7	29.7
Actuated g/C Ratio			0.35	0.34	0.34	0.34	0.35	0.35			0.20	0.20
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			562	547	1112	537	562	1165			708	316
v/s Ratio Prot				c0.19	0.13		c0.20	0.19			c0.15	
v/s Ratio Perm			0.04			0.10						0.10
v/c Ratio			0.11	0.57	0.40	0.29	0.57	0.56			0.76	0.49
Uniform Delay, d1			33.4	40.9	38.2	36.6	40.0	39.9			56.8	53.4
Progression Factor			1.00	1.00	1.00	1.00	0.68	0.63			1.00	1.00
Incremental Delay, d2			0.4	1.5	0.2	0.3	3.7	1.8			4.7	1.2
Delay (s)			33.8	42.4	38.5	36.9	30.9	26.8			61.4	54.6
Level of Service			C	D	D	D	C	C			E	D
Approach Delay (s)		33.8			39.4			28.2			59.1	
Approach LOS		C			D			C			E	

Intersection Summary		
HCM 2000 Control Delay	41.0	HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio	0.61	
Actuated Cycle Length (s)	150.0	Sum of lost time (s) 18.1
Intersection Capacity Utilization	63.7%	ICU Level of Service B
Analysis Period (min)	15	

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

T24A
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	216	1017	755	388	373	894
v/c Ratio	0.72	1.04	0.40	0.47	0.64	0.73
Control Delay	72.2	68.1	38.1	5.8	25.4	26.3
Queue Delay	0.8	0.0	0.0	0.0	0.5	0.3
Total Delay	72.9	68.1	38.1	5.8	25.9	26.6
Queue Length 50th (m)	61.3	~308.2	61.2	0.0	71.4	87.2
Queue Length 95th (m)	86.9	#423.2	86.6	26.5	79.7	86.1
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	302	976	1891	834	876	1842
Starvation Cap Reductn	0	0	0	0	200	371
Spillback Cap Reductn	11	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	1.04	0.40	0.47	0.55	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

T24A
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↖					↑↑↑	↖	↖	↖↑	
Traffic Volume (vph)	199	0	936	0	0	0	0	695	357	381	785	0
Future Volume (vph)	199	0	936	0	0	0	0	695	357	381	785	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	216	0	1017	0	0	0	0	755	388	414	853	0
RTOR Reduction (vph)	0	0	63	0	0	0	0	0	245	0	0	0
Lane Group Flow (vph)	216	0	954	0	0	0	0	755	143	373	894	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	25.3		80.5					55.2	55.2	53.7	53.7	
Effective Green, g (s)	25.3		80.5					55.2	55.2	53.7	53.7	
Actuated g/C Ratio	0.17		0.54					0.37	0.37	0.36	0.36	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	301		859					1892	589	582	1224	
v/s Ratio Prot	0.12		c0.41					0.15		0.23	c0.26	
v/s Ratio Perm			0.19						0.09			
v/c Ratio	0.72		1.11					0.40	0.24	0.64	0.73	
Uniform Delay, d1	59.0		34.8					35.1	32.9	40.1	41.9	
Progression Factor	1.00		1.00					1.00	1.00	0.53	0.56	
Incremental Delay, d2	7.9		65.9					0.6	1.0	2.1	2.0	
Delay (s)	66.9		100.7					35.7	33.9	23.4	25.3	
Level of Service	E		F					D	C	C	C	
Approach Delay (s)		94.7			0.0			35.1			24.7	
Approach LOS		F			A			D			C	

Intersection Summary

HCM 2000 Control Delay	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	88.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

T24A
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	32	0	1106	1683	37
Future Volume (Veh/h)	0	32	0	1106	1683	37
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.80
Hourly flow rate (vph)	0	40	0	1202	1829	46
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.86	0.78	0.78			
vC, conflicting volume	2453	938	1875			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1466	344	1551			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	100			
cM capacity (veh/h)	104	511	336			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	40	601	601	1219	656	
Volume Left	0	0	0	0	0	
Volume Right	40	0	0	0	46	
cSH	511	1700	1700	1700	1700	
Volume to Capacity	0.08	0.35	0.35	0.72	0.39	
Queue Length 95th (m)	1.9	0.0	0.0	0.0	0.0	
Control Delay (s)	12.6	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	12.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.2					
Intersection Capacity Utilization	57.7%			ICU Level of Service	B	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

T24A
04/01/2021



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	218	43	73	131	76	936	180	1497	208
v/c Ratio	0.72	0.10	0.25	0.28	0.33	0.54	0.46	0.75	0.23
Control Delay	49.7	3.0	34.6	7.7	12.0	17.8	10.8	20.3	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	3.0	34.6	7.7	12.0	17.8	10.8	20.3	4.4
Queue Length 50th (m)	40.0	0.0	11.9	0.0	4.4	57.0	11.2	109.6	4.1
Queue Length 95th (m)	66.7	3.4	24.5	13.9	11.4	90.9	23.7	162.2	16.3
Internal Link Dist (m)	55.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	476	621	464	649	231	2243	449	2409	1083
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.07	0.16	0.20	0.33	0.42	0.40	0.62	0.19

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: Taylor Way & Inglewood Ave

T24A
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↖↗		↖	↖↗	↗
Traffic Volume (vph)	168	30	39	38	28	119	69	818	34	164	1362	189
Future Volume (vph)	168	30	39	38	28	119	69	818	34	164	1362	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	1.00		1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1837	1633		1867	1607	1825	3552		1806	3614	1547
Flt Permitted		0.71	1.00		0.69	1.00	0.09	1.00		0.21	1.00	1.00
Satd. Flow (perm)		1355	1633		1324	1607	168	3552		391	3614	1547
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	185	33	43	42	31	131	76	899	37	180	1497	208
RTOR Reduction (vph)	0	0	33	0	0	102	0	3	0	0	0	73
Lane Group Flow (vph)	0	218	10	0	73	29	76	934	0	180	1497	135
Confl. Peds. (#/hr)	4					4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	1%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		20.4	20.4		20.4	20.4	51.0	45.9		59.6	50.2	50.2
Effective Green, g (s)		20.4	20.4		20.4	20.4	51.0	45.9		59.6	50.2	50.2
Actuated g/C Ratio		0.22	0.22		0.22	0.22	0.56	0.50		0.65	0.55	0.55
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		301	362		294	357	185	1776		398	1976	845
v/s Ratio Prot							0.02	0.26		c0.05	c0.41	
v/s Ratio Perm		c0.16	0.01		0.06	0.02	0.21			0.25		0.09
v/c Ratio		0.72	0.03		0.25	0.08	0.41	0.53		0.45	0.76	0.16
Uniform Delay, d1		33.1	27.9		29.4	28.3	13.2	15.6		8.4	16.1	10.3
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		8.4	0.0		0.4	0.1	2.0	0.4		0.8	1.7	0.1
Delay (s)		41.5	28.0		29.8	28.4	15.2	15.9		9.2	17.8	10.4
Level of Service		D	C		C	C	B	B		A	B	B
Approach Delay (s)		39.2			28.9			15.9			16.2	
Approach LOS		D			C			B			B	

Intersection Summary

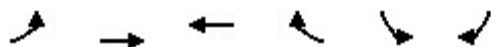
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	91.8	Sum of lost time (s)	16.1
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

6: Inglewood Ave & Access

T24A
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	200	237	49	37	4
Future Volume (Veh/h)	5	200	237	49	37	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	217	258	53	40	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			80			
pX, platoon unblocked	1.00				1.00	1.00
vC, conflicting volume	311				512	284
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	306				507	279
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				92	99
cM capacity (veh/h)	1249				521	756
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	222	311	44			
Volume Left	5	0	40			
Volume Right	0	53	4			
cSH	1249	1700	536			
Volume to Capacity	0.00	0.18	0.08			
Queue Length 95th (m)	0.1	0.0	2.0			
Control Delay (s)	0.2	0.0	12.3			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.3			
Approach LOS			B			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		25.4%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

T24P
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	79	294	383	139	422	865	378	186
v/c Ratio	0.10	0.62	0.39	0.27	0.59	0.59	0.71	0.52
Control Delay	3.9	54.0	45.8	24.7	15.9	14.3	68.3	20.0
Queue Delay	0.0	3.2	0.2	0.0	0.4	0.2	0.0	0.0
Total Delay	3.9	57.2	46.0	24.7	16.3	14.5	68.3	20.0
Queue Length 50th (m)	0.0	84.5	51.0	16.2	27.2	27.6	57.2	10.8
Queue Length 95th (m)	8.0	#147.3	74.5	38.4	12.4	11.6	71.8	33.4
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	867	478	970	518	824	1705	847	489
Starvation Cap Reductn	0	0	0	0	104	228	0	0
Spillback Cap Reductn	4	103	156	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.78	0.47	0.27	0.59	0.59	0.45	0.38

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

T24P

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↖	↕	↗	↖	↕			↕	↗
Traffic Volume (vph)	0	0	73	541	82	128	681	503	0	0	348	171
Future Volume (vph)	0	0	73	541	82	128	681	503	0	0	348	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3301	1601	1628	3366			3579	1601
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3301	1601	1628	3366			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	79	588	89	139	740	547	0	0	378	186
RTOR Reduction (vph)	0	0	44	0	0	47	0	0	0	0	0	124
Lane Group Flow (vph)	0	0	35	294	383	92	422	865	0	0	378	62
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			65.6	44.1	44.1	44.1	65.6	65.6			22.2	22.2
Effective Green, g (s)			65.6	44.1	44.1	44.1	65.6	65.6			22.2	22.2
Actuated g/C Ratio			0.44	0.29	0.29	0.29	0.44	0.44			0.15	0.15
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			712	478	970	470	711	1472			529	236
v/s Ratio Prot				c0.18	0.12		c0.26	0.26			c0.11	
v/s Ratio Perm			0.02			0.06						0.04
v/c Ratio			0.05	0.62	0.39	0.20	0.59	0.59			0.71	0.26
Uniform Delay, d1			24.3	45.6	42.3	39.7	32.1	32.0			60.9	56.7
Progression Factor			1.00	1.00	1.00	1.00	0.40	0.40			1.00	1.00
Incremental Delay, d2			0.1	2.4	0.3	0.2	3.3	1.6			4.6	0.6
Delay (s)			24.4	48.0	42.6	39.9	16.0	14.4			65.4	57.3
Level of Service			C	D	D	D	B	B			E	E
Approach Delay (s)		24.4			44.1			14.9			62.7	
Approach LOS		C			D			B			E	

Intersection Summary

HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

T24P
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	129	705	1155	729	325	722
v/c Ratio	0.68	0.64	0.45	0.67	0.69	0.73
Control Delay	81.1	15.4	27.1	9.9	35.4	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.1
Total Delay	81.1	15.4	27.1	9.9	35.6	34.0
Queue Length 50th (m)	37.5	84.9	79.7	26.0	77.5	86.6
Queue Length 95th (m)	57.7	156.7	115.8	90.9	21.9	21.9
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	237	1100	2553	1088	876	1842
Starvation Cap Reductn	0	0	0	0	147	308
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.64	0.45	0.67	0.45	0.47

Intersection Summary

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

T24P
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	0	649	0	0	0	0	1063	671	332	631	0
Future Volume (vph)	119	0	649	0	0	0	0	1063	671	332	631	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3419	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3419	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	129	0	705	0	0	0	0	1155	729	361	686	0
RTOR Reduction (vph)	0	0	82	0	0	0	0	0	293	0	0	0
Lane Group Flow (vph)	129	0	623	0	0	0	0	1155	436	325	722	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	16.1		90.6					74.5	74.5	43.6	43.6	
Effective Green, g (s)	16.1		90.6					74.5	74.5	43.6	43.6	
Actuated g/C Ratio	0.11		0.60					0.50	0.50	0.29	0.29	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	192		967					2553	795	473	993	
v/s Ratio Prot	c0.07		c0.32					0.22		0.20	c0.21	
v/s Ratio Perm			0.07						0.27			
v/c Ratio	0.67		0.64					0.45	0.55	0.69	0.73	
Uniform Delay, d1	64.4		19.3					24.5	26.1	47.2	47.8	
Progression Factor	1.00		1.00					1.00	1.00	0.61	0.63	
Incremental Delay, d2	8.9		1.5					0.6	2.7	3.8	2.4	
Delay (s)	73.3		20.7					25.1	28.8	32.6	32.6	
Level of Service	E		C					C	C	C	C	
Approach Delay (s)		28.9			0.0			26.5			32.6	
Approach LOS		C			A			C			C	

Intersection Summary

HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

T24P
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↓	
Traffic Volume (veh/h)	0	16	0	1659	1267	19
Future Volume (Veh/h)	0	16	0	1659	1267	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.80
Hourly flow rate (vph)	0	20	0	1803	1377	24
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.72	0.82	0.82			
vC, conflicting volume	2290	700	1401			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	864	179	1039			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	215	684	552			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	20	902	902	918	483	
Volume Left	0	0	0	0	0	
Volume Right	20	0	0	0	24	
cSH	684	1700	1700	1700	1700	
Volume to Capacity	0.03	0.53	0.53	0.54	0.28	
Queue Length 95th (m)	0.7	0.0	0.0	0.0	0.0	
Control Delay (s)	10.4	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.4	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	49.2%			ICU Level of Service	A	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

T24P
04/01/2021



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	209	78	34	65	92	1625	62	1201	179
v/c Ratio	0.73	0.21	0.11	0.17	0.31	0.77	0.32	0.58	0.19
Control Delay	53.5	11.2	34.4	8.3	9.0	19.7	11.1	15.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	11.2	34.4	8.3	9.0	19.7	11.1	15.6	2.5
Queue Length 50th (m)	41.0	1.2	5.8	0.0	5.3	122.6	3.5	76.7	0.3
Queue Length 95th (m)	65.3	12.4	13.7	9.3	12.4	173.7	9.0	110.1	9.6
Internal Link Dist (m)	58.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	428	529	476	523	301	2424	196	2383	1045
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.15	0.07	0.12	0.31	0.67	0.32	0.50	0.17

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: Taylor Way & Inglewood Ave

T24P
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗	↖	↖↗		↖	↖↗	↗
Traffic Volume (vph)	169	17	69	17	13	58	82	1431	15	55	1069	159
Future Volume (vph)	169	17	69	17	13	58	82	1431	15	55	1069	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.93
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1822	1540		1863	1522	1754	3605		1789	3579	1496
Flt Permitted		0.72	1.00		0.80	1.00	0.16	1.00		0.07	1.00	1.00
Satd. Flow (perm)		1373	1540		1525	1522	296	3605		135	3579	1496
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	190	19	78	19	15	65	92	1608	17	62	1201	179
RTOR Reduction (vph)	0	0	56	0	0	51	0	0	0	0	0	75
Lane Group Flow (vph)	0	209	22	0	34	14	92	1625	0	62	1201	104
Confl. Peds. (#/hr)	9		7	7		9	23		3	3		23
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%	4%	1%	7%	2%	2%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		20.2	20.2		20.2	20.2	61.6	56.5		60.2	55.8	55.8
Effective Green, g (s)		20.2	20.2		20.2	20.2	61.6	56.5		60.2	55.8	55.8
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.63	0.58		0.62	0.57	0.57
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		285	320		316	316	264	2095		158	2054	858
v/s Ratio Prot							c0.02	c0.45		0.02	0.34	
v/s Ratio Perm		c0.15	0.01		0.02	0.01	0.20			0.22		0.07
v/c Ratio		0.73	0.07		0.11	0.04	0.35	0.78		0.39	0.58	0.12
Uniform Delay, d1		36.0	30.9		31.2	30.8	9.0	15.5		13.5	13.3	9.5
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		9.4	0.1		0.2	0.1	1.1	2.0		1.6	0.4	0.1
Delay (s)		45.4	31.0		31.3	30.8	10.1	17.5		15.1	13.7	9.5
Level of Service		D	C		C	C	B	B		B	B	A
Approach Delay (s)		41.5			31.0			17.1			13.2	
Approach LOS		D			C			B			B	

Intersection Summary

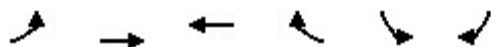
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	97.2	Sum of lost time (s)	16.1
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

6: Inglewood Ave & Access

T24P
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	197	210	42	57	6
Future Volume (Veh/h)	5	197	210	42	57	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	214	228	46	62	7
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			83			
pX, platoon unblocked	1.00				1.00	1.00
vC, conflicting volume	274				475	251
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	269				471	246
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				89	99
cM capacity (veh/h)	1289				547	790
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	219	274	69			
Volume Left	5	0	62			
Volume Right	0	46	7			
cSH	1289	1700	565			
Volume to Capacity	0.00	0.16	0.12			
Queue Length 95th (m)	0.1	0.0	3.2			
Control Delay (s)	0.2	0.0	12.3			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.3			
Approach LOS			B			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization		24.6%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

T29A
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	111	330	471	222	337	693	565	290
v/c Ratio	0.19	0.60	0.42	0.37	0.62	0.61	0.77	0.65
Control Delay	15.0	48.8	41.5	26.6	34.4	29.8	63.9	31.9
Queue Delay	0.0	3.0	0.3	0.0	0.5	0.3	0.0	0.0
Total Delay	15.0	51.7	41.7	26.6	34.9	30.0	63.9	31.9
Queue Length 50th (m)	9.0	91.4	60.5	30.5	38.0	38.6	84.0	37.7
Queue Length 95th (m)	21.5	#148.7	86.3	59.9	65.4	50.2	101.4	67.4
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	857	552	1124	600	824	1710	847	494
Starvation Cap Reductn	0	0	0	0	190	410	0	0
Spillback Cap Reductn	25	130	198	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.78	0.51	0.37	0.53	0.53	0.67	0.59

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

T29A

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↖	↕	↗	↖	↕			↕	↗
Traffic Volume (vph)	0	0	102	608	129	204	509	439	0	0	520	267
Future Volume (vph)	0	0	102	608	129	204	509	439	0	0	520	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3312	1601	1628	3375			3579	1601
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3312	1601	1628	3375			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	111	661	140	222	553	477	0	0	565	290
RTOR Reduction (vph)	0	0	44	0	0	57	0	0	0	0	0	121
Lane Group Flow (vph)	0	0	67	330	471	165	337	693	0	0	565	169
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			50.4	50.9	50.9	50.9	50.4	50.4			30.6	30.6
Effective Green, g (s)			50.4	50.9	50.9	50.9	50.4	50.4			30.6	30.6
Actuated g/C Ratio			0.34	0.34	0.34	0.34	0.34	0.34			0.20	0.20
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			547	552	1123	543	547	1134			730	326
v/s Ratio Prot				c0.20	0.14		c0.21	0.21			c0.16	
v/s Ratio Perm			0.04			0.10						0.11
v/c Ratio			0.12	0.60	0.42	0.30	0.62	0.61			0.77	0.52
Uniform Delay, d1			34.5	41.1	38.2	36.5	41.7	41.6			56.4	53.1
Progression Factor			1.00	1.00	1.00	1.00	0.72	0.67			1.00	1.00
Incremental Delay, d2			0.5	1.7	0.3	0.3	4.5	2.1			5.1	1.4
Delay (s)			35.0	42.8	38.4	36.8	34.6	30.0			61.6	54.5
Level of Service			C	D	D	D	C	C			E	D
Approach Delay (s)		35.0			39.5			31.5			59.2	
Approach LOS		C			D			C			E	

Intersection Summary

HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

T29A
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	228	1072	802	423	392	945
v/c Ratio	0.70	1.14	0.47	0.52	0.64	0.73
Control Delay	69.1	105.1	42.6	6.4	23.3	24.3
Queue Delay	0.8	0.0	0.0	0.0	0.7	0.4
Total Delay	69.8	105.1	42.6	6.4	24.0	24.6
Queue Length 50th (m)	64.2	~355.2	69.1	0.0	74.2	91.5
Queue Length 95th (m)	91.0	#471.8	96.2	29.2	44.1	51.9
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	327	940	1714	815	876	1842
Starvation Cap Reductn	0	0	0	0	211	383
Spillback Cap Reductn	14	0	15	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	1.14	0.47	0.52	0.59	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

T29A
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↑↑↑	↗	↖	↖↑	
Traffic Volume (vph)	210	0	986	0	0	0	0	738	389	401	829	0
Future Volume (vph)	210	0	986	0	0	0	0	738	389	401	829	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	0	1072	0	0	0	0	802	423	436	901	0
RTOR Reduction (vph)	0	0	58	0	0	0	0	0	282	0	0	0
Lane Group Flow (vph)	228	0	1014	0	0	0	0	802	141	392	945	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	27.4		77.5					50.1	50.1	56.7	56.7	
Effective Green, g (s)	27.4		77.5					50.1	50.1	56.7	56.7	
Actuated g/C Ratio	0.18		0.52					0.33	0.33	0.38	0.38	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	326		827					1717	534	615	1292	
v/s Ratio Prot	0.13		c0.41					0.16		0.24	c0.28	
v/s Ratio Perm			0.22						0.09			
v/c Ratio	0.70		1.23					0.47	0.26	0.64	0.73	
Uniform Delay, d1	57.4		36.2					39.4	36.5	38.2	40.1	
Progression Factor	1.00		1.00					1.00	1.00	0.51	0.54	
Incremental Delay, d2	6.4		112.4					0.9	1.2	1.8	1.8	
Delay (s)	63.9		148.7					40.3	37.7	21.4	23.4	
Level of Service	E		F					D	D	C	C	
Approach Delay (s)		133.8			0.0			39.4			22.8	
Approach LOS		F			A			D			C	

Intersection Summary

HCM 2000 Control Delay	65.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

T29A
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	41	0	1184	1745	68
Future Volume (Veh/h)	0	41	0	1184	1745	68
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.80
Hourly flow rate (vph)	0	51	0	1287	1897	85
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.86	0.77	0.77			
vC, conflicting volume	2583	991	1982			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1520	377	1671			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	89	100			
cM capacity (veh/h)	96	480	298			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	51	644	644	1265	717	
Volume Left	0	0	0	0	0	
Volume Right	51	0	0	0	85	
cSH	480	1700	1700	1700	1700	
Volume to Capacity	0.11	0.38	0.38	0.74	0.42	
Queue Length 95th (m)	2.7	0.0	0.0	0.0	0.0	
Control Delay (s)	13.4	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	13.4	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.2					
Intersection Capacity Utilization	60.4%			ICU Level of Service	B	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

T29A
04/01/2021



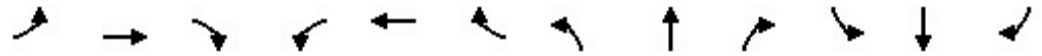
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	251	48	77	137	82	987	190	1584	190
v/c Ratio	0.78	0.10	0.26	0.28	0.38	0.58	0.52	0.80	0.21
Control Delay	54.4	0.4	35.3	7.3	15.8	19.6	12.7	22.7	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	0.4	35.3	7.3	15.8	19.6	12.7	22.7	4.8
Queue Length 50th (m)	49.4	0.0	13.2	0.0	5.4	68.0	13.5	132.1	4.6
Queue Length 95th (m)	#79.9	0.0	25.9	14.4	14.1	98.1	24.6	176.5	15.8
Internal Link Dist (m)	55.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	435	613	397	613	213	2118	426	2332	1046
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.08	0.19	0.22	0.38	0.47	0.45	0.68	0.18

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
4: Taylor Way & Inglewood Ave

T29A
04/01/2021



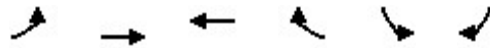
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↖↗		↖	↖↗	↗
Traffic Volume (vph)	197	32	44	40	30	125	75	862	36	173	1441	173
Future Volume (vph)	197	32	44	40	30	125	75	862	36	173	1441	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	1.00		1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1836	1633		1868	1606	1825	3551		1807	3614	1546
Flt Permitted		0.70	1.00		0.64	1.00	0.08	1.00		0.18	1.00	1.00
Satd. Flow (perm)		1344	1633		1226	1606	160	3551		347	3614	1546
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	216	35	48	44	33	137	82	947	40	190	1584	190
RTOR Reduction (vph)	0	0	37	0	0	104	0	3	0	0	0	64
Lane Group Flow (vph)	0	251	11	0	77	33	82	984	0	190	1584	126
Confl. Peds. (#/hr)	4					4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	1%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		23.1	23.1		23.1	23.1	53.0	48.0		62.8	52.9	52.9
Effective Green, g (s)		23.1	23.1		23.1	23.1	53.0	48.0		62.8	52.9	52.9
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.55	0.49		0.65	0.54	0.54
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		319	388		291	382	173	1755		373	1968	842
v/s Ratio Prot							0.02	0.28		c0.05	c0.44	
v/s Ratio Perm		c0.19	0.01		0.06	0.02	0.23			0.28		0.08
v/c Ratio		0.79	0.03		0.26	0.09	0.47	0.56		0.51	0.80	0.15
Uniform Delay, d1		34.7	28.4		30.1	28.8	15.6	17.2		9.8	17.9	11.0
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		12.1	0.0		0.5	0.1	2.8	0.5		1.1	2.5	0.1
Delay (s)		46.8	28.4		30.6	28.9	18.4	17.7		10.9	20.4	11.0
Level of Service		D	C		C	C	B	B		B	C	B
Approach Delay (s)		43.8			29.5			17.7			18.6	
Approach LOS		D			C			B			B	

Intersection Summary		
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.80	
Actuated Cycle Length (s)	97.1	Sum of lost time (s) 16.1
Intersection Capacity Utilization	77.5%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
6: Inglewood Ave & Access

T29A
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	211	250	26	61	7
Future Volume (Veh/h)	6	211	250	26	61	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	229	272	28	66	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)			80			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	300				529	286
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	289				520	274
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				87	99
cM capacity (veh/h)	1261				509	757
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	236	300	74			
Volume Left	7	0	66			
Volume Right	0	28	8			
cSH	1261	1700	528			
Volume to Capacity	0.01	0.18	0.14			
Queue Length 95th (m)	0.1	0.0	3.7			
Control Delay (s)	0.3	0.0	12.9			
Lane LOS	A		B			
Approach Delay (s)	0.3	0.0	12.9			
Approach LOS			B			
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		26.4%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

T29P
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	88	339	438	154	465	954	423	205
v/c Ratio	0.12	0.76	0.48	0.32	0.65	0.64	0.73	0.54
Control Delay	7.3	62.3	49.9	30.0	14.9	11.8	67.3	23.3
Queue Delay	0.0	7.2	0.3	0.0	0.4	0.2	0.0	0.0
Total Delay	7.3	69.5	50.2	30.0	15.2	12.0	67.3	23.3
Queue Length 50th (m)	3.7	100.7	59.4	20.5	25.8	26.4	64.0	16.4
Queue Length 95th (m)	12.4	#205.2	90.3	47.5	13.2	5.0	78.3	40.1
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	858	449	910	487	825	1706	847	488
Starvation Cap Reductn	0	0	0	0	80	179	0	0
Spillback Cap Reductn	2	74	114	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.90	0.55	0.32	0.62	0.62	0.50	0.42

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

T29P

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↖	↕	↗	↖	↕			↕	↗
Traffic Volume (vph)	0	0	81	624	91	142	750	556	0	0	389	189
Future Volume (vph)	0	0	81	624	91	142	750	556	0	0	389	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3300	1601	1628	3366			3579	1601
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3300	1601	1628	3366			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	88	678	99	154	815	604	0	0	423	205
RTOR Reduction (vph)	0	0	37	0	0	46	0	0	0	0	0	120
Lane Group Flow (vph)	0	0	51	339	438	108	465	954	0	0	423	85
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			66.3	41.4	41.4	41.4	66.3	66.3			24.2	24.2
Effective Green, g (s)			66.3	41.4	41.4	41.4	66.3	66.3			24.2	24.2
Actuated g/C Ratio			0.44	0.28	0.28	0.28	0.44	0.44			0.16	0.16
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			720	449	910	441	719	1487			577	258
v/s Ratio Prot				c0.21	0.13		c0.29	0.28			c0.12	
v/s Ratio Perm			0.03			0.07						0.05
v/c Ratio			0.07	0.76	0.48	0.24	0.65	0.64			0.73	0.33
Uniform Delay, d1			24.1	49.7	45.3	42.2	32.7	32.6			59.8	55.7
Progression Factor			1.00	1.00	1.00	1.00	0.35	0.31			1.00	1.00
Incremental Delay, d2			0.2	7.1	0.4	0.3	3.8	1.8			4.8	0.8
Delay (s)			24.3	56.7	45.7	42.4	15.0	11.9			64.6	56.5
Level of Service			C	E	D	D	B	B			E	E
Approach Delay (s)		24.3			49.2			12.9			62.0	
Approach LOS		C			D			B			E	

Intersection Summary

HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

T29P
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	143	790	1275	801	359	829
v/c Ratio	0.70	0.77	0.55	0.79	0.66	0.73
Control Delay	81.2	25.2	33.6	18.1	29.4	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay	81.2	25.2	33.6	18.1	29.7	30.1
Queue Length 50th (m)	41.6	138.4	100.8	68.2	90.1	107.1
Queue Length 95th (m)	62.3	#241.6	141.5	#178.5	13.2	13.8
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	241	1024	2302	1020	876	1842
Starvation Cap Reductn	0	0	0	0	166	322
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.77	0.55	0.79	0.51	0.55

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

T29P
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↑↑↑	↗	↖	↖↑	
Traffic Volume (vph)	132	0	727	0	0	0	0	1173	737	367	726	0
Future Volume (vph)	132	0	727	0	0	0	0	1173	737	367	726	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	143	0	790	0	0	0	0	1275	801	399	789	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	303	0	0	0
Lane Group Flow (vph)	143	0	720	0	0	0	0	1275	498	359	829	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	17.2		84.4					67.2	67.2	49.8	49.8	
Effective Green, g (s)	17.2		84.4					67.2	67.2	49.8	49.8	
Actuated g/C Ratio	0.11		0.56					0.45	0.45	0.33	0.33	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	205		900					2303	717	540	1135	
v/s Ratio Prot	0.08		c0.36					0.25		0.22	c0.24	
v/s Ratio Perm			0.09						0.31			
v/c Ratio	0.70		0.80					0.55	0.69	0.66	0.73	
Uniform Delay, d1	63.9		26.1					30.4	33.2	42.9	44.2	
Progression Factor	1.00		1.00					1.00	1.00	0.57	0.61	
Incremental Delay, d2	9.9		5.2					1.0	5.5	2.6	2.1	
Delay (s)	73.8		31.3					31.4	38.7	27.1	28.9	
Level of Service	E		C					C	D	C	C	
Approach Delay (s)		37.8			0.0			34.2			28.3	
Approach LOS		D			A			C			C	

Intersection Summary

HCM 2000 Control Delay	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

T29P
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	↘
Traffic Volume (veh/h)	0	22	0	1827	1385	75
Future Volume (Veh/h)	0	22	0	1827	1385	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.80
Hourly flow rate (vph)	0	28	0	1986	1505	94
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.66	0.79	0.79			
vC, conflicting volume	2545	800	1599			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	874	217	1228			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	193	628	454			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	28	993	993	1003	596	
Volume Left	0	0	0	0	0	
Volume Right	28	0	0	0	94	
cSH	628	1700	1700	1700	1700	
Volume to Capacity	0.04	0.58	0.58	0.59	0.35	
Queue Length 95th (m)	1.1	0.0	0.0	0.0	0.0	
Control Delay (s)	11.0	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	11.0	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	53.8%			ICU Level of Service	A	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

T29P
04/01/2021

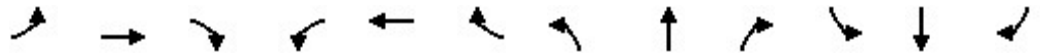


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	222	76	36	73	124	1796	69	1334	179
v/c Ratio	0.78	0.20	0.11	0.19	0.46	0.83	0.38	0.69	0.21
Control Delay	58.6	10.8	35.1	9.5	12.7	22.5	15.7	20.1	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.6	10.8	35.1	9.5	12.7	22.5	15.7	20.1	3.9
Queue Length 50th (m)	44.7	0.9	6.2	0.0	7.8	153.8	4.2	98.6	2.4
Queue Length 95th (m)	70.4	12.2	14.6	10.9	16.8	204.3	11.5	135.5	12.9
Internal Link Dist (m)	58.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	379	478	420	474	296	2335	181	2184	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.16	0.09	0.15	0.42	0.77	0.38	0.61	0.19

Intersection Summary

HCM Signalized Intersection Capacity Analysis
4: Taylor Way & Inglewood Ave

T29P
04/01/2021



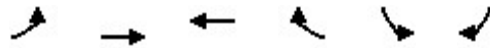
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗	↖	↑↖		↖	↑↑	↗
Traffic Volume (vph)	180	18	68	18	14	65	110	1582	16	61	1187	159
Future Volume (vph)	180	18	68	18	14	65	110	1582	16	61	1187	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.92
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1821	1539		1864	1521	1755	3605		1789	3579	1491
Flt Permitted		0.72	1.00		0.79	1.00	0.11	1.00		0.07	1.00	1.00
Satd. Flow (perm)		1369	1539		1514	1521	196	3605		134	3579	1491
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	202	20	76	20	16	73	124	1778	18	69	1334	179
RTOR Reduction (vph)	0	0	56	0	0	58	0	0	0	0	0	69
Lane Group Flow (vph)	0	222	20	0	36	15	124	1796	0	69	1334	110
Confl. Peds. (#/hr)	9		7	7		9	23		3	3		23
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%	4%	1%	7%	2%	2%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		21.3	21.3		21.3	21.3	70.0	60.8		60.6	56.1	56.1
Effective Green, g (s)		21.3	21.3		21.3	21.3	70.0	60.8		60.6	56.1	56.1
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.68	0.59		0.59	0.55	0.55
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		283	319		314	315	273	2134		151	1955	814
v/s Ratio Prot							c0.04	c0.50		0.02	0.37	
v/s Ratio Perm		c0.16	0.01		0.02	0.01	0.27			0.25		0.07
v/c Ratio		0.78	0.06		0.11	0.05	0.45	0.84		0.46	0.68	0.14
Uniform Delay, d1		38.5	32.7		33.0	32.6	11.8	17.0		16.9	16.9	11.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		13.3	0.1		0.2	0.1	1.6	3.3		2.2	1.0	0.1
Delay (s)		51.8	32.8		33.2	32.6	13.5	20.3		19.0	17.9	11.5
Level of Service		D	C		C	C	B	C		B	B	B
Approach Delay (s)		46.9			32.8			19.9			17.2	
Approach LOS		D			C			B			B	

Intersection Summary		
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.82	
Actuated Cycle Length (s)	102.7	Sum of lost time (s) 16.1
Intersection Capacity Utilization	81.6%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
6: Inglewood Ave & Access

T29P
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	218	232	48	45	6
Future Volume (Veh/h)	11	218	232	48	45	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	237	252	52	49	7
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			83			
pX, platoon unblocked	0.98				0.98	0.98
vC, conflicting volume	304				539	278
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	283				522	257
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				90	99
cM capacity (veh/h)	1257				501	768
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	249	304	56			
Volume Left	12	0	49			
Volume Right	0	52	7			
cSH	1257	1700	524			
Volume to Capacity	0.01	0.18	0.11			
Queue Length 95th (m)	0.2	0.0	2.7			
Control Delay (s)	0.5	0.0	12.7			
Lane LOS	A		B			
Approach Delay (s)	0.5	0.0	12.7			
Approach LOS			B			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization		30.4%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

T34A
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	116	346	493	234	354	727	595	304
v/c Ratio	0.20	0.63	0.44	0.39	0.67	0.66	0.78	0.66
Control Delay	15.8	49.8	42.2	27.8	38.1	33.4	63.2	33.4
Queue Delay	0.0	3.1	0.3	0.0	0.5	0.2	0.0	0.0
Total Delay	15.8	52.9	42.4	27.8	38.5	33.6	63.2	33.4
Queue Length 50th (m)	10.5	94.8	62.5	32.5	55.8	56.4	87.7	41.8
Queue Length 95th (m)	22.4	#169.8	92.7	65.4	53.7	43.8	107.3	73.9
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	857	551	1122	600	824	1710	847	494
Starvation Cap Reductn	0	0	0	0	167	359	0	0
Spillback Cap Reductn	59	119	182	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.80	0.52	0.39	0.54	0.54	0.70	0.62

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

T34A

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘	↕	↗	↘	↕			↕	↗
Traffic Volume (vph)	0	0	107	637	135	215	534	461	0	0	547	280
Future Volume (vph)	0	0	107	637	135	215	534	461	0	0	547	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3312	1601	1628	3375			3579	1601
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3312	1601	1628	3375			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	116	692	147	234	580	501	0	0	595	304
RTOR Reduction (vph)	0	0	44	0	0	58	0	0	0	0	0	119
Lane Group Flow (vph)	0	0	72	346	493	176	354	727	0	0	595	185
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			49.1	50.8	50.8	50.8	49.1	49.1			32.0	32.0
Effective Green, g (s)			49.1	50.8	50.8	50.8	49.1	49.1			32.0	32.0
Actuated g/C Ratio			0.33	0.34	0.34	0.34	0.33	0.33			0.21	0.21
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			533	551	1121	542	532	1104			763	341
v/s Ratio Prot				c0.21	0.15		c0.22	0.22			c0.17	
v/s Ratio Perm			0.04			0.11						0.12
v/c Ratio			0.13	0.63	0.44	0.33	0.67	0.66			0.78	0.54
Uniform Delay, d1			35.5	41.7	38.5	36.9	43.4	43.3			55.7	52.5
Progression Factor			1.00	1.00	1.00	1.00	0.76	0.72			1.00	1.00
Incremental Delay, d2			0.5	2.2	0.3	0.4	5.4	2.6			5.1	1.8
Delay (s)			36.0	43.9	38.8	37.2	38.5	33.8			60.7	54.3
Level of Service			D	D	D	D	D	C			E	D
Approach Delay (s)		36.0			40.1			35.3			58.6	
Approach LOS		D			D			D			E	

Intersection Summary		
HCM 2000 Control Delay	43.6	HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio	0.68	
Actuated Cycle Length (s)	150.0	Sum of lost time (s) 18.1
Intersection Capacity Utilization	68.9%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

T34A
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	239	1125	841	442	412	992
v/c Ratio	0.70	1.24	0.53	0.56	0.64	0.73
Control Delay	68.4	147.0	46.3	6.9	23.5	24.6
Queue Delay	1.5	0.0	0.0	0.0	0.8	0.5
Total Delay	69.8	147.0	46.3	6.9	24.3	25.1
Queue Length 50th (m)	66.9	~400.2	76.5	0.0	83.9	103.6
Queue Length 95th (m)	98.2	#518.4	101.4	29.8	19.5	23.4
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	343	906	1574	796	876	1842
Starvation Cap Reductn	0	0	0	0	219	398
Spillback Cap Reductn	26	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	1.24	0.53	0.56	0.63	0.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

T34A
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗					↑↑↑	↗	↖	↖↑	
Traffic Volume (vph)	220	0	1035	0	0	0	0	774	407	421	870	0
Future Volume (vph)	220	0	1035	0	0	0	0	774	407	421	870	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	0	1125	0	0	0	0	841	442	458	946	0
RTOR Reduction (vph)	0	0	54	0	0	0	0	0	307	0	0	0
Lane Group Flow (vph)	239	0	1071	0	0	0	0	841	135	412	992	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	28.8		74.7					45.9	45.9	59.5	59.5	
Effective Green, g (s)	28.8		74.7					45.9	45.9	59.5	59.5	
Actuated g/C Ratio	0.19		0.50					0.31	0.31	0.40	0.40	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	343		797					1573	489	645	1356	
v/s Ratio Prot	0.13		c0.41					0.16		0.25	c0.29	
v/s Ratio Perm			0.26						0.08			
v/c Ratio	0.70		1.34					0.53	0.28	0.64	0.73	
Uniform Delay, d1	56.5		37.6					43.2	39.5	36.6	38.5	
Progression Factor	1.00		1.00					1.00	1.00	0.55	0.57	
Incremental Delay, d2	6.1		163.2					1.3	1.4	1.7	1.7	
Delay (s)	62.6		200.9					44.5	40.9	21.7	23.8	
Level of Service	E		F					D	D	C	C	
Approach Delay (s)		176.7			0.0			43.2			23.2	
Approach LOS		F			A			D			C	

Intersection Summary

HCM 2000 Control Delay	81.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	96.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

T34A
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	43	0	1242	1833	70
Future Volume (Veh/h)	0	43	0	1242	1833	70
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.80
Hourly flow rate (vph)	0	54	0	1350	1992	88
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.86	0.76	0.76			
vC, conflicting volume	2711	1040	2080			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1588	409	1784			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	88	100			
cM capacity (veh/h)	86	452	267			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	54	675	675	1328	752	
Volume Left	0	0	0	0	0	
Volume Right	54	0	0	0	88	
cSH	452	1700	1700	1700	1700	
Volume to Capacity	0.12	0.40	0.40	0.78	0.44	
Queue Length 95th (m)	3.1	0.0	0.0	0.0	0.0	
Control Delay (s)	14.0	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	14.0	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.2					
Intersection Capacity Utilization	62.9%			ICU Level of Service	B	
Analysis Period (min)	15					

Queues
4: Taylor Way & Inglewood Ave

T34A
04/01/2021



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	261	51	80	145	86	1037	199	1663	200
v/c Ratio	0.81	0.10	0.29	0.29	0.45	0.61	0.56	0.82	0.22
Control Delay	57.7	0.4	36.7	7.3	19.5	20.4	13.7	23.3	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	0.4	36.7	7.3	19.5	20.4	13.7	23.3	4.7
Queue Length 50th (m)	52.6	0.0	14.0	0.0	6.1	76.8	15.2	148.1	5.2
Queue Length 95th (m)	#90.6	0.0	27.5	14.9	16.6	105.0	25.0	185.4	16.1
Internal Link Dist (m)	55.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	407	582	353	588	192	2071	423	2341	1052
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.09	0.23	0.25	0.45	0.50	0.47	0.71	0.19

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

4: Taylor Way & Inglewood Ave

T34A
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↖↗		↖	↖↗	↗
Traffic Volume (vph)	205	33	46	42	31	132	78	905	38	181	1513	182
Future Volume (vph)	205	33	46	42	31	132	78	905	38	181	1513	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	1.00		1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1835	1633		1867	1606	1825	3551		1807	3614	1546
Flt Permitted		0.70	1.00		0.61	1.00	0.08	1.00		0.17	1.00	1.00
Satd. Flow (perm)		1340	1633		1165	1606	156	3551		315	3614	1546
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	225	36	51	46	34	145	86	995	42	199	1663	200
RTOR Reduction (vph)	0	0	39	0	0	110	0	3	0	0	0	65
Lane Group Flow (vph)	0	261	12	0	80	35	86	1034	0	199	1663	135
Confl. Peds. (#/hr)	4					4	2		5	5		2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	3%	1%	1%	3%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		23.8	23.8		23.8	23.8	53.7	49.3		64.8	55.2	55.2
Effective Green, g (s)		23.8	23.8		23.8	23.8	53.7	49.3		64.8	55.2	55.2
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.54	0.50		0.65	0.55	0.55
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		320	390		278	384	157	1759		359	2004	857
v/s Ratio Prot							0.02	0.29		c0.06	c0.46	
v/s Ratio Perm		c0.19	0.01		0.07	0.02	0.27			0.30		0.09
v/c Ratio		0.82	0.03		0.29	0.09	0.55	0.59		0.55	0.83	0.16
Uniform Delay, d1		35.8	29.0		30.9	29.4	17.1	17.9		10.7	18.3	10.8
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		14.7	0.0		0.6	0.1	4.8	0.6		1.9	3.0	0.1
Delay (s)		50.5	29.0		31.5	29.5	21.9	18.5		12.5	21.3	10.9
Level of Service		D	C		C	C	C	B		B	C	B
Approach Delay (s)		47.0			30.2			18.7			19.4	
Approach LOS		D			C			B			B	

Intersection Summary

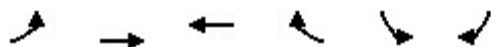
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	99.5	Sum of lost time (s)	16.1
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

6: Inglewood Ave & Access

T34A
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	222	262	26	61	7
Future Volume (Veh/h)	6	222	262	26	61	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	241	285	28	66	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			80			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	313				554	299
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	299				543	285
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				87	99
cM capacity (veh/h)	1247				492	745
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	248	313	74			
Volume Left	7	0	66			
Volume Right	0	28	8			
cSH	1247	1700	511			
Volume to Capacity	0.01	0.18	0.14			
Queue Length 95th (m)	0.1	0.0	3.8			
Control Delay (s)	0.3	0.0	13.2			
Lane LOS	A		B			
Approach Delay (s)	0.3	0.0	13.2			
Approach LOS			B			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization		27.0%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

T34P
04/01/2021



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	88	339	438	154	465	954	423	205
v/c Ratio	0.12	0.76	0.48	0.32	0.65	0.64	0.73	0.54
Control Delay	7.3	62.3	49.9	30.0	14.9	11.8	67.3	23.3
Queue Delay	0.0	7.2	0.3	0.0	0.4	0.2	0.0	0.0
Total Delay	7.3	69.5	50.2	30.0	15.2	12.0	67.3	23.3
Queue Length 50th (m)	3.7	100.7	59.4	20.5	25.8	26.4	64.0	16.4
Queue Length 95th (m)	12.4	#205.2	90.3	47.5	13.2	5.0	78.3	40.1
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	858	449	910	487	825	1706	847	488
Starvation Cap Reductn	0	0	0	0	80	179	0	0
Spillback Cap Reductn	2	74	114	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.90	0.55	0.32	0.62	0.62	0.50	0.42

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

T34P

1: Taylor Way & Hwy 1

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘	↕	↗	↘	↕			↕	↗
Traffic Volume (vph)	0	0	81	624	91	142	750	556	0	0	389	189
Future Volume (vph)	0	0	81	624	91	142	750	556	0	0	389	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3300	1601	1628	3366			3579	1601
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3300	1601	1628	3366			3579	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	88	678	99	154	815	604	0	0	423	205
RTOR Reduction (vph)	0	0	37	0	0	46	0	0	0	0	0	120
Lane Group Flow (vph)	0	0	51	339	438	108	465	954	0	0	423	85
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			66.3	41.4	41.4	41.4	66.3	66.3			24.2	24.2
Effective Green, g (s)			66.3	41.4	41.4	41.4	66.3	66.3			24.2	24.2
Actuated g/C Ratio			0.44	0.28	0.28	0.28	0.44	0.44			0.16	0.16
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			720	449	910	441	719	1487			577	258
v/s Ratio Prot				c0.21	0.13		c0.29	0.28			c0.12	
v/s Ratio Perm			0.03			0.07						0.05
v/c Ratio			0.07	0.76	0.48	0.24	0.65	0.64			0.73	0.33
Uniform Delay, d1			24.1	49.7	45.3	42.2	32.7	32.6			59.8	55.7
Progression Factor			1.00	1.00	1.00	1.00	0.35	0.31			1.00	1.00
Incremental Delay, d2			0.2	7.1	0.4	0.3	3.8	1.8			4.8	0.8
Delay (s)			24.3	56.7	45.7	42.4	15.0	11.9			64.6	56.5
Level of Service			C	E	D	D	B	B			E	E
Approach Delay (s)		24.3			49.2			12.9			62.0	
Approach LOS		C			D			B			E	

Intersection Summary

HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.1
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Taylor Way & Hwy 1

T34P
04/01/2021



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	143	790	1275	801	359	829
v/c Ratio	0.70	0.77	0.55	0.79	0.66	0.73
Control Delay	81.2	25.2	33.6	18.1	29.4	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay	81.2	25.2	33.6	18.1	29.7	30.1
Queue Length 50th (m)	41.6	138.4	100.8	68.2	90.1	107.1
Queue Length 95th (m)	62.3	#241.6	141.5	#178.5	13.2	13.8
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	241	1024	2302	1020	876	1842
Starvation Cap Reductn	0	0	0	0	166	322
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.77	0.55	0.79	0.51	0.55

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

T34P

04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↘					↑↑↑	↘	↘	↘↑	
Traffic Volume (vph)	132	0	727	0	0	0	0	1173	737	367	726	0
Future Volume (vph)	132	0	727	0	0	0	0	1173	737	367	726	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1601					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1601					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	143	0	790	0	0	0	0	1275	801	399	789	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	303	0	0	0
Lane Group Flow (vph)	143	0	720	0	0	0	0	1275	498	359	829	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		8					8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	17.2		84.4					67.2	67.2	49.8	49.8	
Effective Green, g (s)	17.2		84.4					67.2	67.2	49.8	49.8	
Actuated g/C Ratio	0.11		0.56					0.45	0.45	0.33	0.33	
Clearance Time (s)	5.6		5.0					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	205		900					2303	717	540	1135	
v/s Ratio Prot	0.08		c0.36					0.25		0.22	c0.24	
v/s Ratio Perm			0.09						0.31			
v/c Ratio	0.70		0.80					0.55	0.69	0.66	0.73	
Uniform Delay, d1	63.9		26.1					30.4	33.2	42.9	44.2	
Progression Factor	1.00		1.00					1.00	1.00	0.57	0.61	
Incremental Delay, d2	9.9		5.2					1.0	5.5	2.6	2.1	
Delay (s)	73.8		31.3					31.4	38.7	27.1	28.9	
Level of Service	E		C					C	D	C	C	
Approach Delay (s)		37.8			0.0			34.2			28.3	
Approach LOS		D			A			C			C	

Intersection Summary

HCM 2000 Control Delay	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: Taylor Way & Access

T34P
04/01/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	↘
Traffic Volume (veh/h)	0	22	0	1827	1385	75
Future Volume (Veh/h)	0	22	0	1827	1385	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.80
Hourly flow rate (vph)	0	28	0	1986	1505	94
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.66	0.79	0.79			
vC, conflicting volume	2545	800	1599			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	874	217	1228			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	193	628	454			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	28	993	993	1003	596	
Volume Left	0	0	0	0	0	
Volume Right	28	0	0	0	94	
cSH	628	1700	1700	1700	1700	
Volume to Capacity	0.04	0.58	0.58	0.59	0.35	
Queue Length 95th (m)	1.1	0.0	0.0	0.0	0.0	
Control Delay (s)	11.0	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	11.0	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			53.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Queues
4: Taylor Way & Inglewood Ave

T34P
04/01/2021



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	222	76	36	73	124	1796	69	1334	179
v/c Ratio	0.78	0.20	0.11	0.19	0.46	0.83	0.38	0.69	0.21
Control Delay	58.6	10.8	35.1	9.5	12.7	22.5	15.7	20.1	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.6	10.8	35.1	9.5	12.7	22.5	15.7	20.1	3.9
Queue Length 50th (m)	44.7	0.9	6.2	0.0	7.8	153.8	4.2	98.6	2.4
Queue Length 95th (m)	70.4	12.2	14.6	10.9	16.8	204.3	11.5	135.5	12.9
Internal Link Dist (m)	58.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	379	478	420	474	296	2335	181	2184	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.16	0.09	0.15	0.42	0.77	0.38	0.61	0.19

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: Taylor Way & Inglewood Ave

T34P
04/01/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↑	↗	↖	↑↔		↖	↑↑	↗
Traffic Volume (vph)	180	18	68	18	14	65	110	1582	16	61	1187	159
Future Volume (vph)	180	18	68	18	14	65	110	1582	16	61	1187	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.92
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1821	1539		1864	1521	1755	3605		1789	3579	1491
Flt Permitted		0.72	1.00		0.79	1.00	0.11	1.00		0.07	1.00	1.00
Satd. Flow (perm)		1369	1539		1514	1521	196	3605		134	3579	1491
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	202	20	76	20	16	73	124	1778	18	69	1334	179
RTOR Reduction (vph)	0	0	56	0	0	58	0	0	0	0	0	69
Lane Group Flow (vph)	0	222	20	0	36	15	124	1796	0	69	1334	110
Confl. Peds. (#/hr)	9		7	7		9	23		3	3		23
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%	4%	1%	7%	2%	2%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		21.3	21.3		21.3	21.3	70.0	60.8		60.6	56.1	56.1
Effective Green, g (s)		21.3	21.3		21.3	21.3	70.0	60.8		60.6	56.1	56.1
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.68	0.59		0.59	0.55	0.55
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		283	319		314	315	273	2134		151	1955	814
v/s Ratio Prot							c0.04	c0.50		0.02	0.37	
v/s Ratio Perm		c0.16	0.01		0.02	0.01	0.27			0.25		0.07
v/c Ratio		0.78	0.06		0.11	0.05	0.45	0.84		0.46	0.68	0.14
Uniform Delay, d1		38.5	32.7		33.0	32.6	11.8	17.0		16.9	16.9	11.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		13.3	0.1		0.2	0.1	1.6	3.3		2.2	1.0	0.1
Delay (s)		51.8	32.8		33.2	32.6	13.5	20.3		19.0	17.9	11.5
Level of Service		D	C		C	C	B	C		B	B	B
Approach Delay (s)		46.9			32.8			19.9			17.2	
Approach LOS		D			C			B			B	

Intersection Summary

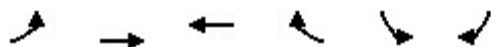
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	102.7	Sum of lost time (s)	16.1
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

6: Inglewood Ave & Access

T34P
04/01/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	218	232	48	45	6
Future Volume (Veh/h)	11	218	232	48	45	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	237	252	52	49	7
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			83			
pX, platoon unblocked	0.98				0.98	0.98
vC, conflicting volume	304				539	278
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	283				522	257
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				90	99
cM capacity (veh/h)	1257				501	768
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	249	304	56			
Volume Left	12	0	49			
Volume Right	0	52	7			
cSH	1257	1700	524			
Volume to Capacity	0.01	0.18	0.11			
Queue Length 95th (m)	0.2	0.0	2.7			
Control Delay (s)	0.5	0.0	12.7			
Lane LOS	A		B			
Approach Delay (s)	0.5	0.0	12.7			
Approach LOS			B			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization		30.4%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
2: Taylor Way & Hwy 1



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	239	1125	841	442	412	992
v/c Ratio	0.52	0.75	0.67	0.61	0.64	0.74
Control Delay	54.8	32.7	54.6	7.8	24.1	25.2
Queue Delay	1.3	0.0	2.0	0.0	1.0	0.6
Total Delay	56.1	32.7	56.5	7.8	25.1	25.8
Queue Length 50th (m)	61.1	143.6	83.9	0.0	85.1	105.1
Queue Length 95th (m)	#103.3	206.9	99.5	29.1	21.0	25.3
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	459	1504	1252	724	855	1797
Starvation Cap Reductn	0	0	0	0	218	395
Spillback Cap Reductn	88	0	257	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.75	0.85	0.61	0.65	0.71

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
2: Taylor Way & Hwy 1

T34A Dual EBR Test
04/13/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗↗					↑↑↑	↗	↘	↗↗	
Traffic Volume (vph)	220	0	1035	0	0	0	0	774	407	421	870	0
Future Volume (vph)	220	0	1035	0	0	0	0	774	407	421	870	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		0.88					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		2818					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		2818					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	0	1125	0	0	0	0	841	442	458	946	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	334	0	0	0
Lane Group Flow (vph)	239	0	1125	0	0	0	0	841	108	412	992	0
Turn Type	Prot		custom					NA	Perm	Split	NA	
Protected Phases	7		7 8					8		6	6	
Permitted Phases									8			
Actuated Green, G (s)	38.5		80.7					36.6	36.6	59.1	59.1	
Effective Green, g (s)	38.5		80.7					36.6	36.6	59.1	59.1	
Actuated g/C Ratio	0.26		0.54					0.24	0.24	0.39	0.39	
Clearance Time (s)	5.6							5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0							3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	459		1516					1254	390	641	1347	
v/s Ratio Prot	0.13		c0.40					0.16		0.25	c0.29	
v/s Ratio Perm									0.07			
v/c Ratio	0.52		0.74					0.67	0.28	0.64	0.74	
Uniform Delay, d1	47.8		26.6					51.3	46.0	36.9	38.8	
Progression Factor	1.00		1.00					1.00	1.00	0.56	0.58	
Incremental Delay, d2	1.1		2.0					2.9	1.8	1.8	1.8	
Delay (s)	48.9		28.6					54.1	47.7	22.4	24.4	
Level of Service	D		C					D	D	C	C	
Approach Delay (s)		32.2			0.0			51.9			23.8	
Approach LOS		C			A			D			C	

Intersection Summary

HCM 2000 Control Delay	35.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

